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HERITAGE GAZETTE OF THE TRENT VALLEY

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Cover photo: While standing in the beautiful garden of Dianne Tedford, site for the garden party for our volunteers Mike shows the delightful Fairbairn photo of a Stoney Lake cottage which he won at the event.



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President's corner

I am honoured to assume the Presidency of Trent
Valley Archives (TVA). I am fully conscious of the
distinguished predecessors and am anxious to live up to the
high standards which they have established over the 30
years of the Archives.

Never before has a President had the good fortune
to assume office with a Long Term Plan in place. The
credit for this achievement lies substantially with my
predecessor, Rick Meridew, now the Past-President of
TVA. He had a vision for a plan and persevered in order to
provide a basis for sustaining and expanding the Archives.
During the past two years, over a series of special meetings,
the TVA Board of Directors, under Rick's leadership, have
devised a plan with five major goals.

My confidence in the future of the TVA is linked to
the clarity of purpose identified in the Long Term Plan.
Needless to say, considerable work lies ahead for the Board
and our many volunteers in order to implement the goals of
the plan.

Alan Brunger

James A. Gifford and the Chemong Causeway

Elwood H. Jones

The James A. Gifford Causeway opened in 1949 and has been a major Peterborough County landmark for the past seventy years. It is currently undergoing maintenance and improvement assisted by a recently announced provincial grant; a federal grant is expected, too.

1844, the District of Colborne officials authorized £26 to provide a scow and ferry boats to ply between Galt's Landing in Ennismore and Edmison's Landing in Smith. The costs were to be recovered by charging a toll. For a span of horses and one wagon, the toll was one shilling. For a single horse, with or without a



Appreciation presented to James A. Gifford when he retired from local politics, 1963; the highlight of his career had been the building of the Chemong Causeway, which was renamed in his honour. (TVA)

For a century earlier, the crossing of Chemong Lake had been by a floating bridge, likewise a major landmark.

Even earlier, the lack of an easy connection between the villages of Bridgenorth and Ennismore was a topic of discussion.

Recently, the donation of James A. Gifford papers, which included the scrapbook kept by his wife, Agnes, added many important details to these stories.

The lake, known in its early years as Mud Lake, had many problems quite apart from the issues of convenience. And from earliest times the lake was part of the portage from Nogojiwanong on the Otonabee River, the easiest way to avoid the powerful rapids that dropped about 60 feet in about five miles.

Early settlers could cross the lake in small boats, but the safer route was to follow a blaze marking a trail that ran south of the lake. In February

wagon, the toll was sixpence; for a yoke of oxen, ninepence. Pigs, calves and passengers were charged twopence each; horned cattle, three pence.

A joint stock company, formed in 1854, intended to build a gravel road from Peterborough to Ennismore that would cross Mud Lake by a bridge; however, this was too optimistic. Still people liked the idea, and the first floating bridge across Mud Lake was built in 1869-70 by William Trennum and then towed into place; the total cost was about £3,500. The bridge opened on May 24, the Queen's birthday.

The first bridge was close to Chemong Park, but in the 1880s and in the 1900s, the floating bridge moved further east. When the bridge was rebuilt in 1901, the steel work for the swing in the bridge was supplied and erected by Hamilton Bridge Works Company of Hamilton.

The automobile increased demand for something more satisfactory. The Toronto Globe and Mail ran a picture showing winter traffic crossing to the right of the frozen floating bridge.

After World War II the provincial government encouraged improvements in telephone, electrical and

highway service. With respect to highways, the province was paying 75% of the construction costs. George H. Doucette, the minister of highways, said the province would do the same for the Ennismore bridge.

The local committee, which included James A. Gifford, thought the remaining 25% could be obtained from a combination of sources, such as the townships of Ennismore and Smith; the County of Peterborough; the City of Peterborough; and from private donations. The improvements in highways had encouraged people to drive further, and tourist lodges and cottages became more feasible. A bridge would encourage both local and tourist traffic.



*James A. Gifford
(Trent Valley
Archives)*

James A. Gifford, the Reeve of Ennismore, considered the 40-year-old floating bridge to be dangerous. It was difficult to maintain the bridge. The large main beams were

near impossible to replace. One December a truck got stuck and sank; the driver escaped. Gifford estimated that there was room for about 700 to 1000 cottages on the north shore of the lake. In Ennismore, 65 cottage lots were already occupied, and of these four-fifths were from Peterborough.

Gifford, born in Montana, was raised in Ennismore where he graduated from the Ennismore Continuation School. When he was on County Council in 1934-35 he first raised the question of replacing the floating bridge.

While pushing for a new causeway and bridge combination, Gifford assured people that "No one wants stagnant water on either side of the causeway, and so provision is being made in it for ample flow through openings."

There were still many obstacles, and many steps to be taken. The Chemong Bridge Deputation which included Reeves Mather and Gifford, D. A. Maciver, county engineer; Alderman R. S. Cotton; Sherman J. Rowe of the Allied Labor Council; Alex Sollitt of the Motor League; and James J. Dorris, chamber of Commerce went to Toronto on November

23, 1944, where the local member, Harold Scott, MPP escorted them to meet the Hon. George Doucette, Minister of Highways, and later, Dana Porter, Minister of Planning and Rehabilitation.

In addition to provincial jurisdiction, Chemong Lake was under some federal regulation, both because it was considered navigable water, and because it was part of the Trent Canal. Early in 1948, the Department of Public Works gave permission for the project. At the eleventh hour, in February 1946, a small delegation including Gifford, Warden Mahoney, Isaac Anderson, the county engineer, assisted by Senator J. J. Duffus, sought the permission of the Transport and Railways and Canal people.

The Hon. J. J. Duffus, Senator from Peterborough, commented to Gifford, about the meeting with the Department of Transport. Before Duffus' intervention, the Department was only going to "spend money up to the cost of the old swing." However, they accepted the Duffus recommendation to build a pier for \$7,000, change the location of the bridge, and give credit to the Chemong people for getting the Welland bridge for the bridge section of the Causeway.

County Council, on condition other financing would be firm, accepted the tender of the Thompson Construction and Engineering Company, which hoped to have a grader on site by the fall of 1948. The county council vote was 13-4; the four no votes came from Reeve Carl Purdy, Belmont-Methuen; Gilbert McIlmoyle, Smith; Harry Reid, Otonabee; Warden Johnston. Smith Township was concerned that the value of their cottage properties would be affected with all the new cottages able to be built in Ennismore. The others were concerned that losses in operating and maintaining the new bridge would be passed on to ratepayers. Costs were estimated at \$233,333 of which the province would pay \$186,666.40; City fixed \$10,000; 8/11 of the rest by the county, and 3/11 by Ennismore township. At the end, the Chemong Causeway cost \$255,058 of which the Province paid 80%.

The *Peterborough Examiner* thought the floating bridge could be mended and that it could be supplemented by a road around the south end of Chemong Lake. "The present bridge is easy to mend and if people like to look at it, and use it as an oddity and a tourist attraction, why disturb it?" However, it also thought that it was fair that the City contributed \$10,000 to the project. Letter writers thought the city had paid too much.

The last car crossed the old floating bridge on July 7, 1948. By mid-March 1949, the construction was within 500 feet of the Smith shore, by early May

the causeway was completed in the rough. The trucks were moving 1,900 tons of rock a day. When the Chemong Causeway opened on June 23, 1949, there were 8,000 spectators on hand.



There was considerable excavation in the building of the Causeway, 1948-49. (Trent Valley Archives)

Boats were able to pass through the bridge part of the causeway, but the first controls were manual (and apparently run by Burritt Mann); electric controls came in the early 1950s. In 1973-1974, the overhead concrete bridge was built so even tall boats could pass.

In 1949, the new $\frac{3}{4}$ mile causeway allowed, "three cars to pass on its gravel top surface." It was a great accomplishment and illustrated how a determined local politician could navigate the provincial and federal bureaucracies to great effect. James A. Gifford had spent fifteen years on this successful project.

Agnes Gifford scrapbook

Trent Valley Archives Fonds 782, File 24

Agnes Gifford kept a scrapbook that documented many of the twists and turns in the history of getting the Chemong Causeway, later named for her husband. Even though many of the clippings were not dated, our attention was drawn to many important points. This is a list of the items that were in the scrapbook. History of Chemong Bridge by G. Wilson Craw, M. A causeway across Chemong lake connecting the village of Bridgenorth to Ennismore has long history. The lake was a serious obstacle to early settlers and so they used

small boats or walked around the southern edge, following the blaze marking the trail. In February 1844, the District of Colborne authorized L26 for a scow and ferry boats plying between Galt's Landing in Ennismore and Edmison's Landing in Smith. "The amount of tolls was also set out in the bylaw as follows: a span of horse and a wagon, one shilling; a single horse with or without a wageon, sixpence; a yoke of oxen ninepence; horned cattle, per head, three pence; pigs and calves, per head, twopence and each passenger twopence."



James A. Gifford, Hon. George Doucette, MPP, and Hon. Harold Scott, MPP cutting the ribbon for the Chemong Causeway, 22 June 1949. (Trent Valley Archives)

"In 1854, a joint stock company was formed to construct a gravel road from Peterborough to Ennismore, intending to cross Mud Lake by a bridge." Despite some support the project never proceeded. After increasing demand, a floating bridge opened on 24 May 1870, closer to Chemong Park. The bridge was moved in the 1880s and the 1900s further east.

With increasing car traffic, the floating bridge proved less worthy.

1 Support sought for Bridge to Ennismore n.d.

George H. Doucette, minister of highways, said the province would pay 75% of the cost of the causeway and the committee was optimistic of raising 25%. Expected the rising tourist traffic would benefit as well as local traffic.

2 Picture from Globe and Mail showing winter traffic crossing to the right of the floating bridge.

3 Bridge on last legs, Dangerous Declares Reeve of Ennismore

The bridge has been steadily deteriorating despite regular maintenance because the big main beams are hard to replace. In December a truck got stuck and while the driver escaped the truck sank. Gifford estimated there were 700 to 1000 cottage lots on the north shore of the lake; 65 already occupied and of these 80% from Peterborough. [105 lots of 100 ft frontage]. No issue of supplies as "It is a rock fill job, no steel to be bought nor cement to be used."

"No one wants stagnant water on either side of the causeway, and so provision is being made in it for ample

flow through openings.”

4 Chemong Bridge Deputation Sees Minister
Deputation included Reeves Mather and Gifford, D. A. Maciver, county engineer; Alderman R. S. Cotton; S. J. Rowe of the Allied Labor Council; Alex Sollitt of the Motor League; J. J. Dorris, chamber of Commerce; met in Toronto by Harold Scott, MP. Met with Hon. George Doucette; and later met with Dana Porter, Minister of Planning and Rehabilitation. [precede item 2?]

5 Chemong Project Gets Go Signal from Ottawa
Given permission under the Navigable Waters Act by Department of Public Works. Earliest delivery of a grader would be fall of 1948 or from a different supplier, spring of 1949.

6 Money is only holdup to new Chemong Causeway
County Council accepted the tender of Thompson Construction and Engineering Company, conditional on financial support from province, county, city and township.

7 Vote 13 to 4 In Favor of Project
Total cost \$233,333; no votes from Reeve Carl Purdy, Belmont-Methuen; Gilbert McIlmoyle, Smith; Harry Reid, Otonabee; Warden Johnston. Smith concerned that the value of their cottage properties would be affected. Others were concerned that losses would be passed on to ratepayers. \$233,333 of which Dept of Highways pays 186,666.40; City fixed \$10,000; 8/11 of the rest by the county, and 3/11 by Ennismore township.

8 Examiner editorial: The Gift to Ennismore
The City has acted wisely, but still wondering if Ennismore would do better by keeping the bridge and build a road around the end of the lake. “The present bridge is easy to mend and if people like to look at it, and use it as an oddity and a tourist attraction, why disturb it?”

9 Navigable Water Act, R.S.C. Chapter 140
Notice dated 29 June 1947; county will apply for approval one month from this date.

10 Call for tenders for Chemong Lake fill, by J. A. Fletcher, County Engineer, to be submitted by 16 January 1947.

11 Last car across the floating bridge; part of bridge removed in order to start the causeway. [Examiner editorial dated Wednesday July 7, 1948;

12 Work Begins on New Chemong Bridge
“Work has finally commenced on the controversial Chemong bridge which is being built to replace the present wooden, floating bridge. The floating bridge has been described as beyond repair.”... Two photos by Examiner staff accompany this story.

13 Examiner, 16 March 1949, Chemong Lake Causeway now completed to within 500 feet of the Smith shore. Parks Studio photo.

14 Examiner, 8 May 1949 Chemong Causeway Roadbed completed in the rough. Examiner Staff Photo of the construction truck, and also a general view of the causeway; Rock was hauled at rate of 1,900 tons a day, and so projecting completion by mid-June.

15 Examiner, 23 June 1949; Chemong Causeway Opened by Highways Minister Before 8,000 Spectators
“... as a subject of heated controversy in County politics...” Hon. G. H. Doucett, Minister of Highways and Public Works [Xerox copy made]

16 Examiner, 5 June 1963 Stone Landmark Dedicated Near Causeway [to Gifford]

17 Bad Weather Made Bridge Trip Risky [nd June 1949?]
Files of Examiner show first floating bridge built 1869; rebuilt 1901; the steel work for the swing in the bridge supplied and erected by Hamilton Bridge Works Company of Hamilton. [Warden Melville Johnston]

18 March 1947, Hear Causeway Objections without Municipal Board

19 Battle of Chemong Causeway Keeps County Council On Edge in Full-Dress Debate

20 Otonabee Pair Walk Out and Fail to Return; Next Meeting Due Nov. 4 Property Owners Set to Organize

21 4 Feb xxx, Doubts Ontario To Subsidize Ennismore and City Grants, by Pete McGillen

22 G. N. Gordon, “The Ennismore Bridge Question,” Letter to the Editor

23 Will Chemong Be Stagnant? Cottagers to Seek Opinion

24 Smith Council Opposes Causeway Plan

25 Let City Keep \$10,000 Reeve Declares

26 City Got Breaks, Township Nil, Ex-Reeve Complains; John Leahy Thinks Peterborough Should Pay Major Share of Chemong Causeway Project

27 City Council Clears Chemong Causeway Argument; Members Satisfied City Taxpayers Will Not Be Burdened With Maintenance Costs

28 Mrs. Joseph Hamilton, Stony Lake, “People’s Rights and the Chemong Causeway”, Letter to the Editor

29 Al Crowe, Bridgenorth, “Come Out From Under the Hay Pile”, Letter to the Editor

30 E. H. Connors, RR 1, Peterborough, “Heart Stops on Bridge”, Letter to the Editor

31 Ratepayer, “Generosity Carried Too Far”, Letter to the Editor

32 A Great Believer in Freedom, “God Will Protect Ennismore”, Letter to the Editor

33 Property Owner, “The Causeway and Tourists,” Letter to the Editor

34 Mrs Joseph Hamilton, “Causeway Lacks Economic Justification,” Letter to the Editor

35 Just Cause(way) Links Twps As Chemong Waves Play [June 1949]

36 Chemong Causeway Costs \$255,058: Province Pays 80% of Total Bridge Bill

37 Invitation, Opening of the Causeway, 22 June 1949

38 James Gifford Honored by Ennismore

39 Skeptics Change Minds About Causeway

40 Causeway at Gannon’s Narrows Next Project for the County?

41 To Ask Bridge Project; Informal Discussion Takes Place on Proposed Pigeon River Bridge

OLD CEMETERY PUTS ON MANTLE OF GREEN TO HIDE ITS MISERY**Burying Ground on Hilliard Street is Now an Unsightly Ruin****PIONEERS THERE. /Stones lie Broken and Lovers Scribble Names on Monuments**

*Perhaps in this neglected spot is laid
Some heart once pregnant with celestial fire;
Hands, the rod of Empire might have sway'd
Or walked to ecstasy the living lyre.
---[Elegy Written in a Country Churchyard] by Thomas Gray]*

A forgotten city of the dead is to be found within the city limits of Peterborough, surrounded by houses, passed by the railroad and within the sight of clanging trolley cars. Before the eyes of those who lie there the doors of the forest opened on the wild vastnesses of the country which they conquered and made fit for the whizzing wheels of ponderous machinery that supports the city – the city that forgets.

The din of factory and workshop reaches the lonely hillside strewn with stones, and into its heart men are drilling for the sand that goes to make the needs of modern life – plebian pipe and massive monumental vaults – menacing the last narrow holdings of the bold pioneers who opened the wonders of a new world and rolled back the forest to make a fit habitation for their grandchildren – who forget.

Life, delightful life, spins merrily past; the perennial stream of youth flows on. The old cemetery wistfully bids it cast back a loving thought into the past, a little gift for the old laborers who worked so diligently in the forgotten hours till the weary falling hands laid down the tools with which they had subdued the wilderness and soon lay silent in the dust of the hillside.

And now the cemetery lies neglected, a dishonor to the dead, a reproach on the past and a disgrace to the living generation. It was opened during the time of the disputes about church lands, and its maintenance vested in a board of trustees of George street Methodist church, now probably the largest of town and county and he was so highly esteemed by his church that the congregation erected the most pretentious monument in the cemetery over his grave – a monument composed of wood and stone that time and abuse have disintegrated. Mr. Sheridan was a public figure in his day and enjoyed the distinction of being the first clerk of the united counties of Peterborough and Victoria in 1850, when his yearly salary was £100. He held that office until the separation of the counties in 1858, when he became the first clerk of the county of Peterborough. He was also a member for several years of the school board, and held the position of secretary of the board charged with the administration of the cemetery where he lies. He came to Canada from

Peterborough Examiner, 4 May 1925

Thanks to Dianne Tedford

Ireland where he was born in County Carlow in 1796, and was laid to rest beside his wife, Martha, in December 1875.

A few paces away from this big monument is the grave of Rev. John S. Marsden, a Wesleyan missionary, who died in 1845 in the prime of his manhood. Of him nothing is known, and no record appears in Methodist church history in Peterborough. His tombstone is fallen from its pedestal and lies askew on the grave of the man who must have been one of the first ministers of the gospel to brave the hardships of pioneering in this district.

John Cobb, who died on November 27, 1842, eighteen years after the solitude of the town site was disturbed by the first immigration, is buried here. Was he artisan or clerk, soldier or baker? No one knows. To-day his weathered tombstone lies shattered on his rude couch. A few paces away is the last resting place of Thomas Bell, a native of Donegal, Ireland, who immigrated to Peterborough in 1830 and died 26 years later. In his lot, which has been robbed of its surrounding chain, are buried many of his family.

Eighty-four graves bear decipherable stones, and as many more have shattered stones, or monuments fallen face down, or are unmarked. There is no fence around the cemetery, and the whole area is littered with broken crockery, old tins, cast-out utensils, weeds, briars rank undergrowth and garbage. Boys have carried away headstones for uses as bases for their ball diamonds and their elders have removed others to mark rustic seats. Iron fences that were erected by loving hands to guard the sacred soil where beloved ones lay have been ruthlessly torn from their foundations and wantonly cast aside. A joker whose sense of humor savors of blasphemy, has turned a tombstone upside down so that the pointing hand with its legend "Gone Home" points downward instead of heavenward. And mooning couples making a rendezvous of the city of the dead, have scribbled their names in entwined hearts on the stones that bear the deep-cut records of parents' love and anguish.

In 1890 the cemetery was notorious as the meeting place of the evil characters of the neighborhood. It was even then neglected and had been closed as a burying place under an order of the town council. In 1888 an effort had been made to leave it to Nicholls Hospital, which it adjoins, as a park for patients. A nominal rental of \$1 a year was asked, but evidently the hospital authorities did not relish the

task of repairing the ravages that had been done and maintaining the cemetery in respectability, and the contract was not at that time consummated. In 1891 a meeting of the plot holders enquired into their rights, some who had looked forward to sleeping there with their families objected to its closing and others wished it kept in decency. James Stevenson, then the only surviving member of the original board, made an explanation of the circumstances, and the question was referred to the trustee board of George street church.

