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HERITAGE GAZETTE OF THE TRENT VALLEY

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Cover photo: Peterborough Orfuns Reunion 1985 [For the key to those in the photo see outside back cover]



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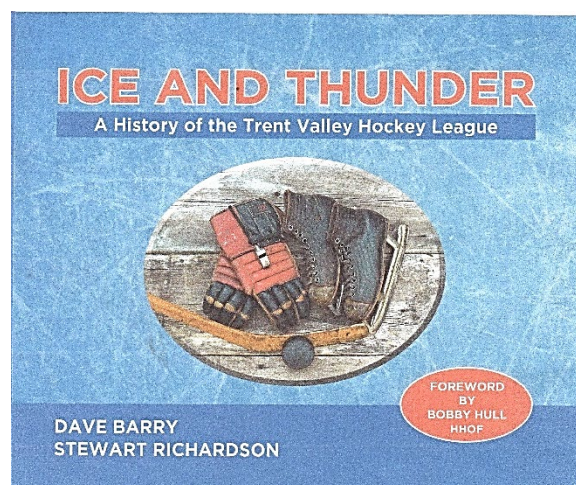
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We sell a wide range of local books, historical and general interest; some described on our webpage. Please visit or inquire.



One of our new books that will be of interest this cancelled hockey season. We also feature a new book by Ed Arnold. Both are carried by TVA along with many other books, including classics of the Trent Valley.

President's corner

Alan Brunger

This edition of the *Heritage Gazette* emerges in what seems like a changed world, shocked by the pandemic of the Covid-19 coronavirus. Within a few weeks normal life seems profoundly affected and no exact forecast is possible in either the immediate, or longer, term.

My brief remarks clearly only hint at the impact of this event. The Board of Directors decided to close the Archives building to the public in mid-March, before the Provincial State of Emergency, which decreed the closure of all non-essential services. The archival staff and volunteers have been working from home, carrying on as best as possible, responding to inquiries from clients by remote means, such as email and telephone, as well as routine tasks. I must note that, during this period, five defective windows were replaced in the Reading Room and the adjacent Processing Room, under our grant from the Ontario Trillium Foundation.

Without expounding at length, I draw to your attention, two local historical sources, among the deluge of pandemic-related mass media stories, which strike sympathetic chords to the present crisis and testify to the value of archives.

I turned, for help in comprehending the Canadian situation, to my copy of Dale Standen's 2018 Occasional Paper of the Peterborough Historical Society, entitled "*Peterborough and the Spanish Flu: The Challenge of contagious disease in the era of the First World War.*" I recommend Dale's paper for its breadth of vision and prescient remarks on combatting contagions such as the present one.

Another reference to contagion with local implications appeared in Michael Peterman's latest article in the Peterborough EXAMINER of March 26th, in which he noted the widespread impact of the 19th century Irish famine, and subsequent typhoid plague, which extended to Peterborough and was manifested by the creation, in 1847, of an immigrant "fever" shed, on Hospital Point, situated on the east side of Point St. Charles (the site of Del Cray Park). He notes the impact of the contagion not only on the victims themselves, but deaths of medical staff, notably the town's first physician, Dr. Thomas Hutchison. Michael urges more archival research be undertaken on the story of the 1847 emergency in Peterborough.

I sincerely hope that by the time of the next issue of the *Heritage Gazette* in August, the archives will be open again. However, the prognosis is unclear and we may be collectively confronting a prolonged emergency, before normality resumes. We have already postponed our Annual General Meeting and hope that it will be rescheduled soon.

Once again, on behalf of the Directors and Staff of the Trent Valley Archives, I wish to acknowledge the vital contribution of our volunteers. We look forward to welcoming you back. Remember that we are still handling mail, emails, social media, and the web. Please keep in touch and keep safe.

Tours That Take You Back in Time

Trent Valley Archives has many special events planned for this year! However because of the COVID-19 pandemic some events have been cancelled or rescheduled. We will post details on our website:

www.trentvalleyarchives.com and by email.

Sat., May 23, - 8am – noon – Fourth Annual Plant Sale

Fri., June 5, 12, 19, 26 - 7-9 pm – Eerie Ashburnham Ghost Walk – West Side Stories - \$20

Fri., July 3, 10, 17, 24 - 7-8:30 pm – Tragic Tales at Little Lake Cemetery – \$20 - Tales of woe from Peterborough's early days

Sat., August 8, 15, 22 - 7-10 pm – Ballots, Booze & Bullets – \$25 - Discover the illicit activities in East City in the 1920s with costumed guides. Stops at Black's Distillery & Ashburnham Ale House.

Sat. & Sun., September 26, 27 - tours begin at 6 pm, Sept 26 & 1 pm on Sept 27 – Little Lake Cemetery Pageant - \$25

October 15, 16, 20, 21-23, 7-9 pm, Downtown Ghost Walks - \$20

Sat., October 17 – Home Movie Day – Sharing films and videos to learn about their preservation.

Rest in Pieces

A Lawyer for the Grays

Patricia Marchen

Prologue: This excerpt is from Pat Marchen's decade-long study of the events surrounding a mysterious fire in Otonabee township, the death of the inhabitant, and subsequent legal issues. The Grays fought hard to prove their innocence in the midst of community skepticism, and part of the triumph came in the courts. Here is Marchen's introduction of William A. Stratton, the outstanding lawyer for the Grays.



Pat Marchen researching in the land records at Trent Valley Archives, 2014. (Photo by Sarah Vissers)

"Almost sixteen months later the matter was reported and the Government sent me to Otonabee to investigate. I took doctors to Peterboro and had the body exhumed. I found the head completely severed or burned from the body."

*From Memoirs of a Great Detective --
Incidents in the Life of John Wilson Murray*

William A. Stratton for the Defense

A large crowd turned up at court on the date of remand, July 12, 1895, but they were disappointed when the accused couple did not appear. The Grays were served their papers behind bars and would not be in court until July 17. Until then there was a drought in local news.

Peterborough was a three-newspaper town and there was some good-natured camaraderie among the rival newsrooms. They often reported when someone

at the competition was getting married, sick in bed, or going on vacation.

The *Peterborough Review* was the local organ of the Conservative party and the *Peterborough Examiner* was behind the Liberals. The *Peterborough Morning Times* claimed to be independent, perhaps not by choice.

The *Morning Times* enjoyed getting scoops on other newspapers, thanks to being equipped with a telegraph, but it had a 4 a.m. deadline and a telegraph was no help when it was quiet. There was some questionable news when there was empty space to fill.

A ghost draped in phosphorescent robes scared a temperate, well-respected farmer and his horse when they passed the former Gray house in Otonabee one night, the *Times* reported on July 11.

The farmer went back with a friend every night for a week but did not see the ghost again until Monday, a week after it was first seen. It came so close to their hiding spot, the *Times* reported, they could feel the intense heat coming from the fiery eyes in the skull it held in its hand as it shrieked, "Inquest, inquest, inquest!" and then suddenly disappeared.

The farmers, who would not give their names, planned to go back with a party of brave men the next Monday, because that seemed to be the night the ghost favoured.

At midnight on the appointed evening a group of fifty brave men – according to the *Times* – met near the spot where the spook was last seen and "secreted themselves and waited with bated breath." The paper reported...

"At 12:15 a rustling was heard some yards away and 50 hearts began to beat with tremulous rapidity. The object came nearer and 50 hearts became paralyzed with fear and 50 heads of hair began to rise. Nearer and nearer came the object and three of the brave watchers jumped up and bolted down the road so fast a cup of coffee could have ridden on their coat tails.

The mysterious object opened its mouth and let forth a sound that caused a thrill of terror to run through 47 prostrate forms, but only for a moment. They recognized almost instantly the baritone bellow of a cow in that sound and they all laughed.

The cow was driven off and they all went back and waited again. Shortly before two o'clock it poured rain and the crowd got a good drenching and walked home.

It was a wet night and no respectable ghost will run a chance of catching its death of cold by going out in the rain."

-oOo-

The Grays were once again putting their faith, and perhaps their lives, in the hands of lawyer William Armstrong Stratton. In its Most Popular Bachelor series, the *Morning Times* described the 34-year-old as good looking, friendly, worth \$35,000 and quite a catch. In his youth he was an avid cricket player and represented Canada in international cricket tournaments. He was rather reserved, however, preferring to work quietly in the background of his clubs, the charities he favoured and the Liberal party.

His older brother by three years, James Robert Stratton, was far more flamboyant. The future politician was only twenty when his father handed him the reins of the weekly *Peterborough Examiner* in 1877.

William was called to the bar in 1883, just in time to defend his brother J.R. Stratton after he was in a showdown on George Street with his rival, the publisher and co-owner of the *Peterborough Daily Review*, Edward Toker.

The trouble seems to have started when the *Review* reported that it had applied for incorporation. The *Examiner* published some remarks which the *Review* considered false and impertinent. In its reply it said that the *Examiner*, "after exhausting the patience of local backers had to travel some thousand miles west in frantic haste to get an endorsement to paper which is not considered of sufficient value without such backing.

The *Examiner* fired back on October 11, 1883.

"A Base and Baseless Insinuation"

"In its issue of Thursday last the 'associate' editor of the *Review*, in the absence of his responsible partner, speaking of the proprietor of the *Examiner* was guilty of a deliberate and contemptible insinuation which he dare not put in a more tangible form and which had not even the flimsiest of truth to cover the utter nakedness of the falsehood conveyed.

"We have heretofore hinted that this insignificant, yet most illustrious specimen of a long line of s-Toker-s had missed his calling. We might say of him what a fond mother said of her precocious child, 'Why, he can make a lyre (liar) out of his head and have lots of soft wood left.'

"He should never refer to the financial

standing of any man. Were it not for the misplaced idiosyncrasy of a stupid relative who, out of mere commiseration, left him a legacy, we imagine ere this author of the alleged insinuation together with his 'sublime imaginings' would be gracing the recesses of some country poor-house."

Toker's and Stratton's paths crossed on a Saturday morning as the two were on their way to their respective offices. Stratton was chatting with John McLelland in front of Adam Hall's store when Toker approached him from behind.

"I do not care what you say about me," Toker said to the younger man, "but you have insulted a lady".

Stratton told the older man to mind his own business and go away. He did not want to talk about it and suggested Toker continue the argument in his newspaper if he wanted.

The older publisher demanded an apology or a retraction and when neither was offered, wound up to slap Stratton across the face. The younger man stepped back and Toker's palm connected with his shoulder instead, pushing him back.

"You are a damned slouch... and a blackleg!" Stratton shouted.

Toker raised his cane, Stratton raised his umbrella and the two men parried blows on the sidewalk. After two strikes the umbrella was destroyed. Toker tried to hit him again but Stratton darted from his reach. The older man pursued him but his bad leg forced him to stop. He leaned on his weapon and shouted at Stratton, "You coward! It's easier to insult a lady than face a man!" Then he turned and went into his office.

Stratton headed for Police Magistrate Dumble's office where he filed a charge of assault against Toker.

Toker was outside again about 12 feet from the *Review* office door and talking with businessmen W.H. Wrighton and J.J. Lundy when Stratton reappeared, heading for the *Examiner*. Wrighton left for his grocery store. Lundy went up the stairs to his office but turned and watched as Toker followed Stratton, shouting at the younger man, "You are an infernal coward to insult a woman and run from a man!"

"I will make you dance before the magistrate!", Stratton shot back.

Toker hit him with his cane again then raised it in the air and followed him, insulting him along the way. His leg slowed him down and he turned back. Stratton turned and tip-toed up behind his rival.

"Look out!" *Review* foreman William Menzies shouted. Toker turned in time to swing his

cane at Stratton, who sprawled to the sidewalk. Stratton's hat fell off as he bent to wrestle a stick from construction rubble, but it was like Excalibur and would not give. He picked up two stones instead and straightened to fire them at Toker as he was heading into his office.

"Don't throw stones!" someone shouted.

Stratton threw one of the rocks at Toker and hit the hand that grasped the door-sill on his way in. The second rock hurtled past him and just missed Henry Collins, who was standing inside. Collins was the Warden of Peterborough County and Reeve of North Monaghan Township. The stone flew between his arm and body.

Stratton returned to the police magistrate's office to lay another complaint. Toker started to follow but turned back and went to his office.

The two men filed assault charges against each other. Police Constable Adams charged them both with breach of peace.

Twenty-three years old and just passed the bar, William Stratton represented his older brother J.R. in police court on October 15, 1883. Magistrate David Dumble presided.

The young lawyer asked Toker if he had been drinking the morning of the alleged assault. Toker flatly denied it. Stratton asked *Review* foreman William Menzies to clarify his testimony. Menzies earlier said he saw J.R. tip-toe up within three feet of Toker, umbrella raised. Stratton questioned him on that point and the witness amended the distance to six feet.

"We do not want any cooked evidence," rebuked Stratton.

Review bookkeeper Lucius Sherlock testified that he shouted "Look out!" when J.R. approached Toker from behind. He brought the two rocks Stratton threw to court. One was the size of a goose egg.

"The stone he threw was such as a man would use if he intended to kill another," Toker said in court. "It benumbed my hand so I could not strike a blow with it." He went to Ormond & Walsh Druggists for a lotion for his wounded hand, which he claimed was still sore and inflamed at the trial.

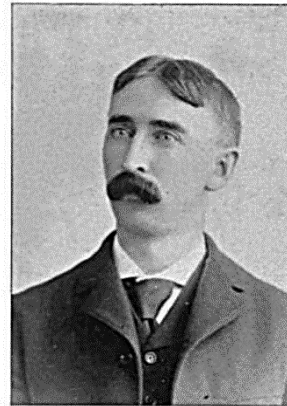
"I have no immediate grounds for believing it is a serious wound," said pharmacist Walsh, who treated the bruise and bleeding hand and inspected it again two days later. "I thought he would recover," he told the court. The courtroom gallery had a good laugh.

Magistrate Dumble found the pair of pugilistic publishers guilty of assault and breach of peace. The fine for breaching peace was only one dollar but the court administration fee was \$2.65. Toker's

combined fines for one charge of assault, breach of peace and court fees amounted to \$15.80. The second charge was dismissed, perhaps because he was wounded. J.R. Stratton was given a lecture about the unmanliness of throwing stones and combined fines and fees of \$25.70.

Eleven years after defending his brother, William Stratton had a reputation for being a conscientious and thorough lawyer, particularly excelling at commercial law.

How he would fare in defending an alleged murderess was eagerly anticipated by all.



WILLIAM ARMSTRONG STRATTON, B.A., LL.B.

WILLIAM ARMSTRONG STRATTON, B.A.; LL.B., of the legal firm of Stratton & Hall, Peterboro, Ont., was born in 1862 in the County of Durham, Ont. He is the son of the late James Stratton, Collector of Customs, Peterboro. Mr. Stratton graduated from the University of Toronto, in Arts in 1883, and in Law two years later. He at once began practice in Peterboro, and, in 1888, entered into partnership with Mr. R. R. Hall. This firm's advance in their profession has been most marked. In addition to their private practice this firm is also the solicitors for the County of Peterboro, and, in this capacity, gives the highest satisfaction. In politics Mr. Stratton is a supporter of the Liberal platform. He is also a member of the Masonic Order, the I.O.F., and C.O.F., and a most popular man with all who know him. As a criminal lawyer he is very widely known in the counties of Peterboro, Victoria, Durham, and Northumberland. In consideration of his scholarly attainments and legal ability, Mr. Stratton must occupy a front rank among Canadian barristers.

Pat Marchen's narrative non-fiction study Rest in Pieces is available at Trent Valley Archives. The package features a jackdaw containing replicas of the more interesting items. The package for this collectors' edition sells for \$65. Marchen's compelling style captures the shifting circumstances and nuances with great competence.

THE GENESIS OF RIVERSIDE PARK

THE LAST FOUR HUNDRED FEET OF RIVERFRONT NOW AVAILABLE —ITS HISTORY AND LINEAGE, WHAT IT WAS AND NOW IS.

(Bv F. H. DOBBIN, 1930).

F. H. Dobbin was a journalist in Peterborough and Lindsay from the 1870s to the early 1930s. He became the town's most authoritative historian after he retired in 1914, and his name is tied to a major history writing award given by the Peterborough Historical Society.

Of necessity the settlement and subsequent, progress of hundreds of municipalities throughout Ontario (Upper Canada as the territory was then known) was made and prosecuted by men who had the one vital object before them of gaining a living and so getting on their feet, so to speak. Such work as clearing of the land, the first modest industries, the opening of places of general business all gained attention.

Few looked forward to the years in the future in which the locality, possibly having grown to a place of some importance, would begin to cast about with thoughts of what we now term civic improvement, in the institution of things that would make for the betterment of the people and for the locality and its surroundings.

In Peterborough, for a wonder, some such provision was really made, which indicates no lack of forethought in one direction. In the original survey, made by Richard Birdsall, in 1825, the block of land now known as the Market Square was set apart for municipal uses and benefit. Similarly, several other plots were assigned, the object being that in future years the sales value of the lands would be used for erection of schools or other public uses.

Also several plots were allotted on the outskirts of the town survey, and held in fee simple under the designation of park lots. Not just agricultural, and not quite of the town.

The several denominations secured, in same manner, plots of land for prospective erection thereon of church buildings.

Future Overlooked.

But in making these reservations no thought was taken of possible future needs of ground for park purposes. Even the ground now known as Victoria Park, the Water Street frontage of the county buildings site, was not looked on as a possible park, though devoted to such outdoor sports as cricket, shinny, one two old-cat (the precursor of baseball), and being the drill ground for Rifle Company No. 1. Indeed, the ground narrowly escaped having the

building, now Central School, placed on the north-west corner, opposite the site of St. Paul's Church.

Owing to this lack of foresight, if it may be so termed, we are now fussing over the question how we pay down a cool \$38,000 and get possession of Riverside Park. It could have been had for a song at one time. Could have been a town asset, and if not used, lent out on lease. And having missed possession and being of a mind now to get the land, we may look at the plot as it stood at the time of the incorporation of the town.

Largely, if not entirely, the waterfront, the borders of the river within the city limits, has passed out of control of the city. Parted with, given away or handed with the compliments of the bestower to manufacturing interests. In the general process of needs and necessity for purposes in view, the shores of the river have been hacked, cut, graded, filled in, filled out, washed away, until hardly a vestige remains of the original contour and proportion.

A River Picture.

If we be interested and so value a written description of how the river front and adjacent lands appeared at a time before what is termed manufacturing needs began to be practiced along the shores, we have the scene depicted by Mrs. Catharine Parr Traill, in her beautiful story romance, "The Canadian Crusoe, a Tale of the Rice Lake Plains."

Written when Mrs. Traill had been introduced into the Canadian forest and pioneer life, and one of the latest books that she contributed to the several written by her facile and descriptive pen. A tale of engrossing interest. The river is pictured as viewed from the elevation at about the crossing of Murray and Dickson streets, where several massive oaks still survive, and which are mentioned in the narrative.

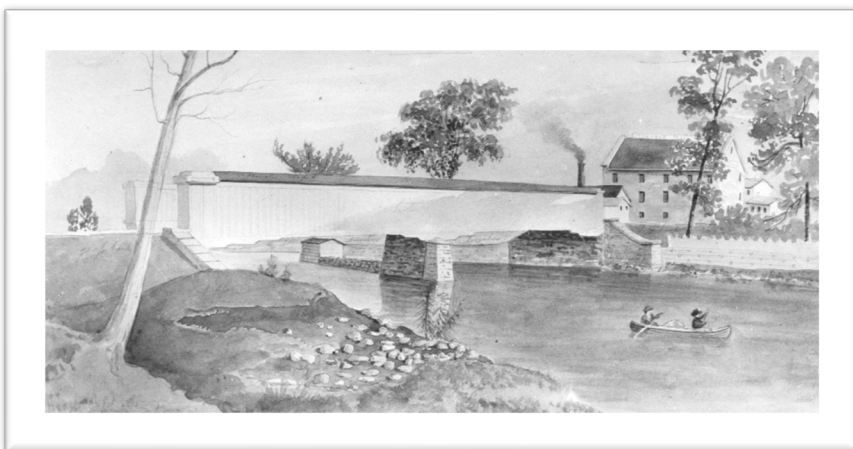
The current poured around the bend from south of Smith Street, descending a wild torrent in curves and turns that straighten out as the locality of Hunter Street is reached. The fall in the river bed of over forty feet gave the water an impetuous rush. To spread out afterwards from the shore of Burnham's Point across to the bank at Sherbrooke Street, the flow modified by the islands in the river, below Hunter Street.

The first dam built to supply water power was raised by Horace Perry, and financed by the

Legislature. The base of the dam is now in the river bottom; it extended across the stream about from the big stable, north of London Street, to a point opposite, now Hazlitt Street. At this dam the first flour mills were built, the power site being leased for a time, and afterwards purchased by John Hall and Moore Lee, in partnership.

The First Bridge.

Shortly after the first bridge was built, crossing the river at Elizabeth Street, now in East City, Hunter Street, also erected by Horace Perry. And with the building of this bridge occupation of property started to take place in the "Scotch Village" as the east side of the river was termed, afterwards to be known as Ashburnham.



Hunter Street Bridge 1853 (TVA Electric City Collection).

