

PETERBOROUGH'S MARKET SQUARE

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Cover photo: Bradburn's Town Hall, architect's perspective, 1875; later known as the Bradburn Opera House [Thomas Bradburn fonds, Peterborough Museum and Archives]



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ANNUAL GENERAL MEETING

The AGM for Trent Valley Archives was held on Zoom on Thursday, 22 April 2021. The business meeting covered the usual matters of an AGM. It was preceded by a special presentation by Bob Reid, discussing the water and rail connections between Campbellford and Peterborough.



We sell a wide range of local books, maps, photos and posters of historical and general interest; many described on our webpage. Please inquire as we always have changing stock.

Peterborough's Market Square A Century of Development (1850 to 1950)

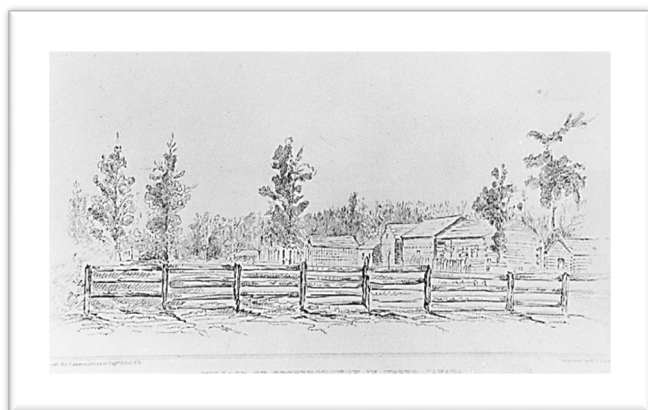
Jon Oldham and Elwood H. Jones

Ed. Note: This article resulted from research and reflections on the contributions of distinguished architect William Thomas, a discussion initiated by Richard Longley. Longley's resulting article was posted to the web.

For an explanation of many of the terms used in this article, please refer to the accompanying article "A Note on Terminology"

The Town of Peterborough

Peterborough was set apart as a town in 1818 at the junction of North Monaghan, Smith, Douro and Otonabee Townships. In the summer of 1825, even as the Robinson settlers were arriving, Richard Birdsall laid out the streets. Over time the town, effectively the main place for a large region of Newcastle District, grew steadily. The town was a centre of the booming white timber trade and a network of merchants and tradespeople for a wide area. In 1838 it was selected as the site of the Colborne District Court House. Steamboats on the Otonabee and a gravel road made the towns of Cobourg and Port Hope accessible and trade moved in and out of the region.



Peterborough 1827 drawn by Captain Hall using camera lucida. (TVA, Martha Kidd Fonds)

Major local decisions were made at the provincial level. Such was the case in 1827 when Peterborough got a bridge and a government mill, and in the 1840s when the Howe Truss bridge was built over the Otonabee with provincial money. Sometimes local projects were arranged by incorporating special purpose projects such as the Gravel Road west of Peterborough. Many decisions were made by the Justices of the Peace for the Newcastle District which

usually met quarterly, with those from the immediate area forming the committee that made decisions. The Quarter Sessions were also the occasion for administering justice.

By 1848, citizens of Peterborough thought it was time to incorporate the town so that it could develop the local infrastructure of the newly fashionable railway, and also find ways to improve roads, the removal of waste and sewage, and encourage the development of businesses and industrial works. Following public meetings at the Albert House the town submitted a detailed petition for incorporation for the town of Peterborough.

Developments at the provincial level overwhelmed the local initiatives. Robert Baldwin capped his campaign for responsible government by winning the 1848 election in both parts of the Province of Canada. While responsible government shifted the locus of power from the Executive Branch to the Legislative Branch, it also meant that many local decisions related, for example, to post offices and railways were made by negotiating with other MPPs for an exchange of favours. To avoid gridlock in the legislature the Baldwin-Lafontaine government decided to make a sweeping extension of local decision making in lockstep with wide decision-making about revenue and expenditures. The Municipal Corporations Act of 1849 enshrined the principle of local control of local decisions for counties, townships, cities, towns, and villages.

With the Municipal Corporations Act of 1849, the intent was to make important local decisions made locally, but also meant that local taxpayers could see that the financing was within the means of local taxpayers. Much had happened since 1825, as Upper Canada was succeeded by the Province of Canada in 1841.

The Town of Peterborough was incorporated effective 1 January 1850. The Municipal Corporations Act was quite detailed and included information about voting rights and ward boundaries. However, it said

nothing about the Market Square which had been the site of farmers markets since 1825. Town land leases had been issued as well.

One Councillor questioned this lack of iron clad security for the Town's interests and said that getting a Crown Patent for the Market Square would give the Town's investment and interest assured security. A Patent would confirm the title, and Town officials would be able to grant land leases to interested parties, generating critical revenue for the fledgling Town. At Council's inaugural meeting, 21 January 1850, the Mayor was authorized formally to seek the deed for the Square from the Commissioner of Crown Lands.



Sandford Fleming's 1846 map of Peterborough (TVA, Electric City Collection)

Town Council Room

Following the inaugural meeting, the *Weekly Despatch*, 24 January, reported "the Council adjourned till Tuesday evening, the 29th instant, at 7 o'clock, to meet at the Grand Jury Room, in the Court House, where we understand the meetings of the Council are to be held for the present." However, a permanent meeting place was needed.

Frederick Ferguson (1802-1867), a merchant and treasurer for Colborne District, owned the Colborne House, a building which stood on the southwest corner of Market Square, at George and Charlotte.

In the months leading up to incorporation of the Town, Ferguson had expressed an interest in learning Council's intentions for the Market Square. His property had originally been leased on 16 November 1832 to a Joseph Talbot for ten years. The property then passed through the hands of James Wallis, who had the building constructed, and then Dr. John Gilchrist, who rented it out to be used as a tavern. Ferguson had purchased it in 1845 and continued the same rental arrangement and it continued to be used as a tavern up to 1850. Though Ferguson owned the building, the property itself had remained under lease from the Colborne District.

Ferguson had written to the Commissioner of Crown Lands, J.H. Price, to clarify whether the conditions of the land lease would change with the incorporation of the Town. Generally, when such land leases (usually 21 years) expired, the local government had the option to renew them or to buy any buildings on the leased property. If not renewed, Ferguson wished to be granted the opportunity to purchase the land for himself. He had reported to Price that "the premises again require repairs" and that he was reluctant "without some information from Government to make the necessary repairs now requisite."

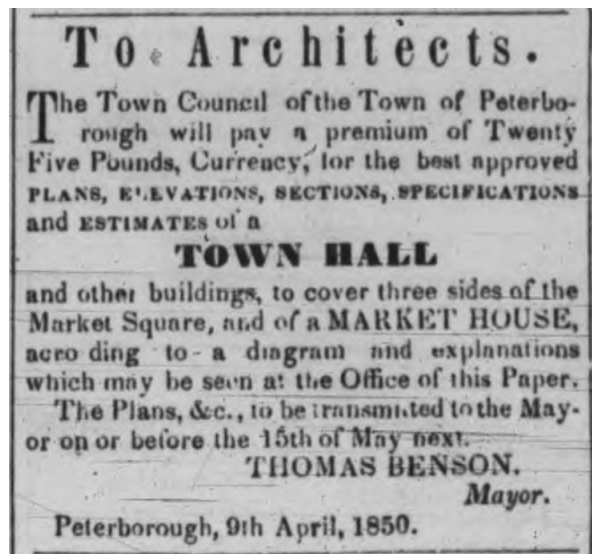
In response, Price indicated that when the Market Square was formally deeded to the Town, the Town could decide for itself whether or not it would purchase Ferguson's property.

Assuming the smooth transfer of the Square, the Councillors resolved at their first meeting to purchase the building from Ferguson, intending it to be used as a Market House and Council Chambers. The building was also regarded as potentially suitable to house the Chief Constable and as a place to store a fire engine. They initially agreed to pay £40, but later changed to pay Ferguson with two payments (by debenture) of £25 each at a future date in exchange for an additional £10 cash-back from Ferguson, which Council would use to purchase Hay Scales from James Henthorn for use at the Market.

On 27 February 1850, Council passed a motion to instruct the Fire Committee to "prepare a cupola or frame on the top of this (Ferguson's) building for the reception of the Fire Bell and to move the same forthwith." The Council then turned its attention to developing the Town's real property in order to maximize revenues and encourage strong commercial growth.

On 9 April 1850, the Town addressed a notice "TO ARCHITECTS." "The Town council of the Town of Peterborough will pay a premium of twenty five pounds, currency [\$100] for the best approved Plans,

Elevations, Sections, Specifications, and Estimates of a TOWN HALL and other buildings to cover three sides of the Market Square; and of a MARKET HOUSE, according to a Diagram and Explanations which may be seen at the office of this paper. The Plans &c., to be transmitted to the Mayor, on or before the 15th of May next." The notice was signed by Thomas Benson as Mayor and published in the *Weekly Despatch*. In his 1867 history of Peterborough, Dr. Thomas W. Poole added that the buildings were to be uniform.



An anonymous Councillor, in a letter to the editor of the *Weekly Despatch*, printed 2 January 1851, argued that the Mayor's advertisement had been premature since the government had not yet confirmed the transfer of the deed for the Square. Council by 10 June extended the deadline for proposals to August.

According to the anonymous Councillor architect Kivas Tully came from Toronto on 15 May to submit his plans. Council looked at the plans but advised Tully that the competition had been extended until August. Tully later claimed that since his was the only submission, he had earned the £25 by default.

Tully took his plans away and resubmitted them for the August deadline, along with proposals by Walter Sheridan, Joseph Scoble and William Thomas. Locally, Tully had designed the Cobourg Town Hall and made significant changes to St. John's Church in Peterborough. In the 1830s, Scoble was the contractor for St. John's Church and then architect for the Peterborough Court House. William Thomas, whose early career had been in England, had been the architect for many projects in Ontario, including for the St. Lawrence Hall. Sheridan had held several offices for the County of Peterborough but had no credentials as an

architect.

As Council lacked quorum at the first meeting in August the submitted plans were not opened until the following meeting, held in the Grand Jury Room at the Court House, 19 August 1850. Council hotly debated the plans for five hours. Thomas Harper, seconded by William Eastland, moved to award the premium to William Thomas. After several motions regarding the wording were lost, the Mayor ordered a vote and declared the original motion carried: "That the Plans and Specifications by Mr. Thomas, Architect, Toronto, be adopted, and that he be awarded the premium for the same."

In *The Peterborough Story – Our Mayors, 1850-1951*, G. Wilson Craw, local historian and editor of the *Peterborough Examiner* wrote, "Mr. Thomas's plan called for a very ordinary building with a large verandah and balcony on the front along George Street." Craw's judgement is interesting. "A large verandah and balcony" does not read as necessarily "very ordinary"; nor was "ordinary" William Thomas's style. But there it is, in a few inadequate words, the only surviving descriptions we have of William Thomas's Peterborough Town Hall that was never built. Unfortunately, we do not have documentary evidence about the actual plans of any of the architects.

After accepting Thomas' overall design plan for the square on 10 October 1850, Council resolved to "enter into contracts for the erection of a two storey building on the Market Square suitable for a Market House and Council Room...to be completed by the first of January next." It also wanted to "[have] the Hay Scales [recently acquired from Henthorn] properly placed adjacent to the said Market House."

It is not explicitly stated, but it is apparent that these tenders were in relation to the Market House/Town Hall as envisioned by William Thomas, centred on George Street and presumably with the large verandah and balcony as described by Craw.

On 22 October 1850, the Clerk read five tenders from contractors for the "erection of...a Market House and Council Room on the Market Square in Peterborough." Council, after some procedural moves, awarded the building contract to Bletcher and Eastland. This award, however, was cancelled at the next meeting of Council and the Market House and Town Hall of Thomas' design was never built.

During the 22 October meeting, the Clerk also noted a "communication from Mr. Tully of Toronto respecting his claim to the premium of £25." The details of this communication are not recorded but clearly Tully opposed the award of the premium to Thomas and felt that he had been treated unfairly. On 2 January 1851, Council confirmed that the award for the

design of “Town Hall and other Buildings to be erected on the Market Square” be remitted to William Thomas. Tully later sued for the prize and the judge awarded him £25.

Despite having cancelled the construction contract of Bletcher and Eastland, Council still needed a Market House as well as a permanent meeting location for Council.

On 10 March 1851, Council again recommended building “a Market House and Town Hall over it, and that the Chief Constable immediately occupy the present Town Hall as a residence.” Councillor James Henthorn supported this resolve and discounted the countervailing argument that the Town couldn’t afford it. “The cry raised that we were too poor is preposterous; Peterborough was never in a more flourishing condition than at present.”

Edmund Chamberlain, seconded by Thomas Chambers, moved “that Messrs Henthorn, Spalding, Spencely, be requested to prepare plans and specifications for the erection of a Market House and Town Hall over it, for the approval of this Council at its next meeting.” The historical record is unclear as terms were frequently interchanged, but this seems to be a different building than what was proposed within Thomas’ plan.

Frederick Ferguson, however, suggested that the taxpayers should be consulted as to whether this was necessary. Although he had been a member of the previous Council (who had approved a similar construction project) he also had heard that many were dissatisfied “at the expense the Town would be put to.”

Henthorn was annoyed and observed that “it was a well-known fact that the previous Council had agreed to build a Market House, and owing to the lateness of the season or some other cause it had been abandoned.” The year had been a prosperous one and lots of people had money. He added, “there were plenty of gentlemen in town willing to lend money to build it. He was not the richest man in town, but he would undertake to get the money... He was certain the money could be obtained to erect a good, substantial brick Town Hall and Market House, and put a Dome on it too.”

Chamberlain said he had talked to many people on the subject and “had never heard that the public were against the erection of a Market House.” On the other hand, Councillor Charles Thompson had heard great dissatisfaction about the expenses and “he believed the inhabitants were decidedly opposed to running the Town in debt.” On motion of Thompson and Ferguson, Council then agreed to consult the voters directly and hold a public meeting to hear their opinions first-hand.

The Public Has Their Say

The value of local governments, as Robert Baldwin had noted, was that taxpayers could decide what was affordable. On 13 March 1851, the Town Council announced there would be a public meeting to discuss “the expediency of erecting a Market House on the Market Square, combining therewith a Town Hall for Corporation purposes.” The meeting was held in the Commercial Hotel on the following Monday, 17 March.



*The rocks signify the site of the former Robinson administration building, and the picture also shows two buildings still standing at the corner of Simcoe and Queen and Simcoe and Water. The roof of the Market House and Town Hall is visible in the lower right corner. (PMA, Denne collection) Also reprinted in A.O.C. Cole, *A Victorian Snapshot*, 1992, p. 17.*

The *Weekly Despatch*, 20 March 1851, carried a report on the public meeting. Mayor Charles Hudson took the chair on the motion by John Reid, seconded by George Barker Hall, Esq.. The decision to go forward would be decided by this meeting.

First Hudson dispelled a rumour that the Council had approved a drain across the Market Square that would cost £400. In fact, all that was needed was a surface drain which could be done at a “trifling cost.” Also, someone had approached Council with an offer of a loan which would cost taxpayers only £30 a season. The principal of the loan was worth £2,000 and suggested that any merchant owning such property

would immediately look for ways to make improvements.”

Rutherford, seconded by John English, then moved, “That in the opinion of this meeting the improvement of the Market Square, which has been given to the inhabitants of this Town by a benign Government, would prove to be a general and mutual benefit to the people and promote the prosperity of the Town.” Carried.

Ferguson, who would pay his share if the meeting approved the plan still considered it unwise to proceed and that the town would not suffer if it waited another year for a Market particularly since its growth had been steady over the past 15 years. He was opposed to the brick drain across the square. It was better to spend £100 and fix up the old house (meaning, presumably the former Colborne Tavern). Since Market Square lots were offered for sale, Ferguson noted that only Charles Perry had bought one. “We should husband our resources, and put a good fence around the Square, with a gate, so that loaded wagons could be put in it, and make it otherwise useful.”

Ferguson, seconded by Thomas Harper then moved that it was neither expedient nor advisable to erect Public Buildings on the Market Square.

Thompson asked to be shown, “in figures, that the building would pay.” He noted that the Town had liabilities of £40 that it had been unable to pay. He did not want the Town to go into debt.

Rutherford said that merchants would want to protect their current monopoly on buying what farmers had to sell. For himself, though, he would rather buy his butter, eggs and poultry from an old woman in the square. He said merchants were living off the mechanics (workers) in town. Introducing a market would also lead to a cash economy and workers would then be paid in cash and be free to spend where they wished. “He said the opposers of the erection of a Market House expected in two or three years to erect one costing £2,500. He said no merchant would build a fence around property; they would rather borrow money even if it was never repaid. He mentioned several towns that had benefitted from building a Market House.

Rutherford appealed to workers to support his resolution, seconded by John English. The resolution added that with tolls and rents there might be no need for taxation to pay for the Market House. As well, the general interests of the town would be advanced. Rutherford was certain that if the Market House were built, the lots on the Market Square would sell quickly.

The reporter was unable to catch the opening remarks of Joseph Stalker who recommended caution, not burdening the taxpayer, and waiting until the town

was older.

George Barker Hall said he was glad to hear Mr. Rutherford even though he did not agree with him. He favoured improving the Market Square but wanted more information. He was prepared to wait for two months to get such information. He also opposed taxing farmers as that would be driving them away. Such a committee was expected to report in one month.



Judge George Barker Hall (TVA, Electric City Collection)

Wilson S. Conger, “presumed there would only be one opinion as to the improvement of the Market Square, but before any further action was taken in the matter, it was necessary to know how it would be done.” He wanted more information and advised that taxing farmers might persuade them to look elsewhere, such as Peterborough East. “However, he thought the present Town Hall was fully adequate to our wants for some time to come.” He also thought that if the Town had £500 to spare it could be better spent on bridges and improving roads. Conger commented that “if persons leasing lots on the Market Square were obliged to put up three storey brick houses they would certainly expect that the Corporation would put up a building to correspond.”

Judge Hall’s motion seeking more information carried on division. The Mayor was thanked for his able conduct in the chair.

A letter-writer noting the advantages of a market that attracted farmers and their wives advised the Town Council to be more business-like in future dealings about the Market Square.

‘Plain Dealer’ summarized the situation well. “It is impossible to bring all men to one standard or compel all men to think alike. If you convince a man against his will, he is of the same opinion still; it is equally as impossible to give you a perfect statement of the cost of a building which would best serve us (as an incorporated town) at the present.” He supposes that the proposed building would be 80 feet deep and some proportionate width. This could contain six butcher stalls, 14 other stalls on the main floor, and there could be revenue from teams and wagons coming on the square. Upstairs, the Town Council space could be rented out for various entertainments. He calculates that the revenue might be £60 for the butcher stalls, and £70 for the other stalls, mostly smaller. Tolls from farmers and others might yield £70, and rental for public entertainments £16, for a total revenue in this model of about £218. In his discussion, he suggests comparison with the experience at the farmers markets in Kingston and Brantford. After paying for a Market Clerk to collect these fees, the net revenue would be £200. He considers the construction costs, which an architect estimated would cost £2,500. The cost of the building could be paid in a few years and he encourages town people to attend the public meeting on this important issue.

On 9 April 1851, Mayor Charles Hudson issued a notice for a meeting of inhabitants to view the plans, receive a statement of the financial resources and make a final decision. This meeting was held 15 April 1851 at the Commercial Hotel. The meeting displayed plans, cost estimates and a “lucid” explanation of the Town’s financial situation. The *Weekly Despatch*, 17 April, did not present the whole proceedings because of space considerations. Rutherford, seconded by John Kennedy, moved to improve the Market Square by the addition of this building and Town Council was “to enter into an immediate contract” and raise funds to defray the costs. Rutherford outlined the reasons the town needed the Market House and why it was possible to proceed without materially affected taxation.

The *Weekly Despatch* agreed with most of Rutherford’s arguments but did not accept his aspersion that there was a difference between the working class and the local gentry. “We are all working men in Canada” no matter what tools we use, it commented.