Marauders Denounced

D. W. Dumble, than an attorney and retired police magistrate of the city, scathingly denounced the bad characters who ruthlessly desecrated the place of the dead with their vile carousal. "Blackguards were playing cards over the grave of their grandfathers," he declared. The hospital patients were annoyed by the noise of the vagrants who sat on the tombstones to conduct their nightly revels, and someone had started a horse ring in the centre of the lot.

In the thirty-three years that have elapsed since that indignation meeting nothing has been done to repair the devastation except the kindly ministrations of nature who has thrust up around the desecrated graves and mutilated stones a bounteous growth of shrubs and weeds that cover the damage a brazen and contemptuous generation wrought. Years ago the Indians buried their dead and left their grave untended because they were driven away by advancing civilization. But in the Hilliard street cemetery the graves of pioneers neglected by a superior race, forgotten by those who reap the fruits of their toil. The Indians who plied their canoes on the Seebec river in 1825 and the mental aborigines who have harnessed the Otonabee river in 1925 are altogether much less than nothing before the invincible march of death. And young men who had no part in the glories or conquests of their race play cards on the tombstones of their grandfathers.

Spirit of the Age

The spirit of the age in which they lived is reflected in some of the epitaphs on the earliest pioneer graves. George Coles inscribes above his wife, Jane, "In me die the death of the righteous and let my last end be like hers." The daughter of Josiah S. and Betsy Huntoon, who died sixty years ago, was called by her sorrowing parents "Little Birdie," an on her tombstone they wrote:

"This lovely bud so young and fair,
Call'd off by early doom
Just came to show how sweet a flower
In Paradise could bloom."

"Gone to your father," and "There is rest in Heaven," are common expressions of the sentiments

with which these pioneers recorded the great adventure, and "Suffer the little children to come unto Me" is an oft-met phrase.

A particularly brazen desecration and one of the most pathetic is indicated by a stone on the outskirts of the cemetery. Joseph and Mary Ann Sawdye erected the monument over the graves of their two children, aged eight years and one year respectively, and on it they wrote:

"These lovely buds, how sweet they were
Call'd to a early doom
But now at rest in Jesus' breast
In Paradise to bloom."

No. 3 Old Cemetery

And this tombstone, erected by sorrowing parents, is now split in two, and while one part is used to prop up a seat the other has been set against a tree many yards away and used as a target for air-rifle shooting. Where the bodies of the children lie no one knows, and apparently there is no one to care.

Throughout the cemetery are fallen stones half buried with moss and leaves, that unexpectedly stub the wandering foot, and gaping holes appear here and there where thoughtful relatives removed bodies from the profaned place two decades ago to re-inter them in Little Lake cemetery, now one of the prettiest in the province. Other oblong holes, six inches to a foot deep, show where the earth fell in on crumbling caskets – dust to dust.

Eighty-two years ago there died the first man whose body lies in the forgotten cemetery, and 82 years hence the people who now neglect that resting place will be with those who sleep beneath the weeds and tumbled stones. Their children and their children's grandchildren – how will they respect and treat the graves in the now beautiful Little Lake cemetery?

To-day the sun flares red behind newly leafed elms and maples and bathes the old cemetery in a benignant glow that shades the harshness of its ugliness, and in a few days more the broken stones and sunken mounds will be completely hidden in foliage and the forgotten dead will slumber through another summer.

And so they rest, these pioneers of a new land, while the clocks tick out the days and years, and in the evening the bright home lights twinkle all around their uncared for sepulchers and the streets are thronged with alert, forgetful, great-great children, while overhead, above all the stir and murmur of life and the peacefulness of death, hang in the dark sky the unchanging stars.

MOVIE-GOING IN THE GREAT DEPRESSION: SOPHISTICATION OR LIGHT NOTHINGNESS?

Or: how we learned (as much as possible) to enjoy the Depression — at least at the moving picture show?

Robert G. Clarke

In the summer of 1932 the *Examiner* published an article based on an interview with the Capitol Theatre's manager, Jack Stewart. The piece provided an outline of what was popular — and not popular — amongst the city's population of movie-goers, from Stewart's point of view. "The fact that a picture has made a bit hit in New York, Montreal or Toronto," we learn, "often proves to have little influence with local audiences."

The Great Depression of the 1930s — as hard as it was on the city's population (and others in Canada as a whole) — was a time of avid movie-going, which provided one of the cheapest and most ready means of entertainment and distraction (and ticket prices went down in the early years of the decade). What did people go out to see?

The article had no byline, but it was almost certainly written by Cathleen McCarthy, who, using the byline "Jeanette," had been writing about movies, and reviews of movies, since at least 1925, and probably a few years before that.

Here is the full article.

Good Comedy Heavy Favorite Among City's Theatre Fans

Peterborough Audiences Simply Do Not Like Greta Garbo.

Dressler A Favorite

What do Peterborough people like to see when they go to the movies? Is it the heavy sophistication of a Garbo romance or the light nothingness of a Buster Keaton comedy which wins their patronage? Is it the crafty snooping of a Philo Vance or the galloping, shooting, rope-twirling action of a Buck Jones which pleases their fancies?

Capitol Theatre ad, *Examiner*, Feb. 16, 1932, p.9. Garbo and Gable — together: not so popular. And an "all-Canadian film" too.

John A. Stewart, manager of the Capitol Theatre in this city, was able to give some enlightenment on these questions in an interview today.

Capitol Manager John A. Stewart. *Examiner*, June 8, 1929, p.7.

Of all the types of motion picture entertainment which come to local screen, good comedy is the heavy favorite, Mr. Stewart reports. It is a close race for popularity between the air farces of Harold Lloyd and Buster Keaton and the slightly more serious comedy of Marie Dressler and Wallace Beery with the Dressler and Beery type winning honors by a nose. However, almost any good clean comedy will ensure a well-filled house.

Fans Are A Bit Choosy

Examiner, July 17, 1933, p.13. Mickey Mouse the new star makes many appearances in the ads, 1932—33.

Local theatre customers are a bit choosy where the absolutely slapstick type of humor is concerned but Laurel and Hardy enjoy an unflinching following, Mr. Stewart reported further on the subject of comedy. They will laugh at antics of the excuse-me-for-living Mr. Laurel and the obese Mr. Hardy which, if tried by other comedians, are received in unsympathetic silence.

Peterborough's movie patrons are quite as much addicted to the craze for Mickey Mouse and his syncopated capers as the rest of the world, Mr. Stewart said. Perhaps claims that Mickey is the most popular actor elsewhere in the world are a bit exaggerated but at any rate he is well up in the running here. The pen and ink Mickey Mouse comedies are so popular that they almost could be run as the program features, the theatre manager said. The adults are, if possible, more zealous addicts than the children.

No Mickey Mouse

Recently, Mr. Stewart relates, he saw a little boy making his way out of the theatre at the conclusion of a matinee. His attention was attracted as the young lad was crying softly. He approached him and asked him if he had hurt himself or lost something in the theatre.

"I wanted to see Mickey Mouse and there was no Mickey Mouse today," the child explained between sobs.



And then, on the other hand, is the strange case of Greta Garbo. Garbo may be the worshipped idol of thirty million other movie patrons but she is a comparative pain in the cerebral isthmus to local devotees of the silver screen. Peterborough audiences simply do not like Greta Garbo and will not respond with the customary reaction of her so-called allures. Even Garbo pictures which have real merit aside from Garbo are neglected, Mr. Stewart reveals.

Examiner, 8 June 1929

Mr. Stewart, who has many years of experience with motion picture audiences behind him, explains this Garbo mystery as "simply a matter of local psychology." The tastes of theatre patrons in one

city vary from those of fans in another city just as individual tastes differ. Garbo, while unpopular here, commands a worshipful following in many other cities in America which correspond to Peterborough quite closely in size, type of population and general intellectual level.

Last Times Tonight, 7-9
Don't Miss This One
"It's a Grand Picture"
 —Photoplay



SYLVIA SYDNEY
'LADIES OF THE BIG HOUSE'
A Paramount Picture
 of "American Tragedy" — **ONE OF THE SEASON'S BEST**

WEDNESDAY and THURSDAY
GARBO & GABLE—What a Team!
 2.30 - 7.00 - 9.00

Get ready for the supreme, exotic thrill of your picture-going days! Here truly is gorgeous Greta Garbo in the picture that will make you forget all her previous triumphs!



GRETA GARBO
 in
Susan Lenox
 (HER FALL AND RISE)

Extra!
"THE FLYING POSTMAN"
 An all-Canadian film. See the race between mail plane and C. P. R. and C. N. R. trains on the parallel stretch of track east of Cobourg.

with **CLARK GABLE**
JEAN HERSHOLT
JOHN MILJAN

THURSDAY REVIVAL NIGHT
Maurice Chevalier in
"THE SMILING LIEUTENANT"
 Will Be Shown at 11 P.M.
 AT NO EXTRA COST

Examiner, 16 Feb 1932

The fact that a picture has made a bit hit in New York, Montreal or Toronto often proves to have little influence with local audiences. Possibly it is because local patrons do not keep in close touch with motion picture news from the larger centers or possibly it is because they believe in forming their opinions

independently. And the converse is true. Frequently a picture which is a complete "flop" in New York or Toronto goes over big here.

FRIDAY, AUGUST 19, 1932

GOOD COMEDY HEAVY FAVORITE
AMONG CITY'S THEATRE FANS

Peterborough Audiences
 Simply Do Not Like
 Greta Garbo.

DRESSLER A FAVORITE
 What do Peterborough people like to see when they go to the movies? Is it the heavy sophistication of a Garbo romance or the light nothingness of a Buster Keaton comedy which wins their patronage? Is it the crackling shooting of a Philo Vance or the galloping, shooting, rope-twirling action of a Buck Jones which pleases their fancies? John A. Stewart, manager of the Capitol Theatre in this city, was able to give some enlightenment on these questions in an interview today.

Of all the types of motion picture entertainment which come to local screens, good comedy is the

falls to hold either the female or male interest here which he commands in other cities.

LOCAL JEWELER
RE-MODELS STORE
 Expresses Fullest Confidence in the Near Future of Peterborough and Canada.
M. E. KNOX.

It is always a pleasure to note store improvements in preparation for business expansion, such expenditure denoting a commendable spirit of optimism in the future of Peterborough. The latest store

Local tastes are at present swinging somewhat in the direction of "westerns" and other types of red-blooded action pictures, Mr. Stewart continued. The two-gun doubled-fisted feature has, since the talking pictures arrived, been in local disfavour but now interest is gradually reviving. However, an important portion of the audience which this type of entertainment attracts is still made up of visitors to the city from the surrounding rural districts.

Examiner, Feb. 25, 1933, p.13. The Regent Theatre served up Westerns aplenty. "Quality Entertainment at Popular Prices."

While Marie Dressler is, without question, the city's most favored actress, Janet Gaynor follows a close second, with Norma Shearer and Joan Crawford in third and fourth place. Strange as it seems, the local followings of Shearer and Crawford are largely from the female ranks. Wallace Beery is about the most popular actor with Maurice Chevalier, George Arliss and Joe. E. Brown close behind. Clark Gable, again strange as it may seem, fails to hold either the female or male interest here which he commands in other cities.

— *Peterborough Examiner*, Aug. 19, 1932, p.9.

Email: rgc@peterboroughmoviehistory.com

Packed to the Doors: The Electric City Goes to the Movies

A book in the making by [Robert G. Clarke](#), Peterborough, Ontario

FRIDAY, JULY 14, 1933

Lindsay - C.G.

CAPITOL 325 SEATS 2.30 7.00 9.00
EVERY EVE 2.50

TWO MORE DAYS TODAY and SATURDAY

1,001 THRILLS!

The Most Exciting ½ of Your Life!

HELL BELOW

ROBERT MONTGOMERY
WALTER HUSTON
MADGE EVANS
JIMMY DURANTE
EUGENE PALLETTE

MICKEY MOUSE
in
THE MAIL PILOT

A Metro-Goldwyn-Mayer PICTURE

SAT. MAT. ONLY 'Clancey of the Mounted'

Outdoor Recreation 53



Johnson OUTBOARD MOTORS

GET INTO THE BOAT AND SEE FOR YOURSELF

AT THE MOTOR BOAT SHOW

The Johnson Boat Show at the National Motor Boat Show, Grand Central Palace, New York City, was one of the chief features of interest at the show.

Practically every display of outboard motors at the show was a Johnson. The Johnson Motor was shown in the "Outboard" class, where it was the only motor shown with a 25-horsepower rating. It was a standard Johnson Motor, and it was the only motor shown with a 25-horsepower rating. It was a standard Johnson Motor, and it was the only motor shown with a 25-horsepower rating. It was a standard Johnson Motor, and it was the only motor shown with a 25-horsepower rating.

The Johnson Twin for 1925
with 25 to 30% MORE POWER
and Johnson Shock-Absorber Drive
(which protects propeller and motor from submerged obstructions)

UNCHANGED in general design, the Johnson Motor for 1925, in addition to these two wonderful improvements, possesses all of the following unmatched Johnson features:
Johnson Exclusive Universal Steering and Reversing Device
Johnson Automatic Tilting Device
Johnson Float-Feed Carburetor (with choke for easy starting)
Johnson Quick-Action Magneto

Weight Remains 35 Pounds

In 1928, L. J. Johnson produced the first thoroughly dependable, economical water transportation for small boats. And now — he has succeeded in increasing the already remarkable power of the Johnson Motor by 25 to 30 per cent without increasing the remarkably low weight.

In four years the Johnson Motor has assumed a commanding position in its field — in 1924, dealers sold more Johnson Motors than any other make.

Write for your copy of the Johnson Catalog at the name of the Johnson dealer nearest you.

JOHNSON MOTOR COMPANY

846 Sample Street, South Bend, Ind.
Eastern Distributor and Exporter New York Johnson Motor Co., Inc., 4 West 61st Street, New York City, N. Y.
Canadian Distributor: Peterborough Canoe Company, Peterborough, Ontario

Regent

STARTS TO-DAY
Continues
MON., TUES.
2.30, 7 and 9

Quality Entertainment at
Popular Prices
Matinees: 10c and 25c
Nights
Children 15c
Adults 25c, 30c

Also Chapter No. 9 of
James Fenimore Cooper's
Spectacular Serial Story,
"THE LAST OF THE MOHICANS"
ADDED ATTRACTIONS
Fox News, World Events

Thundering THRILLS!

Buck JONES

in "Hello Trouble"

with Lina Basquette, Wallace MacDonald, etc.



The Ace of Western Stars in a Picture of the Great Outdoors.

Johnson Outboard Motors

This advertisement is very interesting for several reasons. Johnson Motors, later known as Outboard Marine, came to Peterborough in 1928. However, according to this 1925 ad, the Canadian dealer for Johnson Motor Company was the Peterborough Canoe Company in Peterborough.

This raises other questions too. Was this when Peterborough Canoe expanded into watercraft other than canoes?

Walter Crawford: A Peterborough Enigma

Michael Dolbey

Early histories of Peterborough tell of the loyal support of the surrounding community during the rebellion of 1837. The militias of the surrounding townships converged on Peterborough and prepared to march on Toronto. Poole, in his book *The Early Settlement of Peterborough County, 1867*, tells how 350 of the most able men left for Toronto and the remainder of the battalion was left in reserve under the command of Col. Crawford.¹ The trust and honour bestowed on Crawford suggests he must have been a well-known person but little has been written about him. The following biography has been pieced together based on information gleaned from many sources.

Walter Crawford is believed to have been born on December 29, 1780² at Ballievey House, Banbridge, County Down, Northern Ireland, the oldest son of George Crawford and Elizabeth Bradshaw. The Crawford family had prospered in the linen industry and owned mills and bleaching greens at Ballievey. George Crawford had built the grand Ballievey House in 1784, Figure 1. When George Crawford died in 1817, Walter Crawford inherited the family house and business. Prior to this, Walter had married Elizabeth “Eliza” Hayes, the daughter of another prominent linen manufacturer. Many of Walter’s younger brothers and sisters also married children of leading local linen families creating a dynasty that lasted until the decline of the linen trade in the early twentieth century. After their marriage in about 1809, Walter and Eliza Crawford had a number of children including George (c.1810), Jane Francis (c.1811), John (c.1814), Angus (3 Sept 1815), Mary (c.1816), Walter (c.1820) and Charles (c.1824). In 1827 Walter Crawford put his house and business up for sale with the intention of moving to Canada, Figure 2. It appears that the property was bought by members of his family because ten years later the house was in the possession of Walter’s younger brothers, George and Thomas, who ran the bleach works at Ballievey.³

Why Walter Crawford and his family decided to move to Canada is uncertain but, based on later actions, it seems possible that they may have been encouraged by Thomas A. Stewart and Robert Reid. Stewart and Reid had been partners in a textile firm in County Antrim, Northern Ireland. After it went bankrupt, they decided to emigrate to Upper Canada and settled in Douro in 1822. In the hope of encouraging acquaintances in Ireland to emigrate, in 1823 they received from the government a reserve of 10,000 acres of land in south Douro for three years. Their efforts were unsuccessful within the three-year period and the reserved lands were relinquished to Peter Robinson in 1825 for the government assisted settlement of southern Irish immigrants.⁴



Figure 1. Ballievey House, Banbridge, County Down, Northern Ireland, birthplace of Walter Crawford.

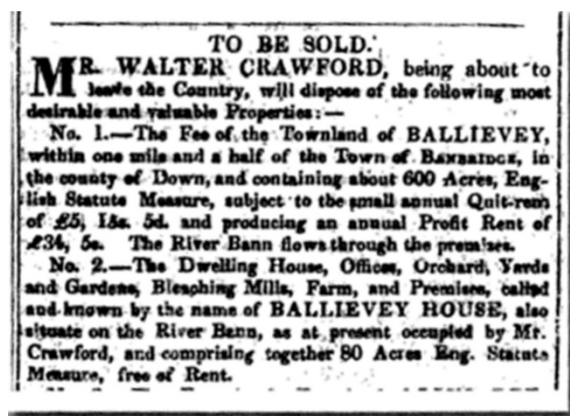


Figure 2. Advertisement for the sale of Ballievey House and business in Belfast News Letter, 31 July 1827.

¹ Poole, Dr. T. W., *The early Settlement of Peterborough County, 1867*. Reprint by The Peterborough Printing Co. Ltd, 1967. Page 32

² Sources differ re birth date. December 29, 1780 is from two Ancestry.com genealogies but no supporting evidence is given, (info provided by M. Crawford, Selwyn). Obituary, *Peterborough Examiner* 1866-03-22/29: d. 1866-03-20 aged 86 suggests b. 1779-03 to 1780-03 but it might have intended “in his 86th year”, 1851 Canada West census: 1791, 1861 Canada West census: 1781, Unconfirmed genealogy site: 1777.

³ Rankin, Kathleen. *The Linen Houses of the Bann Valley: The Story of Their Families*. Ulster Historical Foundation, 2007 - Bann Valley (Northern Ireland). Page 29-33.

⁴ Dolbey, M.P., “United Empire Loyalist Influence on the Early Settlement of North Douro.” *Heritage Gazette of the Trent Valley*, Vol 24, No 1,

Walter Crawford and his family emigrated in 1828 staying briefly in Lachine near Montreal before moving to Cobourg, Upper Canada.⁵ By late 1829 the Crawfords had bought a 243-acre farm about three miles from Cobourg strategically located at the junction of the Danforth Road between York and Kingston and the north-south road between Cobourg and Rice Lake.⁶ They named the farm Spring Vale, a name that has been retained to this day, although the farm is no longer owned by the Crawford family.