Presently the flat strip of land along the margin of the stream on the east side began to collect a few scattered houses. South of Elizabeth Street was the ground now known as Riverside Park. North of the street there was a wide margin of flat land from the edge of the water to the high bank, or bluff, and the location offered opportunity for power purposes and hence factories or shops.

It may be observed that the flow of water in the river at the time referred to (1838) was altogether seasonal.

From the foot of Clear Lake to the stretch of river below the city there was not one power dam or anything to retard the rush. With a fall of over two hundred feet in the distance mentioned the current was impressive, and wholly unconfined, and with rapid erosion of the banks, except where rocky shores prohibited.

The islands, below the bridge, before the dam

at the Locks was built, stood up in low water, and from the western island to the foot of Charlotte Street and at King and Sherbrooke Streets, the bed of the stream, in summer and autumn, could be easily forded. In fact, the first crossing of the river was at the end of Simcoe Street. Quite shallow except at one spot on the bottom, and the natives made a "bee" and dragged rocks and chucked them into the deep place, and crossing became feasible. Once across, the driver made his way eastward as best he might.

Early Forties.

During the early forties, it was seen that with the fall in the current there was opportunity to gain additional water power if a site could be developed. This enterprise waited for a man to come along and catch hold, who proved to be Robert D. Rogers. He

came up from the front having been farming in the lower part of Otonabee for eight years, and reached the site of Peterborough in 1842. He was one of the thirty men who participated in the forlorn hope of cutting out the steamer *Caroline*, at Navy Island, in '37. Rogers was a member of the old Colborne District Council, representing the township of Otonabee.

Settling in what is now East City, he planned to put up both a saw mill and flouring mill. The power dam, afterwards known as

"Rogers' Dam," was built across the river, just about the end of Douro Street. Parts of the dam are yet in the river bed. The bluff, or high bank, was cut down and the spoil used to form the eastern side of the canal, or flume, to bring the water as far south as Elizabeth Street (now Hunter Street). At the street crossing, the mills were built. First the saw mill. Every vestige of this building has been swept away. Afterwards the flour mill, a substantial building of stone, as yet standing, and completed in 1848. Esteemed to be at the time the finest mill in the province.

Then shops (not stores) began to be located along the power canal, for water had to be used and power developed where at hand.

Marcello Mowry, who was in business at Cobourg, was attracted to Peterborough, and built the fine (for its day) foundry and machine shop, that served the locality so well, right at the bridge crossing. Next followed the axe factory of P. J. Ayres, an enterprising American, and in many respects a mechanical genius. Doran's carding mill

was presently a fixture with the wood working and turning shop of Alexis Cope, in the lower story. William Dobbin built a large sash and door factory adjoining.

Parts of this plant are still in use by E. Wand, coming down to him from his father, William Wand. And in the early eighties [May 1886] the Selden Furniture Co. (partly a local enterprise) selected a site on the canal, nearer the dam, and carried on for a number of years.

For many years that part of the river bank was a scene of activity. This, as related, covers developments and occupations north of Hunter Street.

South of the street extended the ground covered by Riverside Park. Flat, covered with sward and a copious growth of willows, hazel and dewberry bushes. In contour pretty much as now seen. Cut from the bluff, which continued as the border of the river, and ended in Burnham's Point, was the tail race that served the Rogers' mills. And in the early fifties (1856) Harry Calcutt came along from Cobourg, and built and operated the brewery, the old building still standing, perched up on the bluff. A local landmark, and one which it is the daring hope that some day a lusty batter, going to bat, will do himself proud by sending a ball through one of the old and low windows. From the old brewery has gone out thousands of barrels of "Calcutt's Prime Pale Ale," to be imbibed by the thirsty and the thankful. At a time when it was the rule to cool the brew in the shallow vats, on a summer day, with all shutters open, the aroma of the brew was wafted over the vicinity, and men involuntarily wiped hand across mouth and wished for a pull at the keg. It is stated that the fragrance and favor of malt and hops is invigorating.

Second Brick Home.

Presently the lower section of ground (Riverside Park) began to be occupied. Across the road, from the foundry, Marcello Mowry built his home, the second house of brick to be erected in Peterborough. The brick was drawn in from Cobourg during the winter previous. It beats all how much of men and things Cobourg had to spare, about that time. Indeed Cobourg went further, for William Cluxton, being in a general store business in Peterborough, and selling



Ashburnham 1874 viewed from St. John's Church showing the area that became Riverside Park. (TVA, Electric City Collection)

such goods as the natives desired, brought in at convenient times one hundred and fifty barrels of what was advertised as the very finest of its kind, whiskey distilled with all the care and skill that Cobourg afforded. Now will you be good?

It is worthwhile of an observing person to climb down from the level of the undeniably expensive Hunter Street Bridge, and just look at the brick walls of the old Mowry house, still standing. It is laid in the "Flemish Bond" construction, the kind our fathers used to make. Dynamite would hardly dent it. Laid before the days of restricted output, is said to be recently cultivated amongst the building trades. As it stands, it is too ancient to buy. Too old to give away (in its site), too expensive to leave in the projected park, and too costly to pay damages for. And, overall, a serious job to wreck. But the March of Progress will presently obliterate it in its well attained old age.

The Tannery.

Then, speaking of the time referred to, John Clarke came and settled south of the Mowry house and closer to the tail race, and put him up a tannery. Tanneries, in those days, were fragrant places, especially when the fresh tan liquor had been brewed, from the old-fashioned tan bark, cords of which were piled on the ground to season.

Clarke did not go much on power

consumption. The bark mill was the only appliance that had to be driven, and the mill to grind the bark was urged around and around by an old and sedate horse that lacked enterprise enough to rebel or run away. A boy stood within the circle trod out by the horse, and with a mallet smashed up the bark into convenient pieces and chucked it into the mill.

The bark mill of that day was the forerunner and progenitor of all the forms of stone crushers that now besprinkle the province. Works on the principle of the mortar and pestle that the druggist used to plant on the counter while he pulverized the ingredients of some potion you hoped to absorb further on.

Clarke's enterprise (he also built a frame house adjoining the tannery) fired up "Parley" Ayres to get busy, and he built a homestead, facing the tail race. Ayres, coming as has been said, from the States, was the first man to import oysters in the barrel. Not big, capacious barrels, not at all. Neat little kegs that held about a gallon or two. Cheap, well yes, shilling a quart, charges paid. Most people were suspicious of oysters, and the fruit was not well esteemed, just as people afterwards were a trifle leery of tomatoes. He was, probably, the most hospitable man in the neighborhood. He is accredited as being the inventor of the "triphammer," a diabolical contrivance that flattened out the iron and steel in making axes. This contrivance, once it got steadily at work, could be heard as far as the Auburn Mill and south to the Little Lake Cemetery. The artillery in Flanders had nothing on the triphammer in the way of concussion. It frightened horses and drove men to drink.

William Dobbin built another house at the corner of Elizabeth Street (now Hunter Street), and facing on the tail race, and thus the ground of Riverside Park became tenanted. The building of the Rapid Tool Co. covers the site of the house last mentioned.

Waded River.

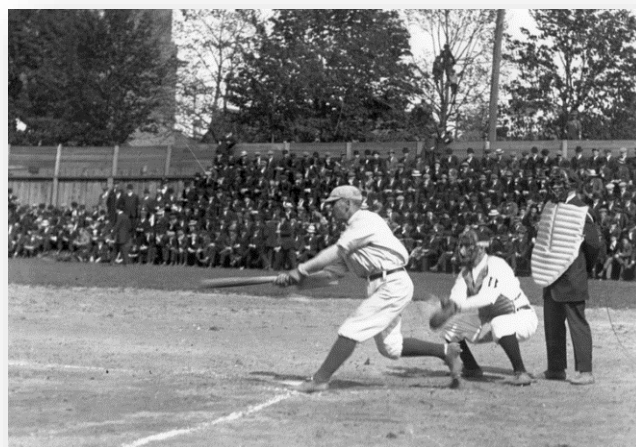
For years the ground, now the ball field, lay open. Cattle frequented it as a pasture. Indeed, in the very early days it was an attractive spot, and cows and stray horses would wade across the river and luxuriate in the rich and succulent grass.

Adam Scott used to wade the stream on stilts, and bring the cows home for a milking.

The islands in the river, covered with a growth of shrubs and adorned with a number of fine elms, came to a bad end at the hands of the railway folk when the spur line up the river was laid down. The surface was scooped off and placed in the road bed.

In the bed of the river, just behind the

extended grand stand of the ball ground, is a deep hole. That is where all the high-batted balls go. "Once in that hole the most active and persistent boy cannot recover it."



Baseball at Riverview Park, c 1920s (Electric City Collection).

Occasionally cattle were drowned at this spot, for the current would take the animals off their feet, and, buffeted by the waves, be unable to reach shore.

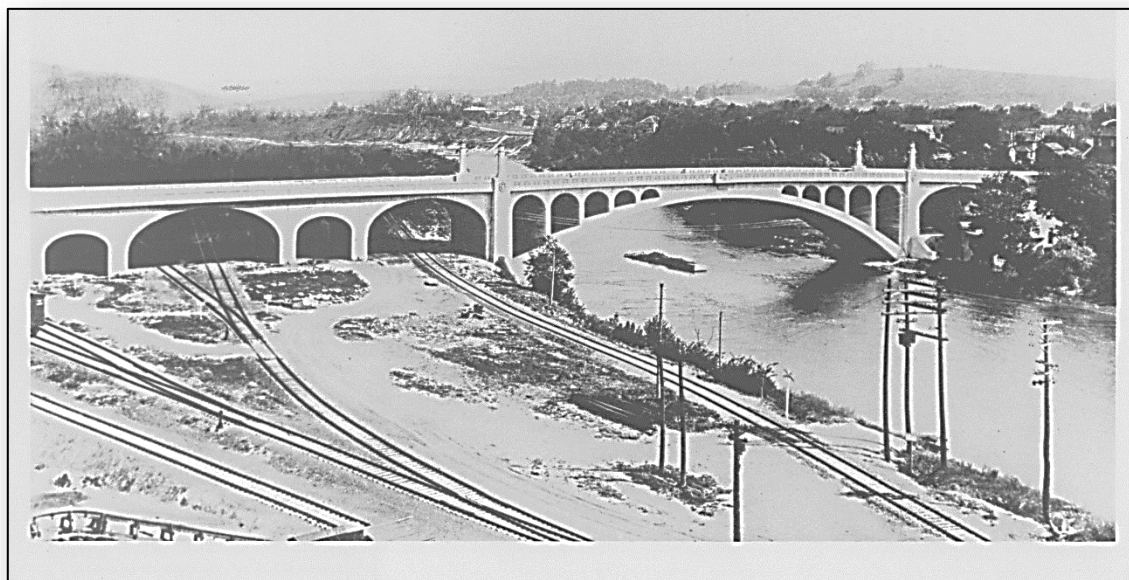
Unquestionably, the city should secure Riverside Park. It can be made the most attractive spot in the municipality, fairly easy of access from both sides of the river.

Civic pride will grow in East City once it has this park conferred on it. Of course, it now has the beautiful Oval, but not the river flowing alongside. A perfect park needs water in the view. The healing effect of Time is seen if the citizen will stroll down to the C.P.R. footbridge and cross within fifty yards of the East City shore and take the view up the river. The upper part of the river and as much of the city as exposed appears entirely strange and different from that angle. Then fill in the prospect, in years to come, with rejuvenated and revised Riverside Park and the city will have an asset to boast of and delight in that may not be duplicated in the province.

The beautiful growth of tree and verdure along the east shore should never be desecrated by levelling and cutting. Just as Nature has adorned may it be continued. And let us hope that the March of Progress will never insist that the desecrating trail of the spur line of a railway shall stretch along the eastern shore to mar its beauty and disturb its agreeably appearing lines.

Finishing the Ashburnham Bridge (nee Hunter Street Bridge)

Elwood H. Jones



Hunter Street Bridge, 1921 (TVA Electric City Collection 6.047)

The Hunter Street Bridge was completed by August 1921, but the city opted to have no official opening of the great bridge. The expenses had nearly doubled over the predictions made in 1918, and even after reducing the width of the bridge and cutting back on some decorations, the cost of the bridge rose. Some of the extra costs were tied to labour, as workers received union scale. Arguably, the city did well by having lots of well-paid workers. The bridge was built over three construction seasons from 1919 to 1921, and over that time there were rising prices for steel, and for other construction materials and equipment. Food prices were rising in 1921 and by July 1921 the Canadian economy was slowing.

In those times, Councils were only elected for one year at a time, and mayors never served for more than two years. By July 1921, the city Council was getting restless about the bridge, and Mayor A. A. McIntyre, who was a contractor by trade, called a special meeting of Council with a view to winding up the work on the bridge, and having an official opening on August 8, the Civic Holiday. The annual elections were held on New Year's day, and while campaigning usually only occurred for a week or two around Christmas, there were Councilors who were

worried that the bridge construction costs could be an albatross preventing re-election.

Council had the idea that the contract could be terminated and the remaining work could be done by city workers supervised by the Board of Works of the city engineer, R. H. Parsons. The view seemed to be that the chipping of the bridge finish was all that remained to be done, and some Councilors argued that on the river side of the bridge no one would ever see the decorative finish. This was the view apparently taken by the city during its most recent renovation of the bridge, and even more, none of the finishing touches were done even on the roadway side. Motorists probably do not notice, but pedestrians do. Moreover, the purpose of the chipping is protective as well as covering the rough finish of the concrete.

Mayor McIntyre was quite clear that the chipping was unnecessary and that there had been other instances of wasted expenses. The mayor said some of "the top-priced employees – workmen is scarcely the word and foremen is a trifle too specific" would be out of work if Council supported his initiative. He felt public opinion supported ending the "unnecessary expenditures." People liked the appearance of the bridge, and the decorations visible

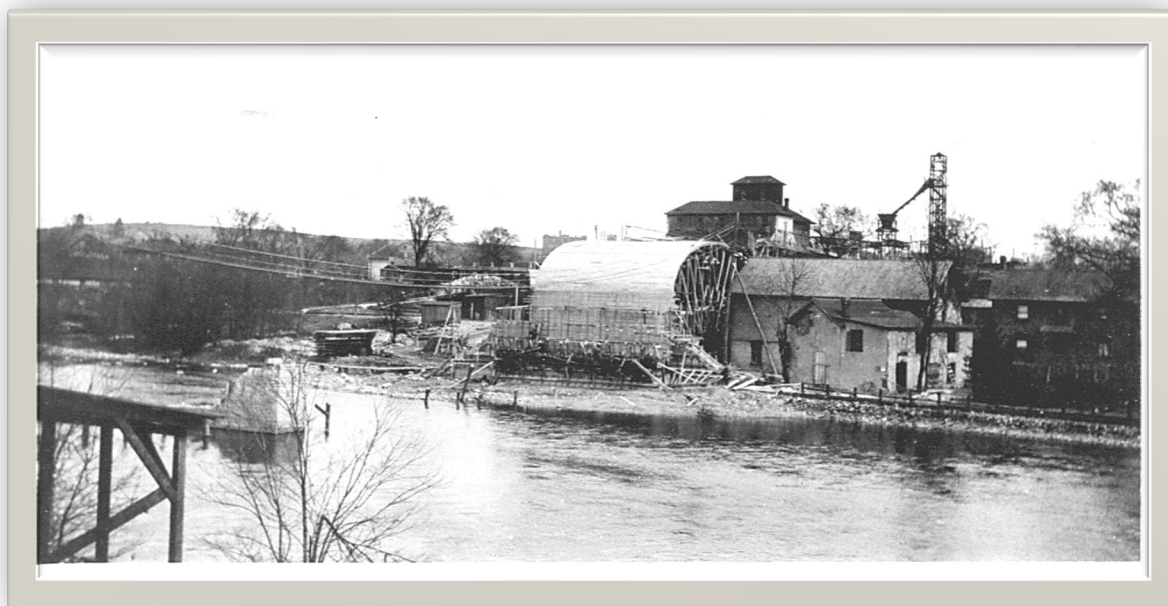
from the roadway.

The Examiner, after decades of competing in the daily newspaper market, was the last paper standing, and its editorial comments were decidedly negative. For example, on July 22, the day of the Council meeting, it observed, "A cynical citizen, reading about the official opening of the new bridge, remarks that the only thing the citizens have to celebrate is the fact that the it hasn't fallen down and killed somebody." In fact, the building of the bridge was one of the major construction projects of the period, and one of the safest.

City Council was partly to blame for the cost overruns. Because of the city's insistence, workers were paid more, but Hamilton also noted that the mayor interfered and undercut the ability of the contractors to get efficiency from the workers.

In any event, City Council quickly learned it had gone too far. Section 8 gave them the right to terminate the contract if the project engineer, Frank Barber, agreed that was the route to go.

Barber told the mayor overnight that the Council had acted illegally. Mayor McIntyre was surprised, since Alderman Gordon and Widdifield,



The Hunter street Bridge under construction, looking toward the Ashburnham bank. The Peterborough Mattress company and the Mowry home and the McAllister mill were still standing. (Electric City collection 6.017)

The Council, on motion of Aldermen James Hamilton and G. N. Gordon, approved a resolution, citing section 8 of the construction contract, to terminate the contract because the contractors had "made insufficient progress in completing the work of constructing the said bridge." The motion requested that Frank Barber, the engineer for the project inform the principals at the Russell-Townsend Construction Company. Alderman Hamilton claimed that this was the third time that C. J. Townsend had ignored requests to meet with Council to discuss concerns, particularly with respect to "extra fees for extra costs." At the same meeting, Council agreed to pay \$6,500 in extra fees.

Alderman James Hamilton believed that the

the city solicitor, were both lawyers. Members of Council were embarrassed.

The Examiner responded that the Russell-Townsend workers were completing the work on the bridge, "Like Horatius at the Bridge." Since work on the bridge had begun without ceremony maybe it could continue until the "last tap of the compressed air chipper" ending on the Civic Holiday with "a chorus of 'At lasts' from the assembled ratepayers." However, the railing also remained uninstalled.

One local writer, C. Hamilton, characterized the bridge as a "massive and handsome" structure spoiled by "inserting these tawdry green tiles in the bridge." Another commentator, or perhaps the same, noted that the bridge's architect, Claude Bragdon, had designed spectacular lighting for a lower Manhattan church which combined four colours in different combinations. "In the display of hues on the bridge he ransacked the spectrum and probably

rivalled anything seen outside Barnum and Bailey's circus wagons."

In its night of termination, City Council had approved \$6,500 for Russell-Townsend's extra costs; Barber accepted the contractors' claim for compensation over and above the \$29,000 assured in the contract at \$105,679.29. After consultation with Barber and Frank Christie, the inspector on the work,



and with some negotiation, the contractors wanting to end the discord accepted \$6,500.

On the other motion of that night, Barber pointed out that the Council could not act unilaterally, and he believed that the contractors had acted professionally on all points.

Frank Barber

Frank Barber sent to the *Examiner* copies of the correspondence showing that he had delivered Council's termination resolution to the contractors, as well as a transcript of Clause 8 of the contract. That clause began, "In the event of the contractor, in the opinion of the engineer, abandoning the work under this contract or making unnecessary delay in the prosecution thereof, or making default in the completion within the appointed time, or making insufficient progress to complete this work within the said time or times, or of the various portions thereof, or in the event of the contractor, in the opinion of the Engineer, prosecuting the work in a manner detrimental to, or at variance with the contract,..." It continued, "... the Corporation shall in any event be at liberty to dismiss the contractor ..." The clause mentions the procedures and what the contractor would be required to do after the city had taken such action. The clear point was that the City Council could not act without getting the Engineer's agreement.

At another special meeting members of Council were quick to apologize for some of the termination rhetoric. C. J. Townsend, for the contractors, entered the meeting room before the apologies were given. Alderman Turner wished to

apologize and to "withdraw anything that might be construed to mean that they haven't carried out the contract to the best of their abilities and within the time limits." Alderman Gordon, who had seconded the original motion, added "There is no desire on the part of any member of the Council to reflect on the integrity or the ability of the Russell-Townsend Company, to carry out the contract well and properly." Council's only intent, he maintained, was "to terminate certain overhead expenditure and to wind up the work as soon as possible." Alderman Gordon called the resolution "a piece of imperfection."

One letter to the editor, 27 July, from "One who Worked on the Bridge" was quite informative. He thought that if Alderman Hamilton knew the workers did not do a normal day's work he should have informed the contractors, or one of the superintendent or the six foremen. He thought it was reasonable that the city had specified that workers had to come from the city: "It is the workingmen of this city that has got to pay the biggest share of the expense." He noticed that the Alderman commented on money wasted on wages, but said nothing about other wastes: "runways were built that turned out failures and a tower that was built twice as high as was wanted for the work it was doing."

Arrangements were made to have an official opening of the bridge on the bridge platform by an entrance to Quaker Oats. The Hon. Dr. John Dowsley Reid (1859-1929), the federal minister of Railways and Canals, accepted the invitation to open the bridge on the Monday of the Civic Holiday, August 8. However, on August 5, he had to cancel because the government of Arthur Meighen was meeting the new governor-general, Lord Byng. This meant no other cabinet minister would be able to come. Reid, who had been a Member of Parliament since 1891 was appointed to the Senate in September.