Judge Hall, seconded by Ferguson, suggested an amendment replacing the last part of the motion with a limitation that Council build the Market House at a cost not exceeding £2,000. Hall rejected the idea that anyone was “inimical to the improvement of the town.” He said he had lived in the town upwards of twenty years, “his property and his hopes” are tied to the town and he was very interested in its advancement. He argued for

building modestly and in due course build larger as need and opportunity arose. Because Kingston had built its town hall and market too large the town suffered a large debt from the lavish expenditure. Peterborough should husband its resources and preserve its credit, particularly as there are also needs to build better roads and a better school. He hoped Council would not be asked to raise funds for an “unnecessary and unproductive Town Hall.”

Ferguson asked people not to be carried away by “clap trap” and ridiculed the idea that the proposed Market House and Town Hall could raise enough revenue to cover its expenses.

Joseph Stalker wondered why there was talk of market revenue without discussion of expenses. He also challenged Rutherford’s comment that people in the North Ward were not interested in the market for they were equally interested in the general prosperity of the community.

James Harvey agreed with Judge Hall and felt the need for a Market House was a matter of time. He alluded to the unmatched water power of the town. He hoped we would avoid “unprofitable diversions.”

Henthorn spoke at considerable length and made what the *Despatch* considered forceful observations. “He alluded to the great inconvenience of having no settled market price for the commodities of the farmer.” He gave the example of beef selling at different prices across the town. He had been on the committee making the recommendation being discussed. He was so sure it would pay that he would enter an agreement to lease the Market House for a term of years at £100 per year “and furnish unquestionable security.”

Thomas Benson would accept Judge Hall’s amendment if it authorized the Council to borrow to make the improvements to which he had alluded. He pointed to other expenses that it would be unwise to neglect, such as a fire engine and a well-equipped hose and hook and ladder company. Also, he mentioned the need for the sewer, the repair and replacement of some bridges and a public schoolhouse. He hoped the Town would make “a due use of its great natural advantages.” People need to make exertions to promote the progress of the town.

The meeting then adjourned to the next morning at 9 a.m. Since no decision could be made, Benson seconded by James Edwards, moved that the Mayor should take the necessary steps to poll each ward. The question was whether it was expedient for the Town Council to borrow money to erect a suitable Market House, and for other expenses of the Town considered necessary. There would be one column for the voter’s name, one for voting in favour of borrowing, one against. The vote would be limited to those eligible to

vote for Councillors. The poll books would be kept by the Town and the results shared. Subsequent amendments to limit the amount that could be borrowed were for £200, which was lost and for £500 which was carried. A motion of thanks to the Mayor was carried and the people dispersed quietly.

Town Council at its 29 April meeting reported on the vote. East Ward voted in favour 32-0; the South Ward 34-3; the Centre Ward 18-2; and the North Ward 23-2. Chamberlain, seconded by Spalding, then moved that Council carry out the resolution passed at the public meeting, “that a Market House and Town Hall should be built, and that the cost should be not less than Five Hundred Pounds.” There seemed to be a community consensus.

Sheridan’s Market House and Town Hall

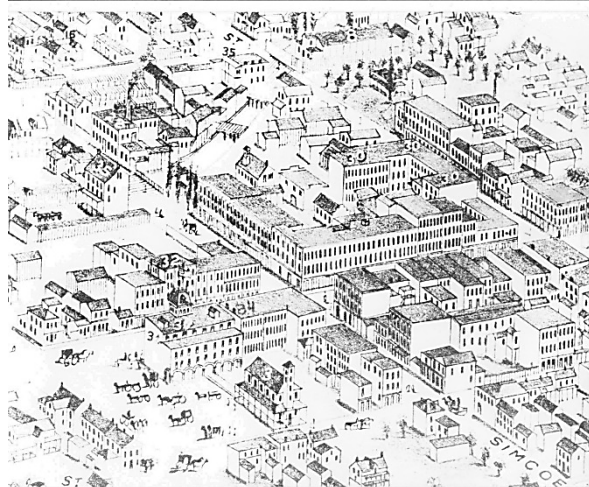
The *Weekly Despatch*, 6 June 1851, was unable to report on the interesting Town Council meeting because of covering parliamentary news. However, the Council Minutes record that a motion introduced by Dr. Edgerton R. Perry, a brother of Charles Perry, had been passed authorizing the Town to borrow £1,000 payable in debentures to be redeemed in five years and to be used both for the sewer and for the Market House and Town Hall. Two-thirds of the sewer cost was to be assessed against those who would benefit directly.

On 7 July, Council approved plans submitted by Walter Sheridan and on 10 July, Mayor Charles Hudson issued a Public Notice asking for sealed tenders by 25 July for the “erection of a Market House and Town Hall, on the Market Square, according to Plans and Specifications, which may be seen at the office of the undersigned. Payments will be made by the said Council, to the contracting party or parties monthly, as the work progresses, reserving however 10 per cent of the value of such work and materials, together with the last monthly instalment until the entire of the work is completed, according to the terms of the contract, when payment will be made in full.” The winning tender would be required to provide the name of a surety to vouch for the work. The project was to be completed by 13 December next.

On 25 July 1851, Town Council opened the tenders which ranged from £691 down to £444.

We were not able to find the *Weekly Despatch*, 2 October 1851, for coverage of the cornerstone ceremony and of the dedication of the new building. However, the details were shared 38 years later:

At the 28 July Council meeting, Dr. Perry announced that George McComb, who had the low tender had been unable to supply the name of a surety and so the second lowest tender was awarded to David Taylor instead whose bid was a shade under £500. A corresponding By-Law was then read for the first, second and third time.



Portion of the 1875 Bird's Eye View with the Sheridan market house and town hall in the centre foreground. The upper floor of the building was also used by E. C. Hill for his Music Hall. (TVA)

On 18 September, it was announced that there would be a public dinner to celebrate the laying of the cornerstone for the new Market House and Town Hall on Saturday, 27 September. The Arrangements Committee included Messrs. Robert Ridley, J. F. Albrow, W. S. Conger, J. Henthorn, J. Harvey, Dr. Perry and the Mayor. Those intending to dine could submit their name to any committee member. “It is the intention of the Committee to roast an Ox on the Market Square that day, and all are invited to partake thereof.”

The *Weekly Despatch* printed the programme of the procession and the ceremony of the laying of the cornerstone. It noted that a procession would form at the Town Hall (former Colborne Tavern) and then process along the major streets to the Market Square.

The Past and Present. Laying a Cornerstone Thirty-Eight Years Ago [1851]. An Old Newspaper of 1851 Tells how the Corner Stone of the Old Market Building was Laid in Position – Opening the Bottle – The Ceremony to be Witnessed Next Week – The Soldiers and Firemen to Participate

Peterborough Daily Evening Review, Saturday, 21 September 1889

Antiquity seems always to lend a most attractive and interesting halo to any thing or place, and although a lapse of thirty-eight years does not carry a person back beyond the memory of quite a number of citizens of Peterborough, still unusual interest has been manifested by almost everyone in the unearthing of the contents of the corner stone of the old market building. When the glass bottle which has lain in the cavity of the stone since the year 1851 was drawn forth on Wednesday afternoon last an eager throng wished to see the contents but they were denied the gratification of this desire and not until yesterday afternoon were the contents of the bottle exposed to the air and the view of an interested few.

OPENING THE BOTTLE

The Committee of the Town Council which have the arrangements for the laying of the cornerstone of the new market building [today's Market Hall] in charge met yesterday afternoon and it was in the presence of the gentlemen composing this committee that the bottle was broken and its contents revealed. Councillors E.H.D. Hall and Langford and Town Engineer, J.E. Belcher were present when Town Clerk Macdonald broke the neck of the bottle and drew forth the contents. The papers and parchment which were in the bottle were found to have decayed, the time having in some way found its way in, and they crumbled to the touch and were hardly readable. The newspapers in fact could not be read, as they could not be unfolded, while the writing on the parchment was only deciphered after much difficulty. The bottle contained the following – A copy of the Toronto Globe of the 25th September 1851, a copy of the Weekly Despatch, Peterborough, dated 25th September 1851, and one of Scobie's Canadian Almanacs, on the back of which was plainly distinguishable the names of Messrs. R. Ridley and E.R. Perry, M.D. Besides these papers there was a parchment with an inscription as given below, and a number of coins, including an English shilling of 1834, a sixpence of 1845, a four pence of 1842, an Upper Canada penny of 1850, a Lower Canada penny of 1837, a George IV penny of 1831, an Upper Canada copper of 1850, an Upper Canada half penny of 1850 and two British half pennies of 1815 and 1807. The contents of the bottle will be reinterred in the stone of the new building on Thursday next with great ceremony, and at this present time the report of the ceremony of the laying of the corner stone thirty-eight years ago will be read with interest. The account is taken from an old file of the Weekly Despatch, the only local paper printed in Peterborough in 1851. The report does not mention the roasting of the ox which followed the ceremony, the stealing of which was re-counted in the REVIEW a few weeks ago. A gentleman who was present when the old stone was placed in position glanced over the names of the gentlemen then in the Council, and remarked that they are all dead with the exception of Mr. Thomas Chambers, who is now in Winnipeg. The report of the CEREMONY THIRTY-EIGHT YEARS AGO, while it may give no pointers to the present committee in charge of arrangements, will be read with interest by old residents. It is taken from the impression of the Despatch of the 2nd of October, which was the week following the ceremony. The report describes the ceremony and the feast that followed, thusly: --

“On Saturday last, according to public notice, the ceremony of laying the corner stone of the new market house of Peterborough, was performed with the usual accompaniments. Large numbers of farmers and their families came into town at an early hour, and the bustle in the streets evidenced great activity and preparation. At the appointed time the several societies who had been invited to join the procession, assembled and took the places assigned them in the programme, and after they had marched through several of the principal streets, returned to the site of the Market House, where the Mayor, Chas. Hudson, Esq., assisted by W.H. Wrighton, Esq., proceeded to lay the stone, in accordance with approved usage. An appropriate address was delivered by the Mayor and the large assemblage dispersed. A sheet of parchment with the following inscription, was deposited in the corner stone: --

“On the 27th day of September, A.D., 1851, Chas. Hudson, Esq., Mayor, laid the foundation stone of this building, erected by order of the Town Council of the Town of Peterborough, Members of the Council: - Charles Hudson, Mayor, James Harvey, Joseph Spencely, John Reid, Thomas Chambers, Clarke Spalding, James T. Henthorn, Edmund Chamberlen, Egerton Perry, M.D., Thomas Hutchinson, Robinson Rutherford and John Haggart. Members of the Building Committee: -- Edmund Chamberlen, James T. Henthorn, Thomas Chambers, John Reid and James Harvey, Esquires. Walter Sheridan, Esq., Architect, Mr. David Taylor, Contractor.

(Signed) W.H. WRIGHTON, Town Clerk

Peterborough, the 27th day of September, A.D. 1851, in the 15th year of the reign of Her Majesty, Queen Victoria.

“About four o’clock a large and respectable company sat down to a superb dinner, provided by the worthy host of the Commercial Hotel, Mr. Chambers, in his very best style. Charles Hudson, Esq., in the chair, assisted on his right by Dr. Perry, and on his left by R. Ridley, Esq., John F. Albro, Esq., acting as vice. The usual loyal toasts were drank [sic], with great enthusiasm, and several excellent speeches were delivered, and a good song enlivened the entertainment. On the health of James Hall, Esq., being drank, that gentleman returned thanks in a very good speech, which was listened to with marked attention and elicited marked applause. He alluded in a very felicitous manner to the necessity of avoiding all reference to political questions on such an occasion, and turned the attention of the company to a grateful and clear exordium, to the very appropriate and acceptable subject of the Grand Trunk Railway, advocating by clear and forcible argument, well supported by statistics, the advantage of constructing this railway on the rear route. He then alluded in a most happy manner to his recent visit to Boston, showed what triumphs, over a sterile soil, immense natural impediments, and a vigorous rivalry, had been achieved by the enterprise and perseverance of the New Englanders, and especially by the Bostonians, and strongly urged upon Canadians, particularly the inhabitants of the rear counties, to imitate so excellent an example. Mr. Hall assured his audience that the people of Massachusetts and Eastern New York were quite willing and prepared to subscribe the whole of the capital necessary to construct the railroad on the rear line, tho’ they are naturally desirous that the inhabitants on the route, and especially the local municipalities, should co-operate with them, and become stockholders to a moderate extent. He informed the party that in the course of a few weeks, a delegation from the Boston and Ogdensburg Railway Company would visit Upper Canada, and hold meetings at various points, to awaken interest in this important matter, and that we might soon expect the gentlemen in this town – more specific notice being of course first given. Mr. Hall sat down amidst universal applause. Several volunteer toasts were given and responded to in a very neat manner. The evening passed amidst the utmost harmony, the company separating about nine o’clock in the most perfect good humor. Thus auspiciously passed off the celebration of the commencement of the first public improvements undertaken by our newly created municipal authorities.”

In 1854, the report of auditors James Ferguson and R. Reid included a list of “Town Property and Other Assets.” The Market House (which included the Town Hall above) was valued at £750, while the old town hall was £15. The new fire engine was valued at £250, and other fire fighting equipment was £60. There was no value given for the hay scales. Books and furniture were valued at £30, and Road Stock £100. The report also included information on the debentures being held at 6%.

This building continued to serve as the Market House until 1889 when the second Market Hall was erected at Charlotte and George. The upper floor served as the Town Council Room and other offices from 1851-1875 and 1886.

The Peterborough Town Trust

In 1854, the Province had created a Municipal Loan Fund to assist towns and cities to get loans nearly interest free. However, places such as Cobourg and Hamilton built lavishly for a town hall or waterworks and then found difficulty in repaying the loans.

The Peterborough Town Trust was created by Statute of Canada on 18 May 1861 and with various amendments remained a central aspect of the Town and then the City for ninety years. Imminent bankruptcies were noted in Peterborough and the Peterborough Town Trust was the mechanism to avoid bankruptcy.

The first Commissioners under the Act were Charles Bradfield, Samuel Dickson, James Stevenson, Edmund Chamberlain and William Hall. These were names in the Statute, but subsequent Commissioners would be appointed yearly by the Town/City Council, one returning and he or some other person being appointed, so that there would always be five Commissioners serving on the Trust.

All real estate being the property of the Town/City was vested in the Trust and the Commissioners were charged with keeping the same in good order, usefulness and repair, and it was their duty to protect the same by fire insurance. They could also lease the same for a period of five years without the approval of the Council, and with the approval of the Council could lease the same for longer periods or sell the lands. They collected all rents and applied the surplus income towards debenture indebtedness. Probably the most important duty that comes upon the Trust was to present to the Council, annually, on or before January 15, a statement of all moneys received and expended, and of all debentures issued during the previous year, as well as all outstanding debentures, and to require the payment by the Council to the Trust of the amount required for the discharge of interest on the debenture debt, and also the necessary sinking funds for final payment of debentures, of all such details shall be furnished, to the Council, and the same being found

correct, the interest and sinking funds must be paid to the Trust, to be applied respectively to redemption of coupons on debentures, and investment.



This view, circa 1875, by James Little viewed the downtown from the Bradburn Opera Building looking towards St. John's Church. In the foreground, note the back of what became the Municipal Building on Simcoe Street. On the other side of Simcoe there is the handsome Nicholls and Hall building and the neighboring Bank of Ontario. (TVA, Electric City Collection)

Over the years the Town Trust proved to be an effective watchdog of the municipal finances, and during its existence there were frequent elections allowing voters to express their opinions about various proposals which sought to encourage new and existing industries primarily by waiving taxation for several years.

Following incorporation, the Town had acquired the Market Square but soon afterwards acquired the grants to additional lands, notably in what was then known as the south end. Additional property was created by filling of Spaulding Bay and the Otonabee river edge between Hunter and Charlotte.

As well, when city offices became vacant, the terms on which rent was negotiated and paid rested with the Town Commissioners. Some Town properties were used by the Commissioners. Utilities such as water, electricity and gas were handled similarly, after 1903 by the Public Utilities Commission.

E. C. Hill's Music Hall

As early as 1863, E. C. Hill was producing melodeons, or cabinet organs, which were powered by vacuum bellows activated by the foot. These small pipe organs could be used in tight locations, and were ideal for practicing. Building melodeons combined Hill's skills as a carriage maker with his avocation for music. According to Wikipedia, such organs were first made in Boston in 1854.

Edmond C. Hill (1822-1892) was a carriage builder early and a grocer at Park and Brock lately. Peterborough's first theatrical impresario promoted local productions in Peterborough's 1851 Market House. Hill was familiar with English music hall traditions as evidenced by the negative criticism of the Examiner. In 1857, the newspaper was pleased about a concert by Thomas Heathfield, partly because the newcomer was assisted by well-known amateurs. But, the critic continued, "it is now a long time since we have been favored with a good concert in our Town, we have lots of buffoonery and miserable music, from low itinerant companies, but a really good concert will be a treat." The Peterborough Histrionic Society, the first amateur theatre group in town, had productions at the Market House between February 1853 and August 1858, and perhaps later. The society felt the newspapers were too negative even though the editors claimed they encouraged "a taste for theatricals."



This circa 1880 view looking south on Water Street from the intersection of Hunter Street shows the Market House with its tower in the distance. The centre of attention seems to be a circus act. Notice the wooden cross walks across the unpaved streets. (The photo is in the Denne Collection at PMA, and was printed in Alf Cole's A Victorian Snapshot (1992) 35,

Despite the Examiner, amateur productions were frequently mounted. Hill promoted the low style while the Examiner wanted high style. Hill brought in several one act comedies and specialty acts such as Professor Anderson, the Wizard of the North, and the mesmerist or hypnotists, Miss De-Mountford. General Tom Thumb and his entourage also played here.

Hill's ventures in music and theatre encouraged him to expand. By removing some interior walls, the Market House's theatre was enlarged and seated 700 after E.C. Hill signed a 10-year lease with the Town Trust Commissioners, effective 1 January 1868. Itinerant acts travelled across Canada and the United States and some played Peterborough. The town had the

which was so popular Hill arranged for a second concert.

E.C. Hill combined his management of the Music Hall (as the Market House and Town Hall became known) with other ventures. Notably, he was Peterborough's first bill-poster. As well as producing shows, Hill served as an advertising agent, sign painter and a specialist in fence advertising.

In 1868 and 1869, Hill combined with a Mr. Shattuck from Tonawanda, New York, to operate a "riding academy" in the Music Hall. Shattuck demonstrated low wheel bicycles, appropriately called "boneshakers," built of wood with iron carriage wheels. Many were happy to ride the bicycles up on the second



E. C. Hill in front of his house at Brock and Downie Streets. (TVA, Martha Kidd fonds 90)

advantage of being accessible by railway as early as 1854, and by the 1880s the links to Toronto and Ottawa were strong. As well, Hill seemed well-known in area towns and Toronto, and he guaranteed good local advertising for the acts. France and Lannier's Dramatic Constellation played to sell-out crowds for more than a week in July 1868. According to the Examiner, that was because "they vouch for the character of their pieces, and permit no expressions that it is thought would offend the ear of anyone." Other itinerant successes included Signor Bignoli's operatic concert in 1871

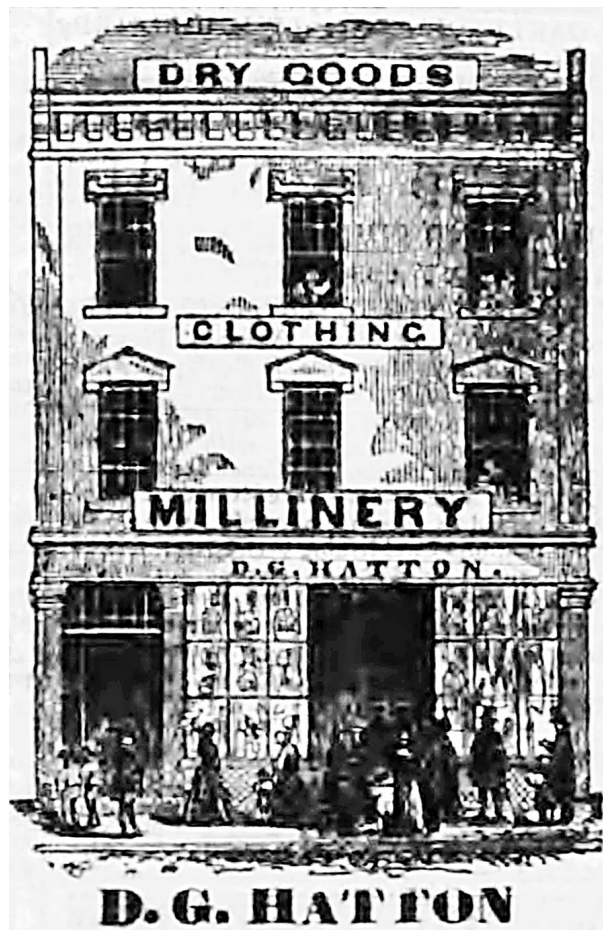
floor of the Market House, but given the poor quality of local roads and wooden sidewalk crossings, they never caught on as a street vehicle. The bicycle craze hit Peterborough nearly thirty years later in 1897.