It seems likely that Walter Crawford was in contact with Thomas A. Stewart during this time because, on 12 December 1830, Stewart wrote to Civil Secretary Mudge to recommend a number of “new settlers in the back Townships” for positions as Commissioner of the Peace of which one was Walter Crawford. Walter Crawford was appointed a Commissioner of the Peace for Hamilton Township on 28 January 1833. He continued as a Commissioner of the Peace after moving to Douro a few years later.⁷

In the early 1830s, Walter Crawford’s interest turned towards Peterborough and he began to buy property in Smith and Douro townships, most of it with frontage on the Otonabee River, part of the route of the proposed Trent water-way that Stewart and others had been petitioning the Government to undertake. The properties were a 13-acre part of Smith Lot 16 Concession 1 (1832), Smith Lot 28 Concession 8, Lot 29 Concession 9, Lot 30 Concession 9 and the south half of Lot 30 Concession 10 (1832), Smith south part Lot 28 Concession 6 (1834), south part Lot 27 Concession 6 (1838) and immediately across the river in Douro, Lot 11 Concession 8 (1835) and Lots 13 Concessions 7 & 8 (1835) through which Sawers Creek runs. The Douro lots were originally patented to Alexander Davidson, Samuel Davidson and Richard Collins who arrived in Douro in 1823-24 and built homes and began to settle. However, being Northern Ireland Wesleyan Methodists, it appears that they were unhappy about being surrounded by Southern Irish Catholic settlers who arrived in 1825. As quickly as possible, they obtained patents for their land and immediately sold it in 1827 to John Tucker Williams, a Port Hope land speculator. Crawford purchased the lots from Williams on 6 May 1835.⁸

In May 1833 Crawford advertised in the Cobourg *Star* that, ‘after having surmounted numerous difficulties,’ he had rafted a large quantity of lumber to Peterborough from his “Douro Mills” and had established a lumber yard there, Figure 3.⁹ It is probable that the 13-acre part of Smith Lot 16 Concession 1 purchased on 11 April 1832 was the site of Walter Crawford’s Lumber Yard, Figure 4. In order to have produced the lumber by May 1833, Crawford’s Douro Mills must have been constructed in 1831-2 which begs the question of where they were. Although the land records indicate that Crawford did not purchase William’s Lot 13 Concessions 7 & 8 in Douro,

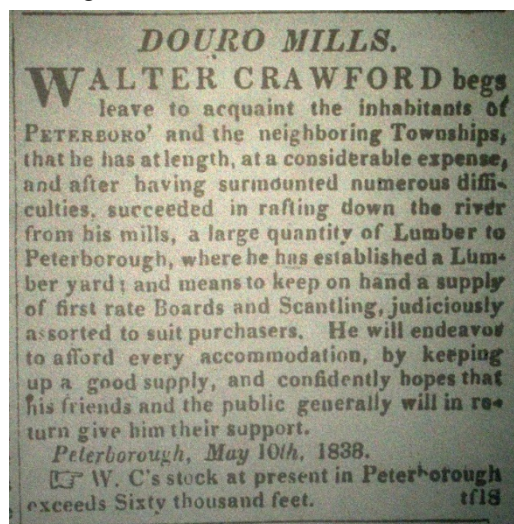


Figure 3. Cobourg *Star* Advertisement Placed by Walter Crawford on May 10, 1833



Figure 4. Outline of the 13-acre parcel of land on the northern boundary of the town of Peterborough purchased by Walter Crawford in 1832 to use as a lumberyard.

⁵ Walter Crawford’s obituary, *Peterborough Examiner* 1866-03-29

⁶ Ontario Land records, Hamilton Township, north portions of Lots 19 & 20, Concession 2.

⁷ Upper Canada Sundries. LAC microfilm C-6871, pp 58935-37 and microfilm C-6877, pp 69233-36.

⁸ LRO45(Peterborough) land registers for the lots noted. For information on Davidsons, see Dolbey “United Empire Loyalist Influence”, page 8

⁹ *The Cobourg Star* newspaper, 15 May 1833. Accessed at Trent Valley Archives

through which Sawers Creek runs, until 1835 other evidence suggests that Douro Mills was built by Crawford on Sawers Creek. It is unlikely that Crawford would have invested so heavily in this business venture without an agreement with Williams but no such documents have been found.

It is believed that Walter Crawford and some of his family moved to the Douro property between 1835 and 1837. However, a letter written in March 1831 by Lt. Colonel Robert Brown stated that Walter Crawford was in Douro at that time.¹⁰ Being a wealthy man it is probable that Crawford had hired help to build and operate the sawmill and to improve the property before the family moved there. The Strickland, Traill and Moodie families also lived in Douro at this time a few miles further north. Susanna Moodie, in letters to her husband in 1838-39, made many references to Mr. and Mrs. Crawford, their son George Crawford and their daughter and her husband, Mary and James Hague. She told about Mrs. Crawford and Mary Hague coming to visit and bringing “old port wine and many nice things”. During a particularly difficult period when Susanna was ill, Mary Hague took Susanna’s daughter, Agnes, to live with the Hagues for the winter.¹¹ Samuel Strickland, in his book tells us, “Colonel Crawford, a gentleman with whom I am well-acquainted, for he was many years one of my nearest and best neighbours,…”.¹² It is clear that the Crawfords and the Hagues were well off and lived relatively near by.

The 1839 Assessment Roll for Douro showed that Walter Crawford owned five Douro Lots including two that fronted on the Otonabee River that were less than 200 acres. Only one Lot had any cultivated land, Lot 13 Concession 7 where Sawers Creek enters the Otonabee River. The assessment also shows that Walter Crawford owned a sawmill and although its location is not specified it is reasonable to assume that it was on the only lot with cleared land and that the mill was on Sawers Creek.¹³ In September 1841, in anticipation of moving into Peterborough, Walter Crawford sold the Douro lots containing the sawmill to his son-in law James Hague who, with his wife Mary, had been living on the property since their marriage in 1837. After James Hague was drowned in 1843 the property reverted back to Crawford. The widow Mary (Crawford) Hague married Augustus Sawers in 1844 and Walter Crawford transferred the Douro lots and sawmill to Sawers in exchange for an annuity for Walter, his wife and his eldest son, George. The sawmill was destroyed in the late 1840s when local farmers breached the dam because they thought the flooded land caused by the dam was responsible for the ague or swamp fever that was endemic in the area. Local historical lore incorrectly attributed the building of the sawmill to Sawers and named the creek based on the destruction of “Sawers’ mill”.¹⁴

While still in Douro, Walter Crawford continued to be a Justice of the Peace and in this capacity Poole states that Walter Crawford, J.P., was present at a meeting in June, 1838 to appoint a committee for the construction of the new Courthouse and jail in Peterborough.¹⁵ On May 9, 1840, it is believed that Walter Crawford purchased, in the name of his son Angus, a part of Lot 1 on the north side of Hunter Street W of George from Robert Chalmers. On September 24, 1844, Angus Crawford was awarded the patent to L5 W of George on the south side of Hunter Street. Again, it is probable that Walter Crawford obtained the patent in Angus’ name because there is evidence that Angus continued to live on the family’s Cobourg farm, Spring Vale.¹⁶ Walter had ‘Glenville Cottage’ constructed on the site before selling his previous property to Oughtry Morrow in April 1845. Jackson Creek crosses the top of this property which may have suggested the name Glenville, i.e. valley in town.¹⁷ According to his obituary, Crawford moved to and lived on his farm in Smith township during the 1840s. The reason why Crawford acquired a house in Peterborough during this time is unclear but it may have been connected with his militia appointment.

Vague references in his obituary suggest that Walter Crawford may have had military experience during the Napoleonic wars but no supporting evidence has been found. However, not long after arriving in Upper Canada he appears to have been active in the Northumberland Militia. On 11 March 1831, Robert Brown, wrote to Zachariah Mudge, the Lieutenant-Governor’s private secretary, to thank him for being awarded the Lieutenant-Colonelcy of the 4th Northumberland Militia but also to recommend that Walter Crawford be made a Major of the regiment. Brown stated that “his respectability and gentlemanlike conduct” qualified Crawford for the position but makes no mention of previous military experience. The same recommendation was made by Peter Robinson on 9 November

¹⁰ LAC RG9 I-B-1. Vol 17. MIKAN no. 4551007

¹¹ Ballstadt et.al. see index for Crawford Family and Hague family.

¹² Strickland, Samuel, *Twenty-Seven Years In Canada West*, London: Richard Bentley, 1853, pg 185

¹³ Douro Assessment Roll 1839. AO Microfilm MS-16 Reel 4, section 12. Accessed at TVA

¹⁴ For information on James Hague see Dolbey Michael P., “Lakefield’s Hague’s Point and the Lakefield Marsh”, *Heritage Gazette of the Trent Valley*, Vol. 23, No 4, February 2019, page 43, & Augustus Sawers see Dolbey, Michael P., “In Search of Augustus Sawers: Ninth Mayor of Peterborough”. *Heritage Gazette of the Trent Valley*, Vol. 23, No 3, November 2018, page 22

¹⁵ Poole, *The early Settlement of Peterborough County*, Page 42

¹⁶ Marriages of Angus Crawford’s children at Spring Vale during this period suggest his continued occupation of Spring Vale

¹⁷ Based on addresses on letters, LAC RG9 I-B-1. Vol 39, 40; Peterborough Land Registry Office, Instruments C6581, P1133, 2552, 5644 & 15308.

1832.¹⁸ When news of the rebellion arrived in December 1837, Crawford was among the 800 volunteers who rushed to the militia's meeting place, which is believed to be Hazelbank, the home of Lt. Colonel Robert Brown in Ashburnham. All printed accounts of this event tell us that 350 of these men marched to Toronto under the command of Colonel Brown while the rest remained in reserve in Ashburnham under the command of 'Colonel' Walter Crawford. However, a letter dated 7 July 1838 was written by Major Walter Crawford of Douro Mills about the state of the 4th Northumberland Regiment. On 22 May 1840, Lt. Colonel Walter Crawford of Douro Mills wrote a letter accepting command of the 4th Northumberland Regiment and reiterated the need for the regiments reorganization. On 7 September 1846, Walter Crawford of Peterborough resigned his command of the regiment but continued to be known as Colonel Crawford.¹⁹

Being Lt. Colonel of the 4th Northumberland Militia Regiment was not a full time profession and it is not known what else Crawford was doing in Peterborough during the 1840s. According to his obituary he lived on land that he owned in Smith Township for some of this period. This was probably Smith south parts of Lots 26 & 27 Concession 6 which he farmed with his youngest son, Charles Crawford, a bachelor until 1848. When Charles married at the age of 22 he took charge of the farm and Walter, his wife Eliza and eldest son George moved permanently into Glenville Cottage in Peterborough. The Smith farm continued to be owned by Walter Crawford until 1853 when he sold it to his son-in-law, Augustus Sawers. Now editor of the Peterborough Examiner, Sawers advertised the property for sale in 1855, Figure 5. It was purchased by William Hetherington in September of that year. Charles Crawford and his family moved back to Douro but his location is uncertain.²⁰

On 11 April 1849 Walter Crawford was appointed to the position of Crown Land Agent for the Colborne District based in Peterborough.²¹ He still held the position in 1861 at the age of 50 and is said to have carried out his duties with "strict honesty and unflinching integrity". It is not known when he retired from the position but by 1865 John Carroll was the Crown Land Agent in Peterborough.²²

Walter Crawford's wife, Elizabeth "Eliza" nee Hayes, died on 15 Oct 1848 at the residence of her son, Angus Crawford, in Cobourg on her way from Montreal to her residence, Glenville Cottage, Peterborough. It was reported that the archdeacon at St. Peter's Anglican Church eulogized her passing and that she was buried in the churchyard at St. Peter's.²³

On 29 November 1855 Walter Crawford Esquire, formerly of Ballievey House, Ireland, married the 15-year-old Annette Wood of the Township of Otonabee at St. John's Anglican Church, Peterborough.²⁴ They had a child, Annette Wood Crawford, on 29 October 1857 who was baptized at St. John's Anglican Church, Peterborough on 20 December 1857.²⁵ The 1861 Census showed that Walter Crawford, aged 80, Annette, aged 20, and child Annette, aged 3 were living as a household in Peterborough. It has been suggested that it was the Crawford's son, Walter Jr. who married Annette in 1855 but this seems unlikely. In 1847, Walter Crawford Sr. sold the lumberyard property, 13 acre part of Smith Lot 16 Concession 1, to his son Walter Jr., both being residents of Smith Township. In 1850 Walter Jr., a merchant, and his wife, Bridget, then residents of Rochester, New York, sold this property to James Wallis of Peterborough.²⁶ Rochester city directories indicate that Walter Crawford continued to live there into the 1860s. It seems more likely that widower Walter Crawford Senior initially hired Annette Wood as a housekeeper

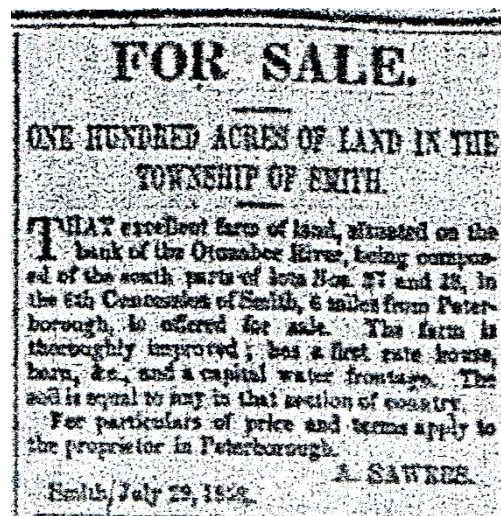


Figure 5. Advertisement for Crawford's Farm in Smith Township south parts Lots 26 & 27 Concession 6 sold by Augustus Sawers in 1855.

¹⁸ LAC RG9 I-B-1. Vol 17. MIKAN no. 4551007; Vol 18. MIKAN no. 4551191

¹⁹ Jones, Elwood. Hunting for Hazelbank, *Peterborough Examiner*, Dec 05, 2015; LAC RG9 I-B-1. Vol 29, 38; RG9-I-C-1. Vol: 119

²⁰ 1861 Agricultural Census shows Charles Crawford farming Douro Lot 10 Concession 10 but no such lot exists.

²¹ *Journals of the Legislative Assembly of the Province of Canada 1850*. Appendix BB-Page 155

²²; 1861 Census, *Fuller's Counties of Peterborough & Victoria Directory, for 1865 & 1866* by Fuller, publisher, Pg 19.

²³ Obituary for Mrs. Walter Crawford. *Cobourg Star*, Oct. 25, 1848. Accessed at TVA.

²⁴ St. John's Anglican Church, Peterborough. Parish Archives – 3A. Section 3b. Marriages 1843-1890 & OGS (Kawartha) BDM4, page 8.

²⁵ St. John's Anglican Church, Peterborough. Parish Archives – 3A. Section 4. Baptisms 1842-1870 & OGS (Kawartha) BDM4, page 23.

²⁶ PLRO. Instrument PVH3766.

but finding her to be capable and compatible, he married her to preserve both their reputations from salacious gossip.

Walter Crawford died in Peterborough on 20 March 1866 at the age of 86.²⁷ After his death Annette Crawford and her child moved to the home of her parents, Stephen and Mary Wood, who lived in Otonabee Township just east of Peterborough.²⁸

While burial markers for Walter and Eliza Crawford can be found in Little Lake Cemetery's Crawford-Hague-Sawers-Whyte plot, the cemetery has no record of their burials. Their son, Charles Crawford, stated that his mother had been buried in Cobourg confirming her obituary.²⁹ The churchyard at St. Peter's Anglican Church in Cobourg where Eliza Crawford was buried ceased to be used as a cemetery in 1856 due to overcrowding and a new St. Peter's Cemetery was created on a 10 acres of land north of the town. The tombstones were removed from the churchyard but were not relocated. While Angus Crawford and members of his family are buried in the new St. Peter's cemetery, there is no record of Walter Crawford being buried there.³⁰ His final resting place is unknown.

George Crawford, Walter and Eliza's oldest son, lived with them or other family members all his life and Walter endowed him with property and an annuity. It appears that George had some kind of infirmity that required the assistance of others. He died of "old age" in Peterborough on 10 February 1880, aged 69.³¹

John Crawford, Walter and Eliza's second son, became a very successful Montreal businessman being the Vice President of Molson's Bank and the President of the Montreal Street Railway Company. He died at his home in Verdun near Montreal on 5 April 1901, aged 87.³²

Angus Crawford, Walter and Eliza's third son, lived on the Cobourg farm, Spring Vale, throughout his life dying there on 1 March 1877, aged 61. After his death the farm was sold outside the family.

Walter Crawford, Walter and Eliza's fourth son, moved to Douro with the family in the 1830s. Walter Sr. sold his lumberyard property near Peterborough to Walter Jr. on 1 May 1847 which he sold to James Wallis on 28 May 1850. As previously noted, between 1847 and 1850 he married Bridget and moved to Rochester, NY. However, no marriage, census or death documents have been found for him or his family and nothing more is known about him.

Charles Crawford, Walter and Eliza's fifth son, moved to Douro with the family in the 1830s and farmed in Smith and Douro Townships for many years. In the mid-1880s he moved to a house in Lakefield on Katherine Street with his sons, Charles and Walter. There are many descendants of this branch of the Crawford family living in the Lakefield area today.

Jane Frances Crawford, Walter and Eliza's oldest daughter married Edward Duffy, an Irish businessman from Peterborough, in 1835. They moved to Rochester, New York, in 1842 where Edward built a Cider Mill and Distillery. The business flourished under the direction of their son, Walter B. Duffy, who bought the company in 1868. Jane Duffy died in Rochester on 26 October 1878.

Mary Crawford, Walter and Eliza's second daughter married first in 1837 James Hague who drowned in 1843, second in 1844 Augustus Sawers, founder of the Peterborough Examiner newspaper and ninth mayor of Peterborough who died in 1860, and finally in 1864 John Whyte, owner of the Whyte & Company Foundry and Machine Shop. Mary Crawford died in Peterborough on 4 February 1883 aged 67.

Walter Crawford appears to have been a wealthy and well respected businessman in Ireland before deciding to emigrate. Perhaps his decision to leave Ireland was influenced by stories of the many opportunities in Upper Canada for he and his family. While his own ventures in the sawmill business and land speculation do not appear to have been particularly successful, his children prospered in various endeavors and contributed to building of their adopted country. "Colonel" Crawford was remembered as a true gentleman of strict honesty and unflinching integrity.

Acknowledgements: I would like to thank Michael Crawford, a descendent of Walter Crawford, and Gord Dawson, TVA volunteer, for assistance with the Crawford family's genealogy and Elwood Jones for many leads and advice.

²⁷ Walter Crawford death notice, *Peterborough Examiner* 1866-03-22. Accessed at TVA.

²⁸ 1871 Census. Land records show that they lived on Otonabee west half Lot 30 Concession 10, E of Burnham line & N of Old Norwood Rd.

²⁹ Peterborough LRO. Dep. Index #208, 6 February 1911. Includes Statutory Declaration of Charles Crawford.

³⁰ Dowe, Francis S., *St. Peter's Church From the Beginning Cobourg, Ontario 1819-1867*, Published by Church of St. Peter's, Cobourg (2000)

³¹ Ontario Deaths, 1869-1937. 1880 #013334

³² Morgan, Henry James. *The Canadian Men and Women of the Time: A Handbook of Canadian Biography*. Toronto: William Briggs, Richmond Street West. 1898. Page 222; Quebec, Canada, Vital and Church Records (Drouin Collection), 1621-1968. Provided by Michael Crawford

Peterborough

Once a lumber camp, then a market town and now a mecca for big-time industry, Peterborough is a bustling city set in a natural playground that teems with fish and game and tourists

SHOULD you chance to be rambling around in southcentral Ontario some fine day you will come with surprise upon a strenuous, bustling industrial community of 30,000 people springing suddenly from rural hinterland scenery of farms, pine woods, vivacious small streams and lovely lakes, polka dotted with islands.

This is Peterborough: another Canadian urban paradox—a summer resort, and a commercial centre of national consequence. In the value of its



manufacturing production it ranks thirteenth among the cities of the Dominion. Here machinery drones in something like eighty factories, many of them producing internationally famous commodities.

