

Simcoe County Pioneer and Historical Society.

PIONEER PAPERS--No. 1.

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BARRIE :

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WHEN making this selection from the various manuscripts in the possession of the Society, the Committee adopted for publication mostly those by authors who have passed away; and in the three cases thus adopted, portraits of the authors appear with the articles. For the rest, their aim was to make the subjects spread over as wide a territory as the materials at hand would permit them to do. The papers are taken from the proceedings of the Society, but it is not meant that this should be a rule or precedent to govern them in the issue of future publications.

THE PUBLICATION COMMITTEE.

JUSTICES OF THE PEACE.

COMPILED BY HIS HONOR, JUDGE ARDAGH.

Names of Justices on a Commission of the Peace for the County of Simcoe, in "Our Home District," dated First November, 1831. (The original spellings have been preserved.)

(Simcoe, 1831.)

Wm. Wooden, Thos. Cumersell Anderson, James M. Hamilton, Edward O. Bairn, John E. White, Edward Favel Davis, Makolm Ross, Arthur Carthew, Charles Stanley Monck, James Adam, Robert Oliver and William Petty (Betty) McVity.

Simcoe, 1835. (Special.)

Captain John Moberly, William Cayley, St. Andrew St. John, James Gardner, Thos. Workman, Charles Rankin, Michael McDonell and Charles McVittie, "all of the County of Simcoe, Esquires," to keep the Peace in and throughout our Home District.

The Commissions for 1833 and 1837 respectively are included amongst the Justices for the entire Home District. But owing to the fact that the addresses of those named are not given it is difficult to separate with precision the names of the Simcoe Justices.

The first Commission of the Peace for the new District was issued on the 18th of March, 1843. Sir Charles Bagot was then Governor-General, the Hon. Robt. Baldwin, Attorney-General, and the Hon. Samuel Bealey Harrison, Provincial Secretary. The last named was the author of "Harrison's Digest," (at which time he was an English Barrister), and subsequently Judge of the County of York.

This Commission contained only seven names; these were: James Robert Gowan (District Judge), James Adam, George Lount, Elmes Steele, John Moberly, James Dallas and Jacob Æmilus Irving (Warden of the new District).

On the 8th of July in the same year a new Commission issued, appointing as Justices of the Peace the following: James R. Gowan (Judge), Edward O'Brien, James Adam, George Lount, John Dawson, Elmes Steele, John Thompson, Frederick Stephens, John Moberly, Edmund Lally, James Wickens, Sr., James Wilson, Gerald Alley, Jacob Æ. Irving, Andrew M. J. Durnford, Frederick Dallas, Charles Thompson, Adam Goodfellow, Wm. Charles Hume, John Austin, Patrick Patton, Wellesley Richey, William Martin, Matthew Coates, William Campaigne, James Darling, Alex. Lewis, James Speers, Benjamin Ross, Thos. West, Hugh Gilmour, John Robinson, John Craig, Richard Drury, Andrew Moffatt, William Armson, John Carswell, Thomas Keenan, Wm. McLaughlin (Michael was intended), Edwin Slee, Peter White, Chas. Partridge, David Soles, John Garbutt, John Stewart, Michael Ryan, Donald Cameron, Joseph Hodgson, James Scott, Benjamin Hawke, Gustavus Hamilton, Benj. West, Andrew Cunningham, Wm. Thorpe, James Johnson and Wm. Stephenson,—56 in all.

Of these we do not know that any survive but the first named, the present Sir James R. Gowan.

A FEW NOTES ON THE TOWNSHIP OF SUNNIDALE
AS I FOUND IT FIFTY YEARS AGO, AND MY
JOURNEY TO IT.

(Written in 1897.)

By George Sneath, Esq.

At that time it was uncertain how the Township came by its name. It was an inappropriate name, for the Township was so thickly wooded and the foliage so dense that it was impossible for the sun to penetrate through and make Sunny dales.

There is a legend in connection with the naming of the Township: A short time before it was surveyed, (1831-2) a party of surveyors and sportsmen left Toronto early in October to explore and hunt over the tract of Country lying between Lake Simcoe and the Nottawasaga Bay. Arriving at the little Village of Barrie they took up quarters at the King's Arms, a small log hotel kept by the late John Bingham, and stayed there for a day or two laying in a stock of provisions and making arrangements for an extended stay in that hitherto unexplored tract of Country.

Starting on their expedition, they had not long left Barrie until they found themselves in the solitude of the bush and in a sportsman's paradise. On the second morning after leaving Barrie, they considered it necessary that one of their number should return to that village and get assistance to take away the game they had killed, as wolves were numerous and following in their tracks and destroying it.

A young gentleman lately from England, a visitor at Government House, who had joined the party at Toronto, volunteered to return to Barrie and get the required assistance. He did not expect to find any difficulty in retracing his way back to the village. He was cautioned by his friends not to lose sight of the trees they had blazed as they went along. He expected to make Barrie easily before night, but he had not travelled long before he lost sight of the blazed trees. He tried in every direction to find them again but failed. He was lost in the bush and became bewildered, travelling at his greatest speed, he knew not whither, until night closed on him. Tired and hungry, he laid himself down; but he dared not sleep for fear of wild animals. His

thoughts carried him far away to loving friends, a dear mother, and one dearer still, if that could be, whom he would never see again, for there was no chance of him finding his way out; his flesh would be eaten by wild animals and his bones would lie and bleach in this dreadful wilderness. Welcome daylight came at last after the longest night he had ever spent, and with it renewed hopes that he might still find his way out. He commenced again his weary tramp but in what direction he knew not, as unfortunately the sky was clouded over, obscuring the sun and he carried no compass. He travelled on and on through the ever-bewildering and unchanging woods until night overtook him again, despondent and worn out with fatigue and hunger. Not caring now what happened him, he lay down and slept until daylight. When he opened his eyes what met his view? Could it be real or was he dreaming? A beautiful young girl, a squaw, was standing over him viewing him in amazement. After silently viewing each other in wonder for some time, he spoke to her but she did not understand him; neither did he understand what she said. He tried to make her understand that he was lost and dying of hunger. She made signs to him to follow her. She led him to an Indian Village not far away where he was made welcome and his wants attended to.

He was the guest of the Indians until he regained his strength again and was a general favorite with the tribe. The young squaw who found him was the daughter of the chief. She became very friendly with him and gave him to understand that she would like to become more than a friend to him.

He begged the Indians to guide him to where he could find his friends. But they were loath to part with him. They offered that if he would only stay with them he should have the beautiful young squaw, the chief's daughter, for his wife and should eventually be made the chief of the tribe. He told them that could not be for he had already plighted his troth to a beautiful white squaw far away over the big waters and he must go and redeem his pledge. They finally agreed on the promise of big pay to take him in a canoe to Penetanguishene. He pacified the young squaw for her loss of him by placing on her finger a valuable gold ring which he himself had worn.

Arriving at Penetanguishene he lost no time in making his way to Barrie and from there to Toronto to ease the minds of his friends as news had been sent to them that he was lost in the bush. His friends received him with open arms. The lost one was found.

In describing to his friends the Indian village where he had

been so well received and entertained, he told them "that it was beautifully situated in a sunny dale close to a big river and in sight of the lake." The Governor answered that that solved a question which had been bothering him. A Township was about to be surveyed there and he had been requested to give it a name. He had been at a loss to know what to call it; now that was settled; it would be called Sunnidale, after the sunny dale of the Indian village which would likely prove to be within the boundaries of the new Township.

Half a century ago I became acquainted with Sunnidale and its people—25 families all told. My first journey to it I made on foot from Barrie, 26 miles. In travelling I had only Hobson's choice, for there were no railroads and no stage coaches; there were no horses to be hired, and unfortunately I did not own one.

I left Barrie, then only a small village, on a fine June morning (1847?) with a determination to reach the end of my journey in a few hours. I prided myself on my locomotive ability, but I had no idea of the kind of road I had to travel over. The road had been opened out some years previously by Government from Barrie to the Nottawasaga Bay and called "The Sunnidale Road." A large part of the road was over swamps which had been crosswayed with logs and was anything but easy and safe to travel over.

Six miles on my way I reached Root's Tavern, then "Upper Settlement," Vespra, now "Grenfell," and was pleased with the opportunity of getting a rest and having a chat with the genial landlord, Dudley Root, who told me some very big wolf and bear stories, and wondered at my temerity in travelling alone through such a country and not even carrying a gun. "You may just as likely as not come across wolves and bears and then where will you be?" said he.

I left the tavern, I must own, a little faint-hearted, from what I had heard, and proceeded on my way. It was mosquito time too and this road had the reputation of being infested with myriads of the largest and most blood-thirsty mosquitos in the country, and I found there was no exaggeration. After fifty years I have a most vivid recollection of that journey and of those mosquitos which accompanied me.

After leaving Root's, I travelled some twelve miles, all woods, without meeting a single person, and not a little afraid that I might encounter wolves and bears, which I did not, but I had to fight the mosquitos for all I was worth, until I reached "Old Rachel's Tavern" on the outskirts of Sunnidale, tired and hungry. Rachel McNeill and her husband Alex. kept the tav-

ern at Brentwood of the present day, at least she did and Alex. was her man to be ordered around. The surroundings forbade me resting long or eating at all. Rachel was a good old soul and many a weary traveller, not so fastidious as myself, was helped on his way, rested and refreshed by her.

A few miles farther on my way I reached Conners' Tavern and a swarm of mosquitos along with me. The landlady forbade me the house with my company and would not allow her door to be opened. She called to me to run as fast as I could for a piece, dodge into the bush, then run for the house. I did so and left my tormenters bewildered in the bush.

After rest and refreshment, I took the road again. I was here passed by Judge (afterward Senator) Gowan and the late John McWatt of Barrie on their way to Nottawasaga on horseback. I had hard feelings against fate. What sins had I committed? or what better were they than me? that they could ride and I had to walk. However I consoled myself with the thought that in walking over the dangerous road I was not running the risk of getting my neck broken.

In a dismal swamp by the road side I saw a number of log huts which had the appearance of having been occupied and deserted. On enquiry, I learned that the Government some years previously had chosen this beautiful swamp in which to found a Highland Scotch Village and had generously granted five acres of this swamp to each family of emigrants and provided them with huts to live in and provisions for the winter. When Spring came the emigrants left in a body for the 8th line of Nottawasaga and there founded a prosperous settlement at the present Village of Duntroon.

On pursuing my journey from Conners' I found I was getting, if not into civilization, at any rate, out of solitude.

Nearly opposite Conners' stood a small log shanty occupied by a Mr. Fisher, an old man, formerly a book publisher of Pater-noster row, London, England, his wife and grandson. How the gentleman and his wife, a delicate lady, could think of leaving society, comfort and luxury to come to such an out of the way place in the bush to suffer hardships and privations is past comprehension. Mr. Fisher brought with him from London, a quantity of his publications, chiefly novels; failing to sell, he distributed them among the settlers, with whom some of them can be still seen. The hardships of bush life were too much for the old gentleman and lady; they endured them but for a short time. The grandson they brought out with them is now one of the most prosperous farmers of the Township.

My destination was the 'Corners' (Sunnidale Corners). On my way I passed a few scattered clearings with surroundings which looked anything but inviting.

I met an old gentleman on the road who stopped me and kindly held out his hand to shake hands. After a number of enquiries about my business, etc., he said to me: "You are no Scotch?"

"No, but I am half Scotch."

"Your father will be a Scotchman."

"No, my father and mother are not Scotch."

"Then how can you be half Scotch?"

"Well you see my wife comes from the Highlands of Scotland which makes me more than half Scotch."

"Has she the gaelic?" was his next enquiry. I told him "no, she did not speak it, but she understood it pretty well as her father and mother spoke it." I then had to shake hands with him again. I afterwards found that being half Scotch gave me a welcome to all the Scotch families of the Settlement. At the post office, kept by Mr. Gillespie in his dwelling house, I learned that the Township was served with a weekly mail. The late John Hunter had the contract of carrying the mail from Barrie to Owen Sound, making one trip a week calling at all the post offices on the route between the two places. He was on the back of his old white charger from Monday morning until Saturday night. The postmaster informed me that once a week was quite often enough to get the mail; even then the mail bag often came empty. Letter postage was expensive and newspapers were almost out of the question. Seldom did outside news reach into this back settlement.

Most of the settlers had a few years previously emigrated from the Island of Islay, Scotland—left their occupation as fishermen and came to Sunnidale to settle on free grants of land from Government. Bringing little or no means with them and being unacquainted with clearing the bush and farming they made slow progress and suffered untold hardships.

From the "Corners" to the River there were a few good farms occupied by good farmers. At the River was a small farm and sawmill occupied and owned by the late George Cathey J.P. As well as being the only Justice of the Peace in the Township, Mr. Cathey held a Captain's Commission in the militia, and every man of proper age in the Township was enrolled in his Company. On a 24th of June I had the privilege of seeing the company muster for drill. Their appearance did not strike me as being very soldier-like. Some were in shirt sleeves, some in

smock frocks and others wore their coats. I pitied the commanding officer who had command of such an awkward-looking squad.

Capt. Cathey was a very popular and worthy man, ever ready to help the needy settlers, and was deserving of the honors he wore.

Two miles farther on, by a road running nearly parallel with the River, is the Nottawasaga Bay. Between it and the river once stood the town of Hythe. A most beautiful site for a town, on the banks of the River and within a short distance of the bay. Some of the ruins of the buildings were then still to be seen. The town had been laid out by Government and buildings erected for a military station. A company of the 30th infantry occupied the station for some time. When the barracks at Penetanguishene were ready for occupation the station was abandoned (1818).

When the first lines were run for the Northern Railroad (1836) it was generally expected that here would be the terminus, the harbor being the best; but for reasons well known, Collingwood carried the day.

There was one public building in the Township, at the 'Corners'—a shanty, built with logs and roofed with basswood troughs. It was used for a school house, for a place of worship, and for all other public purposes. It was furnished with seats, made of boards nailed to logs. They were made low to accommodate the children, and when adults used them their knees were nearly in a line with their chins. It had one desk—a board fixed under the one small window of the building, and a chimney built of sticks and mud in the end opposite the door.

There, in such primitive surroundings, the youth of the township were taught—under difficulties, not imagined now—the branches, at that time required to be taught in the public schools of the Country. And there in that miserable shanty, scarcely fit for a pig sty, every Sunday was preached the Gospel by a faithful Catechist to a devout people.

The religious services were Presbyterian. The sermon was first preached in English then immediately afterward in Gaelic. The Psalms were first entoned two lines at a time by the precentor, then in the same monotone sung by the congregation, but to what tune I could not make out. When I hear an English Church priest sing the service it brings vividly to my mind the precentor and the singing in the Sunnidale old log shanty. Once in a while an ordained clergyman from outside would come and administer the Sacrament and baptize the babies.



GEORGE SNEATH,
From a photograph in 1903,
(b. Sept. 30, 1819, d. July 13, 1907.)

The nearest store was at Barrie. The nearest grist mill, "Oliver's Mills," now Midhurst. If a doctor was required—which happily was seldom the case—from Barrie he had to come.

A non-resident had to represent the Township in the old District Council. The Councillors were paid neither fees nor expenses at that time. The settlers were too poor to lose time and go to Barrie for a week at their own expense. The late George Jackson, M.P. of Owen Sound, represented the Township at the Council for some years. After him a resident was persuaded to accept the position. He traveled on foot to and from Barrie, carried his grub with him and paid only for lodgings. He tired of it in one year. He came to the conclusion that he was paying very dear for all the honor he was getting.

Sunnidale as I knew it in that long ago does not now exist. It has gone almost out of recollection, so have the long-suffering but sturdy pioneers who hewed out in the wilderness homes for themselves and families. And in its place now stands a fine farming Township inhabited by a thrifty and prosperous population and dotted over with fine residences, churches and school houses.

RECOLLECTIONS OF MOSES HAYTER, THE FIRST JAILER OF SIMCOE COUNTY.

By Samuel Lount Soules.

In fulfilment of a promise I made you some time ago, I will write in regard to some events that are not generally known, which took place seventy years ago. It would not have taken me long providing I could have come across some of my old manuscripts treating of the subject; but I failed to light upon the right ones and had to do the best I could from memory. I have endeavored to write nothing but facts, without enlarging or putting on any varnish.

I shall begin with 1832, when the Township of Innisfil had but a very few settlers. A man by the name of Moses Hayter came from the city of London, Eng., to Canada. His occupation in London was that of a grocer in a small way; but being of a romantic turn of mind he came to the conclusion that he would strike out for Canada and see if he could better his fortune in some other way. So bidding his wife and two boys, Benjamin and Charles, goodbye, he set sail, and after a tedious voyage landed in New York, and from there he came to Toronto, and made enquiry at the Crown Lands Office where he could obtain a lot of Government land. He was advised to seek information from some of the oldest settlers who had taken up land in some of the recently surveyed townships in the County of Simcoe.

From Toronto he pushed on as far as the Holland Landing; and from there he came on as far as Myers' Corners, now the village of Stroud. Now at this time my father, David Soules, had settled upon lot 26 in the 14th concession of Innisfil, on the south shore of Kempenfeldt Bay, generally known as Big Bay Point, and had been there about ten years. At this time there was no road from there to Myers', only a very blind trail which was occasionally used to reach the Penetanguishene Road (which itself was scarcely fit to be called a road at the time). Myers advised Hayter to see Soules, who would advise him what was best for him to do, and the shortest way to reach Soules would be by this trail, seven miles through an unbroken forest where wolves and bears were very numerous. Now I make this statement to show the courage, perseverance, and determination of this new comer.

The whole journey from Toronto had been accomplished on foot, and now, not daunted by what Myers had told him of the probability of his getting lost in the woods and lying out all night, he boldly set out on this perilous jaunt and at dusk reached the desired destination. I shall never forget it, as I was lying in bed sick with the measles. The rash had broken on me that morning, all over my whole body, and I remember the fright it gave my mother when Hayter said it was smallpox, but he thought it was a light type and that I would soon recover. But my father maintained it was measles which soon proved to be the case.

Hayter gave an account of what he had passed through and what his business was. And in those days when there was but little communication with the outside world, we were pleased to meet with strangers, especially one like Hayter who was to us a full encyclopaedia, and one that was always ready to impart to others such information as was most enjoyed. My father told him there was a 200-acre lot joining his, that belonged to the Clergy Reserves. It was excellent land, and he had good reason to believe that it would soon be placed on the market for sale. And as preemption rights were then recognized, he would advise him to make application at once for the first right to purchase the lot. Hayter did so and received a favorable answer. He at once engaged a man to chop four acres. My father promised that they would make a bee and get it logged and burnt off as soon as possible, so that he could build a house on it, (lot 25, concession 13).

My father gave him the privilege of using in the meantime a good large room which he had recently erected in addition to the part we occupied, and his wife and family could live there as soon as they arrived, or until their own house was made ready for occupancy. All this was done in a very short time, and the four acres were put in fall wheat.

The family had now been here about seven months. Hayter's money, which was but little when he came, had all gone; and when he moved his family into his new house he had not one dollar left, and had been living on what my father had furnished him until he (my father) had reduced his own stock of provisions so that he could do no more. This was a serious dilemma, surrounded as he was by strangers in a strange land. I shall never forget the night Hayter and my father held a serious consultation as to what was best to do under such trying circumstances. My father at length suggested that Samuel Lount of Holland Landing should be approached, as it was a well known fact that he had, on several occasions, given aid to new settlers who had been placed in similar circumstances. Hayter looked quite surprised at such a suggestion, and made this reply:— "What

would citizens of London think if I should have the audacity to appeal to a man I never saw, an entire stranger, for aid, with nothing in sight whereby I could repay him. But as I can see no way out of these trying circumstances unless Providence comes to my aid through some unforeseen channel, I will venture to write a letter to Mr. Lount."

Now as nearly as I can remember, the letter was in these words:-

Mr. Samuel Lount,
Holland Landing.

Dear Sir:-

As I am a very recent settler from the City of London, and now occupy a lot of land adjoining your brother-in-law, David Soules, who has given all he can spare in the way of furnishing myself and family with the necessities of life, and as I am quite destitute of money to carry me through until my little crop, which I have succeeded in putting in the ground, comes off, by the advice of Mr. Soules I have ventured to ask you as a great favor to advance me one barrel of flour which by strict economy may be the means of prolonging our lives until I can raise enough to live on and pay you. Nothing but straitened circumstances impels me to approach you in this unusual manner. Hoping you will not be offended at my request and will grant my petition, I shall ever remember you in my prayers to the Author of all gifts. I am, yours sincerely,

MOSES HAYTER.