After consultations, Mayor McIntyre, cancelled the official opening of the bridge. At first, the opening was postponed, but an official opening never happened.

Council seemed sensitive to the argument that enough money had been spent on the bridge. The *Examiner* noted, "There is a natural curiosity as to whether the official opening of the Hunter Street Bridge is to be financed on the cost plus system or otherwise." On August 6 it added, "while the presence of a band and a Federal Minister might have attracted the usual crowd of curious spectators, there would not have been any noticeable undercurrent of rejoicing in the assembly. The bridge is there and will have to be paid for, ..."

Despite the Council action, the bridge was completed by the Russell-Townsend workers on August 15. "On the preceding Thursday the chipping work was practically completed; most of the men who had handled the air guns were then let go, only two machines continuing on several remaining patches until the day after Civic Holiday, when the job was wound up." The compressed air machines were loaded on a freight train on a siding in Ashburnham on August 15. The company was still waiting for offers to buy the contractor shed.

The final compensation for Russell-Townsend was settled near the end of August. The claim for extra work had been at \$13,600; the city wanted to pay \$5,000; Townsend would accept nothing less than \$6,500, which had been the figure in second motion on the day of the termination motion. After further review, the Council accepted the compromise, on September 7. In his remarks, Townsend called the project "a bad job" for them. They made little money and got bad advertising from the negativity of the *Examiner* and of the City Council. That said, Townsend observed, "It's one of the biggest structures built in Canada without the loss of life. That is some consolation."

When the final payment was made, the *Examiner* commented that Frank Barber had endorsed \$85,000 in extras, and the \$6,500 to the contractors worked out to a commission of between 7½ and 8%.



With the completion of the bridge, City Council approached the Hydro-Electric Power Company, which had acquired the local power companies and the street car service in 1914. The bridge as designed by Claude Bragdon (see left) and Frank Barber was wide enough to accommodate a street car service to Ashburnham.

The roadway had been narrowed as a cost saver. Now the City wanted to know if it were possible to have a street car service, using both the Ashburnham Bridge and the Inverlea Bridge. The options were priced and the cost of purchasing one or two street cars was considered. The Hydro engineers said it would not be a paying proposition. The emerging solution was that a bus service might be the answer for Ashburnham. In 1927, Hydro abandoned street cars in Peterborough

and brought in buses.

In late November, the City's Finance Committee recommended offering Frank Barber \$5,000 in "full settlement of his claim against the city for engineering services in connection with the Ashburnham (nee Hunter Street) bridge." Apparently, he had earlier received \$11,000 for his fees.

The bridge was raised as an issue in the federal election campaign in December. J. Hampden Burnham claimed he had arranged to get \$50,000 in federal money for the Hunter Street bridge contract. His opponent, G. N. Gordon, said, Burnham had told Dr. Reid, the minister in charge, that Peterborough did not deserve it. They had, he said, received a gun range and when used for practices the bullets flew across the Norwood Road endangering lives.

The bridge appears not to have attracted much interest in the municipal election, but the New Centre Meat Market ran an editorial advertisement criticizing Alderman Hamilton who had complained about the price of meat. The butcher wondered why he was not equally concerned about the cost of the Hunter Street bridge. He also said that the butcher shop had invested thousands of dollars in getting established, and without such enterprises, Hamilton could not build bridges.

The Ashburnham Bridge was a major achievement. The City had stepped up to ensure that a state of the art bridge could be built to ensure that Peterborough kept the Quaker Oats and had a bridge with good capacity and that ensured that there would be no traffic gridlock because of trains unloading at the cereal works. The bridge was well-designed by a leading architect and an outstanding engineer. It had created lots of jobs and the Russell-Townsend Company deserved more praise for the attention to detail in building the bridge.

Upon completion of the bridge, the official opening never took place.

Thanks to Rick and Steve Russell who have supplied the obituary of John E. Russell, of Russell and Townsend, the contractors for the building of the Hunter Street Bridge (aka Ashburnham Bridge) and the picture of Frank Barber.

Marcus Ferguson of YourTV, Graham Hart are working with Elwood Jones and Steve Russell on a TV program on the building of the Hunter Street Bridge. It was being built 100 years ago.

September 25, 1934

THE CANADIAN ENGINEER

11

A Tribute to John E. Russell

IN the death of John Edwin Russell, the construction industry of Canada has lost one of its outstanding leaders. "John E." was trusted and respected by everyone in the industry. Associates and competitors alike were his friends.

In June Mr. Russell had bought the steel barge "Enarco" from the Canadian Oil Co. and had it towed from Sarnia to Toronto, where he docked it for repairs. On the morning of July 23rd the foreman telephoned him that there was a fire in the hold of the boat but that the firemen seemed to have it under control. Mr. Russell motored to the dock at once, to give the firemen all possible aid and advice as to the layout and construction of the vessel. Just as he stepped on board, the boat exploded and Mr. Russell and several firemen were severely burned.

Mr. Russell succeeded in getting off the boat unaided, and asked a bystander, "Could you drive my coupe? Take me to a hospital". As he was getting into the car, he saw a fireman being carried off the barge. "Wait a minute," he said to the man at the wheel. "Take this fellow instead. He's hurt worse than I am. I will get there some way." A boy with a delivery truck took him to a nearby doctor's office. Ever since then he had been fighting for his life at St. Michael's Hospital, but the toxic effects of the extensive burns proved fatal. He passed away early in the morning of September 15th.

Mr. Russell was born in Toronto on April 11th, 1872, the son of a pioneer brick manufacturer. He was educated in the public schools and entered the employ of Shields & Robertson, contractors. Before many years he owned the firm. His business interests expanded rapidly and at the time of his death he was president of Standard Paving & Materials Ltd., Consolidated Sand & Gravel Ltd., Concrete Pipe Ltd., North American Elevators Ltd. and Toronto Dry Dock Co. Ltd.; vice-president of Sin-Mac Lines Ltd., Canada Building Materials Ltd. and Red Barge Line Ltd.; and a director of Canadian Dredging Co. Ltd. and International Waterways Navigation Co. Ltd.; and had until recently been president of the Russell Construction Co. Ltd. and a director of Arrow Steamship Co. Ltd.

An eminent Toronto lawyer who has handled all of Mr. Russell's business for nearly twenty years, says that Mr. Russell would never permit him to take

advantage of any legal technicalities; that he accepted without question any and all liabilities that ever arose from any contract or agreement he made.

Mr. Russell had no hobbies nor recreations. His whole time was devoted to his work and his family. He had eleven children, nine of whom, and their mother, survive him. He worked twelve to fifteen hours a day, ceaselessly and with dynamic energy. During the past few years, however, he became very interested in the theatre, and he and Mrs. Russell never missed a performance at the Royal Alexandra.

He had a keen memory and not only knew every employee and his duties, but also, without reference to any record, just where every piece of equipment he owned was located, what condition it was in and when it would be available for other work—and he had hundreds of thousands of dollars' worth of plant and equipment under his control.

Known best, perhaps, as a paving contractor, Mr. Russell's greatest personal interest was in marine salvage work. "I'd rather handle one good salvage job a year than be mayor of Toronto," he once said. It was pure joy to him to drop all other activities and go out on one of his tugs in a wild November storm to salvage a boat in distress. He was probably the most skilled salvage operator on the Great Lakes, and many tales are told of the ingenuity that he showed in this work.

Identified with the two lines of business that have suffered most during the past few years—the marine trade and the construction industry—Mr. Russell had many difficult problems to solve since 1929, but he

never complained, was always cheery and friendly, and never lost his courage, even in his last hours.

Au revoir, John E. You were one of the makers of Canada. None of us who knew you will ever forget you.



THE LATE JOHN E. RUSSELL

Early Steamboats on the “Back Lakes”

Michael P. Dolbey

While researching Augustus Sawers for an earlier article¹ I found a claim that he had “owned a line of boats running on the lakes between Peterborough and Lindsay”². I had not been able to find much information about this subject until many of the Peterborough newspapers from that period became available as digital searchable archives. I quickly found an article titled *New Steamer* in the Peterborough Examiner 7 March 1867 which stated, “She is to take the place of the old *Victoria*, which has been running on the back lakes for the past eleven years, and was built by Messrs. Craigie & Stephenson of Ashburnham, for the late A. Sawers, Esq., who ran her for a few years and sold her to the Messrs. Church, who ran her in opposition to the *Ogemah*.”. This means that Sawers’ steamboat would have been built in about 1856. At that time, Peterborough had two newspapers, the Peterborough *Weekly Review* and the Peterborough *Despatch* until August 1856 when it was acquired by Augustus Sawers and renamed the Peterborough *Examiner*. While there are digitized copies of the Review from January 1854 forward, there are no digitized copies of the *Despatch/Examiner* between August 1852 and January 1858. The Review was a staunch Tory newspaper whereas the *Despatch/Examiner* supported the Reform party. Besides being business and political rivals, the vitriolic attacks flung at each other by the Review’s editor, Thomas White, and the Examiner’s editor, Augustus Sawers, suggests that they were not the best of friends. Hence it is perhaps not surprising that no mention can be found in the Review of the building and launching of Sawers’ steamboat or its subsequent operation. The only reference in the Review to Sawers being associated with boating occurred in an article on 14 December 1855 announcing that Sawers was a candidate for County Council. Titled *A Third Candidate!*, the article included the passage, “... with a characteristic desire to sail through the Valley of the Trent. Mr. Sawers, being somewhat of a sailor, the wish is a sufficiently natural one.” This suggests that by late 1855 it was known that Sawers’ steamboat was being built or was operating.

The first specific newspaper reference to Sawers’ steamboat was in an *Examiner* article on 29 April 1858 announcing the opening of the boating season. Sawers’ boat was named *Fly* which agrees with what I had gleaned for my earlier article about Sawers. The article, which gives a good summary of the state of navigation and the boats operating on the back lakes at that time, was as follows:

“**The Steamers** on the back lakes are moving out for business. The *Woodman* on Scugog Lake, is running. Mr. Wallis’ *Ogemah*, of Fenelon Falls, is making ready. Mr. Kelly’s *Peterborough* is nearly ready, and Mr. Sawers’ *Fly* makes her first trip to Bobcaygeon to-day. Mr. Wallis, Mr. Kelly and Mr. Sawers, have each made great improvements upon their respective boats, and the public may expect to reap a large share of advantage from their outlay. Let us hope the public will not be the only benefitters. The Locks at Bobcaygeon are completed, and the Locks at Lindsay will not be renewed this season; but all the necessary material will be delivered on the ground, and, next year, the wooden structures will give place to stone. The extent of navigation now open, from Port Perry on Scugog Lake to Bridgenorth on Mud Lake, is about seventy miles and is a most agreeable tour for pleasure takers, and those who desire to form a correct estimate from personal observation of the back country. The steamer *Fly* will take up her quarters at Lindsay, running to Port Perry and back, every second day, and to Mud Lake and back every alternate day. We have not heard of the arrangements of the other steamers. Mr. Thomas Eastland keeps the road communication open between Mud Lake and Peterborough by a line of stages and freight wagons. His office is at his livery stables, where the conveyance of passengers, parcels or goods can be obtained.”

The *Woodman*, the first steamer to operate on the back lakes, was built in Port Perry and launched on Thursday, 29 August 1850.³ At that time there were no railways operating and the shortest road between Lake Ontario and the back lakes was between the port of Windsor (now Whitby) on Lake Ontario and Port Perry. A dam and wooden lock at Lindsay allowed navigation up the Scugog River to Sturgeon lake. An article the following year describes her as having a 96 foot keel, 110 foot length of deck by 30 feet greatest width. She had a boiler with 12 flues and a 25 horse-power marine beam engine made at the Dundas Foundry. Her two paddle wheels were fourteen feet diameter providing an ordinary operating speed of eight miles an hour.⁴ The *Woodman* was damaged by fire in 1854 at Port

¹ Dolbey, Michael P., “In Search of Augustus Sawers: Ninth Mayor of Peterborough,” *Heritage Gazette of the Trent Valley*, Vol. 23, No. 3, November 2018, p 22.

² Mulvaney, C. P. *History of the County of Peterborough, Ontario*, ..., C. Blackett Robinson, 1884, p 589.

³ *Weekly Despatch*, 5 September 1850.

⁴ *The Steamboat Woodman - Lindsay*, Peterborough *Weekly Despatch*, 29 May 1851.

Perry. She was bought and repaired by George Crandell of Port Perry, the first boat of the Crandell steamboat empire on the back lakes.⁵

The side-wheeler steamboat *Ogemah* was launched in 1854 at Fenelon Falls. It was built for James Wallis who owned the mills at that place primarily to tow lumber from his mills to Port Perry. A Weekly Review article on 17 February 1854 titled *Festivities at Fenelon Falls* describes the opening of Wallis' new sawmill and states that a new grist mill is being constructed and would be operating in the spring. It then says, "Mr. Wallis is having constructed a steamer, under the superintendence of Mr. C. Delaney, architect and builder, suited for the conveyance, as well of passengers as of freight. The steamer, upon the completion of the repairs at Bobcaygeon Lock, will ply between the Falls and Mud Lake, connecting with the Tram road, which we are inclined to regard as a settled fact. It is expected to be ready for business about midsummer." On 2 June 1854 the paper announced that "next Thursday the steamer building at Fenelon Falls by James Wallis, Esq. will be launched." However, no further notices were found about the *Ogemah* until 1858. In the intervening period the locks at Bobcaygeon were being reconstructed so the *Ogemah* probably operated only on Sturgeon Lake so there was no incentive for her owner to advertise in the Peterborough papers.

The final boat mentioned in the article about the 1858 season's opening was Mr. Kelly's steamboat *Peterborough*. It was announced with an advertisement in the Peterborough *Weekly Review* on April 17, 1857, naming it the *Peterboro'* and saying "Will be ready to ply between Mud lake and Bobcaygeon on or about the first of May. She is a new boat and will be well fitted up". On 1 May 1857 the *Review* stated "The Steamer *Peterboro* will be launched at Bridgenorth, on the 2nd May at 3 o'clock." The first advertisement for its operation was placed on 17 July 1857 when the boat's name had been changed to *Peterborough*. Because of the lock reconstruction at Bobcaygeon, during 1857 the *Peterborough* would have been running in competition only with Sawers' *Fly*. The *Peterborough*'s owners, S. S. Kelly and Son, operated a sawmill at Bridgenorth and used the steamboat primarily for drawing logs from the upper lakes to their mill.

Early in 1858, Sawers' *Peterborough Examiner* had frequent advertisements for his steamboat *Fly* and articles about navigation on the back lakes. The *Fly*'s first voyage was announced on April 29 as well as the article already quoted about the opening of the season. A few weeks later on May 20 the full text of a report by the Commissioners of Public Works about Navigation Improvements on the back lakes was printed giving in great detail the changes that had been made at Bobcaygeon, Buckhorn, and to the Scogog River. On June 17, an article described the Government's "Inspection of the Back Lake Steamboats". Two years before, on 10 June 1856 a ferry boat of the Grand Trunk Railway exploded at the dock in Longueuil, near Montreal, killing a number of people.⁶ Legislation was passed requiring all steamboat boilers to be hydrostatically tested to 1½ times their working pressure and all had to be fitted with approved pressure relief valves. It was reported that the *Woodman* and *Ogemah* boilers were tested to 90 pounds per square inch (psi) allowing them to operate at 60 psi. Mr. Sawers, "being desirous of establishing the superior quality" of his steamboat *Fly*, requested the inspector test to 125 psi, the highest pressure allowed, which fortunately it passed. All the boats were delayed from operating for a few days until equipped with additional devices required by the act. The steamer *Peterborough* was not available for testing at the time.

In early June, the editor of the *Weekly Review* must have taken a trip on the *Ogemah* from Bridgenorth to Lindsay and back. On 25 June 1858 he wrote "The *Ogemah* is by all odds the best boat. She is very neatly fitted up, and is kept very clean. Her cabin, which is papered with crimson and gold paper, the windows nicely curtained, and the seats cushioned and covered with crimson plush; is a regular cosy little spot." Of Sawers' boat he then says, "The *Fly* is not a bad boat, having with the aid of the *Ogemah*'s pumps passed inspection, but like her proprietor she is a little erratic and persists at times in poking her nose where she has no business to, to the no small annoyance of any

THE STEAMER
PETERBORO'
Will be ready to ply between Mud Lake and Bobcaygeon on or about the first of May. She is a new Boat and will be well fitted up.
S. S. KELLY & SON,
Peterboro', 12th April, 1857. 16-3a-pd

Ho for Bobcaygeon!
THE NEW STEAMER
'Peterborough'
Leaves Mud Lake Loading every Tuesday and Friday, at 1 o'clock p.m., arriving at Bobcaygeon at 4 o'clock the same afternoon. Returning, leaves Bobcaygeon on Wednesdays and Saturdays at 10 a.m., arriving at Mud Lake at 1 p.m.
In connection with the above, Stages leave Peterborough on Tuesdays and Fridays at 11 o'clock a.m., and Mud Lake on Wednesdays and Saturdays on the arrival of the Steamer. By this arrangement persons can leave Peterborough and reach Bobcaygeon the same day, thus offering a rare inducement to the lovers of good scenery.
KELLY & SON,
Proprietors,
Mud Lake, 11th July, 1857. 99

THIS Steamer, "Fly" commences to run on the Back Lakes to-day (Thursday). A stage will be put on from Eastland's Livery Stable, connecting with the "Fly."
Passengers and persons having freight and cargo will freight, by applying at Eastland's Livery Stable & Peterboro', or at the Examiner Office.
Peterboro', April 29, 1858.

⁵ Wilson, Andrew H., ENGINEERING HISTORY PAPER #67 "Some Early Canadian Steamboats", The Engineering Institute of Canada. Cedargrove Series #43/2016 – September 2016, p 25.

⁶ Steamboat-Boiler Explosion, Peterborough *Weekly Review*, 13 June 1856.

passengers that may happen to be on board of her - as it is by no means a pleasant thing to be stuck for hours upon some of the snags in Scugog River.” In the next edition of the *Examiner* on 1 July, Sawers berated the Review’s editor for thinking that his readers were more interested in *Ogemah*’s interior finery than “the character of the country, the quality of the navigation, and the use it is put to.” The Review responded on July 2 with a long and detailed description of the journey and surrounding countryside.

In the 1 July 1858 edition of the *Examiner*, a change of route for the *Fly* was announced with the discontinuation of trips between Bobcaygeon and Lindsay. This may have been in response to the boat having got stuck on snags in the portion of the Scugog river between Sturgeon Lake and Lindsay that was alluded to by the Review. By leaving Bridgenorth at 9 am the round trip to Bobcaygeon could be done in one day. It was hailed as a pleasant way to beat the heat by spending the day in the refreshing breeze of the back lakes.

All remained quiet until October 7, 1858 when the *Examiner* published an article titled “The Public Works at Bobcaygeon” in which it accused Mossom Boyd of interfering with the operation of the locks by piling his lumber all along the canal at its very edge and allowing sawdust, slabs and edges to fall into and obstruct the canal and lock. It was stated that “Mr. Boyd says he owns everything and takes possession.” It exhorted the Commissioner of Public Works to take charge and ensure that these publicly funded works could be used by the public. The following week an article in the Oct 14th *Examiner* announced that the navigation at Bobcaygeon was closed because the deposit from Mr. Boyd’s mill had formed an obstruction over which the steamboats could no longer pass.

In 1844, Augustus Sawers had received from his father the title to 1600 acres of land in Verulam Township close to Bobcaygeon and it is assumed that he founded his steamboat business in an attempt to increase access and interest in that area in order to increase the potential value of his land. He advertised the land for sale in the Peterborough Weekly Review between April and July 1856. Finally, in August 1858 he sold all the land to Joseph Kelso of Smith township. By this time Sawers was editing the Peterborough *Examiner* and was involved in politics so it is not surprising that he sold his steamboat business in 1859. No information has been found about the sale in the newspapers. In an article submitted to the *Examiner* on 2 February 1859, John Fowler proposed leasing the Cobourg Railway and establishing a supply business throughout the region. As part of the scheme he states, “I intend purchasing Mr. Sawers’ steamboat *Fly* which is able to do all the business on the back-lakes for some time to come”. Whether or not this happened is not known.

Throughout the 1859 boating season, the *Ogemah* advertised in the *Examiner* but there were no advertisements for the *Fly* until September 15 when Captain Church announced he was resuming the service between Bridgenorth, Bobcaygeon, Fenelon Falls and Lindsay. Palmers’ stage would provide the connection with Peterborough. In 1858, Capt. Church had been the captain of the *Ogemah* and it appears he decided to leave it in order to set up his own business in competition with James Wallis’ boat. In 1860 there were no advertisements or articles found about travel on the back lakes until Capt. Church announced on 28 June the steamer *Victoria* would be operating with reduced rates. Operating every day, it left Lindsay at 6 am arriving at Bridgenorth about 11:30 am and left Bridgenorth at noon arriving in Lindsay at 6 pm. The mid-day stage connection with Peterborough was being supplied by W. S. Church. Clearly Sawers’ steamboat *Fly* had been bought by Church and renamed *Victoria*. Little is known about Captain and W. S. Church. Neither is listed in the Fuller’s 1865-66 Directory of Peterborough and Victoria Counties. In the 1861 census, William S. Church, 29 (c. 1832), is described as a lumberman who is living in Peterborough with his father, 68 year-old William B. Church. In the 1881 census, John A. Church born c 1834, is described as a seaman and living in Fenelon. It is possible that these are the Messrs. Church who acquired the steamboat business from Sawers as indicated in the 1867 article first quoted.