Around 9,000 men and women are recorded on its industrial payrolls.

Begun one-hundred-and-twenty-three years ago Peterborough has developed first as a lumber camp, then as a market town, finally as a mecca for bigtime industries. And all the while it has been renowned as

FREDERICK EDWARDS AUGUST 15 1941

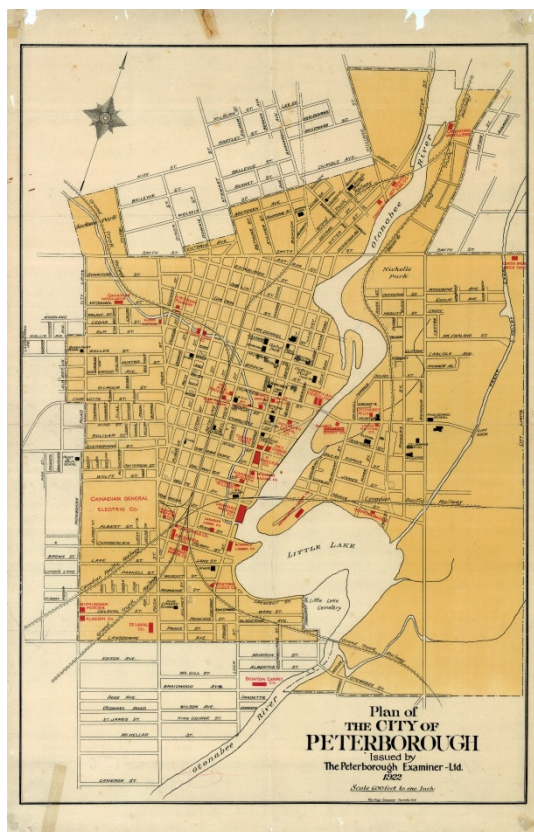
a sportsman's paradise, the jumping-off place for the famed Kawartha Lakes district—Kawartha, in the Indian, "Bright water and happy lands."

At Peterborough a man can climb out of bed in the early morning and be home in time for supper with a full creel of bass, a maskanonge of impressive poundage, the legal limit in ducks, or a deer, according to the season. It is a spruced-up, well tended town, clean as a new dime, brightly lighted, with wide streets, glistening glass store fronts, modern buses for local transportation. A city cautiously financed and carefully administered, with practically no unemployment, an absolute minimum of citizens on relief, a low tax rate, a small and decreasing debenture debt and a large and growing sinking fund. And with a population of better than ninety per cent British-Canadian stock, descended from English, Scottish, Irish and Welsh pioneers. Quite a place, Peterborough.

Peterborough is the largest inland city in its part of Ontario. It lies about thirty miles north of Port Hope, the nearest lakeshore town, approximately ninety miles northeast of Toronto, a hundred and eighty miles southwest of Ottawa. The Trent Canal links it with Georgian Bay on the north and Lake Ontario on the south. The city is on the Canadian Pacific's main line between Ottawa and Toronto and is also served by the Canadian National. King's highway seven, the official Ontario route between Sarnia and Ottawa goes through Peterborough. So does highway twenty-eight, joining Port Hope with Apsley, in the heart of the Kawartha district.

Peterborough's notable rise to eminence as an industrial community dates largely from the introduction of Ontario's hydro-electrical system to the district, shortly after the turn of the century. Hydro brought about the development of electrical power from the Otonabee River, right on Peterborough's front porch. Study of the population figures emphasizes the importance of that enterprise in the measure of the community's progress. When the city was incorporated, on Dominion Day 1905, the population was shown as 14,175, the assessment rolls totalled \$5,874,000. Today city-hall records show the population of the city to be 25,000, with another 5,000 people in the immediate suburbs. This year's assessment is slightly over \$25,000,000. In

thirty-six years the population has more than doubled, the assessment rolls grown by better than four-and-a-half times the amount at incorporation.



Industrial Development

This map from the collections of Trent Valley Archives shows the industries of the 1920s in red.

NOW WE can identify the component parts that make the 1941 city of Peterborough, together with the background against which the years have arranged them. There is a firmly stabilized citizenry, descended for the most part from sturdy, pertinacious British forebears. Even the spectacular growth of the past quarter century has not changed this basic actuality, perhaps because the city's location is away from the more familiar routes followed by non-British immigration. There are a number of French Canadians in Peterborough, representatives of families that have been there for generations. There are about fifty individual Chinese and forty-five families of northern Italian origin in the district. The balance of the 30,000 population is either native Canadian stock of British ancestry, or British born. Peterborough folks claim that theirs is a more completely British community than any city of comparable size in Ontario. They may be right, at

that.

Some of Peterborough's most widely known industrial enterprises have been in the city for many years. Others are comparatively recent arrivals.

Most important of the city's individual manufacturing plants is the Canadian General Electric's acreage over on the south-west side. Canadian General Electric—everybody in Peterborough refers to it familiarly as “C.G.”—began the manufacture of generators and allied lines of electrical equipment here over forty years ago before Hydro came. Since then the company has extended its operations enormously.

The normal C.G. payroll now averages better than 3,000 employees. There will probably be more than 3,500 people working in the plant by the time this gets into print due to urgent war orders.

Next to Canadian General Electric the biggest Peterborough industry is the Western Clock Company, Limited, manufacturers of the internationally known line of Westclox timepieces. Western Clock began business in Peterborough about fifteen years ago, using a single room in an office building as an assembly plant. Today the factory near the Lift Lock employs between five-and-six-hundred people the year round. Clocks and watches bearing the Westclox trademark go out from Peterborough to every corner of the Empire.

Quaker oats and other Quaker-brand cereals are milled in Peterborough. Something like five hundred workers find employment in that establishment. According to It. E. Cutting, manager of the Peterborough plant, a major reason for locating this particular industry where it is, and keeping it there, is the spotless town standards the city has set for itself. Naturally this would be a primary requirement for a company producing foodstuffs.

The De Laval Company, Limited, famous for cream separators and other dairy machinery and supplies covering a wide range, has been in Peterborough for about twenty-five years and has more than three hundred people on the payroll. Dominion Woollens and Worsteds, Limited, operates a Peterborough plant, keeping another three hundred busy. The Brinton Carpet Company weaves rugs and carpets in Peterborough, employs around three hundred workers.

Other factories include the Outboard Marine and Manufacturing Company, Limited, making the widely known Johnson outboard motors; Peterborough Lock Manufacturing Company, Limited, locks and builders' hardware; Canadian Raybestos Company, Limited, brake linings and asbestos products; and Canadian Nashua Company, Limited, gummed and glazed paper and envelopes.

Canada Packers maintain an important plant and a staff of about two hundred in Peterborough. A. Wander, Limited, better known as producers of the universally advertised Ovaltine, has a Peterborough establishment.

And, of course, there is Canadian Watercraft, Limited. This is the latest edition of a boat building corporation that has exalted the name of Peterborough in every country on earth where rivers run or lakes reflect the sunset. Originally called the Peterborough Canoe Company, the organization has come to its present development and title by way of a series of amalgamations with other famous Canadian boat builders; but a Peterborough canoe is still a Peterborough canoe, and just about the first thing a Peterborough citizen looks for when he travels abroad.

Canadian Watercraft makes skiffs, motor launches, skis and toboggans, as well as canoes. The company has an average payroll of one hundred workers.

Timber, like canoes was a natural Peterborough asset long before the present industrial expansion began. There are still two important lumber companies in the city. On the widely diversified list of other Peterborough products are found harness, boots and shoes, sails and tents, woven labels, marble, machinery and castings, knitted goods, barrels, paper containers, fibre boxes, card mounts and artists' board, flags, elastic goods, carbonated drinks, mattresses, tools, motor-car tops, furs, and brooms.

The total industrial investment in the city is now over \$25,000,000 and the annual industrial production approximately \$35,000,000. The total annual payroll is close on \$6,000,000.

City Government

THE CITY is governed by a Mayor and a City Council of ten aldermen elected at large. The Mayor gets a one-year term, the aldermen serve for two years, but each year five of the city council seats fall vacant. Citizens must cast their votes for not less than four aldermanic candidates, nor more than five. Special legislation imposes this condition on the city.

Peterborough opinion appears to support this regulation of its franchise. The claim is made that the system assures an even balance of power in the city council and a continuation of policies and a leavening of experienced aldermen in every new council. This sort of precautionary circumspection runs through the entire structure of Peterborough's municipal organization like a geometrical design in a tapestry brick wall. The Board of Education has nine members, each elected for two year terms, five in one year, four in the next. Continuity of policy and the

assurance of experienced membership again. There are three members of the Utilities Commission, each elected for three years; but the rotation has been so arranged that one seat falls vacant each year, the other two members continuing.

Consider now the Peterborough City Trust, a municipal commission that is, to the best of this reporter's knowledge and belief, unique among civic bodies administering the taxpayers' money, in this Dominion.

There was a bad time in Peterborough's history when unwise speculation brought disaster to the town. During the railroad boom era of the eighteen-fifties, plausible but unreliable promoters of a new railway to be known as the Port Hope, Lindsay and Beaverton Railway, sold the city fathers of that day the notion that investment of civic funds in their enterprise would be nothing less than a master stroke. They sold the same glittering fallacy to every private citizen who had money in the bank. The company failed, went into a spectacular bankruptcy, and the unhappy municipality found itself in hock up to its eyebrows, together with most of its substantial citizens. "The town," says City Clerk E. A. Outram, putting the thing in a nutshell "went bust."

Then, as now, any community that got itself into a nasty financial mess took its hat in hand and went to the government for assistance. The Legislative listened to Peterborough's sad story and agreed to take the necessary steps to regenerate the community's credit—but only on certain terms. Those certain terms were incorporated in an act passed by the Assembly in 1861, creating: "The Commission of the Peterborough Town Trust."

The Peterborough City Trust is administered by five members appointed by the City Council. Each of the members sits for five years, and the term of one of the five ends each year. City Trust commissioners receive the not exactly princely honorarium of \$500 per annum.

These are watchdogs of Peterborough's treasury. The city owns a considerable acreage of valuable real estate in its own right, including the large downtown block bounded by George and Charlotte and Simcoe and Water streets, where many of the community's important retail business and office buildings are located. The City Trust manages this and all the rest of the properties owned by the municipality.

City Trust handles all Peterborough's debentures, has full control of the sinking fund. The City Council, through its eight standing committees looks after routine municipal business, but its authority is limited, and it has nothing to say about financial matters of major consequence.

Peterborough's 1941 Mayor, James Hamilton, is a manufacturer. Among the ten aldermen are two factory foremen, a bakery manager, a lawyer, who is also a property manager, a photographer, a dairy manager, a sales manager for a printing establishment, a credit manager, and the president of a brick and tile company.

That accounts for nine. The tenth alderman rates special mention. He is the Hon. G. N. Gordon, K.C., a former federal cabinet minister. Peterborough may well be the only Canadian city to possess an alderman who is also a Privy Councillor.

Many veterans are found on the roll call of Peterborough's permanent civic officials. Roy H. Parsons has been city engineer for thirty years. George Gimblett has served as chief of the fire department for twenty years, with a noteworthy record in fire prevention, and chief constable Samuel Newhall is one of Canada's senior police administrators. Among the younger executives, city clerk Edward A. Outram is a former newspaper reporter. Morley E. Shaver is city treasurer, and A. Stanley Couper occupies the position of tax collector.

The organization now known as the Peterborough Chamber of Commerce has been functioning for more than half a century. President this year is James W. Geraghty, who is supported by a vice-president and a board of twelve directors. The treasurer is J. J. Turner. The secretary, James J. Dorris.

Chairman of the powerful City Trust is Vincent Eastwood, a retired banker. City Trust commissioners this year are: A. A. McIntyre, a contractor and a former mayor; George A. Gillespie, a manufacturer, also a former mayor; E. A. Peck, K.C., who preceded Gordon Fraser as federal member for Peterborough; and W. R. Morris, a chartered accountant. The secretary-treasurer is T. A. Mackay. Mr. Mackay retired recently as manager of one of the Peterborough banks.

All through the depression, with wholesale and retail business falling below normal, unemployment increasing, relief rolls expanding, debts mounting, Peterborough paid its way, asking no handouts from any government, provincial or federal, or from anybody save its own people. The cost of relief in Peterborough has been met each year from that year's taxes, although these have run as high as \$176,000 in one year. No debentures of any description have been issued by Peterborough since 1933. Instead the gross debenture debt is steadily decreasing. It was \$4,940,795 in 1934. At the end of 1939 it was \$3,789,077, a reduction over the five year period of \$1,151,718. The tax rate in 1930 was 39.2 mills. This year it is 32 mills. Meanwhile the sinking fund under

the watchful eye of the City Trust has grown to the \$2,000,000 mark.

Today there is no unemployment relief to speak of in Peterborough. Last March 347 individuals were receiving city relief, out of a population of 25,000. According to City Clerk Outram all these are cases where the wage earner of the family is incapacitated for employment either through old age or illness.

No City Hall

LET'S LOOK at Peterborough's more ponderable perspectives. There are openings for criticism. With the exception of some of the churches, notably St. John's Anglican with its ivy-festooned tower, and the uncompromising, old-time religion, cut-stone faced Murray Street Baptist, Peterborough buildings win no accolades for architecture. The prevalent style is dourly utilitarian, the newer buildings following the modern trend of straight lines with wide windows, the older ones typical late Victorian built mainly of brick, with high narrow windows ornamented with gingerbread trimmings.

The Municipal Building at Simcoe and Water served for most municipal offices. [TVA, Soden Souvenir]



Peterborough has no City Hall, never has had one. The city is managed from a business building at the southeast corner of Simcoe and Water streets, a part of the downtown block owned by the municipality and administered by the City Trust.

Against these palpable shortcomings, weigh the fact that Peterborough takes place as one of this Dominion's tidiest communities. The per capita expenditure for paint and varnish must be something to delight the heart of every paint and varnish manufacturer in the land. Those aged brick structures would look downright forlorn if they were allowed to

fall into the condition natural to their years. Instead, Peterborough smartens them up with a new coat of paint every time they begin to get dingy.

Along George Street and on Charlotte, the two main retail thoroughfares, almost every store front gleams with modern glass tile in red, white, blue, green and black. There aren't two smarter looking streets in Canada.

Natural Parks

WITH open country all around it and the Otonabee River in its front yard, Peterborough has been lavishly supplied by nature with natural park sites; and the city has taken full advantage of its opportunities. Jackson Park in the northwest, and Nicholls Park on the other side of town are the



'The field at each kick changes like a kaleidoscope.'

largest. There is the Armour Road Hill, a high point on the east bank of the Otonabee, offering from its summit a grand view of the city and all along the river are picnic grounds and bathing beaches. You will be urged to visit the Lift Locks at Peterborough which are claimed to be the largest in the world. And a very queer structure indeed, a sort of a plank road built on a raft, is shown with considerable local pride at Chemong Lake, seven miles above the city. This perilous appearing contraption is a mile long. Peterborough folks call it a floating bridge and say it's as safe as any concrete and steel structure ever built. We wouldn't know. We didn't test it.

When you mention sport to a Peterborough man, it is better to be specific, because just about every sport there is from duck hunting to horseshoe pitching is likely to bob up under your nose any

minute in this town. There are two golf courses, four tennis clubs, a hatful of bowling greens, and badminton, curling and ping-pong clubs to boot. In the competitive sport branch Peterborough entries have for years distinguished themselves at lacrosse, baseball and hockey. It's a good town for cricket and soccer football. Skiing's good on nearby hills in winter, and of course, canoeing, yachting and motorboat racing are practically daily routine in summer among the Kawartha Lakes.

In the Peterborough Examiner, an afternoon publication, the community possesses one of the outstanding small city dailies in the Dominion. For many generations the Examiner has been admired and respected by hardboiled newspaper critics, as well as by its friendly readers. It is one of the most widely quoted Canadian newspapers. Head of the publishing company now producing the Examiner is W. Rupert Davies, who also publishes the Kingston Whig Standard. H. L. Garner is general manager, and A. R. Kennedy, one of Ontario's better known journalists, is managing editor.

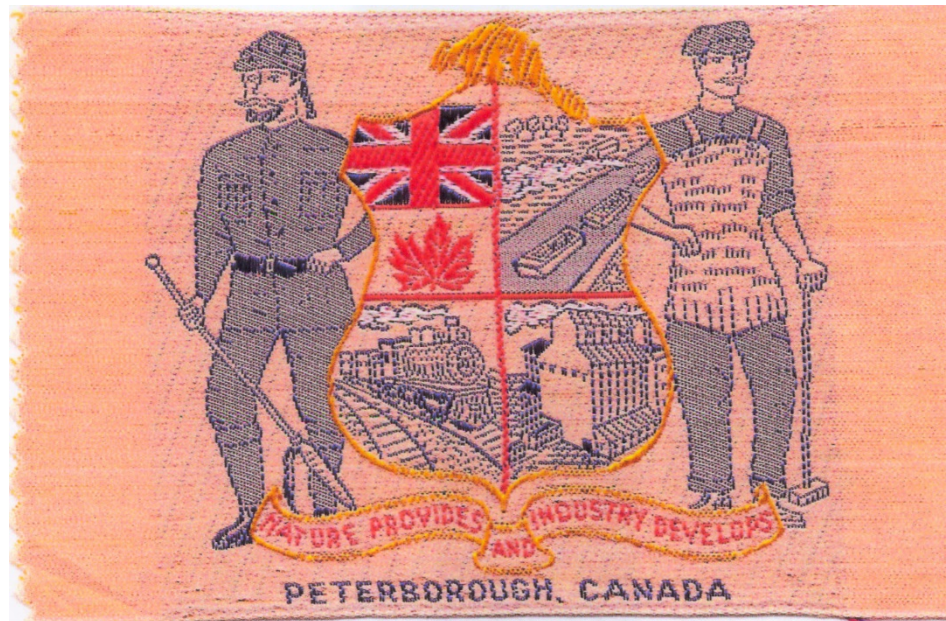
First white settlers in the Peterborough district were veterans of the Napoleonic wars. These fighters under Horatio Nelson and the Iron Duke, collected their discharge pay and their pensions, made their way to Canada, and took up land in the district between Rice Lake, below the present Peterborough, and Chemong Lake, above it.

Among these pioneers was a foresighted business man named Adam Scott. He moved his family into the area where Peterborough now stands, in 1818, and built first a grist mill, then a sawmill, side by side. There he ground his neighbors' grain and trimmed their logs, to become in time the leading citizen of the little community. For a few of those earliest years the settlement was known as Scott's Plains.

Meanwhile a lusty go-getter of Upper Canada, prominent and powerful in political affairs and burning with zeal for colonization was developing a plan to bring large numbers of Irish immigrants into the country. This was the Hon. Peter Robinson, Robinson knew all about the Scott's Plains district. He and his agents studied surveys of the area, calculated the number of families it could support, then went up and down and across Ireland interviewing prospects. It is a matter of record that the Hon. Peter and his men hand-picked 2,000 Irish settlers from 20,000 applicants. At the time, 1825, the entire population of Scott's Plains numbered approximately five hundred people. The great Peter Robinson invasion quadrupled that figure inside six

months.

Peter Robinson's mass importation eventually swallowed up the original settlers. The designation Scott's Plains was changed to Peterborough in honor of the great man who had led the two thousand there.



But the Scotts are a hardy family, and the name still endures. Including commercial firms, there are twenty-four Scotts in the 1941 edition of the Peterborough telephone directory, as against fourteen Robinsons.

With so staunchly British a background, you would expect Peterborough to be heart and soul in the war—and you'd be right.

This year, when the War Services Campaign was planned to begin its drive in March, Peterborough beat the gun. A month before the official starting date for the rest of Canada the Peterborough committee had completed its part of the job, with extras. The quota set for Peterborough was \$85,000. Inside a week the citizens contributed \$130,000.