In 1871 Hill also leased an Assembly Hall at the corner of George and Hunter streets. This gave him space for "Assemblies, Singing Classes, Writing Classes, C(h)oral, Rehearsals and Debating clubs." He kept the Music Hall for concerts, special events and exhibitions. The innovative Hill did quite well as a producer and promoter.

The Town Trust Commissioners preemptively cancelled Hill's lease in April 1877 because unable to compete with the new Bradburn Opera House he had

fallen behind in rent. However, in 1885, when this space was again temporarily used for Town Council, it was Hill who made the preparations.

Perry's Block



Council's intentions for the Market Square had always been to encourage the construction and development of commercial buildings to complement those owned by the municipality. Progress on this front, however, had been slow to develop.

At the end of September 1850, the Town Council had set prices for building lots on the sides facing George, Simcoe and Charlotte Streets. The lots were to be auctioned under 21-year leases and were numbered to 12 along George Street and to five each on Simcoe and Charlotte Streets. On 30 September, the Town Council approved values for the Market Square lots. Lot No. 1 at George and Simcoe was valued at 7s 6d per foot. Lots 2 to 6 were each valued at 6s 2d per foot, while lots 7 to 11 were valued at 5s per foot. Lot 12, at George and Charlotte, was valued at 6s 3d per foot. Lots 1 and 5 on Charlotte were valued at 5s per foot.

The intervening lots 2 to 4 were valued at 2s 9d per foot. Lots 1 and 5 on Simcoe were valued at 7s 6d and lots 2 to 4, at 6s 3d per foot.

However, between 1850-1857, only two of these lots were leased – both to Charles Perry.

On 31 May 1852, the Town Council considered the plan by Charles Perry to construct buildings on the north west corner of the Market Square at Simcoe Street and on 7 June 1852, ordered that a lease be drawn up. Perry, supported by other merchants, petitioned Council to reconsider its decision to follow the plans of William Thomas. However, Council stood firm and the buildings had to be built within twelve months "according to Mr. Thomas' specifications" or the Lease would be in default and any money spent to date be forfeited.

Poole's history described the resulting construction as "two fine brick buildings." Once built, one of the earliest tenants in Perry's Block was the "Dry Goods, Clothing and Millinery" store of William Coleman and D. G. Hatton, located in the south half of the building. They placed many ads in the papers, some of which included an engraving that depicted their storefront. This engraving is the only known representation of (part of) Perry's Block, or for that matter, of what was intended under William Thomas' plan for buildings on the Square.

By 1857, D.G. Hatton, no longer in partnership with Coleman, had relocated one door north, to Lot 1 on George Street, directly on the corner of Simcoe. According to the *Weekly Review*, 12 June 1857, a devastating fire broke out in Hatton's store. Although the fire was contained to the block in which it originated, the store, as well as "the books and papers of the Custom House, and County Court, and of Robert Dennistoun, Esq. [were] destroyed." (See the advertisement above for D. G. Hatton; thanks to PMA)

This very serious fire was first noticed by a clerk, Mr. Murphy, about half an hour after Hatton's store had closed. The firemen were quickly on the scene but had difficulty getting the engine placed and getting water to the hose. Bystanders foolishly removed shutters from the building, in an attempt to be of assistance, but in so doing broke windows and sent wind gushing into the building, which only served to speed up the fire. A length of hose burst which caused further delay in fighting the fire which soon spread to the top floor, the eaves and the roof. Attention then turned to preventing the spread of the fire to other buildings. But the fire spread rapidly and nothing was saved of the merchandise or the building.

The Dennistoun law offices, the clerk of the County Court and the Customs office of Mr. Vizard were on the top floor and the losses included many of

Vizard's books, and records of the Customs Office, of the County Court and of Dennistoun's archive of duplicate records of the Cobourg Court and the Registry Office. It was a disaster for local archives! Also on the third floor, Mr. Finlay, a shoemaker, was able to save much of his equipment. The total loss was estimated at \$30,000, of which Hatton's merchandise stock was valued at \$14,000. Insurance coverage with four companies was about \$20,000.



Robert Dennistoun (Vivian Boulas)

The *Review* called this a calamity! "These handsome buildings" might have been saved if Council had implemented some of the suggestions raised over the past year, such as providing a well at the Simcoe corner of George. The town had lost two of its handsomest buildings. One recommendation was that the fire brigade should have more men on the engine and on the hoses. The *Review* credited Providence with saving the other buildings on the east side of George and "not to any foresight for which the Council can take credit". The absence of wind was also helpful. Though "a better set of men than compose the Fire brigade never manned the brakes of an Engine," the *Review* still thought some of the fire brigade leaders should resign.

After the devastating fire, on 22 June 1857, Council authorized Charles Perry to sell or transfer his lease for Lots 1 and 2 to "another party, as he was unable to (re)build himself." On 31 August, Council transferred Perry's lease to William Adam Scott, who "has purchased from Mr. Perry his interest in the lots on the Market Block held by him under lease from this Council." Scott requested that the lots be narrowed and deepened.

Scott then erected the commercial building known as the Market Block. The new Lots 1 and 2 each consisted of 25 feet frontage on George Street and were

80 feet deep. The Market Block itself was a three storey brick building containing two shops facing George and three facing Simcoe. The second storey "comprise[d] a number of convenient offices and the third storey several handsome rooms which rent readily and [in 1873 were] constantly tenanted." Scott's new twenty-one year lease would expire on 4 May 1876 and contained the same provisions as were included in the original indenture between Perry and the Town from 21 December 1857.

A survey of tenants within the Block was made in 1873 including: Kincaid & Co., John Garvey, John Clark, John Kelly, D. Pentland, the Masonic Lodge, the Good Templars lodge, M.P. Jordan, as well as "several tenements [then] vacant which have rented for about \$200 a year and more."

Further Commercial Development on the Square

A few months before Perry's fire, Elias Burnham on behalf of others had presented a proposal to Council to spur further development of the Market Square. Councillor Burnham owned the large lot on the south west corner of Simcoe and George, across from the Square. The heart of his proposal was that the Town Council would reduce the upset rates (lowest acceptable bid at public auction) for the 21-year leases on the Square with a view to gaining revenue from the higher assessments on the buildings and on the merchant stock carried by the individual stores. On George and Simcoe, Burnham's suggested upset rate would be 7s 6d per foot, and on Charlotte and Water, 5s per foot. The leasing parties would then give security to build to three storeys on George and Simcoe and two storeys on Charlotte and Water but be given the opportunity to decide how many stores to build on their lease. The lessees would be given two years to erect their buildings. The suggestion was that stores might normally be 25 feet wide.

The *Despatch* supported the proposal, although it refrained from speculating on how much the Town had actually lost by having rates that were too high. The *Despatch* had asked different merchants about whether they would build under these circumstances and received favourable responses. The proposal's bigger value to the *Despatch* was that merchants would become advocates for the advancement of the town, whose appearance would be greatly improved by these buildings. The sooner the lots and leases were built upon, the sooner the town would benefit.

Burnham drafted a By-Law to cover his proposal and the Town Council read it for the first and second time at its last January meeting. The third reading came in early February 1857.

On 10 March, W.A. Scott introduced another resolution, approved unanimously, to improve the leasing of the Market Square and speed up development. After advertising in the two local papers, at a public sale, the Mayor would sell the lots which must then be secured by bonds immediately. If the security were not provided, the next bidder would be received, thus reducing the likelihood that development of lots be tied up by unproductive lessees.

At the same meeting, Scott seconded by Hatton moved that Hall, Hatton, Poole and Scott be a committee “to prepare and lay before the Council Plans for the buildings to be put up on the Market Square, also a Lock-up and Engine house, and that they be empowered to procure the assistance of an architect for that purpose.” Carried.

At Town Council meeting, 28 April, the Committee (which did not include Hall) suggested that the depth of stores on the George Street side of the square be reduced to 50 feet (on 70 foot lots), except that any new building at Charlotte Street on Lot 12 should be 80 feet to match the depth of the Perry building at George and Simcoe. Each store in the middle of the block would have 20 feet for providing a gate to the Market Square. According to the *Review*, 1 May 1857, the lessees could fit up their stores to their own taste as long as they were built in a “substantial and workmanship manner” and met the standards of the building inspector.

In April 1857, the *Review* reported that the Stewart Brothers of Port Hope had submitted plans of buildings for a new Town Hall. The Stewart Brothers, George and Charles were sons of Thomas A. and Frances Stewart, and in partnership in Port Hope between 1857 and 1859.

On 1 May 1857, the *Review* reported, “The Committee to procure plans for the guidance of parties wishing to have portions of the Market Square, beg to report and recommend that the parties leasing be allowed to build only in accordance with the plan and elevations prepared by Messrs. Stewart, and approved of by this Council, but that the depth of the stores on George Street be reduced to fifty feet instead of seventy, as formerly agreed on, with the exception of that on the corner of George and Charlotte Streets, No. 12, which must correspond with that erected by Mr. Perry, on the corner of George and Simcoe Streets, the remaining portion of each lot [20 feet] to be enclosed by a brick wall 6 feet high, with a gate opening into the Market

Square. The lessees to be allowed to fit up the interior of their building to suit their own convenience, provided it is done in a substantial and workmanship manner, and all the work to be completed to the satisfaction of the Inspector of Buildings appointed by this Council, and that the Mayor be instructed to sell on these terms.”

Under these conditions, the sale of lots on the Square was held on 5 May, but only two additional lots were sold. William Lundy purchased Lot 3, next to Perry’s Block, and Thomas White, Sr. purchased Lot 4. Both sold at the upset price of 7s 6d per foot. Under these leases, they both had to build to the standard of Perry’s building and within two years. The sale was adjourned for two weeks.

Despite the slow uptake of leases for commercial building lots, the Market itself thrived. On 5 May, Market House stalls were let and attracted strong prices from butchers. The first sold had been occupied by Mr. Howden the previous year. The next stall to the west on the south side was let for £31 per annum. Ed Stenson got the next on that side for £20. Ed Green got the next for £15. On the north side of the market next to the door, Mr. Heather got the stall for £31. Mr. Howden got the second for £27, and Mr. Winch the last for £19.



Romaine’s 1875 map showed the few buildings that had been built on the Market Square by that point. Bradburn is shown at Simcoe and George, while Hopkins and the Bank of Toronto were further east on Simcoe Street. The Market House and Town Hall is shown at the centre of the Water

Street side of the square.

At the adjourned lot sale, 19 May 1857, W.A. Scott took the two lots “next above the New Town Hall,” apparently with the intention to build. The *Review*, 22 May, believed that if the new Town Hall were soon built on George Street, all the remaining lots would be sold by the next summer.

The loss of Perry’s Block – the only commercial building yet built on the Square, coupled with the adoption of the Stewart Plan and the changes to the leases as proposed by Burnham and others, seems to have given the Square a fresh start and a confident air of impending development. New lots had been leased and Council at its meeting, Monday 22 June passed the third reading of a By-Law “for the erection of a building to be called a Town Hall upon that part of the Market Block fronting upon George Street in the town of Peterborough.”

The *Directory of the United Counties of Peterborough & Victoria* (1858) optimistically stated that “a new Town Hall is to be erected, estimated to cost \$20,000, the By-Law authorizing the erection having been passed by Council, last fall.”

Despite the optimism, the supposed new Town Hall was not built and the Town continued to do their best to operate from the increasingly unsuitable upper floor of the Market House. The *Review*, 5 June 1857, however, noted the improved appearance of the Town Hall on Water Street where the painted ceiling was tastefully done and a big improvement, and which cost less than £4.

Other Options for Municipal Space (1857 to 1875)

In August 1859 – still with no new construction imminent – a series of letters to the Editor of the *Review* outlined many arguments in favour of erecting a new Town Hall. Although County Council had built a County Register office immediately east of the Court House before 1865, the Town had no such luck.

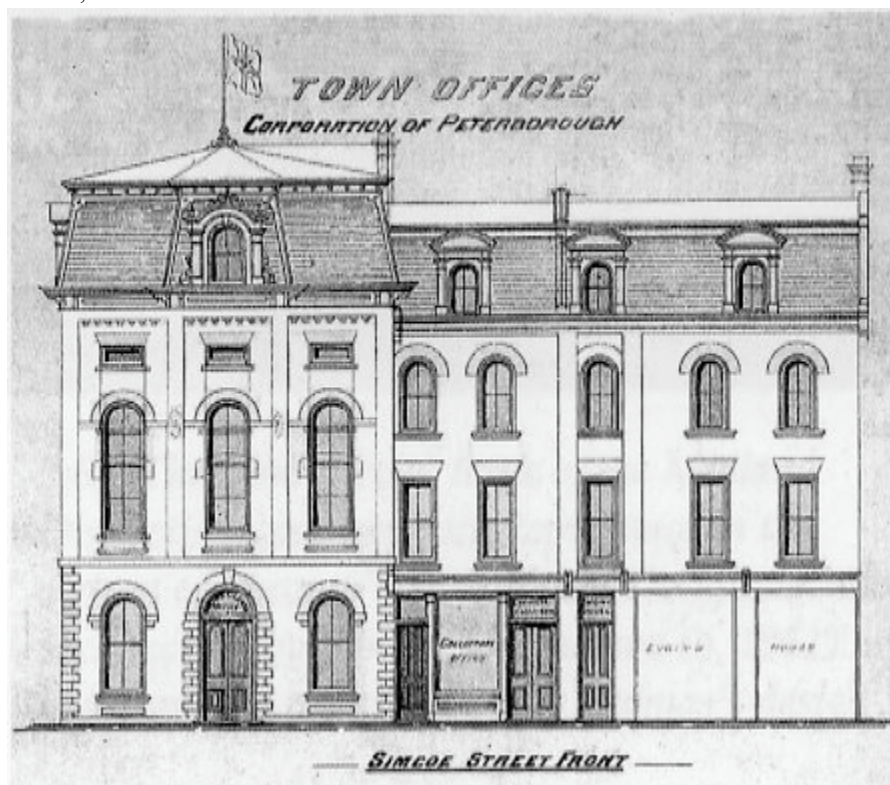
Reflecting on the years since incorporation, the 1870 Directory for Peterborough noted that “the town

erected an engine-house (brick) three stories high on Simcoe, near Water, with the requisite offices in the second and third stories” in response to the need for more municipal space.

Town Council had passed a By-Law in 1854 authorizing the sale of debentures to raise money for the construction of an engine house and other facilities. However, nothing was done before 1860.

In October 1860, Daniel Hopkins requested a lease for one of the Market lots (shown as lot 23 on the 1859 plan) on Simcoe Street just east of the building owned by William A. Scott (The Market Block, at Lots 1 and 2 at George and Simcoe). Council decided that the property should be leased only after sale at public auction. Hopkins won the auction bid at the upset price of 7s 6d.

On 14 May 1861, the next lot east of that (Lot 24 on the 1895 plan) was offered at public auction. Hopkins also won this auction and began construction on a new building midway between George and Water, apparently leaving his first Lot 23 undeveloped.



This architectural sketch by John E. Belcher shows the extension of the municipal offices into the former Bank of Toronto in the Hopkins extension. The Engine House is on the right of this plan. (Archives of Ontario, C 51; thanks to Richard Longley)

By December, Hopkins and Donnelly advertised the move of their Saddlery and Harness business to their “New Building opposite Messrs Nicholls and Hall’s store, Simcoe Street.” This building was soon known as Hopkins’ Block. Hopkins’ son-in-law, George A. Cox ran his telegraph business, a bookstore and insurance sales from this location. Photographer, Robert Thompson, also began his successful photography businesses in that building.

In 1865, Hopkins built an adjacent building at Simcoe and Water and its ground floor tenant was the Bank of Toronto, which had earlier been located on George Street. Offices above were used as law offices for D.G. Hatton and Charles Weller. Meanwhile, on 26 May 1863, Council instructed the Clerk to advertise “for Tenders for the erection of a Lock-up and Engine House.” However, Council seems to have had second thoughts and by 20 July had determined that “the plans already furnished...[had] been considered too expensive.” By 27 July, Council had received plans for a building to be constructed on the south east corner of the Square, but instead decided to hold decision over until the following meeting. When Council met the following week, an entirely different building was recommended and confirmed in a motion by Mr. Lawson, seconded by Mr. Burnham. Specifically, it called for “a brick building 24 feet wide in the clear, of the same depth as Mr. Hopkins’ building and three stories high, with gravel roof, be erected in that part of the Market Block fronting on Simcoe Street, and adjoining Mr. Hopkins’ building on the East side thereof be erected for the present use of an Engine House, fireman’s hall and lock-up. The lock-up to consist of two rooms and to be in the basement storey. The Engine House on the ground flat, and the fireman’s hall on the second storey.” Carried.

However, at next meeting, Robert Nicholls made a motion that since he, William Cluxton, Samuel Dickson and Charles Ormond were not present at that

meeting and since they deemed the “contemplated erection by the Council to be illegal,” they wished to have their names added as having voted “Nay”. Over the next couple months, Council hotly debated whether or not to proceed but eventually did construct the Engine House. In a letter to the Editor of the *Weekly Review*, 1864 March 4, the author referred to the “new building last fall erected for an engine house...”

Completion of the building, however, dragged on into the following year. On 29 Feb 1864, Mr. George McDonald was “instructed [by Council] to finish as soon as possible the Lock-up and Engine House.” By April 28, the *Examiner* printed a notice that the Fire Company “will meet for drill at half-past seven o’clock, on the same evening [May 2] at the Engine House.”

As the Town found short-term solutions to their space needs, they continued to hope for an eventual permanent Town Hall. Meanwhile, commercial activity on the Square continued to expand.

In the 1869 Town of Peterborough assessment, which is digitized at Trent Valley Archives (the accompanying Collector’s roll for that year, among others, being located at the Peterborough Museum & Archives), there were six butchers with stalls in the Market House, located on the Water Street side of the Square: J. Wilson; H.C. Winch; James Howden; George Webber; N. Laplante; and J.W. Heather. All of these were also listed as being in the Market House, in the 1865 directory.

The 1869 town assessment and collector rolls showed the following ratepayers on the south side of Simcoe Street between George and Water. The final two columns contain the assessment of personal property and real property respectively. The personal property assessment was intended to capture the true worth of individuals whose wealth was mainly in inventory and libraries.