I was pleased to be able to solve the mystery of Sawers’ “line of boats” with the help of our valuable new research tool, searchable newspaper files.

REDUCED FARE

THE STEAMER
"VICTORIA"

Will leave Bridgenorth at 11 o'clock, M., every day for Bobcaygeon and Lindsay, and returning will leave Lindsay at 6 o'clock A. M., every morning for Bobcaygeon and Bridgenorth, arriving at the latter place about 11 o'clock, A. M.

RETURN TICKETS from Bridgenorth to Bobcaygeon and back 75 Cents. To Lindsay and back \$1.00.

CAPT. CHURCH.

THREE STAGE

Will leave Peterborough at 10.30 A. M., every morning to connect with the steamer at Bridgenorth, and will return to Peterborough after the arrival of the boat from Lindsay, and will arrive at Peterborough at 3 o'clock P. M.

FARE from Peterborough to Bridgenorth, 25 Cents. For freight, &c, apply at McGregor's Hotel, Peterborough, or to

W. S. CHURCH.

June 27th, 1860. 29

Destruction of Douro's first Sawmill in 1847

Michael P. Dolbey

In earlier articles I related the origin and demise of Douro's first Sawmill.⁷ It was built on what is now called Sawers Creek close to its confluence with the Otonabee River about two kilometers south of Lakefield. The mill was built for Walter Crawford in about 1831 and it passed to his future son-in-law, Augustus Sawers, as part of a marriage contract in 1844. Douro's local history related a story of the mill dam being destroyed by local settlers who were concerned that the flooded land behind the dam was resulting in sickness from ague (swamp fever). Evidence to corroborate the story had not been found until searchable digitized versions of old Peterborough newspapers became available on archive.org.⁸ The following article describing the demise of Sawers' mill was published in the *Peterborough Despatch* on April 29, 1847. It was submitted to the Editor by somebody named A BRITON, probably a pseudonym, and possibly Sawers himself.⁹ The article refers to "bands of armed men" and states that some of the parties were to be tried at the next Assizes. The *Peterborough Despatch* published lists of convictions for the Colbourne District between 10 November 1846 and 5 January 1847 and between 17 November 1847 and 4 January 1848 but none of the names or crimes listed appear to fit the reported situation. Lists of convictions for other periods were not found. No other mention of the event was found in the archived newspapers. The full article is as follows: *Peterborough Weekly Despatch*, 29 April 1847

We have been requested to insert the following item and comply without knowing anything whatever of the circumstances to which it relates.

To the Editor of the Peterborough Gazette.

Sir, I am surprised that no notice has been taken by our local press of the lawless outrages perpetrated on the mill property of A. Sawers Esq., in the township of Douro, by bands of armed men, who threatened to fire upon Mr. Sawers and his men; the disparity of numbers being such as to preclude any attempt of resistance.

Since last summer, four attempts have been made by these lawless bands upon Mr. Sawers' mill-dam, in two of which they partially succeeded in destroying the dam, the water in its course doing much injury to the mills below; but even this did not satiate their love of Lynchlaw; for shortly after the repairing the dam it was twice attacked, and the last time with complete success. At the last Quarter Sessions bills of indictment were found against some of the parties engaged in the first outrage, who were bound over to take their trial at the next Assizes.

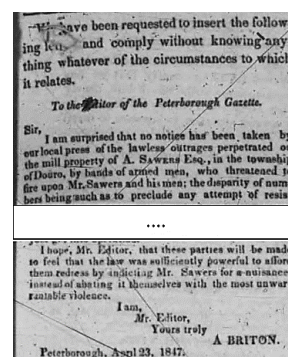
Months previous to any attack on the dam, Mr. S. hearing that sickness was attributed to it, sent, by a respectable man, a message to one, who he understood was taking a prominent part in the matter, to the effect that he had no wish to maintain a dam to the injury of the health of his neighbour, and would submit the subject to the investigation of medical men mutually chosen. — This offer, however, though pronounced fair, was not accepted. During the said sitting of the Quarter Sessions the same offer was publicly made before the Court to the Defendant's Counsel. The Chairman commented upon the handsomeness of the proposal, and advised all parties concerned to adopt it, and their Council also expressed himself satisfied. — That same night the dam was again attacked, and very much injured, and between Sunday evening and Monday morning last they returned, and by nine A. M. had irreparably destroyed it. To prevent their being identified, they placed sentries over the dwelling-house, threatening to blow the brains out of any person who should show himself, and at one of the houses they carried their violence so far as to order one of the men who got up to light his fire, to throw water on it and return to his bed, and not to dare to get up until they should be gone. They lite a fire at the place where the ferry-boat lands, and kept a guard of six or seven men over it. Upon retiring they cheered and fired a volley, leaving in a prominent situation a notice of which I transcribe a copy "*literatum et verbatim*".

"Sawers if you intend to keep your dam in Difince to a Township your are very much mistaken, we do not want to do you any harm but to save our health we give you cation for the last time as fast as you will raise it we will throw it down you may keep it at thay hight that Mr. Craffard had it and no hier."

The above is a bare statement of facts without any intention to affect the interests of those of the party who will be tried at the Assizes. Mr. Sawers has, to my knowledge, made every reasonable concession to their prejudices, but by their lawless aggressions, he has already sustained a very serious loss, and the last of all will probably have the effect of destroying his expensive new flume and saw-mills which he has only just got into operation.

I hope, Mr. Editor, that these parties will be made to feel that the law was sufficiently powerful to afford them redress by indicting Mr. Sawers for a nuisance instead of abating it themselves with the most unwarrantable violence.

I am, Mr. Editor, Yours truly, A BRITON
Peterborough, April 23, 1847



⁷ Michael P. Dolbey, "Walter Crawford: A Peterborough Enigma", *Heritage Gazette of the Trent Valley*, Vol. 24, No. 2, August 2019, p 12; Dolbey, "In Search of Augustus Sawers: Ninth Mayor of Peterborough", *Heritage Gazette of the Trent Valley*, Vol. 23, No. 3, November 2018, p 22.

⁸ Jones, Elwood, "Peterborough Lawn Bowling Club", *Heritage Gazette of the Trent Valley*, Vol.24, No. 4, February 2020, p 42.

⁹ A BRITON was a pseudonym used by British writer, John Cleland (1710-89) as well as by Robert Burns in some of his poetry. Augustus Sawers was later president of Peterborough's St. Andrew's Society, so it is possible he was a fan of 'Rabbie' Burns.

Peterborough Yesterdays

Charlotte-Aylmer St. Block Is Purchased For \$85,000

Mrs. Fred L. Robinson confirmed today information of her recent sale of the block at the northeast corner of Charlotte and Aylmer streets to Otto L. Dalgleish for \$85,000.

The property extends along Charlotte St. from the corner to a narrow opening between the premises recently used as the Red Shield centre and Pace's fruit store.

Moving westerly to the corner the store units include the spacious recreational centre which is to be renovated by Mr. Dalgleish for occupancy in retailing Firestone products, the agency of which has been acquired by himself and Fred Revoy; Moncrief's Dairy; Sing Hop's laundry; Reginald hair stylish shop, and at the corner Jack Connell's tobacco shop. The Aylmer St. front is chiefly the headquarters of the Toronto-Peterborough Transport Co.

The urgency and the inspiration of this purchase had an extremely casual inception. Discharged from the Canadian Army, Mr. Dalgleish was leafing through a picture magazine about six months ago when he noticed an advertisement that the company was going to expand its business in Canada and the number of its retail outlets; and there was some mention

of the company's Canadian headquarters in Hamilton.

"I was in Hamilton the next morning," he said.

Mr. Dalgleish soon had a Peterborough agency on his hands, but he didn't have a store property, and the business of getting one was essential. That quest ended with the purchase of the block from Mrs. Robinson.

The late Dr. Fred L. Robinson, V.S., who died 20 years ago, was born in the upstairs flat over the corner grocery and general store of his father, Edward Robinson. In later years it became a hotel

property and now is converted into two sets of apartments. One of the proprietors was Patrick Clunan, and another Michael Tooley, both of whom retained the original name of Queen's Hotel.

The present cartage premises on Aylmer St., accommodated a livery stable which was provided with a carriage storage and entrance off Charlotte St. through the recently vacated recreational centre. Years ago it was entirely renovated and turned into a motion picture theatre. The easterly part of the block on Charlotte St. was an addition built by the Rob-

insons, and was not under the original roof at the corner.

"This is not a hotel site deal," Mr. Dalgleish told *The Examiner*. "There are no prospective change of present tenancies. Mr. Revoy and I are going to open a dealership early in June. It is our intention to stock the complete line electrical appliances, oil burners, deep freezers, tires and other automobile lines, fishing rods and so on.

The corner section of the old block must have been built around 90 years ago.



Thanks to Robert Clarke for sharing this *Peterborough Examiner* photo and story of the corner of Charlotte and Aylmer. The date of the clipping is 10 April 1946. Robert Clarke's website is <https://www.peterboroughmoviehistory.com/>



Photo left: TVA F50 3.063 Charlotte and Aylmer 1952 photo by Marlow Banks. In 1952 John B. Connell, the tobacconist, had his lunch bar on the north-east corner of Charlotte and Aylmer in 1952, while Mrs. L.P. Battle ran Martyn's Gift Shop next door. Charlotte Street also had Russell B. Cooke's Sunrise Bakery, Moncrief's Dairy, Seymour S. Heard's drugstore, Firestone (with John W. Fortner dealing auto accessories and household appliances, and repairing tires), and the War Surplus Store, managed by E. King.

Even though this article suggests the corner was built around 90 years ago, or the 1850s, it was not mentioned in Martha Ann Kidd, *Peterborough's Architectural Heritage* (1978) except for the two storey building at the eastern end

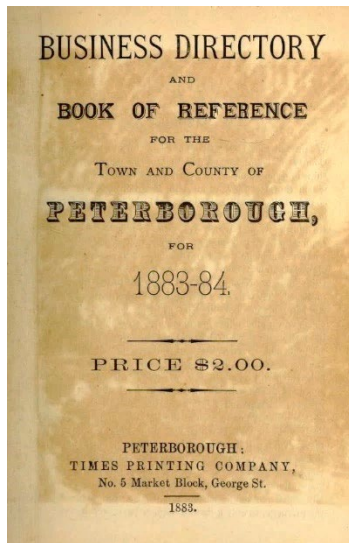
(right side) of this photo, shown with two dormers. In 1978, that part was home to the Trent University Book Store. Martha quotes the *Daily Examiner*, 21 October 1885: "A brick block two storeys high with mansard roof, the upper parts used as a dwelling and the lower part as a store, has been built for Mr. Harper. Mr. William Fitzgerald is the contractor, and Mr. P. J. McNamara the bricklayer. Cost \$1,800." This particular building, 224 Charlotte, was the furniture store for McBride and Franks. This suggests that Martha Kidd believed the buildings under the mansard roofs were built after 1890, the cutoff date for her book.

In 1925, moving from the corner and east, the businesses were: 234 A. W. Clysdale, tobacconist; 232 McClennan Hardware; 230 J. A. Simons, fruit dealer; 228 Budd Clothes Shop; 226 Hop Sing Laundry; 224 McBride and Franks, furniture; 218-222 F. C. Weber, drugs; 216 ½ Peterborough Curling Rink.

In 1972, the businesses were 234 Modern Barber Shop; 232 Canadian Church Supplies; 230 San-Mar Apartments; 230 Nelson's Antiques and Joke Shop; 228 The Book Store; 226 Moncrief's Dairy Bar; 224 Mountain Furniture; 220-222 Choate Photo Service; 216 ½ Peterborough Curling Club. In 1987, there were no businesses along this stretch because of the devastating fire of 16 December 1984. The Quan Building now stands on the Aylmer Street half of the lots.

OUR CHIEF BUSINESS MEN

[Business Directory 1883]



The following business men whose advertisements appear in this work we can confidently recommend to the public, and feel assured that those who may transact business with all or any of them will have no cause to regret their actions:

TOWN OF PETERBOROUGH

THE METROPOLITAN GROCERY AND PROVISION COMPANY, LIMITED (Mr. T. W. Robinson, manager) is one of the largest grocery houses in the Province. The store is on Simcoe street in the old Nicholls and Hall block and has been used for its present purpose for many years. The goods kept in stock are always fresh and of the very best quality, a sufficient guarantee of which is the great popularity that the house enjoys. The store is under the management of Mr. T. W. Robinson, than whom there is no man in town understands better the requirements of the public. A large stock of crockery, china, etc., is always kept in hand and sold at reasonable prices.

D. BELLEGHEM'S furniture warerooms are now too well-known to the public of this and the surrounding counties to need any "puff" at our hands. His premises on Hunter street are the largest used for the purpose in the Midland District, and a large addition has recently been

erected in the rear, in order that he may be better able to display his wares to his hundreds of customers. He makes a specialty of fine furniture, which he not only manufactures himself, but also supplies from all the leading makers. Here you can be furnished with anything you want in the furniture line and at a close price for cash. He possesses the finest hearse in town, and is at all times prepared to furnish everything necessary for funerals.

MESSRS. T. DOLAN & CO. occupy two of the largest stores in town, in which is undoubtedly our handsomest block. One of the stores is for dry goods of all kinds, and the other is for the ordered and ready-made clothing, in which lines this firm does an enormous business. Their stocks are at all times well selected, and comprise everything

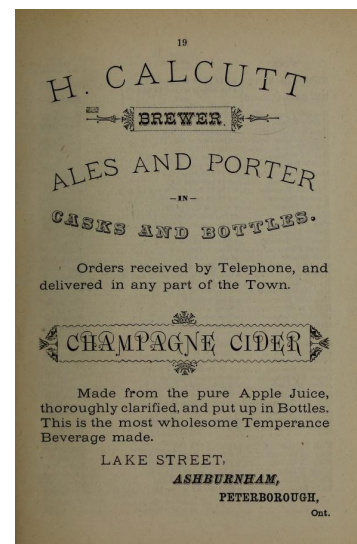
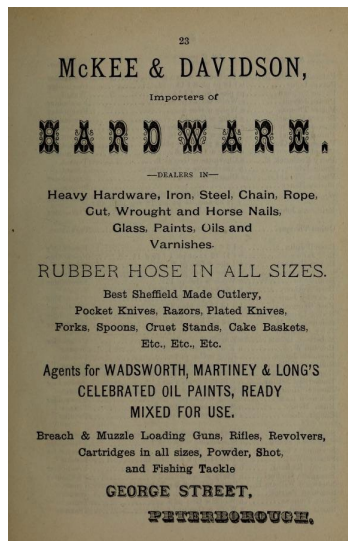
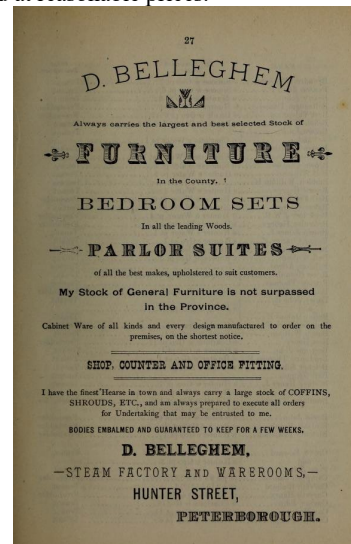
usually found in such first-class establishments. Mr. Thomas Dolan, who, from his many years' experience, thoroughly understands his business, exercises a watchful eye over the trade, and at all times is fully prepared to see that the wants of his customers are fully attended to.

MESSRS. MCKEE & DAVIDSON, George street, the leading house in the hardware business in Peterborough. Their stock is very large, and comprises all the leading lines in English, American and Canadian goods. They are the sole agents in town for a patent paint that is said to excel all others manufactured. Their goods are all warranted first-class, and their rapidly increasing business testifies to the manner in which they conduct their trade.

HENRY CALCUTT, of Ashburnham, conducts the only brewery in the county, and has established a large business extending far beyond our own confines. His ale and porter are said to be superior to those manufactured at many of the large establishments, and in consequence his trade is

fairly increasing. Mr. Calcutt also owns the Golden Eye and King Fisher, two steamers that ply daily between Peterborough and Idylwild, a noted summer resort, in Rice Lake, Hastings and other places, thus affording recreation for our citizens and their families.

CHARLES BUTLER, dealer in groceries and crockery, Hunter street, is one of our leading business men. Being enterprising he is almost among the first to secure new goods, and his prices will bear comparison with others in the same business.



EGERTON HARTLEY, Hunter street, is the only dealer in town that confines himself exclusively to musical instruments and music. He keeps on hand, musical instruments of all kinds, from the leading makers, and procures any piece of music wanted.

FOOT & MCWHINNIE, shoemakers, although not many years in business as a firm, have already established a first-class reputation for ready-made and ordered work.

A. HUMPHREYS, George street, keeps constantly on hand a superior stock of cakes and confectionery, of his own manufacture. Lunches at all hours, fruit, ice cream, soda water, etc., in season.

J. H. AMES, George street, is one of the oldest established boot and shoe dealers in town, and, from the number of customers who have dealt with him year after year, it is easy to be seen that he gives the very best of satisfaction.

R. MOWRY, Ashburnham, manufacturer of agricultural implements, is one of the most extensive and successful in his line in Canada. His goods have an established reputation, and are known throughout the length and breadth of the land, as evidence by the fact that an order from Manitoba reached him only the other day, for one of his celebrated threshing machines.

GEORGE W. RUBIDGE is the only tobacconist in town, and that being the case he is better prepared than any other to supply tobaccos and smokers' supplies of all kinds. His stock is always fresh and, being personally selected, lovers of the weed can rely on being well suited.

W. H. ANTHONY, practical boot and shoe maker, George street, devotes himself more especially to ordered work, particularly fine boots and shoes for ladies. He employs none but the best of workmen, and always gives satisfaction to his customers.

H. W. WATSON, house, sign and ornamental painter, takes the lead in his business. His work is all of the highest order of merit.

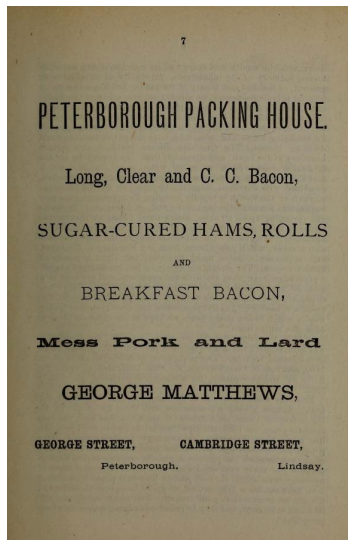
R. STENSON & SON, George street, keep the oldest-established boot and shoe store in town, and also carry the largest and best assorted stock. Their goods are all of the very best quality, and any work ordered is promptly attended to.

B. SHORTLY, saddler, George street, who has been in business for many years, keeps the largest establishment of the kind in the county. His stock of goods is always complete and of the very best quality.

W. A. SANDERSON, watchmaker and jeweler, George street, at all times keeps on hand the various lines of goods usually found in such an establishment. He only deals in the best, and it will be found by purchasers that his prices are lower than those asked by the majority of the dealers. Repairing of all kinds, neatly, cheaply and expeditiously done by practical and competent workmen.

THOMAS MENZIES, bookseller, stationer, etc., conducts a general banking and broking business, and sells tickets to all parts of the world, by the best railway and steamboat lines, at the lowest rates. Mr. Menzies is known far and wide, and has been in business in Peterborough for many years.

A. D. BRODIE'S WOOLEN MILL, Dickson's Race, Peterborough, is a new establishment on an old site. The mill has been equipped throughout with new machinery from the very best makers, and at present is running night and day, and still more machinery will have to be added before the proprietor can keep up with orders. At present there are two sets of carding machines and twenty-one three-width looms, and about 450,000 yards of flannel – nothing else being made – is turned out annually.



MR. GEORGE MATTHEWS, of Peterborough and Lindsay, is among the enterprising men who have established themselves here lately. At the South end of George street he has built a fine large brick building for the purpose of cutting up and curing pork. His brands have now established a reputation from Sarnia to St. John, N.B., and are eagerly sought after by dealers in all the principal cities and towns. The firm makes a specialty of Cumberland and white dried bacon, white cured and smoked hams, spiced bacon, rolls, sausages, etc. A large quantity of lard in tinnets, tubs and crocks is also shipped every season. Lately extensive improvements and additions have been made and more are in contemplation. The establishment is now one of the largest in the country, and the quality of the goods turned out so good that the sales are increasing daily.

MR. J. J. HARTLEY and **MR. JOHN CARLISLE** are two of our best known builders and contractors. The work is always finished in a first class manner and warranted to give satisfaction.

MR. JAMES STEVENSON, President of the Gas Company, always keeps on hand a supply of fixtures necessary for the proper lighting of all buildings. He has the largest coal yard in town, and his sales are very large every year.

J. D. BAPTIE, proprietor of the Peterborough planning mills, is now better prepared than ever to execute all work in his line that may be entrusted to him. He has lately added new machinery, and possesses excellent facilities for turning out first-class work of all kinds.

