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Cover photo: This 1888 building at 134 Hunter Street, designed by architect John E. Belcher for George A. Cox, was a fine commercial building in the Italianate style. Note the prominent brackets at the eaves, and the fine decorative brickwork. Note that the windows on the third floor have rounded tops while those on the second floor are flatter. The doorway to the top floors is nearly in the centre of the building but the architect made adjustments on the left side partly to join with the next building. The building on the right was the 1950s replacement for the iconic post office that served Peterborough from the 1880s to the 1950s. To the left is the former Roy Studio building. (Photo: Elwood Jones)



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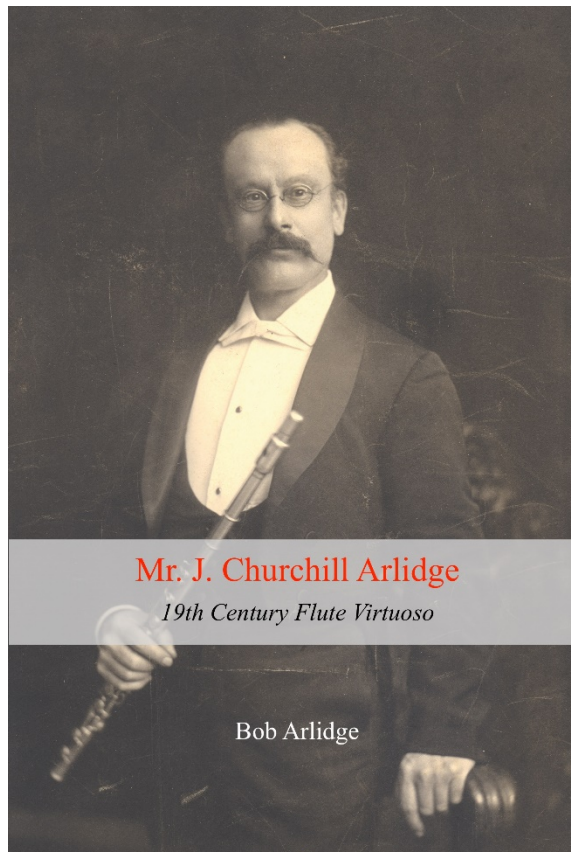
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How I Came to Know John Belcher

Robert Cardwell

The name of Peterborough architect John Belcher (1834-1915) was unknown to me in 1962, but that was about to change one evening that year while driving down Peterborough's Edinburgh Street on the way to Lakefield where we were living at the time. It was dusk, but when passing the laneway of a rather large older house I noticed several stacks of large books piled haphazardly by the street. It was apparent that someone had cleaned house of unwanted "old stuff" and expected it to be picked up with the trash, (or to otherwise disappear).

Being curious about what they were or why being disposed of, I stopped and backed up to investigate. On opening a few of them, I found that

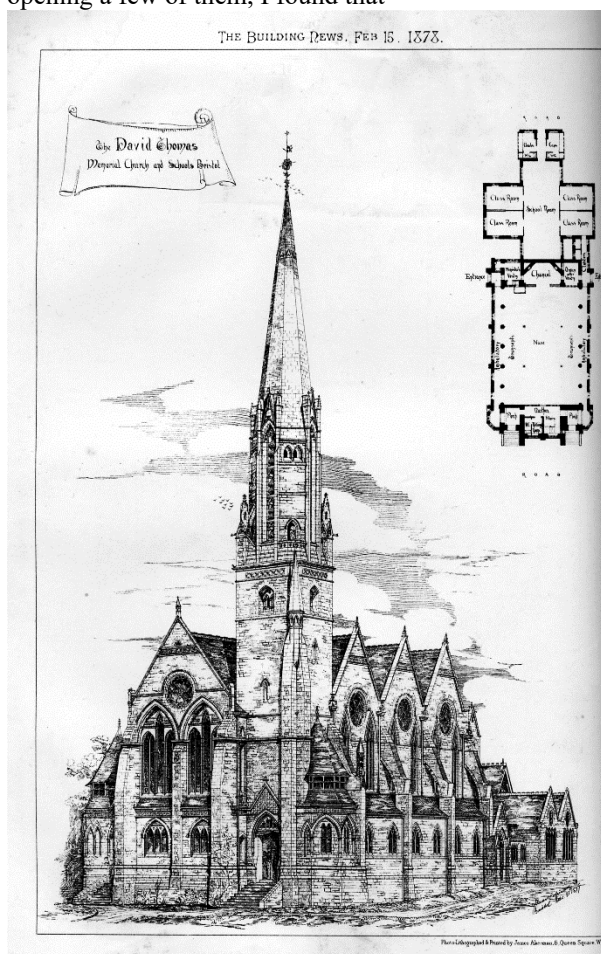
was in darkness; however, I saw it as no sin to give a second life to discarded items destined for a land fill. So, I loaded what I could into our little Volkswagen beetle, regrettably having to leave a good number of them behind. A return visit the next day did, unfortunately, find the remaining volumes gone.

After unloading my prizes and hoping that a search between the pages might find a long-forgotten letter or drawing, I found only a few scribbled notes, pencilled inscriptions, and advertising pamphlets. They did reveal, however, that the journals had once been in the library of Peterborough architect and engineer John Belcher who lived at 269 Edinburgh Street. He had subscribed to *The Building News* (London England), and had the individual editions bound in volumes in Peterborough. It was disappointing that nothing of great interest was found inserted, just one small rough "thumbnail" sketch of a baptismal font. But what inspiration did John Belcher find in the many detailed building illustrations found between the covers of the journals when designing his own buildings?

Why would I want to keep these "weighty tomes" and give them house room? As a graphic artist much influenced by my school years at the OCA, I had an encompassing interest in the visual world and had become increasingly drawn to an appreciation of historic architecture. Perhaps the illustrations and articles the journals contained might later prove to have some relevant value. Belcher's journals travelled with us from Lakefield through four other moves in Belleville and in Kingston. In 1977, they narrowly escaped being consumed in a fire that raged through most of our house destroying much and leaving nothing untouched by flame, smoke or water.

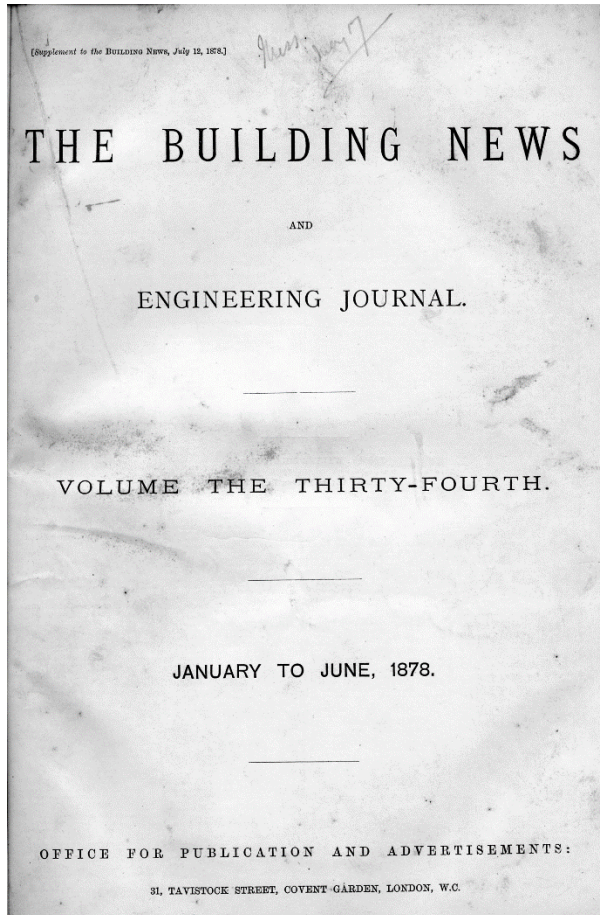
A few years ago, I looked further into Belcher's work; even wondering if he might have reached as far as Kingston, but, according to the *Biographical Dictionary of Architects in Canada*, as expected, he had not. This was when I found the excellent article written by Elwood Jones that appeared in the *Examiner* in 2013 about Belcher and the impact the many buildings he designed had on Peterborough's streetscapes.

It is interesting that the Trent University Archives has a John Belcher fonds containing records acquired from B.K. Van Buren of Port Hope. The Ontario Archives holds a collection of local records also acquired from Van Buren. I knew Van Buren, i.e. "Van", from many visits with my mother-in-law, an



they were British architectural journals from the 1800s. What a find! I thought. (And what treasures might be hidden between their many pages?) The house

avid clock collector, to his antique shop on Hwy. 28, just south of Bewdley. It seemed that he was always busy sorting and organizing the collections of historic documents, photographs etc. that he had acquired. Van admitted openly that records and documents were his passion and that the antique business was mainly to pay the bills.



Where did Belcher's architectural journals lead? Since 1966 I have been actively engaged in the conservation of Kingston's built heritage by serving on municipally appointed committees, advocacy groups and restoration organizations. And, to demonstrate my convictions, I even purchased an ancient abandoned derelict to live in and restore; twice! But that is another story.

It is understandable that when in Peterborough several years ago, I was dismayed and saddened when walking by Belcher's magnificent Market Hall and seeing that it had been brutally disfigured by deeply sandblasting its brickwork. This building was a familiar friend to me from the many Saturdays tending a market stall with my parents behind it in the 1940s and 50s selling flowers, maple syrup, firewood or whatever

happened to be in season.

RC 25-04-2020

John Belcher: Architecture in the 1870s

Elwood H. Jones

Ed. Note: I did not know Belcher was influenced by the The Building News and Engineering Journal, although given his background in Cork, Ireland, it makes sense. Here are reflections based on a different early source of influence.

From the 1870s to the 1910s, John Belcher (1834-1915) made a significant impact on Peterborough's built heritage. Peterborough's notable architect was influenced by A. J. Downing's major 1859 book on country architecture. Downing championed the designs from England and Italy adapted to meet the tougher climate demands of North America. The English rural style was characterized as Gothic, and the Italian as Italianate. As a strategy to make houses beautiful as well as practical, Downing wanted the styles used in public buildings applied to houses. Downing could see houses varying from cottage to villa to mansion, in which basic features such as the hip roof, bay window projections could be common. Larger houses had more varied decoration, partly because there was room for them.

After surveying Belcher's best known works, we turned to looking at Belcher's known neo-Gothic houses and to representative Italianate cottages that he designed. Now, let's look at Belcher's larger houses in the Italianate style.

There is no doubt that Belcher is best known to local architects for his Italianate houses. We would not know so much about these houses except for Martha Ann Kidd's assiduous research.



The four Belcher houses, Brock looking from Aylmer, 1880s.

In the larger Italianate houses that Downing generally called villas, he looked for several features. The rooms were larger. One should expect a large parlour [16' x 22'] with a bay window "square in its openings". The kitchen wing would be lower height on both levels, and the bedroom over the kitchen could be entered from the landing. With respect to the windows, he preferred the sill and lintel to be of dressed stone. The roof should project twenty inches and be held by wood shaped like a bracket or cantilever. The front door should have two long panels glazed to light the entry. The verandah should be seven and a half feet wide, and at both ends should be a couple feet short of extending the full-width. Otherwise, he contended, the house would be cut in two and lose "character and proportion." (112)

Downing noted that villas could consist of a simple parallelogram, which he praised for its "regularity". He also felt that architects could add "beauty of expression on such a form." Such houses tended to be asymmetrical, usually starting with a door at one side of the front. He thought such a house could be picturesque by having projecting eaves and an arbour verandah, a trellised verandah, going on three sides of the house. Downing defines picturesque as a quality that combines beauty and power. Brackets, for example, are functional but they also suggest open strength. As well, the wide overhangs cast more prominent shadows. If the supports are concealed, the result might be more refined and beautiful, but it would be less picturesque, a quality that especially works well in the countryside. The arbour verandah is a skeleton of a verandah, and would cost far less.

We have been able to identify seven houses designed by Belcher and built between 1876 and 1880. In the absence of Belcher's archival papers, we have depended on newspaper reports, and unfortunately these are not frequent or consistent in the details they provide. Even for these seven, the documentary record is incomplete, but local historians seem to have reached a consensus. In future columns I will discuss houses attributed to Belcher from the 1880s to 1908.

Belcher's large Italianate Houses of the 1870s

570 Water	1876	T. Hazlitt (later Matthews)
266 Burnham	1876	H. C. Rogers
1310 Albertus	1876	Lucy A. Cottingham
520 Dickson	1877	Elizabeth Davidson
220 Brock	late 70s	W. J. Hall
226 Brock	late 70s	Charles McGill
232 Brock	late 70s	Dr. D. H. Burritt

These seven houses seem representative of the

work that Belcher was doing in the 1870s. All were built with white brick and had splendid chimneys. Each house has had fantastic associations over the years. The first four have been discussed quite cleverly in Martha Ann Kidd's *Historical Sketches of Peterborough* published locally by Broadview Press in 1988.



570 Water Street at London, c. 1910 (TVA, ECC)

The house at 570 Water Street was built for Thomas G. Hazlitt, the president of the Dickson Company. After Hazlitt died in 1899, the house at 570 Water was sold to Thomas F. Matthews, of the family that owned the abbatoir that by the 1920s became part of Canada Packers. In 1919, the house was sold to G. Walter Green who owned a foundry on McDonnell Street. From 1923 to 1956 it was the home of John and Sarah Meyers; Meyers was the general manager of the Peterborough Cereal Company on Simcoe Street. Since then the house has been the offices of the Children's Aid Society, the Stow Brown accounting firm and currently an engineering firm.

The house meets the standards for practical, beautiful and generous in its details, made possible because of the large lot that had been assembled mainly by George A. Cox, who was living here in 1869. We do not know what Cox's house looked like, but 114 London Street may have been moved in 1875.

The architectural details are quite Italianate. The prominent bay window on the south side is mostly square but on the main floor has a decorative rounded bay. The windows have dramatic lintels over the windows. The bay window is surmounted with a dormer with an attic window. The verandahs have been changed over the years, but are consistent with the Italianate architecture as advocated by Downing. The supports for the eaves are boldly built. In short, the house is a remarkably good example of the local Italianate style. It is more complex, but because of the

size of the house, the additions work well.

The house at 266 Burnham Street, where Martha Ann Kidd lived over 45 years, is simpler but has interesting variations. This house was built about 1876 for Harry C. Rogers, a cousin of R. B. Rogers and a grandson of the Hon. Zaccheus Burnham, and a nephew of the Rev. Mark Burnham. Rogers was postmaster of Peterborough from 1871 until he retired, and was one of the founders of the first local historical society in 1897. The house has a centre hall plan, but because of the bay window projection from the parlour (which had Martha's famed dining table around which many heritage projects were plotted.) This bay is rectangular as Downing preferred, but is only one storey high. A second bay window is housed in the wrap-around verandah that stretches from the front entrance along the entire south side. The main front entrance has the side lights and transom lights that Italianate villas required. Again, the house looked over an expansive lawn and a woods that originally had pine trees that gave this house its name, "The Pines." Except in the bays, the windows on both floors had rounded tops and were protected by solid lintals. The eaves supports are not evident, and the pillars on the verandahs might not be original.

The third house is best known to local historians as Moira Hall, the forerunner to Peterborough's public hospitals. When built the house commanded the intersection of Charlotte and Monaghan, an immense acreage that had been the site since 1858 of Giles Nursery, one of Peterborough's earliest suppliers of plants and seeds to gardeners. The house was built for Lucy Cottingham (1834-1882), the widow of William Cottingham (1807-1875) and her huge family. Moira Hall was named for the Moira River enters Lake Ontario at Belleville. The house was given by Charlotte Nicholls for the town to use as a hospital, and served as such until the new Nicholls Hospital opened in 1890. The house had long connections with the family of Thoams Evans Bradburn and of the Huffman family. The house is best viewed from the front lawn of the current apartment building. The house had two large projecting two storey bay windows and is the most symmetrical of the houses identified with Belcher. The grand entrance featured the sidelights and transom windows. The eaves are supported by prominent brackets opening on to a two-level front porch. There was also a verandah along the south side.

The house at 520 Dickson was built for Elizabeth Davidson, one of the Samuel Dickson's daughters, a sister of Mrs Hazlitt. Martha Kidd notes that this house was a close match to the house Belcher designed for Dr George Burnham, which stood on what is now the parking lot behind the Carnegie wing at City Hall. The

late Anne Heideman told me that when the Peterborough Historical Society was relaunched in the 1950s, the former home of Dr Burnham was home to many of the artifacts that eventually went to the Peterborough Centennial Museum. As originally built this house had the low hip roof and projecting front bay capped with a roof, not a gable. As with the Pines, the bay windows came off a projecting wing.



Moira Hall, 1880s, two views. (TVA, ECC)

The four houses (now three) along Brock Street made a significant impact on the block. The former Whyte & Davies plant occupied all this property and part on Aylmer.

Last Day of the Great War

Jack Mark, 2009 (d. 2009)

It was a clear, warm morning on 11 November 1918. I remember it perfectly. The fog had lifted and an unusually warm day followed. My only earlier memory was of the previous August, when my parents took me to Deseronto by train. My grandmother's house was on Highway 2, which ran through the centre of town. Down the highway, about one block to the east, was the public school that my mother had attended. We walked down to the school yard, at the back, which was perched on a high plateau with a good view of the flood plains below and to the east. This was called Rathbun Field and to me it was like looking at a fairyland, because it was an aerodrome for the wartime training of pilots for the Canadian Flying Corps.

The early aircrafts were all bi-planes, with little disc metal wheels and solid rubber tires. The propellers were made of wood. Planes were practicing taking off and landing. It made a terrific impression on my young mind and today it is as clear as ever.

Before I describe the events on Armistice Day, 11 November 1918, I should tell you about the circumstances of my life and my boyhood world. Our family lived in the southwest corner house at Aylmer Avenue and Aberdeen Avenue, a two-storey brick veneer structure built in 1907 in the style of the day. A gable roof was at the front, below which was an assortment of coloured glass. On the southern side was a bay window going up one storey, above which was another gable over the second-floor window, underneath which were decorative white glass door knobs. I remember when I was learning how to swim and dive, I took a hammer and pounded on the inside wall of the attic to loosen a few knobs, because they were great for diving, as they showed up on the bottom of the river.

On both the front and southern sides as far as the bay window, a wooden veranda enclosed the house as far as the bay window. Another covered veranda went from the bay window to the back of the house on its western side. At the very back was a one-storey summer kitchen surrounded by a lawn on its three sides. Beyond that was a good sized garden, and a two-storey wooden barn where my father kept his horse and buggy. The upper storey of the barn was filled with hay. We had no car and there were few in the neighborhood. We never rode the buggy in town for my father used it exclusively to go out into the country on business. We walked everywhere in town.

My father owned his own agency dealing in life and general insurance. Dad had previously been a school teacher, but because they were so poorly paid, he went into business for himself. He travelled by horse and buggy in the country around Peterborough looking for customers. When he stopped at a farm in the afternoon, he was invited to stay for supper and his horse was housed and fed. After supper, the farmer's family, somewhat isolated, was eager to hear all the news of the day. My father was an excellent storyteller

and having been brought up on the farm knew exactly what to say. He was then invited to stay for the night and for breakfast in the morning. Such hospitality would be unheard of today. He had particularly great success in Buckhorn and ended up insuring one third of the village! He also had success in Peterborough and even served on city council.

North of our house, one block away, were hay and clover fields in Smith Township. Our neighbors to the south, who had been farmers, had a barn where they kept two cows and a host of chickens. These came to roost on our back porch every day, much to mother's disgust, as it became impossible to keep the porch clean. However, we did not say anything to offend friendly neighbours.

I recall that in 1918 for breakfast we had boiled egg served in an egg cup, rolled oats porridge with milk and toast and raspberry jam. The toast was made by heating bread above the stove in a wire cage with a long handle. No butter or sugar were to be found as they were rationed during the war.

Lunch was usually beef soup made by boiling bones which were cheap at the butcher shop, a sandwich, salad and tea. For dinner, we had meat, a vegetable, potatoes and dessert. My mother performed quite a balancing act with a limited budget. The meals had to be attractive enough to eat, but because they were cheaper we had lots of vegetables. My father got the meat at the butcher shop because the grocery stores did not carry meat.

Our bread was delivered daily by a man with a horse and wagon; the specially designed wagon could be entered from either side. The back of the wagon was piled high with bread: long loaves with a hard crust and no bags. The front of the wagon was piled high with buns and other things from the bakery.

The milkman came early in the morning with a wagon similar to the bread man's. He had big cans and measured out milk with a dipper into our pail. For groceries my mother made a list of what she wanted for the following week. Every Saturday morning she phoned the grocer and that afternoon the store delivery man put the order on the kitchen table. Our clothing was purchased in a downtown shop or made by a dressmaker. No wool was available because of the war.