There's your Peterborough. When the town was first organized, many years ago some unknown local genius designed a seal for it. This example of early Canadian heraldry displays a shield quartered and surmounted by a beaver. Within the shield are represented; the Union Jack; three maple leaves; a train; a farm, complete with a barn [*flour mill, ed.*]; a canal, complete with tug and barges; and a grain elevator. The shield is supported on the left by a bearded lumberjack wearing a tasselled toque and carrying a canthook; on the right by a mustachioed blacksmith wearing a leather apron and holding a

sledge-hammer. Below is the motto "Nature Provides and Industry Develops."

A hand-made replica of the Peterborough Coat of Arms, 1905. A new coat of arms was designed in 1951 for the opening of the City Hall. (TVA, McWilliams fonds)

So far as it goes, we think that pretty well sums up Peterborough. There might be a slight revision of the motto, perhaps. Like this: Nature provides, industry develops and people have fun.

Editor's comment:

The Trust only lasted to 1951 when the city finally got a city hall. The alderman (now councilors) decided they could manage the capital and property after 90 years of watching the Trust in action. There were changes though. Under the Trust voters got to decide whether to go ahead with major expenditures or concessions to new industries. The City decided it did not have to do that because they had already been chosen by the electors to act on their behalf-- an idea that seemed more credible when City Councils were elected annually rather than every four years as now. But that part was in effect in 1941.

I was surprised that S. R. Armstrong said that the town was nearly bankrupt when it decided to go for the Trust. I had thought it was a pre-emptive move because both Cobourg and Hamilton had gone bankrupt by using Municipal Loan funds for excessive expenditures on a town hall and on a water works, respectively. Still, he may be right, and if I get a chance I should take a closer look at the documents surrounding the formation of the Trust.

The Province had confidence in the Peterborough Town Trust (City Trust after 1905) because of the experience with school boards, police boards and the Little Lake Cemetery. All exercised municipal functions without municipal interference.

The main weakness of the article is in its characterization of Peter Robinson. He did not canvass all over Ireland for his emigrants. Peterborough was named in his honour. And Peter never lived in Peterborough; even in the administrative first year he spend little time here as he had a farm and family in the Newmarket area and obligations with the provincial government.

That said, I like the article. Thanks to Mitch Parker for digging it up.

From Facebook to Farm: Using Social Media

Heather Aiton Landry

“Let’s have some fun,” I said to myself when I was supposed to be filing something. So I signed into Facebook:



These stills were taken from a 1941 film, “By the Sea,” that is part of TVA’s Mel Sucee fonds (F93). It chronicles a road trip that Sucee took with his wife through Quebec to New Brunswick, Nova Scotia, and Prince Edward Island.

According to Madison More, former student and current volunteer who assessed them, Sucee’s films

...are unique as they are shot on 16MM Kodachrome reversal film stock. Essentially, this means that unless prints were made of each film (which may be the case for a few of the films, but not many) the copy we have is the only copy of the film. The original edits (diagonal hot cement splices, which were used to create a transition effect between shots) are visible on

all the films and are not just repairs. This factor alone warrants preservation attention given to these films to assure that their decay is prolonged for as long as possible, and that they are transferred to digital format. The material dates from the mid 1930s to the mid 1950s, and reflects the work of an amateur filmmaker, so I would designate this collection as one of amateur film rather than home movies. Sucee belonged to the Ottawa Movie Maker’s club and put great care into his travelogues (his favourite genre of film to produce) which make clever use of intertitles to construct a narrative. His travels included places as far flung the West Indies and South America, but also closer to home, as reflected in his films on a trip to the East Coast and the Rockies. I cannot stress

enough how valuable this collection is. Even though the Peterborough area is not represented, the images depicted have a national significance as they not only depict images of Canada in a stylized way but comprise the work of an excellent Canadian amateur filmmaker. They are useful films for exhibition purposes, and Sucee's film on his trip to the East Coast is currently being digitized by Heather's sister in New Brunswick – we will get a digital copy, and her archive will also get a digital copy as a trade-off for digitizing the film for us. [Madison More, "[Film Preservation Internship Report...](#)" Trent University, (2017), unpublished manuscript, p. 2.]

That was the plan. A couple of weeks ago, I received the digitized copy of the film from my sister at the Provincial Archives of New Brunswick and I decided that I would take a crack at identifying some of the places and events in the film, since identification is key to making archives useful.

Mr. Sucee filmed a few of the regular tourist traps on his vacation (Magnetic Hill, the Tidal Bore, Reversing Falls, Green Gables), but also a number of unexpected events—sorting lobsters at Cape Tormentine, spraying pesticides on apple blossoms in the Annapolis Valley, the last steamship to sail on the St. John River (the *D. J. Purdy*) and potato harvesting somewhere in New Brunswick.



Having spent my childhood in a potato farming community along the St. John River, I could not in good conscience let the location go as "somewhere." First, I asked my father if he recognized anyone in the stills, but to no avail. Then, I turned to Facebook.

My post was picked up by two Facebook pages that share old photographs of Carleton and Victoria Counties. Within a few hours, the senior farmer was identified as Francis (Frank) Joseph McCarthy (1881-1968). His farm is located at Limestone Siding, between the rather larger

communities of Perth-Andover and Grand Falls.

A lively Facebook discussion of the stills ensued. From this, and from a phone call with one of Frank's great-grandsons, Leroy McCarthy, I learned more than I had bargained for about the property and the people. I learned the names of many of Frank's 12 children; that the farm is across the road from St. Patrick's Catholic Church; that the farm is still in the family; that the house belonged to Francis' son, Miles; that there is a small hole in the side of the foundation of the barn where Frank used to throw out manure; that the barn is still standing on the property as is the house, and the house is now connected to the barn; that the young man on the digger is likely one of the younger brothers of Miles, either Everett or Emery McCarthy; that the earliest of three editions of the Trans Canada Highway through New Brunswick is visible behind Frank and that the second edition, built in 1960, runs through almost the exact spot where he is standing.

This kind of luck might be unusual.

Probably, photos posted on social media are not seen by the right people, or that the right people for the project at hand don't use social media, or the right people simply aren't around anymore. However, this example showed the power and the potential of social media to assist with the identification of archives, especially over great distances, and at the ease with which it is possible to learn and to share multiple opinions and multiple stories. In this case, the identity of Frank and his farm were confirmed by several people. I was not convinced of the accuracy of the initial ID — the barn is barely in the frame, and Frank is wearing a hat that covers much of his face — but I can hardly dismiss the consensus of multiple descendants. I doubt that I would have had this kind of success before Facebook. Moreover, I doubt that Frank's descendants would ever have learned that a film in Peterborough, Ontario, chronicles a small piece of a day in the life of their family farm in Victoria County, New Brunswick.

Incidentally, I also learned that Leroy went to high school with my friend, Tim. I had already planned to visit Tim and his family in Perth-Andover during my visit home this summer. While I am there, it looks like I will meet Leroy's father, Francis, son of Miles, namesake of Frank, and, incidentally, the family historian, who lives a stone's throw from Tim and his family.

Maybe I should see if I can find someone who can identify those Cape Tormentine lobster fishermen.

Queries

“Douro Mills” Resolved

In the last Heritage Gazette, I queried the location of Walter Crawford’s “Douro Mills” and suggested that it may have been either at the falls in Lakefield or a partnership with the Stewarts in their sawmill at Auburn. It now appears to be quite certain that Douro Mills was built on Sawers Creek for Walter Crawford in 1831-32 in order for him to have cut and rafted sixty thousand feet of lumber to his lumberyard in Peterborough by May 1833. The evidence for this is provided in the article about Walter Crawford in this issue of the *Heritage Gazette*. It was the first sawmill built in the Township of Douro.

My earlier speculation that Thomas A. Stewart’s sawmill at Auburn was operating in 1832 was based on incorrectly assigned dates to letters by Frances Stewart compiled and edited by E. S. Dunlop in *Our Forest Home*, 1902. The transcripts of the actual letters held by the Trent University Archives indicated that the mill was not completed until 1834 and that financial assistance for its construction was provided by friends in Ireland, not Walter Crawford.

Elwood Jones pointed out that the *Peterborough Examiner* had several articles relating to the sale of “Douro Mills” between 1867 and 1873. According to Diane Robnik’s *Mills of Peterborough County*, page 196, these were the sawmills on the Otonabee River in Lakefield previously operated by Nathaniel Shaw & Brock Waite of Peterborough. My thanks to Sheila Garrett of the Lakefield Historical Society for providing this information.

Botulf Siding

Re: The Botulf Siding

Your article implies that the Botulf Siding has been torn up east of Ashburnham.

I have lived in the area for over 50 years and I can assure you that it is still very much in use. It still exists as shown on the government map that illustrates the article.

Its primary use is as a drop off and pick up of grain cars by Quaker Oats. The mineral trains to and from Nephton carry the cars to Botulf, from where they are picked up by a local shunter for delivery to the final destination.

As Botulf is situated half way between Armour Road and Television Road this minimizes the blocking of one of these roads unless the mineral train is longer than usual.

I recall the CPR mainline sleeper passing in the morning on its way to Toronto and I used it on the midnight return to Peterborough. It was discontinued in the mid sixties and was replaced by a Dayliner from Ottawa for a year or two. When that was withdrawn the track was torn up from Havelock to Glen Tay. We then had one daily round trip to Toronto. We lost that service when the CPR

determined that there was not sufficient patronage to justify it.

Dranoel was a stop on the CPR mainline south of Bethany. It was a Y junction connected to a line to Lindsay and a one or two coach train with an ancient locomotive would wait on the Lindsay branch to pick up any passengers who might be travelling to Bethany or Lindsay. There was no road to that point nor platform that I recall so it would have needed a hike through the scrub to make the train.

Dranoel does not exist as a habitation today (and probably was never used as such). There are only two small foundations that can be seen on the satellite image. I do not understand how “Dranoel remains over Bethany to this day.”

Ivan Bateman
2019-05-12

Joe Millage

John Millage writes that when Stan MacLean and I wrote the book on the Christ Church Burial Ground we did not complete the research re: his ancestor Joe Millage, who was buried in the Bickle Cemetery, one of the local Lakefield cemeteries we surveyed in order to satisfy our curiosity about some of the mysteries tied to the Christ Church Burial Ground. He is right, and he goes further, to provide some of the information we lacked and to raise questions about further research on local cemeteries and burial grounds.

Joe Millage (1831-1863) was the son of John Millage and Christianna Kennedy of Beckwith Township in Lanark County. His father (b. 1791) was born in Bath, England and served with the York Chasseurs until his discharge in 1819 at Quebec.

Joe married Elizabeth Bolton (Boulton), daughter of George Bolton and Elizabeth Hiscox in George Street Methodist Church. They were tenants in Smith Township, concession 17, lot 32. After Joe was drowned, 2 May 1863 in Lake Katchewanooka, he was buried in the Johnson Bickle Cemetery. His widow moved to Emily Township and later back to Lakefield, where many of her relatives lived.

The late Betty Crow, a respected genealogist, observed that the Millage family farm was “in Douro directly across the river from the Johnson Bickle Cemetery.” John Millage says that was like the farm at River Road and Centre Road owned by Ross Bolton.

Thanks for giving us this additional information about Joe Millage. Still, we are faced with a problem which Stan MacLean and I discussed even when we decided to include the information that was contained in transcripts that were at hand. There is no original register for the Johnson-Bickle cemetery. We wondered if the Joe Millage stone was added at a later date, possibly by transfer from

the Christ Church Lakefield burial ground, which was the subject of our book, which is available from Trent Valley Archives for \$20.

There are reasons to speculate. There has not been continuous superintendence of the Christ Church burial ground, even though now it is being looked after by the Christ Church Historical Committee. More of a worry are the comments made by the late Robert Delledonne, published in the excellent *Nelson's Falls to Lakefield* (Lakefield Historical Society, 1999) page 94. Based on the research of the late Betty Crow (whose papers are at Trent Valley Archives, but the notes are not definitive) the Johnson-Bickell burial ground on the Lakefield highway at the sixth line contains six burials, five of which have information. She found no information for the Joe Millage stone.

Delledonne talked to the family and was told that Joe Millage's death was recorded in the diary of Robert Quarle Dench: "May 3rd 1863. Joe Millage's death by drowning. Ogilvie, Sheppy and Joe out spearing. Sheppy turns to reach some pines and causes the boat to upset. Ogilvie swims ashore. Joe is supposed to have placed

Sheppy, who does not swim, on the boat, then tried to save himself, but too much exhausted, and sank, found this morning in the bay."

Delledonne then adds that John Millage's uncle, Alexander Millage, remembered a funeral which took place from the Millage farm in Douro near the centre line and across the river from the Johnson-Bickell burial ground and went across the river to Smith township. Delledonne observes, "This would not likely be Joe Millage's funeral in May because the river would be running wild with rapids at the time. In the late summer or fall, before the canal was dug [1896-1904], wading with horse or on foot would be an easy task."

Stan and I think it was more likely that Joe Millage was buried in the Christ Church burial ground, as it was easier to stay on the Douro side of the river. In the absence of records it did not seem right to add extra detail about Joe Millage.

Brian Kerr and the Kawartha Dairy

He first worked at Kawartha Dairy as an 11-year-old. Now he's back as CEO.

Brian Kerr has begun the task of steering the 150-employee company, which produces and distributes ice cream, milk and butter, through a new phase in its 82-year history

Camilla Cornell

Special to The Globe and Mail, Published July 21, 2019/Updated July 22, 2019

Brian Kerr, the new CEO of Kawartha Dairy, poses inside the company's original 1929 delivery truck outside its head office in Bobcaygeon, Ont. JOHNNY C.Y. LAM/The Globe and Mail



Brian Kerr was just 11 years old when he rode his bike down to Ontario cottage country's legendary ice cream company Kawartha Dairy in Bobcaygeon, Ont., to ask for a job.

Monty Crowe, part of the family that still owns 100 per cent of the dairy producer, wholesaler and retailer, hired the hometown boy on the spot and assigned him the task of scooping ice into bags for fishermen's coolers – a side business.

After a 27-year absence, much of it spent working for a giant U.S. food company, Mr. Kerr, now 46, is back working at Kawartha Dairy. But this time, he is the chief executive and general manager.

He has begun the task of steering the 150-employee company through a new phase in its 82-year history. With the market for its products "pretty much saturated" in cottage country, he hopes to preside over expansion of its own retail outlets as well as its distribution to other stores into more urban areas, while ensuring Kawartha Dairy stays true to its small-town family-run roots.

During Mr. Kerr's first stint working at Kawartha Dairy, he graduated to loading and driving delivery trucks, staying with the company part time until he was 19. "They gave me responsibility and treated me with respect," he says. "I loved that."

Monty Crowe – one of the second-generation owners – had become a bit of a mentor. When Mr. Kerr suggested he might stay on at Kawartha Dairy to avoid taking on university debt, Monty (now deceased) steered him toward getting an education.

"I didn't get a chance to go to school and I always

regretted it," he told Mr. Kerr. "Go get your degree. If you ever want to come back and work for us, you call me."

Last September, Mr. Kerr finally returned to the fold after a "lucky meeting" on the streets of Bobcaygeon with Mike Crowe, Monty's son, and director of operations for Kawartha Dairy.

Mr. Kerr, an accountant by training, had just parted ways with the Kraft Heinz Canada's Toronto office after a 20-year career culminating in a job as chief marketing officer for Canada. With Kawartha's general manager due to retire, the Crowe family invited Mr. Kerr to come back to run the company.



Kawartha Dairy's ice cream is still made the same way it always has been, 'with fresh milk received daily from local farms,' Mr. Kerr says. JOHNNY C.Y. LAM/The Globe and Mail

Ten months into the job, Mr. Kerr, who lives in Newmarket but has also recently purchased a place on Sturgeon Lake in Bobcaygeon, has been putting in long hours ramping up for Kawartha's crucial summer season.

"There is some anxiousness," he says, "but it's a good feeling – similar to the one I get before I do a triathlon. I'm anxious, but ready to get it done."

Earlier this year, he presided over the opening of a new 54,000-foot distribution centre (planned and begun before he rejoined the company), now "full of ice cream ready to be served." He has also been on a hiring blitz for permanent and seasonal summer employees to work in the facility, as well as Kawartha Dairy's 10 retail stores.

Although Mr. Kerr has roots in Bobcaygeon and first-hand knowledge of how Kawartha Dairy operates, he is still not a Crowe and seven Crowes still work at the dairy. At least some of the family see that as an advantage.

"I felt we would really benefit from some outside experience and leadership," Mike Crowe says. "It's sometimes hard to take direction from your brother or your cousin or your uncle or your nephew. It helps to have a non-family member at the top."

Kawartha Dairy's president (and Mike's uncle), Jeff Crowe, agrees wholeheartedly. Mr. Kerr is in the tricky position of "answering to the owners and yet sometimes

telling them to do things they're not used to doing," he says. But "he worked with some of the family members that are now in management as a kid. It's really a very good fit."

Jim Kilpatrick, leader of Deloitte Canada's food and consumer products industry practice in Canada, says there is an element of risk for Kawartha Dairy in moving beyond its traditional stomping ground. The company has thus far managed to capitalize on its rural roots in cottage country. "They're seen as a local business. I think many cottagers try to support that," he says. "And the experience of getting an ice cream cone in cottage country helps build loyalty to their brand."

But, Mr. Kilpatrick says, "there's no shortage of competition in large established markets for these products." In a health-focused world, even those who indulge in a Kawartha Dairy cone at the cottage "may not necessarily replicate that experience in the city," he says. In addition, because it is small and independent, Kawartha Dairy will be less able to control its costs through economies of scale than big dairy processors.

Mr. Kerr points out two new stores have already opened in Barrie and Newmarket – urban centres on the fringes of the Greater Toronto Area. Both met with quick success. In fact, the Newmarket store sold twice as much ice cream as expected.

"I think urban expansion makes sense," he says. "And we'd be silly to not look at Toronto. It's the biggest market in Canada."

Mr. Kerr is confident Kawartha Dairy's ice cream can compete with other premium (and often more expensive) brands, such as Haagen-Dazs and Ben & Jerry's. It is still made the same way it always has been, "with fresh milk received daily from local farms," he says.

In the decades since Jack and Ila Crowe founded the dairy in 1937, it has grown almost entirely by word of mouth. It has never advertised on television, and yet it now operates 10 company-owned retail dairy bars. Hundreds of independent ice cream stands at cottage country resorts, stores and camps also carry Kawartha Dairy's products, along with eight grocery chains in Ontario, including Costco, Longo's and Metro.

"We've doubled our sales and the number of employees over the last 10 years," Mr. Kerr says. Although he wouldn't reveal revenue, he says that in addition to the company's 150 full-time employees, it has hundreds more to staff its dairy bars in the busy summer season. "This family has been in business for 82 years because they've always put quality first," he says.

In the future – as in the past – Kawartha Dairy's approach to growth will be "steady and cautious," Mr. Kerr adds. He has no intention of spearheading a national expansion – at least for now.

The benefit of working for a family-owned operation is "you're not chasing the latest quarter," he says. "It feels great to be bringing my learnings back to a family-owned and -operated business, where long-term decisions take precedence."

Historic Photographs of CGE

Robert and Dale DeMatteo had been working with a group in Peterborough to explore the workplace hazards and consequences at Peterborough's Canadian General Electric plant.

To a recent meeting that included presentations on Peterborough and Casales Monferrato, Elwood Jones made a power point historical presentation on the workers in Peterborough.

Casales Monferrato had a firm making cement with asbestos for about 80 years. Over the years there was growing concern about the healthiness of asbestos and by 2003 the company was closed, the site of the plant was replaced with a memorial park, and many changes in legislation and in practices followed. There are continuing and interesting efforts to educate younger people into an important part of their past. As well, there are still efforts to get acknowledgements of the impact of this past on the health of former workers and the community at large in this small Po Valley city.