Beall, Walter	provisions merchant	S. Sim, E. Geo, Lot 1	2200		200	3150	2400
Clarke, John	watchmaker	S. Sim, E. Geo, Lot 1	900	400	400		1700
Dunsford, George	barrister	S. Sim, E. Geo, Lot 1	600				600
Fitzgerald, James	surveyor	S. Sim, E. Geo, Lot 1	400				400
Forsythe, John	artist	S. Sim, E. Geo, Lot 1	600				600
Freemasons' Hall (D S Eastwood master)	Eastwood, D S	S. Sim, E. Geo, Lot 1	400				400
Good Templars (Pentland D)		S. Sim, E. Geo, Lot 1	600				600
Kincaid & Co	druggists	S. Sim, E. Geo, Lot 1	2500	2700	450		5650
Lundy, William	merchant	S. Sim, E. Geo, Lot 1	3000				3000
McComb, G	fancy storekeeper	S. Sim, E. Geo, Lot 1	3200	400	100		3700
McDonald, A	merchant	S. Sim, E. Geo, Lot 1	4000	1500	600		6100
McFarlane, D	accountant	S. Sim, E. Geo, Lot 1	800				800
Moloney, John	merchant	S. Sim, E. Geo, Lot 1	3100	1500	1000	6300	5600
Noble, James	clerk	S. Sim, E. Geo, Lot 1	400				400

Ogilvy, William	bank manager	S. Sim, E. Geo, Lot 1	3600	500	1000	7100	5100
Patterson, George	saloon keeper	S. Sim, E. Geo, Lot 1	4000		100		4100
Pentland, D	dentist	S. Sim, E. Geo, Lot 1	1000				1000
Romaine, Robert	publisher	S. Sim, E. Geo, Lot 1	4000	4000	600	10600	8600
Scott, William H	barrister	S. Sim, E. Geo, Lot 1	500		800		1300
Williamson, John	tailor	S. Sim, E. Geo, Lot 1	800				800
Cox & Comstock	cabinet makers	S. Sim, E. Geo, Lot 2	2000	2000	800		4800
Freemasons' Hall (R Kincaid master)	Kincaid, R	S. Sim, E. Geo, Lot 2	400				400
Good Templars (W Lundy)	Lundy, W	S. Sim, E. Geo, Lot 2	400				400
Green, William J	baker	S. Sim, E. Geo, Lot 2	400	600	100	2100	1100
Homestead, F W	bank clerk	S. Sim, E. Geo, Lot 2	400		300		700
Mungoven, P	news agent	S. Sim, E. Geo, Lot 2	800				800
Orange Hall (DG Hatton)	Hatton, D G	S. Sim, E. Geo, Lot 2	400				400
Smith, Alex	bank manager	S. Sim, E. Geo, Lot 2	3000	2000	2000	10160	7000
Weller & Hatton	barristers	S. Sim, E. Geo, Lot 2	1000		2000		3000
Cox, George A	telegraph company	S. Sim, E. Geo, Lot 2	850		400		1250

Churchill st intersects

322 C P R. ticket office
322 Dominion Express Co
324 Henry Best, stoves
326 H P Lindsay, insurance
326 Wm. Migh, real estate
328 Arcade
328 Winch Bros. Mtrs
330 Wm J. McCallum, restaurant
332 Bell Telephone Co
334 Hub Hotel
336 Peterborough and Ashburnham S R
336 Standard Life Assurance Co
338 Open House
340 Vacant
34 1/2 T. Hurley & Co, real estate
342 Vacant
344 Palace Restaurant
346 Times Office
350-354 R. Neill, hoots
356 The G. Matthews Co
358 J J Lundy, agent
358 Edward A. Peck, barrister
358 R F Morrow, dentist
360 China Hall

Simcoe st intersects

Simcoe st, south side

83 Alfred Coome
101 Mrs Ellen Choate
113 George Donaldson Bank of Montreal

Water st intersects

129-133 Town Buildings
135-137 F. G. Sherwood, grocer
139 1/2 W J Ingram, engraver
139 1/2 C W Sowers, barrister
139 C N Brown, flour

George st intersects

In Elwood's research in the 1865 directory, the first for Peterborough and Victoria, "Scott & McDonald, No. 2, Market Block, George Street" made him pause. Charles Scott and Daniel McDonald, Jr. dealt in wholesale and retail dry goods and

weightlifting stunt in Montreal. Bearded, five foot nine and 200 pounds, McDonald was a common figure around the market on Saturdays. Readers will recognize the imposing figure of McDonald as he holds a huge pig above his head, used in the logo for the Ashburnham Ale House, which stands today on the site of McDonald's home.

The Market Square had already developed a strong commercial presence. This was even more evident by 1895 to 1897 when the following had premises and offices on the Market Square.

The Bradburn Solution

Thirteen years after Council, in 1857, confidently approved construction of a Town Hall on George Street, no such building had yet materialized. The shortcomings of the existing hall were known and it had been suggested that a town clock on a conspicuous Town Hall would be of great benefit as businesses around town had been operating on different times, both from each other and from railway time. It was clear that a new solution must be found.

In May 1870, Council resolved to seek a private partnership whereby a lease for the designated Town Hall lots could be offered to someone willing and able to "erect a proper Hall and other buildings thereon, in accordance with plans to be mutually agreed on and approved by the Council."

One merchant, Thomas Bradburn (1819-1900), was willing to enter into such an arrangement. Bradburn had a remarkable career in commerce and real estate. As one observer noted, he was "shrewd, clever, upright, strictly honest in dealings, and generous." Bradburn who proposed the idea that the Town could

groceries. They claimed to "Keep always on hand a Full Stock of Dry Goods, Groceries, &c., which they will sell at prices as Low as the Cheapest Store in Town."

Daniel McDonald, Jr. (1838-1871) best known as Peterborough's strong man, died 27 October 1871 from a ruptured spleen, an injury that followed a

afford municipal offices by developing buildings on the Market Square that would mix functions, and that would generate revenue from land leases and rented spaces.

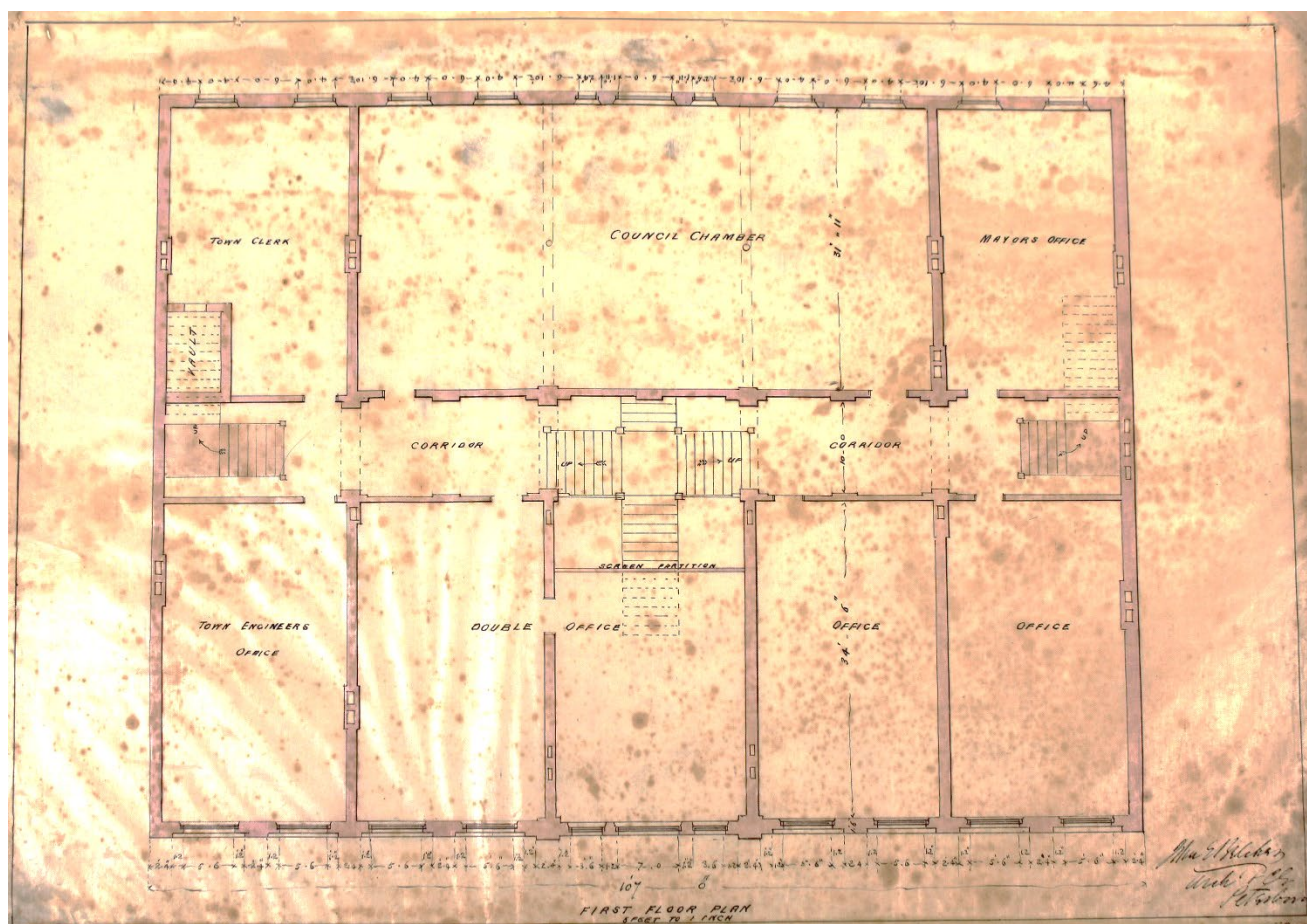
After apprenticing as a clerk in Bowmanville, he had come to Peterborough in 1842 to work for Oughtry Morrow, arguably Peterborough's most successful early merchant. After Morrow's death, Bradburn partnered with such local merchants as Bell, Mason and Van Every. By 1872 when he passed his businesses to W. J. Mason and his son Thomas Evans Bradburn, his interests had shifted to real estate. However, even before that he owned real estate.

He was first identified with the corner of George and Hunter, and his building now 393 George. His earlier store seems to have been at the corner of George and Hunter and was demolished to make way for the Cluxton Building, a landmark from 1881 to 1972. He had a warehouse at Charlotte and Bethune and a rental house on London near George. At his death he was the largest owner of real estate locally and the holdings were placed in the Bradburn Estate which still operates.

Bradburn's plan was for a Town Hall with an

opera house and a place to display a prominent clock. (Below is a copy of the plan housed in the Bradburn fonds at PMA.) The building would meet the working design requirement that buildings fronting the George Street side of the Market Square would be at least three storeys tall. The plan called for a commercial arcade on the ground level that would provide pedestrian access from George Street directly to the farmers' market via an arcade. The first floor would contain municipal offices, and the second and third floors would contain an opera house. The mayor from 1872 to 1874 was George A. Cox who welcomed the Bradburn approach.

The first reference in the *Peterborough Times*, 16 March 1872, said that the Town would lease 80 foot frontage to Bradburn who would build a Town Hall, which met the standards of the Stewart Plan, which had been in force since 1857. The public meeting place would be free and the Town would pay a fair rental for its space. The *Times* liked the idea that the Town would be spared spending an estimated \$25,000 for a new Town Hall. Port Hope had spent \$28,000 for their Town Hall and Cobourg, \$90,000 for theirs. However, it was noted that the building might have the effect of



shifting the downtown further south, as the *Times* warned those with businesses further north on George Street.

The *Times*, 23 March, argued that the building should be a permanent one, particularly as the town in 1872 was proposing to annex areas north of Parkhill on both sides of the river as well as the park lots in the west and south. The *Times* thought the Town should spend more time considering that the site is the best and the building was able to meet long-term needs.

For his part, Bradburn was unhappy with the Town's conditions. The offered 80 foot frontage would be inadequate for raising enough commercial rents to make his investment worthwhile. By April 1872, the solution was to acquire a portion of W.A. Scott's existing lease in order to allow more space for Bradburn's building. Scott presumably had little complaint with this as he was himself only a year away from losing all of his Market Square properties in a Chancery sale.

The editor of the *Times* reported 13 April 1872 on viewing Bradburn's plans for the four storey building. On the ground floor there would be four stores, an arched entrance to the market and two staircases to the upper floors. The first floor would have the Council Chambers and professional offices. The whole of the second and third floors would be "devoted to the public hall, refreshment rooms and retiring spaces."

Council accepted the plans provided by John E. Belcher on 25 April 1872 (and repealed By-Law 209, the Market By-Law) and provided for the erection of a new Town Hall at last. The arrangement between Thomas Bradburn and the Town Commissioners/Council was for ten years (from occupancy).

The Town Council, 9 November 1875, agreed it would pay \$1,000 a month for the space for the Town offices, and for general business and for the lock-up in Bradburn's Hall.

The first public performance in the Bradburn Opera House took place 13 November 1876. The *Times* reporter was impressed with the auditorium, which could accommodate 1,000 to 1,200, perhaps more. Seating at the front was on long stained oak benches with spaces marked for seating. Seats were numbered and sections lettered. In the rear, seating long benches was raised, so every seat had a good view of the stage. There was also a side gallery. "The stage has been fitted up with movable scenery painted in an artistic manner." This was a hall worthy of the town. Ada Gray and her company, who had previously visited Peterborough, performed "The Adventuress," a play based on Mary Elizabeth Braddons' successful 1862 novel *Lady Audley's Secret*.

In December 1876, Council discussed the town clock that Bradburn had promised in connection with the building of the new Town Hall. When Bradburn's building was ready for the Town to take possession, which was imminent, the Town intended to sell the former Town Hall and use the revenues to buy a clock for the top of Bradburn's building. "The clock tower was progressing, and care should be taken that suitable timbers were put in." As well, the Mayor wanted to add tradespeople who knew about clocks to advise the special committee investigating the Town clock; he suggested they be advised by local watchmakers Templeton Brown, John Ritchie Ormond, John McClelland and a Mr. Malcolm.

In 1878, Chamberlain's Hotel and dining room was immediately north of the new Town Hall. In the 1870s, this had been Faucher's Hotel and before that, the Royal Canadian Bank.

In 1880, the Town Council engaged Henry Langley, architect, and J.P. Wagner, builder, both of Toronto, to investigate possible structural issues related to Bradburn's Town Hall. Their report was presented to Council on 11 March.

The walls and partitions were in good condition, except for a flaw on the north side of the entrance to the arcade where the iron pillar had not been square to the foundation. There was some cracking of bricks over the iron columns that needed attention, although not immediately. Likewise, the floors were solid and in good condition.

The roof was found to be in shaky condition particularly where the principals held the cupola which featured the very heavy town clock. This caused some sagging which tended to push out the front wall. "In our judgement the whole of the roof over the hall requires immediate re-trussing of the very strongest description."

The reviewers went beyond their terms of reference to question the adequacy of the exits from such a large hall. In particular, they criticized the arrangement of stairs at the arcade level and the likely inadequacy in times of panic. Also, if fires occurred in any of the offices, access to the stairs would be cut off.

Council appointed a Special Committee to recommend actions for remediation particularly as the building held the Council Chambers. The six members of this committee were Aldermen Thomas Cahill, George Dunsford, John Douglas, William Toole, Henry Denne, and Mayor H.H. Smith.

The committee reported by 18 March that Thomas Bradburn and William Lasher, his builder, had agreed in the interest of public confidence to immediately make the needed remedies. However, they also claimed they had followed the plans which had

been prepared by the Town Commissioners and never doubted the safety of the building.

On 5 April, Council received a letter from Bradburn requesting that the Town Hall be again inspected, at his expense, now that the changes had been made. He suggested that Council could have it done by bringing back Langley, or by appointing two local architects. He also wanted the Town to make good the losses he had sustained as the plans which had been provided by the Town and were now in Bradburn's possession were imperfect. Langley and Wagner inspected the Town Hall on 7 April and found the work had been very satisfactory.

On 31 December 1885, at 2 p.m., as the lease expired, the Town Council, "bade a formal farewell to the old Council Chamber." Beginning in January the Council would return to their former space, in the former Music Hall over the Market House while work to transform the former Bank of Toronto building was completed. According to the *Review*, "they one by one left the old chamber, the scene of so many a stirring oration, accusation, remonstrance and crossfire, with hearts so full that not one of them was able to start up 'Auld Lang Syne.'"



Bradburn Opera Hall was later joined by the Market Hall of 1889 and the Customs House of the 1890s to form one of Peterborough's most picturesque streetscapes. (TVA Electric City Collection; also at PMA)

Bradburn's plan had worked well and the principles evidenced in the ten year lease remained standard for subsequent efforts to house the Town offices. Generally, the Corporation owned the buildings on the Square and rented space to professional and commercial people. However, on the George Street side the main buildings remained privately owned until the

City expropriated the properties for the building of Peterborough Square, which also was privately owned. But with the exception of the CPR line to Quaker, the City still owned the land from George to the river, between Simcoe and Charlotte.

The Municipal Building at Simcoe and Water

The experiment with the Bradburn Opera Hall, known for ten years as the Bradburn Town Hall, led Town Councillors to value the importance of owning buildings used for public uses. Though the need for spacious Council Chambers and municipal offices had been met by the Bradburn Opera House, without another Bradburn the Town had to have its own space. This seemed most obvious for the City Clerk, the police, the fire brigade, and the many extras required by a progressive town.

In the fall of 1878 a motion was introduced at Council to request that the Town Commissioners "sell or lease for a term of years the present Council buildings on condition that they will build a lock-up on the Town property on Water Street adjoining Mr. Hopkins' building [to the south], and as soon as Mr. Hill vacates the present Music Hall, appropriate that building as follows, viz.: say fifteen feet of the east end (ground floor) for Engine House, with the present tour [tower] for a hose tour, and the second floor a Firemen's Hall and a Vegetable market."

The Town Council had hoped that the sale of the 1851 Market House and Town Hall would raise the funds to offset the cost of installing the town clock atop Bradburn's building. John Carnegie, of the Town Trust Commission had indicated a willingness to do so, once they were granted the power, by Council; no sale occurred.

During 1883, anticipating the need to have options for space when the Bradburn's Opera House expired, Council looked for other long-term options, particularly along Simcoe Street.

After Daniel Hopkins died in 1880 his buildings along Simcoe Street were sold at public auction. The engine house building, then occupied by Flavell Bros., and James Edwards, was purchased by James Stevenson. However, the "Bank of Toronto and the office recently occupied by Mr. Hatton and the small building in the rear, on Water Street, were withdrawn" after the upset price was not met. Stevenson then acquired the Bank of Toronto building at a subsequent auction. Stevenson offered to sell the building from "the fire hall east to Water Street for what it cost him, namely \$4,350, with the addition of what it cost him to put on a new roof last summer, \$160."

The Committee determining the viability of acquiring Stevenson's building reported in April 1883

that “with a small expenditure the said buildings could be made very desirable offices for the Town; that by throwing the two upper flats [former offices of D.G. Hatton and Charles A. Weller] into one room a most comfortable and suitable Council Chamber would be obtained... [and] with slight alterations the small brick building at the rear could be made up into a secure, healthy and convenient lock-up.” Thomas Cahill, who served as an Alderman from 1874 to 1895, commented that the Town “had no lock-up now, and we must provide one, and then there was no other place but the one proposed.” The Town was to take possession on 1 July 1883.

By April 1885, the Town was converting the former Bank of Toronto building into the new Town offices. There would be offices for the Town Clerk and the Treasurer, a Council Chamber, Police Court and Lock-up. The plans had gone to the Finance Committee and at Council, 28 April, though Councillor Davidson noted there had been disagreements. A great deal of room was set aside for the Council Chamber and for the Police Court, and if the two were combined there would be a room that could be rented out for \$500 a year. Councillor Rutherford wanted to move into the new space as soon as possible so that rent of the Bradburn could be saved. The Review, 28 May 1885, reported that the Property Committee had passed a resolution recommending the tender of Thomas Rutherford “for the construction of the Town Offices, Police Court and Lockup, in accordance with the with plans and specifications furnished by J. E. Belcher, architect, be accepted, the amount of tender is \$4,839.” On 5 June, Council authorized a By-Law regarding the expense of the new Town Offices.



*The Municipal Building as it looked around 1905.
(TVA Soden Collection)*

At that same meeting (5 June 1885), Councillor Rutherford “called attention to the case of a Mr. Smith who was out of work and wished to be employed on the streets. A discussion followed, during which Councillor Yelland said that if Mr. Smith would wear the same kind of clothes as other people, he would get work, but the style of his garments frightened women and struck children with dismay. This brought Mr. Smith, who was present, to his feet. He said he only wanted work, and explained that he could man a vessel, and use an axe, or an adze, a hoe, a pick, a shovel, or almost any implement. He gave his pedigree and history, stating that he was a native of Nova Scotia, and a Haligonian of English parentage, and that he had lived in many towns. He said he could not wear smaller clothes, on account of the extensive dimensions of his frame and proceeded to prove his declaration by an ocular demonstration but before he had finished, he was stopped by the Mayor, who perhaps feared that the Council Chamber, or the Councillors, would suffer damage from the fit of laughter to which the august Councillors had given way. Mr. Smith having resumed his seat, the Council adjourned, after which a knot of Councillors gathered around Mr. Smith and received further instruction regarding his genealogy, early years and subsequent history, his habits and methods of living, the architect of his garments and other interesting information.” Noted the *Review* reporter.