For entertainment, our activities centred on the church. There were banquets and plays and on Sunday we attended church three times. Neighbours came during the week for cards. We had no radio,

gramophone or piano.

The house was heated by wood rather than coal. There was a wood stove in the kitchen which gave heat for that part of the house, and we had a wood-burning furnace in the basement. My mother had to cook and bake with the stove, which was sometimes tricky to keep going. We had no electrical appliances and so lacked such modern conveniences as a heater, washer, dryer, refrigerator or vacuum cleaner.

In summertime we had a cool spot on the basement floor which kept our food cool. To keep the whole house cool we depended on the trees around the house, the verandahs and the high ceilings, 15 feet downstairs and 12 feet upstairs.

Our telephone stand fastened to the wall was made of beautiful wood; four feet high and four inches wide and deep. On the left side, on a hook, was the cylinder-shaped receiver, about three inches wide at the lower, amplifier end, and two inches wide at the upper handle end. The speaker was on the front, at the top, on a long lever, which was adjustable for the height of a person. Lower down was a shelf for a note pad and still lower were the bells. On the right side was a small crank which after lifting the receiver was activated by winding; this signalled the telephone girl at the exchange who then received your number to call. We only used the 'phone to call the doctor or for groceries. The doctor would come to the house after their office hours, sometimes in the middle of the night.

I remember the morning of November 11 very clearly.

Being a lovely warm day, at 10 a.m., I was put out to play in the sandbox on our side lawn. Along came the bread man, who used to delight in putting pennies in the sand and then watch me search for them. At 11 a.m. the factory steam whistles started to blow continuously and seemed to be trying to outdo each other. I ran into the house to tell my mother about the whistles and she came out to hear them. At the same time, it seemed like all the doors opened and people streamed out crying "The war is over!" People started to dance and embrace each other, as four years of pent-up emotions spilled out. There was crying, singing, shouting and a general sigh of relief at the prospect of no more killing and no more loss of loved ones. It seemed too good to be true.

My mother took me by the hand and we walked down to the main street, only six blocks away. We went down the west side of George Street, and sat on the low cement wall on the south side of Edinburgh Street. Pretty soon cars came by with their horns blowing. The horns were not like present-day horns; they had a high-pitched squeal.

The highlight of this parade was an open roadster

driven by a man who looked like a movie star, accompanied by a beautiful blonde lady. She was quite openly smoking a cigarette, which was a shocking first for Peterborough. Apparently before this no one locally had ever seen a woman smoking in public, and this soon became the talk of the town. Of course, the real Armistice Day parade with marching bands, soldiers, firemen and others was held downtown in the afternoon. We missed this because it was too far from home. So my personal memory of the ended at noon as we walked home.

In 1953 I became owner of this house, 779 Aylmer Street. My wife and I decided to take off the front and side verandas and replace them with a modern cement veranda and a new front door. My wife, Doreen, drew a picture of what she would like and we showed it to the contractor, who said that he would follow it exactly. The result was a very handsome front door and veranda. Doreen worked with the painter and devised a new colour for the door, which embellished it a great deal. Its appearance has changed little since then.

In 1969 I sold the house to a young Trent University professor, Peter Adams, who later became for many years the MPP and later MP for Peterborough. On several occasions, Peter and Jill entertained Prime Minister Jean Chretien, and the house became one of Peterborough's best-remembered houses. Everyone knew where Peter Adams lived.

Thomas Mark

Thomas Mark (1841-1927) lived at 779 Aylmer Street, and was a teacher in Fenelon for several years until after 1901. He married Alma Irene Tims 23 December 1897 but she died in childbirth while delivering twins, Alma and Alice, 12 May 1912. Thomas Mark married a second time, Helen Grace Siler, and they had one child, Jack Siler Mark (1915-2009), the author of this memoir.

Thomas Mark became an insurance agent after 1901 and operated out of his house, his horse and carriage and a downtown office. In 1937 Directory he described himself as a General Insurance Agent for Life, Fire, Accident, Auto and Liability Insurance. His office was at 360 Water Street (part of the Peterborough Club building) and the phone number was 713. He also listed his home, 779 Aylmer North, with Phone 530J. He also had a top of page ad in that directory: THOS. MARK, INSURANCE, MANUFACTURERS' LIFE, District Manager Toronto General Insurance Company.

Also at 360 Water Street in 1937 were Wood Gundy & Co; Victoria Trust & Savings Co; Wm. C. Ackerman, bonds and insurance; and Robert Harstone, real estate.

In 1937, Jack was a student and his sister Irene was a teacher; both were living at 779 Aylmer.

Jack also became an insurance agent and in 1965, for example, T. Mark & Son Insurance had its office at 312 George North. At that time he and his wife Doreen and family were living at 735 Hopkins Avenue.

Peterborough Celebrated The End Of The Great War

Don Willcock



George Street c. 1920 looking north from Charlotte Street. (TVA, Electric City Collection 2.073)

At midnight (Paris time) on Monday, 11 November 1918, representatives of Kaiser Wilhelm II's Germany admitted defeat. The victorious Allied nations drew up and signed the armistice. When Germany signed, the world war ended. Four years of fighting led to millions of deaths and casualties to combatants and civilians on both sides. Eleven hours later fighting stopped on all fronts. With the time difference, the signing occurred at 7 p.m., 10 November, Peterborough time, and the hostilities ceased at 6 a.m., 11 November, Peterborough time. The American State Department announced the war's end at 2 a.m. Washington (and Peterborough) time, 11 November. The signing ceremony took place in a railway car parked in the Compiègne Forest, north of Paris. Within hours, the

news had crossed Europe and the Atlantic Ocean. Peterborough celebrated the end of war.

The *Evening Examine*, 11 November 1918, in "The Day's Dawn In Peterboro", described how the residents of Peterborough learned that the armistice had been signed and that the fighting would cease within the day. "The day for which Peterborough waited so long, so patiently and so confidently was heralded by the United Press telephone message to The Examiner at 3:20 o'clock this morning. Immediately, pre-arrangements for the publication of the glorious news were set into operation. Members of the mechanical and editorial departments were gathered by automobile and in a comparatively short time the staff was handling the detailed despatches before any other news agency was heard from. The

Examiner's street bulletin announced the cessation of hostilities at four o'clock, nearly an hour before the news had reached Peterborough by any channel other than the United Press."

Police Patrol Sergeant Blade, on his nightly patrol, received the news from the Examiner office and he notified E. G. Patterson, the head of Canadian General Electric. A special signal had been pre-arranged for C. G. E.'s steam whistle, "Old Roarer", as the war's end had been anticipated "hourly" since the preceding Friday. Patterson passed the news along, and Peterburians heard the great news when the whistle blasted a signal on the morning of 11 November – over an hour earlier than usual. As the *Examiner* observed, "The old bellower achieved a new note this morning, as it echoed the swan song of the last and most belligerent nation of the once haughty and arrogant Central Alliance. To the low rumbling tones that call the [C. G. E.] workmen to a new day six times a week was added a high-pitched exulting blast that was the keynote of the forthcoming rejoicing."

Since the whistle could be heard throughout the city, it was not long before much of Peterborough was awake and beginning to celebrate. By 6:00 a.m., George Street was filling with cheering, thankful people. Mayor George H. Duncan and City Clerk S. A. Armstrong had been working for an hour that morning on celebration plans for the day ahead, and at 6:30 a.m. the mayor "kicked off the lid" of Armistice Day festivities in Peterborough. According to the *Examiner*, "bells, whistles and cheers greeted the grey morning" and "the Fire Department's motor engine screamed through the streets between the hour of six and seven, bearing the news of the German acceptance to every home". This was the start, it said, of "the greatest carnival Peterborough has ever known, and for which she has paid a heavy price".

The Examiner claimed, "Never has Peterboro seen such a parade as the impromptu one arranged by the Great War Veterans [predecessor of the Royal Canadian Legion] this morning". Peterborough's Armistice Day procession was "over a mile long, containing every kind of vehicle that could be induced to move." There was even an "old-fashioned" penny-farthing bicycle. Each vehicle was decorated with flags and bunting, and carried as many men, women, and children as could be packed aboard; every person carried some sort of noise-making device, and put it to good use. A half dozen "triumphal processions" throughout the city brought

their participants to the Armouries to be part of the Great War Veterans' 10 a.m. parade.

The combined bands of the 57th Regiment and the Great War Veterans Association [GWVA] led the parade, followed immediately by veterans who had fought in France and Belgium during the earliest years of World War I. Louis Houedry, who had returned to fight for his native France at the war's outset, wore his blue and red French Army uniform. Next came the Salvation Army's Temple Band riding in a large truck which towed a field gun manned by several veteran gunners. The Peterborough Collegiate bugle band was followed by the school's cadets, with their rifles, and the cadet stretcher-bearers carrying an effigy of Kaiser Wilhelm. The kaiser was burned in effigy that evening in a gigantic bonfire in Central Park. The rest of the procession included "car after car, big trucks, packed to the limit with wildly cheering people, and pleasure cars flying the flags of the allies", delivery wagons of every type, clown bands, "negro bands", kazoo bands, and impromptu choirs singing patriotic songs. One favourite was 'Until the Boys Come Home'.

Armouries and PCVS



The parade route began at the Armouries, moved down George Street, Charlotte Street, Aylmer Street, Hunter Street, Water Street, London Street and returned to Central Park. At the park, Mayor Duncan announced that "the authorities desired them to keep on celebrating" and Harvey Staunton, president of the Peterborough GWVA, also encouraged the cheering crowd to celebrate "all day and all night". Former Mayor W. H. Bradburn, chairman of the local Victory Loan Committee, reminded everyone to subscribe to the Victory Loan so Canadian troops overseas would be adequately clothed, fed, and maintained until they were brought home. Peterborough's residents continued to celebrate, as

the Examiner reported, "Almost without cessation, the people, young and old, held high carnival that in most respects surpassed all the celebrations of the past." Fireworks were not available from any source that day. Otherwise, it was a successful day of festivity.

In the afternoon and evening, the Peterborough Ministerial Association hosted two "monster meetings" in the Armouries. The programmes included speakers representing local government, the judiciary, the militia, veterans, churches, and women's organizations. Massed bands and choirs performed the national anthems of all the Allied countries, including what was reported to be the first public singing of the Italian anthem in Peterborough; this was exuberantly accompanied by fifty local Italians in the crowd, singing and waving a large Italian flag.



YMCA

Despite all the crowds, the activity, the uproar, only one man was arrested that day; not surprisingly, he was charged with being "loaded" on liquor. He was let off by the presiding magistrate, with the warning that this would only apply for the one special day. The police maintained a prominent presence throughout downtown for the entire day. Police Constable Lawrence was stationed by the Y.M.C.A. (corner of Murray and George streets). P.C. Deannard was at George and Charlotte while Sergeant Reid made rounds of the downtown streets.

Patrol Sergeant Blade and P.C. Young were a mounted patrol.

The only serious problem reported was the "promiscuous throwing of talcum powder"; the *Examiner* notes that one young lady was "nearly blinded" by this substance and had to leave the festivities. It was more difficult to get around in Peterborough that day because the crowds completely paralyzed the streetcar system. The telephone exchange had its busiest day ever, but the operators managed to give good service – off-duty personnel came in to assist, and to allow scheduled operators to join in the fun for a time.

The morning and afternoon celebrations were reportedly "tame" compared to the evening's "saturnalia of fun". The *Examiner*, 12 November 1918, reported, "While the crowds surged and eddied in a pandemonium of noise, there wasn't a sign of

disorder. No person was injured, there have been no reports of property damage, only the sound of revelry by night that will echo through the lives of the boys and girls, the men and women who made it a mocking valedictory to the Kaiser and his Junkers." The festivities continued well into the night. At midnight the Salvation Army Temple Band, riding on a truck and accompanied by Mayor Duncan, drove into "suburban parts of the city" to play for "the elderly and sick" who

might not have been able to get to the centre of town for the official celebrations. The newspaper did not report if the ill or the aged appreciated a noisy excursion at that hour.

All in all, Armistice Day 1918 was quite an unprecedented holiday in Peterborough. After four years of war, death, anxiety, fear, and deprivation, people were happy to see the end of the Great War that some believed was the 'war to end all wars'.

[Editor's note: This classic article appeared in the *Heritage Gazette of the Trent Valley* in November 2008. It seemed appropriate to note what Jack Mark missed by not being able to go downtown.]

The Robinson Settlers of Douro

Rosemary and Peter McConkey

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



Between 2017 and the Spring of 2025, *Heritage Gazette of the Trent Valley* is publishing a series of historical articles relating to the Peter Robinson settlers in the region of present-day Peterborough written by Rosemary and Peter McConkey. The following article is the fourth in the series.

The Robinson Settlers of Douro Township Address Honours to Peter Robinson

Of the two thousand emigrants comprising the 1825 Peter Robinson settler group, some forty families, totalling 279 souls, located in the township of Douro in the Newcastle District. The land lots assigned to them were largely situated in the southern region of the township, between Concessions I in the east and VIII in the west. In the superintendent, Peter Robinson, these settlers found a very loyal friend and dedicated guardian, as the Robinson correspondence, which will be the subject of a future presentation, will clearly attest. In the last half of the 1820s and into the 1830s, the settlers continued to solicit the assistance of Mr. Robinson and his staff with the innumerable problems and difficulties of settlement life and also with problems relating to land assignments.

As has been alluded to in previous presentations in this series of articles, criticism and negative rumours regarding the 1825 Irish settlement in the Peterborough region circulated in both the Commission of Crown Lands in the Upper Canada colonial administration offices at York (Toronto) and in London at the Ministry of War and the Colonies, which was responsible for all colonial affairs.

In 1827, Peter Robinson was summoned to London in the United Kingdom to appear before the Secretary of State for War and the Colonies and to give evidence to the Second Select Parliamentary Committee of 1827 on Emigration from the United Kingdom. On that occasion, he was instructed to report on the progress and success of the 1825 and 1825 emigration schemes he had superintended, since they had been sponsored and financed entirely by the British government as part of an experimental policy of emigration to the colonies. The Douro Township settlers, genuinely grateful for the beneficence they had been given, were desirous to do their part to quell what they regarded as false and all negative rumours attendant on their beloved Mr. Robinson. For this reason, these settlers, learning in late 1826 that Mr. Robinson had been summoned to London and realizing, too, why he had been called to appear before Parliament, prepared a letter in December of that year. This letter was addressed to Henry Bathurst, 3rd Earl of Bathurst, who was Secretary of State for War and the Colonies in the British government in London. The drafters of the letter were anxious to convey their deep gratitude for the government's sponsorship and financing of their passage to a new life in a new land and also to express their loyal support for their superintendent, Peter Robinson, whom they considered both their benefactor and their friend. The letter and the fifty-two signatories, together with the land location of each in Douro Township are presented here :

12th Decemb^r 1826

R^t Hon^{ble} Earl Bathurst
Sec^y of State for the Colonies &c.

Please Your Lordship

We the undersigned Emigrants sent to Canada by Gov^t in 1825 and settled by the Hon^{ble} P. Robinson in the Township of Douro beg leave to express to Your Lordship our sincere thanks for the distinguished kindness we have experienced.

We have been brought from a Country where we had many difficulties to contend with, and supported here to this time at the expence of Government our every want has been anticipated and provided for, And

independence not only brought within our reach but actually bestowed upon us

We have furnished our justly respected Superintendent with a particular account of what we have done since our arrival, by which Your Lordship will perceive what we have accomplished and that we have not abused the goodness of Gov^t by idleness

We trust our orderly conduct as Members of society and steady Loyalty as subjects of the British Crown will evince the gratitude we feel for the many favours we have received

*That the blessing of a grateful people may surround the Throne of his Majesty is the sincere prayer of
Your Lordships most respectful Humble Serv^{ts}*

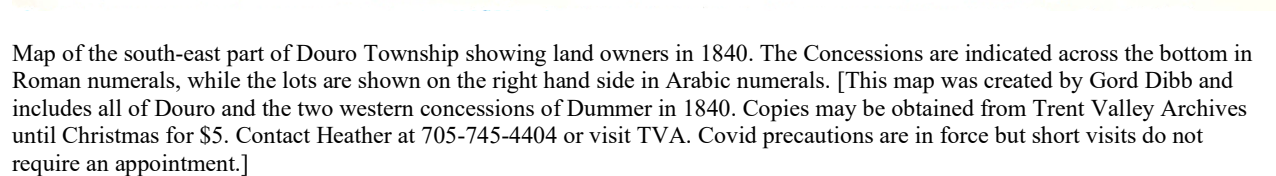
<i>John Armstrong</i>	[Lot 10, Con VIII]	<i>Corn's Sheehan</i>	[E½ Lot 1, Con IV]
<i>Sam^l Adams</i>	[no land listed; aged 16]	<i>William Mahony</i>	[E½ Lot 4, Con VI]
<i>John Leahy</i>	[W½ Lot 7, Con VII]	<i>Daniel Sheehan Sr.</i>	[E½ Lot 1, Con VI]
<i>Wm Leahy</i>	[no land listed]	<i>John Allen</i>	[W½ Lot 3, Con VII]
<i>Denis McCarty</i>	[W½ Lot 8, Con VI]	<i>William Hogan</i>	[W½ Lot 2, Con VIII]
<i>James Cotter</i>	[E½ Lot 10, Con V]	<i>Michael Londergan</i>	[Lot 10, Con VII, Otonabee]
<i>Maurice Cotter</i>	[E½ Lot 10, Con VI]	<i>Robert Welch</i>	[W½ Lot 2, Con X]
<i>Patrick Cotter</i>	[E½ Lot 10, Con VI]	<i>Patrick Leahy</i>	[E½ Lot 7, Con VII]
<i>Charles Crowley</i>	[W½ Lot 10, Con III]	<i>Thomas Thorpy</i>	[E½ Lot 10, Con IV]
<i>John Moloney</i>	[W½ Lot 10, Con I]	<i>Michael Thorpy</i>	[E½ Lot 11, Con IV]
<i>Michael Casey</i>	[W½ Lot 7, Con IV]	<i>Daniel Molony</i>	[W½ Lot 9, Con IX]
<i>Maurice Brien</i>	[E½ Lot 4, Con V]	<i>Michael Leahy</i>	[E½ Lot 10, Con VII]
<i>John Sheehan</i>	[E½ Lot 2, Con IV]	<i>Michael Sullivan</i>	[E½ Lot 9, Con IX]
<i>Denis O'Brien</i>	[W½ Lot 3, Con V]	<i>Thomas Tobin</i>	[E½ Lot 10, Con III]
<i>Michael Leahy Jr.</i>	[no land listed]	<i>John Tobin</i>	[W½ Lot 10, Con II]
<i>Edmond Allen</i>	[E½ Lot 3, Con VII]	<i>Michael Condin</i>	[E½ Lot 10, Con II]
<i>Daniel Sheehan</i>	[W½ Lot 1, Con V]	<i>George Byrnes</i>	[W½ Lot 5, Con IV]
<i>D-- Conry</i>	[E½ Lot 1, Con IX]	<i>Morris Brien</i>	[E½ Lot 4, Con V]
<i>Patrick Leahy Sr.</i>	[E½ Lot 5, Con VII]	<i>Timothy Sweney</i>	[E½ Lot 2, Con VI]
<i>John Cranly</i>	[W½ Lot 12, Con V]	<i>Michael Mahony</i>	[E½ Lot 4, Con VI]
<i>James McCarty</i>	[W½ Lot 10, Con V]	<i>John Fleming</i>	[W½ Lot 1, Con VI]
<i>John Quin</i>	[E½ Lot 9, Con V]	<i>Michael Sullivan</i>	[E½ Lot 2, Con VI]
<i>Thomas Maloney</i>	[E½ Lot 10, Con I]	<i>Christopher Couch</i>	[E½ Lot 2, Con X]
<i>Michael Kean</i>	[W½ Lot 9, Con III]	<i>Susanna Couch</i>	[E½ Lot 2 Con X]
<i>Richard Meade</i>	[W½ Lot 7, Con IV]	<i>Michael Elligott</i>	[E½ Lot 9, Con III]
<i>Michael Brien</i>	[E½ Lot 3, Con V]		

Unlike John Callaghan's letter written back home to Ireland (the subject of article no. 2 of this series), the Douro settlers appeared to be desirous of dispelling rumours that may have circulated concerning their lack of industriousness, the honesty of their intent and their gratitude for the government support to help them start a new life in more favourable circumstances. The Douro settlers' letter does, however, bear a certain similarity to the oration of Patrick Barragy, presented in our first article, inasmuch as it, too, expressed gratitude and loyalty to those in authority. The eloquence of their expression is typical of early 19th century correspondence and it probably derives from the hand of a letter-writer of learning in their midst. Many of the readers of this article will be able to identify more than a few of their ancestors among the fifty-two settlers who signed the letter, as these signatories have numerous descendants dwelling among us in the townships of our county and in our city.