The group while in Peterborough was aligning their efforts and experiences with those of workers at Canadian General Electric who had similar experiences with exposure to asbestos and other harmful materials. The local group is trying to get wider recognition from the WISB of the need to compensate workers for their deteriorating health.

Robert DeMatteo made a presentation at the same meeting and later requested copies of photographs that related to Canadian General Electric as *New Solutions* had agreed to publish their significant study of CGE but required high quality photographs to accompany the report.

Trent Valley Archives was able to submit some photos from its fonds: the Electric City Collection, the Ian McRae fonds and the Hubert Sills fonds. The editor was very complimentary of the high quality, technically and visually, of our photographs.

We were thrilled to have our collections used in significant academic publications. Our selection of photos is summarized in the abstract for the article. A selection of those photos follows. As well one of our photos was chosen for the cover photo for the special issue.

Workers throughout history have been placed in risky situations. He began with the lumber trade and the early manufacturing places locally that defined Peterborough in the early Victorian era. Along the way he showed a map such as the one from 1922 which showed the industries in red.

Photos 1 and 2 are from the Electric City Collection. Photos 4 to 7 were taken by Hubert Sills in the early 1920s showing turbines at CGE and at a power plant near Sault Ste. Marie. The other two are from the McRae

Documents

Historic Photographs of the Canadian General Electric Works in Peterborough, Ontario

Robert DeMatteo¹ and Dale DeMatteo¹

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The article "Workers' Fight for Justice: A retrospective exposure profile study of the GE factory in Peterborough, Ontario," by Robert DeMatteo and Dale DeMatteo in this issue of *New Solutions* discusses the illness legacy among workers engaged in various production processes at the factory. We have the privilege of presenting a set of historical photographs of the factory. These images illustrate the intersection of the industrial and chemical revolutions that took place in twentieth century industrial production. The images track CGE's development over the years—from building trolleys in the last years of the nineteenth century, to war production for two world wars, to building giant hydroelectric turbines, and the first peace time refrigerator to come off CGE production lines in the mid-1940s. What we don't see in these images are the tragic consequences of the toxic legacy CGE has left for the communities of its former employees as it closes its doors.

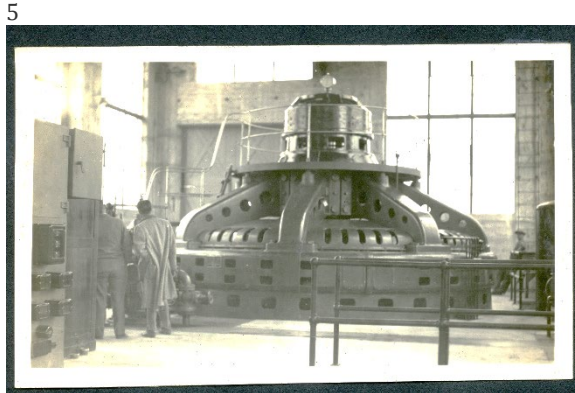
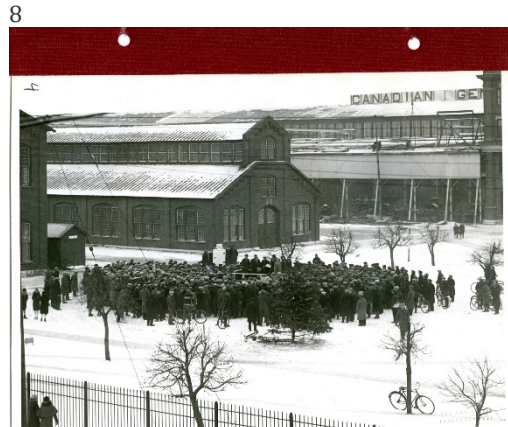
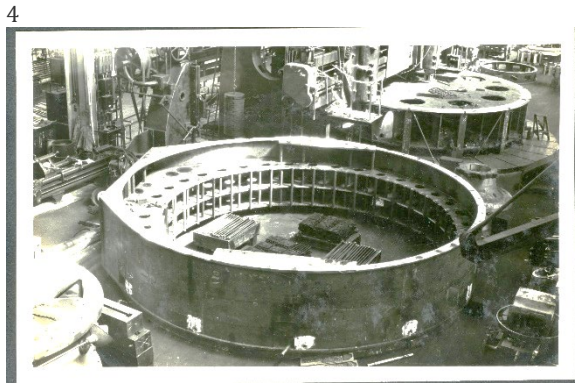
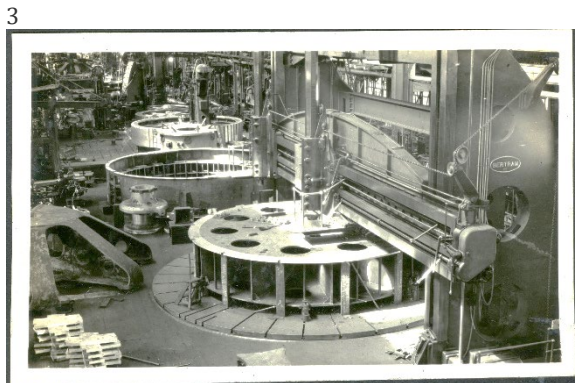
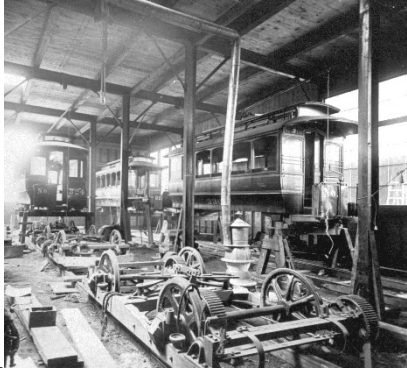
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fonds. The last one was used for the cover for this issue of *New Solutions*.





New archives at the Trent Valley Archives

Elwood Jones, Archivist

784	Lakefield Sea Scouts 1	A S1; G C4	Minutes of the Lakefield Group Committee, 1950-2013; Annual reports, 1950s-1990s; Financial 1948-2005; Scouts Hall Building Committee, 1985-1990; annual reports 1957-1992; activities 1950-1990, mainly 1950s and 1960s; photo album 1964-1965 nd; Scrapbooks, 1936-1966; Minutes of the Kawartha District Committee
785	American Cereal Company / Quaker Oats Company	G C4	Property ledger of American Cereal Company and Quaker Oats Company, Peterborough, 1901-1920. Includes pages related to shares; McAllister Mill; raceway construction, 1908; building piers 1909; Peterborough Light & Power; insurance accounts; house repairs; dam and power house; old and new power house (London Street); legal accounts; water wheel construction, 1908-1917; and much more.
786	Jobe, William E.	being processed	
787	Quaker Oats, Fire Accident Account	being processed	
788	Lee (nee Dawson), Barbara	A T1	24 photos of various sizes of the Bateson, Marshall and Dawson families, includes genealogical information about some photos and an obituary of Barbara Mary Dawson Lee
789	Rowat, Tim	processing	Posters related to musical events
790	St. Andrew's United Church, Peterborough	processing	Photobooks of the members of the congregation, 1972-73; 1986; 2002; 2008; history of St. Andrew's Church by Clifford T. MacDonald, 2008; Divine Service Book for the Armed Forces, 1950; notes on John Brown Bibles
790	St. Andrew's United Church, Peterborough	G D6	1 Union Jack, 12 foot, manufactured by J. J. Turner Co. Peterborough Ontario, c. 1950. 76% Nylon; wool; 2) church histories of St. Andrew's; 3) vintage church bibles
790	St. Andrew's United Church, Peterborough	processing	Three trophies from the Kiwanis Music Festival, Peterborough. Boys choir unchanged voices, 1952-55; Junior Church Choir, 1947-50; Intermediate Church Choir, 1948-50
791	Victoria County Women's Institute	processing	West Victoria District Women's Institute minute books, 1903-1991; Branch minute books, 1945-2010, for North Ops, South Ops, The Glen, Bolsover; five scrapbooks for the Tweedsmuir History Project for these branches.
792	Jobe, Paul	processing	Items related to Quaker Oats both in Peterborough and in Saskatoon. Terrific detailed photos c. 1950 showing in all directions from Quaker Oats; note County Court House and Jail; St. John's Church; the gas works; Ashburnham, etc.

In the last several months, the Trent Valley Archives has received some very interesting items. Each new donation adds immeasurably to the diversity and representativeness of our holdings. Archives may be old, but when they enter an archival facility they become new and refreshing.

The Lakefield Sea Scouts minutes and reports, 1936-2013. Their history is well-told through the very good minutes. The records for the building of a new Scouts Hall, 1985-1990, seem quite complete. Particularly interesting are the scrapbooks, 1933-1966, and the photo album, mainly 1964-1965. The records include the minutes of the District Committee for the Kawarthas. (Fonds 784).

The Barbara Lee (nee Dawson) fonds (Fonds 788) contains 24 photos, mainly studio, of the Dawson and Bateson families.

The complete records of the Women's Institute for the west part of Victoria County (Fonds 791) include books that are called minute books but include financial information, reports on the subjects discussed at the various meetings in their dozen chapters, as well as good lists of their members over time. This is a jewel of a collection. One of the highlights is five scrapbooks for the Tweedsmuir History Projects in Ops and Bolsover. The minute books for the West Victoria District Women's Institute cover from 1903-1991. As well we have the branch minute books, 1945-2010, for North Ops, South Ops, The Glen and Bolsover.

The provenance of two of our new fonds have come from Quaker Oats, and makes us hopeful that more might come our way. There is mounting evidence that officials and staff at the archives of Quaker Oats and CGE, and perhaps other industries, denied the existence of archives other than what might be found in the publicity or marketing departments. It now appears that most departments kept filing cabinets and boxes in the proximity of the departments apparently because decades-old records were still active and might be useful to current engineers, managers and staff. In many parts of the world, decisions about what constitutes archives are made records managers working with several levels of classification. Records that are deemed worthy of long-time preservation are listed as permanent or archival. Local governments in Ontario work with records management schedules but it is not clear what happens to the permanent and archival records if the municipality has no archives.

The first item of interest from Quaker Oats was **Property ledger of American Cereal Company and Quaker Oats Company, Peterborough, 1901-1920. Includes pages related to shares; McAllister Mill; raceway construction, 1908; building piers 1909; Peterborough Light & Power; insurance accounts; house repairs; dam and power house; old and new power house (London Street); legal accounts; water wheel construction, 1908-1917; and much more.**

The second fonds contains receipts submitted by companies, nurses, doctors and injured with respect to expenses incurred as a consequence of the Quaker Oats fire, 11 December 1916, in Peterborough, Ontario. We have made no attempt to edit the names, and so they appear as they did to the Quaker officials.



Quaker Oats before 1916 (Trent Valley Archives David Easson photo album)

1. December 1916.
 - a. Newscipping, listing the missing, the dead, the injured on 11 December 1916. The missing were Wm. Mesley; James W. Gordon; and James Foster. The Dead were Edward Howley; J. Fonora. The injured at the two hospitals were Michael Long; Patrick O'Connell; R. Chowen; Fred Holden; L Robbins; Philip Carroni; J. C. Kemp; James Murphy; Edward Bedding; W. Garvey; R. Healey; D. Martina; M. Cacavella; P. Minnecola; J. W. Tetro; J. Houlihan; W. J. Walsh; D. Jardine.
 - b. Memo listing the staff on the date of the fire for an audit by Mr. Sheesby, Chicago.
 - c. Brown manila envelope which provided the provenance information.
2. January 1917
 - a. Request from J. C. O'Donnell, R. N. for time spent at St. Joseph's Hospital for the week of December 23, \$26.50.
 - b. Merrell & Meredith for overcoat, pants and mitts for J. Sullivan, \$24.50
 - c. Fontaine Bros., for several taxis from December 12 to 23, \$27.25
 - d. Jordan Bros, for floral wreaths for Foster, Mesley, Kempt, Miles, Tetro and Vosburg, \$30.
 - e. Peterborough Floral Company, floral wreaths for Hawley, Holden, Fenora, Capone, Martins, Parsons, O'Connell, Chowen, Welsh, Hoolahan, McGee, Gordon, \$60
 - f. L. Roberts for nursing services to Richard Chowen in the Nicholls Hospital
3. February 1917
 - a. F. L. Robinson, V. S., for hacks to and from Nicholls Hospital, \$2.50
 - b. F. L. Robinson, V. S., funeral hack, for funeral, Dec. 13. \$2.50
4. April 1917
 - a. F. L. Robinson, V. S., for hacks, Dec. 16, \$12.50
 - b. Lane and Eano, balance on funeral account for late Patrick O'Connell, \$10; 6 hacks for funeral, both on Dec. 15, \$15, total \$25.

- c. Fontaine Bros., taxi service, 2 hrs by Denham, \$3, and Minicolo, .50, total \$3.50.
5. June 11, 1917
 - a. Bundle of receipts from Dr. F. P. McNulty for professional services to P. Minicolo; Wm. Walsh; Wm. Tetro; Thos. Houlihan; Wm ?; N. Cacavella; N. Saradino; Morreno and Fenora; Mr. Griffin; total \$573.
6. August 1917
 - a. Invoice from Vincent Sullivan, Chemist and Druggist, 7 August, totaling \$4.19
 - b. Two billings from James V. Gallivan, M. D., for services to Wm Garvey; James Garvey; Joseph Hoolahan; Mariona; Murphy, totaling \$215; and for services to Mrs. D. O'Brien, for \$47.
 - c. St. Joseph's Hospital, William Garvey, \$78.10
7. December 1917
 - a. St. Joseph's Hospital account for Philip Minicola, stay for 25 days plus treatment at \$7 per week plus use of Operation Room, \$30
 - b. St. Joseph's Hospital account for John (?) Garvey, 17 days at \$16 per week, and use of operating room, \$43.85
8. January 1918
 - a. Dr. T. P. McNulty, statement re: Philip Minicola, \$60
 - b. Dr. T. P. McNulty, statement re: Michael Long, \$10
9. Mrs. J. Clancy, 1919-1922
 - a. Medical receipts, notes, including in April 1921, one day stay at St. Joseph's Hospital, Dr. N. D. Buchanan and Dr. A. W. McPherson
10. Conroy Family, Kinmount, 1916-1917
 - a. C. O. Doherty, Doherty Bros., General Merchants, Kinmount, 12 Dec 1916, with enclosure giving names and ages of three sons and three daughters: Percy, Clarence, Bert, Reta, Leah, a baby [Virginia]
 - b. Letters to John Conroy, 10 December 1916, from wife, Perce, Bert, Clarence
 - c. Doherty Bros, three page running statement, 21 February 1917, for \$65.91
11. William Garvey, 1917
 - a. Vincent Sullivan, 14 March 1917, \$2.15
 - b. Lillian E. Simons, 12 June 1917, re 35 visits for massages, \$27.25
 - c. St. Joseph's Hospital, 10 Oct 1917, 8 days stay, Sept 28 to Oct 6, @\$14 per week, \$21.
 - d. St. Joseph's Hospital, 7 Sept 1917, 11 days stay and treatment, \$29.
 - e. James V. Gallivan, M. D. , 18 Dec 1917, re treatment Aug 9 to Nov 29, \$36
12. Robert Hicks, 1917
 - a. 1000 lbs nut coal, delivered to Mr. E. Bedding, Hazlitt Street, 17 Feb 1917, \$4.65
 - b. 2000 lbs nut coal delivered to Bedding, 28 Feb 1917, \$9.25
13. Lane & Eano, Furniture and Undertaking
 - a. Removing remains of the late James Gorden, Dec. 28, and late Mr McGee, Dec 30, billed 7 Mar 1917, \$6.
14. Medical doctors
 - a. Dr. C. Hewitt Amys, 1 Jan 1917, re Richard Chowen, \$2.50
 - b. Dr. J. Malcolm McCulloch, 1 Jan 1917, re Kemp & Robins, \$43
 - c. Dr. J. A. Morgan, 8 Jan 1917, re Walter Holden, \$10
 - d. Dr. T. Newton Greer, 24 Jan 1917, re R. J. Chowen, \$40
 - e. Dr. T. Newton Greer, 9 Feb 1917, re J. H. Northey, \$38
 - f. Dr. C. Hewitt Amys, 9 Feb 1917, re Lancelot Robins; and for Rich Chowen
 - g. Dr. J. A. Morgan, 14 Feb 1917, re Pat O'Connel, \$18
 - h. W. A. Baker, M.D., 2 Mar 1917, re services 11 to 23 Dec, for John Weir
 - i. Dr. Carmichael, Mar 23, for medical services 11 Dec 1916, \$15, and for M. Long, from 11 Dec to date, \$200.
 - j. F. C. Neal, 8 May 1917, for professional services, re: Mr Healey and Mr. Bedding, \$184.25, and for Mrs Kemp for consultation with Dr McCulloch, \$5
 - k. Dr. Baker, re Mrs W. Walsh, 16 May 1917, for professional attendance and medicines, \$10.25
 - l. Dr. N. D. Buchanan, 4 Jan. 1918, \$142, for visits to Long, \$18; Minicola, \$12; O'Connell, \$2.; Healy, \$5; Garvey \$118.
 - m. Dr. Baker, 9 August 1919, re Mrs. W. Walsh.
 - n. Dr. E. McGrath, 11 Sept 1917, for attendance to J. Fonora; D. Martino; J. Houlihan; J. Tetro, @ \$5 each, for \$20
 - o. Fragment, Dr. E. E. Harvey, 6 April 1920, receipt for payment from Isobel Harvey, \$5
15. Micolucci, Geo
 - a. Post Office Department, Money Order Branch, 12 Nov 1917, confirming money order was sent to J. Micolacci, 1 March 1917 for \$42.30
 - b. Address for money order: "Alla signar Carmela Micoli Mozzagrogno per Villa Romagnale, Pro Di Chieti (Italy); Geo Micolucci, 283½ George St [residence of Frank Marino, fruit dealer]
16. Nicholls Hospital, 1917