P. S. The flour could be sent by the steamboat.

About eight days after this letter had been sent, the steamer's whistle was heard just opposite our place, and a signal for a boat to be sent out. Hayter and his son Charles (as my father was not at home at the time) took our boat, pulled out and drew up alongside of the steamer. When Captain Laughton came forward he said, "There is some flour on board for Mr. Hayter." This was good news. Two bags were lowered down into the boat. Hayter, with tears of gratitude running down his cheeks, was in the act of pushing off when the captain sang out: "Hold on; more flour," and two more bags were let down, with a note tied to one of the bags. On reaching the shore, Hayter opened the note, which read as follows:-

"Mr. Hayter: I received your letter in which you very modestly ask me to advance you one barrel of flour. I fully realize your position and extend my deepest sympathy. Not thinking one barrel would carry you through until your crop comes

off, I concluded to send you two barrels. Pay me when convenient. The price I paid for the flour was £2, 10s. (or \$10 in present currency). Wishing you may pull through all right, I am, yours very sincerely,

SAMUEL LOUNT.

Holland Landing.

P. S. Should you chance to pass this way, call and see me.

"Such an act of kindness," said Hayter, afterward, "coming from a man I had never seen, caused me to break down, and I was only relieved by a flood of tears. This was the beginning of a lasting friendship. I frequently did call on him, and the more I became acquainted with him, the more I learned of his hospitality and generous heart."

And now I must hurry on to the tragic end. About this time there was much excitement throughout the country in regard to the manner in which the affairs of the country were conducted by the government then in power. It is not my intention to enter into details in regard to the maladministration and corruption of the government, which caused the Rebellion of 1837. I will only refer to Lord Durham's Report to the Imperial Government, where he says:—"I was much surprised, after close enquiry, that the colonists suffered such abuse as long as they did without an open rupture." But it came; and Samuel Lount, being a very popular man, (having been once elected as a member of the provincial parliament for Simcoe county), was chosen to take charge of all the insurgents that could be collected from the northern townships. It is well known how it ended; and a reward of several thousand dollars was offered for the capture of the leaders, Lount among the rest. At this time Hayter's eldest son, Benjamin, was in the post office in Toronto as a junior clerk at a small salary. Hayter had just received word that he had better come down to Toronto and take Benjamin home as he was failing very fast with consumption. Hayter started immediately, making for the city on foot. When within four miles of Toronto, he found a strong guard across the road, but his friend Lount gave him a pass. The next day the battle was fought, the insurgents defeated, and the large hotel belonging to Montgomery was laid in ashes. On his return, while passing the ruins, he picked up a burnt lock and put it in his pocket as a memento of the battle. This, in a very short time after, was the cause of much trouble and annoyance to him. Pushing on, he at last reached the recently hospitable home of Samuel Lount in Holland Landing. Here he found Mrs. Lount in great trouble and grief, not only on account of her husband, who was then fleeing for life with four thousand dollars reward for his capture, dead

or alive, but she had just received notice, from Col. Dewson, warning her to leave the house with her family, as it would be burned down that night over their heads if she did not take warning and fly for safety. Not knowing where to flee for refuge caused her great agony of mind.

Unexpectedly at this juncture Hayter put in an appearance leading his sick boy by the hand. After a short conference, he enquired of the oldest boy at home if there was a gun in the house. Being answered in the affirmative, and that there was lots of powder but no bullets, yet plenty of lead and a bullet mould, Hayter set to work and cast a few balls. While in this act, some spies saw him at it, which also cost him a trip to Toronto. He then loaded the old chief piece, and told Mrs. Lount and the family to go to bed, that he would guard the house. They did so, and Hayter took up his stand at the front door. About twelve o'clock he saw a numerous procession marching up the street, with various flambeaux and torches, shouting "Down with the d--d rebel's house," their shouts mingled with fearful imprecations. Hayter, standing on the platform in the front sang out in a loud, commanding voice, "halt," which was instinctively obeyed, as the command was quite unexpected. He thus addressed the mob:—"Do you call yourselves Englishmen? I am an Englishman from the city of London, was an usher to the Duke of Wellington, where I was taught to know no fear when in a just cause. I most sacredly declare that before you enter this house, with the intention of burning it down over the head of a defenceless woman and her children, you will have to walk over the dead body of an Englishman, but not before I will take good account of at least one of you. If you only knew the character of the man whom you are seeking for his life as well as I do, you would retire with shame. Once he saved me and my family from starvation when that fate stared us in the face. And hundreds can testify that he has reached out a helping hand to those who were in great need."

On hearing these words, every man threw down his torch and went slinking away down to the tavern. The next day he resumed his journey northward on the Penetanguishene Road, and when he reached the Half-Way House, he met a band of tough looking old pensioners, and a rough lot of human beings on their way to Toronto for the purpose of fighting the rebels and saving the country from ruin. Hayter, being an outspoken man, and being accustomed to use full liberty of speech, endeavored to explain the causes that led to the Rebellion, saying what they called rebels were not antagonistic to the British Government, but to

the oppressive Family Compact that was ruining the country; and that this Rebellion would eventually bring better times for Canada. He then pulled out the burnt lock, saying "the time will come when this lock will be called a relic of a glorious Rebellion." This expression along with some other minor ones helped soon afterward to send him to Toronto to answer to accusations brought against him.

On the fourth day after leaving Toronto he reached home with his sick son, who rapidly sank, his end being hurried on probably by exhaustion from the long walk. The very next day a press gang, having a warrant for Hayter's apprehension on the grounds that he had been seen running balls at Samuel Lount's house, and for treasonable expressions made at a country inn, and for otherwise aiding and abetting the rebels, arrived at his house and forced him to appear in Toronto before a tribunal of judges expressly appointed to investigate and try all those who were suspected of disloyalty. David Soules was pressed with his team to carry the culprit to the city. Those fancy bracelets generally known as handcuffs were actually placed on his wrists for fear he might escape. He was arraigned before the bar of these commissioners, and was asked if he wanted a solicitor, to which he promptly said no.

As I was not there, and only heard an account of his defence, as he made it, at second hand, I cannot venture to relate it. I was told by those who did hear it that his accusers were put to open shame. He was speedily acquitted, and he returned home to find his son in the last stage of the disease. This was not the last of Hayter's troubles over the Rebellion, nor yet of ours. Shortly after the rebels were defeated, a gang of drunken men, to the number of 35 or 40, were deputed and fully invested with authority to search Soules' and Hayter's houses and premises, as it had been reported that they, with a company of 18 or 20 desperate men, had sworn that they would sell their lives dearly before Lount should be taken. One cold night in December 35 or 40 men, dressed in blanket coats, burst in our door. Their blanket coats and cappotes drawn close over their heads made them appear like Indians. No one being up at the time but my mother, she was very much frightened and begged of them not to murder us. My father got up and demanded by what authority they broke into his house in such a manner. The warrant was shown him, and their further authority that should they be met with serious opposition they were to shoot down all but the wife and her son. After looting the place of all the light goods, such as socks, mittens, handkerchiefs, collars, shirts, and other similar things, and after partaking of a hearty meal of boiled pork,

bread, cakes, pies, butter, preserves, and milk, they said they were quite satisfied that Lount was not there. Hayter suffered the same treatment with the same result. In the confusion I had been pricked with a bayonet because I would not turn over and satisfy a drunken fool that my uncle was not in bed behind me and I felt that if I had the strength of a Samson I would annihilate every one of them. I was told by my father to visit the barn, which I did, and I could see through a crack that they were thrusting their bayonets deep into the hay and straw, frequently repeating, "I wonder if the d--d rebel might be here."

And now for the last act. When Lount was sentenced to be executed, my father visited him in prison and asked him if he thought a numerously signed petition, presented to the Governor, praying for commutation of the sentence, would be of any use. Lount replied that it would only hasten his execution, which proved to be true. However, a petition was circulated in great haste as there was only a very short time left for doing it. Hayter volunteered to canvass Oro. My father went south, and through Barrie and Vespra. Hayter, rather than lose any time in going around the head of Kempenfeldt Bay, determined to venture across the ice, which had broken up into large floes, and was in a frightfully dangerous condition for a horse or even a man to travel upon. But Hayter braved the danger, and made the old French-Canadian horse jump from floe to floe. The ride was like Eliza's struggle across the Ohio River, in Uncle Tom's Cabin, as we watched him from our shore expecting every moment to see his horse go down. But he succeeded in reaching the Oro side, where he worked night and day with great success. There was not one that he asked who did not sign the petition. In other places many thousands signed similar petitions. But when it was presented to the Governor by Mrs. Lount on her knees, he cast his eyes over where the numbers were added up, and very abruptly said to her:— "this petition seals his death," verifying Lount's prophecy.



SAMUEL LOUNT SOULES,
From a photograph by J. F. Jackson, Barrie, in 1895,
(b. 1823, d. Jan. 5, 1904.)

Note by the Secretary.

When this county was organized in 1843 as a fully equipped judicial district, Moses Hayter, the subject of the foregoing narrative, became the first jailer, and held the office until 1852,—a period of about nine years. Before leaving Big Bay Point to reside in Barrie, as jailer, his only remaining son, Charles, died of consumption, just as Benjamin had done at an earlier date. During his term of office, a prisoner knocked Mrs. Hayter senseless, snatched the keys, and escaped, leaving the woman in an insensible condition. She recovered, although she never fully regained her former strength. This circumstance may have had something to do with his resignation from the jailership not long afterward, coupled perhaps with growing ill health. For a few years he had a sawmill in Essa, near Utopia. He died at Barrie, Oct. 9, 1864, and his gravestone in the Barrie Union Cemetery gives his age as 69 years. Mrs. Hayter died Feb. 8, 1865, aged 79 years. Joseph Hayter of Vespra Township is a nephew of our first jailer.

EARLY DAYS IN ORO.

By Lt. Col. W. E. O'Brien.

The settlement of the Township of Oro began about the year 1830 when immigration was first directed to the country on the North shore of Lake Simcoe. It is true that before the date mentioned settlers had taken up land on the Penetanguishene Road, which was opened after the removal of the military station from the Nottawasaga River to Penetanguishene. Among these early settlers were many whose names are still well known amongst us, as for example, the Caldwells, Drurys, Craigs, Partidges, all more or less connected with this township. Another name which should not be omitted, though no family bearing it remains, is that of Thomas Mairs, who first introduced the breed of short-horn cattle into this country, thus doing more than any other individual of his time in promoting the development of agriculture. In the year 1830 my father, the late Edward George O'Brien, then living in the Township of Vaughan, attracted by the glowing reports of the beauty of Lake Simcoe, resolved to settle upon its shore, and was appointed by Sir John Colborne, then Governor of Upper Canada, to look after the Settlement of Oro. Grants of land in proportion to their rank were offered to half pay officers, both of the army and of the navy, who were willing to become actual settlers, and many took advantage of the offer. Few of them, however, were qualified to endure the laborious toil, and the many privations incidental to the life of a settler "in the bush," and by degrees they left the country till but very few remained. But though their enterprise proved of little or no benefit to themselves, it was of great benefit to the country. The money expended by them was of immense advantage in providing work for the poorer immigrants, thus enabling them to live until produce of their own land became sufficient to maintain them. Many a family of now opulent farmers got its first start in life by the money earned in working for those who had something to spend, and generally were more willing to spend, than they were prudent in their outlay. It was an undoubted advantage that there were, among the early settlers, so many men and women of education and refinement who, by precept and example, maintained a standard of manners and conduct which would not otherwise have existed, and which did not exist where these ele

ments of civilization were absent, and though few settlers of this class remained upon their lands they were not lost to the country. Of those who, in subsequent years, took a leading part in public affairs many were the sons of men who, full of hope and enterprise, spent the best of their years, and the chief of their substance, as settlers in the back-woods. Let one example suffice. Capt. Steele of the Royal Navy, one of the settlers of this class, made a home in the Township of Medonte, then a trackless forest. He afterwards represented this County in the Assembly of Upper Canada. Of his sons one was for many years reeve of Oro, and afterwards warden of the County, and still lives amongst us esteemed and respected. Another son, after an honorable career in our own North West, and more recently in South Africa, holds high rank in the Imperial Service.

The first settlers in Oro were from the west of England, and from the Highlands of Scotland, chiefly from the Island of Islay. The former settled in the eastern part of the township where young and flourishing families of Shaws, Leighs, and Hodges, and others bearing English names, are still to be found. The Highlanders took up their land in the central and northern parts of the township where their descendants, bearing the names of many illustrious clans, still abound. Of the last named immigrants, all were able to speak, and did speak among themselves, the Gaelic tongue. A few of the older people knew no other, and continued to speak it to the end of their days. Indeed it is not many years since the service in the Gaelic was discontinued in one of their churches. Many of these people landed at my father's wharf at Shanty Bay, and worked for many years in the neighborhood, so that in my childhood I heard as much Gaelic spoken as English.

There was a settlement of coloured people in the central part of the township, of which Wilberforce Street, named in memory of the great emancipator, and which will be found in the description of many old deeds, is a reminder. These people were escaped slaves, and fine specimens of the negro race many of them were. Some here may remember the name of Jenny Jackson, an old lady of very rotund proportions, a true specimen of the careless, merry hearted, laughter-loving African. It is of her that is told the story of a hand to hand, or rather hand to paw conflict with a bear over the body of a pig which Bruin was feloniously trying to extract from his sty. Of these people there is only one family that I know of, remaining.

The formation of the township is somewhat peculiar. Close along the lake shore, all the way from Barrie to Orillia, there is a

strip of cedar swamp of varying width in which cedars of enormous growth, a few scattered pine, and both spruce and balsam were to be found. North of this and sloping upwards is a bank of gravel and stone of every size from the smallest pebbles to gigantic boulders of many tons in weight, and closely corresponding to the stones on the shore of the lake. These stones are of the Laurentian formation and apparently have been brought by the action of ice in some early age from the rocky region to the north. Above this gravelly streak runs what we call the ridge, and north of that is a tract from three to four miles in width of excellent soil, growing lighter in character as it approaches the range of sand hills which occupy the northern part of the township, where the soil is of poorer quality and water scarce. In this part of the township much pine formerly grew, all now converted into lumber. In the southern part, maple and beech, the different varieties of elm, some of enormous size, basswood and hemlock, were the prevailing timbers. Running east and west through the township are several cedar swamps, the water from which ultimately finds its way into Lake Simcoe. These swamps in which the water is never stagnant, and therefore not unhealthy, interfered very much with the opening of the roads going north and south, and for many years it was very difficult to have any communication between the settlers in the central and southern parts of the township.

The Penetanguishene Road formed the chief outlet for the settlers in the north and west of the township, and from it easterly the first roads were opened. The mail route to Orillia and that by which most of the travel passed was from White's Corners, now Dalston, to the townline of Orillia Township. Along the lake shore the Ridge Road running along the gravelly ridge already spoken of, was a road opened by the settlers for their own convenience, fifty feet in width, and quite independent of the government road allowances. It was opened as far as what is now the Village of Hawkstone, but was for many years little better than a track through the bush. Later it was regularly surveyed, and established as at present, and by degrees was made one of the best roads in the township. The settlers within reach of the lake made use of the water in summer, and of the ice in winter, as a means of communication, and both were much more frequented in those early days than now, when boating is pursued solely for the purpose of recreation. In summer, water, and in winter, snow, gave the chief means of communication with the outer world, and also between the chief places of business, Barrie and Orillia. To reach Toronto the traveller in summer took the steamer at its various places of call, and was thence con-

veyed to Holland Landing. A night was spent there, and some time in the following day, according to the state of the roads, the stage coach set him down in the metropolis of Upper Canada. The calling places for the steamer in this township were Shanty Bay and Hodges, now the flourishing Village of Hawkstone. In winter the ice formed the best road across the lake. Sleighs coming down the Penetanguishene Road crossed the Bay at Kempenfeldt, landing on the other side near Tollendal, and thence making a short cut through the woods to the Innisfil Road, the highway to the south. From any part of Oro this would be a two days' journey, but from Barrie, when the sleighing was good, the drive of sixty miles was often accomplished in one day.

With the growth of population, some small villages, having the traditional foundation of a post office, store, and blacksmith's shop, came into existence—such as Edgar, Rugby, Hawkstone and Shanty Bay. According to the original plan, the site of the county town first laid out at Kempenfeldt would have been in Oro, instead of in Vespra. Kempenfeldt was the landing place for the Penetanguishene Road, and there was a store house and wharf at the point of which some remains may still be seen. There were landed the stores for the newly-founded naval and military establishment at Penetanguishene, and there landed Captain Franklin on one of his expeditions in search of the North-West Passage. The transference of the townsite to Barrie put an end to Kempenfeldt, but one incident in connection with it may be recorded. In the winter of 1841 occurred the general election which led to the establishment of responsible government in this country. The constituency of Simcoe embraced not only all the present county of that name, but several townships both to the east and to the west. The election was the last that took place under the old system, when the voting was open, and was continued for a week. It was not then illegal to convey voters to the poll, or to refresh them on the way. Open houses were kept in the interest of each candidate and conveyances were provided to carry the voters to the poll. The expense, of course, was considerable, and it was remarked as proof of the enormous cost of the election that the successful candidate spent £700. Considering that the contest lasted for a week, during which everything in the shape of meat and drink was free to those who chose to take advantage of the liberality of the candidate they favoured, that the voters had all to come to Barrie by sleigh, that they came from Beaverton on the east, and from beyond what is now Collingwood on the west, from Holland Landing on the south, to Penetanguishene on the north, it must strike the modern politician who, under present circumstances, will think he

gets off easy with an equal expenditure in an election lasting one day, in an area of four townships, that the science of political corruption had not much developed in those ancient days. Be that as it may, in this contest, as generally throughout the country, party feeling ran high; the memories of 1837 rankled in the hearts of many, and fears were apprehended that breaches of the peace might take place. Impressed with this feeling, and especially with the idea that the Orangemen of what is now South Simcoe might come into conflict with the Reformers from the north, some timid magistrates in charge of affairs at Barrie made a requisition for military aid; and, in consequence of their representations, a detachment from the regiment then stationed in Toronto was sent up. As by law no military force can be allowed within a certain distance of a polling place, the detachment was quartered at Kempenfeldt, in a house built and occupied by Mr. William Mann, the first settler there, who will be remembered many years later as doing business in Barrie. However, as it happened the services of the warriors were not required, and the election passed off quietly, and resulted in the return of the Reform candidate, Capt. Steele R. N., already mentioned as one of the first settlers in the county. His opponent was the Hon. W. B. Robinson, brother of the late Chief Justice of Upper Canada, who for a long period represented the County of Simcoe in Parliament.

For many years after the first settlement the progress of the township was slow; money was scarce, the small clearings produced little more than sufficed for the actual needs of the settlers, roads were scarcely passable except in winter, wages were low, and there was no lumbering or other work going on to enable those who had leisure to find profitable employment. Gradually, however, these conditions changed, and when improvement began its progress was rapid. With larger clearings, and fields freed from stumps, the aid of farm machinery became possible. The sickle gave place to the cradle, and the cradle to the reaper. For the scythe was substituted the mower, and the drill for the seed basket. Instead of the slowly moving yoke of oxen, laboriously dragging the scanty surplus of the small farm to be disposed of "in trade," came the spanking, gaily harnessed team well loaded with grain, or other produce, to be readily sold "for cash." Substantial brick dwellings took the place of the frame or log house which in turn had supplanted the original shanty. Gardens were made, orchards planted, and a general aspect of tidiness and thrift prevailed. In short the Township of Oro, once regarded, in spite of its name, as one of the poorest and most backward in the county, has become second to none in regard to either the

beauty of its situation, the fertility of its soil, the excellence of its cultivation, or the comfort and prosperity of its people. Among the early settlers there was an unruly element which gave some work to the magistrates. A good deal of drinking prevailed, especially among the older men, and the means of education for the young people were limited. In these respects, too, a great change has taken place and there is not now in the Dominion of Canada a population more orderly, sober, well conducted, and better educated, than that of the Township of Oro.