MR. GEORGE HILLIARD, M. P., owns at the north end of the Town, several fine mills. The saw mill is supplied with the very latest machinery, and turns out 60,000 feet of lumber every ten hours. In connection there is another smaller mill with a capacity of 35,000 shingles and 25,000 lath every ten hours. The same gentleman also conducts the Blythe flour mills, which are now being remodeled by the introduction of the "new Process" machinery, which will make this one of the finest mills on the River. It has a capacity of turning out over one hundred barrels per day for shipment,

in addition to doing a very large custom trade. The woolen mill is leased to Messrs. Gemmell and McKee, and does a flourishing and rapidly increasing business.

Mr. Hilliard is also the owner of some of the finest water privileges in the

Dominion, and at present has power enough to drive six times as much machinery as it does now. The shipping facilities are excellent, the Midland Railway passing through his grounds. He has numerous privileges to let at low rates, and those desirous of entering into any manufacturing business should correspond with him at once.

BRIDGENORTH

The Village of

Bridgenorth, on the shore of Chemong Lake, about seven miles from Peterborough is a great resort for picnic parties during the summer months.

The facilities for boating are excellent, and the fishing unsurpassed anywhere. Tourists will always be welcomed at the Bridgenorth Hotel, by Mr. Louis Fobert, the genial proprietor, who will speedily make them feel at home. The house is in close proximity to the Lake, picnic grounds, etc.

LAKEFIELD

R. C. Strickland, the Reeve of the village, conducts a very extensive lumbering business and gives employment to a large number of persons. He owns nearly all the choice water-power in the village, and is prepared to treat on liberal terms with manufacturers.

W. H. Casement, postmaster and agent of the Great North-Western Telegraph Company, also conducts a general store, one of the oldest-established and best in the village.

Peterborough Examiner, May 1945.

This was a great editorial particularly for the time period. The PHS was reformed about seven years later. Particularly haunting is the observation, "But surely it left records of its findings, and surely those records were not destroyed;..." I think of the number of local organizations for which I have wondered the same thing! Without archives there is no history!



TRENT VALLEY ARCHIVES

Heritage Gazette of the Trent Valley
567 Carnegie Avenue
Peterborough Ontario K9L 1N1

Without Archives there is no History!

The Importance Of Local History

We have received the News Letter of the Ontario Historical Society, which contains this note of a resolution contained in the minutes of its annual meeting for 1945:

Congratulations and thanks were extended to "the daily and weekly newspapers of Ontario for the space and attention that they have devoted to historical matter during the past year, whereby interest in history has undoubtedly been greatly stimulated." Since this resolution cannot be sent separately to all newspapers concerned, it is hoped that this publication of it will be noticed.

From time to time we have printed articles relating to the early history of this city and county in our columns, and we have been pleasantly surprised by the enthusiasm with which they have been received by our readers. We feel an obligation to do whatever we can to help in collecting and preserving the records and intimate history of this district, for we know that it is from newspaper columns that much of the material for more extended histories is drawn. In Great Britain, and particularly in the West Country, it has long been the custom for newspapers to devote a column a week to archeological and historical notes, contributed by local antiquaries. If the material were available, we should be happy to introduce that custom here.

There was once an Historical Society in Peterborough, but it dwindled to nothing because interest in it failed. But surely it left records of its findings, and surely those records were not destroyed; they would provide a foundation for the work of the society if it could be revived. We think it a pity that any large Canadian settlement should lack an historical society, for the field work which these societies can do in collecting old documents, and making notes of the recollections of aged persons, and photographing old buildings, is invaluable to other historians, and is an absorbing hobby in itself. Are there any local enthusiasts who are prepared to revive the Historical Society?

BAPTIE'S PLANING MILL.

Having had my Planing Mill closed down for some time, undergoing repairs, and putting in a new boiler and engine, I have pleasure in stating that everything is now

Complete and in Full Running Order.

Having much more power and better conveniences for turning out work promptly than heretofore, as I employ none but

First-Class Mechanics, and use only

FIRST-CLASS MATERIAL,

The public can rely on getting satisfaction in all their dealings.

J. D. BAPTIE,

Peterborough Planing Mills, Corner George and Dublin Streets.

YOUNG'S POINT.

GEORGE J. CHALMERS,

MANUFACTURER OF AND DEALER IN

LUMBER, SHINGLES, LATH, &c.

BILL STUFF CUT TO ORDER.

CRISTING OF ALL KINDS PROMPTLY ATTENDED TO.

FLOUR, FEED, ETC., ALWAYS ON HAND FOR SALE.

The Steamer "FAIRY" can be chartered by parties at any time. Apply

W. G. CHALMERS,

YOUNG'S POINT.

Archives at Trent Valley Archives

There are over 800 archival fonds at TVA. These vary in size from very few items to some collections that stretch over many shelves or even many ranges. The quality of the finding aids, which are the means that allow researchers to access what is in the collections. The best finding aids also allow the archivists to have a checklist of what needs to be done in order to ensure that the historical records are preserved, and to note connections between the various fonds. One of the most wide-ranging of our recent acquisitions is the West Victoria County Women's Institute Records.

Women's Institute West Victoria County Fonds 791

Class of material	Textual
Dates of the items	1903-2004
Physical description	28 cu ft; c. 20 metres; number of boxes; number of photographs, etc. 57 bound volumes housed in 9 Hollinger boxes

Archival description

Scope and contents

- 1 Women's Institute West Victoria District, Minutes, 1903-1989, vols 1, 3-25 (box 1-3)
- 2 Women's Institute West Victoria District Membership, 1906-1909, vol 2 (box 1)
- 3 Grasshill songbook and programs, 1950-1972, vol 26 (box 3)
- 4 North Ops Women's Institute Minutes, 1944-1997, vol 27-36 (box 4-5)
- 5 South Ops Women's Institute Minutes, 1951-1963, vol 37-38 (box 5)
- 6 Glen Women's Institute Minutes, 1946-1972, vol 39-42 (box 5-6)
- 7 Bolsover Women's Institute Minutes, 1949-1997, vol 43-52 (box 6-7)
- 8 Bolsover Women's Institute Tweedsmuir History, 1979-2004, vol. 53-54 (box 8)
- 9 North Ops Women's Institute Tweedsmuir History, 1944-1974, vol 55-57 (box 9)

Biographical information about the creators of the fonds

The West Victoria Women's Institute held its founding meeting in the Town Council Chambers, Lindsay, Ontario, 24 March 1903, beginning at 1 p.m., with 14 attendees. The chair for this meeting was William Channon, president of the West Victoria Farmers' Institute. The first executive included Mrs. E. A. Watson, Reaboro, president; Mrs. D. W. King, Oakwood, 1st VP; and Mrs. George Dark, Lindsay, 2nd VP.

The minute books were preprinted, using the model of Farmers' Institute, and so the officers were prompted to include information on those attending, on the topics discussed, comments on the meetings, names, addresses and topics of the speaker. The annual reports are covered in the later pages of the minute books. The research value of the minute books is enhanced by the consistency of the reporting.

By 1907, format of the minute books changed to include the financial records of the District WI.

Over the years, several branches were added within the district. By 1912, for example, there were branches at Linden Valley; Lindsay; Oakwood; Cambray; Manilla; Woodville; Islay; Little Britain; Sonya; Somerville; and West Ops.

The ones for which we have the records were all begun in the 1940s. The Women's Institutes were energized in the 1940s when they started keeping Tweedsmuir Histories, a programme named for the current Governor General, but championed nationally by Adelaide Hoodless. This fonds includes the Tweedsmuir histories kept by the branches of North Ops and Bolsover.

In 1911, the District, with revenue supplied by the branches, established a Rest Room in Lindsay which members could visit while in town.

The history of the Women's Institute is told in these volumes.

Custodial history

The volumes were brought to Trent Valley Archives, 19 June 2019, ... The volumes appear to have been assembled by different Women's Institute in West Victoria County, most notably for the district council, and for Bolsover and North Ops.

Archival practices with respect to this fonds

The fonds was inventoried by Elwood Jones; Catherine Morrell prepared a detailed index of the four volumes of Tweedsmuir history; and Heather Aiton Landry assisted. The scope and contents report has been made, and the scrapbook indexes have been added to that report. It would be helpful to have the names of the women who were members of the Women's Institute for west Victoria County, as this could be compiled from the exceptionally fine minute books. For the first seven series more details should be added to this finding aid.

For preservation reasons, Scrapbook 53 was divided into two parts, 53A and 53B; the original scrapbook cover was retained with 53B.

The minute books were placed in seven 5-inch archival Hollinger boxes, and the scrapbooks were placed in two large Hollinger boxes. The fonds is shelved in Room A.

Relation to fonds here or elsewhere.

Fonds 3 Archie Tolmie fonds, rich in Victoria County history

We have copies of Women's Institute Tweedsmuir histories, notably for Dummer and Lakefield.

List of volumes

1	1	West Victoria District Minutes	1903	1907
1	2	West Victoria District Membership	1906	1909
1	3	West Victoria District Minutes	1907	1911
1	4	West Victoria District Minutes	1911	1916
1	5	West Victoria District Minutes	1916	1919
1	6	West Victoria District Minutes	1919	1921
1	7	West Victoria District Minutes	1921	1924
1	8	West Victoria District Minutes	1924	1927
1	9	West Victoria District Minutes	1927	1931
2	10	West Victoria District Minutes	1931	1935
2	11	West Victoria District Minutes	1935	1939
2	12	West Victoria District Minutes	1936	1941
2	13	West Victoria District Minutes	1941	1944
2	14	West Victoria District Minutes	1944	1947
2	15	West Victoria District Minutes	1947	1950
2	16	West Victoria District Minutes	1950	1955
2	17	West Victoria District Minutes	1953	1958
2	18	West Victoria District Minutes	1958	1961
2	19	West Victoria District Minutes	1962	1967
3	20	West Victoria District Minutes	1967	1970
3	21	West Victoria District Minutes	1971	1974
3	22	West Victoria District Minutes	1974	1978
3	23	West Victoria District Minutes	1979	1982
3	24	West Victoria District Minutes	1982	1985
3	25	West Victoria District Minutes	1986	1989
3	26	Songbook and Grasshill programs	1950	1972
4	27	North Ops Minute Book 1	1944	1949
4	28	North Ops Minute Book 2	1949	1953
4	29	North Ops Minute Book 3	1953	1956
4	30	North Ops Minute Book 4	1956	1963
4	31	North Ops Minute Book 5	1963	1968
4	32	North Ops Minute Book 6	1968	1974
4	33	North Ops Minute Book 7	1975	1979
5	34	North Ops Minute Book 8	1979	1984
5	35	North Ops Minute Book 9	1984	1989
5	36	North Ops Minute Books 10 and 11	1988	1997
5	37	South Ops Minute Book 1	1951	1954
5	38	South Ops Minute Book 2	1958	1963
5	39	Glen Minute Book	1946	1954
5	40	Glen Minute Book	1954	1957
6	41	Glen Minute Book	1959	1965
6	42	Glen Minute Book	1965	1972
6	43	Bolsover Minute Book 1	1949	1954
6	44	Bolsover Minute Book	1954	1960
6	45	Bolsover Minute Book	1960	1964
6	46	Bolsover Minute Book	1964	1967
7	47	Bolsover Minute Book	1967	1973
7	48	Bolsover Minute Book	1973	1976
7	49	Bolsover Minute Book	1977	1981
7	50	Bolsover Minute Book	1981	1985
7	51	Bolsover Minute Book	1985	1989
7	52	Bolsover Minute Book	1989	1997

8	53A;53 B	Bolsover Women's Institute Tweedsmuir History	1979	1991
8	54	Bolsover Women's Institute Tweedsmuir History and photocopy of much of 53		
9	55	North Ops Tweedsmuir History	1944	1948
9	56	Tweedsmuir History North Ops W. I. Lindsay, Ont.	1944	1974
9	57	North Ops Tweedsmuir History Vol 2	1972	1974

In most finding aids, the detailed information is listed, file by file, or in special cases, item by item. In this case, the Tweedsmuir history volumes were described by item because much of the local history and current events at the times when the scrapbooks were assembled. After the archivists are satisfied with the finding aid it is then added to the web page. Those finding aids appear under Resources, and there is a link to the finding aid provided to those finding aids that have been placed on the web page. The finding aids do not include the actual documents. Trent Valley Archives will sometimes share documents on Facebook, in the *Heritage Gazette*, or on our tours, or in the e-newsletter. If you would be interested (or know someone who would) in creating finding aids contact the Archivists, Elwood@trentvalleyarchives.com or drop in when the archives are open, in normal times Tuesday to Saturday, 10 to 4.

In the example of the West Victoria County Women's Institute, the finding aid includes the guide to the scrapbooks. Here we provide an example from one scrapbook.

Box 8, book 53

Tweedsmuir History Volume 1 Bolsover

Index of contents of "Tweedsmuir History of Bolsover W.I. "

- 1 Sketch and drawing of former wooden bridge at Bolsover;
- 2 Sketches of early Bolsover blazed trail built in 1840 from Beaverton to Kirkfield, including portage road;
- 3 Sketched plan of Bolsover in 1864 and Carden
- 4 Poem "The Ballad of Biddy Young"
- 5 Clipping "Trent Waterway Slowly Deteriorating" 1991
- 6 Tweedsmuir's Photos and letter to Ontario Women's Institute.
- 7 Newspaper article on Lord Tweedsmuir
- 8 Clippings and article about Adelaide Hunter Hoodless;
- 9 The unveiling of Adelaide Hoodless's portrait and plaque
- 10 The Erland Lee Home in Stoney Creek "From Dream to Reality" article, and clippings
- 11 The Mary Stewart Collect; article "Our Collect, Ode and Grace" 1954
- 12 Pamphlets of Erland Lee (Museum) Home, Stoney Creek
- 13 Florence Eadie – a 4H pioneer, clipping, photos;
- 14 Articles from the Kitchener Waterloo Record May 1979, W.I. praised for their efforts at preserving history
- 15 85th anniversary of founding of Women's Institutes, articles and memorabilia 1982;
- 16 Associated Country Women of the World's 50th Anniversary; Christmas poem 1981;
 - a. ACWW in Vancouver for 17th Triennial conference
 - b. Clippings re: Rural Organizations and Services
 - c. Articles on Rural Women Today
 - d. Article on Home and Country magazine's history

- 17 W.I. quilting Open House in Fenelon Falls 1983
Article of the History of the Founding of Women's Institute; Pictures of the Waterloo Conference in 1983;
- 18 Clippings for one page:
 - a. Pictures –W.I. Garden Party 1983;
 - b. Pictures of Lindsay Central Exhibition Christmas 1963 Bolsover W.I. entries
 - c. Drawing of map of 25 Townships of Victoria Cty 1869-1870;
 - d. Map of 13 townships of Victoria Cty 1964;
- 19 Trent Canal map and boating story; Trent Severn Waterway pictures and articles;
- 20 Muskoka Steamships, Photos and some history; Victoria County and Lakes map 1982;
- 21 Article of Public Debt 2005;
- 22 A short historical history of the Indians;
- 23 History of J.P. Merry family, arriving 1831 and a description of the original Merry Homestead, Lot 19 N Portage Road'
- 24 History of the Munro family, the first settlers in Kirkfield; Baptism Maria Parker Feb21,1802;
Early Histories of N. Victoria by E.I.McDonald,1830, and of the families McCreadie, Mac Kenzie, Merry, Munro and Nicholls; a photo of John Uncle's family and homestead;
 - a. An Historical Research of Eldon Township;
 - b. The Talbot Portage-a history;
 - c. A History of the Trent Canal 1953;
 - d. Hydraulic Liftlock at Kirkfield Pictures and pamphlet; Lock at Fenelon Falls-Centennial brochure1983;
 - e. List of inhabitants of Township of Eldon 1869-70 - Bolsover and Kirkfield;
 - f. Article of the founding of Kirkfield;
 - g. Argyle's businesspeople - Vic Fleming, Jack Mitchell, Dolly Ross-Toronto Telegram 1959;

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| <p>h. <i>Toronto Star</i> article of Balsam Lake and Kirkfield July 7, 1961;</p> <p>i. Poems, photos and articles 1860's;</p> <p>j. Old catalogue photos of shoes;</p> <p>25 Photos of pioneer life, buildings, scenes of old Ontario;</p> <p>26 Rural Woman's Hearing about meeting the changing and evolving roles;</p> <p>27 Extracts from Land Registry books for Lot 22, N Portage Rd N Ops</p> <p>28 History of St Andrew's Presbyterian Church in Bolsover 1855-1969 including list of all Ministers in its history, with photo of the church from 1976; article on the Centennial of the Church in 1966 with photos of the old church and Rev. W. Fairley</p> <p>29 1988 Bolsover W.I. register;</p> <p>30 Diary excerpts from Rev. Paul;</p> <p>31 Insert of the Dedication programme June 10 1979 of new Presbyterian Church with pictures and newspaper clippings of Church fundraising for choir gowns; Presbyterian Church burns mortgage, 27 December 1982</p> <p>32 Bolsover School history and the sale of Bolsover's one-room schoolhouse to Eldon Township. The school becomes the Community centre in 1979</p> <p>33 List of Bolsover Postmasters;</p> <p>34 Settlers Day Parade 1981;</p> <p>35 Clipping of General Store changing ownership, new owners are Kee Chin and wife Jean</p> <p>36 Article on wood burning trains in Ontario and a Railroad history with photos, drawings with a Toronto-Nipissing Railway map;</p> <p>37 1888-1901 Bolsover Auxiliaries reports;</p> <p>38 A questionnaire outline to be used for members' personal biographies</p> <p>39 A Grandmother's Poem and "Progress"-another poem;</p> <p>40 Stories of a Cooper's Shop and Turpentine Factory in Bolsover; "A Miller's Story" with prints of millstone and shop;</p> <p>41 Photo collection of phones from 1875-1967;</p> <p>42 Print of horse plowing;</p> <p>43 Essays on Family farms in the area:</p> <p style="padding-left: 20px;">a. Article describing progression of settling and building homesteads;</p> <p style="padding-left: 20px;">b. The story of the McFadyen farm W ½ Lot 2, Con A, Mara township; family history of Peter MacEacheran;</p> <p style="padding-left: 20px;">c. Original Land grant of John Nichol's property in Eldon; short Nichols' family history;</p> <p style="padding-left: 20px;">d. short Silverthorn family history</p> <p style="padding-left: 20px;">e. newspaper clipping on pros and cons of the St Lawrence Seaway</p> <p>44 Article on the Portage Century Farm, Kirkfield, and the families who lived there</p> <p>45 Newspaper article by Marian Engel on the Irish/ Scottish issue, 1982</p> | <p>46 Kirkfield articles on its Churches, the Liftlock, schools, fires, and businesses in 1972;</p> <p>47 Plaque of Sir William MacKenzie unveiled 1976</p> <p>48 article "Doctors did make house calls"</p> <p>49 High School awards for Tracy Grant and Barbara Campbell;</p> <p>50 article of Kirkfield artist Mark Marren;</p> <p>51 Newspaper photo of Victoria West W.I 100 anniversary, 2003;</p> <p>52 Bolsover 50 years W.I. badge 1949-1999</p> <p>53 Peterborough Liftlock's 100 Anniversary article, 2004</p> <p>54 Argyle General Store history article;</p> <p>55 Beach closings 2004;</p> <p>56 a friendship card;</p> <p>57 Quilt raffle raises money to keep McCarthy Quarry off Canal Road;</p> <p>58 Laura More- given certificate of Merit award for 15 years of service 1986;</p> <p>59 Report on W.I. fees for 2000;</p> <p>60 Bolsover Branch's Programmes for years 1958 to 1971, 2001-2005, 1990-1994, 1971-1981;</p> <p>61 Victoria West District Women's Institute picnic photo 30 July 2002;</p> <p>62 "Recipes for Settlers" pamphlet;</p> <p>63 Programme for a 'Short Course' May 5, 2004;</p> <p>64 Programme booklets for 1986-87;</p> <p>65 Programme booklets for other Women's Institutes: Cambridge, Carleton West Stoney Creek and North York;</p> <p>66 Cloth banner of Bolsover W.I.;</p> <p>66 Beaverton newspaper Help Wanted ads;</p> <p>67 Cannington Historical Society gets Trillium grant 2004;</p> <p>68 Financial Statement and member phone numbers from 1988;</p> <p>69 The <i>Country Women</i> magazine from Jan-Mar 1986;</p> <p>70 Article on Erland Lee Museum in Stoney Creek, where the Constitution of Women's Institute was penned;</p> <p>71 Victoria Women's Institute 100th year anniversary agenda June 21, 2003</p> |
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TRENT VALLEY ARCHIVES

Heritage Gazette of the Trent Valley
567 Carnegie Avenue
Peterborough Ontario K9L 1N1

Without Archives there is no History!