- a. Nicholls Hospital, 12 Jan 1917, for John C. Kemp, \$8.41; 2 days private ward @\$3; 1 day public ward, @ \$.70; special nurse 3 days @ \$.57
- b. Nicholls Hospital, 12 Jan 1917, for Pat O'Connell, \$3.70; 1 day private ward, \$2.50; 1 day public ward, \$.70; special nurse \$.50
- c. Nicholls Hospital, 12 Jan 1917, for L. Robbins, \$13.30; 19 days public ward @ \$.70
- d. Nicholls Hospital, 12 Jan 1917, for Richard Chowen, 11 days private ward, \$33; special nurse, \$11.43; total \$44.43
- e. Nicholls Hospital, 12 Jan 1917, for Philip Carboni, 1 day in public ward, \$.70
- f. Nicholls Hospital, 12 Jan 1917, for Walter Holden, 1 day in private ward, \$3
- g. Nicholls Hospital, 3 Feb 1917, for Michael Long, 51 days in private ward, \$153; 1 day in public ward, \$.70; special day nurse, \$29.14; special night nurse, \$28; 24 meals supplied to Mrs. Long, \$6; total \$216.84. List of meals supplied to Mrs Long, 5 to 31 Jan 1917
- h. Nicholls Hospital, 10 Feb 1917, for Lancelot Robbins, 26 Jan, 13 days in public ward, \$9.10.
17. Post Office
 - a. Covering letter, 13 Nov 1917, re: money order issued 1 March 1917 [see file 15]
18. Quaker Oats Company
 - a. Receipt, \$15, for Mrs. J. Fornara, 16 Dec 1916, signed Louis Tomarino
 - b. Receipt, \$10, for Mrs. Michael Long, 20 Jan 1917
 - c. Receipt, \$25, for Mrs Michael Long, 13 Jan 1917
 - d. Receipt, \$10, for Mrs W. J. Garvey, 31 Jan 1917
 - e. Receipt, \$10, for Mrs. W. J. Garvey, 25 Jan 1917
 - f. Receipt, \$20, advance for Mrs Foster, signed by J. Hall
19. St. Joseph's Hospital, 1917
 - a. St. Joseph's Hospital, 2 Jan 1917, for Michael Caccivelli, 506 Elm, 13 days stay, \$13
 - b. St. Joseph's Hospital, 2 Jan 1917, for J. Tetro, 505 Bethune, for 14 days, \$28
 - c. St. Joseph's Hospital, 2 Jan 1917, for Wm Walsh, 547 Rogers St., for 16 days, \$32
 - d. St. Joseph's Hospital, 2 Jan 1917, for Joseph Houlihan, Sherbrooke St., for 18 days, \$18
 - e. St. Joseph's Hospital, 2 Jan 1917, for Wm. Garvey, 17 Cricket St, 21 days (remaining) \$42
 - f. St. Joseph's Hospital, 2 Jan 1917, for Philip Minicolo, 159 Bonaccord St, 21 days (remaining), \$42
 - g. St. Joseph's Hospital, 2 Jan 1917, for Richard Healy, Euclid Av, 21 days (remaining) \$42
 - h. St. Joseph's Hospital, 2 Jan 1917, for Edward Bedding, 178 Hazlett St., 21 days (remaining) \$42
 - i. St. Joseph's Hospital, 2 Jan 1917, for J. Murphy, to stay and treatment, \$1
 - j. St. Joseph's Hospital, 2 Jan 1917, for Nicholas Jardini, 508 Parnell St, 6 days, \$6
 - k. St. Joseph's Hospital, 2 Jan 1917, for Vincent Fornaldo, 48 Jackson av, \$1
 - l. St. Joseph's Hospital, 2 Jan 1917, for Dominic Marturo, 284 Smith St, \$2
 - m. St. Joseph's Hospital, 2 Jan 1917, for medicine, dressings etc., \$188.75; to special night nurse service, \$120; for special day nurse service, and day and night orderly, \$57; total \$365.75
 - n. St. Joseph's Hospital, 2 Feb 1917, for 4 days special nurse service, Dec 29 to Jan 3, \$8.50; for nurses and attendants board, \$45; to medicine and dressings, \$35; to patients' stay at \$14 per week, \$246; total \$334.50
 - o. St. Joseph's Hospital, 2 Feb 1917, for William Garvey, 31 days, \$62
 - p. St. Joseph's Hospital, 2 Feb 1917, for Philip Minicola, 31 days, \$62
 - q. St. Joseph's Hospital, 2 Feb 1917, for Edward Bedding, 31 days, \$62
 - r. St. Joseph's Hospital, 2 Feb 1917, for Richard Healy, 30 days, \$60.
 - s. St. Joseph's Hospital, 14 May 1917, for Wm Garvey, to Feb 7, 5 days, \$10; for Edward Bedding, to Feb 15, 13 days, \$26; for Philip Minicolo, to March 31, 57 days, \$114; medicine & dressings, \$25; total \$175
20. Simons, Lillian, R. N. 311 Rubidge St. Peterborough ON
 - a. 10 Jan 1917, for James Murphy, Dufferin St., nursing services, 13 Dec 1916 to 8 Jan 1917, 12 dressings, 2 cans ointment, \$15.11
 - b. 10 Jan 1917, for M. Caccavella, Elm Street, nursing services, ten dressings of burns, \$10
 - c. 10 Jan 1917, for Mr. Robbins, nursing services, Jan 2 and 3, \$2
 - d. 10 Jan 1917, for Nicholas Giardino, nursing services, nine dressings of burns, \$9
 - e. 12 June 1917, for Mr. Long, East City, 25 visits (massage treatment) and 3 jars massage cream, \$.75 per visit; \$19.50
 - f. 18 Oct 1917, for Mr. Long, East City, 15 visits (massage treatment), \$11.25
21. Workmen's Compensation Board, 17 December 1920
 - a. Firm 130904: regarding merit rating assessment, list of additional awards for increased allowances to widow and children. This letter came with an attachment not in this file, and also it was noted that post cards were sent for awards of temporary disability and medical aid. This lists employees only by number and by amount awarded, ranging from \$251 to \$4,177. As well, the letter includes awards given "irrespective of the reserves." These were awarded between Nov 1919 and
 - b. April 1920, and included \$75 for one burial and two for medical aid.

QUAKER OATS PLANT AT PETERBOROUGH WRECKED BY FIRE

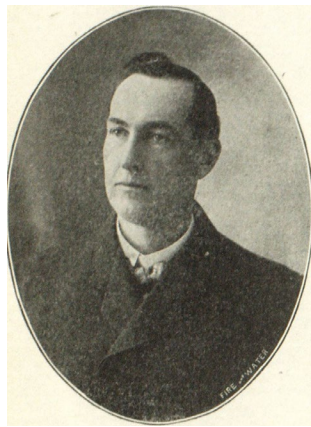
Fire and Water Engineering, LXI, 24 January 1917

Thanks to Gordon A. Young



Peterborough, Ont., was recently visited by a disastrous fire and explosion. Fire started in the dry house of the Quaker Oats Company, which was built adjoining two large grain elevators, and in close proximity to an immense storehouse and shipping building belonging to the same company. The buildings were all seven stories high. One of the storehouse buildings of the latest type of brick and concrete fireproof construction withstood the intense heat from the fire. The floors and walls remain standing, despite the fact that this particular part of the plant had stored in it some 7,000 carloads of manufactured cereals, together with a large quantity of flour, oatmeal and by-products.

Chief W. A. Howard



A sharp explosion followed the outbreak of fire, that was so great that the concussion was felt and heard for many miles. The plant was equipped with a sprinkler system throughout, but the explosion occurred at a point where the large waterworks pipes entered the property, and as a result the sprinkler system was placed out of commission. The independent pumping plant, including a boiler of the company that supplies the water to the sprinklers, was also wrecked, killing the stationary engineer, three of his firemen and twenty-two employees. Chief M. A. Howard, of the fire department, handled the fire skilfully against great difficulties, and worked continuously with his men for thirty-six hours without rest. None of the city firemen were injured seriously, although five of the firemen that went into the concrete fireproof building with the first line were overcome by smoke.

When Chief Howard rescued the men he found one so overcome that he was sent to the hospital, but has since recovered. In consequence of the city water mains being broken, the fire department was without water to fight the fire for a period of twenty-five minutes. The explosion threw the fire into all the surrounding buildings, partly wrecking each and all of them, with the result that the fire was beyond control in this section of the city.

The heat was so intense, by the time the broken water mains were shut off, that it took heroic work on the part of Chief Howard and the firemen to save the surrounding property from total destruction. The plant was situated in a congested part of the city. Chief Howard deserves great credit in keeping the total damage caused by the fire and explosion which followed, including the machinery and stock, less the salvage to \$1,200,000.

General View of the Ruins of the Quaker Oats Plant at Peterborough, Ont. Ed. The three pictures appeared in the original article. Gordon Young is the author of history of Quaker fire.





Bruce and Frances Gravel have been working in the Peterborough Rotary fonds at the Trent Valley Archives. This is part of the project to produce a centennial history of Rotary by 2020. (Photo by Frances Gravel)



Neil Morton wearing a t-shirt with the new airport letters for the Peterborough Airport.

Peterborough Pathway of Fame to welcome 10 new inductees **Ceremony to be held Sept. 14 at Showplace**



More than 300 stone markers at Del Crary Park carry the names of the inductees into the Pathway of Fame - including the man the park is named for. Ten new inductees have been added for 2019. - CLIFFORD SKARSTEDT, EXAMINER FILE PHOTO

The Pathway of Fame, Peterborough and District, will soon add 10 new names to the walkway at Del Crary Park.

The inductees' names will be placed on metal markers at the park along with 300 other notable local names.

In the Dramatic Arts category, the pathway will add Glen Walker and Gwen Hope, both of whom have contributed a great deal to the local theatre scene.

The Community Builder category inductee is Norwood's Douglas Percy, a lifelong community advocate and former mayor of Asphodel-Norwood.

The Cultural/Community Betterment inductees are Dr. Jessie Birnie, who was the Peterborough area's first female physician, and community workers Patricia Hooper, Donald Walker and Dawn Strata.

Maureen Harris-Lowe of the Peterborough Children's Choir and musician Jim "Fearless" Flood will be inducted under the Musical/Entertainment category.

Robert Ough's volunteer work led to his induction in the Samaritan category.

Inductees were nominated by community members before the Pathway of Fame committee sat down to make the final call on who would be inducted.

"It had over 30 nominations to choose from which makes a final choice a difficult matter," stated Geoff Hewitson, first vice-chair of the committee.

The inductees will be welcomed to the Pathway during a [ceremony](#) Sept. 14 at Showplace.

Trent Valley Archives houses the archives of the Pathway of Fame and Heather Aiton Landry, our associate archivist, is on their Board.



L-R, Lakefield Ward Councillor Anita Locke, Ennismore Ward Councillor Donna Ballantyne, Deputy Mayor Sherry Senis, Mayor Andy Mitchell, Jim Gastle, Gordon A. Young, Smith Ward Councillor Gerry Herron [The backs of the heads are Arnold Graham and Peter Duffus, there for the second presentation.]

Polio Vaccine Testing in Lakefield in 1954

On or about Friday, 4 June 1954, Dr. Hugh Gastle MD, Village MOH, and, Village Coroner immunized of about 200 school children; from Grade 1 to Grade 12 at the Village Firehall. Only the children who attended the Lakefield Public School and the Lakefield High School were included in this small sample testing of the Polio Serum. [The term "Salk Vaccine" would come two or three years later, but, on this day 65 years ago, it was simply the "Polio Serum Test"]

The fire chief and his deputy chief handed out lollipops/suckers to the younger children who might be frightened of getting a needle. The children in the clinical test were confined to their family farm or village house area for that summer. That is, the children could come into the village from the farm, but, could not go into Peterborough, or, visit beyond the village. Otherwise, there were no other restrictions on them. Annual summer visits by family and friends from beyond the village were also stopped for that summer.

[Children who attended schools in Peterborough were vaccinated, but, not included in the clinical reports.]

To make village life easier that summer, movies were shown in the Memorial Hall. As well, children participated in various activities made available that summer.

The two sons of the late Dr. John Fraser MD of Lakefield were involved in this project. Dr. Alex created the local research project. Dr. Rod participated as part of the University of Michigan Polio Team, and recommended Lakefield as a good village to include.

It was a great pleasure to see that Dr. Gastle was honored.

Gordon A. Young, Lakefield Heritage

And, how many of us vaguely recall our own polio shot, usually in the school gym, as it was for me in any event? Eight village residents, now in their eighties wished that this event would be remembered and, Dr. Gastle thanked.

Ed. Note: According to Wikipedia, the first inactivated and comparatively safe polio vaccine was developed by Dr. Jonas Salk and came into use in 1955; the oral polio vaccine developed by Dr. Albert Sabin came into use in 1961. Salk developed his vaccine from 1952 with a large team based at the University of Pittsburgh. Beginning in February 1954, the vaccine was tested in what was then the largest medical experiment in history. Overall, 1.8 million children were included; of these about 440,000 received the vaccine, about 210,000 received a placebo, and 1.2 million children received no vaccination.

Royal Canadian Legion, Branch 77 Lakefield

Arnold Graham received his 75 year medal as a member of Royal Canadian Legion Branch 77 on Thursday, June 27, and Selwyn Township council presented him with a certificate at its July 9 council meeting. Arnold was seventeen when he enlisted. Six of his older brothers were already proudly serving their country. Arnold joined the Air Force and became a member of the 433 Squadron of the RCAF, the "Porcupines", Bomber Command, and became a Flight Sergeant Air Gunner. He got his wings in Quebec, then headed to England where he became part of an air crew flying Lancaster four engine bombers.

The Senator Cox Banquet 1896

Elwood H. Jones

Menu

ROAST

Sirloin of Beef au Jus.
Goose and Apple Marmalade
Young Turkey (dressed), Cranberry Sauce
Domestic Duck, Red Currant Jelly
“What say you to a piece of beef and mustard” – *Taming of the Shrew*

GAME

Haunch of Bear, Grape Jelly
Roast Loin of Venison, Port Wine Sauce
Golden Plover, Black Currant Jelly
Imperial Punch, Claret
“Let’s serve him as a dish fit for the Gods,
Not hew him as a carcass” – *Julius Caesar*

VEGETABLES

Boiled Potatoes, Mashed Turnips
Petite Pois a l’ Anglaise
Succotash. Escalloped Tomatoes
“The common growth of Mother earth suffices me” – *Wordsworth*

SALADS

Lobster, Chicken, Fresh Shrimp, Mayonnaise
“Of five evils, the less is always to be chosen” – *Thomas A. Kempis*

PASTRY

Plum Pudding (hard) and Brandy Sauce
Lemon Meringue Pudding, Wine Cream
Apple Pie, Mince Pie, Peach Tart. Washington Cream Tart
“To give satiety a fresh appetite” – *Othello*

DESSERT

Elderwine Jelly, Jamaica Rum Jelly, Charlotte Rum Decorse
Assorted Cake, Pineapple Trifle, Whipped Cream
“Can one desire too much of a good thing” – *As you like it*

Fraise, Cheese, Crackers, Tea, Coffee, Milk

Serenely full, the epicure would say, “Fate cannot harm me, I have dined to-day” – *Sidney Smith*

This is the menu that was used for the Peterborough Banquet given in honour of the Hon. George A. Cox, Senator, 17 December 1896, in the Oriental Hotel.

Even though Cox lived in Toronto, Peterborough was the first town to throw a banquet to honour Cox’s elevation to the Senate. Cox was called to the Senate November 13, but the dinner had to wait until he had taken a cruise for his wife’s health. The banquet was a very impressive affair. The premier hotel in the town was the Oriental Hotel on Hunter Street just east of George, and as demand for tickets was strong, the town engineer, T. A. S. Hay, designed the seating layout to get as many people into the hotel as comfortably possible. The town band played in the rotunda of the hotel. The evening began with receptions in the several parlours of the hotel, followed immediately, at 8:30, by the banquet.

The dignitaries from Toronto, including Cox, were arriving by train at 7:45. The banquet group rode in a comfortable Pullman car that was attached to the train. This distinguished group included bankers, stock brokers and newspaper people including C. McGill, General Manager of the Ontario Bank; Hon. J.M. Gibson, Minister of Crown Lands; H.P. Dwight, General Manager, G.N.W. Telegraph Co; Robt. Jaffray, President of the Globe Printing Company; B.E. Walker, General Manager, Bank

of Commerce; W.R. Brock, President of the Canadian General Electric Company; J.J. Kenny, General Manager, Western Fire Assurance Co.; George R. Cockburn, M.P., President of the Ontario Bank; Stewart Lyon; and J.C. Walsh, of the Globe; as well as powerful family members A.E. Ames, E.W. Cox, H.C. Cox, and F.G. Cox.

The banquet menu had the diversity of meats one might expect at a Victorian Board of Trade meal. There is no fish course, but that is replaced with a course of game. The desserts were a standard choice, except for the Washington Cream Pie. This is a four layer white cake separated by layers of cooked custard and then served with fruit.

Cox's response to the eloquent toast was quite interesting. First, he said, "It is to me a source of pride to see those beside whom I have worked, against whom I have in many cases contended, amongst whom I have lived for nearly forty years, thus laying aside political and social lines and cordially uniting together to endorse my life and labours in their midst. (Cheers)" He recalled the by-election of 1873 which he lost by one vote, after having one more spoiled ballot than W. H. Scott. Then he added, "Mr. Scott used to tell me some very amusing incidents of the many persons who claimed to have cast that one vote. He ultimately accorded that honour to a man who is said to have reached Bobcaygeon too late for the last boat going to the polling place, and had to swim Pigeon Lake, and got there just in time to get his vote in." This is the story told in rollicking detail by William Johnston, a Conservative organizer, whose papers are in the Trent Valley Archives. In the same election, his own father-in-law, Daniel Hopkins, voted Conservative because he had already given Cox his daughter.



*The current issue of Karen Irving's **A Taste of the Kawarthas** is featuring a story about the Senator Cox banquet, 1896. A longer version of this article appeared in the *Heritage Gazette of the Trent Valley*.*

Trent Valley Archives Upcoming Events

The Trent Valley Archives Events Committee has lined up some pretty exciting events for the next few months. For details check out the webpage www.trentvalleyarchives.com

Note in particular Planning a special event? Private tours are available for groups of 15 or more. Our guided pub crawls are popular for birthdays as well as workplace socials. A tour with Trent Valley Archives will show you a whole different side of Peterborough that you won't soon forget! To view some of the events we've run previously (and will likely run again), please visit our [past events](#) page. [Contact](#) us today to plan your event.

Home Movie Day – October 19

1-4PM

Free Event

World War One Tour – July 24, August 7

6:30-8PM \$17.00

Comradery and Coping in the Trenches

When Little Lake Cemetery was designed back in 1850, it was designed as a place of quiet contemplation. It is we think, an ideal place to remember the horrors of the trenches, the courage and resilience of our soldiers, the terrible waste of human life. Join Don Down of the Western Front Association at Little Lake Cemetery as he reflects on the lives of local soldiers and considers how they may have coped with the terrors of the trenches.

Eerie Ashburnham Ghost Walk – August 9, 16, 23, 30

7-9PM \$17.00

East City Stories

Eerie Ashburnham is too haunted for just one ghost walk, so Trent Valley Archives has picked the best stories from the east side of East City; the “East Side Stories”. With so many stories to tell, this revised walk will enthrall you with the numerous hauntings at the Peterborough Theatre Guild and legendary tales of our world-famous lift lock.

Join the friendly and knowledgeable TVA guides as they lead you through the streets of Ashburnham, now known as East City, pulling together the stories which have been a part of this historic area of town for many years.

Museums of Oshawa Bus Tour – September 12

8AM-5PM \$65.00

Trent Valley Archives is excited to announce its newest bus tour, a “not to be missed” insiders’ look behind the scenes of two Oshawa Museums, the Community Museum and the Parkwood Estate, on Thursday, Sept 12 from 8:30 to 5pm.

First stop is the Oshawa Museum, that city’s only community museum, which showcases its history from the earliest First Nation occupation to the end of WWII, in three historically-designated buildings. Our private curator’s backstage tour, which begins at Guy House, built about 1840, begins our look at exhibits and artifacts not normally available to the public.

Following a buffet lunch at the Pickering Mandarin, we will visit Parkwood estate, built by R.S. McLaughlin, Canadian auto baron and founder of General Motors of Canada for a guided Autobaron Tour. The McLaughlin family had an avid interest in horticulture and landscaping, as evidenced by their eleven greenhouses and staff of 24 gardeners. McLaughlin sought out the best talent available to create the numerous gardens of his estate. The art, architecture, gardens, landscaping and original furnishings of this extraordinary property are all faithfully preserved in this National Historic Site.

Little Lake Cemetery Pageant – September 28, tours begin at 6PM September 29, tours begin at 1PM

\$22.00

A cast of cemetery residents played by local actors share tales of their lives in Peterborough’s historic landscape cemetery. This outdoor theatre event concludes inside the cemetery’s Victorian chapel.

Downtown Ghost Walk – October 17, 18, 22, 23, 24, 25

7-9PM

\$17.00

Costumed guides recount spooky tales on this lantern lit tour around Peterborough’s most haunted buildings. A popular Halloween tradition since 2003.

Trent Valley Archives sells quality used books at reasonable prices

Men of Invention and Industry by Samuel Smiles. London: John Murray, 1884. \$15.00 CDN

Reviewed by Carol Sucee.

This is a sequel to earlier books by Samuel Smiles titled: *Lives of Engineers*, *Industrial Biography* and *Self-Help*. His *Self-Help* was one of the seminal books of the 1850s and influenced a generation that came of age around 1859, the year in which Charles Darwin’s *Origin of Species* was published. Some of Smiles’ later books provided examples of people who reflected the spirit of *Self-Help*.

Such was the case with this volume which contains biographies of inventors, some famous and some relatively unknown, from England, Scotland and Ireland. It covers men who were investigating and working in areas of shipbuilding in England and Ireland, marine chronometers, the silk industry in England, the steam printing press, and astronomy in the 1870’s. Inventions are discussed as well as difficulties experienced by individual inventors.