While thus the moral and material interests of the township have been promoted, the more distinctly spiritual needs of the people have not been neglected. In the southern part of the township where the Church of England had many adherents, a mission was established with the first settlement. Among the Highland settlers worship according to the Presbyterian form was early established, and, so long as necessary, the Gaelic tongue was used in the services. Where Methodists predominated, no time was lost in erecting places of worship, and holding services wherever a congregation could be assembled.

In this brief sketch of the history of the township it will be noticed, unless something remains untold, that while there was a great deal of hard work done, many privations endured, much patience exercised, and many difficulties overcome, there was little to be seen or heard that would appeal to the imagination, or take the life of the settlers out of the prosaic routine of every day existence. Yet in the minds of some, at least, of those entering upon a new life, under entirely new conditions, and amidst entirely new surroundings, there must have been a rising of new hopes and new aspirations, a new sense of freedom, a feeling that here was a life worth living, a goal worth striving for. In the years that followed many may have been the disappointed hopes, the unfulfilled expectations, the ungratified desires, but, in the main, that success was achieved we have for testimony the happy homes, the smiling fields, and the signs everywhere of life passed in the enjoyment of material comfort and mental activity. Such as first told was the Township of Oro in the early days, and such as now described is the Township of Oro to-day.

NOTES OF BARRIE'S FIRST RESIDENTS.

(At a meeting of the Society, May 11th, 1898, the first residents of Barrie, as they appear in Walton's Directory for 1837, were the subject for the day's discussion. The Society possesses a typewritten report of the meeting, the statements or comments about each resident having been taken down in shorthand. This report in a condensed form appears in these papers following the Notes by Mr. Sneath and Mr. Soules neither of whom was present at the meeting, but they afterward wrote what they knew of some of the persons named in the list, and their remarks follow.)

Heads of families in Barrie, 1837, (Total 28): Lucius Boyington, John Bingham, Dugald Campbell, James Campbell-Richard Carney, Richard Cobb, C. Cunningham, Jane Duggan, David Edgar, Andrew Graham, Francis Hewson, Francis Martin, Francis Meighan, Thrift Meldrum, Richard McCoy, James Morrison, John McCausland, David McCausland, John McDonald, William Nesbitt, John Perry, D. S. Ross, Robert Ross, S. M. Sanford, Thomas Smith, George Stokes, William Strong, Alexander Walker.

Notes by George Sneath, Esq.

JOHN BINGHAM.—John Bingham's wife got the name of the "smiling landlady." They had no family. Alfred Arnall was a nephew of Mrs. Bingham. The "King's Arms", later changed to the "Queen's Arms", was a small log building on the site of the present hotel with a large garden attached. Bingham had two sisters, Mrs. Dicker and Mrs. Lang.

RICHARD CARNEY.—Richard Carney was a step-son of Joseph Crow, an old sailor from Portsmouth, England, of whom no mention was made at your meeting. He and his wife, Mrs. Carney, a son, Thomas Crow, and a daughter, Eliza Carney, lived in a shanty near the lake opposite Sanford's store. Crow found Carney money to build his tavern. When first opened it was called "Carney and Crow's Tavern". Major McKenzie's mother was a sister of Richard Carney. A brother, William Carney, was mixed up with the Rebellion of '37, was taken prisoner and confined in Kingston jail for two years.

JOHN MUNRO.—In a shanty joining Crow's was another family not mentioned at your meeting, John Munro's. Mr. Munro was from Inverness, Scotland, enlisted in the Foot Guards and was in London several years with his regiment. He was a millwright and carpenter by trade, and came to Canada in 1832. After working at the Government buildings then being erected at Penetanguishene for some time, he moved to Barrie and took the contract of building Mr. Sanford's store. It was raised on a Christmas day. The timbers put into it were so heavy that it was generally believed they would not be put together without some accident. For fear such would be the case two doctors were brought from Toronto to be on hand if needed. Contrary to expectation the building was raised without accident, and when finished was considered to be the best building north of Toronto. James Smith, a merchant of Toronto, and a brother-in-law of Mr. Sanford, found the money for building and stocking the store. Mr. Sanford had been for some time a clerk in Mr. Smith's store. Mr. Munro also did the carpenter work at the Shanty Bay church, and later removed to his farm on the Seventh concession of Vespra where he was killed by the falling of a tree.

JANE DUGGAN, called "The Scotch Widow", was not a widow. She subsequently married a William Johnston, a plasterer, and resided in a house close by Carney's tavern.

FRAZER and BUCHAN were journeymen of Mr. Munro.

S. M. SANFORD.—This man left Barrie for Toronto and went into Smith's store again. McWatt was made manager of the store in Barrie and was appointed postmaster, which position he held until Jonathan Lane succeeded him. Sanford had been the first postmaster; there were several applicants for the position. Sanford married "Steamboat" Thomson's sister and returned to Barrie where he remained until death. He came to Barrie in 1836.

"TAILOR" McDONALD.—He lived in Barrie in 1836. In religion he was a Roman Catholic, but decked himself out with orange ribbons and was a prominent man at the first Orange gathering in Barrie on a Twelfth July. He was afterward disciplined by the Priest. His excuse was that he wanted to have a good time.

JOHN McWATT.—Sanford took McWatt as clerk into his store, I think in 1837. He had previously been working for Capt. Oliver on his farm at Shanty Bay, and took for wages lot 25, 2nd concession, Vespra, now owned by James Russell. He

built a shanty and made a small clearing on it before going to Sanford.

JOHN McCAUSLAND.—He had one "motion" house about where the freight sheds stand now. He also had, where he lived, where Dr. Well's house stands, what he called his mill where he prepared his timber for his "motion." It was worked by horse power, one horse, and to save expense of a driver he had a box of oats fixed in front of the horse just out of its reach, moving as it moved, consequently never reaching it.

FRANK MEIGHAN.—Or Main, as he was called, was a laboring man about town.

PEARSON came to Barrie in 1838.

ALEXANDER WALKER.—His house stood where Mr. Lee's house stands. He left Barrie in 1838. His wife Betsy spent his money as fast as he could earn it in entertaining her neighbors and in buying fine clothes.

Notes by S. L. Soules.

ALEXANDER WALKER was the first settler in Barrie. He was of Scotch descent, a very hardy, uneducated man, daring and intrepid, with natural enterprise, which for want of better judgment frequently led him into serious financial losses. He was a sort of Jack of all Trades and Master of None. He bought 100 acres of land, and on the hill, near where Christopher Lee afterward resided, built a log house, where he and his family lived for many years. When the Sunnidale Road was opened out, he contracted for a number of miles, but was so unacquainted with the nature of the work that he lost money where others made out well. When the contract was given out by the Government for cutting down the hill on Yonge Street near Holland Landing,—a very extensive work,—he took the whole job, and in this entirely failed, which reduced him to a state bordering on beggary. I must not omit to mention, to prove his want of ingenuity, that he at one time borrowed a pocket compass from David Soules when laying out the Sunnidale Road, and such was his ignorance of the working of the compass that he was guided by the letters denoting the various points, which confused him so much that he returned it saying he could do better with his head.

DAVID EDGAR, was the next newcomer. He owned 100 or 200 acres of land in the west part of the town which eventually became very valuable. He also owned 200 acres where Allandale is now situated. He was a Canadian by birth, coming from Napanee to Barrie with his family, whom he left for sometime at Dav-

id Soules', Big Bay Point, until he could prepare a house for them. At that time there were but two log houses in Barrie, Walker's and a log house near the water which was built by the Government for a storehouse or arsenal in or about 1814. This house he got possession of, and moved his family into it, where they remained for a number of years. He was a very intelligent man, but reckless, and, as may be truly said, spendthrift, which in the end drove him to poverty. He died in Toronto. He had disposed of his properties in Barrie and Allandale for trifling sums, and sometime after his death those who had bought lots in his Barrie land came nearly being dispossessed of them by his eldest son after coming of age, through some technicality in law in regard to the transfer. He was much given to sport; he introduced into the neighborhood the first fox hounds, game fowls, and boxing gloves, in all of which he seemed to take great delight. And here I cannot refrain from relating how one of his game cocks was nearly killed. After crossing Lake Simcoe on his way to Barrie from Toronto, he stopped at David Soules for dinner; and some farmers' boys, who owned a male bird that had carried off the plumes as a fighter for some years, resolved to try one of Edgar's noted game birds. They soon found a way to take one out of the box, and placed the two on the barn floor, when in a very short time Edgar's game bird was nearly killed. They then placed the bird back in its box, and Edgar knew nothing of the matter until he reached Barrie. He immediately offered a reward of \$100 for the apprehension, or for information that would lead to the conviction, of the offender. Those birds led to many fights outside of cock fights, but were finally abandoned.

The next new comers were JOHN BINGHAM and THRIFT MELDRUM. Meldrum bought a lot on Dunlop Street and engaged David Edgar to build a house on it which he did, but it was found to be two feet on the street. Meldrum refused to pay for it until it was put in the proper place. Edgar refused to do this and got an axe and swore he would cut it down. Meldrum was obliged (as his family was ready to occupy it) to pay Edgar an extra sum to move it. Meldrum kept tavern in it for many years. In politics he was a Liberal. At the election in 1841, Wm. B. Robinson opposed Captain Steele, who was successful through the indirect influence of the Governor-General, Lord Sydenham, but at an enormous expense to himself. All the hotels (with the exception of one) in Barrie were open houses for the accommodation of Steele supporters, and a committee was appointed who became responsible for all debts contracted. Meldrum's bill was £99, 19s, 11¼ d; Bingham's was over \$1000;

McCausland's, \$500; but these amounts were very much reduced by the committee. He was appointed Crier of the Court under Judge Gowan and held this position for a considerable time. Mr. Meldrum died Dec. 6th, 1860, aged 75 years, and was interred in the old Presby'n Cem'y, Barrie.

ROBERT ROSS was another of the first settlers in Barrie; he was a provincial land surveyor, also a carpenter and builder; he did not follow his profession as a surveyor, but confined himself to his trade, and accumulated considerable property. He was married the second time; had no children by his first wife, but several by the second, among whom were Dr. R. A. Ross who died some years ago, and Wallace, a printer. There are some daughters also; one became the wife of Mr. C. A. Perkins, retired grocer here.

DAVID S. ROSS.—A Scotchman who came to this country in company with his brother, Capt. Ross, who settled in Oro on the lakeshore near where Adams had taken up land. David soon after came to Barrie and was the second to start a store in the town in a log building which was afterward used as a schoolhouse. From Barrie he went to the states, but eventually came back to Canada, and after the Northern Railway was built he was appointed station master at Holland Landing.

One of the first settlers was JOHN McCAUSLAND who labored several years endeavoring to find out perpetual motion. He erected quite a number of buildings of very strange designs which caused passers by to gaze with wonder. They were filled with massive wooden wheels, which when put in motion would cause lookers on to shift their quarters to a considerable distance for fear the whole edifice might collapse as the creaking and unearthly sounds, combined with the vibration of the huge mass, was enough to cause stout hearts to tremble. He built the Episcopal church at Shanty Bay, which stands to-day as a lasting monument of John's early work. It was constructed, on the old Egyptian plan, of straw and mud made into huge bricks, somewhat of the style of the Egyptian pyramids on the banks of the Nile. His brother, DAVID McCAUSLAND, kept a hotel in the west end of the town for many years.

RICHARD CARNEY also kept a hotel for a long time. He was a very upright and straightforward man. He received an appointment as custom house officer at Owen Sound. One of his sons is Sheriff at Sault Ste. Marie. After he left the hotel it was conducted by Edward Marks who subsequently built the "Barrie Hotel."

C. CUNNINGHAM was the first shoemaker in Barrie. He

was patronized by the general community. In those days it was often remarked that shoemakers were not over conscious in regard to their promises, and Cunningham was no exception to the rule. He would frequently have six or seven pairs of shoes partly made, all promised for a certain day; and parties calling for their shoes always found him pegging away at them and could not reasonably find fault. But no sooner had they left the shop and he would see another party coming than he would in an instant have the latter's shoes on his knees belting away; and in this way he tried to please everyone. He was in the habit of spreeing at times and when intoxicated was very turbulent and frequently was hauled up and fined. But after some citizens had made many fruitless attempts to reform the man, he was at length sentenced to jail, and as there was no such convenience in Barrie at the time he was ordered to Toronto. Two constables were deputed to take him there, but he refused to walk; a horse was procured and he was assisted to mount; but no sooner was he on than he would throw himself off. An expedient was tried by tying his legs under the horse's belly; but even then he managed to turn the saddle. After many unsuccessful attempts he was finally liberated on trial for good behaviour.

Notes by W. H. Hewson and others.

At the meeting of the Society on May 11, 1898, when Walton's list of the first residents of Barrie, prior to 1837, was taken up, and each person discussed, the following members among others, were present and took part in the discussion, viz., Judge Ardagh, John Darby, Robert Grose, Wm. H. Hewson, Alex. Smith, and John L. Warnica, Mr. Hewson being the chief contributor, the recollections contributed by him being indicated throughout by his initials, (W. H.)

LUCIUS BOYINGTON.—He was a native of Kentucky, and followed shingle-making at Kempenfeldt about the time this list was made. He had no family, and afterward lived in Stroud. The people usually shortened his name to Boynton. (W. H.)

JOHN BINGHAM.—He kept the "Queen's Arms" Hotel, where the Queen's Hotel is now. Before coming to Barrie he kept a hotel on Church Street, Toronto. He was a native of England; was married, but had no children. He was married before they came from England. Mrs. Bingham was a stout, portly woman, a genuine English landlady, worthy and dignified, and they kept a good hotel. Besides John, there were the following brothers:— Henry, Robert, Joseph, William and Edward and two sisters, Mary and Martha. Henry was a butcher,

and has descendants in town. Robert kept a hotel in Bradford. Joseph was a tanner; and Edward a butcher. William died in England. One sister, Mary, was married to a John Wilkie, a blacksmith, who lived at Coldwater, later he worked with Mr. Butterfield in Bradford, and then in Barrie. Martha married a Mr. Laing, who built and lived in the house just east of the Clarkson House.

LESLIE CALDWELL.—(Not named in Walton's list, as he had died before). This early resident had but a short career. He and David S. Ross came to Barrie from Toronto to open a store. Two carpenters, Buchanan and Fraser, came up from Toronto and built two houses exactly alike. One was where Mr. Hoar's hardware store stands and the other was on the north side of Dunlop Street, in front of Judge Ardagh's Conservatory. Then Caldwell and Ross came up from Toronto and in one of the houses opened a store. There was a big fire on a Sunday, and Caldwell exerted himself so much that he became over-heated, took inflammation of the lungs, and died. All this occurred before the Rebellion. He was a brother of Mrs. Richardson (Prudence Caldwell) who died Feb. 11, 1879, aged 80 years, (Barrie Union Cemetery.) (W. H.)

DUGALD CAMPBELL. He was a tailor, and moved into Barrie some time after 1834. The Government built quite a large log building at Lane's corner (Mulcaster Street), and also two or three shanties behind it for emigrants; and Dugald Campbell lived in one of those. He and his wife were natives of Scotland. His wife, especially, was an enthusiastic Scot, and every Scotchman who came along was a connection of hers. She would say: "If he is no my cousin, he is my good man's cousin, for we are all cousins." He lived in Nottawasaga latterly when that township began to be settled extensively. (W. H.)

JAMES CAMPBELL.—He was a native of Ireland, and a shoe-maker. He was living in Barrie in the summer of 1833 and had probably come that year. He owned the lot at the southwest corner of Dunlop and Sampson streets, and had a shop and a house on it, on the bank, where he lived for some years. Then he built a frame house on the lot immediately opposite, on Dunlop Street, and succeeded pretty well for a time, but afterward "ran through everything." The elder Mr. Strathy afterward occupied the same house. (W. H.)

RICHARD CARNEY kept a little inn on the north side of Dunlop Street, where the store at 46 Dunlop St. now stands. In 1832 he erected the log tavern here for the accommodation of

travellers and others, and continued in it until the setting apart of Grey County, when he was appointed Collector of Customs at Owen Sound; subsequently he became Sheriff of Algoma and passed the remainder of his life at Sault Ste. Marie. His son W. H. Carney became his successor as Sheriff.

WILLIAM CARSON.—(An early inhabitant not named in Walton's list). This was the father of William Carson of Vespra. He lived at the foot of Bayfield Street. There was a kind of knoll near the foot of the street, on which he built a shanty and lived there some time. (W. H.)

RICHARD COBB.—This man's name was pronounced 'Cobe' by everyone, but the correct spelling is uncertain. Cobe and David McCausland carried the mail from Holland Landing to Coldwater, the first regular mail that was started. They did not run a stage; they only carried the mail. Edward and Miles McDonald had been the first regular mail carriers; before them there were only despatches from the Government carried by Indians. They used to carry it week about from Holland Landing to Penetanguishene. Edward would start one Monday and Miles would start the next Monday; and they would go to the Landing and carry the mail on their backs to Penetanguishene. Cobe and McCausland carried the mail on horseback. Cobe was an Irishman, and Mrs. Cobe had the same native country. He liked "a drop of the cratur" and Mrs. Cobe likewise. (W.H.)

C. CUNNINGHAM. He was a shoemaker, and was a native of Ireland. He lived in front of the present post office. There was a knoll there, and his house was on top of that knoll. Latterly, he lived about a mile south of Holland Landing station, on top of the hill, in the house where Samuel Lount had formerly lived. (W. H.)

JANE DUGGAN.—(See Narrative by Mr. Sneath).

DAVID EDGAR.—This man became the owner of the east part (50 acres) of Lot 24 in the 5th Concession, Vespra, now wholly within the town, and lying just west of Bayfield Street. Soon after marriage, he and his wife came to Barrie to occupy the land just mentioned. The young couple took up their abode for at least three years or more in the deserted Government storehouse. Then in 1832 he erected a house on his land. It was located on Toronto Street, of the present day, some distance south of Elizabeth Street. The family of Mr. Edgar consisted of three children. In the fall of 1840, when they were living in Toronto, he was found dead. His widow and family removed to Belleville, where they resided for many years.

FIDEL. (Not named in Walton's list). He was the first blacksmith in Barrie. His shop was near the corner of Poyntz and Dunlop Streets, immediately in front of Dr. Morton's, on the shore where Dr. Pass afterward had his surgery. This shop was gone before 1842. Mr. Fidel, who lived four miles west of Cookstown, was a relative of this man. (W.) H.)

ANDREW GRAHAM.—He was a native of Co. Fermanagh, Ireland, where he was born in 1806, and came to Canada in 1828. He lived for a few years in the neighborhood of Toronto, and in 1834 came to Barrie, where he spent the remainder of his life. In 1835 he married Miss Mary Noble. He began business in Barrie as a tanner; he also made boots and shoes, and later kept a general store. In 1843, or in the year preceding it, he was a strong advocate of Barrie for the County town, when the question was rife, and it is said he canvassed the county on horseback in the town's interests. He was one of the founders of Methodism in Barrie, some of the early meetings having been held in his house. His membership in this church was of 76 years duration. His wife died in 1884. He died, April 4, 1898, at the ripe age of 92 years.

THOMAS GRAHAM. This was a brother of the preceding, next in the family to Andrew, who was the eldest. His name is in the early Patentee List, but not in Walton's. He was a carpenter by trade, and resided in Barrie, though perhaps after the list was prepared. William and Alexander were younger brothers who arrived in Barrie, shortly afterward.

TIMOTHY HAGGART.—As his name appears under Sunnidale in Walton's Directory for 1837, he was probably living in that township at the time, or held land there, but was a resident of early Barrie, both before the year named and afterward for many years. His wife had been a Miss Perry, a daughter of John Perry, subsequently named in this list. Mr. Haggart was said to be an excellent hewer with the broadaxe.

FRANCIS HEWSON.—He was a native of Ireland, came to Canada in 1817, and purchased 500 acres of land at Big Bay Point as soon as Innisfil Township was surveyed in 1820. In that year his family arrived from Ireland and he settled at once on the land. Soon after his settlement he was appointed Justice of the Peace, and it is said that, as a magistrate, he performed the first marriage ceremony that took place in Simcoe County. He came with his family from Big Bay Point to Barrie in the spring of 1834, (moved up on the ice of the Bay), and lived next to where Judge Ardagh's place is now situated. His sons



WILLIAM H. HEWSON,
From a photograph, March, 1880,
(b. Jan. 22, 1818, d. Jan. 10, 1903.)

were Francis, who afterward resided in Nottawasaga, at Duntrout; and William, who took part in the proceedings at this meeting. He also had three daughters.