East City Landmark Makes Way for the March of Progress

BUILT OVER 80 YEARS AGO MCALLISTER'S FLOUR MILL IS NOW BEING DISMANTLED

Old Otonabee Mill is being torn down by Quaker Oats Company

ONCE FINEST IN PROVINCE

History of Mill Up Until Present Century is One of Progress

Peterborough Examiner, 17 May 1930



H. A. Mulhern's Otonabee Mills. (Trent Valley Archives, Electric City Collection, F50, 2.262)

Another of the city's landmarks is to be razed to make way for progress. The old Otonabee Mill better known lately as the McAllister Mill is being dismantled by the Quaker Oats Company preparatory to being torn down.

Built in 1848, when milling was a struggling industry and the city but a straggling hamlet, the old mill has long since served its period of usefulness. Soon crow bars and pick-axes are to level its thick limestone walls which have withstood the storms and stress of almost a century.

One of Finest in Ontario

Once back in the sixties and seventies, this mill was one of the finest in the province with an output of 250 barrels of flour a day something to brag of in those days, although the Quaker plant here now has a capacity of more than 4000 barrels. It was first mill in the district to install the "roller" system of grinding and it helped grind the first car load of hard wheat brought here from the prairies of Manitoba thirty-nine years ago [1891].

For years, it ground into flour much of the

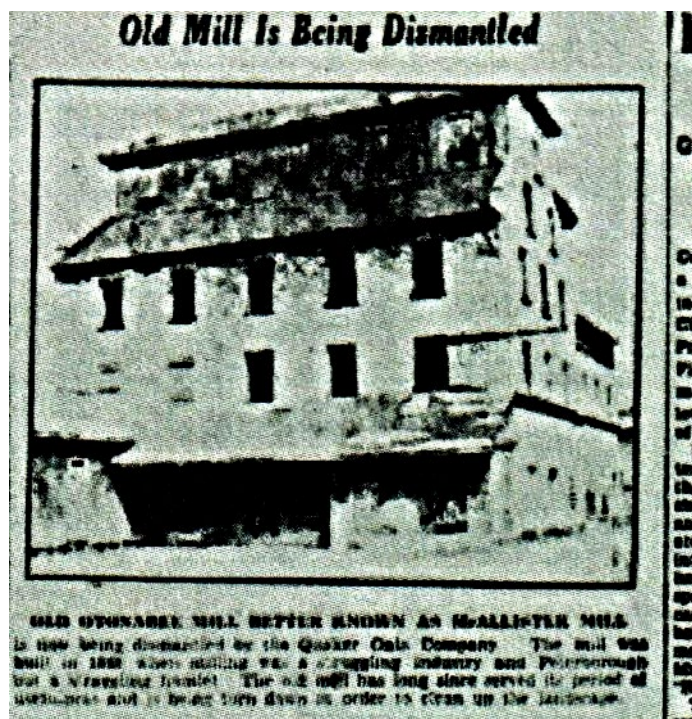
wheat grown on the farms of the county. Old residents recalling those days, speak of the times when the farmers' wagons loaded heavy with grain, stretched more than a quarter of a mile on either side of the mills doors, waiting their turn to be unloaded.

But more than two decades ago, its glory faded and its wheels were stilled. Rapid advances were made in milling methods and the old mill was left hopelessly antiquated. Its doors were shut and it became the resting place for countless birds and the game headquarters for boys.

Use in 1916 After Big Fire

For a brief time in 1916 the old mill did spring into life again. It was during the re-construction period of the Quaker Oats plant following the devastating fire which reduced the great plant to a heap of smouldering ruins. The Quaker Oats Co. used it during those hard-pressed times of war for puffing wheat and as a feed plant. Then the mill was again dismantled of its machinery and left to the birds and boys.

The old mill rears its bulk upon the east bank



of the river just across from the lofty Quaker Oats plant. The two make a direct contrast between the old and the new. The Quaker plant is a giant hive of industry. Its busy hum reaches across to the old mill where only the ghosts of the past remain.

Four storeys high with a cupola on its top the mill is dwarfed to significance by the Quaker plant. Sheeted with boards and tin in a mouldering state of disrepair it has come to be considered something of an eyesore and a blot on the land scape by the management of the Quaker Oats Company, who have owned it since 1900.

"We are going to tear it down in order to clean up the landscape," states George A. Macdonald, manager of the Quaker plant. The old mill will not be taken down at once but the work has commenced. ... In something over a year at this rate the old Otonabee mill will be no more.

Power was then cheap

Early in its history Peterborough became a centre in the marine industry. Almost with the first settlers, mills were built on the river bank. Power was cheap and the mills flourished.

It was not until 1848, however, until Robert D. Rogers completed the erection of a fine stone mill on the east side of the river which became known and bore a high reputation as the Otonabee Mill. This mill brought the flour manufacturing output of the town up to 60,000 barrels a year.

The mill was supplied with power by a

raceway that swept the water of the river along the east bank and two woollen mills were built close by to use some of the excess power supplied by the raceway.

Other outstanding flour mills in the town at that time were the Denne Mill which occupied the present site of the Peterborough Canoe Company and which was owned and operated by Mayor Denne's father and grandfather and the Blythe Mills near Auburn.

The Otonabee Mill was a stone mill, that is the grain was crushed between stones. One stone was steady crushing the grain into flour, explained George Carruthers, miller at the Quaker Oats plant who completed his training at the Otonabee Mill when it was operated by H. A. Mulhern. Some of the mills in the country still use this method for producing whole wheat flour.

Operated by George Rogers

George Rogers, who was drowned on the Dickson dam, later operated the mill most successfully. And it was under his management when on December 6, 1882 that the first trial was made in Peterborough of the new process of manufacture of flour by rolls. This epoch-making trial took place in the Otonabee Mill. Other mills hurried to keep step with the progressive Otonabee Mill and the next year the Blythe Mill was equipped with six sets of milling rolls. It also had new packers, barrelling facilities and conveyers.

Later, W. H. Meldrum, took charge of the Otonabee Mill. He had previously operated the mill at Auburn. Then came C B McAllister, of Pembroke, who entered partnership with Mr. Meldrum. Later, in 1891, the McAllister Milling Company was formed and this company operated the mill until 1903.

Once Made Oatmeal

The mill at one time made oatmeal in a small way. In its height it never employed more than twenty of a staff, including the office and mill hands. All the unloading had to be done by hand and this was a slow, tedious, back-breaking routine. The history of the Otonabee Mill up until the beginning of the twentieth century was always one of progress. It assisted materially in the progress of the whole town, grinding the farmers' wheat into flour to feed the populace and it was the leader in the field that was and has remained one of the chief industries in the city.

Ed. Note: This article relied on the online version assisted by OCR, and may include some errors in wording.

An Historical Purview and Prelude to the Celebration of The Bicentenary of the Peter Robinson Emigration to the Newcastle District (1825-2025)



The *Heritage Gazette of the Trent Valley* and *Cairde*, the newsletter of the Peterborough Irish Club are publishing a series of historical articles written by Rosemary and Peter McConkey relating to the Peter Robinson settlers in the region of present-day Peterborough. This is the second in the series.

Peter Robinson 1825 Settler John Callaghan Lauds His Immigration and His New Homeland in a Letter Dated 8 October 1827 and Published in *The Cork Constitution*

Like Patrick Barragy in the first article of this series, John Callaghan travelled aboard the transport ship, the *John Barry* as part of the Peter Robinson emigration of 1825. John sailed from Cobh (the Cove of Cork), County Cork, Ireland, to the Newcastle District with his family in the spring of that year. The ship's manifest for the *John Barry* indicates, John Callaghan, aged 44 years, was accompanied by his wife Norah, six years her husband's junior, and their family of six sons and one daughter. Their boys were: David (23), Cornelius (22), Jeremiah (20), Owen (16), Dennis (14), John (12) and their only daughter was Ellen (18). Ellen later married a Devlin.

John Callaghan and his family were located by Peter Robinson on the North Half of Lot 5, Concession 5 of Emily Township in the Newcastle District. However, as we will see, not all the family members named above came to Emily Township as planned. The early census and assessment enumerations for the township covering the period 1826-1830 indicate that John and Norah's sons, Cornelius and Jeremiah, did not come to Emily with their parents in 1825, but we know that, by the mid-1830s, both these sons were in the township.

The John and Norah Callaghan family originated in the region of Kitsborough village, just to the northwest of Cork City. where John rented a small farm which he lost, giving him the status of 'reduced farmer.' About 1820, no longer in possession of land, Callaghan opened a public house in nearby Mackey's Cross, which he also lost. In 1824, Callaghan applied to be included in the Peter Robinson emigration of 1825 and at that point he listed his place of residence as Clogheen. In fact he was living at that time in Clogheen Cross, a little to the east of Mackey's Cross, where he was a neighbour of William Waggett, Recorder of the City of Cork, to whom he wrote a letter given below. Clogheen Cross was located in the townland of Coolymurragh, parish of Carrigrohane (Roman Catholic parish of Carrigtohill) in the barony of Cork, in the East Riding of County Cork.

The records for the 1825 Peter Robinson emigration include two documents relating to the John Callaghan family, which are presented here. The first of these items is a letter of reference supporting John Callaghan's application for emigration. This letter, signed by six persons, attests to the good character of John Callaghan and his family and is one of several 'certificates of character' submitted on behalf of this family in 1824 and 1825 as applicants to Peter Robinson for inclusion in his emigrant scheme. The letter reads :

We the undersigned certify that we know the bearer John Callaghan and family these four years past and consider them to be fit and proper persons for Emigration to his Majesty's possessions in Upper Canada. He being a sober and well conducted industrious man experienced in the farming business.

Given under our hands March 29th 1825. Christopher Hely Hutchinson, N. T. Colthurst, John Eyres, Wm. Waggett, Resident of Cork, John Webb LLD, Parker Dunscombe, Charles Leslie

William Burnie, the surgeon aboard the *John Barry*, on which the Callaghans were passengers, recorded the following entry in his surgeon's journal concerning the John Callaghan family: *Cornelius Callaghan left the ship at Cork before sailing.*

In the autumn of 1827, John Callaghan put pen to paper (his internet having contracted a virus!) and wrote to his friend William Waggett, the Recorder (Chief Magistrate) of the City of Cork, Ireland. Waggett had been a neighbour of John Callaghan when he lived in Kitsborough, near the Mackey's Cross and Clogheen Cross

neighbourhood of Cork in the years prior to his emigration in 1825. He was also one of the six prominent persons who had signed Callaghan's certificate of character, cited above, addressed to Peter Robinson two years earlier and supporting his suitability as an emigrant to Upper Canada. This letter, which Callaghan no doubt hoped Waggett would circulate among the many friends he had left behind in Cork, is an excellent and laudatory epistle extolling the success of his family's adventurous relocation to Upper Canada. This letter, a treasure of information, covers the two short years since John Callaghan's arrival in his new homeland. He addresses members of his own family and his friends back in Cork. As well, he sheds light on the reason why his son Cornelius, decided not to emigrate with the rest of the family and disembarked from the *John Barry* just prior to departing from Cobh in Cork.

In his letter John Callaghan speaks vividly and very positively of his new life in Canada and his words need no further elaboration, as the reader will note. Nearly two centuries later, we laud Magistrate William Waggett for having submitted John's letter for publication in the *Cork Constitution*, which, on January 1, 1828, was copied and published by the *Newry Telegraph* in Counties Down and Armagh. The full text of John Callaghan's letter to Magistrate Waggett is presented here:

Sir.--I take the liberty of communicating these few lines to your honor, hoping they will find you and sister in perfect health, and also P--- D---, Esq. [Parker Dunscombe] and family, which leave us at present in health, thank God for it; and are also in a prosperous way of doing well for my family. I have got 200 acres of most excellent land, needs no manure these many years to come, and 60lbs. of wheat is sufficient seed for an acre, and all other seed in proportion. We sow wheat in both potato and fallow ground in the month of September, and the wheat we sow in April is nearly ripe as soon, but not so productive but better quality flour; as for potatoes there is no bounds to their produce, for on four cuts there is generally a weight of 32lbs; the pumpkins and melons grow any where the seed is set, which is obliged to be reared very tender in your country. As for clearing the land, a man will fall, cut in 12 feet logs, make in heaps, and burn one acre in six weeks. I have at present cleared better than 20 acres, on which at present I have 12 acres in fall wheat and expects to have six more as soon as I have the potatoes cleared off. The Indian corn is a good crop in this country, there is about 50 bushels per acre of 60lbs. to each bushel. We hear it reported before we left Ireland, that any letter sent from this by emigrants to their friends, would be carefully examined, fearing bad accounts; it's all false, for there cannot be a bad one sent by any person, except a scheming idle drunkard, who is not inclined to industry. I would be very happy that honest industrious men, who are idling for want of employment, would be here, for the good of themselves, and more so for their growing family, as it's here they could make a property, without rent, rates, or taxes, but enjoy at their table the sweets of their labour. The labourer gets from 15 to 16 dollars a month, with the best of diet, on the same table with the employer. There are plenty different quality of teas growing spontaneously in the woods and can make plenty sugar from the maple tree; the sap runs from the first March and continues until the middle of April. My family made last season better than 500lb. weight of sugar, two casks of molasses and a barrel of vinegar, all the produce of the maple.

I expect your honor will take the trouble of communicating this letter to my son Cornelius, who remained behind me when we emigrated, by means of bad advisers, which if he can muster as much as will bring him to come next season, with the first vessel from thence to Kingston, from that to Smith's Creek [Port Hope], where he will be within one day's journey of my place, and to inquire there for Mr. Smart, store-keeper, who is a co-partner to John Lester, Esq., and his waggon come from thence twice a week, where he can have the opportunity of getting his baggage brought within ten miles of me, and leave it there until sent for. If he has no means of paying his passage, let him write as soon as possible, that his brother may send him money that would enable him to come, and if possible let him get the letter franked by Sir N. Colthurst, or C.H. Hutchinson, if in Cork.

No more at present, from your well-wisher and former neighbour at Mackey's Cross.

John Callaghan.

Direct to me, at Emily, 5th Lott, 5th Concession, in the County of Durham, and district of New Castle, Upper Canada, North America.

To William Waggett, Esq., Recorder of the City of Cork, Ireland

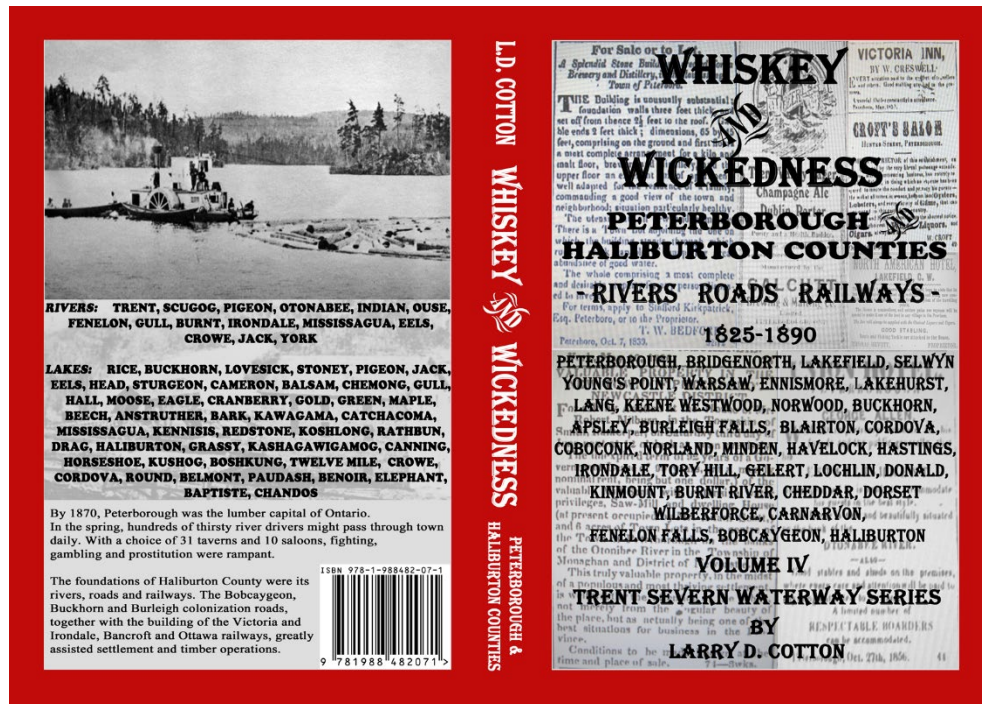
From research carried out on the John Gallagher family, we now know that the second oldest son, Cornelius Callaghan, who had decided not to emigrate with the family in 1825, came to Emily about 1833. As well, the third son, Jeremiah, did sail with his parents in 1825, but he left the family group in Quebec and surfaced in Emily Township in 1833. The only children who came to Emily with their parents, John and Norah, in the year Peter Robinson brought out his settlers were Owen, Dennis, John, and Ellen (later Mrs. Devlin).

John Callaghan continued to prosper on his farm in Emily and from the land records we learn that John Jr. was deeded title to Lot 5, Concession V in the township. We have no record of the demise of either John Callaghan or his wife Norah. However, they do not appear in the 1851 Canada Census for Emily Township but their children do. There are descendants of John and Norah Callaghan residing in Lindsay, British Columbia, Washington State and in Grand Forks, North Dakota, among other places.

John Callaghan left to us a rich historical legacy in his fine letter to William Waggett of Cork, Ireland, a document which adds to our knowledge of those first difficult years of settlement in Upper Canada, as seen through the eyes of our pioneering ancestors.

William Burnie's comment was in the *Surgeon's Journal of the Transport Ship John Barry between 22 April to 25 July 1825*, in the *Peter Robinson Papers, Peterborough Museum and Archives, Peterborough, ON*. Also we are indebted to Mary Callaghan, a direct descendant of John and Norah Callaghan, for unearthing this historic jewel of her family's past, John Callaghan's letter to Magistrate Waggett.

Whiskey and Wickedness



The latest volume of Larry D. Cotton's series of histories related to Whiskey and Wickedness in Ontario is placed right in the Peterborough and Haliburton area. Trent Valley Archives has agreed to sell this book and if you wish to be notified when it is available just let me know: Elwood@trentvalleyarchives.com The book is loaded with anecdotes drawn widely. \$25.

WHISKEY & WICKEDNESS – TRENT-SEVERN WATERWAY SERIES

Volume I - Whiskey & Wickedness - Forgotten Trades & Troubles – Brock, Thorah, Mara, Rama Townships, Ontario, County, ca. 2017

Volume II - Whiskey & Wickedness – Victoria West - Mariposa, Fenelon, Eldon, Carden, Bexley, Dalton & Laxton, Victoria County West, ca. 2017

Volume III - Whiskey & Wickedness – Kawartha Lakes & Haliburton District, ca. 2018

Volume IV - Whiskey & Wickedness – Peterborough & Haliburton Counties, ca. 2020.

Volume V - Whiskey & Wickedness – North Hastings County - Gold Rush & Ghost Towns, ca. 2019.

Volume VI - Whiskey & Wickedness – South Hastings County – Unforgotten Places & People, ca. 2019

Volume VII - Whiskey & Wickedness - Durham & Northumberland Counties - Bowmanville to Brighton, ca. 2021

News from 1903

ADDRESS AND PRESENTATION

Central Smith Handsomely Remembers Mr. G. A. Gillespie.

A Departing Resident Addressed and Presented.

Examiner, 3 April 1903

Tuesday night will be a long-remembered flight by those who gathered at the Temperance Hall, Smith. The occasion was used to signalize the departure of Mr. George A. Gillespie and family to reside in, Peterborough. Mr. Gillespie has for some time been associated with the firm of White & Gillespie, Peterborough, grocers and dairy supplies, but he intends removing to Peterborough, and devoting his whole time to the business. Mr. Gillespie has for the past five years been the cheese and butter maker for the Central Smith Dairy Company, and has given excellent satisfaction in that capacity. The occasion of the definite severance of business relations was taken advantage of to give an expression to the esteem in which Mr. Gillespie and family were held. The Temperance Hall was filled, and in connection with the evening's programme an oyster supper was served. The chair was then taken by Mr. Thos. D. Young, President of the Central Smith Dairy Company, who introduced the following interesting programme:

Dairy quartette.....Messrs. Graham, McGregor, Gillespie and Campbell
Chairman's address.....
Instrumental trio.....Miss Scott and Archer Bros.
Recitation.....Irene Young
Address.....E. M. Elliott
Illustrated song, "Every Man has a Flag but the Coon"
Recitation.....Lillian Scott
Duet.....Messrs. Campbell and Gillespie
Reading Miss Courtney
Instrumental.....Miss Scott and Archer Bros.
Song.....Graham and McGregor

As far as the programme was concerned, the best of the, wine was kept till the last of the feast. Mr. Gillespie was presented with an address, read by Mr. T. H. Graham, as follows:

Mr. George Gillespie ; Dear Sir,—We, the members and patrons of Central Smith Dairy Company, feel that we cannot allow the present opportunity pass without expressing our appreciation of your intelligence, skill, and courteous manner during your five years of labour amongst us. You have always been ready to do anything that would promote the welfare of your patrons, and add to the prosperity of our company. The good feeling existing between us, is largely due to your affectionate heart, caressing manners, and uniform kindness, therefore it is not surprising that we very much regret your departure, and as an expression of our good wishes for your future welfare as well as our own thankfulness for past favours, we present you with this chair, hoping that you may live long and spend many happy hours while resting in it. While we shall long remember you with pleasure, none the less do we respect and esteem your gentle partner in life, and hope that

she may enjoy life none the less while sitting in this chair, which we have the greatest pleasure in presenting to her as a seal to the good wishes we bear and a bond of friendship existing between us. We would not like to let the evening pass without also remembering the little fellow who has brightened your home and delighted us all by his innocent face, happy frolicsome pranks and good behaviour. May his life be far too long to ride so small a tricycle, but we hope he may enjoy many joyful rides, and when it is cast aside, may he add honour to a good name, and be a pleasure and comfort to his parents. We sincerely wish you long life, prosperity and a happy home at last. Signed by the Directors of Central Smith Dairy Company, on behalf of the patrons. T. D. YOUNG, T. H. GRAHAM, R. J. EDMISON, C. D MOORE, A. MACGREGOR.