One of the chapters that caught my attention was about William Clowes. Clowes was the founder of a vast printing establishment which used the steam presses. His desire was to produce large impressions of popular works – travels, biographies, histories, blue-books and official reports. Hand printing was too tedious and expensive for this. In 1823 Mr. Clowes installed his first steam presses and soon had ample work. However, the presses required boilers and engines to produce the steam and neighbours complained about the noise and smoke pollution. In 1824 the Duke of Northumberland started a legal action against

him and won his case. Clowes agreed to remove the presses from the neighbourhood and arbitrators made the Duke pay a large sum to allow for the removal of the presses. He moved to Blackfriars and set up a larger establishment, complete with offices.

This allowed Clowes to keep producing works of popular information, some in unusual numbers. Two of his famous printings were the 'Penny Magazine' and the 'Penny Cyclopaedia'. The Penny Magazine reached a circulation of 200,000 copies. The Penny Cyclopaedia had a first year circulation of 75,000 weekly.

Needless to say, such a quantity of publications would not have been possible without the steam printing press. Throughout the country, urban or rural, people now had access to printed popular works at very inexpensive rates.

At its height, his establishment has 25 steam presses, 28 hand-presses, six hydraulic presses, and employed over 500 persons. It is hard to imagine what the printing industry would have been like without the determination and ability of men like William Clowes.

If you are searching for a vintage book related to the history of Canada, and particularly our area send an email of inquiry to admin@trentvalleyarchives.com and we will give you a speedy response. If we have the book we will tell you the selling price and the shipping costs. Or when you are by our campus drop in and browse. Visitors welcome. Some of the books mentioned in the May issue of the Gazette are still available. However, that is only a sampling.

James Stewart Simpson

Gordon A. Young

Dear Editors:

Sometime ago, we had an enquiry about George Alexander Stewart, the son of Thomas A and Frances Stewart. The answers to that question, was partly known. That is, that George had been tasked by his friend and mentor, Sir Sandford Fleming to survey out a townsite and 500-whatever acres of Banff National Park. George was then honored to become the park's first superintendent.



Later, he moved to Calgary where he was their first City Engineer, and, then he finally retired to Vancouver Island.

George's daughter, Mary Frances Stewart married a C.P.R. Railway doctor Dr. Alford Holmes Simpson M.D., and, they moved several times across the prairies.

Dr. Simpson is reported to have died at Salmon Arm BC, but, the searches came up empty to date. Their son, trained by his grandfather to be a Provincial Land Surveyor was active until WW-1.

For the most part of his career, he was with the CEF Forestry Corps, and, his marker, tells us that. However, in the closing days of the war, and serious pilot shortages saw him switch briefly to the RFC-Canada.

It was during his brief flying career that he suffered catastrophic injuries to his legs and head and was admitted Oct. 21, 1918 to the Royal Naval Hospital-Chatham. This was likely due to a "nose-over", or, a "nose-in-crash" of his plane, either from engine failure, or, the plane being shot up.

After a medical discharge, he returned home and took up his career as surveyor. But, his injuries confined him mostly to desk work in the Provincial Survey Office in Victoria.

He died of a massive stroke, originally thought to have been caused by a blood clot from one of his injured legs. However Barb Prescott has found that he died of complications from his brain injuries.

His death occurred outside of the criteria of the Commonwealth War Graves mandate but he was eligible for a "Last Post Marker". This was consented to, by the Last Post and the church officials, and, placed in St. Luke's churchyard.

It was officially honored today, May 25th, as part of St. Luke's Cedar Hill church's first ever "Open House" event. It is somewhat fitting that the Stewarts are all buried there at St. Luke's, as St. Luke's here in Peterborough was the home church of the later Stewart family here.

Our sincerest thanks to Barb Prescott for her major assistance for making this happen out there.

Ireland and Irish Emigration

Elwood H. Jones

William Forbes Adams, *Ireland and Irish Emigration to the New World*, Yale University Press, 1932 (reprinted in 1980 by Genealogical Publishing Co.); James S. Donnelly, jr., *Captain Rock and the Irish Agrarian Rebellion of 1821-1824* (Madison, WI, University of Wisconsin) 2009, Pp 508, ISBN 978-0-299-23314-3 Pb

William Forbes Adams wrote one of the first books on Irish history that focused on Ireland's early experience with emigration. The topic seemed one that could be researched in Ireland or in Canada but the major resources for understanding emigration were actually in London, and the Public Record Office (PRO).

This was understood quite early by the Public Archives of Canada (now the Library and Archives of Canada) which had a program for transcribing documents in the PRO and publishing calendars or summaries of the key documents related to Canada. The earliest efforts were tied to the correspondence and enclosures that were sent from Canada for the Colonial Office. Eventually the PAC pursued an impressive microfilming program that remains valuable. The latest approach is to digitize documents from microfilm.

Even in 1870, with the founding of the PAC, the importance of British records being used to understand our history was understood. The first major archival collections were the military records kept in Canada by the British military who were withdrawing from Canada in recognition that the young country had ambitions to be independent.

The key British records for Adams, and still for us, were tied to emigration. In the PRO system, the first records were found in Colonial Office Emigration records: C. O. 384, C. O. 385, C. O. 387. However, there were also significant records tied to trade and commerce in F.O. 5. During the 1820s to the 1840s, the early years of Irish emigration, several parliamentary inquiries were made, and these were published and also available in London.

Adams realized that contemporary pamphlets were useful, especially if one could separate rhetoric from reality. Works specifically on Irish emigration tended to be coloured by the Irish Famine years between 1846 and 1849 and left readers imagining that Irish emigration began with the Famine. However, the earliest Irish emigrations to our part of Canada happened in the 1820s, a quarter century before the Famine.

It is easier to study the Irish emigration in local archives, aided by the microfilm projects of the 1950s and 1960s. The Trent Valley Archives has several of the PRO microfilms, and those we have are accessible by digitized transcriptions. A great deal can be done by trips to the Library and Archives Canada and to the Archives of

Ontario.

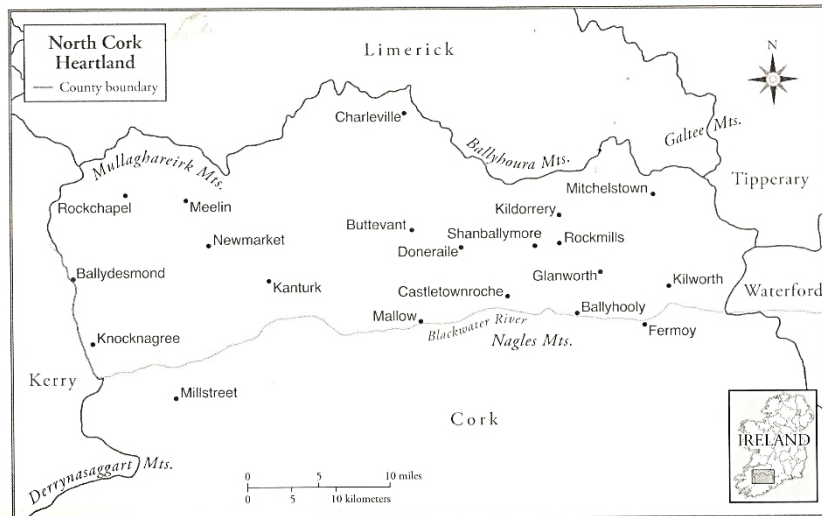
However, the truth is that new archival sources continued to find their ways to archives with public access and some of these archives are spread beyond London. For example, the private papers of Sir Robert Wilmot Horton, the main advocate of British government support for Irish emigration, and the man who hired Peter Robinson to oversee two emigration and settlement projects in 1823 and 1825, are in the Derbyshire Record Office in Matlock, midway between Nottingham and Manchester.

The Trent Valley Archives has one of the rare

copies of the Casey Blackwater project that contains a copy of most of the significant early publications related to Irish history and genealogy.

Adams approach to Irish emigration was well-conceived and his history book remains interesting and essential reading nearly nine decades later. It was also Howard Pammett's most reliable secondary source when he wrote his M. A. thesis on the Peter Robinson settlers a year later, and also a classic despite its shortcomings.

Adams history begins in 1815, only eight years before the Irish emigration to Lanark county, and ten years



before the emigration to Peterborough and area. The peace treaty of 1815, the Congress of Vienna, marked the end of 130 years of war between England and France, with sometimes other players, and with occasional ceasefires in order to build up resources and recruit and train fresh sailors and soldiers.

It was not easy for governments to provide economic statistics in 1815, but even with unsatisfactory resources certain features were clear. In Ireland, the rents were high by Irish standards, and the difficulty of meeting rents brought stress to the Irish. The Irish were slow to gain the advantages of the agricultural revolution and not well-placed to benefit from the industrial revolution. There were incentives to emigrate especially among farm workers and artisans, if families had the means to do so.

Between 1815 and 1845 there was a dramatic willingness to emigrate from Ireland. From 1832 to 1837, 341,000 people left Ireland for North America, and nearly half of those went to Quebec. During these years, agents in Quebec promoted the advantages of going west in Canada rather than, as in earlier years, looking to the United States.

Those with the best resources for emigrating were the well-to-do in Ulster, but there was a shift to emigration from Munster, many using the sale of their farm or rights in order to emigrate.

The major route for emigration by the early 1840s was Liverpool to New York, mainly because regular service was guaranteed. Some of the shift to New York rather than Quebec was tied to a decline in the timber trade and inexpensive emigration was made possible by the excess capacity on ships that carried timber to Britain but needed something to take to Quebec.

Government policies affected emigration in several significant ways, but no policies were more important than those tied to emigration. Adams notes in the years before 1825 there was little British political interest in emigration, except perhaps with Wilmot, “everywhere looked upon as a crank.” (241) Still there had been improvements in passenger acts, and colonies were increasingly seen as economic assets.

Because of the War of 1812, the War Office and the Colonial Office were interested in assisting emigration to counter the influence of the United States, perceived as the “natural enemy.” Military grants were always few, and appealed more to Scots and to Chelsea pensioners than to the Irish. However, politicians tended to oppose emigration as it reduced the number of taxpayers. However, there was concern about aiding shipping if the result would be more immigrants to the United States.

The passenger acts of 1823 and 1825 introduced humanitarian considerations. The number of passengers was reduced to one passenger per five tons; after loopholes, one passenger in two tons. Each passenger had to have fifteen square feet of space, and every vessel containing over 50 passengers had to have a surgeon.

Considerations were given to providing financial assistance to aid the poor Irish, and one of these options would have been to give assistance to emigration. The policies for this originated from the Colonial Office, mainly because Parliament did not want to touch any issues related to the Irish.

The Colonial Office, acting without parliamentary authority, hired Peter Robinson to lead an 1823 group of emigrants to Lanark county, Upper Canada. Sir Robert Peel, the prime minister, defended the move as Irish relief, an indication of government interest in emigration, and an experiment to remove troublemakers from the southern Irish countryside. The next group did not go in 1824 because Robinson needed more time to select the “most deserving”, or as Adams observed, the “most unruly.” (277) The 1825 emigration that Robinson led to the Peterborough area was the last in this experiment.

As Adams makes clear, the reluctance to provide financial assistance to immigrants was based on the wider political scene. In 1825, Catholic Emancipation was on the scene; defeated in 1825 but passed in 1829. The parliamentary committees to consider whether the Robinson emigrations were a success had incentives to oppose this assistance and support emigration schemes that were led by landlords who would save taxes by assisting some of their tenants to emigrate. As well, there many advocates of emigration who believed there was no need for financial assistance by the British because the receiving colonies would subsidize the new settlers by the sale of waste lands. Moreover, it was argued, before long the colonial settlers would be better off.

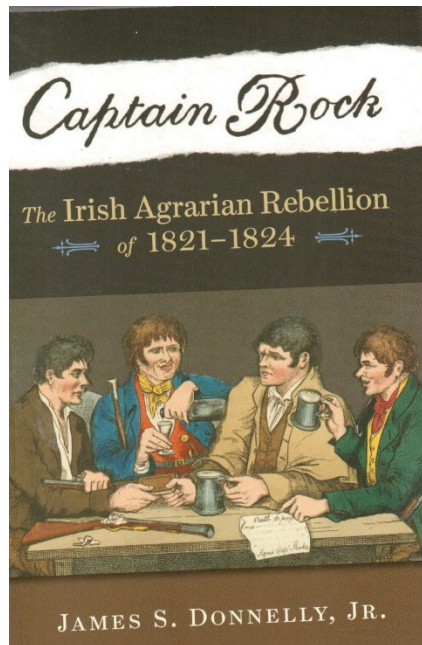
Long before the Irish famine of the late 1840s, emigration was well-established and much debated. The Peter Robinson settlement in the Peterborough area was supported generously by the British government, but the policies that made it possible were never repeated. Assisted emigration, however, was a feature of British immigration policy throughout the 19th century; it was more indirect and less generous.

Perhaps surprisingly, the violence on the Irish rural scene was an important aspect in the backstory to the emigration of the Peter Robinson settlers in 1823 and 1825.

Several historians, including David Dickson in *Old World Colony* have been taking the long view in the study of Irish history from the 17th to the 19th century. As a result, some things have become clearer. The southern

part of Ireland was quite sophisticated and intertwined in the European world. The sea was at its southern coast, and by that it was linked to Virginia, Newfoundland, France and Spain as well as to Great Britain. This was the first area to cultivate successfully the potato, but it was also a world of green pastures, dairying and wheat (called corn at the time). During the 1820s, thousands of Irish left from Ireland to go to Liverpool, to America, and further afield. The Robinson emigrations were the largest group migrations from Europe and were the test case for extensive assistance by the British government.

Local writers have noticed the violence especially since the Peter Robinson papers have been available. Howard Pammatt hinted at the disruptiveness of Ireland and quoted Lord Ennismore's response to a question during the 1826 Emigration Committee hearings. However, he does not explicitly tie the emigration to the violence



of the Irish countryside; rather, he emphasizes the food shortages, high rents and lack of employment.

Historian James S. Donnelly Jr. (b. 1943) has written widely on Irish history but his book, *Captain Rock and the Irish Agrarian Rebellion of 1821-1824* is a powerful argument for the importance of violence as part of rural strategy negotiating with the rich and powerful on such issues as tithes, leases and obligations. More explicitly than most historians he makes the connection between violence and the Robinson emigrations, especially in 1823.

The long view of Irish rural history in the province of Munster shows a pattern of violence that becomes part of the collective thinking. Violence was a part of the rural reaction to problems related to crop failures and the implications for tithes and leases from at least 1740. There was a major crop failure in 1740-41 that led to extensive depopulation and was partly met by the importing of wheat and rice.

Much of the debate about violence in southern Ireland relates upon the divisions that define the targets. Often the fracture line was class, because the large landowners and the middlemen had distinct coercive powers over the peasants, sub-tenants and the underemployed. There was also a great religious divide as the population was 90% Roman Catholic, but much of the power was Protestant. As well, there had been centuries of English invasions, and colonization by the transfer of land to

English landowners who in turn leased the land to English landlords, who in turn leased plots of land to the Irish often for leases of three to seven years. Sometimes the division was within the lower classes as the fault line related to occupations or the competitiveness for small opportunities.

All of these divisions contributed to a pervasive unease extending over several generations. At the same time, during the early 1820s the divisions were different as the lower classes seemed equally supportive of Rockite actions, were less competitive and worked together.

Donnelly makes clear that in the years between 1821 and 1823 the patterns were different from those of 1740, 1760 or 1798. Still, though there was an apparent learning experience and some of the lessons of earlier agrarian revolts, associated with Whiteboys or Ribbonmen, were applied in new settings. As well, the language of the many letters and leaflets of the 1820 Captain Rock rebellions had the language of the political ideas of the 1790s, when the French Revolution had impact in southern Ireland.

For the 1820s, Donnelly adds the novel millenarian theme. Irish Catholics, he argues, believed that the history of the French Revolution and Napoleon showed that the English could only be defeated by a greater power, and so anti-English and anti-Protestant thought fueled millenarian ideas.

Captain Rock did not exist, but his name was invoked widely in 1821 to 1823. Rural groups or factions, widely separated, could organize specific fights with a certain anonymity that was difficult for officials to penetrate.

Battles over the tithe changed in the 1820s. Whereas the hated tithe which operated like a tax on the land and produce of those cultivating the land, the resistance was usually to reduce the tithe or prevent its increase. After 1820, the fight was increasingly to abolish tithes.

Efforts to protect the small land holders from eviction was also increased in the 1820s. The British Parliament, which governed Ireland after the Union of 1801, passed a law in 1816 to make it easier for landlords to evict tenants.

The other major issue with deep roots was rents. After 1815 there was a great economic depression and

the cost of living rose, prices for agricultural products decreased, and yet landowners tried to impose higher rents.

The major impetus for the rise of Captain Rock was economic. There was a collapse in agricultural prices for both grain and livestock. But this was coupled with harvest failures and a partial famine in 1821-22. After the famine there was a rise in Rockite activity more broadly through 1824.

Middlemen were considered the key to rising rents. For some time, more landowners were taking the place of the middlemen partly as a way to control expenses, and to control the use of land. This happened more frequently after 1820 because of the wider economic uncertainty. The Rockite response was to demand decreased rents, usually by posting notices on places where rents were considered too high. Because the landowners feared the violence of the Rockites the notices seemed to be enforced.

Extreme violence was a characteristic of the years 1821 to 1824, even though agrarian violence had been a fairly constant feature of the countryside since 1740. Donnelly said 93 murders in the six counties were either related or inspired by the Rockites. Of these murders, 56 were between mid-1821 and the spring of 1822. Of these, 16 occurred in the burning and shooting of the buildings of Edmund Shea in November 1821. Then between late 1822 and 1824, there were 37 murders that seemed related to the Rockite activity. Most of the 93 murders occurred in Tipperary, Kilkenny and Cork, which had respectively 213, 28, and 22 deaths.

There seemed to be a wide community consensus in support of the Rockite activities, and many people were likely party to the planning of the events. Some of the planning was done on hillsides, but often they had access to taverns and barns.

Donnelly discusses the variety of strategies that were attempted. The role of magistrates was weakened by lack of numbers and by the intimidation. The Rockites had the support of the farmers.

Emigration was one of the strategies considered in 1823, at the height of Rockite activity, and in 1825. Some of the leading landowners had influence in London and seemed to believe that emigration would be considered less unsavoury than transportation to Australia, and might with other motives provide an opportunity to get some of the troublemakers moved to Canada as part of the Peter Robinson emigrations.

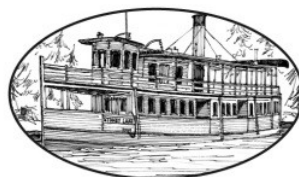
Lord Ennismore, the M.P. for Cork was among the leading landowners making recommendations to Peter Robinson. Lord Kingston and several others including Viscount Doneraile were in the group making recommendations to Robinson. All were from the area most troubled by the Captain Rock disruptions, as Robinson said was one of his objectives.

Donnelly makes many suggestions that require more reflection. But he is correct when he says the argument was stronger for 1823 when the Captain Rock disruptions were at a peak. If the argument holds for 1825, the large landowners were being proactive about what might happen when the next famine came.

There are many other books by historians discussing the Irish emigration of the 1820s that deserve close scrutiny.



The Rockites dealt severely with those who persisted in violating their "laws" against taking farms or even smallholdings from which the previous tenants had been evicted. Numerous murders (sometimes committed with an axe, as depicted in this sketch) and many acts of incendiarism were traceable to evictions in the early 1820s. The large Kilkenny farmer John Marum, a brother of the Catholic bishop of Ossory, suffered a gruesome death (a fractured skull and multiple bayonet wounds) in March 1823 as a repeated violator of this from Rockite law. (William Stewart Trench, *Realities of Irish life* (London, 1868), facing p. 37)



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