JONATHAN LANE.—As he lived at Kempenfeldt in 1836, he does not come in this list, but was usually reckoned one of Barrie's first settlers, having moved to town afterward. He lived above the hill at Kempenfeldt. He was a tailor, and afterward was Postmaster and Clerk of the County Court.

JOHN MACWATT.—In 1835 or 1836 John MacWatt came from Oliver's (the Raikes farm in Oro) and entered Sanford's store as a clerk. But at the time the list was prepared, he was not living here; he was across the Bay at Tollendal; which explains the omission of his name from the list. In 1840 he purchased Sanford's business, and secured the Post Office, which he kept in connection with the store.

FRANCIS MARTIN.—He was a carpenter, or worked at this trade. He built a big wooden building south of Elizabeth Street, near John Street. He was a constable, or acted in this capacity now and then; Francis Hewson the magistrate used to employ him to act as constable sometimes. Mr. Martin was an Irishman. His son Thomas became a printer, and John, the second son, was a stationary engineer, or machinist.

FRANCIS MEIGHEN. (See Mr. Sneath's recollections).

THRIFT MELDRUM.—At an early period this man had, at Tollendal, a distillery, which was destroyed by fire. In Barrie he had a tavern near the northeast corner of Poyntz and Dunlop Streets, and was Crier of the Court for some years. He was a native of Fifeshire, Scotland, and died Dec. 6, 1860, aged 75 years, his remains now resting in the Old Presbyterian Cemetery, Barrie. (See Mr. Soules' Recollections for some further particulars).

RICHARD McCOY.—(Mis-spelled "Molloy" in the original list). He was a native of Earnest-town, Co. Tyrone, Ireland, and a shoemaker. His wife was a daughter of John Perry, mentioned further in this list. He built and lived in a small house on the west side of Bayfield Street, between Dunlop Street and the Bay. When Mr. Perry died, McCoy became the occupant of the Perry house further west near John Street. (W. H.)

JAMES MORRISON.—He lived in Barrie at this time (1837) and afterward kept a hotel at Morrison's Corners, now Craighurst, which at one time bore his name. He was a nephew of Leslie Caldwell and Mrs. Richardson (See "Caldwell" above), and by birth an Englishman, or rather, he was a native of the Island of Jersey, off the coast of France. (W. H.)

JOHN McCAUSLAND.—At first this man lived with his family in a shanty on the bank, on the south side of Dunlop street, just east of Mulcaster Street. Here he commenced to make a "Perpetual Motion" machine. He worked at this fad and kept adding to the shanty until he had built a pile of wood of very large size; so large, in fact, that at last Francis Hewson, who lived across the street, entered a complaint about it to the Council. Then he built another structure on the north side of Collier Street, just west of Clapperton St., but this did not become so extensive a building as the one on the shore. He drew all the stuff from the shore building to this one. The machinery, if such it can be called, seemed to have no proportion at all, and was chiefly of wood. In one part of it he would have pieces as much as two or three feet square, and then use a small piece no more than two or three inches square at the outside, on which to work the larger part. It is said by some that he spent a good deal of money in this work; but be this as it may, he spent years and years of time and labor. His brothers said he would never do anything but work at that fad; his family actually lacked the bare necessities of life, at times, because of this; and the owner of the shanty recovered no rent from him on the same account. He moved with his family, finally, to Nottawasaga; but continued to work at "Perpetual Motion" until he died. (W. H.)

DAVID McCAUSLAND.—He and Richard Cobe kept a tavern at first on the southwest corner of Elizabeth and Bayfield Streets, and also carried the mail from Holland Landing to Coldwater. (See "Cobe" above.) Everybody, or almost everybody, kept a tavern in those days as there was no license act like the present one. Then David and Cobe dissolved partnership; David bought a lot across the street, where the Wellington Hotel now stands, built a house on it, and kept a tavern there. Thomas and Alex. McCausland, brothers of the foregoing, came to Barrie two or three years after them, and their names do not occur in Walton's list. Thomas drove the stage from Barrie to Holland Landing, at a later time. (W. H.)

JOHN McDONALD.—This man was a tailor, one of the first of this trade in the town. He had a house on the north side of Dunlop Street, between Poyntz and Sampson Streets. He had come to Barrie early, and was probably gone before the Rebellion. The presence of so many taverns in the early years of the town gave a sinister turn to his character. (W. H.)

P. McGUIRE.—(Not named in the list). This man, a tailor, by trade, lived in Barrie before the Rebellion. He was here

as early as 1834, but it appears he had no place of his own, and resembled McDonald in habits. When the settlers gathered up to go to Toronto at the Rebellion he followed them part of the way around the head of the Bay, singing war songs. For a time he lived a short way out in Vespra Township. His daughter married John Hamilton, a brother of Wm. B. Hamilton who afterward kept the Collingwood post office, and moved to Kingston. (W. H.)

WILLIAM NESBITT.—An Irishman, by birth, and a carpenter, by trade. His house, (a small log building) stood on the north side of Dunlop Street, between Poyntz and Sampson Streets. According to the best information to be had, he left no descendants. His brother Robert married a sister of Andrew Graham, Miss Isabella Graham, in or about 1834, but he did not remain in Barrie after he was married. (W. H.)

JOHN PERRY.—He was a native of Ireland. His house, which he built, was on the west side of John Street, a little way south of Elizabeth Street. Mr. Haggart and Mr. McCoy, mentioned above, were married to daughters of Mr. Perry. Until his death four or five years after coming to Barrie, he lived in the house mentioned. He had moved here from Cookstown, which in those days was known as Perry's Corners. His eldest son John moved to Utopia, and his son George in later years kept the Wellington Hotel, some time before the Summersett family kept it. (W. H.)

DAVID S. ROSS.—This man first came to Barrie in 1835 or 1836, probably in the latter year. He and Leslie Caldwell came and built a store on the west side of the present Queen's Hotel, where Mr. Graver afterward kept a hardware store. (See "Caldwell" above). A portrait of this Mr. Ross appeared in the Toronto Globe of May 7, 1898, and it is stated in the text beside the portrait that he built the second house in Barrie. It was the second store he built; there were many houses in Barrie when he arrived, but only one store, and he added the second. At the time of the publication of this portrait, he was living in Toronto at 91 years of age, and it also appears that he was the sole survivor of the list of early residents of the place, at the date of this meeting. He has since passed over to the majority.

ROBERT ROSS.—He was an Irishman by birth, and a surveyor by occupation. He had also some skill as a carpenter. (See also the remarks by Mr. S. L. Soules).

S. M. SANFORD.—He came to Barrie in 1832 and built the first store. His wife was a sister of the famous Charles Thomp-

son of Yonge Street, the man who owned the early steamboats. Mr. Thompson had the contract of building the jail, and at one time owned a share in every stage that was running in Ontario, so it is said. (W. H.) (See also Mr. Sneath's Recollections).

THOMAS SMITH.—He was English by birth, and a blacksmith by trade. He built the first brick house in Barrie, viz.: the Harper house on Dunlop Street. His blacksmith shop was on the opposite side of the street. Thos. Ambler succeeded Smith as blacksmith, and Solomon Bailey succeeded Ambler about 1843.

GEORGE STOKES.—He was a carpenter by trade, and an Englishman by birth. He lived on Dunlop Street, a little west of Mr. Sanford's store, in a house in which Mr. Lane kept a store, some time after. (W. H.)

WILLIAM STRONG.—He was an Irishman by birth. His wife was Christina Graham, a sister of Andrew Graham. Their son James in later years was a merchant here, of the firm of Strong & Donnell. (W. H.)

ALEX. WALKER.—He was a Scotchman by birth, and was the first settler on the site of the town, having come here some years before David Edgar, the second settler came. His house was on the top of the first hill northeast of the corner of Collier and Bayfield Streets. This hill has been much reduced in height, in subsequent years.

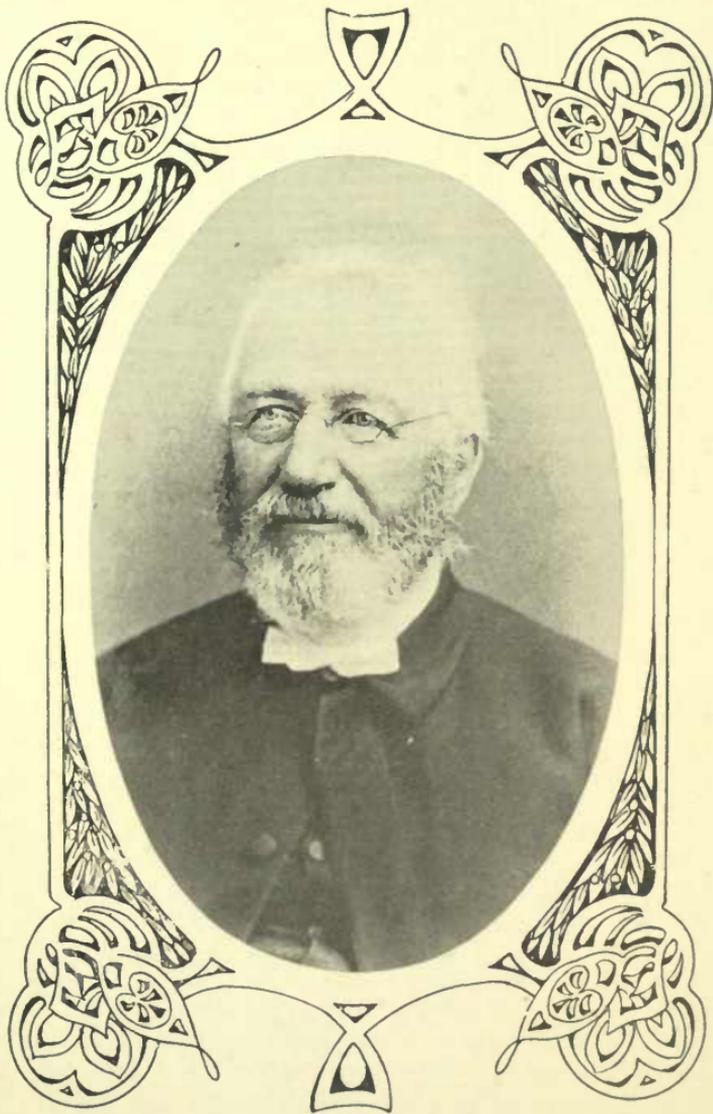
(At the close of the meeting, the chairman, Judge Ardagh, took occasion to thank Mr. Hewson, the chief contributor, for the interesting information furnished about the early settlers.

Of the original list of 28 names, to which 8 have been added, making a total of 36, over one-half were natives of Ireland.

Simcoe County Pioneer
AND
Historical Society

PIONEER PAPERS—No. 2

BARRIE
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The Rev. Thomas Williams

INTRODUCTION.

These interesting sketches of pioneer life in Simcoe County in the twenties and early thirties of the nineteenth century, from the pen of the Rev. Thomas Williams, appeared in the ORILLIA PACKET some years ago—the first one in the issue of that journal for November 28th, 1890, and the rest at intervals for about a year. Mr. Williams was a native of London, England, and was a son of Richard Williams, who settled on lot 36 on the west, or Vespra, side of the Penetanguishene Road, near Craighurst, in the year 1822, when the subject of this sketch was not yet twelve years old. When Wellesley Richey was locating the original settlers of the Townships of Flos, Oro, Medonte, and Orillia, Thos. Williams was a member of his party, and he thus acquired a knowledge of the country when acting as “guide to the pioneers,” whom he took to their allotments. He afterwards taught school at Orillia and Craighurst. One of his pupils at the latter place was the Rev. George McDougall, the pioneer Methodist missionary in the West. When he was nearly twenty-nine years of age he himself entered the Methodist ministry, in which he laboured indefatigably for fifty-five years, filling circuits from Amherstburg to Sault Ste. Marie. When between sixty and seventy, he was Superintendent of Methodist Missions on Lake Superior, and in his yacht and on land performed labours which might have overwhelmed a much younger man. On accepting superannuation he returned to Orillia, where he spent the evening of his life, vigorous and respected to the last. He passed away on the 1st of February, 1899, in his ninetieth year. Possessed of a remarkably good memory, Mr. Williams retained to the last vivid and accurate impressions of the pioneer days, and was fond of relating his youthful experiences. The reminiscences preserved in the following pages were, however, as far as known, the only ones he committed to writing.

On the 16th July, 1845, Mr. Williams married Deborah, second daughter of Robert Keays, of the Township of London. After spending upwards of fifty years of happy wedded life together, they passed away within a few days of one another, Mrs. Williams surviving her husband only four days. They had a family of ten children, of whom eight survived their parents.

Memories of a Pioneer

BY

THE REV. THOS. WILLIAMS

I.

The intention to fulfil my promise to write up some of my memories of the early times of this North Simcoe country has not been absent from my mind, though the writing has not made its appearance. A difficulty seemed to stand in the way—where should the beginning be made, and from what date should we start? That trouble was overcome and a happy suggestion made by the extract from the *Barrie EXAMINER* you gave your readers last week. That gatherer seems to be working backward, and in the article you gave us, had got back quite to the beginning and to the borders of the region of myth. How much farther in that direction he purposes to travel, we shall see. I am admonished that my memories must begin at the beginning and work forward. The point first noticed, and from whence the first work proceeded, seems to be the proper starting point to make intelligent work. To begin, then, I would say that settlement had been made south of Lake Simcoe, in North Gwillimbury, near and about Roache's Point, in the early years of this (19th) century, if not a little before. In the early summer of 1822 there were large clearings, well-cultivated farms, old-looking and full-bearing orchards, and many old weather-worn buildings; and I remember also meeting grown-up young people of both sexes who were born in the country. All the region north of the lake remained an unbroken wilderness—a real *TERRA INCOGNITA* to all the other settlements until the war of 1812, the fur-traders alone traversing it along the lines of Indian travel. The most frequented of these was the Portage, or carrying-place, from the head of Kempenfeldt Bay—where Barrie now stands—to a point where the waters of the Nottawasaga River would carry canoes and boats. This was the shortest, easiest, and most direct route, and most used communication between the

two lakes—Simcoe and Huron—being only a short nine miles between waters. It must have been used from very early times. There was one other route, with several carrying-places, and considered more difficult for large canoes or boats—the route by the Severn River into Lake Couchiching, through the Narrows, on to the Talbot River ; up it as far as it would carry their canoes ; then to Balsam Lake, the chain of lakes of the Trent, to Bay of Quinte, and on to Kingston. This was a sort of covered way, used to carry intelligence from the rear to the military and naval headquarters at Kingston. Two things, it is thought, led the authorities to take up and occupy the strategical points on the eastern part of Lake Huron. It was this occupation which gave the initiative to the first settlement of the country. The first of these things was the fact that it was most important to keep open communication with Mackinaw, the Sault Ste. Marie, to Lake Superior. The route by the St. Clair might be more easily closed, being nearer the centre of American power. The other thing was : our authorities had received intelligence that the Americans were preparing a force to attack the centre of our country from the narrowest point between Lakes Huron and Ontario. It was to meet both of these things, and to put obstacles in their way, that these strategic points were sought out and occupied. It was comparatively easy marching up Yonge-street and crossing Lake Simcoe. Then the work began. A road for waggons was made on the old Indian carrying-way, bridged and crosswayed. Storehouses of logs, with their floors of flatted logs, and strong doors, were built at each end of the Portage, with one or two dwellings for the caretakers and for general accommodation. Most of these constructions were standing and in use in 1824-25, when I was familiar with them. The storehouses at the Nottawasaga end were quite large, as large as farmers' good-sized log barns. At the Barrie end they were not so large. One of them stood in Barrie till 1838 or 1839. It took fire from some lime which Mr. Carney had stored in it. The dwellings at the Nottawasaga were a mile south of the storehouses, on the high, dry ground, the shores of the stream being low and swampy. There never was any fortification here, not even a stockade. When I first knew the present site of Barrie, in 1824, there were two pretty good houses of logs, with a good chimney of brick in the centre of each. They were in a line from the wharf and storehouses, between fifty and a hundred yards from the Bay. One house was very good, and was occupied by Mr. Alexander Walker and his men, who did the teaming on the Portage. A Mr. Edgar lived in this house up to the time that the town site of Barrie was surveyed, in 1834. I think it was burned a little before that time. The other house

was not in so good condition, the windows and floor being somewhat broken. It was, however, sometimes occupied by persons using the Portage as giving better shelter in a storm than tents. There had been other houses here. I could then have pointed out several foundations on which they once stood. One I remember in particular: one side wall of logs and part of both ends were still standing, and were used by Indians and others as firewood. I was told that the Indians had burned the others. At the time the work at the Portage was being carried on, another was begun, perhaps in conjunction with it. A small military post was established near the mouth of the Nottawasaga River, and, but for a grove of pretty tall pine trees, in full view of the bay of that name. Several strong log houses, loop-holed and stockaded, were constructed. Heavy guns, or artillery of any sort, were never there. The forts spoken of in the EXAMINER'S articles, names and all, must have come into existence long since that period.* I could guarantee that the denizens of that time never heard of them. And the taking of the sleeping crew of certain American warships must also be classed among recent growths, for the reason that it was in itself a very unlikely thing, and that the people who were there more than sixty years ago, and were familiar with all the country's traditions, never heard of them. Of the names mentioned as authority something must be said. First, Mr. David Soules was a gentleman whose word would be taken for any statement he would see fit to make, wherever he was known. That he aided in building boats and other work of that time, that he saw manacled men led away as prisoners, there is no need to doubt. But the manacles would lead us to suppose they were not prisoners of war, but men taken in crime. Mr. David Soules, and his brother James, with their families, were the first settlers in the township of Innisfil. Francis Hewson, Esq., an Irish gentleman, settled on the south side of Big Bay Point, the Soules brothers a little to the west of it. In 1822 they had good cleared farms, comfortable log houses, stocks of cattle, and good barns. All round them an unbroken forest; and they dealt hospitality to the pioneers beyond them with a kind and liberal hand. Many of these found more than shelter under the hospitable roofs of these first pioneers. Of Mr. McWatt, it is only right to say that he came to the country a young man of good antecedents and education, in 1832, and that no one acquainted with him could suppose him capable of wishing to im-

*Mr. Williams here refers to an article in the BARRIO EXAMINER of November 6th, 1890, giving a traditional account of the naval attack upon the post at Nottawasaga, by U. S. vessels, on August 13th, 1814, and the capture of two American schooners, "Tigress" and "Scorpion," by British forces near St. Joseph's Island, September 3rd and 6th.

pose an untrue tale on anybody, much less give it wide circulation by means of your much-read columns. It is clear that he did not originate the mythical in any of those wonderful stories. Some other fertile brain has been at work there, mixing up matters, if not inventing them. I will give in my next writing the traditions of some of these matters as they existed on the ground where they took place, back in "the 20s."

II.