There was one woman settler, Susanna Couch, who, together with her son, signed along with the fifty-one men. Susan was located on the East Half of Lot 2 in the Tenth Concession of Douro Township. Her spouse, Henry Couch, died at the Depot in Scott's Plains on August 10th, 1825 and tragically never lived to see his new home. From the *Township Papers* for Douro, dating from 1833, we learn that Susanna, also recorded as *Hester*, married Abel Perry. Christopher Couch, son of Henry and Susanna Couch was occupying his deceased father's land allotment in 1840. Abel Perry, Susanna's second husband, was an inn-keeper in the early 1830s in east Douro, but he returned to Otonabee Township by the time he was enumerated in the Canada West Census of 1851/52.

As is the case with the many letters that have come down to us from the earliest years of settlement in the Peterborough region, the Douro Irish settlers' 1826 epistle to His Excellency, the Earl of Bathurst, Secretary of War and the Colonies in London, signed by most -- if not all -- of those who had been assigned land by Peter Robinson in Douro township, gives us another glimpse of the rich and enduring tapestry of the dedication, commitment and loyalty of our Irish forebears.

Gord Dobb, YNAS



John Radenhurst – His influence on Upper Canada and the north of Douro

Michael P. Dolbey

John Radenhurst was the first owner of a number of broken lots in the north of Douro along the river between Clear Lake and Lake Katchewanooka. As clerk in the office of the Surveyor General of Upper Canada, he exchanged a number of letters with Samuel Strickland in the latter's attempts to acquire land in north Douro for himself and his sisters. It is probable that Radenhurst knew about the sale of his cousin's land in Douro to John Moodie and Thomas Traill.

John Radenhurst was born probably at Fort St. John, Lower Canada on 28 October 1795.¹ His father, Thomas Radenhurst, came from Cheshire, England to Lower Canada in February 1776 as storekeeper to the military hospital at Trois-Rivières. In August 1786 Thomas Radenhurst married in Montreal Ann Campbell, the daughter of Alexander Campbell, a loyalist from Adolphustown. Thomas died in 1805; his widow managed to get commissions in the army for two of their older sons, William and John.²

On 16 April 1810 John Radenhurst, aged 15, was appointed an Ensign in the Royal Newfoundland Regiment of Fencible Infantry (RNF) that was stationed at Quebec.³ He had, at the age of 13, apprehended a deserter from the Canadian Fencible Regiment and as a reward had been recommended for a commission by Sir J. H. Craig, then Captain General.⁴ He obtained a six month leave of absence so that he could complete his schooling at John Strachan's school in Cornwall before joining the Regiment in 1811.⁵

With the outbreak of the War of 1812, the RNF was ordered to form five companies of seamen and marines with the naval squadrons on Lake Ontario. They arrived in Kingston in May 1812. In June of that year, Radenhurst's cousin, George Ridout, wrote to his brother T.G. Ridout saying, "little John Radenhurst is now here, with a large Detachment of the Newfoundland Regt, which detachmt (sic), is distributed on Board the several vessels on the lakes as Marines, it is likely that John Rad—will be on Board the same ship with John (Ridout), which will be pleasant for them both".⁶

Battles in which parts of the RNF took part included: Skirmish at Canard River 16 July 1812; Battle of Detroit 16 August 1812; Battle of the River Raisin or Frenchtown, Michigan 22 January 1813; the British raid on Ogdensburg, New York 22 February 1813; the Battle of York (Toronto) 27 April 1813; operations in northwest Ohio, including the Battle of Maumee in the spring of 1813; and the Battle of Fort George (Niagara-on-the-Lake) 25–27 May 1813. It is not known in which battles Radenhurst was engaged but on 31 May 1813 he was recommended for promotion to Lieutenant. Subsequently, the regiment was also involved in the British Raid on Sacket's Harbour, N.Y. on 29 May 1813 and provided soldiers who served as marines in the Battle of Lake Erie 10 September 1813 in which the British lost control of the upper lakes jeopardizing the supply of Michilimackinac. Lt. Col. Robert McDouall of the Glengarry Light Infantry was ordered to open an overland supply route to Georgian Bay from York, the provincial capital of Upper Canada. In March 1814, a detachment of ninety men from the RNF, including John Radenhurst, thirty officers and men from the Royal Artillery and twenty-one sailors of the Royal Navy, hauled supplies up Yonge street and across Kempenfeldt Bay. An old Indian trail was followed to Willow Creek, a tributary of the Nottawasaga River. There they built a storehouse called Fort Willow and 30 flat-bottom

¹ John Radenhurst's tombstone, St. James Cemetery, Toronto, ON.

² William Cox, Thomas Mabon Radenhurst. *Dictionary of Canadian Biography* (hereafter, DCB)

³ Library and Archives Canada, British Military Records, RG8- "C" Series, reel C2861, Vol. 279 p.1. Hereafter RG8.

⁴ *Canada return to an address of the Honourable the House of Commons, dated 5 March 1839 for, copies or extracts of dispatches from Sir F. B. Head, Bart., K.C.H., on the subject of Canada, with copies or extracts of the answers from the Secretary of State.* Great Britain, Colonial Office. London: HMSO, 1839. page 148

⁵ Henry Patton, *A sermon, on the life, labours, and character, of the late honourable and right-reverend John Strachan D.D., LL.D., Lord Bishop of Toronto, and in connection with the Bishop Strachan Memorial Church, Cornwall*, Printed by J. Lovell, Montreal, 1868

⁶ Edith G. Firth, *The Town of York, 1793-1815, A collection of Documents of Early Toronto*, 1962, University of Toronto Press, p. 83. John, George, and T.G. were sons of Thomas Ridout, then Surveyor General of Upper Canada, and Mary Campbell, sister of Ann (Campbell) Radenhurst.

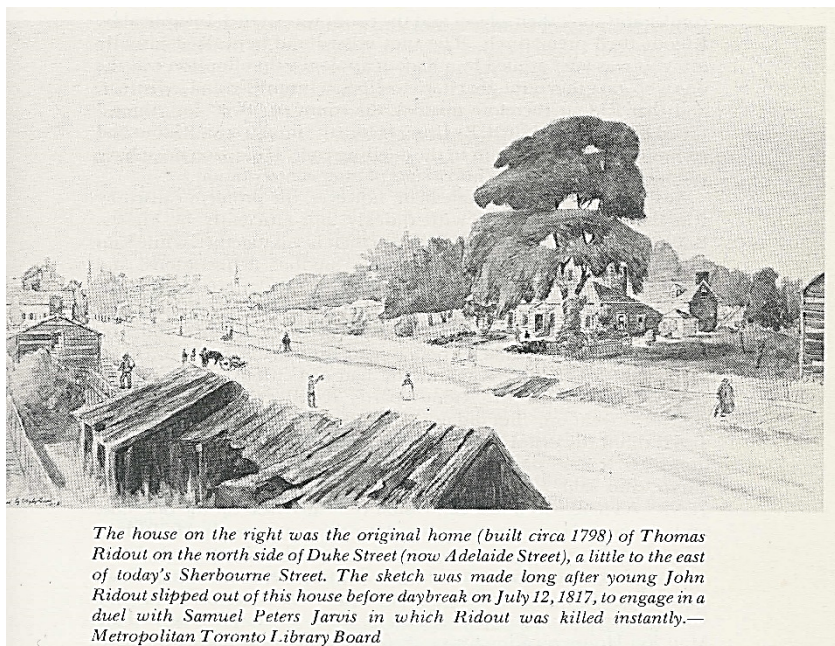
boats. On 19 April they started down the Nottawasaga river, aided by snowmelt of an unusually mild spring, and following the shore of Georgian Bay and Lake Huron arrived at Michilimackinac on 18 May. The troops built up the defenses expecting an attack from the Americans who arrived in five warships at the end of July. Despite their superior numbers, the Americans did not capture the island fort.

Eventually three ships went back to Detroit leaving the brigs *Tigress* and *Scorpion* to prevent further supplies from reaching Michilimackinac. These ships went to Nottawasaga Bay where they found and sank the British supply ship *Nancy*. The crew of the *Nancy* escaped inland. After a few days the American ships had left and the British seamen loaded supplies into small boats which they rowed to Michilimackinac. As they passed the Detour passage on the north shore of Lake Huron, about 35 miles from the fort, they spotted American ships at anchor but passed without being seen. At Michilimackinac they planned their attack. Four small boats, one commanded by Lieut. John Radenhurst, rowed back to the Detour passage and in the late evening of 3 September they captured the *Tigress* after a brief fight. Two days later the *Scorpion* appeared and anchored nearby, unaware of the *Tigress*'s capture. This allowed the British to approach and capture the vessel in the early morning of 6 September. The two captured vessels were used to resupply Michilimackinac until the end of the War; the island was returned to the Americans by The Treaty of Ghent.⁷

Before the Americans attacked Michilimackinac in August they had burned the fort on St. Joseph Island that the British had abandoned earlier to concentrate their defences. Sometime after the capture of the two American

Figure 1.
Thomas Ridout's
homestead which
included the Surveyor
General's office and the
Law office of George
Ridout during the early
1800's

Austin Seton Thompson,
*Jarvis Street – A Story of
Triumph and Tragedy*.
Personal Library, Toronto,
1980, page 73



ships, a group of the RNF were sent to St. Joseph Island to rebuild the fort and Lieut. John Radenhurst was the Fort Adjutant until 20 June 1815 when he was replaced by Lieut. Keating. He was instructed to proceed to the King's (8th) Regiment of Foot, as he had requested a year earlier; he joined them by 12 August 1815. He served with this Regiment at Windsor, Portsmouth and in Ireland until 25 March 1817 when he was disbanded on half pay and he returned to Canada. He commuted his half-pay in 1832.⁸

By September 1818, John Radenhurst was in York where he was employed as an 'Additional Extra Clerk' in

⁷ https://en.wikipedia.org/wiki/Royal_Newfoundland_Regiment; RG8- "C" Series, microfilm C3241, Vol. 720, p.124; F. R. Berchem, *The Yonge Street Story, 1793-1860*, McGraw-Hill Ryerson, 1977, pages 81-85; Barry Gough, *Through Water, Ice and Fire, Schooner Nancy of the war of 1812*, Toronto: Dundurn Group, 2006, pages 144-151; Lieut. Bulgar's report of Capture of *Tigress & Scorpion*, Sept 7, 1814. RG8- "C" Series, microfilm C3147, Vol. 685, p.172.

⁸ *Officers of the British forces in Canada during the War of 1812- 15*, [Welland, Ont.?]: Welland Tribune Print, 1908.; RG8- "C" Series, microfilms C3267, V 833, p.111; C3522, V 1203/O p.103-4, 186; *Canada return to an address...* page 148

the Office of the Surveyor General. His uncle, Thomas Ridout, had been appointed Surveyor General in 1810, a position he held until his death in 1829. The Surveyor General's office was attached to Thomas Ridout's house as was the law office of his son, George Ridout. John Radenhurst's younger brother, Thomas Radenhurst, was articling in George Ridout's law practice. It is believed that the Radenhurst brothers were both living in the Ridout homestead at this time (see Figure 1).

On 12 July 1817, before John Radenhurst arrived, Thomas Ridout's son John had been killed in a duel by Samuel Peters Jarvis. Jarvis's second had been Henry John Boulton (son of the Attorney-General of Upper Canada) and the Ridout family blamed him in part for John's death. On 15 November 1819, Boulton went to the Surveyor General's Office to transact some business and said he would return the next day to pick up his papers. He did so and was followed into the street and knocked down by John Radenhurst. Almost immediately Thomas G. Ridout, Thomas Radenhurst and George Ridout appeared on the scene and the altercation stopped. Boulton filed a complaint with William Allen, JP, alleging that the Radenhurst and Ridout men had planned and carried out a premeditated attack on him. Boulton ensured a copy of his complaint reached the Lieutenant Governor who immediately ordered that John Radenhurst be removed from the staff of the Surveyor General's Office. The day after the incident, William Allen and Grant Powell, both JPs, took evidence from the witnesses, all Ridouts or Radenhursts. John Radenhurst, who was angry that Boulton had come to the Ridout home, had spoken harshly to Boulton who Radenhurst claimed raised his arm as though to strike. He then knocked Boulton down in self-defence. All the witnesses confirmed the story and swore there was no preconceived plan. After hearing the case, Allen and Powell acquitted John Radenhurst.⁹

About five weeks after the Boulton incident on 11 January 1820 Thomas Ridout and John Radenhurst each petitioned the Lieutenant Governor requesting John Radenhurst's reinstatement as 'Additional Extra Clerk' in the Surveyor General's Office. Radenhurst's petition was accompanied by an affidavit signed by nineteen prominent citizens of York. His reinstatement was approved.¹⁰

John Radenhurst continued to work in the Surveyor General's office from 1820 until 1840 becoming 'Senior Extra Clerk' in 1822 and Chief Clerk in 1829.¹¹ During this time, he made many friends of influential people in York possibly by assisting them to acquire land; eighty people signed a petition recommending him for the position of Surveyor General for which he applied in 1836. At the top of the list was John Strachan, his former teacher and now Archdeacon of York. There were also members of the Legislative Council, the House of Assembly, magistrates and other inhabitants.

However, in 1835, William Spragge, a clerk in the Surveyor Generals Office, in a letter to Lieut. Governor Sir John Colborne, claimed that Radenhurst assisted many people, including those in high government office, to acquire land grants by means contrary to the rules established by land granting acts. During investigation of these charges Radenhurst admitted that he had transacted a private land agency on his own time but never during office hours; an 1832 order-in-council forbade such activity. The matter was referred to the Executive Council which exonerated Radenhurst.

In January 1836 a new Lieut. Governor, Sir Francis Bond Head, arrived in York. He quickly became aware of the public concern about the land system and soon requested and received the resignation of the Surveyor General, Samuel Hurd. Within a few weeks, Head had appointed Captain John Simcoe Macaulay as Surveyor General. However, Macaulay's appointment was opposed by John Radenhurst's supporters and Macaulay submitted his resignation within two days of the appointment. Head declined to accept it convincing Macaulay to submit it to the Colonial Office in London in the expectation that they would refuse it and appoint him to office. Macaulay's resignation was sent along with Radenhurst's petition which Head highly recommended against. Much to Head's dismay, the Colonial Office accepted Macaulay's resignation and rejected Radenhurst's petition leaving him to find another candidate. John Macaulay, a businessman from Kingston, and no relation to the earlier J. S. Macaulay, accepted the position of Surveyor General on 6 October 1836 which he fulfilled until 16 June 1838 when he became Lieut. Governor George Arthur's civil and private secretary. He was replaced by Robert Baldwin Sullivan.¹²

During these changes, John Radenhurst continued his duties as chief clerk in the Surveyor General's office. In

⁹ Upper Canada Sundries, Oct-Dec 1819, RG5, A1, Vol 45, pp 22148-22164

¹⁰ Upper Canada Sundries, Oct-Dec 1819, RG5, A1, Vol 45, pp 22148-22164

¹¹ Upper Canada Sundries, June 18 1822, RG5, A1, Vol 56, pp 29098-9; Great Britain, Colonial Office. London: HMSO, 1839. op. cit., page 148

¹² Barrie Dyster, "John Simcoe Macaulay", *DCB; Canada return to an address...* page 142-151, 23, 99; Robert Lochiel Fraser, "John Macaulay," *DCB*.

December 1837 the Upper Canada Rebellion took place fueled in part by complaints about land acquisition and speculation by the ruling elite in York. Early in 1838, Lord Durham, appointed governor-in-chief of the British North American colonies and high commissioner, arrived in Quebec. He set up commissions of enquiry into many of the areas of civic concern including Crown Lands and Emigration to which John Radenhurst was called to testify. Lord Durham's report was published in February 1839. With respect to the disposal of public lands he concluded "that the still existing evils which have been occasioned by mismanagement in this department are so great and general as to require a comprehensive and effectual remedy, ..., before any merely political reforms can be expected to work".¹³

The need for change was clear and in May 1839, in response to a request from the Legislative Assembly, Sir George Arthur appointed a commission of inquiry into the operation of many public offices, including that of the Surveyor General. The commissioners requested answers to a standard set of thirty questions from John Radenhurst, William Spragge and William Chewett. Radenhurst's answers were succinct; Spragge's answers were lengthy, detailed and often highly critical frequently accusing Radenhurst of wrong-doing; Chewett's answers were to the point and while he suggested that irregularities had occurred he named no names.¹⁴

Joseph Bitterman Spragge and his brother, William Prosperous Spragge, sons of York schoolmaster Joseph Spragg, both become clerks in the Surveyor General's Office. In 1822 Thomas Ridout requested permission to take on John Spragge as a Junior Extra Clerk in the Surveyor General's Office. However, it is believed that it was actually J. B. Spragge who was employed because on 24 November 1828 Ridout recommended that J. B. Spragge be released after six years of service due to unsatisfactory work. J. B. Spragge then requested that his brother, William P. Spragge be appointed in his place and this was apparently approved. It has also been said that both John Radenhurst and J. B. Spragge assisted speculator and money lender Samuel Street to obtain Loyalist land locations and patents using suspicious practices and that J. B. Spragge owed money to Street. In her book, *Land Policies of Upper Canada*, Gates says "He (Radenhurst) may have been guilty of doing favours for the dozen or so members of the Assembly who had a few UE rights to locate, but the person who entered the largest number of UE rights in this period, chiefly for others, was Spragge. Between 1835 and 1837 he entered 52,600 acres of land". The period she refers to is when William Spragge worked in the Surveyor General's office. During much of this time Radenhurst was acting Surveyor General and it may be that Spragge was following Radenhurst's orders even as he believed what he was doing was wrong. This might explain his complaints to Colborne in 1835 and his accusatory responses to the Commission in 1839.¹⁵

The commissioners appointed to inquire into the operation of the Surveyor General's office were all prominent citizens of York and included W. Allan who had signed the petition recommending Radenhurst for the position of Surveyor General and W. H. Draper, at this point just a prominent lawyer, whose son, William George Draper, later married John Radenhurst's daughter, Caroline. Their report quoted many of the accusations against Radenhurst as well as charges suggested by Spragge and others but concluded "the nature of the charges preferred and the consequences of them, if established, to individuals are so serious that the committee feel themselves precluded from offering any opinion with regard to them ...". The commissioners recommended that the offices of the Surveyor General and the Crown Lands Department should cease to be held by the same person, as they had been since the death of Thomas Ridout in 1829.

I have found no archival source to support the view that John Radenhurst was dismissed by Sir George Arthur in 1840. He was likely advised to resign from his position in the Surveyor General's office to avoid the shame of public dismissal. Only a few years later he was the Clerk in Court in the Crown Office at a salary of £300 per year,

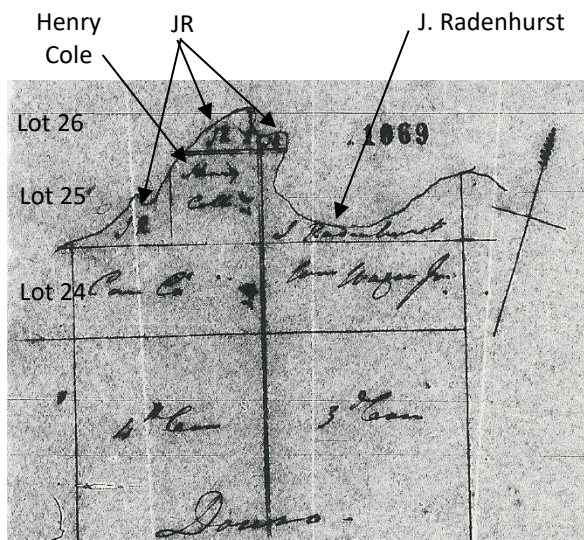
¹³ Charles Buller, Richard Davies Hanson, Charles Franklin Head, Henry Petre, Minutes of evidence taken under the direction of a General Commission of Enquiry for Crown Lands and Emigration: appointed on the 21st June, 1838 by His Excellency the Right Honorable the Earl of Durham, High Commissioner and Governor General of Her Majesty's colonies in North America, Quebec: J.C. Fisher and W. Kemble, 1839. Upper Canada, pp 1-16; John George Lambton, Earl of Durham, *Report on the Affairs of British North America*, House of Commons, London. 11 February 1839. Page 242.