On 23 December, the Town Council agreed on the heating for the new Town Offices, and to pay \$115 per year to Thomas Bradburn for the rental of the clock tower.

Town officials comfortably operated out of the Municipal Offices on Simcoe Street until the present City Hall was completed in 1951. The buildings proved particularly flexible and the Town often made modifications, additions or renovations. At times, such as with the removal of the Fire Brigade to a new fire hall on Aylmer Street in 1908, the City acquired extra space to redevelop on Simcoe Street. Belcher’s redesigns proved to be long lasting and visibly attractive.

When the building was demolished in 1952 it was surprising to note that the Municipal Building was a solid wood structure containing huge timbers so characteristic of what came from the local forests in the days when timber was king.

The Second Market Hall, 1889

In 1889 leaders of the day felt that the old Market House, which had stood midway between Charlotte and Simcoe on Water Street since its construction in 1852, was badly situated and interfered with the flow of the outdoor farmers’ market. The

former Music Hall of E.C. Hill failed to provide enough rental income to the Town coffers.

The *Review*, 26 March 1889 commented, "By the time the snow flies next winter, it is probable that Peterborough will have a market building that will not be an eyesore to the public or an object of grumbling and fault-finding to the farmers and their wives, as the present one is. The Market Committee met last night and it was decided to recommend to the Council that a new market building be built or at least the old building so overhauled and repaired and added to as to make it practically a new building. Mr. J.E. Belcher will be asked to prepare the necessary plans for the proposed changes and submit the same to the Council. It is the present intention to build an extension or wing to the south of the present building about 130 feet in length. This extension will be of the style of an arcade with stalls or stands on either side for hucksters, etc. The present building will be entirely overhauled and the front re-modelled. The whole will probably entail an expenditure of six or seven thousand dollars. This recommendation of the committee has practically the sanction of the Council as there were about ten Councillors present at the meeting last night."

Thomas Cahill made the first public notice of the new Market Hall which the Examiner, 2 April, reported: "Your market committee beg leave to recommend that a market building be erected on the west side of Water street south of the present market house, to within about ten feet of Charlotte street. The building to be of brick, two stories high and about thirty or forty feet wide and finished in good style. Also, that the present market house be improved to correspond with the new. The whole of the buildings when completed to be used as a market house and butcher stalls as may be hereafter determined. Also that the market scales be removed to the north side of the present market house." Cahill added that the committee had gone to Hamilton, and that the sketch of the plans were in the office of the architect. The plans changed considerably before the call for tenders.

Several interesting letters were made during July 1889 generally objecting that there had been no public meetings, that voters did not vote, that building on the former market square was an error and that the decision to have a farmers market on the second floor was regrettable. John Babb, a local builder, observed that during his trips to England markets were not on the principal streets and always occupied ground space.

One of the most interesting letters came from local furrier, William Lech.

"To my mind there is nothing deserving of more

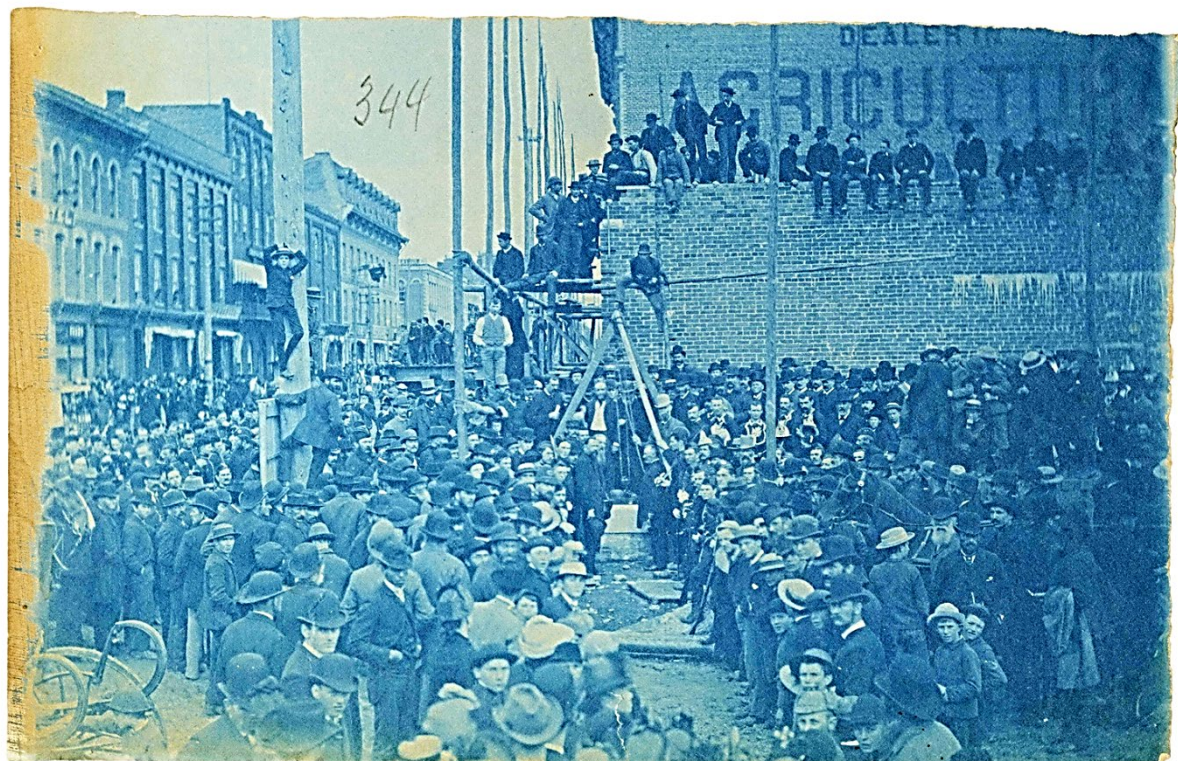
consideration than the erection of public buildings and more so of a building as contemplated by our council that the same should be such as to meet the comforts of both the population of Peterborough and those who bring their produce for sale to that market, and that a consideration of dollars and cents cannot be the essential part, must be apparent to anyone. The importance of the work should have demanded a calling of a public meeting by the council to have the matter discussed, not on the ground of having or not having a market house but how it would be most advisable to build one, as even the most stingy of ratepayers must admit that Peterborough has been in want of such accommodation for many years. The ratepayers of the town are told, repeatedly of the importance of Peterborough with its natural advantages to become a centre of prominence. Such a view I took when in 1861 I entered as a stranger, and seeing the fine school building and court house I decided to make my home here.

"With this in view, in my private building, I have tried to conform to my expectations of Peterborough's bright future, but the council's views must have been gloomy indeed when they purchased and fitted up their present chambers [on Simcoe Street], which are less suitable than their former ones. I repeat my charge which I made at the Board of Trade meeting, that a great deal of bungling has been going on in our council, and such now seems to be the case. Had the building of a market house been brought up at the time of the purchase of the present Town buildings, with the intention of using ground floor for a market, second for town office and a third floor for public meetings or band purposes, I believe the ratepayers would have voted \$30,000 for such a purpose.

"I have had occasion to be at Board of Trade meetings in council chamber and remarks were made at the smell coming up from the stable; and in receiving strangers in such a council chamber what an impression must they get of Peterborough. Now is the councillors' chance to rectify this blunder, as sooner or later the people will be asked for another grant to supply the wants of new chambers. In conclusion, my views are decidedly against the building of a market on the second floor, and I hope if the ratepayers will consider the matter more fully to what an inconvenience people in general and ladies in particular are subjected to in climbing up and down stairs for all time to come, then the plea of dollars and cents needs no second thought. Although I am a large ratepayer and personally practise economy, yet in this matter I consider the council's economy penny wise and pound foolish."

On 3 August, Councillor T. Cahill announced tenders for an entirely new market building were extended to 8 August 1889. "Pressed brick will not be required. Tenders must be in accordance with the plans and specifications, which may be seen at the office of J.E. Belcher, Esq., Town Engineer. Tenders to be left at the Town Clerk's office."

Square, and the only building to survive the razing of the block to built Peterborough Square. The contractor was Thomas Rutherford, working with several other tradespeople. John Hayes, the stonemason on Sherbrooke Street aided by his son did the stonework. The brickwork was done by Ed Webb, Sr. and Ed Webb, Jr. Thomas Sabine was the plasterer while the



The laying of the cornerstone of the Market Hall, 25 September 1889. (Roy Studio cyan print, PMA)

The laying of the cornerstone of the Market Hall on 25 September 1889 was a school holiday and the turnout for the special event was outstanding and captured in a series of photos taken by Robert Maitland Roy, who in 1896 opened the Roy Studio on Hunter Street. Mayor James Stevenson and architect, John E. Belcher can be seen standing by the tripod where the stone is about to be laid. The southern wall of the Bradburn Opera House abutted the Market Hall site. Many people who attended the laying of the cornerstone also remembered the laying of the old Market House's cornerstone 38 years earlier.

The Market Hall was built over 1889-90 at a cost of \$26,000, about half spent each year. It proved to be the last landmark building erected on the Market

painting was done by Samuel Sharp and his partner name Smith.

The two storey red brick structure has been described in its heritage designation as "late 19th century functional commercial architecture" but it is Italianate style. The distinctive fenestration on the ground level features tall windows with semi-circular tops; the second floor echoes these window designs but not so tall. There is a dramatic gable on the third floor above the former arcade entrance.

When it opened, the building had five stores on the ground floor, mainly for fruit sellers and butchers, and an open hall for market purposes on the second floor. The clock that had formerly been atop the Bradburn Opera House was moved across the joined roofs and installed in the Market Hall tower in February 1890.

There was concern in November 1889 when workers were still working on the towers, one of which was above a problem area. The brickwork developed ugly cracks particularly in the south east tower. There



was considerable speculation about what had happened but the concern was dispelled by Belcher who said “the damage was slight and could be easily repaired.” The corner was braced with needle beams and the repairs begun. Some of the walls were buttressed and the brick pier was rebuilt and some changes were made in the south east tower, notably reducing openings for windows and doors.

Market Hall painting by D. Green (TVA)

The new Market Hall proved to be everything that Belcher had promised.

The building has been altered over the years but

the west and south facades retain the main characteristics of Belcher’s design. Despite many challenges between the 1940s and 1970s, the Market Hall and its clock tower has survived as the distinctive

symbol of the centre of the downtown. Part of the hall that projected toward the east side where the market was held was removed during the renovations linking the Market Hall to the new Peterborough Square.

During the 1940s there was concern about the cleanliness of the Market Hall which was then used for the local badminton club and the farmers market. The Town Trust was responsible for the maintenance of the Market Hall but the responsibility was with the Town Council. The Faludi Report of 1944 recommended replacing the Market Hall with a new City Hall, but that did not happen. However, the Trust Committee did not have water installed for the market hall because it would also require heating the building so that the water would not freeze in winter. Council requested the water as early as 1944 but the Town Trust lost the request.

Over the 1950s and 1960s local businessmen favoured replacing the Market Hall which was dismissed as old and as rather like other market halls. In fact, there is no Market Hall in Ontario that looks like Peterborough’s. Feelings about the Market Hall changed in the 1970s during the development of the 1974 Ontario Heritage Act. At hearings on the proposal for Peterborough Square heritage

enthusiasts persuasively made the case that the Market Hall was the symbol of the centre of town, and that rather than turn its back on George Street as the first plan suggested, it was important to make Peterborough open to George Street as an anchor balancing Eatons on the east side of the new mall. As well, brick and the prevailing height of George Street’s brick streetscape should continue through the Peterborough Square.

The Market Hall never emerged as a strong commercial attraction but its value as a venue for music and theatre was evident. Eventually following a fundraising campaign supported by local citizens the City reacquired the Market Hall and it was superbly reimaged as a community space.

Around Market Square: A Note on Terminology

Jon Oldham and Elwood H. Jones

In discussing the events relating to Peterborough's Market Square, a number of terms have been used which perhaps require further explanation. Several terms were used by contemporaries to mean different things at different times and some buildings were known by different names at different times. The authors have attempted to remain consistent in the use of terms for clarity, even when the use of such terms becomes slightly anachronistic.

Below is a list of terms we use and what is meant by them:

Market Square (or simply the **Square**)— the geographic area bounded by George, Charlotte, Water and Simcoe Streets. This is the term used in the mid 19th century to refer to this 'city block'. It was established by the 1825 survey, known then as the **Market Reserve** (the property being reserved for the Crown and not sold or granted to private interest). Legally, it consisted of the four properties described as "south Simcoe, East George Lots 1 and 2" and "North Charlotte, East George Lots 1 and 2". It remained Crown land until it was granted to the Corporation of the Town of Peterborough in 1851 (and for a brief time remained the only real estate owned by the Corporation). This is distinguished from use of the term **market square** (lower case), which we use sparingly, but do so in reference simply to the open area upon which market activities took place (of course, in this era, these activities took place within the Market Square). It is also distinguished from the term **Market Block**, which was sometimes used to refer to this city block, but more often in this era to refer to the single building that stood at Simcoe and George Streets.

The Town divided the Market Square into lots, numbered along George Street from Simcoe as 1 and Charlotte as 12.

Block – though today we most often use the term to mean a 'city block' (geographical area bounded by four streets), the term was also used in the latter 19th century to mean a single building that contained multiple units (often commercial). Generally, these blocks were referred to contemporarily by the name of the owner at the time (e.g. Perry's Block, Hopkins' Block, etc.) Hence, the name of the block could change with ownership without any new construction – and different buildings could acquire new names. It was less a case of the building having an official name, and more a way to identify a building by the owner, in a time before municipal addresses were introduced in 1887. Sometimes they were alternatively referenced as "*Name's Building*" or "*Name's Block*".

Market Block – the commercial building built circa 1857 by William Adam Scott that occupied leased Lots 1 and 2 on George Street, within the Market Square, replacing the Perry Block which burned down in 1857. Scott purchased the ground lease from Charles Perry, who was unable to rebuild

after the 1857 fire. Scott lost this building (and others) in a Chancery sale in 1873 and the building (and lease) were then purchased by Thomas Bradburn at public auction. The building then became known as the Bradburn Building. "Market Block" is a particularly confusing name, since contemporaries in the latter decade of the 19th century began referring to the Market Square also as the Market Block (meaning 'city block'). To avoid confusion, the authors use the term Market Block only to mean the building. Direct quotes from contemporaries that use the term otherwise are clarified with a parenthetical note. This building should also not be confused with the other building on the Market Square that was also owned by W.A. Scott (Lots 5 and 6).

Market House and Town Hall – the building constructed in 1851, mid-way between Simcoe and Charlotte on Water Street. Designed by Walter Sheridan and constructed by David Taylor. This building contained, at first, two major functions: market activities (typically, stalls for butchers) on the ground floor, and a Town Hall on the second floor. The Town Hall in this era was essentially a large room with space for a moderate audience. It doubled as Council Chambers and was sometimes referred to as such. It was rented (for fee or for free) to groups for meetings and performances and in this context was often advertised as "Town Hall". The building itself was sometimes referred to simply as "Town Hall" and sometimes as "Market House". Between 18— and 18--, the second floor was rented by E.C. Hill and used as a performance space, referred to as E.C. Hill's "Music Hall", though market activity persisted on the ground floor until the new Market Hall was constructed in 1889. Once Council Chambers were removed to the Bradburn Opera House, the building and/or the second floor of that building was sometimes referred to as "Old Town Hall," "Music Hall", or "Market House." At several points, Council discussed selling the building, but retained ownership until its demolition.

Colborne Tavern / Ferguson's Building – this building (sometimes referred to simply as a 'house') existed on leased land on the south-west corner of the Market Square. It was, at the time of incorporation, owned by Frederick Ferguson but rented out to others as a tavern, known as the Colborne Tavern or Colborne House. Town Council purchased the building from Ferguson in 1850 and began to use it for several different municipal purposes. It seems that the building's use as a tavern ceased at this time. It contained the Town's first Council Chambers and the location where Council met (mostly) until the Market House and Town Hall was built. It was, at times, also the residence for the Chief Constable or Mayor – and exclusively so after the Market House and Town Hall was built. At the time of the cornerstone-laying for the Market House and Town Hall (1851), it was referred to by some simply as "Town Hall."

Market Building aka (The Second) Market Hall – this building was designed by John E. Belcher and constructed 1889-90 as a replacement for the Market House. It stood (and remains today) on the south-west corner of the Market Square (north-east corner of George and Charlotte Streets). The building contained space suitable for public performances but was never considered the Town Hall, nor did it host Council or its activities. It is the lone survivor of the demolition work and construction of Peterborough Square.

Bradburn Opera House – Alternatively referred to as the Bradburn Opera Building or the Bradburn Town Hall, this building was designed by John E. Belcher, and constructed for Thomas Bradburn in 1875. It contained retail stores, provided a physical connection between George Street and the market via an indoor arcade, contained several municipal offices and a 1,200-seat opera house, which doubled as Council Chambers. It was the “Town Hall” from 1875-1885 and a large number (though not all) municipal activities and offices were contained within its walls. The Corporation made use of the space under a 10-year agreement with Bradburn, which was not renewed. The building was constructed on Lots 7 to 11 on the George Street side of the Market Square (lots which had been designated for a Town Hall ever since the first plan for the Square was approved – that by William Thomas). A tower contained the Town Clock, which remained under a rental agreement after Council vacated the building (1885) and until the Market Hall was completed (1890), at which point the Clock was transferred to the new Market Hall.

Town Hall (as a physical building) – This term referred to many different spaces over the years, so it depends entirely on context to know what building or space was being referred to. Prior to 1850, there is evidence to suggest that at least one building was referred to as ‘Town Hall’ – a vague reference to a building east of St. John’s Church, but which was relocated to George Street, where it was later lost to fire. It never hosted municipal activity as it existed prior to incorporation, but presumably was used as a meeting place of sorts. We make no further mention of this building in the article. For our purposes, “Town Hall” meant variously: the former Colborne Tavern building (1850-1852), the Market House and Town Hall (1852-1875), the Bradburn Opera House (1875-1885), and the Municipal Buildings at Simcoe and Water (1885-1951).

Town Hall (as a concept or planned idea) - William Thomas’ plan for the Market Square included plans for a Town Hall, mid-way between Simcoe and Charlotte on George Street. It appears that Council was briefly, in 1851, ready to proceed with constructing it but that action was quickly rescinded and the building was never built. Instead, Council approved construction of Sheridan’s Market House and Town Hall. For many years, it appears that Council retained hope to one day construct a proper, dedicated Town Hall on George Street. In 1857, when the Stewart Plan replaced the William Thomas Plan, interest in a George Street Town Hall was renewed. There were many indications that it would be built at that time and many observers began to refer to the plan/site as the New

Town Hall. However, it too was never built. Until the deal with Bradburn was made to construct the Opera House/Town Hall, no dedicated Town Hall was built and though the Market House continued to function as the Town Hall, it was less and less referred to as such – generally being called simply the Market House or then the Music Hall.

Market – What would generally be referred to today as a Farmer’s Market, the Market was controlled and regulated by the Town of Peterborough. Various By-Laws established both the rules and the associated fees for its use. Commercial activity within the Town was restricted to the market, making it illegal to sell market goods in retail stores during market hours. Similarly, transactions involving market goods outside of market hours were illegal, carrying charges of ‘forestalling’ if the perpetrators were caught. Stalls were rented annually by the Town to vendors, allotted by public auction, and certain commodities (such as hay) required weighing prior to sale, a service the Town controlled (and charged fees for). The Market was an important source of revenue for the Town and demanded a significant portion of its attention. The Market Clerk was a Town employee who was authorized to collect the necessary fees and rents, and to enforce the Market rules. It was the butchers who primarily sold their wares from within the Market House, paid the highest rents and had the greatest influence.

House - A self-contained, stand-alone building that may or may not have served multiple purposes. The term, as it was used in this era, does not imply status as a residence. This is distinguished from a **Block**, which was also a self-contained, stand-alone building, but which contained more than one (usually commercial) unit.