With the address was presented an easy chair to Mr. and Mrs. Gillespie each and a tricycle to the little boy. Altogether a most enjoyable and interesting evening was spent.

THE TAILORS TO RAISE PRICES.

An Advance at 15 per cent is Announced This Morning.

Examiner, 6 April 1903

The local Tailors' Union sent a circular to the employers on Friday last, demanding a fifteen per cent advance on the old bill of prices, to take effect today. The employers have all signed the bill willingly, and without any grievance, except that the notice given them was unjustly short. It is understood, however, that at a meeting of the Tailors' Union to be held this evening, this matter be reconsidered, and the date when the new prices come into effect extended. The letter sent out by the Tailors' Union was as follows: Journeymen's Tailors' Union of North America, Local Union No. 28. Peterborough, April 2, 1903. To the Merchant Tailors of Peterborough,— Gentlemen, — In making our request for a fifteen per cent increase we feel that we are fairly and justly entitled to it. The present bill has been in operation for the past 17 years, and during such time no change or amendment has ever been suggested, a fact which speaks for itself of our desire to pursue our calling in peace and harmony with our employers. To-day house rent and the commodities which go to sustain life, have almost doubled in value to what they were a few years ago; whilst in the matter of wages there has been no benefit received to enable us to meet our constantly increasing expenditures. Therefore, do we ask you to grant us the Increase asked for, feeling sure that when you take into consideration the facts now presented. It will be apparent to you that it is still our wish and desire that the same harmony and good feeling which has heretofore existed shall continue In the future. You will please return an answer to this, our request, on or before ten a.m., on Monday, the 6th Inst.

ED. HICKEY. President.

JOS. BARRY, Cor. Secretary.

**THE TAILORS GIVE A WEEK'S GRACE
Before Raising Scale of Wages 15 per cent**

Examiner, 8 April 1903

Some few days ago, the Examiner made an announcement that the tailors had advanced their wages on their employers, 15 per cent. The merchants generally felt that as only twenty-four hours notice had been given them, they had not altogether been used quite fairly, as some had contracts for forty suits, would thus suffer a considerable loss. As a consequence of this, at a meeting of the Tailors' Union on Monday night, it was resolved that one week should elapse before the new schedule of wages should come into effect.

**MR. DAN. CONNORS' FATAL ACCIDENT.
Fell From a Car and had His Leg Crushed.
Limb was Amputated at St. Joseph's —The
Unfortunate Man Died This Morning.**

Examiner, 3 April 1903

A most sad and unfortunate accident resulting in death occurred about five o'clock yesterday afternoon at the Cereal Works siding, a result of which, Mr. Dan Connors, an exemplary unmarried young man of 28 years of age, living in Toronto, but working in Peterborough as a brakeman for the C. P. R., was very badly injured and has since died. The freight train of which Mr. Connors was brakeman, was shunting and while descending from the top of a car the employee fell on the line, the car almost taking off his right leg above the joint. The ambulance was immediately summoned, and the injured young man taken to St. Joseph's Hospital, where he was attended by Drs. Gray, Young and Carmichael, who found the right leg in such a horribly mangled condition, that it was amputated about four inches below the thigh. The young man must have suffered terrible agonies for the bone was crushed to atoms and the tissues of the muscle, below the knee, was reduced to a mass of pulp. The deceased has a brother, Hugh, who is employed by the G.T.R. at Lindsay, and was formerly a conductor on the Peterborough street railway. Mr. Connors' death took place from shock, shortly after 10 o'clock this morning. The remains will be taken to Barrie for interment.

**CRESSMAN'S GRAND RE-OPENING DISPLAY.
The Store Again Ready for Patronage.
Has Been Thoroughly Renovated From Top to Bottom**

Examiner, 4 April 1903

"Phoenix rising from its ashes," may not be an over-worked metaphor to describe the manner in which Mr. Cressman's store has been completely renovated, both within and without. Barely two months ago, Mr. A. W. Cressman's drygoods and millinery store was the scene, it will be remembered, of a serious, not to say, almost fatal fire, when practically there was nothing left undamaged, either by fire or smoke. Afterwards the store was put into a somewhat rough and ready state for the fire sale, which in the annals of "crowds," will stand in a foremost place. Since that time the larger part of the store has been completely renewed, and a fresh stock of the best millinery

and ready-to-wear goods has been obtained from New York, and still continues to come in weekly shipments. That such a state of affairs should exist in so short a time after the outbreak of the fire, is next to marvellous. This new production is the result of almost ceaseless toil, for passers-by could, at any hour of the day, hear the "ripping" of the saw, the noise of the hammer, and the bustle of the workmen as they worked for the early completion of the store.

THE STORE.

One of the down-stairs departments —the north one —is not as yet completed, but is expected to be within the short space of from a week to ten days, while the southern store is now a department, for the perfection of which money, care and thought have been lavishly expended. The elevator is now in working order, and a trip to the second story is one of really great pleasure and surprise. Up here are the millinery and ready-to-wear Clothing departments, which it is Mr. Cressman's boast, and one would easily imagine a very excusable and correct boast, that "these departments are the largest ever opened between Toronto and Ottawa." Branching off the "ready-to-wear" clothing departments are the dressing rooms for ladies, but these are not as yet completed. Artistically decorated with mirrors, small drawing tables, on which were placed ferns and flowers, the new store reminded one more of a Parisian drawing room than a millinery department. Then, behind the scenes, the workmen are fitting out workrooms, larger and more convenient than before. These will be finished in a short time, if the work is pushed ahead as rapidly as heretofore. Throughout the store is "finished off" in the most tasteful style, and it is a great treat, to enter and view the premises, and all are made welcome by a genial staff of assistants, who willingly show people round, the now very elegant and really handsome store.

OBITUARY.

Examiner, 6 April 1903

The late Mrs. Thos. Barrie, Sr., one of Peterborough's oldest residents, passed away this morning in the person of Mrs. Thomas Barrie, senior, mother of Mr. Thos. Barrie, at the venerable age of 84 years. She passed away at the residence of her son on Gilmour street. Death due to paralysis and a general breaking-up of the constitution. The late Mrs. Barrie's maiden name was Esther Deyell, being a daughter of the late John Deyell, one of the first settlers of Cavan. She was born at Centreville, where she continued to reside until 18 years of age. She was twice married, first to the late Thomas Ryan of Otonabee, and subsequently to Mr. Thos. Barrie, who predeceased her about 23 years. About 28 years ago Mrs. Barrie moved to Peterborough, residing at 38 Gilmour street. She was all her life a consistent member of the Methodist church, and for years took an active interest in its affairs, until about four years ago, when failing health compelled her to remain in doors. During the last seven years she has made her home with her daughter, Mrs. M. A. Morrison, and only last week she went to visit her son, where two days later she was taken ill and gradually sank until the end came. Her surviving children are Mrs P.

Morgan, town; Mrs. W. Mann, Bridgenorth; Mrs. Alex. Hamilton, Warren, Ont.; Mrs. Kimball, Kansas; and Mrs. M. A. Morrison, town; Mr. John Ryan, town; Wm. R. Ryan, Michigan; Thomas Ryan, Atlanta, Georgia; and Thomas Barrie, of town.

The funeral will leave the residence of her son. Thomas Barrie, Gilmour street, at 3.30 o'clock, on Wednesday afternoon, and proceed to the Little Lake cemetery.

The Late Mr. William Fleming.

Mr. William Fleming, who has been a prominent figure around Peterborough for many years, died at St Joseph's Hospital, on Friday last. He died at the mature age of 74 years, and in his younger days was recognized as a man of great physical strength. The deceased was a milk vendor by trade and had obtained for himself a character for honesty and industry. The deceased leaves a family of five children, who will greatly feel the loss of their late father. The funeral took place this afternoon at 2 o'clock.

C. G. E. CO'S NEW BUILDINGS.

Examiner, 7 April 1903

What Buildings are Proposed to be Erected.

The Canadian Engineer has the following '—The new buildings, which the Canadian General Electric Co. are about to add to their works at Peterborough, will include one 450 ft. by 80 ft., two stories high, with a large crane 26 ft. wide for shipping purposes, that work now done by each department being centralized in the new building; one. 286 by 80 ft., with a new 40-foot gallery and a 40-foot crane, for the manufacture of heavy machinery; one, 140 by 40 feet, being an addition to the new building erected last fall. The company, it is said, has under consideration the advisability of moving some of the departments, where the smaller articles are manufactured, to Montreal or Toronto, in order that more room may be available at Peterborough. Should they not do this they will erect an extra building, 200 by 90 ft. The extensions will necessitate the employment of about twice as many hands as at present.

MR. HARRY SMITH'S FATAL ACCIDENT.

A Moving Car Passed over his Body.

He was an employee of the Cement Works, Lakefield

How It Occurred.

Lakefield, April 7th

Examiner, 7 April 1903

A fatal accident occurred in Lakefield at 11.30 o'clock this morning the victim being Mr. Harry Smith, aged 25 years, son of Mr. Richard Smith, of this village. The unfortunate young man was employed by the Lakefield Portland Cement Company. His duties, consisted of that of brakeman on the cement cars that run into the factory. He was engaged on top of a car this morning when he fell and in some manner rolled underneath the moving monster. The wheels passed over his chest killing him instantly. The deceased was a highly respected young man, and his horrible death is much regretted. He was unmarried.

MR. R. M. ROY'S NEW STUDIO

Examiner, 11 April 1903

One of the most Luxuriously Furnished Rooms In the Province.

Mr. R. M. Roy, Peterborough's well known photographic artist, has just completed a new suite of operating reception rooms, office, and adjuncts, in Ontario. It is indeed a great comfort to walk from off the bare stairway, leading to offices and the like, into a large and most luxurious waiting room, for the perfection of which neither money, pains labour have been spared. In fact, before these additions had been commenced, Mr. Fred Roy spent some time travelling through the United States, visiting the best studios that country, thus obtaining ideas for his new and beautiful atelier. The office is situated at the south end, while at the north end are two dressing rooms and lavatory. The dressing rooms are fitted with both small and full length mirrors, so that those wishing to be photographed may see that their dress is correct in every detail. Even up-stairs everything has been renovated, and the dark room has been made more efficient. Mr. Roy has made for himself in the past a reputation for being photographer of the highest class and with new apparatus his work should be even still better, if such can be possible.

PETERBOROUGH LAWN BOWLING CLUB

Held, Its Annual Meeting Yesterday Afternoon.

Examiner, 11 April 1903

The regular annual meeting of the Peterborough Lawn Bowling Club was held in the Charlotte street curling rink yesterday afternoon. Mr. R. Kerr was on motion elected chairman. There were present Messrs. E. B. Edwards, G. H. Giroux, R. M. Waddell, E. A. Cox, Dr. Bradd, G. G. Graham, F. E. Dixon, H. Rush.

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The following patrons and officers were elected:

Patrons — Hon. J. R. Stratton and Mayor Roger. Hon.-Pres.--R. P. Boucher, M.D. President —R. Kerr; Vice-President—Dr. Bradd; Secretary-Treasurer—H. Rush, Jr.; Green Committee — G. H. Giroux, R. M. Waddell and E. A. Cox.

The following members were elected skips for the coming season: Messrs. A. H. Stratton, F. J. Dell, W. J. Thompson, Dr. Boucher, Ferguson, Col. Edwards, H. Armstrong, Wm. Pringle. E. M. Waddell, W. Salisbury, Rush jr., J. McIntyre, G. H. Giroux, Dr. Bradd, M. Green, Alex Elliott, F. H. Dixon, R. J. Frost. It was resolved that a roller and lawn mower be purchased in order that the grounds may be put into playable condition. Another meeting will be held on April 20th for the purpose of selecting rinks. The meeting then adjourned.

Peterborough Orfuns were Dominion Champs 1955



(Trent Valley Archives, Stan McBride fonds F148.22.273. Photo: Parks Photo Studio)

The 1954 Orfuns shown here were national finalists. Those in the picture are Back row, 1-11, Dr. George Lewis; Boyd Hendry; Bill Trim; Don McGillis; Roy Hircok 71; John Sterling 72; Bob Howe 79; Stan Facendi 60; Gord Beatty 54; Don Lech 63; Don Bark 58. Middle row: 12-23, Bob McCabe; Phil Turner; Lou Nickle; Carl Brioux 51; Gerry O'Reilly 50; Bill Kirkwood 80; Murray Grafstein 68; Red Alexander 70; John Conlin 65; Pete Petrow; Wally Farr; Mic Magee. Front row, 24-32, Larry Halcrow; Leo Tomkins; Bus Jensen 52; Bill Huntley 55; Jack Harris; John Giardino 73; Hank Russelle 61; Gerry McGillis 77; John Moher. Seated on the ground, 33, David Farr, water boy. Members of the team not present for the photograph session were Roy Armstrong; John Berry; Reg Fowler; Floyd Ouellette; Clive Naismith; and Stan McBride.

Renown for the Orfuns

"But what good came of it at last?"

Quoth little Peterkin,

"Why, that I cannot tell," said he;

"But 'twas a famous victory."

The tale of the great battle of the Peterborough rugby team and their victory over the Fort William players Saturday will redound in verbal Peterborough memory. Old Kaspars were there, and so were many of their grandsons, the Peterkins of Peterborough, witnessing for themselves the famous victory on the snowy Exhibition Ground. And the reason many fathers and grandfathers (and mothers,

Peterborough Examiner editorial, 21 November 1955

too) took their youngsters to see this Canadian championship football game was the one old Kaspar of Southey's *After Blenheim* poem said and yet could not tell. It would, in local lore, be a famous victory -- if victory were achieved (as it was). The use of the game, the good that came of it, the ends gained (no we are not punning) are often less important than the fact of struggle and triumph. A great occasion is momentous in itself, whatever the purpose. The community was exhilarated, and history was made.

It Took 54 Years But Orfuns Get Title

George Laughlin,
TVA, Peterborough Review, 24 November 1955

Possibly the longest drought on record ended here on Saturday [November 19].

Peterboro Orfuns finally brought a rain of success to this town after 54 years of waiting for an Intermediate football title.

Peterboro Orfuns triumphed over Fort William Redskins 10-7 for the Canadian Intermediate title.

More than 3,500 at Morrow Park watched an extremely well-played game on a hard, snow-covered field.

Immediately after the Peterboro triumph in the first Canadian championship final ever played in the Lift Lock City a monster parade toured the main streets of Peterboro. Bands, noise-makers and a bevy of cheerleaders gave a college touch to the final.

Though the attacks were chiefly on the ground, each club used passes to advantage in opening up the defense. Peterboro's only touchdown came on a pass after their running bogged inside the Redskin's five.

Fort William, losers to Montreal Lakeshore Flyers in the 1953 final figured to rely on a fast-moving backfield and a strong defensive line. Redskins threw Orfuns off stride by a surprisingly dangerous passing attack, with quarterback Albert Davey the tosser.

Orfun playing coach Gord Beatty quickly devised a pass defense and four interceptions hurt Redskins.

Despite tricky footing the punting was good, outshining much of the kicking seen in the Big Four this past season.

Lawyer Don Bark for Orfuns and Mike McKenzie for Redskins averaged over 45 yards. A towering punt of 75 yards accounted for a Fort William point in the first quarter when Reg Fowler was roughed. It was the only score of the quarter as both teams were cautious.

Orfuns climaxed a long drive on the ground with a Reg Fowler to Boyd Hendry touchdown pass from the Fort William two and Art Jones converted.

Redskins opened up a pass attack from their own 40 which carried to the Orfuns eight. Quarterback Davey faked a pass and ran to the two, from where Vic Marks crashed over standing up. Ed Kruppa beat out the convert, to put Fort William on top 7-6 at half time.

The fine kicking of Bark kept the pressure on the Redskins most of the third quarter, though a

couple of fumbles spoiled scoring chances by the Lakehead. When a promising Orfuns attack bogged down, Art Jones tried a placement from the 40-yard line, was wide but got a single to tied the score.

Orfuns reeled off five successive first downs from their own 10. Jim Loreno, Bill Huntley and Murray Grafstein spearheaded the march to the Redskins 25. From there Jones kicked the placement which won.

Boyd Hendry, Bill Huntley, Murray Grafstein and Jim Loreno, along with quarterback Reg Fowler were stars of the Peterboro attack. Red Alexander was outstanding defensively, and got fine assistance from playing coach Gord Beatty, Joe Berthelot.

Fort William Mayor Hubert Banadai presented the Robinson Trophy to Peterboro. Players and officials of both team were feted at a big party Saturday night at Peterboro Golf Club engineered by D. A. McGillis, Orfuns sponsor and team Santa Claus.

Dean Griffin of Saskatchewan Roughriders was in the stands scouting the game.

[The *Review* had two photos over the following cutlines:]

1 Two of Peterboro's better known sportsmen, D. A. McGillis (left) and Al Spencley, pose together behind the huge Orfuns victory cake which was presented to the Dominion Champs by Mr. McGillis at an after-game banquet at the Peterboro Golf Club last Saturday. The dinner and dance which was also sponsored by the well-known proprietor, brought to a conclusion one of the most successful football seasons ever recorded in this city. Some 150 guests, including former members of the Orfuns Football Club filled the golf club to capacity.

2 Orfun Heroes Proudly Display Trophy: No wonder Art Jones (left) and Boyd Henry look proudly at the cameraman as they hold the huge Percy C. Robinson Memorial Trophy, emblematic of the Intermediate Football championship of Canada. Along with members of the team, including their wives, Art and Boyd were guests of D. A. McGillis last Saturday at a mammoth victory celebration dinner and dance at the Peterboro Golf Club. Prior to the dinner our Orfuns had just defeated Fort William 10-7 for the Dominion title. Incidentally, it was Boyd Henry who scored Peterboro's only touchdown and it was Art Jones who kicked a 30-yard placement in the final minutes of the game to put Orfuns ahead by 3 points. Both Art and Boyd played great football for Orfuns all season long.

Orfuns Win Canadian Grid Crown Beat Ft. William by 10-7 In Grand Battle

Cec Perdue

Peterborough Examiner, 21 November 1955

Soccer star Art Jones' trained toe kicked Peterborough Orfuns into the Canadian Intermediate "A" football championship here on Saturday as Orfs snatched a 10-7 thrilling triumph over the classy Fort William Redskins before some 3,000 noisy fans in Morrow Park. The Cobourg soccer ace kicked the tying point in the third quarter and calmly kicked a 25-yard placement for the winning points midway through the fourth frame as roars from home rooters rent the crisp autumn air.

It was a great victory after a tremendous football fight between two potent packs. Tension mounted as the game ground along on very even terms, a determined drive from their own 10-yard line to the enemy 23 in the fourth heat finally paying off for Orfs with that field goal.

Bedlam broke loose when the final flag fell. Fans, who tried earlier to back a police line and swarm to the sidelines, burst from the big grandstand and engulfed the field as happy Orfuns danced around and gallant Redskins offered congratulations. The band blared, cheer leaders whooped, car horns set up a din, fire alarms screamed, and a motor parade roared up the race track when some semblance of order was restored. A dozen officials were on deck but someone forgot to bring along the Ferguson Trophy for presentation.

The game itself was as exciting as a national final should be. Penalties proved out fairly even, fumbles were few, and no one was injured seriously in the hard-fought fray. Orfuns early tried some passing and the Forts flung some desperation throws in the late stages, but it was essentially a ground game between two fine clubs. Don Bark consistently out-punted Murray McKenzie of the northern squad. The champions earned 15 first downs to 12 for Fort William.

Following a previous playoff pattern, Gord Beatty's bunch had to swim upstream. They came from behind in the last half to grab that title. On a snowy gridiron which slowly was turned into muck, they spotted the speedy Redskins a 1-0 first quarter lead on Murray McKenzie's rouge. They still trailed 7-6 at the half, after Boyd Hendry took a TD pass from Reg Fowler, only to see the lead dissipated when Forts fought back for a plunging major by Vic Marks. Jones converting the home tally and Ed Krupps kicking the extra point for Redskins. On a long attempted placement in the third, Jones' kick

was good for a rouge point to tie it up, but it was till halfway through the fourth that Orfs were again in position to score. Jones made no mistake this time as he split the uprights for a three-pointer.

The local line again shone offensively and defensively. Main ground gainers for Peterborough were bashing Bill Huntley, charging Jim Loreno on tank-like thrusts, and hustling Murray Grafstein, who came up with a great effort. Topping the team efforts of the really strong Redskins were Vic Marks, Ken Dubinsky, Ed Krupps, Pete Commisso, Ken Wagner, Rob Fitzmaurice and quarterback Al Davey. The Forts surprised the eastern champs with a terrific showing.