It has occurred to me that just here I should try to give your readers some conception of what our country was like before its occupation for military purposes, or for settlement, in the period immediately before this occupation especially. Of one thing I am certain, that several points were occupied as trading posts, used for trade with the Indians, for their furs and peltries. One such trading post, if not two, was established near the mouth of the Nottawasaga River, a little up the river from the military post. How long before is more than I can venture to say; I am led to think for some years. In the very early times of the fur trade, the traders planted their posts along the front only. The Indians were encouraged to come long distances for the purposes of barter—once a year, in the summer. Those whose hunting grounds were less distant, twice a year—at the close of what the traders called their “fall and spring hunts.” The “fall hunt” began in September or October, and ended when the severe cold came on, a little before Christmas. Those who had not far to travel came out, and either put in the severe months near the trading post or passed on farther to the front, into the settlements, and there remained until the snow would begin to harden towards spring. Then having made themselves very light and long hand-sleighs, pack on their household goods and smaller children and hie away to their hunting grounds, for the “spring hunt” and to make sugar. The best time for trapping the marten was in connection with their sugar-making. The snow being hard, travelling was easy, and the fur in its prime condition. The best time for getting the otter was when the streams, frequented by them, began to have open places. The beaver and muskrat were caught later on. When the freshet came with its overflowing waters, the beaver left his winter quarters, on the smaller streams, came down with the flood to the larger waters; here the sexes would meet and nature’s purpose for the propagation of the species be served. While this excitement was on the beaver, they came to their meeting places in numbers, and were easily trapped and often shot, and their fur was in its best condition. The same thing applied to the muskrat and some other fur-bearing animals. It

was the harvest to the Indians, the trapper, and the fur trader. The streams at that time were running full of fine fish which supplied them with abundance of food. It would not be easy in the present condition of the country to form a full conception of the abundance of the fur-bearing animals, and especially in the Nottawasaga Valley, before the settlement or even in the early years of the settlement. I will give two facts to illustrate this condition, and they will at the same time serve to shew the importance of the fur trade at that period. A young man named Clark, the son of a military gentleman, settled on Yonge-street. He was commonly called "Nat Clark." He had come under fascination of the fur traders and Indian life, so as to become very unsteady in his habits and to live a not very good life. But Nat was a good trapper and a good trader. Meeting me one day he invited me (I was also a trapper) to join him in a marten hunt in the month of November, 1828, in the country between what is now Orillia and Barrie. He said, "The country has not been hunted over for years, and is full of marten. I intend doing it myself, but would like you for a partner." He went alone, and in three weeks came out with eighty marten skins, a fisher or two, and a fox—furs worth at that time \$100. The second case I give was in the fall of 1834. An Indian friend of mine called on us as he was going alone to his fall hunt and shewed me his equipment. His gun, an old-fashioned single-barrelled shot-gun, called a Chief-Piece, two small rather lively steel traps, his ammunition, powder, shot, bullets, caps, &c., about twenty-five pounds of flour, a piece of bacon, a small dish of butter (for Jonas had cultivated civilised habits and tastes) with a stock of tea and sugar, a load with his blankets of about fifty pounds. When he would reach the region of his operations he would construct a comfortable camp to which he would return after his work, from miles around, and in it pass his time when the weather was disagreeable or stormy, and his Sundays. He was a good Christian and strict Sabbatarian. In less than four weeks he came back carrying to us, in addition to his other load, the hindquarters of the last deer he had killed. He said he only killed deer when he needed meat, and for two skins to make his moccasins. He carried his furs to Toronto and sold them to Joseph Rogers for over \$150. I mention these two cases that your readers may form some true notion of the excitement and money in the fur trade in early times. These cases occurred just before the country began to be filled with settlers. What must have been the abundance of these animals in these forests and along these rivers and streams in the still earlier days, before the greed of the fur trader had urged the Indian to wage upon the beautiful animals an exterminating warfare? In the last days of the fur

trade in these parts and in other places, many people went into it, called by the old firms "private traders." So eager were these that they and the agents of the old firms would follow the Indian into his hunting ground to get the first sight of his furs and urge him to sell, carrying to him the cursed firewater. There can be no doubt but the Indian people of these countries would be far more numerous, and have far more stamina of mind and body to-day but for the fur trade and the men engaged in it. I never heard that any one of these men was ever suspected of being good men. Perhaps the Smith family, of Port Hope, and they operated in these parts, might be considered an exception. They had a good name, and this still lives. The others are scattered; also their wealth. They crazed the Indian with the firewater, took it to him everywhere, and when crazed they robbed him. They sent among the Indians bad men, who corrupted him and his family, and left him diseased in body as well as mind—a disease he could not help transmitting to following generations. It was thought, even long ago, that the money made in the fur trade with the Indians in this country was all blood-stained. In the foregoing I try to convey a conception of the transition period of our country between the old fur trade times and settlement.

III.

I have not seen in writing, nor heard in statement, a description of the Nottawasaga Portage, or carrying way, its importance, and the work done upon it in the early times. I will now try to give this, so as to produce some conception of it, as it appeared to me in the summer of 1824, as I put in between three and four months of that summer in work connected with it. It is my opinion, drawn from conversation with Indians, fur-traders and other people, and from personal observation of the surroundings, that this Portage was used by the Indians as a carrying way between waters from very early times; that the military authorities merely improved upon an old highway to suit their purposes connected with the war of 1812-15. The importance of the work may be judged of from the fact that an officer of the commissariat had his station at the Nottawasaga end of the road for some of the years of the war, and afterwards the name of one of these officers has come down to us, with some of the incidents of his life while there. These may be gathered up, with other things of like character, and given as addenda when we come towards the end of these "Memories." At the time of which I write the position of guard to the storehouses was filled by a corporal (from the detachment of soldiers serving then at Penetanguishene) who with his wife and family lived there, of whom something more shall be said in the personal addenda promised. The teaming work of the Portage was done by Alexander Walker, a border Scotchman. To me it seemed that he was the contractor with the commissariat and the fur-traders for the work. To assist him there was a negro man called Ben, and myself, a lad of fourteen years. This was the portage family, and we lived in the best of the government houses then standing. There were three strong waggons with racks on them, such as a man would make with an axe, a drawing knife and a couple of augers, with two loose planks for a bottom, and a yoke of strong oxen to each waggon. The load was twelve barrels of flour or their equivalent in weight of other matter. It was never expected that all three teams should be on the road on the same day. Each team with its teamster had two days in succession on the road, then a day of rest for the team, while

the driver had charge and care of the premises and goods, received and receipted goods if any came by boats, and did the hospitalities besides keeping busy chiming up the barrels for next day's load. The portage being only a short nine miles over, the storehouses ample and secure, it was easy to make the journey, deliver the goods, and return, while a good portion of the afternoon remained. Mostly we took our lunch with the corporal—the oxen had theirs in the rich grass which grew abundantly in the openings at that end of the road. In the fine summer weather and long days, it was not an unpleasant service. For two or three months the teams were on the road nearly every day, when the forenoon was not raining. Mr. Walker would never start in the rain, nor would he "hitch up" on Sunday. He could not be made to do it under the heaviest pressure from people in a hurry to get their goods over. He was careful to tell people he did not regard the religious obligation; did not, in fact, believe in it. It was on the ground of economy—man and beast needed rest; must have it or break down. It was as well to take this rest on Sunday. As to Ben and myself, we both thought we had religious scruples. Walker professed to respect them, and left us to do pretty much as we liked. We would find our own pleasures, not working more than we could help. The goods were brought to us over Lake Simcoe in small sailing vessels, one of which was owned and commanded by Eli Beaman, a half-brother of the Honourable Robinsons—Chief-Justice John B., Peter, and W. B., all of whom held offices which entitled them to be designated honourable. The other vessels were owned and commanded by other parties. I cannot now recollect the names; but, no matter. These vessels gave the settlers their only means of getting out to the front in the summer. The ice of the winter gave them good sleigh roads, and was much used. The land road through West Gwillimbury and Innisfil was not opened until some years after. I am writing of 1824 and before. Besides the supplies for the "Naval and Military Establishment" at Penetanguishene going by this Portage, there were two great fur-trading companies which took much of their goods by this route. The firm name of one was "P. & W. Robinson." Their monogram, or mark, was made like this—WR. The other company was called "Borland & Roe," and their mark was made in this way—gR. These large companies had absorbed most of the small traders, by employing them as branch-posts. About this time, and before, the Imperial authorities were carrying on a survey of the great upper lakes—Huron and Superior—under direction of Captain Bayfield, R.N., which survey extended over several years, and employed quite a large party of men. And just then, or the year afterwards,

Captain Franklin, R.N., afterwards Sir John Franklin, went this way to make his effort to reach the Pole by the land route. A lad of my acquaintance, as guide, took eighteen of his men, Canadian French voyageurs, up the Penetanguishene Road, to meet the party at Penetanguishene, the officers and goods going by the portage and water route. Other parties, not connected with either of the above, used the portage, some of them moving towards the north, others in the opposite direction. One party coming south took my attention particularly, the principal of which was an elderly gentleman, named Thompson,* who was said to have been a commissioner, in conjunction with an officer of Engineers of the United States army, who was with the party, after the commissioners had given over the Columbia River Territory (making now two States of their Union) to the Americans. I have heard that the British commissioners undervalued the territory because the salmon of the Pacific refused to take a fly. This party, passing us in 1824, it was said, had been agreeing upon, and marking out, particular points on the new boundary, made necessary by the surrender of territory. They travelled by their own beautiful bark canoes—two of them—one propelled by ten men, the other by eight, North West voyageurs. They had crossed the entire continent, from the Columbia River, as we saw them, and would go east from Lake Simcoe by the canoe route of the Trent and its chain of lakes to Kingston, and from thence by the Rideau to Montreal. I never in my life saw such complete outfit for comfort in travelling as with this party. Their tents, when set up, impressed me as luxurious—everything to contribute to comfort and taste in such a life. I was also much interested in the members of the party—the commissioner, his son and secretary, “the Colonel,” a long, lank American, but a very interesting gentleman, and their three servants, besides the eighteen canoe-men, or voyageurs. No party or doing of the whole season interested me so much.

*David Thompson, Geographer to the late North West Company, was engaged on this Commission, from 1816 to 1826(?), in surveying the Boundary Line on the part of Great Britain.

IV.

So far in my narrative of things on the old portage I have not mentioned the Indians, yet they were with us the whole season in greater or less numbers. They were far more numerous at that time than now in the whole country. Up to that time there had been no effort to civilise or to Christianise them, except in very rare and isolated cases, if we except the institution among the Mohawks on the Grand River, near Brantford, sustained by the New England Company, and in charge of the Anglican Church. In Lower Canada the Romanists had some very old missions. The Indians in these parts had received no attention in that direction. They were following the ways of their fathers in everything of that nature, only perhaps in some things influenced unconsciously and without design by the habits, doings, and spirit of the people who were filling up their country and crowding them out of sight. I am tempted here to give a brief sketch of their religion, as I learned of it from well-informed people among them. They had a firm belief in the supernatural. In all my acquaintance with them I never met a person who had any difficulty in crediting things outside of natural processes. In my familiarity with them, all through my pretty long life, I never knew them reject a tale on account of it being marvellous or wonderful. The more so it seemed to be, the more it took their attention and excited their awe. I have heard people maintain that the Indian has no religion while in his old condition. We often meet such a declaration floating in the literature of the present day, and seeming to be very much credited. It has, however, no foundation in fact, but rises very naturally out of the ignorance of the persons making it, and their cherished sentiment towards them, as they mostly belong to the class who adopt the motto that "the only good Indian is the dead one." Instead of being without a religion it might be said of them as it was said by an Apostle of the cultured men of Athens, "they were too superstitious;" too much disposed to give worship to a multitude of deities, while unable to form a conception of the true God and his claim on their love and devotion. To the mind of the Indian the whole world, as he conceives of it, is inhabited everywhere by beings not seen by man. Many of them have the

power and disposition to interfere with him in his life and doings. Some are feared as evil disposed. These he endeavours to make favourable by offerings and other services. Indeed the Indian cannot suffer from sickness and other ills to which life is subject, without seeing in them the agency of these spirits of evil. In his old condition he was in constant bondage to his fears of the interference of these invisible and capricious beings. But such a condition is not peculiar to the aborigines of this country. Such a state of things is found everywhere, in all countries outside of civilisation. It was a good thing when men, influenced by the spirit of Christ, took to the Indian the blessed Gospel, if it only saved him from the bondage of his old superstitions. After the above seeming digression, I must get back to what I am to say of the Indians and the portage. On some of the days, when it fell to my lot to be at home, I have often counted between twenty and thirty canoes coming stealthily up the north shore of the Bay—each canoe bearing an Indian family—and in a little, as many little blue smokes, under the spreading branches of the pine trees which stood somewhat wide apart where the houses of Barrie now stand, would tell where each family had erected its temporary dwelling. And here we would soon have a little village, with its village noises—the voices of men and women, children and dogs, each employed as their wont led them; some at work—the women especially; some smoking, or otherwise idling with the children, and often playing. The men who intended leaving soon would be turning up their canoes to dry out, so they would be lighter for the portage. I have seen some immediately set up a temporary workshop and go to work either to build or to repair a canoe. The women would soon erect a frame of poles, cut in the woods, on which they would begin weaving mats with the rushes and flags they had gathered and seasoned at the mouth of the Holland and other rivers they had come along. The old women would be preparing the inner bark of the basswood, by boiling it in wood ashes and washing and beating it, spin it into twine, to weave in with the flags and rushes in making the mats to furnish the wigwam for the winter. Some of them would only stay long enough to dry out and gum the canoe, then pursue their leisurely journey. Others of them would stay a few days. Seldom any of them stayed for a week. It seemed just long enough to finish the work they had in hand, then go, and others would come. They were seldom wholly absent more than a day or so at a time, coming and going in single families, or in groups of families. One reason I judged that they did not stay longer was that their natural supplies were never abundant in the vicinity. There were few berries and it was not a good place for fishing. I have

sometimes met them at their landing-place, and saw them throw out some fine fish speared on the journey—lake trout, suckers, and now and then a whitefish, caught on the lake or down the bay. There were places on the lakes and on the Nottawasaga River where fish could be got in quantities all through summer, and even through the ice in winter. To these places the Indians would resort when they wished to stay for a length of time, their corn and potato gardens being mostly near these places. The Indians never used the teams on the portage to aid in their carrying. They used it merely as a road to pack over their own goods and canoes. The Indian carrying his canoe was a sight worth seeing. In fixing for the carrying, he would lash a piece of light but strong flat timber across the middle of the canoe, so that the hinder part was slightly the heaviest when balanced on this crosspiece; then the two paddles would be lashed to the crosspiece and one of the thwarts, with their blades towards the stern, with space between them for the bearer's head. When ready for the start the canoe would be tilted up, often against a tree or some other support, with the bottom up, and the Indian would insert his head between the paddle blades, which would rest upon his shoulders, the crosspiece coming behind his neck. With his hands on the gunwales he would raise it to a horizontal position, then start on a smart walk or slight trot. In warm weather his costume would be the very lightest possible, consisting of three articles besides his moccasins. First a shirt of some printed cotton stuff, in bright colours, scarcely reaching below his buttocks; the cloth of modesty, or as he would call it, his "awn-si-awn," and his "metoss-sun," or leggings, coming just over the knee and gartered below it—a figure which would have delighted the sculptor or artist with its Apollo-like proportions. The Indians were at that time certainly factors in the interest of the portage, and contributed to its scenery the whole season. To me they were always an interesting people. I watched them and their doings with all the zest of a student. While here I picked up a smattering of their language, and being in the playing period of my life, their boys were my playfellows when I could find time for play; and hearty, good-natured players they were—never coarse or quarrelsome, very lithe and active, and hard to beat in the plays known to them. Once, or perhaps twice, in the course of that summer there was some drinking and drunkenness among them, but I cannot recall a single instance of such wrong-doing as would call for censure or punishment, while the example of the white people who associated with them could not be considered the best. I had the impression then, and was given to wondering very much over it, and it has been with me ever since, that, as a

people, the aborigines of our country were entitled to far more consideration than they ever received, either from the Government or the sentiment of the people who were coming into the possession of the beautiful country from which they have very nearly faded away.

V

In the last copy I sent you I had not completed my description of the portage and the people using it. One class of these have not yet been mentioned—the employees or assistants in the fur-trade. These were mostly French-Canadians, and were apparently of two classes. A number of them affected a little gentility, and were educated so as to be clerks and managers of the minor posts. The greater part were voyageurs, labourers, and servants of the first mentioned. I can recall several names—among them our late townsman, Mr. Athenies King, and Messrs. Rousseau, Prieur, Bapp, Corbiene, Doucette, and others. Some of these employees had been in the service of the North-West and Hudson's Bay Companies. Some of them had come directly from the French settlements of Canada, west and east. It appeared as if the ability to speak French as well as Indian was a necessity of the service. I do not remember seeing a white woman among these people. I am quite sure that not one passed the portage that season in connection with trading people. Most of the men had Indian women as wives, or, as I might say of some of them, as concubines. With some, the poorer men mostly, they were wives. The relation seemed to be life-long; the men had sought the sanction of Christian marriage. With others the unions were temporary, and even changeable. There are some things which may be considered as tending to produce, if not in some measure accounting for, this loose condition of social morals. The country where the traders operated was unorganised territory—"Indian country"—beyond law. The men engaged in it did not seek homes there and never affected high morals. Besides, the Indian notion, in his old condition, of marital obligations did not take in the idea of a life-long union. The lack of agreement and choice was considered sufficient to limit it. It must, however, be said of the Indians that many couples among them finding strong mutual preference and affection growing towards each other, lived long and happily together into extreme old age. I have known several such. In all such cases it brings great respect to them from their own people, and they are pointed to as worthy examples to follow. With other families among them the history

was different. They made no objection to people contracting to live together for longer or shorter periods, unless the desertion of children followed. Even in that case the Indians cared for them. They grew up with their mother's people, and some coming to fill places of honour and influence as chiefs with them. When trade with the Indians grew slack and less remunerative, some of these men, of what might be considered the higher, if not the better, sort, seeking their living in other directions, did forsake the Indian women and their children, sought and took to them civilised wives in the settlements. Others, and the poorer men especially, remained attached to their families. With the breaking up of this trade these men scattered and found homes and a living elsewhere. Some went east to Lower Canada; others found means of a living in the settlements of English-speaking people, where we at this time find here and there a family bearing a French name, while the family are wholly English-speaking Protestants, but Canadian, and often among the most enterprising and well-doing of their neighbourhood, such as the Fleurys, Thibaudos, Lavignes, and others. Others of them are found in different settlements around the lakes, as far north and farther than Sault Ste. Marie and Lake Superior, where a few years since I found acquaintances of my early days. And yet others of them remained attached to the different Indian bands with whom they once traded, as fishermen and trappers, their families becoming fully identified with the Indians. They are to be found in all the bands, and are in many cases their best people. With an item or two more I must cease writing of the old portage and the bustling people who made use of it. It did to me seem a pity that all the life once seen there should pass beyond recall into the oblivion of the past. I have done my utmost to impress the present with the shadowy memories of some of the life of those early days. In the later years of "the Twenties," say 1827-8 or '9, the old portage was forsaken for a better, though longer, road; I think first from the site of our good town (Orillia) to Hogg Bay, afterwards to Coldwater as its northern terminus.