Hall – The use of the term Hall seems to have evolved from simply meaning an open, indoor, multi-use public space, to meaning a building which contains space for this purpose, but also other related spaces and/or offices. So, the building to replace the Market House was given the name Market Hall, though their function was essentially the same. The term ‘Town Hall’ could variously mean the meeting space and Council chambers within the Market House and then later come to mean a building to contain Council chambers, meeting space(s) and other municipal offices.

Town vs. town – Where it is possible, we distinguish between **Town** (meaning the Corporation of the Town of Peterborough) and **town** (meaning the place and/or community). Sometimes, where the meaning is ambiguous or the distinction isn’t important, we simply use **town**.

Engine House – In the story of the Market Square, the Engine House served to house the engines used by the Fire Brigade. At several points, Council discussed the need and approved one being built. What became known as the Engine House, however, was built by merchant Daniel Hopkins, circa 1860 and alternatively known as Hopkin’s Block. However, later historians attributed the construction to the Town itself. The building housed many different businesses over the years, including Hopkins himself, his son-in-law, George A. Cox,

photographer, R. Thompson, and the Flavell Brothers. At some point between 1860-1880, it was used – and referred to – as an Engine House. After Hopkins' death in 1880, the building was sold at auction to James Stevenson, who later sold it to the Town, in 1883 for use as its Municipal Offices. But the plan to use this building must have been discussed earlier – at least hypothetically – because John E. Belcher produced a plan to redesign the building (including the adjacent Bank of Toronto building), calling it a "Town Hall", in 1878. In any case, once the Town acquired the buildings in 1883, Belcher's plan was realized.

Hopkins' Block – see the entry for the Engine House. Hopkins also owned (and built) the adjacent Bank of Toronto building at Simcoe and Water that, along with the Engine House, would become the Municipal Offices (1885-1951).

Bank of Toronto Building – This building was owned and built by Daniel Hopkins on the corner of Simcoe and Water Streets in 1865 and abutted his existing Block (Engine House). The ground floor tenant was the Bank of Toronto and the offices above were rented by lawyers, D.G. Hatton and Charles Weller. After Hopkins' death in 1880, this building was sold to James Stevenson and was then sold to the Town in 1883 for its use as Municipal Offices.

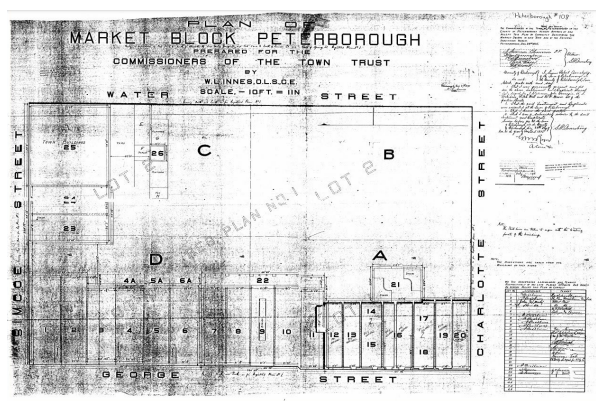
Municipal Offices or Municipal Building – This building complex was constructed by Daniel Hopkins in two stages: Hopkins' Block/Engine House (1860) and the Bank of Toronto building (1865). Both were acquired by James Stevenson after Hopkins' death in 1880 and then sold to the Town in 1883 for use as Municipal Offices. Functionally, this complex was effectively the Town Hall after the Town vacated the Bradburn Opera House. It contained Council Chambers on the second floor and several offices. It remained the de facto Town Hall until the current City Hall was built in 1951 at 500 George Street, N.

Lundy's Building – William Lundy acquired a 21-year ground lease for Market Square, Lot 3 on George Street from the Town on 5 May 1857 and had this building constructed. Style-wise, it matched very closely the design of Scott's Market Block to the north and Thomas White's building to the south, and must have conformed to the Stewart Plan, as that plan was in effect at that time, having replaced the plan of William Thomas. This building was never referred to as Lundy's Block, possibly because it only occupied a single lot with one ground floor tenant.

Thomas White's Building – Thomas White, Sr. acquired a 21-year ground lease for Market Square, Lot 4 on George Street from the Town also on 5 May 1857 and had this building constructed (likely at the same time and probably by the same contractor as Lundy's). Style-wise, it matched the design of Scott's Market Block and Lundy's building, and therefore presumably represented the design contained within the Stewart Plan. Like Lundy's, this building never seems to have been referred to as a Block, presumably because it too occupied only a single lot and only contained one ground floor tenant at any time.

William Thomas Plan – The plans and specifications for a Market House and Town Hall, and other buildings on three sides of the Market Square, submitted to the Town in August 1850. Thomas' Plan was selected by Council as the best plan for the Market Square. No surviving copy of the plan itself exists. It is unknown what details were included for the Markey House portion, but the Town Hall was described later by Craw as 'very ordinary'. The design, however, apparently contained a verandah and balcony overlooking George Street and would have occupied (probably) Lots 5 to 8 on George Street (when there were 12 lots, which became lots 7 to 11 after the lots were narrowed and renumbered under the Stewart Plan), mid-way between Simcoe and Charlotte. The only building actually constructed while this plan was in force (1850-1857), was the Perry Block on Lots 1 and 2, at the corner of Simcoe and George Streets. When that building was lost to fire in 1857, Council re-envisioned the lot sizes for the Square to be narrower (following, or influenced by, a proposal made by Elias Burnham). It was then that a new plan for the Square was sought and the Stewart plan was adopted.

Stewart Plan – This plan was attributed to George and Charles Stewart, then of Port Hope. George and Charles were sons of Thomas A. and Frances Stewart. George was trained as a land surveyor and Charles had previously been in business alone as an architect. Their partnership was short-lived as George returned to work (almost) exclusively as a surveyor and Charles married and relocated to England. It was, however, this plan that was in force during the construction of the Market Block (W.A. Scott's building at Lots 1 and 2, 1857), Lundy's Building (Lot 3, 1857) and Thomas White's Building (Lot 4, 1857), the Hopkins Block (Simcoe Street, 1860) and the Bank of Toronto Building (Simcoe and Water Streets, 1865).



John Belcher "Plan" – Although it appears that the style and influence of John E. Belcher superseded that of the Stewart Brothers, we have not found reference to any overarching Belcher Plan for the Square as a whole. Certainly, it was Belcher who designed the Bradburn Opera House and the Market Hall and altered the Municipal Buildings at Simcoe and Water Streets.

STEWART, GEORGE ALEXANDER

The following information is taken from the Dictionary of Canadian Architects.

STEWART, George Alexander (1830-1917), son of Thomas A. Stewart of Peterborough, Ont., was born there on 26 August 1830. He received his early training as a surveyor under John Read in 1849 and then moved to Toronto to work under **Sir Sandford Fleming**, whom he assisted with surveying work for the Northern Railway. Stewart registered as a Provincial Land Surveyor on 8 July 1852 and then moved to Port Hope to open an office as 'Civil Engineer, Architect and P.L.S.' (Port Hope Guide, 28 Oct. 1854, 1, advert.). By 1857 he was joined in partnership by his brother Charles E. Stewart (Port Hope Guide, 24 Jan. 1857, 3, advert.), but by March 1859 he once again was working under his own name. His primary work as a surveyor was, on occasion, supplemented by architectural work; in 1862 he submitted an ambitious Palladian design for the Victoria County Court House in Lindsay (M. MacRae & A. Adamson, *Cornerstones of Order*, 1983, 187, illus.). His scheme was not premiated however, and **Cumberland & Storm** of Toronto were declared the winners.

In 1868 he was appointed as Chief Engineer of the Midland Railway at Port Hope and held this position until 1877 when he moved back to Peterborough. In September 1880 he formed a partnership in Toronto with his son-in-law **Arthur R. Denison** and while the firm was active in that city until June of 1886 it appears that Stewart had left Toronto before this time, perhaps in 1883, to take up residence in Winnipeg. By 1886 he had moved to Banff, Alberta to direct the survey of Canada's first national park, known as Rocky Mountains Park (now Banff National Park). Stewart accepted the appointment of Superintendent of that park, and from 1898 until 1902 he held the position of Engineer for the City of Calgary. He retired from active practice in late 1902 and moved to Victoria, B.C. where he died on 13 May 1917 (obituary in the *Colonist* [Victoria], 16 May 1917, 7; *Victoria Daily Times*, 16 May 1917, 13; biography and port. in *Association of Ontario Land Surveyors Annual Reports*, 1918, 182-4).

G. A. STEWART

PETERBOROUGH, ONT., residence for Charles Dunlop, 1852 (J. Rempel, *Building with Wood*, 1980, 160-1)
 PORT HOPE, ONT., residence for William Fraser, Walton Street, 1857 (Port Hope Guide, 21 Nov. 1857, 1)
 INDIAN HEAD, SASK., large grain elevator for the Qu'Appelle Valley Farming Co., 1884 (Manitoba Daily Free Press [Winnipeg], 22 July 1884, 3, descrip.)
 GRISWOLD, MAN., large grain elevator for the Griswold Farmer's Elevator Co., 1884 (Brandon Weekly Sun, 28 Aug. 1884, 7)

STEWART & DENISON

(works in Toronto unless noted)

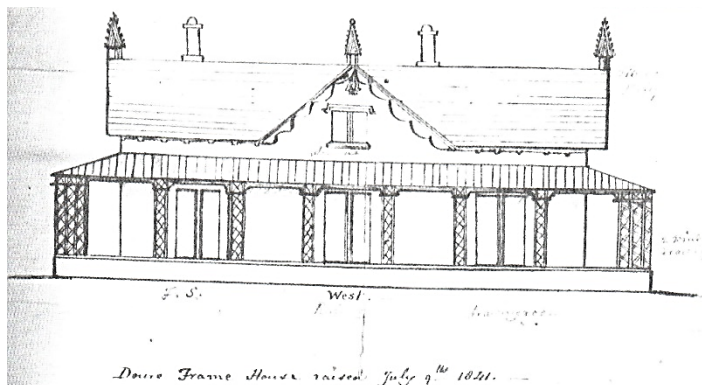


Illustration: Auburn II, the Stewart family home which was model for Malone (Martha Kidd and Louis Taylor Historical Sketches of Peterborough)

HOPE STREET PUBLIC SCHOOL, Manning Avenue at Robinson Street, 1880 (Globe [Toronto], 22 Oct. 1880, 7, t.c.)
 LAMBTON MILLS, six cottages for workers at the Woolen Factory, 1880 (Globe [Toronto], 3 Dec. 1880, 7, t.c.)
 BROCKTON VILLAGE, West Toronto, Public School, St. Claren's Avenue at Shirley Street, 1881 (Globe [Toronto], 7 July 1881, 8, t.c.; 9, news item)
 BELLEVILLE, ONT., Anglican Church, Coleman Street at Catherine Street, 1881-82 (Evangelical Churchman [Toronto], 26 May 1881, 40; Daily Intelligencer [Belleville], 5 April 1882, 2, descrip.)
 RUNNYMEDE ROAD, near Bloor Street West, public school, 1882 (Telegram [Toronto], 4 Feb. 1882, 6, t.c.)
 ST. PHILIP'S ANGLICAN CHURCH, Spadina Avenue at Dundas Street West, 1883-84; demol. c. 1980 (Globe [Toronto], 9 March 1883, 7, t.c.; 28 Jan. 1884, 6, descrip.)
 DALE AVENUE, residence for William Croft, 1883 (Globe [Toronto], 5 May 1883, 5)
 PARKDALE MASONIC HALL, Queen Street West at Dowling Avenue, 1883 (Telegram [Toronto], 11 Aug. 1883, 2, t.c.; Toronto Daily Mail, 7 Sept. 1883, 2, descrip.)
 UXBRIDGE, ONT., Presbyterian Church, 1884 (Globe [Toronto], 2 Feb. 1884, 9, t.c.)
 TORONTO ISLAND, St. Andrew-by-the-Lake Anglican Church, 1884; with residence for Bishop Sweatman, 1884 (Telegram [Toronto], 2 Feb. 1884, 2, t.c.; Toronto Daily Mail, 14 Feb. 1884, 8; 22 July 1884, 8, descrip.; W. Dendy, *Lost Toronto*, 1993, 48-9, illus.)
 UXBRIDGE, ONT., Market Hall, 1884 (Telegram [Toronto], 7 April 1884, 3, t.c.)
 UXBRIDGE, ONT., large store and public hall, 1884 (Telegram [Toronto], 5 July 1884, 3, t.c.)
 KETTLE POINT, ONT., Anglican Church for the Indian Reserve, 1884 (Sarnia Observer, 18 July 1884, 5)
 FIREHALL NO. 12, Bolton Avenue, St. Matthew's Ward, 1884 (Globe [Toronto], 1 Oct. 1884, 3, t.c.)
 LINDSAY, ONT., St. Paul's Anglican Church, Russell Street, 1885 (Evangelical Churchman [Toronto], 13 Nov. 1884, 326-7; Canadian Post [Lindsay], 27 Nov. 1885, 1, illus. & descrip.)
 EUCLID AVENUE METHODIST CHURCH, Queen Street West at Euclid Avenue, enlargement and alterations, 1885 (Telegram [Toronto], 4 July 1885, 3)

LATE MR. T.D. BELCHER. C E.*Daily Review, 15 April 1886*

By the untimely death after a prolonged illness of the late Mr. Thomas Draves Belcher C.E., a great public loss has been sustained. He was born at Cork, Ireland, in 1847, being the fourth son of the late Samuel Belcher, architect, of that city. He graduated at Queen's University, in Cork. Subsequently he studied under the late Peter Ellis, C.E., Liverpool, and after practising his profession as a civil engineer, more especially the hydraulic branch, in Ireland and England, he came to this country in 1872, and took up his residence in Peterborough. In 1873 he was appointed Chief Engineer and Superintendent of the Newcastle District and Trent waters, and he performed the onerous duties of, this position with indefatigable zeal and great skill. No man did more than Mr. Belcher to revive the old project of opening up the Trent Valley Navigation from the Georgian Bay to the Bay of Quinte, and no man did more to promote and further its progress after it had been thus revived. This is saying much, for many others have worked hard and usefully in the same cause, but it is only doing Mr. Belcher justice to place him at their head. From the time when the frustration of the endeavor to yield these works to the Provincial Administration for construction awoke renewed interest in the plan, Mr. Belcher worked incessantly at it, sparing neither his time, his talents, nor his purse. There can be little doubt indeed that his continuous exertions, so unremitting that for many years his vacations amounted to less than a month in all, shortened his life by bringing on the illness that has proved fatal. But in spite of all remonstrances from friends, who saw that he was suffering from prolonged overwork, he refused to

leave his post. That the Trent Valley Canal is now a public work in progress, and with the pledge of continuous construction all completed, is greatly due to this self-sacrifice on his part. Mr. Belcher was twice married, first to Miss Aletta B. Macdonald, second daughter of the late Lieut.-Gen. John Macdonald, and sister of Mrs. J. E. Belcher and Mrs. J. E. Hammond. She died in 1876, her only child not surviving her. His second marriage was to Miss M. Kennin, youngest daughter of Mr. Kennin, of New York. He leaves a widow but no children surviving him. Mr. T. D. Belcher was an attached member of the Church of England and Ireland. He belonged to the Masonic fraternity, being a member of Corinthian Lodge, Peterborough. In politics he was a Conservative, but he never let party feelings interfere with his public duties. His death occurred at his residence, Beverley street, Toronto, on Monday, April 12, and was not unexpected, little hope of his recovery having been held out by his medical advisers for some time past. His widow and other relatives have the sincere sympathy of the community, which has indeed also sustained a heavy loss. His remains were conveyed from Toronto to Peterborough to the residence of his brother, Mr. J. E. Belcher, and were taken thence for interment in the Little Lake Cemetery. The pall-bearers were Messrs. C. H. Sheffield, H. C. Rogers, R. B. Rogers, Hon. R. Hamilton, R. A. Morrow, and T. A. Hay. He was followed to the grave by a number of his relatives and by many others desirous of paying this token of respect to his memory.

FREDERICK FERGUSON DIED*Examiner, 30 May 1867*

At his residence, in this Town. on Monday, the 26th inst Frederick Ferguson, Esq., in the 65th year of his age. Mr. Ferguson came to this place a long time ago, and for a number of years carried on an extensive business, both as a merchant and a distiller. In 1841 he ran for Parliament on the Conservative side in company with Colonel McDonell, against Dr. Gilchrist, but was defeated by the Dr. being elected. When the Seat of Government was commissioned and was moved to Kingston, Mr. F. was employed in the public departments there where he remained for several years.

He came back to this town around 1847. In 1852, he ran again for Parliament when Mr. Conger was elected. He was for a long time on the Commission of the Peace. Has taken an active hand in County and Town matters, and upon the completion of the Millbrook Branch, has held the situation of the Manager of the Railway at the terminals. He leaves behind him a wife, three daughters and one son. His remains were conveyed to their last resting place yesterday, accompanied by a number of the inhabitants of the Town.

JOHN E. BELCHER, ARCHITECT

From the 1870s to the 1910s, John Belcher (1834-1915) made a significant impact on Peterborough's built heritage. The Trent Valley Archives has been planning to do a bus tour relating to John Belcher, but on reflection we have opted to do a book on Belcher, as a way to capture the full breadth of a career that had impact in countless ways. He was a civil engineer with the Trent Canal, for the county of Peterborough and for the town of Peterborough. He was also an architect whose works included commercial, industrial, religious and cultural institutions, as well as many private residences.

I have compiled an extensive list of buildings that were designed by John Belcher, or his firm, as well as buildings for which the architect is unknown, but which were built in styles reminiscent of Belcher's known work.

The list has 16 churches built between 1870 and 1910. The earliest in Peterborough was the Charlotte Street Methodist Church, which was on the site of the Peterborough Clinic, and part of which survived to the 1960s as the Jewish synagogue. He also built the Presbyterian Church in Springville, 1880-81 and the Methodist church in Millbrook, 1881-82.



St. John's Anglican Church Peterborough

Elwood H. Jones

He built several Anglican churches beginning with Christ Church Anglican in Bobcaygeon, 1870-71. His other Anglican churches include the important rebuilding of St. John's Anglican Church in Peterborough, a project completed in November 1882. He also built in 1890-01 the first All Saints Anglican Church, now the parish hall at Rubidge and Sherbrooke. His other Anglican churches include St. George's Haliburton, 1880; Baillieboro, 1890-91; St. Aidan's Young's Point, 1899; and St. James, Emily, 1900.

With churches, his biggest impact was in building for the Roman Catholic Diocese of Peterborough. These churches included extensive alterations during 1884-1885 to convert a parish church into the Cathedral of St. Peter's in Chains. He was the architect for St. Joseph's in Douro, 1892-93; for St. Michael's Cobourg, 1895-96; and for Sacred Heart, Peterborough, 1910.

In addition to the churches, however, he also designed several buildings in the downtown that effectively upgraded the look of Peterborough, and suggested an ambition to be an important town, the Manchester of Canada. The Daily Examiner for June 27, 1885 commented on the "Progress of the Town." "There are, indeed, few of the minor cities that can approach the town in the general excellence of her business blocks, public buildings, private residence of tenement erections."

The Examiner gave credit to local businessmen such as George A. Cox, James Stevenson, Thomas Bradburn and William Cluxton. Cox projects included the "new tenement row" on Rubidge Street, which we now call Cox Terrace. As well, his businesses had been consolidated in the large, new building at Brock and George, which was originally four storeys tall, and then the building of two buildings we now call the Morrow Block, named for Cox's nephew, W. G. Morrow, of which in 1880 when built one was for the post office. These buildings inspired the upgrading of buildings along George Street with mansard roofs, a trademark of the Second Empire style. In 1881, Cluxton had his building at George and Hunter built in this style, and until it was demolished in 1971, it stood as the best building on George Street. Bradburn had built the Bradburn Opera Building and the Bradburn Building, both just south of Simcoe Street, and both torn down to build Peterborough Square which opened in 1975.