¹⁴ *Report on the public departments of the province by a commission appointed by His Excellency the Lieutenant Governor, in conformity with an address of the House of Assembly of Upper Canada, in 1839*, Toronto: W.J. Coates, [1840], pp 201-247 http://eco.canadiana.ca.ezproxy.torontopubliclibrary.ca/view/oocihm.9_00901/222?r=0&s=1

¹⁵ J. Donald Wilson, "Joseph Spragg," *DCB*; Bruce A. Parker, "Samuel Street", *DCB*; Upper Canada Sundries, Vol. 56, page 29098, Vol. 91, page 50498-99, Vol. 91, page 50647-50; Lillian F. Gates, *Land Policies of Upper Canada*, University of Toronto Press, 1968, p. 136

comparable to his former salary in the Surveyor General's office.¹⁶

During his more than twenty-year career in the Surveyor General's office, Radenhurst acquired considerable property. No general search of land records has been made but chance references in various archival records indicate that at least he owned property in the townships of Asphodel, Chinguacousy, Douro, Drummond, Enniskillen, Nassagaweya, Tosoronto, Vaughan and Vespra.



John Radenhurst's acquisitions in the north of Douro are of particular interest. The township was surveyed in 1823 and many lots in the north of the township were assigned to Loyalists and their sons and daughters in 1824. There is no way of knowing whether lots assigned to Radenhurst's cousins, Pheobe (Campbell) Bogart and Sarah (Campbell) Davis, were close to the shore of Lake Katchewanooka by chance or by Radenhurst's intervention. In 1825 the immigration of Peter Robinson's Irish settlers took place with many settling in the south of Douro. One of them, Francis Young, went further north settling in Smith township on the short river connecting Clear and Katchewanooka Lakes. There, by 1830, he had built saw and grist mills across the river from the north of Douro. Also by this time the development of a canal through the lakes of the Newcastle district to link Lakes Ontario and Huron was being discussed. It is believed that as Chief Clerk in the Surveyor General's office, Radenhurst would have been

aware of these developments and recognized the potential value of land along the river. Broken lots of less than 100 acres along the shoreline had been reserved as Crown Land in 1824 but were available for public purchase by 1830. Radenhurst assigned to himself Douro part Lot 25 in Concession 3 (PT L25-C3), PT L26-C3, W PT L25-C4 and PT L26-C4. The total area of these lots was estimated to be 50 acres based on the original survey map. The land was not paid for until 1839 when he paid 5 shillings per acre to obtain their patents. Radenhurst also arranged to buy for £5 the 100-acre east part of Lot 25, Concession 4 that had been assigned to Henry Cole, UE, after arranging the settlement duties and patent for him. (In evidence to Lord Durham's Commissioner in 1838 John Radenhurst stated that the general price paid by speculators for the 200 acre lots granted to sons and daughters of UE Loyalists was "from a gallon of rum up to perhaps six pounds.") With these purchases he owned the land in Douro along the river between the two lakes.¹⁷

John Radenhurst, having been a military man, probably was active in the local York Militia between 1818 and the rebellion of 1837. No record has been found of what part, if any, Radenhurst may have played during the early stages of the rebellion when Mackenzie's rebels marched on Toronto on December 7, 1837. After their defeat, Mackenzie escaped to Navy Island in the Niagara River and began mobilizing other Upper Canadian escapees and American sympathizers. By late December men, provisions and military supplies were being transported by rowboat across the Niagara River from Fort Schlosser, N.Y. to Navy Island. The Upper Canadian Militia, under the command of Colonel Sir Allan MacNab, with John Radenhurst as his aide-de-camp, were watching the situation.

¹⁶ *Report on the public departments of the province by a commission appointed by His Excellency the Lieutenant Governor, in conformity with an address of the House of Assembly of Upper Canada, in 1839*, Toronto: W.J. Coates, [1840], pages 18-21; Firth, *Town of York*, p. 83; *Appendix to the sixth volume of the journals of the Legislative Assembly of the Province of Canada, from the 2nd day of June to the 28th day of July, 1847, both days inclusive, and in the tenth and eleventh years of the reign of Our Sovereign Lady Queen Victoria, being the third session of the second provincial Parliament of Canada, session 1847*, Montreal : R. Campbell, 1847, p. NN-1 & 2

¹⁷ Archives of Ontario, RG1-58, Township papers (ca 1783-1870) (Formerly RG1 C-VI) Township of Douro – Microfilm MS658 Reel 107, pp. 743 & 744. Archives of Ontario MS 5785/ Lib: DA, Folio 360; Archives of Ontario, RG61-45 Peterborough Land Registry Office (Peterborough) Copybooks of Instruments and Deeds, ca 1820-1909, Twp of Douro Vol 1, 1827-41 – Microfilms G54962, pp 22-23; John Charles Dent, *The Story of the Upper Canada Rebellion; Largely Derived from Original Sources and Documents*.

They had sent a delegation to Buffalo that determined that no US military personnel were involved and the civil authorities were unable to take any action against the citizens at Fort Schlosser who were doing nothing illegal. On 29 December the steamboat *Caroline* arrived at Fort Schlosser from Buffalo and made two trips to Navy Island with large numbers of men and supplies before tying up for the night at Fort Schlosser. The Upper Canadians were alarmed at the increase in rebel activity and planned a daring night-time raid to capture the *Caroline*. Colonel MacNab ordered the raid and Captain Drew of the Royal Navy led eight small boats with about 45 men down the river under the cover of darkness. John Radenhurst accompanied Captain Drew in the lead boat. After a minor skirmish they boarded the *Caroline* and cleared the steamboat of rebels, cut it adrift and set it on fire. The swift current of the Niagara river quickly carried the burning boat down the river and over the falls. The attack on American property on American soil by British troops caused consternation in Washington and resulted in an official complaint to the British government demanding reparations for the steamboat. The British refused to pay and after two years of negotiations the two sides agreed that such raids could be justified only if there was ‘necessity of self-defense, instant, overwhelming, leaving no choice of means, and no moment of deliberation’ – and if nothing ‘unreasonable or excessive’ was done. The similarity of the *modus operandi* of the attack on the *Caroline* to that on the brigs *Tigress* and *Scorpion* during the war of 1812 suggests that Radenhurst may have had a significant role in planning or encouraging this raid that has become known as “the Caroline affair”.¹⁸

Following the rebellion, John Radenhurst became Colonel of the 2nd East York Militia. He resigned his position on 16 May 1840.¹⁹ Whether or not his resignation was related to his leaving the Surveyor General’s office is not known.

After leaving the Surveyor General’s office John Radenhurst obtained positions variously described as Clerk in Court in the Crown Office (1846), Deputy Clerk of the Crown, Osgoode hall (1850) and Commissioner for taking affidavits in the Court of Queen’s Bench (1850). He also continued to operate as a Land Agent with an office on Front Street near Wellington Street in 1846. At this time he was acting as exclusive agent for John Strachan who was trying to sell land he owned in Southwold township in Elgin county. He was still advertising lots for sale in Toronto’s *The Globe* newspaper just before he died in 1853.²⁰

On 15 January 1821 Lieutenant John Radenhurst, a half pay officer of the 8th Regiment of Foot, married Mary Ridout in St. James church in York. The ceremony was performed by William Macauley, acting for Dr. John Strachan. Mary was the daughter of Thomas Ridout, Surveyor General of Upper Canada and his wife Mary Campbell. John was Mary Ridout’s cousin, being the son of Ann Campbell, Mary Campbell’s sister. Since arriving in York in 1818, John had been living in the Ridout homestead on the north side of Duke Street (now Adelaide Street) a little east of today’s Sherbourne Street. By 1834 they had moved to their own house on the north east corner of Duke Street and Parliament Street, Figure 2.²¹

John and Mary Radenhurst are believed to have had six children, Mary, Thomas, Annie, John Charles., Catherine Ellen and William Napier.

Mary died as a little girl in 1826. Thomas was born before Sept 1824. He went to Upper Canada College for two years but died young in December 1831. Annie Radenhurst married Alexander Grant in St. James Cathedral in Toronto on 28 April 1846. In 1864-5 Grant was Registrar and



Figure 2. House of John Radenhurst (right) and Alex Grant (left).
Robertson, J.R., *Robertson's landmarks of Toronto*, Toronto: 1894. Pp 513-14

¹⁸ *Correspondence between Viscount Palmerston & Mr. Stevenson, relative to the seizure and destruction of the steam boat "Caroline", in the Niagara River, on the night of the 29th December, 1837, by a detachment of Her Majesty's forces from Upper Canada*, British Government cabinet document, 1841; Michael Byers, "Jumping the Gun," *London Review of Books*, 25 July 2002.

¹⁹ LAC RG 9 I-B-1. Vol/box #: 30, 1838-05-08. File; 1838-11-13. File; Vol/box: 38, 1840-05-16. File.

²⁰ Brown's Toronto City & Home Directory 1846-7, pp 49. Rowsell's City of Toronto & Cty of York Directory 1850-51, pp iiv & 105; Brown's Toronto City & Home Directory 1846-7, pp 60; Archives of Ontario, F 983-2 *Letterbooks of John Strachan*, *Letterbook 1844-1849*, p 282, Microfilm MS 35 reel 12; *Globe*, Thursday, Oct 14, 1852, page 4

²¹ Marriages from St James Church, Toronto, 1800-1821; York Commercial Directory, Street Guide and Register, 1833-34.

Receiver in the Court of Chancery. They lived in a house next door to the Radenhurst home on Duke Street, Figure 2. John Charles Radenhurst was born about 1835. He went to Upper Canada College 1845-49 and he became a bookkeeper. He was still living in the family home on Duke Street in 1880 but moved to Mariposa, Ontario, after he married Mary J. M. Brebner on 18 October 1899. He died in Cresswell, Mariposa Township on 10 November 1915. Catherine Ellen Radenhurst married William George Draper, a lawyer in Kingston, Ontario. He was the son of William Henry Draper, Attorney General for Upper Canada, noted reform politician and Judge. William Napier Radenhurst was born in Toronto 5 November 1839 and went to Upper Canada College from 1847-52. He was working as Deputy Registrar in the Court of Chancery in 1864. He later moved to Rochester, New York.²²

John Radenhurst died on 11 May 1853 and was buried in St. James' Cemetery, Toronto. He left all his property to his wife, Mary, with his cousin, lawyer George Ridout, as executor of his estate. Mary died in Toronto and was buried next to John on 5 January 1872 and much of the property that John Radenhurst had accumulated passed jointly to their surviving children. When municipal government was introduced in 1850, townships were given the power to levy taxes to pay for services such as roads and bridges. If taxes were not paid, portions of land in arrears were sold to recover the taxes owed. This happened to the Douro lands owned by the Radenhurst family and probably to other property that they owned.²³

As a result, the estate became very complicated and one of the Draper family undertook to manage it. A dispute occurred between Draper and the other surviving children with respect to the division of the proceeds of the estate and a court action led to a judgment by the Divisional Court of Ontario. That judgment was reversed by the Court of Appeal and the case was then referred to the Supreme Court of Canada. The case *Draper v. Radenhurst*, 21 S.C.R. 714, heard on 13 December 1892 upheld the judgment of the Court of Appeal.²⁴

Such was John Radenhurst's legacy.

²² Many sources including AO, Thomas Radenhurst Papers, F553 - MU 2367-68, *Roll of Pupils of Upper Canada College*, Toronto directories, Ontario marriage and death records & Dictionary of Canadian Biography.

²³ Tombstone of John Radenhurst, St. James Cemetery, Toronto; Last Will and Testament of John Radenhurst, Archives of Ontario, RG 22-155, Court of Probate Inventory 22, Appendix A1 (Formerly APPF) Radenhurst, John, Toronto, 16/6/53 (registration date), Microfilm MS 638 Reel #63; St. James Cemetery and Crematorium, Toronto burial Records.

²⁴ Supreme Court of Canada, *Draper v. Radenhurst*, (1892) 21 S.C.R. 714, Date: 1892-12-13; *Draper and Radenhurst* 1892: June 23; 1892: December 13. Present: Strong, Fournier, Taschereau, Gwynne and Patterson JJ.

Title to land—Purchaser at tax sale—Cloud upon title—Purchase money—Distribution—Trustee.

APPEAL from a decision of the Court of Appeal for Ontario reversing the judgment of the Divisional Court in favour of the plaintiffs.

John Radenhurst died leaving his estate to his widow and, in the event of her dying without disposing of it, to his surviving children. The estate having become involved an absolute deed of the realty was executed in favour of one of the testator's children by the widow and other children, and the grantee undertook to pay off the liabilities and reconvey the lands on repayment of the amounts advanced for the purpose. The grantee managed the estate for some years but was eventually obliged to convey it to trustees for the benefit of creditors, it then owing her some \$18,000.

A portion of the land so conveyed was sold for taxes and the purchaser, to perfect his title, obtained quitclaim deeds from the heirs of the original testator of such portion and of one hundred acres of timber land adjoining. The latter was not included in the assignment for benefit of creditors. Similar quit-claim deeds had previously been given for other portions of the estate and the moneys paid for the same equally distributed among the surviving children and grand children of the testator. Before the distribution of the purchase money in the last case, however, the deed executed by the widow and children of the testator, which had been mislaid for several years, was discovered, and the children of the grantee under it, who had died, claimed the whole of the money. The other heirs brought an action for their respective shares and obtained a verdict therefor at the trial, which was affirmed by the Divisional Court, on the ground that an agreement for the equal division of the money was proved. The judgment of the Divisional Court was reversed by the Court of Appeal.

The Supreme Court held, Gwynne J. dissenting, that the purchaser at the tax sale paid the money to obtain a perfect title, and as the defendants were the only persons who could give such title, the legal estate being in them, plaintiffs could not claim any part of the money, and that the agreement to apportion the money was not proved, any agreement made by plaintiffs with the purchaser not binding the defendants.

The decision of the Court of Appeal was accordingly affirmed.

Marsh Q.C. for the appellants.

Donovan for the respondent.

Radenhurst – Hector correspondence, 1850

In 1850, John Radenhurst wrote to Thomas Hector, his former colleague in the Surveyor General's office, requesting information about, in part, his land holdings in the north of Douro Township. Hector's reply contained a sketch of these holdings. The exchange is transcribed below. [AO RG1-58 Township Papers (ca, 1783-1870), Twp of Clarke, Microfilm MS658 Reel 82, pp1067-9]

T. Hector

20 Sept 1850,

? ?

Lots in Douro & 13 in 7 con Clarke

Dear Hector

Who is the Patentee of Lot 13 in 7 Con of Clarke and also the West half of 25 in the first Concession of Douro, will you likewise oblige me with the Contents of broken Lots 25 & 26

in 3 Con & Broken lots 26 in the 4th Con of Douro.

Yours truly

J. Radenhurst

19 Sept 1850

13-7th Clarke granted in 1805 to Richard Hanshaw – York.
Baker

Douro

W1/2 25 – 1st returned for sale.

26 in 4th & 25 & 26 in 3rd are described as containing together

60 acres and W part 25 in 4th as containing 20 acres

By the tracing from the map the lots appear to contain more.

Yours truly

Thos. Hector.

(to) J. Radenhurst Esqr.

Military Claimants in Peterborough Area, 1834

George A. Neville

Excerpts* of Military Claimants and other privileged Persons Receiving Land Patents from the 1st January to the 30th June 1834 for Peterborough Area Townships; excerpted and transcribed by George A. Neville

*From *Schedule of Patents for Land to U.E. Loyalists, Sons and Daughters of U.E. Loyalists, Military Claimants, and other privileged Persons from the 1st January to the 30th June 1834*. Deeds at 29 shillings, 4 pence Sterling each.

Source: *Lower Canada Land Papers, LAC, RG1 L3L, Vol. 8, pp. 2628- 2633*, or digital copy:

http://heritage.canadiana.ca/view/oocihm.lac_reel_c2495/182?r=0&s=5

Grantee	Description	Acres	Township
Burke, Eliz th	Widow of a Committed Pensioner	100	Ops
Cameron, John	As a Settler	50	Asphodel
Campbell, David	Major H. Pay Unattached	1000	Seymour
Campbell, Robert	Lt. Coll. H. Pay 52 Regt.	62	Seymour
Campbell, Robert		1000	Seymour
Campbell, Robert		120	Seymour
Conner, Mich ^l	Discharged Soldier 95 Reg ^t	100	Eldon
Connin, Francis	Free offers	9½	Monaghan
Coon, Mary A.E.	DUE	200	Alniwick
Handeack, North ^l .	Lieut. H Pay 89 th Reg ^t	200	Mariposa
Herron, Mich ^l .	Free	50	Smith
Hawley, John	SUE	200	Marmora
Irvine, Thomas	Discharged Soldier 50 Regt	100	Adjala
Lennon, Edward	Gratuitous	50	Emily
Marchand, James	Free of Fees	100	Clarke
McKay, Robert	Discharged Soldier 93 Regt	100	Eldon
Purdy, Will ^m	Free	400	Ops
Pidd, Thomas	Discharged Soldier 30 Regt	100	Eldon
Reynolds, John	Gratuitous	50	Cavan
Ross, Alexr	Dischd Soldier 42 Regt	100	Eldon
Seekles, Ester	DUE	200	Mariposa
Sutherland, James	Discharged Soldier 37 Regt	100	Cavan
Todd, James	Discharged Soldier 71 Regt	100	Eldon
Van Cleak, Mary		200	Mariposa
Walker, Thomas	Volunteer 1 Class R.N.	300	Asphodel
Walker, Thomas		180	Asphodel
Walker, Thomas		20	Asphodel

President's Corner

Alan Brunger

The “new reality” of prolonged public health emergency and the contagious Covid-19 pandemic has become “the new normal”. A slow emergence from the depths of the first wave saw easing of regulations for gathering and the reopening of the archives under a strict protocol which limits the number of volunteers and clients, ensures physical distancing, hygienic environment and sanitizes material such as fonds and books, between requests from clients.

Another significant development in the gradual return to normal has been the resumption of TVA tours which recommenced in early July with a limit of half the normal size, in line with new rules on groups. The success of these tours testifies to the pent-up need for recreational activities in an outdoors setting. The revenues are extremely helpful and our thanks go to the tour guides and the Events committee.

The reopened archives have seen a steady stream of clients, all of whom have had to register in advance and observe the protocol. The newly-renovated washroom has been accessible with strict rules of sanitizing. The archives operates under restricted hours with a break of an hour at mid-day.

Committee meetings have continued over the summer mostly online using Zoom teleconferencing software. However, a growing desire to have face-to-face meetings has seen a small number of meetings of the sub-committees, in which six people maximum have assembled at the TVA itself in the open space behind the Annex. The weather has cooperated with the organizers of these *al fresco* meetings, although participants were amazed at the level of noise pollution from the busy crossroads traffic nearby.

The outdoor meeting space has been embellished by the renewal of the parking lot gravel and the increase of parking spaces on the southern side near the Annex. In addition, the archives site was re-graded by Darren James Excavating, to ensure surface flow away from the buildings. The topsoil was replaced and seeded to provide a new lawn, on which a team of volunteers, organized by Shelagh Neck, sprinkled water on a twice daily basis, to produce a new lawn.

The excavating and regrading was the second part of the project to improve the archives that was funded by the Ontario Trillium Foundation. Previously, in March, five new windows were replaced in the archives building (*please see the accompanying photographs*). We are very grateful to the Ontario Trillium Foundation for its generosity in funding the projects which have enhanced the archives' building

and grounds.

Trent Valley Archives has been fortunate to receive, as the result of Shelagh's efforts, a grant to replace older fluorescent lights with new LED, energy-efficient, ones, in both the main stack area and the Annex. In addition, we received support from the Selwyn Township *Recovery Fund* to ensure a safe and successful reopening, by acquiring protective equipment and cleaning services. Recently, the TVA was fortunate to receive a grant from Service Canada's, *New Horizons for Seniors Programme*, to purchase a laptop computer and other equipment to enhance our virtual communication and advisory capabilities.

The challenges of operating a not-for-profit organization such as TVA, which has no regular government or other financial support, have magnified in the pandemic. We are exerting every effort to take advantage of opportunities, such as the various government programmes to provide financial help. So far we have been survived the crisis, although the coming winter represents a challenge because revenue from tours will disappear and other events are few. We plan to offer virtual events using the Zoom teleconferencing for members. Membership fees are an important source of revenue and hopefully, people who participate in the virtual events will be encouraged to join the archives.

A most successful revenue-producing event, in mid-September, was the Plant Sale organized by longtime volunteer, Dianne Tedford. This was the first fall plant sale for TVA, usually held in May, when the spring gardening frenzy is at its height. We were blessed by fine weather, and the sale proved to be a success, netting over \$1,100 for the archives. Thank you once again, Dianne.

I benefited recently from participation in an online webinar, organized, jointly, by the Peterborough Chamber of Commerce and the Community Foundation of Greater Peterborough (CFGP). The two-hour long event included talks by six local experts, on topics related to fundraising by not-for-profit organizations, such as the TVA. It coincided with the preparation of applications for imminent grant competitions, such as the CFGP's annual financial assistance of local community groups.