Boyd Hendry, brilliant throughout for the Beatty band, opened play with a nine-yard end run, but Redskins dug in to hold and force a Bark heel. After a Petes' penalty, Bark intercepted a pass, and Orfuns went for two first downs, Huntley, Fowler and Loreno hugging the leather. Hendry missed a pass in the clear and Bark booted to the end. Wagner broke through to go 23 yards and McKenzie followed up with a kick over the bar. Loreno being rouged by Commisso, Fowler skirted end for 20 and Huntley moved the sticks with a smash through centre just before the quarter closed.

Huntley fought his way through for 10 to open the next heat and a dandy 35-yard romp by Grafstein was nullified by a holding penalty. Burnett went for four for the Forts but the line held and McKenzie got away a short kick. Grafstein, Huntley and Loreno earned yards twice and then Fowler hit Hendry with a sharp pass over the line for a touchdown, Jones kicking the convert. Davey ran back the kickoff 25 yards and Redskins rolled up the field, Marks and Commisso on the ground and Wicktowy taking a long Davey pass. A penalty also put Orfs back and Vic Marks then drove off-tackle, five yards for the TD, which Krupps converted. Twice more Forts moved the sticks, Davey, Wagner and Paten leading the way, before the half.

It was a ding-dong third chukker, mostly between the 30-yard lines, with two kicks and a good runback and Marks got yardage but tackles by Huntley and Alexander stopped that march. Berry also was tackling hard all the way. McKenzie booted short to Hendry and after line thrusts failed Bark got away a lofty punt to Segris, Facendi stopping him in his tracks. A short return hoof to Alexander, and then

Grafstein and Huntley combined for seven. Jones tried a long placement which bounced over the line and Hendry rouged Segris for the tying point. Marks next burst through for 20 as they fought furiously back and Wagner moved the sticks once more. Whitmore limped off and Marks took a nine-yard pass from Davey, who ran halfway across the field before flinging. Wagner bucked ten but the line held them and forced a short kick. Hendry skated around end 30 yards and Huntley's smash for 10 was no good owing to a penalty. Bob Loney grabbed a loose fumble and Commissa took a pass for yards but again they had to kick.

After Marks roared through for nine to open the fourth frame, the Orfs' line held like cement and McKenzie kicked. Huntley, Grafstein and Loreno went for five first downs as Orfs started their ultimate victory march from Orfs' 10-yard chalk, smashing

through to carry tacklers yards on their backs. Loreno would up with a great 20-yard burst to Redskins' 25 yard mark. Specialist Art Jones – a fine Cobourg soccer player – then trotted in on a sound quarterback call and calmly kicked a placement as the line held for him to win the game and championship. Forts kept fighting and Wagner earned yards later, but that was it. Loreno also got 15 on another grand stab and he and Huntley moved the sticks again. Fitzmaurice had a 12-yard kick runback, but their last threat was ruined when starry Bill Huntley intercepted a pass and galloped 35 yards to their 20 just before the flag fell.

...

Ed. Note: Thanks to Peter Duffus, Donna McGillis, and their friends who initiated this project and to the late Stan McBride whose papers at the Trent Valley Archives saved important pictures and stories.

The Peterborough Orfuns 1955 Team Photo



Dominion Championship Team

Playing Coach: Gord Beatty – Guard
Bill Kirkwood – Centre
Robert Howe – Centre
Tony Freeman – Guard
John Conlin – Guard
Floyd Ouellette – Guard
John Stirling – Tackle
Donald Harper – Tackle
Verle Whitmore – Tackle
Stan Facendi – Tackle
Donald Lech – Tackle

Spencer Stewart – End
Arthor Jones – End
Joseph Berthelot – End
Gerald O'Reilly – End
John Randle – End
William Drummond – End
Boyd Hendry – End
John Berry – End
Reg Fowler – Quarter
Ray Judd - Quarter
James Hunter – Half
Ray Allen – Half

Charles Jensen - Half
Roy Armstrong – Half
John Giardino – Half
Bruce Alexander – Half
Harry Russelle - Half
Lou Nickle – Half
Donald Nelson – Half
Donald Bark - Full
William Huntley – Full
James Loreno – Full
Murray Grafstein - Full

Queries

Quaker Oats Lamp Posts

On reading *Kawartha Lakes This Week* on Thursday, 10 October 2019, Chris Appleton recognized a family heirloom. Just visible in this aerial photo, at the entrance to the pedestrian walkway from the bridge to the Quaker Oats office building, he spied two lamp posts, about 5 feet high.



Chris's father Jock Appleton, who worked as an executive at Quaker from 1959 to 1969, obtained them in the mid-1960s when they were declared surplus during a renovation to the walkway. They are now installed at his family's cottage on Sturgeon Lake, and are quite striking.

The pedestals are cast iron, and very heavy, even though they are hollow through the middle. They were probably installed during the construction of the Quaker building.



Pictured are the two light pedestals in their current locations: one at the head of the driveway and one at the shore front. They had fallen into disrepair, so a few years ago, Chris sourced new globes-- a task that proved to be quite a challenge-- and installed them. Then he gave the pedestals a fresh coat of paint and firmed up their foundations. The shoreline lamp is now electrified, and he plans to electrify the driveway lamp this summer.

They are classic old fixtures, and with the historic Quaker legacy they add an interesting and unique feature to the family cottage.



Bancroft Air Crash 1957

Does anyone remember this story?

My dad in the UK will be delighted to hear his story of the helicopter crash made it to the *TVA Heritage Gazette*. On 5 March 1957 my dad (Bruce Nyberg) 21, was making a sales call for the family business, Nyberg Plumbing & Heating, and arrived shortly after the crash of the "Flying Banana", the Vertol helicopter. He took pictures of the wreckage. For the family business, he was doing a sales call to Bancroft that day. If you look at the wreckage you really cannot identify the helicopter as it was totally destroyed. But even more amazing everyone survived!





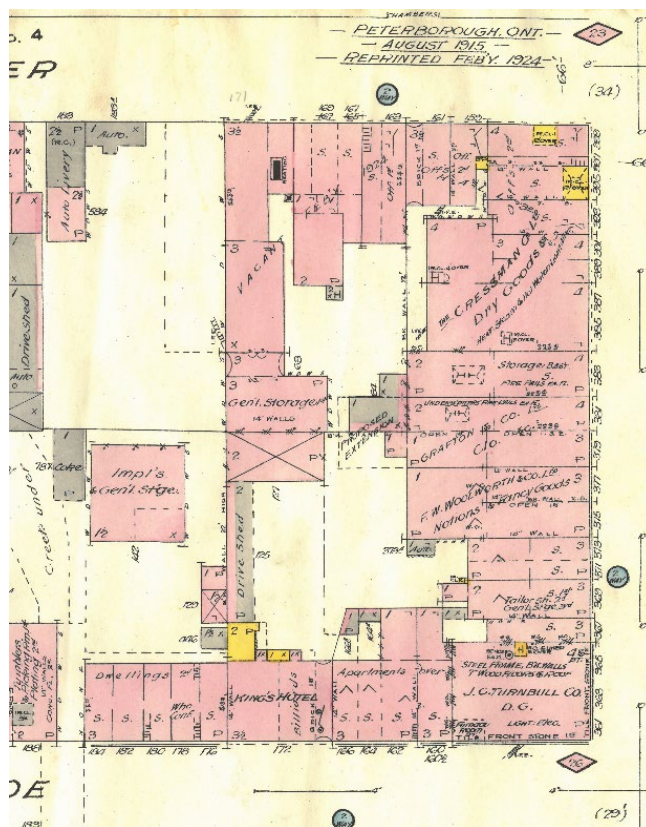
My grandmother in 1911 gave me several old pictures and negatives. When I scanned the negatives on my photo scanner, I discovered pictures such as these. I happened to come across these pictures of spring 1957 and asked Bruce about them and he told the story of the crash. Heather at Trent Valley Archives was a big help in locating the *Peterborough Examiner* story. I found the RCAF details on the lost helicopter.
Dal Nyberg

Cressman Zacks Metropolitan Shoppers Drug

There are plans for a commercial development on George Street just south of Hunter that has a long history. It is perhaps best known as the site of Cressman's Department Store from the 1890s to the 1920s, and as the site of the disastrous 1951 Zacks fire that cost the lives of four fire fighters and a volunteer. Metropolitan Stores built a fine store that had the largest frontage in the commercial district, but in this century it has been mostly an eyesore.

There have been useful descriptions of life along this section of George Street by Ed Arnold in his *George Street Stories* and Elwood Jones in a series of articles for the *Peterborough Examiner* and the *Heritage Gazette of the Trent Valley*. The Zacks fire is described in Jones' *Fighting Fires in Peterborough* (2005).

When the heritage researchers visited, we also showed our fine fire insurance plans (see illustration) which are terrific for showing the construction of the buildings and relationships with other businesses. TVA recommends using street business directories for extra details.





Peterborough's Business Hall of Fame's 2020 inductees

The 2020 Junior Achievement Business Hall of Fame inductees were introduced on Wednesday, January 22 at VentureNorth in downtown Peterborough. They are (clockwise from bottom left) Marion Morrison (Best Western Plus Otonabee Inn), Jim Glenn (Glen Isle Farms Limited), Morris Cox (Brant Basics), Haig Kelly (Kelly Fuels), Sanjeev Sukumaran (The Ear Company-Peterborough Audiology), Lisa Dixon (Black Honey Bakery and Café) and Bill and Cora Edgar (Lucky Strike Bait Works). Also to be inducted during the induction ceremony at The Venue is Bill Morrison, Marion's late husband. (Photo: Paul Rellinger / kawarthaNOW.com)

The induction ceremonies planned for May 28 have been postponed because of the Covid-19 pandemic.

Past Business Hall of Fame Inductees

2019: John Gillis; Michael Konopaski; Dr. Ramesh Makhija; Janet McLeod; Dave Smith; Scott Stewart and Dana Empey; Glenn Stuart; Mike and Shelby Watt; Robert Winslow; and Scott Wood

2018: Alf and June Curtis; Paul Bennett; John A. McColl and James H. Turner; John James (Jack) Stewart; Sally Harding; Monika Carmichael; Robert Gauvreau; Paschal McCloskey; and Carl Oake

2017: Jack McGee; Robert Young; Joseph James (JJ) Duffus; Isadore Black; Darrell Drain; Rhonda Barnett; John Bowes; and Michael Skinner

2016: Erica, Harry and Meyer Cherney; Cameron Taylor; Charlotte and Robert Nicholls; Bill, Chester and Frank Fisher; Keith Brown; David Fife; James Stevenson; and Ross Smith

Heritage Hall of Fame

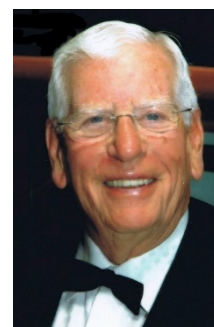
Some of the earlier people placed on Peterborough's Business Hall of Fame, such as J. J. Duffus and Isadore Black had their careers in earlier times. The Junior Achievement decided to highlight that part of the Hall with a Heritage Hall of Fame and in 2019 the first names added were Thomas Bradburn and the successive generations of the Bradburn family and Edmund Wand. For this year, two additions will be made to the Heritage Hall of Fame.

William John "Bill" Strano – Strano Foodservice



still operates the Farmboy Market.

Bill Strano (1929-2018) had an outstanding career in the grocery business. His father opened a produce shop in 1919, and twenty years later in 1939 he began Strano Wholesale opened at Simcoe and Bethune. Bill Strano worked in the business after graduating from high school in 1946, and in 1949 he and his three brothers took over the business. In 1959, they opened Brookside Markets in a former dance hall on Highway 7 (which burned down in 1996), and in 1963, Farmboys on Lansdowne and Erskine. Bill was active in all three Strano businesses and was president of Strano Foodservice until 1987. In 1996, Strano Foodservice merged with Sysco Foods. Bill Strano was active with the company until 2015, and the family



Vernon Watt "Herb" Hall

Herb Hall (1928-2012) was a prominent business man whose companies included Regent Plywood; Peterborough Lumber; Beaver Lumber; Hall Oil Company; Hall Carriers; CT&T Tool; and Peterborough Warehousing.

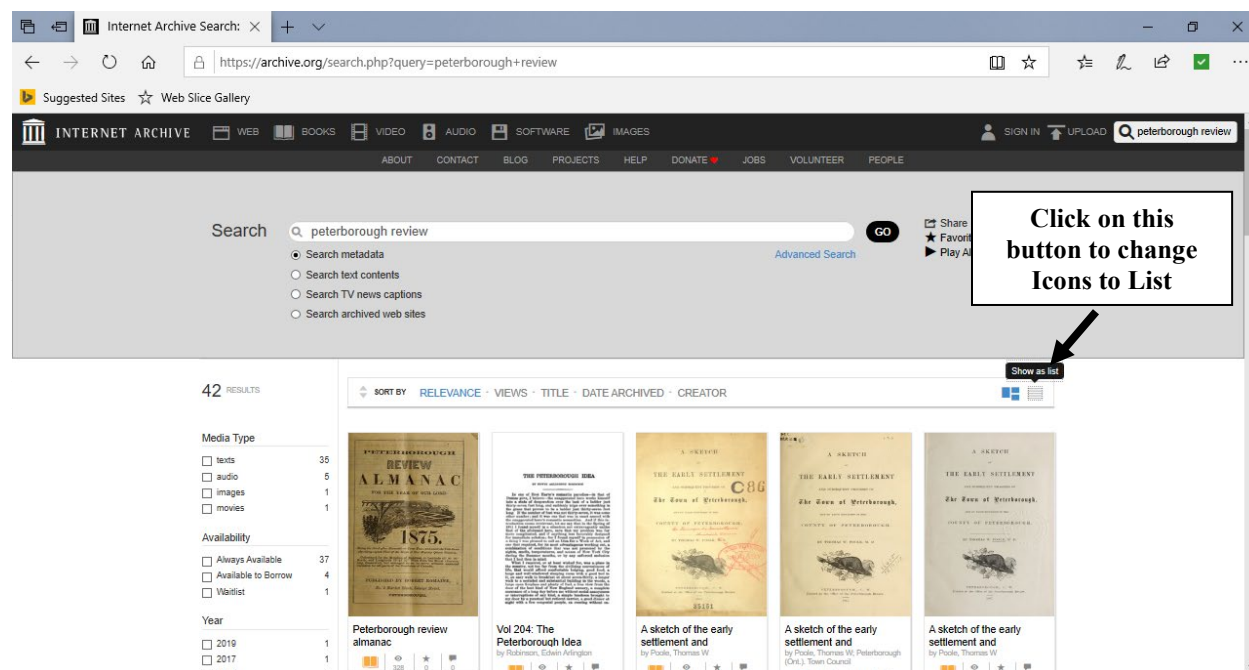
He was active in the community with organizations such as the Peterborough Rotary Club; Peterborough Sales and Advertisement Club; the Peterborough Civic Hospital; Peterborough and District Planning Council; Steering Committee of the Peterborough and District Hospital Planning Council; Kawartha Haliburton Pineridge Health Council, St. Paul's Presbyterian Church and many more.


Old Peterborough Newspapers Searchable On-Line

Michael P. Dolbey

What a wonderful surprise to discover hidden in the last issue of the Heritage Gazette in Elwood's article, *Peterborough Lawn Bowling Club*, the news that Peterborough's old newspapers have been digitized and made searchable and that they are freely available to all at Archive.org. The project, spearheaded by the city's Heritage Office, has made the following newspapers available: Peterborough *Despatch*, Dec 1846-Aug 1852, Peterborough *Examiner* 1858-1947, Peterborough *Review*, all available to 1920, and Morning Times to 1914. I immediately explored this resource and have the following observations that might be helpful to others.

When first going to the archive.org website I had difficulty finding some of the newspaper files. When I entered "Peterborough Review" in the search box I was presented with the results as icons, as shown below. They take a lot of space and I had difficulty finding what I wanted. The results can be changed to a list format by clicking on the button shown.



Having found and opened the *Weekly Review* folder, I was presented with 11 files each covering about two years of the publication. Choosing the earliest, I attempted to search for a name of interest and after waiting for more than 20 minutes I realized that searching online was not going to be a viable option. I decided to download the PDF version of one of the files to try searching the file on my own computer. Each of these files is very large, between 600 and 1000 megabytes, so downloading can take some time depending on the speed of your connection. A test revealed that my connection download speed was about 15 megabytes/sec suggesting it would take between 1 and 2 minutes to receive the file. Instead it took over 20 minutes. I understand that the problem is probably the slow speed of the Archives.org server. Once the file has downloaded it opens as a PDF file in a new archives.org web window. Searching this file in the web window will also not work. It is necessary to save the file onto the hard-drive of your computer by clicking the "save as" symbol () and navigating to a location on your hard-drive where you will be able to find the file in future. After saving, check with "File Manager" to be sure it is fully saved and then close the internet connection to archive.org. Open Adobe/Acrobat Reader (AAR) and use it to open the saved PDF newspaper file. AAR's search facility works relatively quickly and effectively, highlighting matched finds making them easy to detect.

The newspaper files are digitized photographs of the printed pages. AAR's search facility uses an Optical Character Recognition (OCR) program to match the printed marks on the page with letters and symbols of the alphabet. With clean, well defined printing, this can work quite well but many pages are dark, smudged and wrinkled leading to difficulty for the OCR program. This is illustrated in the example below which shows the newspaper image and the OCR translation of the text of a quite clean, well defined item. A match for "Sawers" was found in this advertisement but one for Bobcaygeon, Verulam or Peterboro would not have been detected because their OCR translations were not completely correct. One strategy is to use fewer letters in a search, e.g. Bobc instead of Bobcaygeon. The former correctly detected 26 instances in a file whereas the whole word found only 3. Frequently a name will occur more than once in an article which increases the probability that at least one instance will be found. Without a lengthy and tedious experiment there is no way of knowing how much can be found or missed with a search, but just being able to scan the pages in a random search has yielded many interesting articles. While searching for one

subject, look around at the articles and advertisements adjacent to a 'hit' and you may find a wealth of interesting sidelines. One can stay up all night!

**1600 Acres of Land for sale,
AT BOBCAYGEON.**

LOTS Nos. 15, 16, 17, 18, 19, and 20, in 9th Con., part of 18 in 8th, part of 22 in 10th, and 23 in 10th Verulam.

The subscriber is induced by the number of applications that have been made for the purchase of these lands to offer them to the public.

The quality of the soil is first class, timber, hardwood, and the situation the best in the back country.

BOBCAYGEON with its locks and mills now in progress, must become a fast place. Its distance from Peterboro' is 22 miles, and from Lindsay 15 miles, with steamboat communication both ways, and is on the line of the Trent navigation, the opening of which our member, through the good opinion he is held in by the Government and their known liberality to their supporters, will soon be secured.

A. SAWERS.
Peterboro', April 11, 1856. 15

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A Typical Newspaper Article and its OCR translation by Adobe Acrobat Reader's search engine.

In the short time that I have been looking at the newspaper files, I have found a number of articles that answer, in part, questions about my research interests that had eluded me before as well as providing new information of which I had been unaware. I highly recommend that you investigate this improved research resource by visiting Trent Valley Archives who have copies of the files on their computers, or if more adventuresome, downloading some for yourself.

Trail Used By Champlain . . .

Pylon Commemoration

A large plastic lighted pylon 20 feet high with an Indian head on top will be erected this summer on the west side of Chemong Rd. near Bellevue St. The pylon, along with a cairn and a plaque, will commemorate the Chemong Rd. as an historical site. Chemong Rd. was at one time an Indian trail along which historians say Samuel de Champlain travelled. He was the first white man in the district in 1613. First pioneers in the Peterborough area also settled on the Chemong Rd. in 1818.

Adam Sands, a former Peterborough alderman, said Friday that the pylon is now being built. "It should be completed three or four weeks from now," he said.

Mr. Sands, along with his partner, Lorne Bateman, in the real estate firm of Sands and Bateman, are owners of Wicklow Developments Ltd. The development company recently erected the new Brookdale Plaza and will also erect the pylon.

During a visit to Peterborough a short time before his retirement as Premier of Ontario, Leslie Frost commented to various people with whom he talked that the area was well-known as an historical site and some commemoration of this fact should be made.

Champlain was a French explorer who founded the city of Quebec and helped establish French North America. He was called 'The Father of New France.'

Champlain was taught navigation by his father, a sea captain. Champlain joined the French army, but was offered the command of a ship in 1599. This ship was one of several small vessels that sailed to the West Indies for Spain.

SAILED COAST

In 1610, Champlain came to Canada and explored the St. Lawrence River. He was the first European to write about

Queries

Brookdale Plaza Sign

Dalton Nyberg set out to find out what he could about the sign at the Brookdale Plaza that is promised in this 1962 article. He has found out a great deal about the Brookdale Plaza by skimming the Peterborough Examiner but had not found a picture of this sign. He has talked with Nik Rishor and has approached City Hall to discover if there were any plans or drawings related to this as part of the plans for developing the several stages of Brookdale Plaza. Dalton remembers the sign but others have doubted that this sign was erected. We welcome opinions from anyone.



TRENT VALLEY ARCHIVES

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