Peterborough had two significant architectural firms in the 1880s: Ranney and Blackwell and the firm of John E. Belcher. As well, some buildings were designed by other architects. However, John E. Belcher was already helping to change the look of Peterborough's downtown. The Cluxton Building and

the Morrow Building, the major catalysts of downtown development, were both designed by Belcher.

As well, in 1886, Belcher was designing a major building for the Toronto Real Estate Investment Company which would cover most of the quarter block stretching from Water and Hunter. The Examiner described the contemplated building. "The plans which Mr. J. R. Belcher is preparing, subject to approval show a magnificent building, 4 stories high with mansard roof and three towers (one on Water street, one on Hunter and one on the corner) with a frontage on Water street of 192 feet, divided into ten shops, and on Hunter, 115 feet, divided into 6 shops. It will undoubtedly be the largest and handsomest block in town." The final result was really three buildings, and there was no mansard roof or towers.

Belcher was also the architect for some hotels. The building now called the Red Dog was described as built for John Wilson, who owned the nearby Royal Oak Hotel. "Three stories in front and two in the rear, with two story annex for kitchens. Part of the structure is built over the creek, supported on rolled iron girders imported from Philadelphia, size 60x30, with however, 10 feet taken off west end of lower story for arch way entrance to stable yards. Fitted up with all modern improvements in hotels, gas and town water. J.E Belcher architect, A. Rutherford contractor, P. McNamara brick and stone work. Cost \$5000."

In 1888, Belcher built the Peterborough House Hotel, sometimes known as Halpin's Hotel. This building was on the south side of Hunter near Aylmer,

This building was built in a clean Italianate style. Palladian windows ran across the second floor arranged singly except for a paired at the centre under the pediment, itself a dominant work. The Palladian windows were echoed on the main floor, forming the transoms for the doors and the display windows. The tower was on the corner, and was a dramatic exclamation point: this was the centre of the town. The building replaced an open field and it was expected that commercial growth would increase south of the intersection. The former market hall, whose corner stone had been laid in late September 38 years earlier, almost to the day. That building, the only Peterborough work of the great architect William Thomas, was then demolished and a large rectangular farmers market was established along the Water Street side of the block.

From 1939 to 1975, local businessmen argued that the Market Hall should be demolished and replaced with a modern building. Its survival has been important, for this building is the symbol of the downtown. Its uses have been more secondary than might have been hoped, and that is probably because the area along Charlotte Street has not developed pedestrian traffic.

Belcher was also the architect for the Peterborough Lock Company, formed locally in 1885, and quickly emerging as a significant Peterborough industry. It stood on the site of the city bus terminal.

He was the architect for the two downtown Roman Catholic schools.

His other main buildings in the downtown area were the Total Abstinence Society Hall on Simcoe

Street just east of George Street. As well, he was the architect of Peterborough Collegiate Institute, built 1907-8, and of the Carnegie Public Library on the corner of McDonnell and George, within view of the collegiate. He also designed the monument honouring Captain Edward Brown who died at Batoche, while serving with Boulton's Scouts during the 1885 Riel Rebellion.

Belcher was also the architect of significant institutional buildings outside the downtown. He also helped to define a major residential style that was quite sophisticated.



just west of the entrance to the parking garage.

Belcher's most important downtown building was the new Market Hall, built in 1889 and 1890, which still dignifies the corner of Charlotte and George.

This picture of Hunter street looking east from Aylmer c. 1950 shows some Belcher buildings. In the upper left is the Morrow Building and in the lower right are several hotels, the middle of which was designed by Belcher.

The Store that Jack Built: The Origins of the Young's Point General Store

Michael P. Dolbey

The present Young's Point General Store is believed to date from the early 1940s but part of the store has a much earlier origin. An old winch, said to have been used by the Young family to draw their steamboats out of the water at *Steamboat Bay* east of the lock at Young's Point, was found in the woods just north of Young's Point General Store. Before he died in June 2020, long-time Young's Point resident, Sandy MacNaughton, told store owner, Linda Gillespie, that the winch had been used to move part of the store to its present location. However, Linda did not know which part of the store or when it was moved.¹ As outlined below, it is believed that the former Pope's Corners store was moved to become the south portion of Young's Point General Store sometime between 1941 and 1943. Linda would like to know when the move was made and find a photograph of the move if one exists.

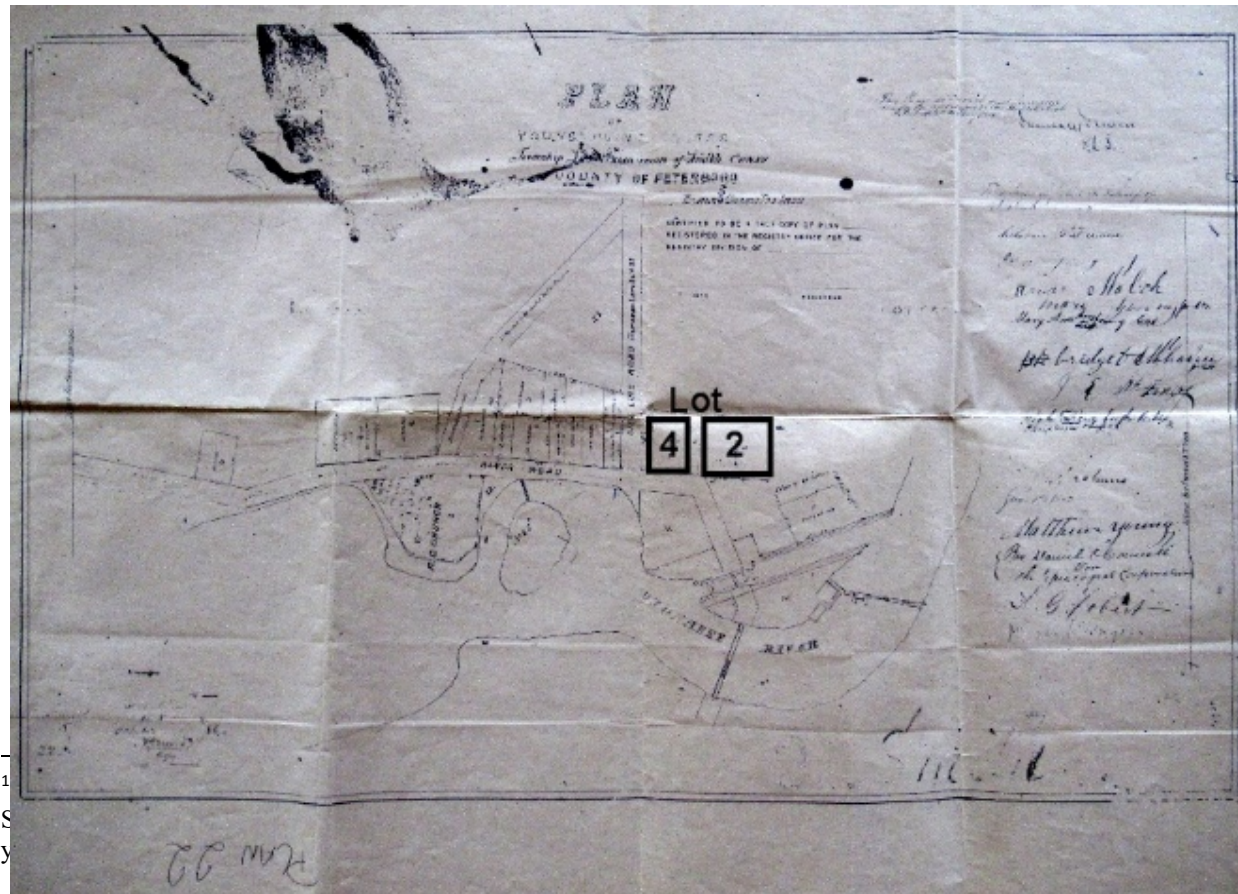
Young's Point General Store was owned and operated for many years by Jack Young. William John (Jack) Young was the son of Edward and Elizabeth Young. Edward, the son of Frank Young, was born in



Young's Point General Store, October 2020



Winch found near Young's Point General Store.



Draft Plan 22 of the Village of Young's Point registered 5 October 1886.

Ennismore in about 1860 but moved with his family to Young's Point at an early age. As a young man he had been a captain for the Stony Lake Navigation Company on various steamers running between Peterborough and Lindsay. He opened the Edward Young General Store in 1898 located on the north side of River Road just east of the road to the swing bridge over the canal west of Young's Point lock. The building still exists and for many years was the home of Alternative Enterprises, now Fires Alive Fireplace Store.²

In the mid 1850s the road to Young's Point from Peterborough was on the west side of Lake Katchewanooka, now known as *Young's Point Road* and travel north from Young's Point was on the Sideline road between Lots 36 & 37. This sideline road separated the Young's property with their mills from the Village that grew up along the River Road to the west. The opening of the first part of the Burleigh Colonization Road in 1862 increased traffic through the village and a bypass was constructed around the Village starting on River Road at St. Mary's Roman Catholic church and arching above to meet the sideline road 0.2 km (700 feet) north of the Village (today part of the *Young's Point Road*).³ A plan of the Village drawn in about 1886 shows this road with the note "Burleigh Road – Intended to be closed by the Council". At the time there were no houses on it.⁴

In the 1870's the Village of Lakefield lobbied the provincial Government to build a road to the north through the Village and Douro Township. By 1884 the road was built and bridges were completed over the river and canal at Young's Point joining the River Road just east of the sideline road between Lots 36 & 37 as shown in Plan 22. Because the new route bypassed the town, the old Burleigh Road bypass was no longer required which explains the stated intention to close it. However, the road remains to this day. This route north continued until the late 1930s as illustrated by an aerial photograph of Young's Point taken 13 May 1929.⁵ At this time today's Nathaway Drive did not exist and it does not appear that

there are any buildings similar to the present-day Young's Point General Store to the northeast of the intersection of the Canal Bridge Road and River Road.

Highway 28 originally joined Port Hope to Peterborough but in 1934 it was extended from Peterborough to Burleigh Falls on the route shown in a plan dated 7 March 1934.⁶ The Department of Highways immediately began planning and implementing improvements to bring the road up to highway standards. On 11 June 1937 the Peterborough Examiner reported that work on the Lakefield - Young's Point section of Highway 28 was complete but that work was still under way on the south end of the Young's Point-Burleigh Falls road.⁷ In December 1937, the Province of Ontario registered the final plans that had been required to build a highway bypass around Young's Point. The road completed in late 1937 is the present day Nathaway Drive.⁸ No buildings are shown on the plan east of the new road where Young's Point General Store now resides.

Edward Young's Store was on Lot 4 in Plan #22 that he had purchased from Matthew Young in 1887. In 1913 he purchased the south half of Lot 2 in Plan #22, the site of the present Young's Point General Store.

Edward Young died 13 April 1934 and the



Aerial photo of Young's Point taken 13 May 1929

business was continued by his son, Jack Young, who also inherited the south half of Lot 2 in Plan #22. After the new Highway 28 bypass was opened in 1937, the old store was no longer on the main route north and Jack Young decided to build another store on his Lot 2 land

² Frank Young was the son of William Young and the grandson of Francis Young, both of Young's Point's founding family. He married Margaret Harrington of Ennismore. Obituary for Edward Young, *Peterborough Examiner*, 14, 17 and 18 April 1934.

³ Trent University Archives, ACCESSION NUMBER: 77-1015 / History.

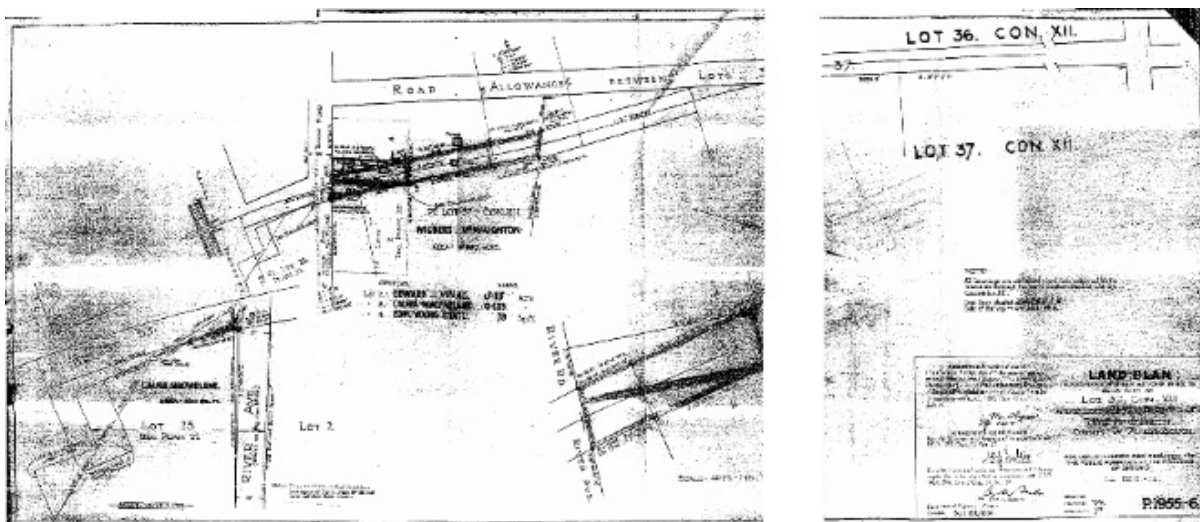
⁴ Plan 22 – "Plan of Young's Point Village on Township Lots Nos XXXVI & XXXVII of Smith Con. XII". Private Collection of M. P. Dolbey.

⁵ Canadian National Air Photo Library. Roll # A1078, Photo 14.

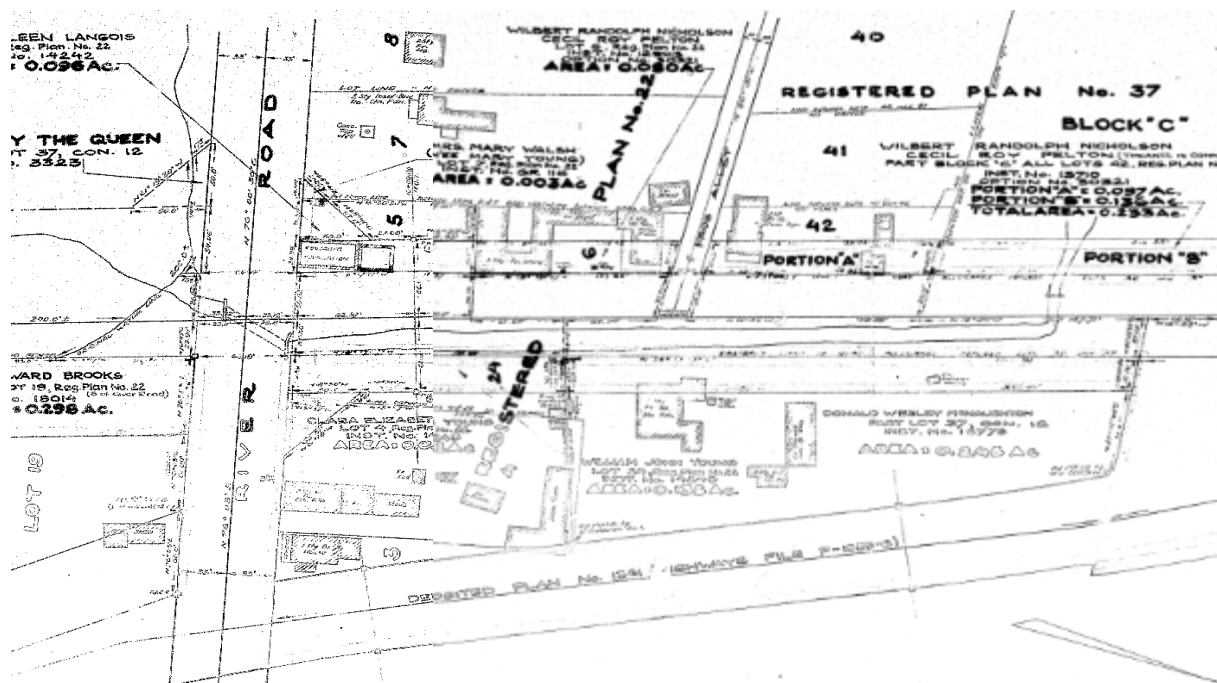
⁶ Ontario Land Records. Smith Township Lot 37 Concession 12, Deposit Index 1257, 7 March 1934.

⁷ *Peterborough Examiner*. 11 June 1937, page 1

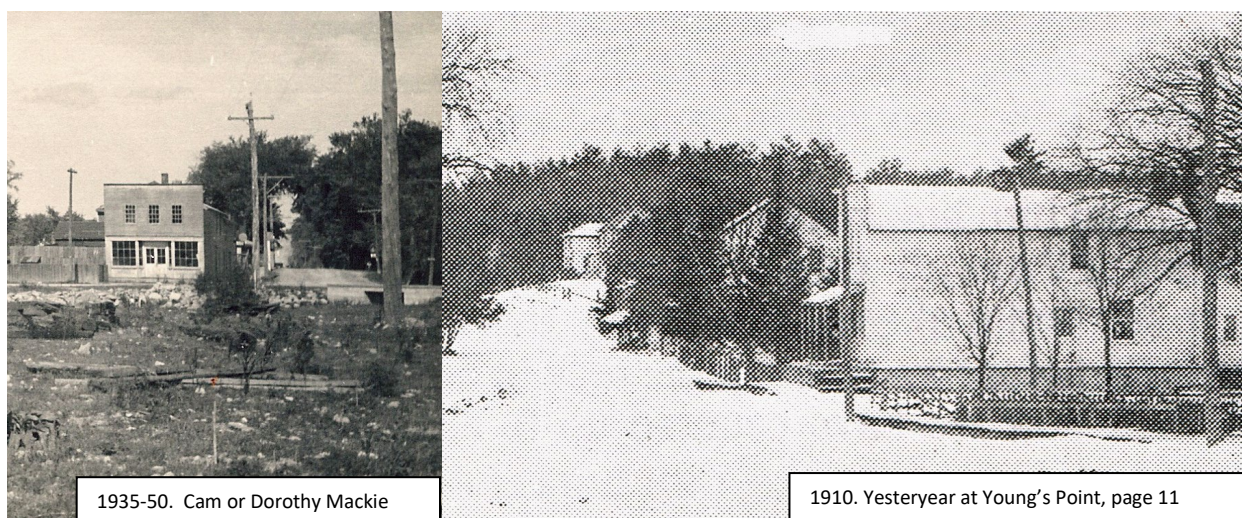
⁸ Ontario Land Records. Smith Township Lot 37 Concession 12, Deposit Index 1361, 9 December 1937.



Plan of Young's Point Highway 28 Bypass completed in 1951.



Part of Plan P-1955-18 showing Land and buildings in Young's Point expropriated or affected by construction of new Highway 28 Bridge in 1954.



Photographs of Pope's Corner Store looking North (left) and West (right)

In the early 1950s the Ontario Department of Highways constructed a new bridge on Highway 28 at Young's Point west of the former river crossing. Land was expropriated through the heart of Young's Point and the Bridge was completed in 1954. In December 1953, the Province of Ontario final plans showed the properties and buildings that were expropriated or affected by the new bridge's construction.⁹ Part of that plan is shown. Young's Point General Store was not affected by the bridge construction. Other features may be relevant to the future development of the store.

Over the years there have been many stores in Young's Point. Many are mentioned in Aileen Young's *Yesteryear at Young's Point*. Of particular interest one was moved to become the first (south) portion of the present Young's Point General Store.

The Pope's Corners store was built before 1875 by John Young and Jas. Kearney Sr. on the northwest corner of River Road and the Sideline between Lots 36 & 37. In 1887 John Young sold it to William Pope who operated it until his death in 1922 when it was bought by Edward Young. The pictures show the front and side of this store. Aileen Young wrote "In September, 1954, Jack Young was installed as postmaster at Young's Point. Jack once told me that the top layer of boxes in the present post office came from the old post office at Pope's Corners **when he moved that building to make the nucleus of his present store.**"¹⁰

On the new bridge plan the location of Pope's Corner store is shown as a "concrete foundation" with dimensions 24 feet x 42 feet, the same dimensions as the present front south portion of Young's Point General Store. It must have been moved sometime after

the construction of the Highway 28 bypass in 1937.