In my earlier writing of the portage I introduced my readers to the Corporal. I did not say much of him, only that he stood guard over the storehouses, with their contents, at the northern terminus of the road. I must give him a fuller introduction. He was a member of, and a non-commissioned officer in, the 76th Regiment of the Line, which was then occupying the old garrison at York, now Toronto, a portion of which regiment did duty at "The Naval and Military Establishment" at Penetanguishene. The Corporal's name was Jas. Cannon. He was a very fine, soldierly-looking man of easy and pleasant manners. He was

married and had several children—the eldest, as I remember, was say seven or eight years old. Mrs. Cannon, to me, seemed quite equal or above her order—an agreeable and intelligent person. At the time of which I am thinking and writing, nearly the close of the season of 1824, she had left her home for Penetanguishene, to await there her accouchement, under the care of the military doctor and nurse. The Corporal had been alone with his children some weeks. They had not even a servant of any kind, but the Corporal himself, who seemed very comfortable and cheerful with his children, saying Mrs. Cannon is better where she is than she could be here, and the time will pass along, only a few weeks until she is home again. It was thought and said that the Corporal's position was a good one for money making. He was allowed to keep a sort of canteen to sell liquor—at that time thought to be an indispensable article of every man's use—to keep and sell provisions and other goods. And as he was a steady man, with a good and tidy wife, and paid good attention to his business, it was sometimes said that during the more than two years he had occupied the place he had saved and laid up somewhere quite an amount of money. It was now late in the season, the latter end of September or the earlier days of October. The brightness of summer had gone; the clouds and rains of autumn were with us. Only some tardy trader now used the road; business was slack; Walker was away on some business, and Ben had left. It was Sunday morning and raining. I was alone and had been all night. Even the Indians had sought their fishing and hunting grounds. Just after eating my morning meal, I was surprised by the coming of a visitor, a young man, whose father and family lived only a short distance away, at Kempenfeldt. We shall call him Lawrence, for that was the name his family had given him. He had with him his shot gun and began his talk to me by saying, "I am going over to visit the Corporal. Mrs. Cannon is away and is not expected back for some time. He and the children are very lonely and I am going to keep them company for a few days—as long as it seems he cares for my company. If it does not stop raining I will stay with you to-day and go over to-morrow." I must say just here that Lawrence was always thought to be good at helping people to wile away time when there was nothing much to do, especially if he had his fiddle. Very few excelled him in the use of that instrument. But he did not bring it. I told him he should have done so, to amuse the children. He merely laughed a short laugh. The rain ceased after noon and he left me, to go over. It was not quite noon on Monday when he was back, a very woeful look on his face, and a sad story to tell. When he had reached the stony

hill, a little short of a mile of the Corporal's dwelling, he heard two shots, one quite near, the other much farther away. He heard no more and, never thinking of the Corporal, walked on, reached the house and found the children alone. Their father, they said, had taken his gun and gone out to shoot partridges and had not come back. "Very soon," said he, "I felt uneasy, and, picking up my gun, I turned back to where I heard the shot-firing, and listening all the way as I went. I remained there some time, firing shot after shot. Then came to the house and tried to cheer the children, and seeing them in their beds began firing again and kept it up till after midnight, and never heard an answering shot, and this morning again I fired several. I came away to give warning and see what can be done to find the man and care for the children." That was Lawrence's story. Word of the loss was sent to Penetanguishene. A search party was organised and sent out; many of the people settled within some eight or ten miles joined it. Many of the others, quite conscious how useless they would be in such a search, did not come near it. There was very much bustle, much going backward and forward by parties of men for a few days. The Corporal's stock of provisions and whiskey disappeared very fast. The searchers (?) were lying about beastly drunk at both ends of the road. A few days only were spent in the search, when the good Corporal was given up for lost. The family was removed to Penetanguishene by the military authorities there. Another non-commissioned officer, named Stratton, was sent to fill his place. It never came to me that any vestige of the Corporal was ever met with; if there has been, I have not known of them. Several singular and not very kind surmises were whispered to account for the disappearance. It was even suggested that Lawrence had an eye to the Corporal's money. Well, if he had, he never got it. That is most certain. It was a cruel suggestion, to say the least of it. Some surmised that he was never lost, but that he deserted, taking his money with him, and having made his arrangements with his wife, that she and her family would follow him. No one has ever confessed to have helped him, and desertion at that period and from that place without help would have been an impossibility. True, a sergeant with his guard of nine men deserted from Mackinaw to Penetanguishene in an open boat a little after that time. But they had an Indian guide, and this Indian ever afterwards boasted of his exploit. I never thought that the search was anything more with those who led it than a sham, a humbug. Knowing these parties years afterwards, when I had acquired some knowledge of wood-lore, I do not think they ever penetrated the woods two hundred yards from trodden paths.

They were not to be blamed, only for pretending to have searched, for they could not do it without incurring risk of losing themselves. There was a mystery about the disappearance of the Corporal, which I have never been able to solve.

VI.

It was in my plan to finish my memories of the Nottawasaga and its once famous portage with the story of the Corporal and his sudden and unaccountable disappearance. Certain other things have, however, stirred up thoughts which I am disposed to give just here. I will, then, if spared, resume the narrative of memories according to the original plan. First let me say to Mr. Soules, and to any other contributors to the history columns of the *Barrie EXAMINER*, that I have no rivalry or controversy with them, or either of them. A motive to make untrue or incorrect statements is very difficult to conceive of, as being with either of us. It would be difficult for us to describe things with which any two of us are personally familiar in the same terms or to give prominence to the same points. There would naturally be a difference in matters which come to us from others, unless we compared notes. Our descriptions of the same things must, of necessity, be different. I must just here venture to say that your intelligent correspondent, Panoptes, has given us the real history of the armed American schooners, their doings and capture. The account he quotes from reads like a bit of sober history, and very unlike an old sailor's yarn which has been told very often and lost something and gained something in every telling. That these vessels, or some others like them, did come to the Nottawasaga and leave their mark, I have personally some good evidence. In 1833 I was one of Mr. Hawkins's, a Government surveyor's, party in running the Sunnidale Road through from the river to Lake Huron. About the time of starting at this work, a person who was familiar with the whole country from an early day said to me:—"You will see the gap the Yankee war-vessels made in the grove of pines when they cannonaded the military post at the mouth of the river. If you could have a boat or cance and go out into the bay about a quarter of a mile or more the gap, with trees cut off in the middle, will be seen very plainly. It can be seen from a long way out in the bay." Well, we were curious to see it and found it easily noticeable. It was not hard to find the charred ruins of the old blockhouse and the other buildings near it, and from that spot looking out into the bay the gap in the grove was

then plainly seen. That was about twenty years after the transaction. I crossed the bay in a steamer from Midland to Meaford in 1883 and I looked out for it with the ship's glass, but could not make it out. I supposed that even that strip of land had been denuded of its pines by the greedy lumbermen.

There was another story of gallant fighting in that country and about that time, which was quite rife among the old hands in my boyhood days, back in the "Twenties," which I have been waiting and watching for someone to revive, but it does not seem to come. Alas! the old men are gone long since, and the boys of that early day have followed them, white-headed and worn. They, too, are mostly with the majority—only a few left, soon to follow. Well, the story. To me it never looked like a myth, and as no one else has given it I will put it on record as it came to me from the old men of the old days. I have seen no writing in which it has been mentioned. My authority may be called tradition—old sailor yarns, if you like. It appears that when the small force occupying the blockhouse heard the thunder of the guns out in the bay, and saw the pine trees toppling over from the iron balls crashing through their branches and whizzing over their heads, like wise men, having insufficient means of defence, they made a hasty retreat up the river; and, being at the same time well-trained, judicious soldiers, they provided for their rear by putting on a strong guard, composed, it was said, of from fifteen to twenty soldiers of the "Glengarry Fencibles," some boatmen and camp-followers and some Indian allies, who did the scouting. These had orders to keep at a safe distance in advance of the pursuers, should the enemy land and pursue them, to put every possible obstacle in the way of the pursuit. The enemy did land and having manned several boats sent them up the river as quickly as they could. The rearguard were ahead of them, through the rapids, up through the lake (afterwards called Jack's Lake—not Jacques Lake, as the EXAMINER has it. It got its name long after that time from an old Indian—who called himself John Jack; the people called him "Old Jack"—who had a solitary home there through some years of the 30s.) This rearguard went on until the river struck the hard land, at the river's most eastern trend. The river was narrow here. On the east side the land rose in quite a ridge,* abruptly from the water. On the west side it was swampy, but timbered with black ash, water elm, &c.; and trees thrown from both sides would reach over the river. Here they could put obstructions. All that could be done before this time was for the Indian scouts to fire a few shots at long distances,

*At what is locally known as the "Big Dump," i. e. log-slide, 4th line, Flos.

from safe hiding places. And this they did every now and then all the way up, no doubt retarding their progress. The rearguard pushed up the river a little farther and made their camp, then came back to the narrow place and felled the trees into the river, cleared away the undergrowth to give good range to their muskets, and waited for the pursuers. About dusk they came along and got entangled in the branches of the fallen trees. While they were looking round quietly to discover what was next to be done, the guard, who had gathered every musket of the party to the one spot, taking deliberate aim, gave them a deadly volley, and another, and another. The enemy got out of the treetops and "put" down the river as soon as they could, taking their dead and wounded with them, as they had not landed nor left their boats. This was the last effort to penetrate the country from the north. The rearguard did not retreat farther. They remained a little time for orders. They soon learned from Indians that the armed vessels had taken themselves and men away. The Nottawasaga was in quiet and peace. The place on the river where the brush took place was known for years after as the "Glengarry Camp," and their repulsion of the Yankees was spoken of as the "Glengarry Fight." My informant, an old soldier, who lived many years among the old settlers south of Penetanguishene, was named Dukes, and claimed to have been one of this famous Glengarry rearguard. He estimated the pursuers in the boats sent back at five hundred men. That was scarcely probable from two small armed vessels. It was a gallant affair, and well worthy of British soldiers, and the more so from the fact that they had no orders to fight, only to obstruct the pursuers as they could, and to keep well in advance of them; and besides, the officer in charge was no higher than a sergeant. It ended the invasion of our country from that direction.

A LETTER.

Editor of the Barrie Examiner:

DEAR SIR,—You make frequent references to me and my “Memories” in the PACKET—not always pleasing to me because not always correct. I want to say one or two things to you in this way, which cannot be so well said in any other. First, when I began my series of memories in the PACKET, at the desire of several friends, I had no knowledge of your collections in history. This knowledge only came to me through your mention of me, quoted in the PACKET. Had I known of it, I should certainly have waited until you got through before giving mine to the public. To me, it would seem better to have written independently of each other without comment or correction until each had finished; then to compare notes, if thought needful. But go on your own way now, as you like. I will not be influenced by your gatherings, even where I traverse the same ground. Secondly, about finding the “decayed body.” I have this to say, that I was never far from that vicinity from 1824 to 1834. From 1834 to 1841 I lived in Barrie. During 1833 and until the fall of 1834 I lived at the old agency place at the bridge over the Nottawasaga River, on the Sunnidale Road, and was assistant to Mr. Richey in settling that country. The settlers called me “Guide.” No man had better opportunities of knowing all the events transpiring there in those years, and not many a better faculty of retaining the impression of those events. And I say that I never knew the man who saw a body taken to be the body of Corporal Cannon. Oh, yes! There were such stories, and about soldiers’ buttons being brought out by Indians. And there were dead bodies found—not just there, but not very far away; and then it was well known whose bodies these were. I was as familiar with the Indians frequenting these parts in those times as with my most intimate neighbours, and have talked with and questioned them, but never found the Indian who knew anything about this body—or the buttons. Somebody has got matters mixed. It is very hard to keep things from mixing up. Then the body you

mention in your copy for June 5th, 1890. That will be news to the old settlers. The body found by the roadmakers in July, 1833, was found about six miles out and west of "Root's" and was fully identified. It was that of Mr. Boothby, the surveyor's chain-bearer and student, deserted in the woods by those who should have cared for him. When found, he was merely covered with a heap of earth and left in silence. There was no other body at that time or that year. That man was not out two weeks until the roadmakers in their work came up to him where he lay. He was known to be lost and NEVER LOOKED FOR. It was in the interest of certain managers to have that thing kept quiet. But how things get mixed! Your informant has not a good faculty of separating chaff from wheat. You should wait until a few more of us old ones join the majority, then you will not be corrected; and it will do for history when better is not known. I have heard of Sam. Thompson's book as a wonderfully correct portraiture of people and things of the early settlement. I have not read the book. If the paragraph you quote is to be taken as a fair sample of the whole then, I say, he wanted to make a book and drew very largely on his imagination. There must be some people left who remember Mr. and Mrs. Dudley Root. To them, as well as to me, the description must appear as a coarse caricature. Did they ever call their shanty a tavern? Their's was the last habitation on the way to the settlements and they were a kind couple, settled there before the road was opened by Walker and Drury's in the spring of 1833 (not 1825, as you have it.) Perhaps Mr. Thompson was writing for the English market. Yours,

THOS. WILLIAMS.

Orillia, March 28th, 1891.

A LETTER.

Editor of the Packet :

SIR,—I have feared that my writing not appearing in your popular paper, may have given anxiety to some of your many readers, lest there should not be any more coming from the same source. Perhaps I should explain the why of the long silence. Once, for a short time, I was not in my usually vigorous health, and could not give attention to writing. It did not come easy to me ; I gave up trying, and you were so kind as to say you did “not wish my contributions to your paper to be burdensome to me.” I have not since felt so strongly the obligation to put out effort, and have taken it easy when other things claimed my attention, such as making up my garden, attending to visitors, and visiting a little. I am glad and thankful that my health is very good, still I find that my mind cannot be spurred to effort as it could twenty years since. If spared I will recall my memories of the early times of this county, and put them on paper as fast as I can without much hurrying, and you and your readers shall have them as I put them into shape. This much I felt was due to you and to them after this rather long interval. You must have noticed the preface with which the EXAMINER historian introduces his readers to my Memory No. 6. It is not wholly to his mind, does not chime with his thoughts of how things should have been. If those people of Minesing could but dig out something a little different it would seem quite desirable, give a better account of the occupants of those mysterious graves, give a few more particulars of that Highland regiment—it might match better with later tradition. The people of Minesing are without doubt well qualified to give particulars and details of matters occurring there since “the fifties,” when their settlement was made. I do not pretend to know anything of the affairs of the country taking place since the last of “the thirties,” nor of the myths which have grown into currency of the earlier times since then. I come down no farther into modern times. To my notion there was no Highland regiment

doing duty in these parts until about 1830, when a company of the 79th Cameron Highlanders were stationed at Penetanguishene, the regimental headquarters being at Toronto. The regiment preceding them was the 71st, called Glasgow Highlanders; they wore the plaid but not the kilt, and could not be called Highland soldiers.* I remember both these regiments well, and was intimate with members of each of them. I think it will be pretty hard to show by the records, and there must be records somewhere, that any one Highland regiment served in Canada during the war of 1812-15. The nearest thing to it was the Glengarry Fencibles, as they were called, and they were a corps of what was then called "incorporated provincial militia," formed on a company of Highland militia raised in the Glengarry settlement in Eastern Ontario, added to by re-enlisted men from the regular army and other corps until they became a regiment bearing the title of Glengarry Fencibles, and right good, brave service did they do wherever they appeared during the war, whether in greater or smaller numbers. I cannot see why the EXAMINER should be troubled about the correctness of my memories, or their agreement with matters coming from his own sources. I am not careful to have them harmonise with anybody's notions of the way things should be stated. I simply give them as the impression made on my mind of what I saw, heard, and knew, and which I now find retained in my memory of the long ago which is fast passing beyond recall. I say nothing of recent things. Persons coming into the country twenty or more years after the time of which I write cannot correct my narratives, nor do the newer traditions correct the older. In almost every community there is a noted character, often a mere supposition, but sometimes a real person, spoken of as a sort of court of final appeal in regard to uncommon events. I am thinking of the oldest inhabitant—some person must occupy that honourable position. It strikes me that there are not many persons standing between that distinction and your humble servant—one or two at most, if any. The late Mr. Edward Luck, who resided a little north of Crown Hill, had claim to it in the last years of his life of the settlers north of Lake Simcoe, but he was called to close a good and honourable life a little over a year since. I remember him in 1822 as a young man when I was only a lad just entering upon my 'teens. In making enquiry for the old people, I have been told that an aged person named John Lawrence, sometimes calling himself "Doctor Lawrence," lives a little north of Barrie, at or near the little lake. If so, he is the oldest inhabitant, though perhaps about my equal in

*Highland Light Infantry. (71st Regiment.)

years. The Lawrence family were so comfortably settled when we arrived that they could and did give very free and kind hospitality to the incoming settlers. They preceded us by several years. I know of some others who may be inclined to dispute the honour with me; if they do I shall yield to their claim when proved. I have mentioned the above that even the EXAMINER may see how absurd it is to call upon later arrivals to correct my statements. As an illustration, I cannot see how my account of the Glengarry fight on the Nottawasaga River is going to chime with the sober details of real history found in the articles on "Bulger's Victory," which appeared in two numbers of your paper. I am not troubled about that; but must come to the conclusion that what came to me was merely an extended tradition woven upon some real events occurring at that time, and "dressed up a bit" by the imagination of those who "spun the yarn." I only professed to give it as I got it. I was careful to do that. It will be seen that up to this time I have (with the exception of my experience on the Portage) written mostly of things obtained from others. If I am spared to continue these memoirs I must come next to things observed by myself—mostly things and events being and occurring during "the twenties" and "the thirties," and then when I am through, let the EXAMINER or anybody else come out with a general review and criticism if they see fitting. To have it implied that my writings must be kept in tune with other writings, and other people's notions, is, to say the least, not just as it should be. So much, Mr. Editor, it seemed I should be permitted to say. Truly yours,

THOS. WILLIAMS.

The Cottage, 3rd June, 1891.

VII.

As near as I can now ascertain, the first real settlers—those who took land with a view of making homes and deriving their living from the land—came to the country in the year 1819. Some may have come in 1818, but I can find no proof of such coming. Our family came in 1822. The land was “taken up,” that is, ours was selected and a location ticket obtained from the Surveyor-General and Crown Lands Office, in the fall of 1821. When we did reach it and built our shanty, I can distinctly remember our neighbours (and the whole settlement for the first ten miles at least were neighbours). All knew each other and went in and out of each other’s dwellings, and were interested in the affairs of each other; and most of them spoke of coming three years before. A few had been a shorter time. This applies to all the settlements along the Penetanguishene Road. At or in the vicinity of Penetanguishene there were some few families which were not of the military or naval forces stationed there. They were of the class which the soldiers there would have called civilians. Some might have been considered a sort of camp-followers, carrying on some sort of business or mechanic art, and deriving their living in that way from such works as were carried on in connection with the Naval and Military Establishment. One family of these, the Mundys, still remain in the neighbourhood. There was another name—the family was employed much in the same way—but I have lost the name and am not able to recall it. But these were not settlers in the true sense of the term. They were business people. The Mundys afterwards settled in the vicinity. The mother of the Mundy family was a noted person. She lived to be more than a centenarian. She was a native of Quebec; a French woman, and began her married life there. One of her sons became a noted lawyer and rose to the rank and position of Chief Justice of that Province. He called himself “Joseph Remi de St. Valliere.” The name of her first family was Valliere. In the first years of the century she married Asher Mundy, an American, as her second husband, who was for many years a well-known, quiet and respected man in the neighbourhood of Penetanguishene.

Their only son was Israel Mundy,* who, if he still survives, is a very aged man. When in my boyhood, among the first of my teens, I remember looking up to him as an amiable and good young man. This family, with perhaps some others drawn there with the military and naval works, were settled with them, quite ahead of the design of a general settlement of the country. If you were in that country, on the Gloucester Bay, east of Penetanguishene, towards the eastern extremity of that water, to the place called by the Indians Mah-je-dushk—corrupted by us to Matchedash—back in the twenties, you would see on the shore a sort of pillar-like erection—old chimneys. The place was called for many years “The Chimneys.” I am not sure but it is so called now. Those chimneys marked what had been the dwelling place of a family named Cowan. The head of the family was a Scotchman, who had taken to himself an Indian wife, and lived in that spot many years and brought up a family of several sons and one daughter, who died early and unmarried. Mr. Cowan must have been a man of means and position. I judge this from the fact that his family were all educated and considered respectable people. Only one of the sons joined himself to the Indians by marriage. The name I think will be found now among those living on the Christian or Beausoliel Island. One of the Cowans was married to a daughter of Mrs. Mundy. A son of theirs, William Cowan, was one of my early associates, though some three or four years my senior; and his sister was a Mrs. Dickenson. This would show that the Cowans were early settlers, as the time of which I write was not later than 1826. Mr. Dickenson was foreman in Lount’s axe factory for several years after that time. The Cowan sons died or went away; only my friend, W. Cowan, and those among the Indians, remained of the name in the country. When I was last at “The Chimneys,” I think in 1826, besides the chimneys and old house foundations, there were some old broken, abused-looking apple trees and plum trees, marking the place as once a civilised home. It comes to my mind that a country is of little consequence apart from the people who occupy it and find their homes in it, and whose children grow up to man and womanhood in it. Influenced by such a thought, I find my memory recalling one or two other families of civilised people, who made a home and found business in the eastern part of the Georgian Bay, either at Penetanguishene, in its vicinity, or not very far distant from it, in the earlier years of the present century, before the fixing on the point of occupation as a military and naval post. A French family, named De La Morandiere, the members of which still live and fill

*He died in December, 1888.

respectable positions. The head of this family is said to have been a French noble, who betook himself as early as the time of the French regime to a life in the wilds of Canada and amongst the Indians. The old gentleman was gone long before my earliest recollection. A son of the family is carrying on business at Killarney, Manitoulin Island. A daughter, a Madame Rousseau, and her brother, Alexis, I remember meeting early in the twenties. She was the wife of the Mr. Rousseau after whom the Lake Rousseau is called, and the last I heard of her she was living a widow on St. Joseph Island. The younger son, Fred. de Lamorandiere, lives at Cape Croker, and is secretary to the Indians residing there and postmaster of Cape Croker post-office. A family named Smith were very extensive and wealthy traders and occupied a post at or near Penetanguishene. Mr. Smith died shortly before my coming to the country, and left, it was said, large wealth to his two elder sons, Cyrus and Sidney Smith, who, it was said, were not long in getting through it. I think they both died somewhere in the thirties. There will be people still living on both sides of Lake Simcoe who will remember these men. They were for the time in which they lived well educated and, when themselves, very genteel men. The late Samuel Richardson, Esq., of Barrie, said to me shortly after Sidney's death, "There was a time when I could have taken a wager that, meet Sidney Smith out alone at any time, you would not find him without a book, and no common book either. If English, an English classic—Milton, Shakespeare, or Addison—or one of the Latin classics." But they had formed habits which carried them to an early grave. The late Sheriff Walker Smith, of Barrie, was a younger branch of the same family, and there were other brothers equally respectable.