Over two years ago, Peter Adams, the former Member of Parliament for Peterborough and a stalwart of the TVA Board of directors for several years, passed away. Peter had asked me to edit a number of his publications and so, he often shared articles, in their

formative stages, with me. One of these was by Jack Mark, a Peterborough business leader, and former owner of the Adams' home on Aylmer Street. Peter would have been delighted to see the article published, in this edition of the Heritage Gazette, at the suggestion of his family. It describes Jack Mark's boyhood home and the indelible impression left on him, of the events of Armistice Day, November 11th, 1918, while living in, what subsequently became, the Adams' own home for over 60 years.

In closing, I wish to remind readers that the archives has reopened for business on a strictly limited scale. Nevertheless, a visit for consultation may be arranged and research undertaken in the archives reading room. In addition, we plan to reach out to members in virtual ways by means of the internet and teleconferencing, including talks by Elwood. I close by expressing thanks to our volunteers without which TVA could not function.



July 2020 - TVA's OTF-funded graded lawn, and two (*of five*) new windows, in the Reading Room (*in background*).



2020 TVA plant sale – note extension of the southeastern parking lot (*on left hand side*).



2020 TVA's first fall plant sale –Organizer Dianne Tedford with her assistants.

Quakers Gathered at the Festive Board Last Night

**Champions of the Midland Football League Held Enjoyable Banquet at Hooper's Palm Gardens –
Quaker Rugby Team Were Guests
Event was Most Successful in Every Respect.**

Review, 6 December 1906

One of the most successful events of its kind held in the city for several years was the banquet of the Quaker Football Club, at Hooper's Palm Gardens, George street, last night. The function was under the auspices of the Quaker Association Football Club, who had as the guest the members of the Quaker Rugby team, and representatives from other sporting organizations in the city. About thirty sat down to the excellent spread prepared by Mine Host Hooper, and full justice was done to the many good things provided. The tables were handsomely decorated with flowers and everything was arranged in a manner that reflected credit upon those in charge.

As is well known, the Quaker football team are the champions of the Midland League, and during the past season have had an almost unique record. They played fifteen matches, and were victorious on every occasion, in nearly every case by a substantial lead. The Quaker rugby team, although only organized this season, has done splendidly, winning three out of four, and are virtually champions of the City League.

Occupying prominent positions on the head table were three cups, now in possession of the Quakers, viz., the Midland League Cup; R. R. Hart [?] trophy for championship of Peterborough and county, and the cup won at the Lakefield picnic last July.

The president of the club, Dr. J. A. Morgan made a capable toastmaster and after the viands had been finished the toast list was honored.

The first toast, "The King," was responded in the usual manner, all joining in singing the National Anthem.

QUAKER FOOTBALL CLUB

The next toast, "The Quaker Football Club, champions of the Midland League," was proposed by Mr. James Clarke, who referred to the splendid record of the Quakers during the past season. He was glad of the privilege of being present to do them honor, as they were a credit to the city, and one of the best sporting organizations in Peterborough.

The toast was responded by Mr. J. E. Sullivan, who in a brief but comprehensive manner reviewed the history of the Quaker Football Club. It had been organized three years ago and entered the Midland League. At that time there were three Association football teams in the city: the Quakers, Y.M.C.A., and Old Country team. The Quakers did not make a very good showing in the Midland League in 1904, but last

year they got into the finals, and the present season they carried everything before them. The team was reorganized this spring and had in its ranks the cream of the Association football talent of the city. Mr. Sullivan referred to the harmony that prevailed among the members of the team. Every man had done his utmost to win the games and bring the championship silverware to Peterborough. In this respect they had followed the example set by the Peterborough hockey club last winter. The present year had been the most successful one in the history of the club. The team had played fifteen matches and won every one of them, and had scored thirty-seven goals to the opponents' four. The speaker hoped all the players would be on hand next year, when an attempt will be made to bring the senior football championship to Peterborough. Hearty applause signified that this was the sentiment of those present.

QUAKER RUGBY CLUB

"The Quaker Rugby Club" was proposed by Mr. R. Baker, who welcomed the rugby players into the Quaker fold. The football team was proud of the showing made by the rugbyists, and wished them every success next year.

Mr. S. W. Canniff responded on behalf of the rugby club. He thanked the football men for the invitation extended to be present, and congratulated them on their splendid record during the past season. Speaking of the rugby team, Mr. Canniff said that considering the fact that they had only been organized this season, and that all the players were novices at the game, they had made a good showing, winning three of four games. The team had worked together well, there was no discord in the ranks, and to this their success was largely due. The speaker referred to the good work done by Mr. J. E. Sullivan and Mr. Charlie Sisson in looking after the welfare of the team. Much credit was due them.

Mr. Canniff was captain of the rugby club during the season and was one of the stalwarts of the team.

THE PRESIDENT

"The President" was the next toast honored. It was proposed by Mr. J. E. Sullivan and Mr. Charles Sisson. Mr. Sullivan referred to the splendid work Dr. Morgan had done in fostering Association football in Peterborough. He was at all times enthusiastic and ever ready to give his hearty support. Too much credit could not be given to him for what he had done for the game.



The Phelan Cup first awarded in October 1920 was a soccer club supporting local charity. (Elwood Jones)

Mr. Sisson spoke along a similar line, laying stress on the valuable support Dr. Morgan had given the Quakers and Association football generally. He was always anxious and willing to give any assistance to the team, encouraging the players in their practice and was always on hand when his assistance was needed.

Replying to the toast, Dr. Morgan said he felt it a great honor to be present at the head of the table on an occasion of this kind. He rejoiced with the Quakers in their victories, and wished them many years of future success. Anything he had done for Association football had been more pleasure to him than anyone else. He felt proud of the Quakers and appreciated the honor it was to be the president of such an organization. The boys had conducted themselves like gentlemen on every occasion, and deserved the championship they had won. In closing, Dr. Morgan congratulated one of the members of the Quakers, Mr. Ray P. Best, on his success in winning the ten mile road race. This reference was received with cheers, and Mr. Best had to respond with a speech. He said he attributed his success in the road race largely to his training with the Quakers, as he had been able to get into good shape by his work

on the football field.

KINDRED SPORTS

"Kindred Sports" was proposed by Mr. R. M. Glover, who, after thanking the club for the honor of being invited to be present, said that the Quakers were about the best Association team that had every represented Peterborough. He congratulated the Quakers on their many victories, and gave some good advice regarding co-operation among the sporting organizations of the city. They should all work together, each one giving the other support, and all working towards the success of the different clubs. Participants in the various sports should keep in mind the point that the way they conducted themselves would either be a help or a detriment to the game in the time to come. They should act in a manner that would be a credit to their team, the city and the game.

Mr. Percy McFadden, the star goal tender of the Quakers, responded to the toast, and alluded to the pleasant relations that had always existed between the members of the team and himself, and he hoped all would turn out again next season.

Mr. W. E. Wasson congratulated the Quakers on their splendid record, and hoped they would keep it up. The boys were a credit to the city and deserved hearty support.

THE LADIES

"The Ladies" found able champions in Messrs. L. Bolin, S. Giroux and J. C. Collins, who eulogized the charms of the fair sex and spoke of their importance and great influence.

"The Press" was proposed suitably by Mr. R. P. Best, and responded to by the representatives present.

The toast, "Mine Host Hooper" was also enthusiastically honored. Mr. Sisson was called upon to sing but recited instead, and made a great hit, his selection being "A Dago's Impression of a Rugby Match."

The singing of "Auld Lang Syne" brought the evening to a close.

Before the banquet opened Mr. Fred Roy took a flashlight photo of the gathering.

There was plenty of football talk during the evening, and from the "kick off" until the whistle sounded at the close there was not a dull moment. The event was voted a great success by those present. -30-



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Origins of the Oakman Airport

Featuring Examiner coverage of the Peterborough Airport 1956-1957
From Examiner fonds news clippings series [TVA Fonds 340 series E]

11 Pilots, Businessmen Plan Airport Near City, Seek Commercial License

Examiner, 1 March 1956

[photo: Site of Peterborough's New Airport – Harry Oakman with a group of Peterborough pilots and business men purchased 300 acres of land, three miles southwest of Peterborough and plan to develop an airport with 3,500 and 4,000 foot runways to accommodate larger type planes and small size transport planes. This photo, looking northwest to Peterborough, shows the layout of the proposed airstrips. – Harry Oakman aerial photo.]

Eleven Peterborough pilots and businessmen are incorporating as a company with the intention of developing and airport about three miles southwest of the city.

If the site is developed according to regulations laid down by the department of transport, the proposed company hopes to receive a commercial license which will permit larger freight and passenger planes to use the airport.

The North Monaghan township site, the former Sage farm, has been purchased by Harry Oakman and business associates who expect to incorporate under the name Peterborough Airport Company.

One end of the property is about 900 feet north of the Otonabee River, and the other borders the CNR railway line to Millbrook. The eight concession borders the south side of the property.

ENTICE INDUSTRY

City council representatives were taken on a tour around the site to consider its potential as a future municipal airport. They were generally pleased at the prospect of a larger airport, which some felt would be a further enticement to new industry for the city.

At the invitation of Harry Oakman and the Peterborough Pilots Association, the 300-acre flat and partly-wooded area was toured by Ald. Gordon Powell, Ald. A. B. Burrows, industrial commissioner William Burnie, North Monaghan township clerk Bruce Johnston and E. A. Chalmers.

Mr. Oakman explained to them he has been corresponding with the department of transport on the airport project.

"The department has taken the usual stand," he said. "We have been given a list of requirements and when we meet them, we will get our license."

"We expect to be well within the requirements of class two type of airport, which specifies 2,500 to 3,500 foot runways to accommodate larger size private-owner planes and small transport planes."

At first, it is planned to clear the land for two runways – one to be 3,500 feet long and the other 4,000.

Mr. Oakman pointed out, in comparison, that Oshawa's airport has runways with a maximum length of 3,400 feet and they handle four engine aircraft. So he said, "We'll be able to handle the same size."

EXPANSION POSSIBLE

He continued, "If the railway line – to Millbrook –

is taken out (there is strong possibility it will be) another 2,000 feet can be added to the runway bringing it to 6,000 feet – long enough to accommodate anything that flies today."

While driving through the site, the visitors were shown how the proposed landing strips would be laid out. Already men were out clearing off trees from the area. As soon as this is completed grass runways – 150 feet wide – will be put in.

Mr. Oakman said that a 60 by 100 foot hangar, to house about 15 light planes, a repair shop, a cafeteria and office, would be built east of the runway near the 8th Concession Road. "We also have 700 feet of river frontage which includes a natural bay where we can beach about 25 planes and do wheel-float changeovers," he said.

In due time, he said, application for non-schedule air service from Peterborough to Ottawa and Toronto and eventually New York, will be made. As soon as the airport becomes a licensed field, Peterborough will be made a customs port of entry. Other things that will naturally follow will be direct air mail service.

About 75 acres in the site could be used for industrial development. Mr. Oakman said that a number of American aircraft firms want to locate in Canada. Last year a Czechoslovakian aircraft organization was in Peterborough looking around for a development location. But they weren't satisfied with conditions in Peterborough and went to Kitchener.

"I hear by the grapevine that the Bell Aircraft Co. of Buffalo is looking for a place to build helicopters," he said.

ATTRACT NEW INDUSTRY

Said Ald. Burrows, "It looks like a wonderful potential for flying and industrial development. I'm very enthusiastic about it."

And Ald. Powell said, "One of the first things representatives of industrial firms wanting to locate in the city ask is 'Have you an airport?' Because we have no airport we have lost several industries which would have liked to come here."

"We've had several replies from firms, who looked over the situation in Peterborough and then located in other areas because of this city's sad lack of an airport. If we are to get new industries it is most essential that we have an airport," Ald. Powell added.

Mr. Chalmers pointed out that surveyors from the department of transport had surveyed the land adjacent to this proposed site, about three years ago, and they reported

to city council that the considered the land unsuitable for an airport.

The department said the land was too low and was flooded over in the spring when ice blocked the river.

Mr. Oakman said his area is higher than the adjacent land and is not flooded in the spring.

The idea of a city airport has been considered for

Lost 6 Industries By Not Having Suitable Airport

"A suitable airport in Peterborough could have been a deciding factor in at least half a dozen new industries which Peterborough lost," industrial commissioner William Burnie told the Examiner today.

"Few people realize it, but it takes longer to go from Peterborough to Malton than it does from Malton to Chicago," Mr. Burnie explained.

He produced several letters which bore out his statements. Typical of the comment was: "Our company has a private plane and we need an airport to commute with our New England head office."

The firm considered a Quebec community in preference to Peterborough because of this factor. Mr. Burnie promptly assured him that airport facilities would be available this summer.

"This makes a rather interesting consideration," the fire replied, "we will keep in touch with you."

REFUSED FLIGHT

"I recently asked a charter plane service in Cleveland what it would cost to fly me to Peterborough," another wrote, "and was promptly informed that the organization would not fly to Peterborough."

"The condition of the airport is such that I won't take one of my planes in there," the aircraft charter service manager said.

An American air service company reported that he received sometimes as many as six calls in a single day from people wanting to know what his rate is for flying people to Peterborough but has to give them all the same answer ... no landing facilities there.

New Airport Approved for Class 2 Use

Peterborough Airport Company which is developing the new airport in North Monaghan three miles from the city, says that the department of transport has authorized its use as a class two airport when developed.

This means that twin engine aircraft, such as DC-3 freight and passenger planes will be allowed to use the facilities. There is also a seaplane base on the Otonabee adjacent to the airport.

Harry Oakman, who has been chiefly responsible for the development of the new airport says: "As soon as

[Skyboro]

If Skyboro airport is to be developed into a commercial airport, it must be done at the city's expense.

Four shareholders of the airport company told the city council's sanitation committee, Wednesday, that they

several years. After the war, various interests in Peterborough pooled their resources and started building Skyboro – a small airport of the Chemong Rd. The department of transport refused to approve the airport as a commercial field and instead licensed it with private field restrictions.

Examiner, 1 June 1956

"If they ever get an airport at Peterborough, for goodness sakes let me know," an American pilot wrote, "because I turn down people every day who want to fly to Peterborough in the summer."

WAIT FOR OTTAWA

Mr. Burnie said that some Peterborough people were content to sit back and wait for Ottawa to do something about an airport.

"It's easy to pass it on to Ottawa," Mr. Burnie said, "but with the short distance between us and Malton, Ottawa isn't going to do anything unless we ourselves start. If we get a suitable location, get runways laid out and suitable buildings up, then Ottawa may consider putting in paved runways for us, but not before."

"A large portion of our contacts are in the U.S.A.," a Toronto firm which had been contacted about branching out into Peterborough reported, "and we require air service."

Another industrialist who settled in St. Thomas (London's airport is less than 20 miles away.) summed up his decision to bypass Peterborough: "Really Bill," he wrote to Mr. Burnie, "I believe it was that sad airport that put you out of the running."

Another letter said that Peterborough would make one of the finest available locations for any industry, Canadian or American. Then followed the clincher. "I could easily become civic minded in behalf of the City of Peterborough, and damnit! That's why I would like to see an airport there!"

Examiner, xx June 1956

the field is completed the company will apply to the air transport board for permission to operate air passenger and air freight services to Malton, Ottawa and eventually Cleveland and New York, stopping at Kingston.

Practically a road grader only is all that is required to build the runways. The speed at which this work will be carried out is governed by the company's finances. At the present time out plans are to grade enough runways for our own small aircraft."

Examiner, 31 January 1957

were no way financially able to make further improvements or extend runways, etc.

The committee met with owners -- Charlie Kingan, W. B. Bennett of Oshawa; G. L. Ireland, and R. H.

McClellan – to discuss whether or not the city should continue to dump garbage on the property.

FIVE ACRES FILLED

Since May 1956 the city has been dumping garbage and fill on the property to build up a south-east and north-west runway. Five acres have already been filled and covered. A strip of land from the highway to the far side of a pond on the property must be filled. At the same time the company would like to see a large hill levelled off on the property.

Working under a mutual agreement which expires at the end of this year, Skyboro owners provide the land free of charge and the city is doing the work free of charge.

However, the sanitation department has found that as work progresses into the property, costs of hauling and filling have gradually increased.

LACKS EQUIPMENT

The department lacks proper equipment for hauling earth long distances for cover material. A new bull clam bought by the department last spring, and used during the summer for digging and hauling earth from the large hill, required about \$700 worth of repairs and needs more, said Ald. Jack Comstock.

He said the department would need an earth mover once it got into the north west section of the property. An access road into the property also would have to be built.

LEASE DRAWN UP

Last fall the committee decided it was no use committing the city to this extra expense unless the city was assured that the company was going to develop the property as an airport. At the present time the city has no written knowledge that the land is going to be used as an airport.

As Ald. Fred Tuggey put it, "It's costing the city a lot of money ... and there's nothing concrete as regards to the development of an airport."

So a lease was prepared and city clerk, E. A. Outram read the draft to the owners.

Under the lease the city agrees to continue dumping garbage and fill on the property if the company agrees to retain the land in block for the next 10 years and use it for

the development of an airport. If the company decides to sell after the 10 year period, the land must be sold without subdividing.

Mr. Bennett said the company could not agree to the conditions of the lease unless the city makes up its mind to develop that property with the eventual aim to have an airport on it.

Committee chairman, R. L. Dobbin pointed out that if it is up to the city council to decide if the city wants to develop this property as a civic airport.

The decision for the sanitation committee to reach was whether the department should continue dumping garbage on the property or move back to the city's property in North Monaghan, he said.

COMPARE COSTS

Mayor John Dewart said costs of hauling garbage and repairs to equipment must be compared before a decision could be made.

Ald. Stan McBride moved that the sanitary superintendent make a survey of present costs of sanitary land fill against previous experience and present recommendations to the committee. He was seconded by Ald. Fred Tuggey.

Before the committee adjourned, members asked owners about the size and adaptability of the property as an airport.

Mr. Bennett said the site is suitable for an airport of a certain size. The city could determine what they think they will require for an airport. "If after investigation the city finds a class 2 commercial airport would service them, then I would say the property is worth considering. If not – that's the answer

CLASS 2 AIRPORT

The company feels that if the airport were developed it could become a class 2 airport. Under department of transport regulations class 2 would require two 3,500 foot runways, 500 feet wide.

The company now has 98 acres but would need to buy an additional 10 acres to complete the length of the runway. The present runway is 2,200 feet long.

At Reaboro Said Waste of Time For City To Send Delegation to Ottawa

The hamlet of Reaboro, 20 miles west of Peterborough on Highway No. 7, has been suggested by Gordon K. Fraser, MP, as a possible location for an airport to serve Peterborough.

Mr. Fraser, replying to a suggestion by the manufacturers' committee, wrote that a delegation from the city to Ottawa would be "a waste of time," unless the city had obtained suitable lands and knew what it was prepared to do to develop an airport.

Thousands of dollars have been spent in this district for making inspections and investigations for a possible airport location. So far results have been "rather discouraging."

OFFICIAL WRITES

Mr. Fraser conferred with Major R. Dodds, OBE,

Examiner, 12 February 1957
the director of civil aviation, who also sent a letter in similar vein to the manufacturers' committee.

In suggesting Reaboro, Mr. Fraser said the town of Lindsay would likely assist in developing an airport in this location. Most commercial planes, it was pointed out, require at least one square mile of land for a proper airport.

Major airports it was pointed out, are best kept some distance from the city they are to serve, because of building restrictions imposed in the lands surrounding the airport.

13 MILES FROM SUDBURY

A letter from the city clerk of Sudbury, described the airport 13 miles north-east of that city which is "a going concern." The means of financing the two landing strips was described.

An airport being developed south of the city by Harry Oakman was discussed, and it was mentioned that this airport, when finished, will be able to handle up to DC 3's. Although Mr. Oakman has never formally approached the city for assistance of any type, it was felt this property should be kept in mind when discussing a municipal airport.

Ald. Stan McBride said, "It doesn't matter who owns it (the airport) as long as the service is there."

TRAFFIC POTENTIAL

Ald. Gordon Powell said the traffic potential for a Peterborough airport must first be determined before the

city can go ahead and construct an airport. Mayor Dewart said he felt the department of transport would have up-to-date files with all necessary information in this respect.

The committee decided to file the matter until Clarence B. Neal of the Peterborough branch of Canadian Manufacturers Association, is available to review the problem. "He know what the score is," commented city clerk E. A. Outram.

It was at the urging of the CMA that the manufacturers committee recently reviewed and revived the matter of a municipal airport.

Spring Soil Tests Required For Airport

A department of transport inspector said Tuesday the Peterborough airport would have to be inspected in the spring by department engineers before it could be licensed for medium and heavy aircraft.

Frank Hughes of Toronto said, however, a license for winter flying of light aircraft could be issued this winter if another 400 feet or runway were improved.

He was on an inspection tour of the airport with Harry Oakman. A delegation of city aldermen and employees – Ald. Alene Holt, Ald. Donald Loucks, Bill Huntley (alderman elect), parks superintendent Armar Butcher, sanitary superintendent Elmo Pierce and retiring industrial commissioner William Burnie – conferred with him afterwards at the airport.