A search of *Peterborough Examiner* newspapers was made without an article about the move being found. However, an advertisement for paint on 28 May 1941 said it was being sold at Edward Young's store, Young's Point. On 9 April 1943 there was a story about a fight in "Edward Young's store in Young's Point". On 5 August 1943 a polling station was identified as "Jack Young's. Old Store. Young's Point" suggesting that he had a new store. Finally, on 14 June 1944, Scarfe's Paint was being sold at Young's General Store, Young's Point. This suggests the south portion of the store was moved between June 1941 and August 1943. The "old" Edward Young Store was still operating in April 1943 but the new Young's General Store was in operation by June 1944.

An aerial photograph of the area of Young's Point taken on 29 May 1951 shows the south portion and a small added portion on its north side (now the link between large north and south parts) but not the large north portion of the present store. It had been suggested that the north part of the store may have been one of the former Young's Point buildings that had been displaced by the building of the new Highway 28 bridge in 1953 and brought to the site. However, this is not the case. A survey and registered plan of the property in 1981 shows only the south and linking portions of the store at that time. The north portion of the store was built in the past thirty years.

It is concluded that the building that was moved by the steamboat winch is Pope's Corners Store. It was owned by the Young family and was probably moved between 1941 and 1943. Sandy MacNaughton would have been between 8 and 10 years of age at that time and may have witnessed the event. One might expect it to have made quite an impression on a boy of that age.

⁹ Ontario Land Records. Smith Township Lot 37 Concession 12, Deposit Index 3147, 21 December 1953.

¹⁰ Ibid, page 18.

President's Corner

Steve Guthrie
President, Trent Valley Archives

Allow me to introduce my self. I recently retired from CHEX Television/Global Peterborough after 41 years. While working, I had volunteered in various capacities at Trent Valley Archives, including a previous stint as president several years ago. It was the late Peter Adams who approached me a couple of years ago, urging me to consider once again taking a place on the board. Past President Alan Brunger also encouraged me on retirement to take up the role as Vice President, which I did. Now, as President, I appreciate the support shown to me by the board as I navigate the unfamiliar path during board meetings ('Do I need a motion for this?') especially Al, Secretary Karen Hicks and Treasurer Rick Meridew.

Like every organization on the planet, Trent Valley Archives has faced challenges in dealing with the effects of the COVID-19 pandemic. Doing things the way we have always done them is no longer a valid plan. The closure of the archives to the public has restricted the ability of our members to do research and restrictions on gathering in public have sharply impacted our walking tours and Little Lake Cemetery events. This would have a serious effect on our bottom line but thanks to the hard work of treasurer Rick Meridew, past president Al Brunger and Assistant Archivist Heather Aiton-Landry we have been able to tap into some COVID-19 relief grants offered by various levels of government. We still need the support of our members, and we thank you for that.



The reading room after the new flooring was installed. This was a great improvement over the low pile carpeting. As well, the walls have been painted. Much remained to be done, and

while we were closed we made many other changes and brought back the computers, and some of the books and wall decorations.

Because of the closure of the reading room at the archives, and with the assistance of a number of grants, a long overdue renovation and reorganization of the room was undertaken this spring under the leadership of board member Shelagh Neck. The ancient carpet was removed, laminate flooring installed and the room painted. A number of lighting fixtures were replaced with high efficiency LED units. The entire room was emptied while this work was being done and Dan McWilliams thoughtfully provided TVA with a number of moving tools and storage space. With the room emptied, a complete re-organization of the space was undertaken to improve workflow and access to the collection, computers and printers for staff and visitors.

A number of very successful "member's only" virtual presentations were made through Zoom including Heather Aiton-Landry discussing dating historic photographs through the clothing worn by the subjects in the photograph. These are offered in place of 'in-person' events and have proved very popular with members and more are planned.

Because of potential loss of the Little Lake Cemetery Pageant due to the pandemic, a plan was hatched to produce a 'virtual' version of the event. A number of the skits were to be videotaped which would enable TVA to create this and to use them for other promotional purposes. Patricia Levert-Thorne and Geoff Hewitson were instrumental in securing production equipment and Shelagh Neck helped by corralling actors and costumes. To further assist this TVA expansion in new directions, a set of video equipment for the TVA was made available thanks to a grant from the Community Foundation Greater Peterborough. As the summer rolled on and pandemic restrictions continued to ease, it was possible to see that we could indeed proceed with a live Cemetery Pageant. We continue with plans, however, to record individual pageant skits in the cemetery as a backup, as promotion for the pageant and as content for the TVA YouTube channel.

Lots of changes for TVA but I'd like to think of it as lots of opportunities as well!

The YWCA camp on Stony Lake

Ken Brown



History and firm conclusions are dangerous partners. The established “first” of anything reigns only until some new version of the story appears. In living local memory is the YWCA camp on Stony Lake. Camp Inglestone operated from 1929 for about 20 years on a 9-acre site at the west end of Eagle Mount.

The images included in this photo essay document the Y’s “first” summer camp effort on Stony 10 years earlier, further up the lake.

In the spring of 1919, the Peterborough YWCA decided to experiment with sponsoring a summer camp. New YWCA staffer Leta Brownscombe determined that a large Stony Lake cottage near her own family island was available for seasonal rent. It was owned by the Bravender family and located on their small island next to Wood’s Island, just below Burleigh Falls. In May, the YWCA took out ads in the local papers: “Wanted-100 girls” to attend the camp in groups of 10-12 from June 15 to September 15. The camp would be “open to Employed Girls of Peterborough-Teachers, Business Girls etc. for “Boating, Bathing, Hiking, Bonfires, and Good Fellowship”.

Most of the people in these camp photos from 1919 are unnamed. It is known that the first camper group in June included Olive Marshall, Kathleen Waterman, Margery Evans, Helen Bulmer, and the chaperone, Miss Parker. Later participants included Edith Pryce, Leta Brownscombe, Ruth Murray, Ethel Sanderson, Amy Bowles, Grace Evans, Jennie Saunders, Miss Ptolemy and Miss Lancaster. Maybe some names can still be attached to the faces? Maybe you have an ancestor here?



There were outings through the locks to Lovesick Lake for berry-picking (strawberries, raspberries, and huckleberries), a paddle and hike to Fairy Lake, hikes up Eagle Mount and Perry’s Creek, a paddle through the “back channel” to Clear Lake, and to the Sunday morning church services at Juniper Point “in their white middies and white skirts.” In mid-August, the story of one of the campers landing a 29 pound Maskinonge made the Peterborough papers. The Review reported that in late July the camp hosted a two-day conference of the Girls Inter-Sunday School Council of Peterborough. “The quietude and the beauty of the sunset added much to the inspiration of Mrs. Dingman’s quiet talk on the unifying of a girl’s life. Later, a bonfire was lighted and the girls disported themselves in queer and curious costumes. A procession was formed such as never was seen on city streets.”





This trial effort would have been one of the earliest “girls” camps in Ontario. Camp Kawartha for boys was established by Rotary men on Clear Lake two years later.



Y.W.C.A. MAIN BUILDING & BOAT HOUSE, STONEY LAKE, ONT.

News, Views and Reviews

STUDIO PHOTOS



We have had a request to identify people who had their pictures taken and are related to others in the same album. Some of the cabinet photos are taken in Peterborough. Does this picture look like it might be connected to your family tree? If so, or to see more pictures, contact the editor.

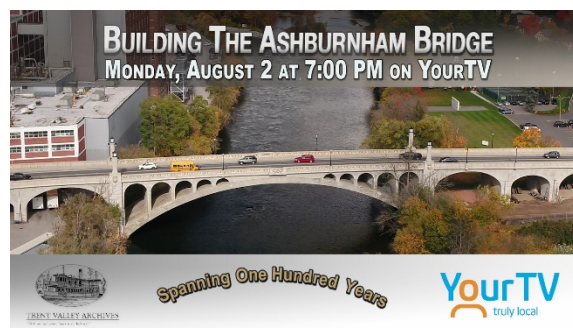
PETERBOROUGH STREET DIRECTORIES

Trent Valley Archives has quite a few extra copies of street directories between 1960s and 1980s that can be bought for \$10 each at TVA. Street directories are valuable research tools because they include information about individuals, businesses and organizations; each directory is really like four or five directories because of arrangements by surname; by street address; by occupation; and more. Because of pandemic limits we recommend that you come to the Trent Valley Archives on Wednesday 28 July, 10 am to noon.

SPANNING 100 YEARS

Trent Valley Archives has in co-operation with YourTV and others produced a souvenir booklet which is intended to accompany the YourTV broadcast of "Spanning 100 Years: Building the Ashburnham Bridge". Both the show and the booklet tell the remarkable story of building Peterborough's Hunter Street Bridge. It was the most expensive municipal project to that date, and was built from 1919 to 1921 with a committed crew of workers, working for the Russell-Townsend Company. The plans were developed by Frank Barber, Ontario's experienced bridge building engineer, and Claude Bragdon, a fascinating architect who managed the

designs for what was Canada's outstanding concrete bridge when constructed and has remained for a century as a picturesque and functional landmark. The bridge was almost officially opened on the Civic Holiday Monday in 1921, and so the show will premier on the Civic Holiday Monday in 2021, 2 August, 7 pm. You can pick up a copy of the book at Trent Valley Archives on Wednesday 28 July, 10 am to noon, or by contacting Elwood Jones. This is a limited edition, and copies will be distributed on a first come first served basis. Members may pick these up whenever visiting TVA, or can request a copy by mail. A digital version will be posted to our webpage. Cost \$10; by mail, \$20.



SENIORS SHOWCASE

TVA was interviewed for the recent Seniors showcase. The interview featured Steve Guthrie and Elwood Jones talking about why Trent Valley Archives should be of interest to Seniors. The interview is available on the Chamber's Youtube channel.

PUZZLE OPTIONS



Rev. Reddick's Camp, Stoney Lake. F375 C/51

It is intriguing that the word "camp" is used so frequently in Fairbairn's notations. It is possible that camping was related to the use of tents. Also, private groups visiting the early cottage hotels might have been called campers because the arrangements were very informal. The tent was made by Jas. Stone Sail of Port Hope. A few people appear eager to go paddling, but one is quite prepared to relax in the hammock with an umbrella opened on to a young pine tree to provide protection from the sun.

This colorized picture from the Fairbairn collection of glass negatives has been prepared for a jig saw puzzle. See www.trentvalleyarchives.com for more information. The hard working fundraising committee has developed the idea and we think it will appeal to cottagers and families that love sharing puzzles. It is helpful if people request the puzzles in advance.

NATURE'S TINTED ORB.

To the Editor of the Examiner: 17 October 1892

Dear Sir,—During the month of August, the whole public was kept in ecstatic admiration of the beauties of scenery to be enjoyed by taking a short trip on any of several routes, for a day from Peterborough. But with the return of fall the whole rage for fresh air and scenic beauty fled from public thought. I think this a pity. I do think the impressions received from a trip around the lakes or down the river now, would not fade half as soon from the mind, as those obtained on a sultry day or in warmer weather, although it might have been more productive of personal comfort. Why, sir, just spend an hour on any fine day this week in walking to the top of the Armour Hill to the east of Ashburnham, and if you do not think with pleasure for months to come of the many beautiful scenes to be had from thence, I have only to say there is not much poetry in your make-up. Who can conceive of more beautiful landscape pictures than would be afforded almost any fine clear day this week by a trip around the lakes from Chemong to Peterborough? One would require, of course, to be prepared with comfortable clothing, and then the magnificently beautiful colouring of the woodland, islands and shore would have to be seen to be even partially appreciated. Who is the person or who are the parties to inaugurate an annual Indian summer excursion around the lakes or some other suitable direction?

Yours, etc.,
Citizen.

THE RINK STREET SEWER.

J.W. Fitzgerald to the Editor

*To the Editor of the Examiner :
Examiner, 17 October 1892*

Dear Sir, "When the sewage bylaw asking for \$40,000.00, as an instalment to commence with, was defeated a short time ago, and by so large a majority as two to one, I thought with the majority that we had heard the last of the wretched affair, and that, until the ratepayers had again voted on the question, the council would remain quiet and do nothing in the matter in the way of construction. It seems, however, that we have been mistaken, and unless the people promptly and effectually move on the matter, the council will have inflicted on the town a vastly greater abomination, an abomination dangerous to life and health, in Peterborough and Ashburnham both. It is horrible, it is worse than barbarous, and no amount of chagrin, or disappointment, or failure of the council in its former attempt to foist upon the ratepayers an imperfect system, should warrant this diabolical retaliation upon the town. With a persistency and tenacity worthy of a better purpose, it must be evident to anyone who has followed the subject, that all the old methods, interests and influences are still at work and upon the old lines, under the specious plea of urgency, pressing urgency, of providing the Edison Co. drain, it is

sought by the council and its engineers, to introduce the thin edge of the wedge in the direction of Little Lake, and ultimately and as a consequence, the adoption of the old Lock street outfall, the pivotal point upon which turns the success of the engineer's pet plan, contrary to the votes of the ratepayers, to every principle of sanitary engineering, true economy, permanency, and the security and safety of the public health. What the engineers and their abettors are set on is the revival of **THE OLD PLAN WITH NEW EVILS ADDED.**

If I remember rightly, the old plan contemplated the admission only of cellar, storm and surface water into the Little lake, whereas by the drain now being constructed along Rink Street., a sewage pipe 15 inches in diameter, a capacity for 7,000 population, is run into it. It is but recently the Board of Health, very properly, passed a resolution forbidding sewage stuff being emptied into the George street <<ild drain. We do not forget the fuss that was made a few years ago about the escapement into the river of sawdust from the mills, and the steps that were taken to enquire into and report upon the condition of Spaulding's Bay. If such vigilance and precaution were needed in those days of comparative freedom from disease, how are we to regard, not the supineness of the council, but its thought-out, deliberate action in now directing into a central point between the towns of Peterborough and Ashburnham, not separated by yards across, a stream of filth, and there in a sheltered cove, in shallow dead water deposit it upon a bed of decayed and decaying sawdust, slabs and other decaying organic matter there to fester and ferment, and spread all around the germs of disease and death. So great an outrage should not for a moment be tolerated. With many people the impression prevails that the Rink street sewer will place the sewage beyond range and touch of the town. This is not the case. It will bring the sewage greatly nearer the centre of the town. Looking at the plan it will be seen that from the head of Rink street at Park, the sewage will travel about 1,800 feet to George street and will be dumped into the cove mentioned, according to specification, only \$01) feet east of George street, that is, the sewage will **BE BROUGHT 1,400 FEET NEARER TO GEORGE STREET**, than where it comes from. It must too be borne in mind that the dumping place of the sewage is but a few hundred feet distant from where the town's people and those of Ashburnham get their summer supply of ice, and from where, of late years, train loads of ice have been hauled away. The proximity is suggestive, but it is not nice to dwell upon. The result of course will be that ice must be found elsewhere, if at all, and that many of our workmen and teams will be thrown out of employment when most needed, not taking into consideration the increased cost of ice to the consumer, necessarily caused by the extra labor and haul to procuring a pure article. I state emphatically that the members of council who have furthered the planting of this plague bed in our midst, have incurred, not alone serious responsibility, but the active censure of the community at large, and that the engineers who have designed and are now carrying out the vile and filthy drain, have but a very limited conception of the duties and functions of what sanitary engineers deem of greater value than, the triumph of a fad, viz: Their own reputations and the people's health. This is monstrously reprehensible.

IT ADMITS OF NO PALLIATION.

George street is the chief business and pleasure street of the town. It leads to the prettiest and perhaps best kept cemetery in the province. It leads to our agricultural exhibition grounds and race course, and is the avenue over which exhibitors, visitors and distinguished persons come to and return from our exhibitions. During the summer months, when the days are longest and the sun hottest, may he seen, on Sundays especially, groups of people, young and old, some on pleasure, some upon sad missions, wending their way to God's acre, to ramble through its silent, well-kept grounds, or to mourn over the graves of departed friends and kindred. All these natural advantages and privileges of pure air and a bracing walk around our Little Lake shore, to be practically put an end to, or rendered nugatory, and our own and visitor's senses and health offended and endangered by the fetid atmosphere to be encountered on the way to these places of resort. The efforts of our city fathers and sanitary engineers should, instead of bringing in filth, be directed to drive it out and keep it out at every point, instead of pouring filth into the lake, they should seek rather to clean out and purify it and **PRESERVE IT, AS NATURE INTENDED**

it to supply with pure air, pure water the people who live on its shores. Better for the future health of the town that our council would reconvert Central Park into a burying ground than run this sewage into the Little Lake. The Central Park would but receive death; the Little Lake will make it. Does it not strike one as preposterous that at a time when every city in Europe and America, and nearer home, Canada, are being quarantined, and cleaned and fumigated, and every effort made by city councils and Boards of Health to ward off the dread scourge of cholera, our town council of Peterborough should seize that moment, not to destroy or lead away the sewage, but actually to collect it from an outlying point 1800 feet distant from George street, and drop it as shown 1400 feet nearer to our main street... The excuse of having to fulfill a contract with the Edison Co." and "avoid a law suit" by laying the drain along Rink street is the merest bosh, and in view of the vital interests at stake, viz, the preservation and safety of the people's health, puerile. The town welcomes the Edison Co., its staff and people, and wishes for more to come amongst us. They have the same common interest with us all (for it should be all), in preserving and promoting the health of the town, and no doubt the desire to have a proper drain from their premises was prompted by this laudable feeling. They should have had it long ago, and but for the haggling, wire-pulling and manoeuvring of certain members of the council they would have had it. None of the Edison engineers would dream of running their sewage into the Little Lake while another outlet was possible. Hippocrates gave as the cardinal hygienic formula. "pure air, pure water and pure soil." Dr. Smith, a great authority on sanitation says :—"Man is **BORN TO HEALTH AND LONGEVITY**, disease is abnormal, and death, except from old age, is accidental, and both are preventable by human agencies."

Disease is not a consequence of life, it is due to an unnatural condition of living, to neglect, abuse or want. CoL Geo. E. Waring, the eminent American sanitary engineer, says that the great purpose of modern sewerage is to *remove immediately and entirely beyond the occupied portions of a town, all manner of domestic waste and filth before it has time to enter*

into decomposition. The italics are mine, and I submit that the doctrine propounded is that which I have, from the beginning, been endeavoring, however feebly, to press upon the attention of the people of Peterborough, in regard to the important question of sewerage. All the Edison Company required was ample means of effectually and quickly getting rid of its sewage. I have maintained and always will maintain that Park street affords the best and safest location as the permanent outlet for the sewage of the whole town. The distance from the Edison Works to the foot of Park street is but one-half what the sewage must travel, if it travels at all, by the Little Lake to get to the same point, and the fall per 100 feet on Park street is double that by Rink street, and the water route, to the foot of Park. I contend that our beautiful river and lake should be kept free from all sewage, and where it is possible to avoid it, as it happily is in our case, that **NOT ONE PARTICLE OF SEWAGE STUFF** should be deposited at any point within the limits of the town (as a terminal point) unless it be immediately destroyed. I admire the action of the townships of Monaghan and Otonabee. Their representatives are right in guarding against, what they conceive to be injurious to the interests confided to them. I wish the same could so fully and truly be said of our town representatives in regard to their constituents. It is a pity the joint committee appointed to consider and report upon this part of the question was not permitted to complete its work. The result in any event could not fail to supply much useful information. But it is of a piece with the indecision and tergiversation that have characterized the conduct of our town solons in their treatment of the whole question from the beginning. From Rink street to the river via Park is about ? feet. If the drain now being built had been turned into Park street it would stop one third of the way, and the remaining two thirds would cost but double the amount now being expended, not only upon a useless drain, but upon what I consider to be a most objectionable work; an offensive shocking and wicked piece of so-called sanitary engineering. There should be no hide-and-seek about the matter. The people's will should sit resolutely upon it.

Apologizing for the unexpected length of this letter, I beg to remain sir,
Yours truly, J. W. FITZGERALD.
Town, Oct. 14th, 1892.

[Ed. Fitzgerald was a Peterborough based land surveyor. This letter seemed important as I have heard comments that Little Lake was in the 1950s a veritable cesspool. This might be one of the reasons!]



TRENT VALLEY ARCHIVES

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