VIII.

While looking over the Memories already put upon paper, it strikes me that I have not found the right plan of beginning. With the exception of what I wrote of the Portage and its associations, I seem to have been conjuring up the shadows of things existing before what might be called more the settlement of the country. It came to me that the question might arise, What of the country prior to the settlement? I have given attention to this as far as I had knowledge—not very far back, it is true, into the misty traditions of the past. It is now pretty generally conceded by our students of Canadian history that less than two centuries since this part of the country was occupied by a very interesting aboriginal people in pretty considerable numbers, who did not live altogether by the chase, but in their own way cultivated the soil; of that early day, however, these Memories have no intelligence. The occupation of strategic points on Lake Huron by the naval and military authorities had certainly something to do with the settlement of the country lying between that lake and Simcoe. The settlements from the front had reached the south shores of the latter lake some years before the war of 1812-15, but pushed no farther northward. The people of these settlements were mostly from the States, old American settlers in origin, some of them United Empire Loyalists, and others whose affection for British institutions was perhaps unconfessed during the existence of war, but lingered in such a way that they were not comfortable in the land of the Stars and Stripes, but prompted to seek homes under the Union Jack. Canada owes much to this people, of whom I shall have something to say farther on. The settlers south of the lake were, many of them, employed by the military in work connected with the occupation of the points farther north, opening roads, building, teaming, and other work, but what might be thought strange, they were not in a single instance among the first of the settlers, if we except the brothers James and David Soules, who located themselves early on the south side of Kempenfeldt Bay and near its eastern entrance. In most cases in our province, and perhaps in other countries, settlements are pushed back and back, as pieces of good land and desirable locations are

discovered ; continuously farther, and yet farther, into the wilderness until some barrier is reached. In this case the lake became to these people an impassable barrier, seeming to forbid these people's farther progress. In 1822, when our family came, and we lingered awhile with these people, we encountered strong prejudices against, and almost frightful descriptions of, the country to which we were proceeding. "Why should you go to that country?" said a good man, among others. "You can certainly have no conception of its character." "The snow does not all go away there until in July." "They have six or seven months of dead winter, and then four months of cold weather." "You will not be able to live there." If we were now called upon to give a description of the countries bordering on Hudson Bay, it was such a description that we listened to of the country in which we were seeking to make a home. Such were some of the discouragements the hardy pioneers of that early day were called upon to face in addition to the real hardships, which were indeed not few in number. I can think of only one thing which may have led to the forming of these prejudices, for they seemed to be real and felt. The work they did for the military was mostly, if not always, in the winter, and midwinter at that, for the lake seldom freezes over so as to make safe teaming until the New Year, and a tradition came to me that the winters of the years of that war time were exceptionally severe, the snow falling to an unusual depth and remaining long in the spring. One result of the notions they imbibed was that the country was not desired by them as a place for settlement. The people who did come were all from a distance—from different parts of the old countries, and from wanderings in other countries.

At first the government put before the world what seemed to them pretty strong inducements to settlers—each family was to have a two-hundred-acre lot as a homestead ; each son of the family having reached man's estate a half lot, or one hundred acres. This policy prevailed for two or three years at most ; the first families coming availed themselves of it ; that would have been during the years 1818 and '19, perhaps into '20. In 1821, when my father and others made application for land, the policy had become straitened and narrowed ; one hundred acres was the limit, and no recognition of the sons of the family, and what seemed very great difficulties were put in the way of intending settlers in getting the lands, whether by grants as British subjects seeking to locate themselves as settlers in a British province, or as purchasers. The land was nominally valued at one dollar per acre, to be paid for in four succeeding annual instalments, or cash at the time of purchase without discount, the patent to issue in

two years on proof of settlement duties being performed. In my boyhood I have listened to many sad tales by the old settlers of their difficulties in getting their land, the weariness and humiliation of their attendance upon the officers connected with the location of homes in the unclaimed domain of the province. First, there was to be a petition to Governor-in-Council, presenting the applicant's claim, his antecedents, his present purposes, etc., etc. This would go before the Executive Council, which was presided over by the Governor, and its members were the magnates of the land—clerical, military, and civil—and it was supposed to meet once a week. This it might do or it might not, as the whim or convenience of some of its leading members would determine. The petitioner must then wait, spend time and money, or go away and come again; this is if his means, patience, and loyalty did not wear away in the meantime. If the prayer of the petition was granted, a document was given which he must carry to the office of the Honourable Commissioner of Crown Lands, from thence one to the Surveyor-General's office, until location ticket was obtained. I may say here that there arose men who acted with and for the intending settler as agents, or "go-betweens," among whom was the late Andrew Mercer, whose accumulated wealth was such a God-send to our Ontario government a few years since. With the aid of such men, and some by securing the interference of men of position, succeeded, after much effort, in their quest. How many failed and gave up it would be hard to say. Some I know did so and left in disgust, and we lost sight of them altogether. It is quite likely many went to aid in the population of the great country to the south of us. Their loyalty to British institutions was not sufficiently sturdy to pass unhurt through so severe an ordeal. It was in these years, and while this policy prevailed, and before the days of assisted emigration had come, while every intending settler was prompted by his own spirit of enterprise, that the newspaper called the *COLONIAL ADVOCATE*, published and edited by the famous William Lyon Mackenzie, made its appearance. It was early in the thirties; I can remember well the excitement it stirred up among its settler and farmer readers. The means it used was a reiteration and rehash of these old grievances. Every man and every family carried bitter memories of unsympathising and harsh treatment. These old sores were easily rubbed into painfulness. Furnishing, as they did, irritating matter for Mackenzie's paper, they had much to do in bringing about the rebellion of the latter years of the thirties. It was well for the country that a more liberal land policy had met the larger emigration which began with the first of the thirties, for that filled the country with a people who had never felt the

troubles of the earlier pioneers, and could not be made uncomfortable by unpleasant remembrances of them. In my next paper I will give my impressions of the cause which led to the narrow and hard land policy complained of in this paper.

IX.

In my last I promised that in this I would consider the question why those to whom were committed the management of the country put such difficulties in the way of intending settlers coming at their land. Along with this is to be considered also the fact that the immigrants of that period were a superior class—people who were inspired by an ambition to become the owners of land in order that themselves and children should reach a more independent condition. They were possessed of more or less means, had experience in business of some kind, or in farming; quite a large proportion of them had put in a few years in the States, and not finding things there quite to their mind, had come to seek a home under the Old Flag. They asked nothing from the government but the land, and sometimes, not often, a little aid in opening up a path to it. The people were of a class generally who might be expected to make good and enterprising settlers. Assisted migrations had not begun to send people to our country, if we except two instances—first, the somewhat turbulent Paisley weavers, who were brought out and settled in several townships of the county of Lanark in the years 1819 and 1821; and second, the Irish settlers who came out a few years later under the care of the late Honourable Peter Robinson, and were placed in some townships back of Peterborough. But both of these cases had their origin and support from the Home Government—not from the Provincial—and are really no exception to the policy prevailing in the province. They were told to accept these people and provide for them, and they must needs obey. I will now call attention to some facts which will throw light upon the narrow land policy complained of. First, French Canada had been settled by Seigniors, to whom alone the land was allotted in large tracts of several thousand acres, who brought with them from France their dependants, an illiterate peasant class. This was the form of society in France at that time, nursed into that form for centuries by a despotic government, the nobles, who were very numerous, and a powerful Church. It was quite natural, as they knew no other form of society, that they should seek to make a new France in the new world. To these peasants,

or habitants, they assigned homesteads, at a small price, but bound the habitant to themselves and to the estate by placing restrictions on his disposition of the land, holding him to certain service, requiring small periodical payments either in the fruit of the soil or in money, as rent. The land was also burdened with tithes for the maintenance of the clergy, and was subject to imposts for the construction of ecclesiastical buildings. This was the form of society prevailing in Eastern Canada when Western Canada began to be settled. This was the form which was nursed in all European countries from feudal times down to the times of great wars of Europe, which were either brought about by the system, the jealousies of despotic rulers of each other, or by Providence to uproot this system of semi-slavery. The Protestantism springing up in Europe three centuries since was no doubt a potent factor in its destruction, and yet there have been, and may still be, persons who are not French or Romanist, who sigh for such a form of society as being nearer paradise than anything else found in this world, and would gladly see it prevail. It has been suspected that those who influenced the narrow land policy of which we complain, would have produced it in Western Canada, could they have got the power from Britain and the material to work with. In the earlier thirties the writer had access to the government maps of all the townships in the county of Simcoe, and to some other maps of townships in other parts of the province. These maps, I might say, were disfigured with peculiar marks, which indicated the allotment of land in them to certain purposes and persons—indeed a very large proportion of the land was shut away altogether from the use of actual settlers. There was first the Crown reserves—one-seventh of all the lands; these had a mark on them like a blur made with the end of a finger dipped in pale red ink. These were sold or granted about that time to the Canada Company, and were open for settlement by purchase. Then there was another seventh of the land, with a dusky blur on them, made as if with a finger-tip dipped in common black ink. These were the clergy reserves, and at that time might be leased, but not bought. Besides the above, there were in all the townships lots with the letter D written upon them, some in single two-hundred-acre lots, and sometimes in blocks of several hundred or a thousand acres. These, we were told, belonged to certain great estates of favoured persons in different parts of the country and deeded to them; and they were always the best lands, but they were “ta-boo” to the settler. There was not generally in that day enough land accessible to the actual settlers to make closely inhabited neighbourhoods. This tended to increase the hardships they had to meet, while their labours were every year

adding value to these lands. It was suspected that these large grants of the best lands (for in no case were they purchased from the Crown) were given to favourites, that by-and-by, when the other lands were settled on, the owners of the estates might find themselves occupying an elevated position, and that the foundation of a social order might be laid differing from what had been planted by the United Empire Loyalists, their descendants, and other people, in the earlier settlements of the Upper Province. Society in these had taken a decidedly democratic shape wherever formed. In the extreme west, now the counties of Essex and Kent, the shores of Lake Erie, the Niagara frontier, along the shores of Lake Ontario, the Bay of Quinte country, along the St. Lawrence River and some distance up the Ottawa, settlements had been formed in considerable strength, and were giving character to the country. The large estates spoken of paid no taxes, contributed nothing to the progress of the country, but greatly retarded it in all instances. It was a great step in advance when our legislatures gave our townships and counties municipal powers enabling them to tax all lands for public improvement. This brought these lands into the market, and put settlers on them, and contributed very much to a change for the better over all the province. After the more liberal land policy which came in with the larger immigration in the early thirties had got well into operation, some things occurred which, now looking back upon, impress me to confirm the suspicion that the form which society was taking throughout the country did not give unalloyed satisfaction to those who filled high places in our provincial government. That the idea of giving to Canadian society an aristocratic form was given up with great reluctance—if it was even then wholly given up. Certain things were constantly operating against it. First, instructions coming from the Home Government to receive the incoming settlers with all needed encouragement. There is proof that such admonitions were received by the provincial authorities. And secondly, the settlements already planted had taken an altogether different form, and it would seem that no power could prevent them becoming models for all the future unless they should be wholly plucked up and planted over again, which nothing but a sweeping war could accomplish. But the form society did take—whether the best or otherwise, I do not now stop to say—we owe to the United Empire Loyalists and the people who came in with and after them for several years from the now-republicanised old colonies, who acted from inborn preference to what was British and monarchical.

X.

I will now mention some things which would seem to justify my suspicion that in the high places of our province there existed a strong desire to give society a form very different from that which it was evidently taking, and that this idea was only given up when it was seen to be utterly impracticable ; and the desire so to shape society was the chief cause of the troubles met by the ordinary settler in his endeavour to locate himself upon lands, unless that settler was a man of wealth and position, or a dependent on such men. Men of means or position were always received with open arms ; the entire Crown domain was readily opened for their inspection and choice. In the first of the thirties, as has already been mentioned, emigrants in considerable numbers began leaving the old countries and seeking our shores. I cannot now say who were the principal agents in promoting this increased emigration, nor can I venture to specify with exactness the causes which led to it. Different things may have contributed to produce it. There prevailed in the old countries at that time quite a spirit of discontent among the labouring classes generally ; what was called the Chartist agitations were rife at the time, and the idea of emigration to new countries presented itself as a remedy for the prevailing evils. At that time, or a little before, the Canada Company was formed in England, to whom the government sold a large tract of the finest forest land in North America of nearly two millions of acres ; what was then called the Huron Tract, together with all of what was called the Crown Reserves—one-seventh of the land in all the older surveyed townships throughout the entire province, and it was said for a very small consideration in money. This corporation must needs sell their lands, and encourage the emigration of actual settlers. I can well remember that the emigrants of that time were mostly well furnished with the literature and maps of the country put into circulation by the Canada Company. I desire that my readers may remember that this company had a British and not a Canadian origin, and that the impulse it may have given with other agencies to the settlement of the country, had its inspiration from the old country rather than from the authorities of the province. Their action was

simply a yielding to necessity. Part of their action to this end was to place agents in several parts of the province where any considerable quantities of unlocated lands remained. These agents opened offices, where the settlers could obtain information and other aid to find and choose their location. The first agent north of Lake Simcoe was the late Colonel E. G. O'Brien, of Shanty Bay, for the townships of Oro and South Orillia. This was in the year 1831, when many of the older families of Oro went upon their lands. Mr. O'Brien did not long retain the agency, and was succeeded by Wellesley Richey, who had experience in such work, having been an Aide de-Camp to the Honourable Peter Robinson, in placing settlers in townships northward of Peterboro'. Mr. Richey's office was located on the lake shore near the now village of Hawkestone during 1831 until the spring of 1832, when he was instructed to remove to a position more convenient to the vacant lands north and east. He located his office at the east end of Bass Lake, near the Coldwater road. It was in connection with this removal that the writer became connected with the agency as one of the aides to the principal. By the settlers he was called a "guide." This agency embraced all the vacant lands in the northern part of Oro, all of Medonte, and the two Orillias. In the spring of 1833 we were again instructed to remove; this time to the Nottawasaga River, to where the boundary line between the townships of Vespra and Essa crosses the river. The government had early that spring caused a block of land still in their hands, at the head of Kempenfeldt Bay, to be laid out by their surveyor, William Hawkins, as the town of Barrie, and the same surveyor to lay out a line of road from this plot to the river, a distance of eleven miles, and there to lay out another town plot, which never became a town or scarcely a hamlet, and from thence to survey a road through the township of Sunnidale to Lake Huron. It was at the Nottawasaga River that our agency was to be located as soon as we could get there and suitable buildings could be erected. In the meantime the opening and making of a rough waggon road between the Barrie townplot and the river was contracted for by Alexander Walker and the Drury brothers, uncle and father of the Honourable C. Drury, of Crown Hill, and a large body of men put to work upon it. This agency had to deal with the still vacant lands of the old surveyed townships of Vespra, Essa, and Tossorontio, and the newly-surveyed townships of Sunnidale and Nottawasaga. These latter townships were not encumbered with deeded lands or reserves of any kind. All the land in them was open for location and purchase by anyone who met the conditions of grant or of sale.

I have written the foregoing in relation to the large emigration

to the country and the way it was met by our authorities, not because it comes in here as its proper place in these memories, for I have yet to give some details of events remembered of an earlier settlement, that of the Penetanguishene road, made in the last years of the second and the first of the third decade of our century. In that connection we shall find that many interesting things occurred quite worthy of our memory and record. I have written what has just passed under my pen in this place, as it gives me here some incidents which serve to strengthen my conviction that in meeting the immigrants now coming in with a more liberal land policy, our authorities acted more from compulsion of some sort than from choice, as the most desirable thing to do. Two things which serve to press this conviction on me will now be given; afterwards, if spared, I hope to pass back over the events and incidents of the earlier settlements. I might say the people who came to this country at that time could be considered as of three different classes.

First, those who would call themselves gentry. They were composed in great part of old officers (not old men) of the army and navy, the naval officers all having their half-pay; the army officers in most cases had commuted their half-pay for ready money. That was their misfortune, for the money soon slipped away from them. Those who retained their half-pay were in much the best condition. There was also with them quite a mixture of what might be called private gentry, some professional and some mercantile. There was not much trouble with these latter, they slipped into places in the towns and villages. We had no cities at that time. The army and navy men and their families were of good material, quite respectable generally, and would have been desirable settlers if they had brought with them a better knowledge of economy in living, and a determination to knuckle down to their changed condition. These people were, all of them, in some way enjoined to call upon the Governor, and to them he dispensed large hospitality. Every mark of consideration and kindness was shown them by him. Their talk was full of it when they came to the agency, and none of them came to the agent without strong letters commending them to our utmost attention and care, and we always gave it to them. The agent not only fed them, but if he judged their tastes led that way, they were wined and brandied to their heart's content, and every aid given them to select their lands, a thing which they knew nothing of themselves.

The next class of settlers were mostly thrifty but poorer people, paying their own way and having more or less means. Very many of these had been in the army, some few in the navy, and a very large proportion of them had sold out their pensions; the

smallest number retained them, greatly to their comfort. There were with these some who had been small farmers, farm labourers, and some mechanics. These paid their own way, and as to the others they had more or less means to begin with. That which I wanted to say just here was that this last class met no hospitality at headquarters besides what they paid for themselves, nor did they seek any. They brought no letters of introduction, and had given to them simply the aid needed to find their land and settle on it, which they did, and if they are not here to-day, after more than fifty years, their descendants are. The children of the first class mentioned are not so numerous, yet we have some of them with us, and filling good places, quite satisfied with society and racy of the soil. Of the second class mentioned I must give an anecdote illustrative of their progress, and leave the third class of settlers to be treated of in connection with the five acre allotments alluded to in the BARRIE EXAMINER as topic of my next paper. Some thirteen years since I met a gentleman on one of the Lake Huron steamers who was introduced to me as the Honourable John Northwood, of Chatham, Ontario, one of the Senators of our Dominion. I remarked to him, "I have a memory for names, Mr. Northwood, and I never met your name but once in my life, and I will tell you the circumstances. I held a position as assistant to a government agent, settling emigrants on lands in 1832 north of Lake Simcoe. There came to us, among many others, a person of your name—Northwood, a very fine-looking, middle-aged man, I think from the West of Ireland. He had been a sergeant in the army, was a pensioner then, and was entitled to draw two hundred acres of land. I was quite taken with the man, and thought him a very desirable settler, and after taking him to our best vacant land and asking him to choose so I could enter his name, he shook his head in great discouragement and said:—'The trees, the trees; I never saw the likes of them. Oh, the trees, the trees, if they had been stones I would know what to do with them.'" "That was my father," said the Mr. Northwood, his son, then said to be a millionaire and an Honourable Senator.

A MEMORY OF 1832.