"You can't tell anything from frozen ground," the inspector said. However, he advised city council to open negotiations with the department for an early inspection in the spring by engineers. He said it should be inspected under the worst spring conditions.

At present some 2,000 feet of a proposed 3,000 foot runway has been packed with sanitary land fill and could be used by light aircraft. Another 400 would have to

Examiner, 11 December 1957

be packed before the department would issue a class I license.

PLANS FOR FUTURE

The Peterborough Airport Co. proposes to build another 4,000 foot runway, a taxi-strip and a 7,000 foot runway running approximately north-south.

With this amount of space, and if the land-base were satisfactory, the airport could be licensed (class III) for heavy aircraft, Mr. Hughes said. Heavy aircraft means four-engine Super-Constellations, Viscounts, etc.

However, he emphasized that nothing at present is known about the land. Soil test would have to be made. Most big airports have two feet of gravel under a hard surface. The Peterborough runways are being packed with land fill.

For medium aircraft (DC 3's) there would have to be 3,000 feet of soft. If this land were satisfactory this would qualify the airport for a class II license.

Mr. Hughes would not commit himself about what class of license the Peterborough airport might get.

"It may be two or three years before you can tell whether it'll be fit for Dc-3," he said.

Benefits, Need of Airport Outlined To Lions Club

Harry Oakman, speaking to the Lions' Club meeting at the Empress Hotel Monday evening, discussed the progress of the new Peterborough Airport located about three miles south-west of the city on the Otonabee River, and pointed out many of the assets it would provide if properly promoted and constructed.

Mr. Oakman said that an airport has been wanted for the past 10 years, but that many felt that only a few local pilots were interested. Two years ago these pilots felt the need for a hangar and landing strip were essential, so they began to develop the flat land south of the city.

After much study of land and aerial photos, the first plan for two short runways was drawn up, but further investigation showed that with more land the airport could be expanded to make a three, four and seven thousand foot runway.

RUNWAYS PLANNED

The Peterborough Airport Company was formed, some land was purchased and an option taken on land at the runways for future expansion. Department of Transport

Examiner, 26 November 1957

inspectors in May 1956 said a Class 2 license could be obtained for day and night traffic of planes up to and including DC3s on the planned 3,000 and 4,000-foot strips.

Now the addition of a 7,000 foot runway to the plans if paved would allow Super Constellations and DC7 Cs to land.

"Trans Canada Airlines have never planned stopping in Peterborough with a scheduled air service, regardless of what kind of an airport we had and therefore we would not expect aircraft over the DC3 or Viscount category except perhaps under exceptional circumstance.

"We cut trees, hired an earthmover and by the fall of 1956 we got another inspection and on Dec. 27, 1956, we were told that with a few small jobs done, such as erecting a wind sock and runway markers, we would be given a licence."

2,000 FOOT RUNWAY

Since Spring the sanitation department has been dumping land fill to build a landing strip, and now there is a usable 2,000 foot runway. By next fall, at the present rate,

the 3,000 and 4,000 strips should be completed.

"When these runways are completed Peterborough by its size, location and position in the Kawartha Lakes will become a mecca for flying tourists. We predict that inside two years there will be hundreds of American aircraft tied up at the airport during the summer months."

Mr. Oakman said the trade from these air travellers would greatly enrich the business life of Peterborough.

"An air service in Peterborough will serve local industry by moving goods, personnel in and out faster, safer, and cheaper. Parts can be flown to customers suffering breakdowns causing bottlenecks and shutdowns through lack of parts and repairs.

FLY PERSONAL

"Flying salesmen will be attracted to Peterborough and local industry will soon find out how much valuable time their own sales staff can save by flying company-owned planes. Key personnel will be able to spend more of their valuable time in the factories by flying not driving. Air express and air passengers clearing Customs in Peterborough is a big saving alone."

Industrial Commissioner William Burnie has told Mr. Oakman that the lack of an airport "had been a serious handicap in his efforts to attract new industry to Peterborough. He enlarged upon this statement by citing the fact that there were more than a dozen firms which

specified air service as a must for any town they would consider as a location for their Canadian plant."

He quoted Mr. Burnie as saying there were numerous instances of industries losing interest in Peterborough as a site for their proposed businesses because there is no airport. Many will not even come to Peterborough when they learn it lacks an airport.

A charter service operator in Cleveland told Mr. Oakman to let him know as soon as the city had an airport because every day in the summer season he was turning away people who wanted to fly to Peterborough.

He predicted a shuttle service between Montreal and Toronto that would stop at Peterborough twice daily. An airport would signify the start of many new projects such as motels, restaurants, a flying school and many others.

He said it was imperative that the airport be within 10 miles of the centre it served. A California survey committee found that communities more than 10 miles from an airport generated 40 per cent less traffic than those within 10 miles of an air terminal.

"We (the Peterborough Airport Co.) expect to help attract and play a very prominent part in making Peterborough known throughout Canada and the United States as a modern, progressive and friendly city in the Kawartha Lakes district," concluded Mr. Oakman.

Ed. [The following articles dating from the late 1980s provide a retrospective view of the early years of the Oakman airport.]

Airport Reunion Participants Remembering Joe Csumrik (1925-1988)

Another page was turned in the history of Peterborough Municipal Airport last Friday (2 December), with an informal reunion of four men who steered its early development: Airport founder Harry Oakman; Manager Mel O'Brien; and former mayors Stan McBride (1961-1962) and Joe Behan (1967-1968, 1975-1976).

The four old friends gathered to reminisce and remember a fifth member of the group – former Mayor Joe Csumrik (1969-70) who passed away at age 63, on Friday, 25 November 1988. Despite their long acquaintanceships, all four agreed last Friday was the first time they had all got together for any reason.

Joe Csumrik moved to Peterborough from Hungary with his parents in 1929 when he was four years old. He was educated at Central Public School and PCVS before joining the Royal Canadian Navy and serving as Chief Signalman aboard the Frigate HMS Buckingham on North American operations.

After the Second World War, Csumrik returned to Peterborough and immersed himself in the business and politics of the City. His first business position was as Manager of the Wholesale Produce Department for Canada Packers in Peterborough. By 1950, Csumrik had changed his course and joined his father in Csumrik Metal Works, a metal fabricating business. Between 1960 and 1974, the company grew from eight employees to over 50, while its annual sales volume mushroomed from \$200,000 to \$1,500,000.

Csumrik built an equally impressive record of

Paul Sanderson, Peterborough This Week, 9 December 1988 participation in Peterborough's community affairs, serving as alderman (1965-68), mayor (1969-70), Chairman of the Planning Board (1965-73), member of the Police Commission (1969-70), President of the Kinsman Club (1962), and an active participant on many other civic committees and organizations.

However, some of the strongest memories of Csumrik, for his old friends at the municipal airport, related to his days as Chairman of the Peterborough Airport Committee (1965-70), when Csumrik was instrumental in acquiring federal and provincial funds to finance the runway, terminal building and other airport facilities. They agreed that Csumrik "was a person who could see ahead a lot further than most of us."

"With Joe (Csumrik) behind a project, you just got out of the way because you knew it was going to go," recalled Behan, who campaigned for an airport for Peterborough before his first term as mayor.

In 1971, Csumrik ceased his active involvement in politics, and incorporated a new company named Air Atonabee, which commenced business as a commercial air carrier at the new Peterborough Municipal Airport. Airport Manager Mel O'Brien claimed Csumrik once told him (tongue in cheek) it was called Atonabee, instead of Otonabee, to ensure first place in the local telephone book.

Csumrik erected a huge hangar at the airport, and in June 1974 scheduled airline service began. The company grew to become a regional airline, and was later sold to the City Express courier network in 1984. The original hangar

with its Air Atonabee sign above the doors, still stands near the terminal building. According to Harry Oakman, the man who first bought the property in the mid-1950s, and

Flying photographer

In 1951, Harry Oakman was quietly assembling land for an airport on the southern outskirts of Peterborough.

For the next 15 years, until 1966 when the city recommended purchase of the airport, its existence and development relied entirely on Mr. Oakman.

In the fifties, the aerial photographer had spotted a likely location on his frequent picture-taking flights around the area: the site in Concession 8 North Monaghan, was flat, well drained and sandy, and close to the city.

The 250 acre parcel of bush and rough pasture belonged to five farmers; he made deals with four of them, but the fifth took some convincing, Mr. Oakman recalls. Finally, a fat roll of bills plunked down on the lawyer's desk clinched the deal, and the fifth farmer signed on the dotted line.

Mr. Oakman's official story at the time was that he wanted the land for a goat farm, and that Civic Hospital was interested in buying the goat's milk for its sick patients!

But many suspected that as Canada's top flying photographer, he might have another use in mind.

He tried to throw them off the track by telling them Peterborough certainly did not need two airports. Some former RCAF pilots were running an airstrip called Skyboro of Chemong Road north of the city.

Mr. Oakman's airport site was only 25 feet above the river level, but he enlisted the expertise of his father, visiting from Saskatchewan, to determine if it would be dry enough. Stan McBride, a long-time friend of Mr. Oakman and airport supporter, was there the day Mr. Oakman senior stopped at one of the many groundhog holes and carefully felt the pile of dirt the tunneling groundhog had left beside his hole. It was coarse sand and the Saskatchewan farmer assured his son the land would be well-drained enough for an airport.

Harry Oakman got his land and started filling in the groundhog holes and smoothing the runways.

His original plan was just a hangar for his own plane and a private landing strip. But by 1956, Mr. Oakman's private airport was operating with two dirt strips, and accommodating many small private planes.

The site still didn't have official municipal sanction, although Col. John Dewart, city mayor for four terms, said one day Peterborough would thank Harry Oakman for building an airport for the city.

As well as being an airborne photographer, Mr. Oakman was known as a champion boat racer, a tool and dye maker, a pilot and tourism promoter, but it was the profits from his post card business that paid the bills to

operated an aerial photography business from the site, "When Joe (Csumrik) built that hangar it started to look like an airport."

Janet Baal, Peterborough Examiner, n.d....
develop the fledgling airport.

His long career resulted in 150,000 negatives, mostly of the resorts that dot Ontario's lakes and rivers, but also including Canada's major cities and well-known landmarks.

"I made money in the post card business and diverted it into bulldozers," he recalls.

In those days, there was no red tape to be untangled in creating an airport; you just bought the land, smoothed it and started landing planes on it. "No one could ever build an airport there now," speculates Mr. Oakman.

He has many stories about the 15 years he owned the airport.

On one occasion he decided to clean up all the garbage, much of it cardboard, around the airport grounds and burned it. The resulting flames and smoke caused a Trans Canada airline pilot, flying over the city, to radio back to Malton that Peterborough was on fire!

In 1958, merchants failed to organize a Santa Claus parade for local children, so Mr. Oakman, with the help of then alderman Stan McBride, decided to give them one. Mr. McBride donned a Santa suit and Mr. Oakman flew him into the airport, where he was met by hundreds of children, who accompanied him down Lansdowne St. to Sears.

When the first DC3 landed at the airport in 1962, it flew low over the city, and many residents drove out to the airport to see the plane up close. The surprised pilot asked Mr. Oakman if Peterborough people had never seen a plane before!

By the mid-sixties, the city, with growing by local industry, was once again facing the need for an airport.

The city appointed a committee to recommend a location. Their recommendation, a large acreage of prime agricultural land near Fowler's Corner, was determined to be too costly.

Once again, attention turned to Harry Oakman's private airport in North Monaghan, and in 1966 the City Airport Committee recommended purchase of the property.

The following year, regular airline service began, and in 1968, a terminal building and weather station was built and the 5,000 foot runway was built. Later, runway lighting was added.

Today, the airport has 433 acres. While commercial flights are somewhat sporadic, the airport is used for crop dusting, charter flights, executive jet visits, pilot training, sightseeing, custom services, limousine service, aerial photography and helicopter services. Canadian forces aerobatic teams performed occasionally over the airport and parachute trainees use the airport regularly. -30-

Peterborough Examiner, same page as Janet Baal article
15,000 hours, but he had to cheat to get his pilot's license

Flyer got license by proxy

Aerial photographer Harry Oakman has flown

in the first place.

He went to England to try to enter the air force during the second world war, Mr. Oakman says, but was turned down because he was color blind. On returning to Canada, he tried again, was turned down again, for the same reason.

So when he got a final chance to try the test in Toronto, on some new vision-testing equipment, he had a friend take the test in his place, and earned the long-awaited license by proxy.

By the time the story got back to Department of Transport officials, he had many hours of successful and safe flying under his belt, he says today.

He's logged 15,000 air hours, mostly in Ontario, but also across Canada, the United Kingdom, Europe, Florida and the Caribbean.

His aerial photography over 35 years resulted in 150,000 negatives, many of them of Ontario's small resorts, but also showing the great cities and landmarks of

the country.

When flying conditions were perfect -- and that's only a handful of days every year -- he'd spend the entire day aloft, taking pictures, Mr. Oakman recalls. Then he'd spend the following weeks returning to the areas he'd photographed, visiting the lodges and hotels, selling Peterborough Postcard Company products for them to sell to their guest.

He ran the company from his home on Cameron Street, where he still lives, although he gave up flying in 1987.

An exhibit of his photography was held in Artspace in 1985 and local residents had an opportunity to see the amazing extent and expertise of his work.

Mr. Oakman sold all his negatives to Peter Heiler of Oshawa who owns MapArt, a municipal map-making company. ...

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Peterborough in the Newspapers

PETERBOROUGH'S 1ST LANDMARK

Only Reliable Basis of Survey of City is 25 ft. Iron Rod Corner of George Street

Very few people of this City ever stop to consider whence come the original landmark from which measurements of our local street and property are taken. It is further interesting to learn that the only remaining fixed landmark is an iron rod, some 25 feet long, driven into the ground at the North West corner of Charlotte and George Streets to within a foot of the surface. This rod was driven down between 1879-81 when the former City Hotel building was erected. The rod, which was the turning point in a law suit some years ago over 6 inches of property on George Street, was placed under supervision of the late T. B. Clementi, D.L.S.

The original landmark for surveying the City was at the corner of Charlotte and Water Streets, when the first survey was made 100 years ago by Mr. Scott. At the time of course, the site of the present city was a forest of primeval trees.

Editorial comment:

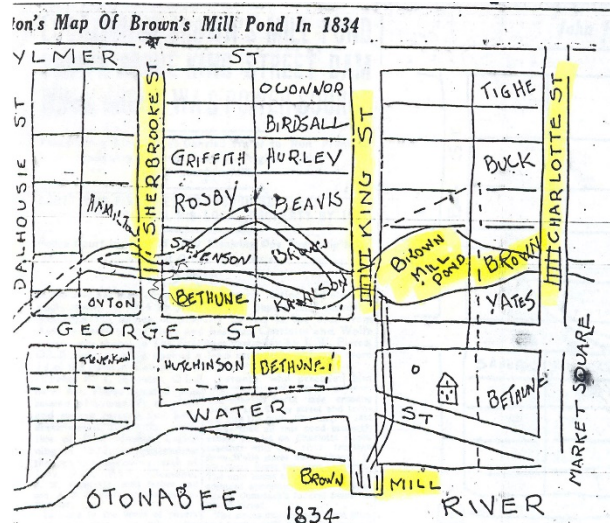
Cf. the earliest map of Peterborough, 1834, which did centre on the area along Water Street and George Street between Dalhousie and Charlotte which showed the landowners in that area. Adam Scott's mill and mill pond were then named for Brown, which I assume is Col. Robert Brown.

Poole's 1867 history of Peterborough talks, p. 2, of the party of gentlemen who arrived in May 1819 and decided a good mill site could be established at the foot of King Street. "By damming up the creek which still traverses the site of the Town, and conveying the water along a short excavation to the steep bank of the Otonabee river, and eligible mill-site would be obtained, and at a trifling cost compared with the expense of attempting to

Peterborough Morning Times, 2 April 1913

[Thanks to Robert Clarke]

control the rapidly descending waters of the Otonabee, at any point in the neighborhood... The little piece of engineering thus projected was successfully out, and in about two years Mr. Adam Scott had a small saw and grist mill in operation under one roof.... Further reference will be made to this first mill, which, though necessarily a small structure, and the machinery imperfect, was nevertheless a great boon to the early settlers."



However, no mention of the survey point. The map does show the closeness of George and Water Street, but shows the long block to Aylmer with six town lots instead of seven. This is also clearly a sketch.

With respect to the surveying, Poole says a reserve for the Town of Peterborough was set aside in the 1818 survey of North Monaghan, but the survey of the Town was done in 1825, almost at the same time as the arrival of the Robinson settlers, by Richard Birdsall under the direction of the Hon. Zaccheus Burnham (p. 13)

Poole's description of the original townsite is most interesting. "In the Spring of 1825, the site of the Town was still in a state of nature. The ground west of the creek was densely wooded with a heavy growth of pine, interspersed with beech and maple; while between that stream and the Otonabee river, the character of the soil was that known as 'plains.' And the trees were stunted oak and scrubby pine, interspersed with smaller brush-wood and occasional grassy spots, some of which bore traces of the Indian's camp or the hunter's solitary fire." (p. 13) The hills and depressions were filled in or lowered by settlers, and the "swampy margins" of the creek were filled in.

Scott's mill, then operated by Hamilton & Fortye, burned down in 1835. Poole mentions that Scott's house was still standing, "now the oldest building in Peterborough." (p. 14) "It is a low, square, cottage-roofed, frame building, close to the edge of Water Street, on the western side, and about midway between the market square and 'Parnell's mill.'" Poole expected the house to be removed because a proposed railway track "impinges upon one corner of the old house." The Scott house continued to stand until the 1920s, and was on the Water Street side of what is now Brant's Office Supply.

However, I am not able to confirm the interesting comment in the 1913 *Morning Times*.

Lot Sold For £150 in 1836 House Being Demolished

Nick Nickles, Examiner 1 June 1949

A yellow tattered piece of newspaper, clinging to the gaping stair well of the demolished house at 141 Sherbrooke St., read LAST TRUMPET SOUNDED! Further investigation and piecing together showed it to be a scrap from a Daily Examiner, dated July 19, 1892, an advertisement of the firm of Thomas Kelly which was apparently telling the citizens of the day that it was sacrificing stock prices during a moving sale. The caption was an appropriate reminder that the last trumpet has also sounded for the old house.

It was old in 1892, according to Instruments found in the Register of the County of Peterborough. A bundle of aged document in fine copperplate handwriting, now in possession of present owner, The Canadian Tire Corporation, traces an interesting history of Peterborough starting with a Crown grant for the land, dated June 12, 1835.

This large parchment drawn up in the reign of William the Fourth, granted the parcel of land to William Stephenson and described it as one-seventh of half an acre, on the Thirteenth Concession of the Township of Monaghan. It was signed by Sir John Colborne, Lieutenant-Governor of Upper Canada.

Had Many Owners

The property has had many owners judging from the considerable bundle of copies of wills, deeds of land,

indentures of bargain and sale and not a few mortgages. The names from William Stephenson, 1835, to William Jeffrey, Noah Toussaint Laplante, William F. Harper, James Hall, Hon. Andrew Jeffrey, Peter Govette, Harry Rush and Alex Elliott, Michael O'Donnell, Thomas Cahill, Dennis, William and Mary Elise Hurley and Annie Sandercock.

It was a noble dwelling in its day made throughout with the finest County white pine and incorporating a large brick fireplace, six feet wide, complete with pothook eyes. There was a secondary fireplace in the same flue upstairs and the whole building was of lath and stucco construction. Lath was not as is made today but was made of rough handsplit pine lumber that gave the old walls a rugged character all of their own. Several layers of wallpaper, showing varying tastes of occupants down the years, made a stout insulation.

The old house, when originally erected more than 100 years ago faced a large lot or pasture on the outskirts of the village of Peterborough where small travelling circuses found spaces to put up their booths and men of the militia did their field training. At the present time a large chain grocery is being erected on it. Peterborough was so small then that it was considered a backwoods gamble to professional men to establish their businesses here. The first lawyer to take a chance was Elias Burnham in 1833 and he was followed by Shuter Smith of Port Hope and Stafford Kirkpatrick.

Early Boundary

Dr. Thomas Poole who faithfully compiled the most detailed history of Peterborough in the early day describes the downtown section of the hamlet as follows:

"Except for the section bounded by Water, Hunter, Aylmer and King Streets, there was nothing but bush and within these limits buildings were few and insignificant. Park lots were worth £15 and the only two decent houses were a general store and a tavern."

Although Dr. Poole says that lots were only worth £15 it was noted on a deed of land transfer between William Stephenson and Andrew Jeffrey, dated 1836, that the transaction was made for a consideration of £150. This would indicate that a parcel of land at that time included a dwelling as well. If this surmise is correct, it is the oldest building in Peterborough, and might well have been preserved and cherished as the only remaining landmark linked with the past. Wreckers and the march of progress have already shattered this dream.

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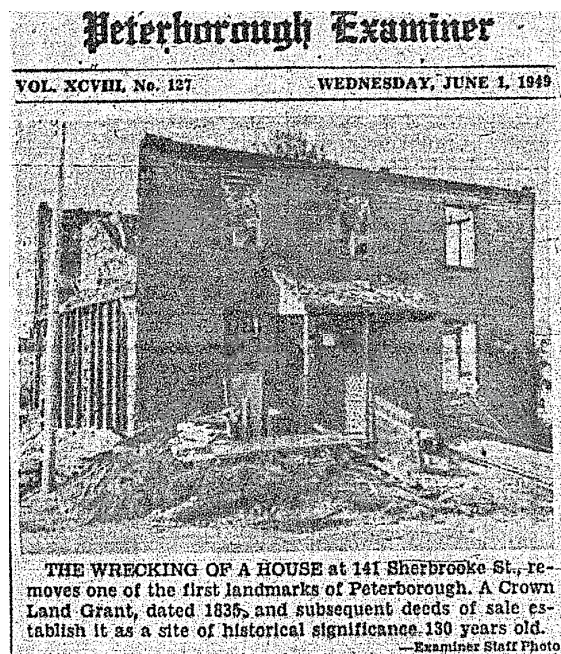
Comments by EHJ

In the street directory for 1865, of the names tied to this property only Sheriff James Hall and William F. Harper, manager of the Commercial Bank of Canada, at the corner of Hunter and Water.

Nick Nickles wrote many feature articles for the Examiner with history themes; he was a Burnham descendant.

In 1869, the assessment roll shows four occupants on east George, south 1 and 2 [between George and Water]:

O'Dette, M	laborer
Yerrah, D	laborer
Leplante, Toussaint	laborer
Miller, William	blacksmith
Lundy, William	merchant



In 1874, the freeholders were Edward Tobin, lot 1 and William Dixon lot 2. There were three tenants on lot 1: Francis Corby; Zebb Jarvis; and Edward B. Recibeau?.

In 1888, Philemon Beauregard was resident at 141 Sherbrooke; this was the first directory using street addresses.

Through all these early years, the house at 141 Sherbrooke was home to laborers.

In 1937, Enos Neyette, a baker, was living at 139 Sherbrooke and Mrs Isabel Rex (widow of Charles) at 141 Sherbrooke.

Nickels' long quote from Poole can be found on p. 26. Actually, Nickels is paraphrasing a letter from a correspondent B. describing the town in 1833. This correspondent may be Barnabas Bletcher who was on the expedition with Adam Scott in 1819. By the way, Peterborough was a town; never a village or a hamlet.

Adam Scott's house was older and stood past this date. Bob Dunford, in his study of Adam Scott, notes that Dr. Hutchison lived in Scott's former house around 1830. (p. 125) In 1937, the house numbered 297 or 305 Water Street was still standing. Blacksmith E. J. Cadd at the former, and Robert L. Ralston at the latter.

The Late J. F. Morrison

Canadian General Electric Peterborough Works News, v. 1 no. 3, 19 February 1943

The Quarter Century Club has lost one of its members, in the passing of Mr. Joseph Franklin Morrison. Joseph Morrison was born in South Monaghan Township in 1857 and was educated at Bensfort School and the old Peterborough Collegiate Institute [on Murray Street]. He went to work, first with the Crossen Works in Cobourg, and from there he went to Montreal, with the Royal Electric Company, which was later absorbed by the Canadian General Electric.

In 1893, he came to the Peterborough Works, to work in the Machine Shop and was promoted to foreman of the Armature Assembly Department in 1918. He was a very thorough and capable workman and keenly interested in any job at hand. He pioneered the art of Brazing, and of both Acetylene and Electric welding, in Peterborough Works, giving them an intensive study. Through always being willing to help along his fellow workmen and having the faculty of being able to impart his knowledge to others, he made and retained the friendship of all with whom he came in contact.

Mr. Morrison retired on pension from the Company in 1931. His many interests in life have kept him active to within the last month. Always an ardent church worker, he was senior elder of Knox United Church and taught a Young Men's Bible Class for many years. Being a lover of nature he spent much of his time during his retirement in his garden among his flowers, and throughout the countryside enjoying the beauties of Nature.

Joe Morrison was the type of citizen any community can ill afford to lose. He will be greatly missed. To Mrs. Morrison and family, we extend our deepest sympathy.

Ed.: With the assistance of Ancestry, we found additional information about Joseph F. Morrison and his family.

1921 census, 1 June 1921, aged 63, living at 270 Reid Street. Presbyterian. Foreman. Factory B. annual income \$1400. Owned the house which was described as a single house, brick, with six rooms. The house was on the east side of Reid midway between Sherbrooke and King.

In 1911 census, they were living at same location; he worked at CGE with farm motors [?]. He was employed for 52 weeks, 60 hours a week, had \$2,000 life insurance; earned \$900 annually. Other members of the family, Annie Morrison, 53; J. Edwin Morrison, 17; John W. Morrison, 16; R. Gordon Morrison, 12; and Mary Helen Morrison, 11.

1901 census, he was a lodger in Montreal, Saint-Antoine ward, at the residence of Jane McCaul, 70 [his future mother-in-law]. He was Presbyterian; electrician.

1891 census. Joseph F. Morrison was a bachelor, aged 33, living in South Monaghan with his parents David, aged 67 and Mary Ann, aged 63 and with two siblings, Alice C. Morrison, aged 34; and William Morrison 23.

1861 census: The household of David Morrison, farmer, aged 35, born in Ireland, consisted of wife Mary Ann, 34; eight children aged 12 to 2 (of which Joseph was seventh and aged 4); the widowed mother, Sarah Morrison, 78. They lived in a one-storey stone house.

His marriage record with Stanley Presbyterian, Montreal, read: "Joseph Franklin Morrison, Electrician, of the city of Montreal, a bachelor and Annie McCaul, eldest daughter of the Rev. James McCaul of the city of Toronto ... a spinster, both being of the full age of twenty-one years. Upon authority of License, were united in marriage by me on this the twenty-sixth day of June in the year of our Lord one thousand nine hundred and one. F. M. Dewey" Signed by the bride and groom and the witnesses, J. A. Morrison and James McCaul.

Death certificate: Birth 20 April 1857; death 3 February 1943; his parents were David and Mary Anne Morrison; his spouse was a McCaul. Died in Peterborough, certificate no. 031343.

Marriage certificate, 1 February 1933, for their daughter Mary Helen Letitia Morrison. She was a nurse, 23, United Church, living at 209 Dalhousie. She married Clarence Jack Maniece, merchant, 20, who lived at 253 Mark Street; both in Peterborough. The groom's parents were Thomas Maniece and Jenine (Jennie) Lipsett. The groom's parents had a grocery store at 99 Hunter Street East, in the Ashburnham Hall.

New Dominion Store

This is another terrific find (Examiner, 12 October 1949) shared by Robert Clarke. Readers will enjoy his great website devoted to Peterborough, its movie theatres and its theatregoers. <https://www.peterboroughmoviehistory.com/>

This was part of the promotion of the new Dominion store which opened at George and Sherbrooke just after Thanksgiving, October 1949. The Peter Hamilton Agricultural Works had occupied the whole block between Sherbrooke and King, and George and Water, as well as part of the west side of the block.

It is interesting to see the details about the size of the store, at 13,200 square feet. Stores kept getting larger.

It is hard to imagine that all these people could get into the store! This is a very helpful account that includes details that the curious could wish to know.

22 THE PETERBOROUGH EXAMINER

NEW MASTER MARKET OPENS ON THURSDAY

New George St. Market 13,200 Sq. Feet Floor Space

Dominion Stores have completed another community project in Peterborough. The new market will be a complete, convenient and economical food terminal for consumers. Located at George and Sherbrooke streets, the store will open tomorrow for business. Tonight, at the same location, "open house" will be held to celebrate the event.

The fine new store with its airy, welcoming front was built by W. H. Mortlock, general contractor, from plans drawn by Hiddle and Connor, architects. The development and completion of this new food market brings Dominion's total in Ontario to 156.

With about 12,000 square feet of parking space capable of handling more than 500 cars daily, and 13,200 square feet of floor space facilitated by modern equipment and electrically-driven service escalators, combined with experienced and courteous staff, Dominion's new master market will be a valuable asset to the domestic life of the city.

Mayor Max J. Swanson has been invited, with the city council, to attend the "open house" at which many officials of business and industry will meet informally with consumer-clients.

Commenced in April on a site formerly owned by Peter Hamilton, the completed market building will be opened under the management of Roger Hollinger, who has years of experience in selling food. The three main departments—grocery, meat and produce—will be under the respective management of W. J. McIntyre, D. Stirling and C. Weaver.

New Modern Equipment

The store is fully equipped with refrigerated storage rooms for meat, provisions and fresh fruits and vegetables. There are six check-out desks equipped with modern electric cash registers. There is an electric coffee mill, meat saw, meat chopper, meat slicer, five electric refrigeration machines and a loudspeaker system.

The fruit and vegetable display counters measure 62 feet, and the layout of the main floor provides ample shopping space for customers.

Equipped with automatic steam heating, the building has a mechanical ventilating system of changing air every 15 minutes in the basement with electric ventilating fans on the main floor.

Stores of this type have recently been opened in Windsor, Sarnia, London, Brantford, Toronto, Montreal, Ottawa, Kingston, St. Thomas, and Ottawa.

Alliance Church To Open Sunday

The new Park St. Alliance Church at Park and Dublin Sts. will be dedicated at an opening service Sunday at 1:30 p.m. Special speaker will be the Rev. Nathan Bailey of Toronto, District Superintendent of the Christian and Missionary Alliance. Visiting ministers will be assisting and the pastor, the Rev. Ralph Hobson will preside. During the service at St. John, N.B., and outstanding baritone, will be guest soloist.

Other opening-day services will be conducted at 11 a.m. and 7 p.m. The pastor will speak at the evening service.

Anniversary Held At Alderville Church

ROSENHEATH, Oct. 12 (ENS).—Do something constructive to help some one else" was the challenge thrown out by Mr. Fred Graham, Y.M.C.A. superintendent of Toronto as guest speaker at the Anniversary Services at Alderville United Church on Sunday afternoon. Mr. H. Lander, Cold Springs, was in charge of the service assisted by Rev. J. N. Lovelace. Mrs. Mrs. Norman Mardon was in charge of the music and the choir rendered two anthems, "Gone With the Wind" and "Hallelujah, Praise Jehovah."

During the service two babies were baptized: Virginia Janet, infant daughter of Mr. and Mrs. Gerald Gray and Robert Kenneth, infant son of Mr. and Mrs. Preston Gray.



STANDING IN A CONVENIENT SHOPPING LOCATION at George and Sherbrooke streets, the new Dominion Store shown above. The great, cream-yellow front, with its bright red company name, was the last part of a construction job which began last April. This modern food market has 13,200 square feet of floor space, modern serving and shopping conveniences and a staff of 32 people, most of whom reside in Peterborough.

Art Parker

In the early 1970s, an architecture student from Calgary commented that Peterborough had picturesque surroundings and some interesting points of interest: "I was deeply moved at the architectural splendour of Trent University and also the unique and creative stonework displayed in the fountain of Cangeco on Monaghan Road." The *Lakefield News* heard that the fountain was created by Art Parker, the Fire Chief at CGE. However, Art said the fountain was the work of his son Ralph, "also an accomplished stone mason." Art's father, Henry Parker, had been a noted stone mason. Art had recently done the stone work of his home on Western Avenue, and had done other projects over the years. Besides Art, the family stone masons included two uncles, two brothers, and four sons. One son, Jeff, had recently built a memorial cairn to Dr. Langley at Langley Park. Ralph, a recent Fleming graduate had gone to Banff, Alberta to build a stone front on an area church.

Art Parker was a personal friend, and I had admired the stonework on his house. If I remember correctly, his father was the creator of the huge stone fireplace in the Buckhorn Lodge. An amazing family.

Queries

Phillips / McCracken

A recent inquiry from Doug Phillips of Calgary, Alberta, originally from Winnipeg, Manitoba, began as follows:

My grandmother, Matilda McCracken met and married my grandfather Robert Phillips in Marmora, Ontario in 1910. There is a McCracken's Landing near Marmora. Do you know the history of the McCracken's Landing as to how it got its name? Any connection to my family?



Mr. Phillips' grandfather, Robert Phillips, emigrated

from Draperstown, Londonderry, Northern Ireland to Quebec City, Canada on 10 July 1909. He went to live with his uncle William Phillips in Malone, Ontario, and met Matilda McCracken in Marmora. They married on May 28, 1910 in Madoc. He was 25 and she was 36 at the time. The grandchildren were never told how they met, and they were curious as to why their grandfather would marry a much older woman so quickly after immigrating to Canada. In fact, his immediate family did not talk about the family or the past – ever. Mr. Phillips told Associate Archivist Heather Aiton Landry, “All my grandfather would say to me is “What does it matter, we left”. I now think he was bitter about leaving his family in Ireland. He never went back.”

Mr. Phillips' father, Robert Edward (Ed) Phillips, was born in Toronto in 1911 and the family moved to Winnipeg shortly thereafter. Ed's two brothers, William James Herbert (Herb) Phillips and Joseph Gordon (Gord) Phillips, were born in Winnipeg in 1913 and 1917 respectively.

Carol Sucee, TVA's librarian, volunteered to seek a connection between these McCrackens and the McCrackens of McCracken's Landing. She found it difficult to confirm or deny due to a lack of information about Matilda's father, Robert McCracken, who was born about 1845 in Knocknakielt, near Maghera, County Derry, Northern Ireland. He emigrated in May 1896 aboard the passenger ship “Laurentian”, and died on March 1st, 1908. He is buried in Marmora Protestant Cemetery.

The McCrackens of McCracken's Landing came to the area in 1832, but this Robert McCracken did not immigrate until 1896. However, since both are from County Derry, Ireland and were in the Marmora area, it is possible they are related somewhere along the line.

The McCrackens of McCrackens Landing were featured in the *Heritage Gazette* for May 2012, in articles by Dennis Carter-Edwards and Richard Choate, a journalist with a flair for history.

Mr. Phillips also made inquiries on his end. A relative, Desmond Graham Black in Lurgan, County Armagh, Ireland, has done extensive research on the McCracken, Graham, Black and Phillips connections. Any connection between the McCrackens of McCracken's Landing and Robert McCracken eluded him as well. However, he did mention one Henry Joy McCracken, leader of the

United Irishmen in the Irish Rebellion of 1798. He was hanged in Corn Market, Belfast that same year. The Joy in his name is from his mother who was from the Joy family,

Huguenots from France.

Along with his inquiry, Mr. Phillips sent us a copy of his McCracken history, put together by Ralph Phillips of Ottawa, as well as this wedding photo of Robert Phillips and Matilda McCracken. Also present in the photo are the witnesses, Robert's cousins Samuel Phillips and Carrie Morrison. Samuel Phillips is the father of Ralph Phillips in Ottawa who put our Phillips family history together. Also included in his inquiry was a picture of the McCracken grave marker for Matilda's sister Annie (b. 1881) and brothers James (b. 1876) and William (b. 1884) located in the Park Lawn Cemetery in Toronto.

We hope that someone in our readership can help us to sort out the relationship between these two branches of McCrackens, if indeed one exists.

The following photo postcard of McCracken's Landing is from TVA's Electric City Collection.



Henrietta Taylor

In the past you have asked me to update you on my research on my great grandfather W. H. Hill and my great grandfather Dr. William Hamilton Taylor. I have been able to do quite a bit especially on Dr. Taylor. I aim to write about them but I still need to do more research.

Here are some very brief notes.

William Henry Hill (1852-1927) came to the Peterborough area as a schoolteacher and taught in a schoolhouse on the southeast corner of present day Brealey Drive and Sherbrooke St. as well as in Bridgenorth I believe. After that he somehow got into the insurance business and served on the Board of Education.

Dr Taylor (1834-1891) was a graduate of the Medical School at McGill in 1858 and the next year became a Licentiate of the Royal College of Surgeons in Edinburgh.

He returned to Montreal and at one stage worked as head surgeon at the Montréal General Hospital. He came to Peterborough in 1869 when he took over the business of J.W. Gilmour to work as a Druggist and Chemist. (Northeast corner of George and Hunter I believe) Hugh S Macdonald joined him as a partner at some stage. He retired to a house on Lundy's Lane in Niagara Falls in 1889 where his wife was from.

One of Dr. Taylor's daughters who was born and grew up in Peterborough, Henrietta Taylor (1872-1930), was quite artistic. I am about to donate some of her wood carving works and a painting to the Peterborough Museum.

I know little about her and have no photographs but would like to do some research on her. She probably attended Miss Veal's school in Peterborough as did her older sister (my great grandmother). The family attended St Paul's Presbyterian Church (hopefully the old records were not destroyed!). W H Hill donated an echo organ to the church in memory of his son Harold who was killed at Vimy Ridge. It was somehow attached to the new organ in

the church. I assume that neither organ nor echo organ was saved.

If you have any ideas on where I might look for information in the Trent Valley Archives, I would appreciate it.

Ian Fleming

Good to hear from you, and see that you have been creative in these strange times.

What is the painting that you have by Henrietta Taylor?

You are right about the location of the drug store; it was in the building now dubbed the Uptown Silk Building. A picture taken from the roof of that building was one of the items in the jar that was placed in the

cornerstone of the new gaol in 1865. The building shows up in various street pictures but I don't think it was the subject of separate photos. We have pictures of the Gilmour house on Park Street taken around 1900. It looks as if Dr Taylor was in partnership before the 1888 directory, and in that directory he is shown living at 22 Sheridan Street, which would be good walking distance to the store; only two blocks.

We have some materials related to the Hill, Weddell and Hills insurance company. I did not know he had earlier been a teacher.

The usual church records of St. Paul's are, I believe, at the Presbyterian archives at Knox College in Toronto.

Keep going! you have already made good progress.

Best wishes
Elwood

DeLaPlante Family

Hello my name is Dan deLaPlante.

My Uncle and I, Richard deLaPlante have been trying to research our family's history. I came across your article because it had a lot of the same names of my ancestors. Noe deLaPlante notably. I just want to extend a thank you for all the research that you did. My dad's dad, Noel deLaPlante was an only child. He abandoned his five kids and Hamilton and move to the United States after he sold all the jewellery and all the land owned by my family as The Story Goes. I also heard the family gave away a lot of land during the Great Depression because it was cheaper than paying all the property tax.

Thank you so much for your hard work.

I'm wondering where you heard about the story of getting into fist fights when we first got here? And also how it came to be that our family was friends with Sir Wilfrid Laurier.

Reply, Elwood Jones

Thanks very much.

You would be interested in my article on the French-Canadian presence in Peterborough which was published in the Trent Valley Archives publication *Finding Champlain's Dream*; copies are available from Trent Valley Archives for \$20. I did a later article on the French community which appeared in Heritage Gazette of the Trent Valley, and I also wrote about the murder case, which I dubbed Murder on Rue George.

I was called to help preserve boulevard steps which were in front of the LaPlante home on Lock and Romaine. The steps have been preserved, but were moved on to the lawn and actually placed backwards. The links with Laurier are several. The early settlers to Peterborough came from an area very close to Laurier's home. As well, after 1885, the French-Canadian vote went with Laurier. I was able to document one time when Laurier had a meal at LaPlantes before going to the party rally. The most useful sources for me were the early assessment roll for 1869 which I transcribed for Trent Valley Archives and the 1888 directory for Peterborough. The censuses for 1871, 1881 and 1891 are terrific because they accept French Canadian as an origin. Newspapers are helpful, as are land records. One anecdote with Noe LaPlante was used in my history of the Peterborough Golf and Country Club.

What happened to this sizeable community was one of the research questions for my examination of the French-Canadians. The major impetus for removing was the lure of the timber trade in Michigan even by the 1890s. However, I also discovered that many descendants of the community still remain in this area.

I did not know the story of your grand-dad However it is not a complete surprise. The influence of the founding generation lasted through three generations, and on the whole that is pretty good.

Hope this is helpful.

Newcastle District Magistrates 1834

Upper Canada Sundries, 1834

September 15. Recommendations for magistrates in the Newcastle District:

Alexander Shairp, John Melson, Joseph Hunter, George McDougall, William Clay, James McLaren, James Momson, Edward Hickson, H. Duffield, John R. Benson, Timothy Donoghue, Dr. John S. Roddy, Thomas Murphy, George Cunningham, James Ferguson, Edward Wilson, Dr. William L. Martin, John Hutchison J. P., Ephraim Sanford, John Hall J. P., George Hall, Robert T. C. Taylor, Elias Jones, Richard Lovekin, Alexander Fletcher, Joel Merriman, Richard Hare, Zaccheus Burnham, John David Smith, Robert C. Wilkins, James Young, Charles Fothergill, John Platt, Robert Henry, Walter Boswell, Francis Spilsbury, Samuel Street Wilmot, Archibald McDonald, John Fraser, Charles Rubidge, James G. Bethune, Benjamin Cumming, John Taylor, John Hutchison, Sheldon Hawley, John Covert, John Williams, William Sowden, David Smart, William Falkner, John Brown, William Shaw, Joseph A. Keeler, John Lester, Thomas A. Stewart, Robert Reid, Robert Fairbairn, John Burk, William Warren, Patrick McGuire, John Huston, Eliakim Barnum, James Rogers, Francis Connin, Richard Bullock, James Lyons, Adam Henry Myers, Thomas Car, Thomas Walker, John Steel, Richard Birdsall, Alexander McDonell, John Hall, John Burnham, George C. Bird, Alexander Shairp, Robert Brown, John Sogie, John Thomson, George Hughes, James B. Ferguson, Robert Hamilton, Edward Duffy, J. Duncan Moody, Walter Crawford, James Thompson, Robert Jameson, Alexander McAndrews, John Darcus, George A. Hill, Robert Madge, William Smart, David Campbell, Francis Shea, John Tice, John B. Crowe, William Robertson, John Crease Boswell, George Ham, Ebenezer Perry, Robert P. Butcher, Charles G. Buller, Thomas Reed, Benjamin Ewing, William Bullock, Isaac Proctor, William Robertson, Walter Crawford, James Rowe, Benjamin Throop, Mark Burnham, George Hughes, Joseph Graham, George Elliot, David Campbell, Richard Wright Marmion, Henry Ewing, David Thompson, David Brodie, Cheeseman Moe, Francis Beattie, Thomas D. Sanford, David Cummings, Charles Low, Peter Hough, William Kingsmill, Charles Green, John Hay, William Hay, Robert Miller, William Robertson, Denis McAulay, John Knowlson, Christopher Knowlson, Thomas Need, Thomas A. Stewart, Henry Duffield, Sheriff Ruttan, John Logie, Thomas A. Sanford, Jackson Stevenson, Daniel Griffith, E. S. Hickson, Jackson Stephenson, Frederick Ferguson.

Pp. 79407-79419.

The Upper Canada Sundries is a terrific resource for pre-1840 history, as we can see by this example. The Upper Canada Sundries were a valued resource even when I worked at the Public Archives of Canada in the 1960s. At Trent Valley Archives there is an index to the papers. It is amazing what kind of government documents could survive through the various government transitions. EHJ

Zoom at Trent Valley Archives: Quaker Oats

Elwood H. Jones

This has been a year of many changes for all of us. One of our big changes, with the guidance of Rick Meridew, our past president, has been Zoom. We have used it for many of our committee meetings and consultations, and it was the way we handled our Annual General Meeting as well. One of the great benefits of this experimentation, many of our members from distant points were able to share some of our experiences.

Because of the difficulty presenting some of our best known events around the downtown and the Little Lake Pageant, we turned to Zoom presentations as a way to share some of the innovations or new collections at the Trent Valley Archives. Our first venture was a discussion of the Hunter Street Bridge which was being built 100 years ago; we are working with Cogeco and YourTV to present a documentary on that bridge to coincide with the August Civic holiday, which was scheduled to be the opening day of the new high-level concrete bridge that featured unusual engineering and architectural principles.

With that in mind, a small group that included both archivists, we planned a series of at least three Zoom presentations to highlight some of the recent additions to the holdings of Trent Valley Archives.

As we go to press, the plan is to follow the presentation on Quaker archival fonds at TVA with exciting discussions on women in history, and on gallery photographs.

American Cereal decided to move to Peterborough in 1901 and by 1904 had built a large building housing mills, warehouses, offices, various operations needed for the processing and packaging of cereals.

By 1906, it was officially Quaker Oats.

The Stuart family had been in the milling business for over half a century, from its origins in Ingersoll, Ontario. Parts of their millpond is still visible. [George Emery, HGTV, August 2018] The Stuarts, then based in Cedar Falls, Iowa, joined with other millers to create American Cereal in xxx.

Thanks to Ken Brown's meticulous research and fine article in HGTV [November 2016] we know the story of the extensive site at the heart of the city.

However, in the late 1980s Bruce Dyer and I were researching for Peterborough: The Electric City [1987] and were told that Quaker Oats had no archives and we were directed to the marketing people who had a couple of vintage advertisements. Naturally, we wondered how it was possible to write a credible history of Quaker Oats without archives.

1. Because of Quaker's central place in local history, aspects of its role could be gleaned from studies of the Hunter Street Bridge (especially because of the archives of the engineer (Frank Barber) and the architect (Claude Bragdon).

2. Also the history of the local streetcar service, 1904-1927, was tied to Quaker Oats; the

power came from the Quaker power house.

3. Quaker Oats provided a terrific boost to the local agricultural community where oats and other grains were produced; where surplus farm labour found employment; and as a market for Quaker products.

4. The Trent Canal was an attraction for Quaker locating here and staying here; water was the cheapest way to send goods and was a direct route to Chicago. As well, with the major railways based here it was easy to get supplies and ship products.



Quaker Oats is the longest running local industry.



In recent months, Trent Valley Archives has received significant donations of materials, some with a Quaker provenance, that cast significant light on the history of Quaker Oats and opens up new possibilities for serious research.

1. American Cereal Company / Quaker property ledger, 1901-1920 [Fonds 785] Clare E. Bates
2. Fire Accident account, 1916-1917 [Fonds 787] and other papers donated by Paul Jobe [Fonds 792]. This contains the files related to the medical expenses faced by survivors of the Quaker Oats fire.
3. Scott Baker fonds [Fonds 850] which touches on several aspects of Quaker history; the history of the Hunter Street Bridge; and engineering aspects of Quaker's mills, dam and power houses.
 - a. Legal and business records and invoices, 1901-1920
 - b. News coverage and published report on the fire, 1916-20.
 - c. Drawings and plans both for the first buildings and for the rebuilds that occurred in 1917-18.
 - d. Photographs
 - e. In house publications, including annual reports, runs of employee newsletters
 - f. Employment reports, 1915-16

Some of our earlier holdings related to Quaker now have a better context.

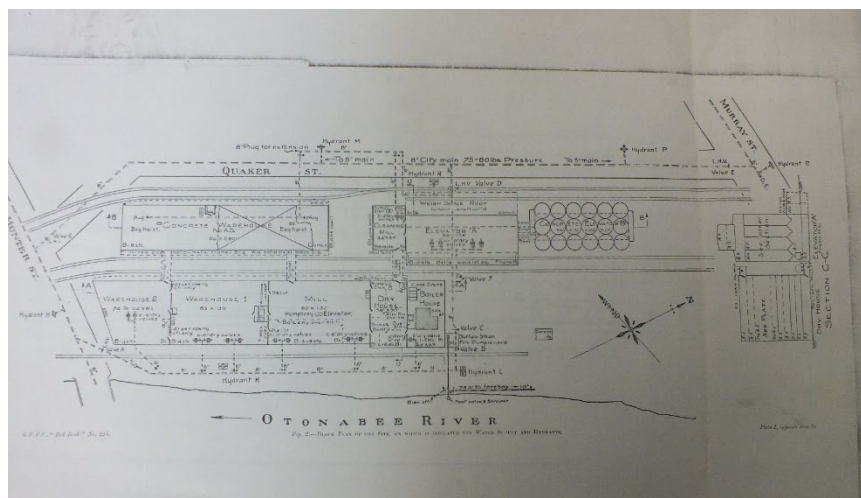
1. Jenkinson [F 14]
2. Carruthers [F16]
3. Various passing references in private papers, the Electric City collection, postcard collection

4. Examiner newspaper, and the special supplements [such as Peterborough Today] and the newspaper clippings kept by the Examiner library

Of course, we could wish for even more archival materials (correspondence, reports, maps, plans, ledgers, memoirs and oral histories.



The presentation included 38 illustrations drawn these collections which featured the very detailed property ledger; business documents; a study of water levels in the Kawarthas; a scrapbook documenting the early history of Quaker in Peterborough; photographs from all periods; architectural drawings, including perspectives, floor plans and detailed plans of the factory equipment; fire insurance plans; and details from the in-house



publications and annual reports. The Quaker collections were very closely linked with documents about the Hunter Street Bridge, and about the power houses which served the local streetcars and street lighting franchises.

For the first time, the archival resources can support the writing of the history of Quaker Oats through the twentieth century. The archives also allow us to reconsider some of the things we thought we knew.

Peterborough's Fine Bridge at Inverlea is a Beauty: ... One of the Handsomest Concrete Bridges in Ontario

Peterborough Daily Evening Review, 11 February 1911

The following article by T. A.S. Hay, city engineer of Peterborough, appears in the Contract Record for this month.



This bridge spans the River Otonabee in the line of Smith street, in the city of Peterborough, Ont., and replaces a wooden Howe truss bridge.

It consists of three arched spans of reinforced concrete, 100 feet centre to centre, or 94 feet clear, with abutments reaching well into the river banks, on both sides, and beyond the shore lines, making a total length of structure of 385 feet.

The arches were designed to sustain a maximum five load represented by a 15 ton road roller. The clear width between railings is 31 feet, sidewalk 5 feet wide on south side, a space of 10 feet wide for single track street car line on north side, and 46 feet roadway between. The entire line of the bridge makes an angle of 72 degrees with the channel of the river. The intrados of arch is a two centre curve or 3 feet 9 inches, 120 feet radii and a rise of 12 feet. The contrados is a segment of a circle of 170 feet radius. The arches have a radial thickness of 22 inches at crown to 48 inches at the point of lesser radius, 45 feet from crown.

The west abutment rests on a compact mass of boulders and heavy gravel. The two channel piers and east abutment rest on a heavy bed of limestone rock. The footing of abutments and wing walls are carried up to 5 feet below normal level of water and those of channel piers, to 5 feet. The width of footings on the wing walls is 5 feet 3 inches, of the abutments 12 feet, and of the piers 9 feet 8 inches.

The piers above footings are battered 1 in 8 to 6 feet wide at top, with belt course extending 3 inches; bull-

nosed ends protected with 5/16 inch plate iron. Owing to the depth of water (6 to 16 feet) and speed of current, unwatering for foundations was not attempted, but the beds for footings were cleared of all loose materials and to a satisfactory bottom. Cribbs of 10x10 inch close fitting timber lined with 1 in. vertical matched sheathing, were lowered into position, weighed down and filled with concrete, deposited through a tube in 6 in. layers well rammed in which stone from 6 to 10 pounds weight were embedded.

The footings have been brought up to proper level, permission was obtained to lower the water sufficiently to set the forms and build up to belt course. Owing to inconvenience to power plants by loss of head, this part of the work had to be carried on as quickly as possible, as the time allowed for low level of water was limited to 14 days. The concrete in footings consists of one part cement to seven parts gravel and sand, and generally in all parts above footings the composition is the same.

The false work of arches consisted of bents of 10x10 timber placed transversely with centre line of bridge and spaced 8 feet apart, centre to centre, with longitudinal stringers 4 feet apart on top, forming a deck level with spring line of arches. On this deck the centering was erected, consisting of laminated rings of 2 inch plank, bolted together with a section of 10x10 inches, supported on posts braced in both directions. On the rings was laid the lagging of 3 inch pine plank dressed and scribed to the radii of arches, all points being caulked. The concrete in arches consists of one part cement to six parts gravel and sand, built in voissior sections, full width of bridge, commencing at spring of arch and working towards position for splices in such members. Although it would be possible to splice two bars to be embedded in concrete so that the joint would be as strong as the bar, this is seldom done in practice. For this reason splices should be placed where the tension is least.

The severest loading of an arch of this type occurs when one half from centre to abutment or part is under full load while the other half is not loaded. Under the conditions the maximum tension occurs in the extrados at a distance of about one-third of the span from abutment (or pier) at the unloaded end. This therefore is a point where the longitudinal reinforcing bars in the extrados should not be spliced. Under a control load, tension may be produced in these bars in the intrados of the arch which is a point where no splicing should occur. In the design of this bridge the splices have been kept as far from these points as possible.

Owing to vibration caused by heavy moving loads and the variations in stresses under varying conditions of loading, the danger of reinforcing bars becoming loose in the concrete is provided against by the use of "Khan" trussed bars. These form a perfect anchorage, having the long shear prongs bent into the body of the arch and attached rigidly to the main tension members.

The total weight of reinforcing steel in bridge is 70 tons. The upper surfaces of arches were painted with asphalt paint laid hot. The total amount of concrete in structure is 2,754 cubic yards. The cement used was "Monarch" brand manufactured by the Lakefield Cement Company.

The contract prices were \$9.30 and \$11.22 per cubic yard for reinforced concrete in place, including forms, false work and removal of same. The centering was struck 60 days after last of concrete (below handrail) was laid. The gravel used in concrete was first grade clean gravel, with 35 per cent of coarse, sharp and hauled three-quarters of a mile, costing 75 cents per cubic yard delivered.

Gravel filling for roadway was carried up to sub-grade before the centering was struck. This will be topped with crushed stone next season. This gravel was procured from the corporation gravel pit and was of a coarser grade than that used for the concrete. Cost for loading, hauling and spreading was 36 cents per cubic yard, hauled three quarters of a mile.

Drainage for road is provided for by six-inch tile running from surface down through gravel filling and discharged vertically at each side of piers. The sidewalk has not been laid yet as it is intended to lay mains for water and gas, and ducts for wires beneath it next season. The bridge is lighted by eight lamps on cast iron posts set on the pediments, the wires for which are conveyed in galvanized iron ducts built into base of railing.

The actual time occupied in creation was ten months, which included the removal of old bridge. The total cost when completed will be \$35,000.

The bridge was designed by T. A. S. Hay, city engineer, and built by Messrs Conroy Bros., and the construction was superintended by Inspector W. J. Martin, all of Peterborough, Ont.

Inverlea Park

Elwood H. Jones



Inverlea Park, c. 1920 (Thanks to Gail Corbett)

Consultants looking for the site of a new north-end fire station to replace the one at Carnegie and Water have recommended three sites. One of these is what is described as the south-west corner of the vacant space at Dennistoun and Parkhill. The space is in fact part of the five acre Inverlea Park, one of the three parks established in the 1890s by the Nicholls Trust established by the 1891 will of Charlotte Nicholls.

The aim of the parks, Jackson Park, and the two parks joined by the Inverlea Bridge, was to provide lungs for the city. Peterborough was quite compact as the

demands of industry and commerce and homes for those employed there made space very precious. The best open spaces for sports after the 1880s were in Ashburnham, and the only parks, Central and Victoria, were not meant to be used for sports. The three new parks formed a band along Parkhill and were considered generous for the time. The parks were also maintained by the Nicholls Trust until 1962, when the City of Peterborough established a Parks Committee and undertook to maintain the three Nicholls Parks, the two downtown parks, and other parks that had been established or would be established as in the age of automobiles the city expanded outwards.

The uses of the parks changed over time, but Inverlea Park from the 1940s to the 1980s was home to one of the most popular swimming beaches, had lifeguards, swings, a recreation building which could be used in the rain. Inverlea was a place where young children and teens could safely spend the day.

It would be a betrayal, at least in a moral sense, for the city not to maintain what had been the promise of 1962.



Inverlea Park (TVA Electric City Collection)

However, more curious is that Parkhill is not an appropriate place for a north-end fire hall. On paper, Parkhill has the advantage of being one of only two streets (the other being Lansdowne) that stretch from the west end to the east end of the city.

When the Inverlea Bridge was rebuilt in 1999-2000, there was discussion of whether the bridge should be widened to accommodate four lanes. The consultants went back to the drawing board and concluded that two lanes would be sufficient if two conditions were met.

The first condition was that the lights along Parkhill would be synchronized between Armour and Park to ensure there were no bottlenecks.

The second condition was that a bridge would be built midway between Parkhill and the university, probably in the area of Marina on the west side.

Those two conditions have not been met. That stretch of Parkhill remains narrow; a pedestrian crossing with lights has been installed at the east end of the Inverlea bridge; the distance between George and Water is very short and the result is that there is not enough room to accommodate the traffic making a left turn from George Street on to Parkhill.

There are now plans for several residential

subdivisions along Armour Road which will bring more pressure to the Parkhill intersection.

One wonders how quickly fire trucks will be able to travel along congested roads too narrow to permit vehicles to move to the right.

Even before it was a park, Inverlea had a fascinating history. Inverlea was indelibly tied with the Dennistoun family, and from 1897 to 1911 it was the home of Historical Society of the City and County of Peterborough.

Robert Dennistoun (1815-1895) came from Dumbartonshire Scotland to Cameron Lake in Fenelon township in 1834. His neighbours included Langtons, Wallises and Boyds. He married Maxwell Hamilton, daughter of Major Hamilton, Christmas 1839.

He farmed for awhile, but then 1844 to 1849 he studied law under the Hon George Strange Boulton and then D. B. Read. He quickly had a large law practice from his office in the white building on the lawn of St. John's Church.

In 1857, fire spread to his law office and destroyed his customs papers, county papers and while the financial loss was significant, the loss of county archives was not captured in dollars.

He served as county judge from 1868-1886.



He built Inverlea in 1856 and lived there until 1888. The commodious house was built in a Victorian Gothic style.

His eldest son, James Frederick Dennistoun (1840-1886) was also a lawyer, called to the bar in 1861, and practiced in Lindsay until coming to Peterborough where he became a partner with his father and with E. H. D. Hall. James served on both the Board of Education and the Town Council, but was best-known as the owner of the Auburn Woollen Mills, across the river from Inverlea. He married Catherine Adele Kirkpatrick, who was a key player in the origins of the Peterborough Golf Club.

Robert Maxwell Dennistoun, the eldest son of James became a lawyer, admitted to the bar in Ontario 1888; Manitoba 1907; and Saskatchewan 1909. He was married to Mildred Beck, a daughter of the Rev. Canon J.W. R. Beck, long-time Rector of Peterborough and minister at St. John's Anglican Church.

The Dennistouns, along with the Haultains and Hamiltons, were lifelong golfers in Peterborough by 1869 to 1871. Robert Dennistoun's brother, Alexander, was the founder of the Royal Montreal Golf Club in 1873, but not

before coming to Peterborough to visit the judge.

However, the house at Inverlea, became the first home of the local history museum in 1897, and by 1911 the valuable collections were placed in the new Carnegie Library. In due course, and by various routes, the collections became part of the founding collection of the Peterborough Centennial Museum, now called the Peterborough Museum and Archives.

Inverlea is a storied place and should not be the site of a new north-end fire hall.



TRENT VALLEY ARCHIVES

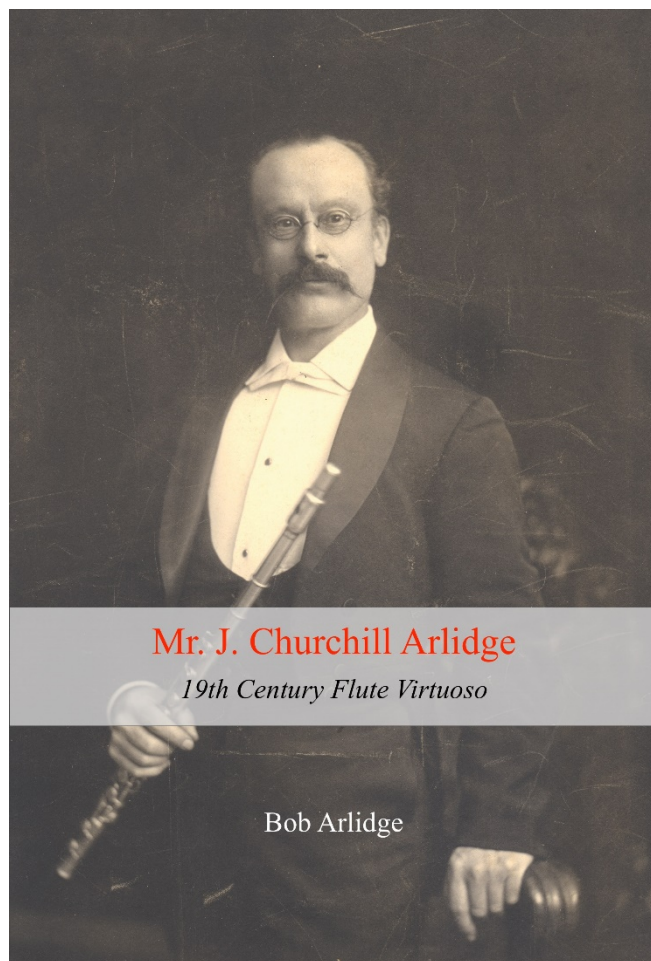
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Mr. J. Churchill Arlidge

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