Certain events recently occurring have put my memory into a condition of action, and as you and your readers seem to take it that what I recall is of sufficient worth to have a place in your columns, it has come to me that I should now pen these that are coming up, though not in the order I intended to follow. But I may get back to that. In the summer of 1832, while I was connected with the Government agency for settling this county, the headquarters of which was on the Coldwater road, at the east end of Bass Lake, it was my wont often to attend the Sunday morning religious services held in connection with the Indian Mission, then occupying the site of our town. These, with the schools, were conducted in a frame schoolhouse, standing near the corner of what is now Peter and Coldwater streets, on what is now the grounds of the Anglican church. When my duties permitted, and the weather was favourable, Sunday morning found me taking this, to me, pleasant three-mile walk. First, at half-past nine A.M., came the Sunday-school. This was conducted by the two mission teachers, Mr. P. H. Swartz and Miss Brinke, and the pastor, the late Rev. Gilbert Miller, who only deceased a few years since at Picton. (Here, too, I met with some young men just entering upon their ministry, some of them going on a little farther, and some of them staying for a time to aid Mr. Miller, whose health was not strong at the time. Among these young men beginning their life work was the late Dr. Samuel Rose, the Revs. John Baxter and Edwy M. Ryerson and James Currie. These all have, some years since, gone to meet their reward. They were all worthy men; and though I have associated with them in common work and ministry since, I find pleasure now in remembering that I met them here in that early day.) At a little before eleven o'clock the Sunday-school would be dismissed. Mr. Swartz, or the interpreter, Benjamin Crane, or some strong lunged Indian would take a long tin horn and produce from it trumpet-like sounds, which would seem to echo in all directions. Then look! There would be a stir at the door of every Indian house as the people (Indians) began to move towards the central schoolhouse to take part in the holy worship. There were at the same time some

families of white people living on the reserve (as it was then called), besides the members of the Mission. The Government had an agent, who acted for the Indians in business matters, and as instructor, who was supposed to give instruction and aid to them in their efforts to reach a civilized condition. And sometimes there was a doctor. These all, I think, had their support and pay from the Indian annuity funds, but they were considered as Government officers. Besides these there were persons engaged in trade, and others in the business of forwarding goods and emigrants, and teaming goods over the Coldwater road portage, and the emigrants coming and going made a small community of white people. I do not at this day remember meeting representatives of these families uniting with the mission people and the Indians in their worship on the Sabbath. True, these services were designed and maintained mostly for the Indians, and the greater part of them was in their language; still, the reading of Scripture and the preaching was first in English, then interpreted. Some of the prayers were in English. Persons of a religious spirit might find some good and helpful influence in them, though in the absence of that they would seem tedious and uninteresting. Once I remember that say a score or more of these people were gathered at a Sunday afternoon service, designed especially for them, when the Rev. John Baxter officiated and preached. I think I may venture to say that the prevailing disposition was not religious, and not in sympathy with missions and Indians. A strong and undisguised feeling among them was a desire to have the Indians "out of that." If those who represented religion were other than Methodists I am not very sure it would have been better or different, but the others had not yet come, and not until some time later on. It was to enter upon mission work in this field, and with these influences round her, that the late Mrs. Moffatt, then Miss Manwaring, fifty-nine years ago in her tedious canoe voyage, came here to work for the world's good. The season of 1832 had nearly ended, the first or second Sunday in November had come, and I was on the road taking my Sunday morning walk of three miles to attend the mission services. I got in early and found my friend, Mr. Swartz, alone in the schoolhouse. It was yet twenty minutes before the Sunday-school would begin. I was glad of this, for I could spend that time in pleasant conversation with the teacher, for we had become attached to each other. He began by saying, "I cannot tell you how glad I am that you have come this morning, for I am to leave here this week. Miss Brinke (the lady teacher) has already left. The teachers are both to leave and others to come. A Miss Manwaring succeeds Miss Brinke. She has not yet come, but is on the way and is expected soon. My successor is already here.

He is a Mr. Hannibal Mulkins. He desired me to keep charge of the school to-day. He will assume his duties in the school to-morrow. I am looking for him to be here any moment, and shall be glad to make you acquainted, and hope your associations may be as pleasant as ours have been." At that moment the door opened. Mr. Mulkins came in and we were introduced. If I had been gifted with that prophetic foresight which would have given me an inkling of the prominent figure he was to become in after years, and the conspicuous position he was to reach, I should without doubt have studied him more closely. As it was he did not prepossess me favourably. I was not drawn to him. He was youthful in appearance. I should take it that he had not then reached twenty years. There was something in his "make up" which gave me the impression that he had come through some hard times. We did not form an intimacy. I went away with the agency to settle other places, and I think his stay at the mission was not a long one. I have heard that he very soon gave token of possessing more than common ability in the direction of preaching, and was taken to where he could improve in this by study and exercise. Four years afterwards, in 1836, I met him and heard him preach. His improvement was very marked. He was a fine-looking young man, a preacher of great pulpit power and pleasing manner. In 1840 he withdrew from the Methodist church and received orders in the Anglican church at the hands of the late Bishop Strachan. I have no call to follow his history further.

T. W.

ANOTHER MEMORY OF 1832.

It was fully a month, or more, before the time spoken of in the "Memory" you gave your readers more than a week since, when the Agency at Bass Lake was visited by a very interesting company, looking at the country with a view to settlement. Whether we look at the men as they were at the time, or what they became to the country in after years, some of them at least, we were certainly not visited by a more important party in the whole season. When I mention the names, and a little of what I remember of each, this will be readily acknowledged. They were emigrants from Ireland, from the city of Dublin. They were what we might well venture to call Irish gentlemen, and as it has been sometimes said that Irish gentlemen were the best of their class in culture and manners, the demeanour of these persons would go far to confirm that impression in those who met them. They were five in number. First, two clergymen, who had been ministers of the English Church in Ireland. The elder of the two was the Rev. Chas. Crosby Brough. If he had not reached middle age then he was certainly getting up towards it. He was tall and a well formed person, and would attract attention for a good appearance in any company. I think he professed to be retiring from the active work of his profession on account of throat ailment. He selected land in the tenth concession of Oro, near what is now called Jarratt's Corners, got his shanty put up there, made a pretty good clearing, then removed to a part of the Township farther south. I could not say how many years he remained in these parts. I do not think very long. The Bishop of Toronto called him again into professional life and work. Though earnestly engaged in business, while living in this vicinity, farming and milling, and took no mission, he was ready to do the work of a gospel minister to some considerable distance from his home, as people would call for his services. He was a plain, practical, and powerful preacher. At one of these rural services he felt it his duty to caution the people not to go after the Methodists, who were the only religious organization actively at work here. At the close of this service an old gentleman, stepping up to the preacher, said to him, "I thank you, sir, for coming to us in our

destitution, and for your excellent discourse. I fear you will not consider it complimentary, but I must say had I not known otherwise, I should take you for a Methodist from your style, matter, and manner." He seemed a little taken aback at the old man's remarks, but shaking his hand cordially, expressed his pleasure. He was certainly useful in the country, giving baptism to such children as people would bring to him, and marrying the young people of all creeds, who desired to enter that relation. He was first given a mission on Manitoulin Island. A few years afterwards we find him doing extensive mission work in the vicinity of London. A very well known and much respected clergyman for many years was Archdeacon Brough. The other and younger man was the Rev. Dominick Blake, uncle to our noted men of that name. I might say here that Mr. Brough stood in the same relation to them, for Mrs. Brough was a Blake. The Rev. Mr. Blake did not choose to settle in these parts. We find him with others of the party settled in the Township of Adelaide, west of London. A few years after he received the appointment of Rector of Thornhill, on Yonge-street, and there passed his life. The next to be named was Mr. Hume Blake. To me he seemed the most youthful of the party, though I believe then a family man. A very fine looking person—might be called handsome in figure and delicate in complexion. I have been told that in Ireland he followed the profession of a surgeon. In this country he took up the profession of law, and is soon heard of as one of the leading lawyers of Toronto, and was the first appointed Chancellor when our Chancery court was instituted.

The next to name of the party called himself by his signature—Skeffington Connor. His profession in the old country was that of law. It was said to me that he had been a Counsellor, and that he was allied to the other members of the party by marriage. He did settle in these parts, choosing his location in North Orillia, where is now the village of Marchmont. He had the misfortune, after some little time, to have his dwelling burned. Then he left these parts, apparently discouraged, and did not return. It was not, however, many years until we find him a noted lawyer in Toronto, and mixing very much in public affairs. In the meantime he had obtained the degree of LL.D., and was spoken of as Doctor Connor. I cannot give from memory all the offices and honours to which he attained, as I have no record to which to refer. Some of your readers could do this more correctly than I am able to do. I simply know that when last I heard him spoken of he was the Honourable Justice Connor.

The last to be named in this party was to me the most interesting person of all. He took my attention as none of the

others did. I was led to this, I have no doubt, by the deference paid to him by every member of the party, including the clergymen. He was, I think, fully of middle age, if not a little over it. I think I had a little before been reading a translation of the French classic, *Telemaque*, so to me he seemed to hold the place of Mentor to his party. When the gentlemen spoke to him they addressed him as Doctor, when spoken of among themselves it was the governor, but to other persons it was the Doctor, or Dr. Robinson, and always in the most respectful way. When we stopped to eat our lunch or other meals, it was he who said grace or asked the divine blessing, and when we were ready to get upon our shake-down in camp or elsewhere for the night, he would extend his hand into some hidden pocket and bring out a small copy of the Bible or New Testament, and begin reading without an introductory word, intermingling the reading with short comments very appropriate to impress the lesson, all, including the clergymen, when present, giving most respectful attention ; concluding a service occupying about ten minutes with an exactly suitable extempore prayer, commending us all to the gracious care of our Heavenly Father. The Doctor drew out more of my respectful attention than any other member of this very interesting party, and as he did not remain in the country, and I did not hear of him afterwards, it remained in my mind as a puzzle for years as to what he was himself, and in what relation he stood to the other members of his company. This was only made plain to me a short time since, when I learned that he was the honoured father of our respected townsman, A. G. Robinson, Esq., and that he stood in very close blood and social relation with every other member of his company, and that the clergymen deferred to him as he was himself a clergyman, though not then engaged in clerical duties, and that he was really the Mentor of his company.

I must give an incident in which the Rev. Mr. Brough acted an interesting part, and with that end this Memory. It must not be forgotten that, at the time of which I write, the Indians owned and occupied the site of our town. It was their village, and the white people were either persons privileged to live here or intruders. While at our agency the Rev. Mr. Brough met some of the Indians of the mission, and was much interested in them. He made some efforts to ascertain how far they were indeed Christianized. In these attempts at conversation I sometimes acted as interpreter, as I had a little of their language. These interviews were not satisfactory to Mr. Brough, nor myself, as I wished them to be. The Indian never reveals his inner self to persons who have not first gained his confidence. Mr. Brough did not get much out of them. I recommended him to visit the mission, to call on the

missionary, and attend some of their religious services. He could get more in that way than in the way we were trying. To this he consented, and made the appointment for the next Sunday morning. When the morning came I found that he had engaged my fellow assistant, Mr. Edward Waring, to accompany us. They were on the road for the three mile walk before I was quite ready. I overtook them before reaching the village. I might say here that Mr. Waring was a well educated young Irishman, who retained much of the brusque manner and brogue attributed to Irishmen who see the light first in the South of Ireland, and when his words did not come readily to express all his feelings, he would mix them with some terms, used much more commonly then than at the present time, called sometimes profanity. The invitation to accompany us was kindly intended by Mr. Brough as an effort towards reforming Edward. When we reached the place of meeting the Sunday-school was about beginning. I introduced the Rev. Mr. Brough to Mr. Swartz, the teacher, mentioning why Mr. Brough was there. I expected that Mr. Swartz would introduce Mr. Brough to the missionary, Mr. Miller, when he arrived, which he did not do, but that gentleman entered the pulpit at once and proceeded with the services, not noticing the strangers present, which made me feel a little awkward and out of place.

There were no white persons there besides the mission people and the visitors. The service was for the Indians. The hymns and singing were in their language. The minister's prayer was in English. The Scriptures were read in both languages. The sermon was first in English, then interpreted by Mr. Crane, an Indian lay preacher, into their language. The whole took up about an hour and a half. The theme of the discourse was a practical one on various Christian duties. How Christians should conduct themselves towards each other and the world around them. I do not recall the text. The subject I remember well. I was pleased with it. I expected Mr. Brough to be pleased. Mr. Waring, at the door when we were starting for home, excused himself, saying, "I will overtake you before you reach home." Mr. Brough then said to me: "I fear Mr. Waring did not like the lecture I gave him this morning on his use of improper language, and he is now leaving us to go without him." I was in quite a hurry to hear Mr. Brough's judgment of the services, particularly of the sermon, as we Methodists count much on the sermon. He began by saying he did not like it at all. "Why," said he, "the man did not preach any gospel; he never once told them that they were sinners, and never once offered them a Saviour. It was just duties—what they should do. He could never make Christians of them in that way." I made the best defence I could for my

minister. I am sure it was not a strong one, for just then Edward overtook us. Mr. Brough, turning to him, said, "I was telling Mr. W— that I did not like the sermon." Then he repeated what he had said to me. Edward made answer: "Well now! I thought it was just the thing suitable for them. Why, sure, you wouldn't have the man to be after telling them the same things every Sunday, would you?" The parson could make no answer to that. The Irishman's ready wit was better than argument.

T. W.

YET ANOTHER MEMORY OF 1832.

I think it was on the morning of the 9th of November, 1832, that Mr. Richey directed my attention to an open letter lying on the desk, asking me to read it, and say what could be done. It was a letter from the late Captain Wood, who, with his family, was living at the time in one of the Indians' houses, but who had selected land near the shore of lake Couchiching, in the seventh concession of North Orillia. The Captain, calling himself an "indigent settler," was making a demand to have a shanty built on his land, as he said he was not sure the Indian would not turn him out of his house before winter was over. It was better to get upon his own land. The work of the shanty building party was thought to be over for the season. The men were separated, and at other work. The party consisted of ten men, including their boss, or foreman, who went into the woods and built shanties without the aid of a team to draw the logs. The boss was a man named Douglass, a Scotchman, and an energetic fellow. He settled somewhere in Medonte. I understand that both he and his wife have been dead for many years. Some of their family remain; I have, however, never met with them. The Agent suggested, "If you can find Douglass, he will gather up a party." I found Douglass, and he found his party of axemen. We were to start for the work by the break of day, on the morning of the tenth of November.

In the meantime it had been quite cold; we had a touch of early winter. The smaller lakes were frozen over. I had learned from an Indian that Couchiching had frozen, so that it would be safe to walk down the shore to the place I wished to reach. We, the eleven men of us, took the ice and walked down, the men carrying their provisions and camping necessaries for two days. I directed the men not to gather into groups, but to keep some distance apart, which they did orderly enough until we nearly reached our destination. When I judged we were near the place, I took out my map and spread it on the ice to compare the shores with the map. While I was intent on this work the men forgot my caution, and gathered round me. All at once I felt the ice bending; I picked up the map and ran out between the men,

crying, "Scatter for your lives, the ice is bending." They were not slow to do this, and it certainly saved us a cold bath at least, for after we left the place the water came up over more than an acre of space, though the ice was not broken, merely bent and cracked. Going on shore I directed the men to make a fire, prepare their dinner and camp, while I traced the Townline so as to prove my position. Then I would select the place to build. This was my duty always, and to stay with the men until the foundation was laid and one or two rounds of logs laid on; then I might leave them to finish it. A little singular: my eldest daughter and her husband, Mr. A. T. Reed, own, and they with their family occupy and toil on the farm on which is the site of that shanty, and there, in one of their fields, are some stones and burnt earth, marking the place of the "back wall," against which was burnt in it the huge log fires of the early day.

It appeared to me that I could not close this Memory better than by attempting to give a description of an average shanty, such as were built for the early settlers of this country, and by them, and in which they were glad to find shelter—in which some of them soon learned to make a very cosy home. They were built of round logs, generally from eight, ten, or twelve inches in diameter, and were in size from twelve feet by fourteen feet. This was considered a small-sized shanty. Others were fourteen feet in width by sixteen or eighteen feet in length; these were considered large-sized shanties, and where the people had no teams to haul the logs they were not easily built so large. The covering was basswood scoops, or trauves. That is, basswood trees of a foot in diameter, or a little more, were cut into lengths a little longer than the width of the shanty, then split in half, then hollowed out by the men with their axes until a substance of about two inches thick was left of the outside of the half log, the heart all taken out. The other half served in the same way, until enough of these hollowed half-logs were made; then they were put on, the bottom tier with bark down, the edges up. Then the others were put with hollow over the two edges of the lower trauves, like tiles, until the whole was so covered. When these scoops or trauves were carefully made and put on there was a pretty good roof, which would keep out rain or wet, and when well and carefully chinked with blocks of wood and clay, and caulked with moss, they were warm, and though they could never be made into a handsome dwelling, with skill, care and some taste, they were often made very cosy, very comfortable in the inside. The Agency shanty builders would cut out the space for a door, then leave it to the owner to hew inside as he liked, put in door, window and floor if he could—and was able, or live without them if he chose.

I have put in a good many evenings and nights with great comfort and pleasure in such dwellings. They, or something like them, were the dwellings of all our early settlers. The best Canadian families began their history in log cabins, or log scooped-roofed shanties.

It has occurred to me that possibly there may be somewhere in our county a tolerably well-preserved specimen of the old shanty, and if it could be found someone who is able should send a photographer to take the picture, or this new "Pioneer and History" Society should undertake that very necessary duty, so that the experiences of those early times may not be so soon forgotten.

T.W.

XI.

Before passing backward to take up the mention of some incidents of the early settlement of the Penetanguishene Road, it struck me, on reflection, that some things should be written just here to put a sort of finish on what last appeared in your columns. I will do this in the form of notes, or addenda, or appendix. Call them what they are most like.

First.—I would not have it implied that I saw anything wrong, or out of the strictest propriety, in the large exercise of hospitality towards the people of his own class, coming to the country, on the part of the Governor of the Province. It was, indeed, much to his honour, and very good to the people so favoured, an evidence of the kindness of his heart and nothing out of keeping with his position. I would also say here that I cannot recall an instance of any gentleman abusing this kindness in a way to bring upon himself the application of the term "sponge." I would further say that I do not put in a claim that the more numerous common people should have had like hospitality extended to them. This would have been altogether impossible, and it would not have been agreeable to them, for there is in the great commonality of British people a deep love of independence, and as strong a dislike for being patronized in any way. Such hospitality was not thought of, nor desired. The only thing in this place which justifies the mention of it was the fact that these gentlemen carried letters to the Agent, enjoining the same attention to them by him. During the years 1833-34 it fell upon me to do the hospitalities in the absence of the Agent. The letters were then handed to me without hesitation, and in all cases I endeavoured to carry out the instructions. The question has arisen since: could, or would, the Governor have given these instructions to an officer on salary, never large in those times, if there was not a way of making a charge for their cost on the public purse? In such a case there would not be a fair distribution of what belonged to one class as much as to the other. The common people got no share of this. That fact is the only thing which at all justifies the mention of it.

Second.—In the latter part of the season of 1833, letters came

to the Agent from the office of the Governor's Secretary, informing him that a very large number of poor people, a peasant class, were on their way to the country, or would soon be on the way. They were mostly from estates in the Highlands of Scotland. That the landlords were putting them away from these estates so as to enlarge and extend the pasturages for sheep, deer parks, &c., and in order that much of the land, now yielding no profit, might be planted to forest. That quite a number of the same class of people were coming from one of the provinces of the Kingdom of Hanover, over which kingdom our British king, William IV., was still sovereign. These, too, must be provided for. Along with this information there was mentioned a scheme to only allot to these poor, dependent people five acres of land to each male, head of a family, and to reserve a block of land in rear of them for the young men, for a short time at least, until they grew to man's estate. This was the Governor's scheme, and the opinion of the Agent was asked as to the practical character of the plan, and whether he would undertake to work it out. I can well remember when this correspondence came. The Agent strongly disapproved of the scheme. It was "absurd," "ridiculous," stronger language even than that, some swearing. If they at headquarters could have sent their ears along with their letters it would have cost the Agent his appointment, for his language was far from complimentary to their sanity and intelligence. The trouble was to prepare a respectful reply which would not offend. The reply was that in his opinion it would fail in the practical effort to work it out; that it was not possible for these people so to cultivate five acres of bush land as to obtain a living from them.

The answer given did not satisfy the devisors of the five-acre scheme—it only seemed to irritate them. Orders were immediately sent to select a block of middling good land of about four hundred acres, as near to the present residence of the Agent as such a block could be found, send the name of a qualified surveyor, and the commission would at once be issued to sub-divide this block into five-acre lots. This was immediately done. The land was selected in the township of Sunnidale, on the west side of the Sunnidale road, at or near Brentwood of the present day, surveyed by Mr. Robert Ross, a Provincial surveyor just then settling in Barrie, and opened for settlement. A few families, mostly Highland Scotch—a good class of settlers—took up lots and built their shanties. Never more than half a score of families altogether settled upon this first five-acre block. As an experiment, it was a failure. Most of those who did settle on them looked upon them as a sort of half-way house, in which they could and did wait for something better in the future, and farther on, when the roads

were opened out. Some families coming just then took discouragement at the small quantity of land offered them, did not stay, but sought their location elsewhere. There were not many who did so, for at the same time land could be purchased, and many of these people who brought with them a few sovereigns did purchase. Some who were too poor to purchase, and could not go back for the same reason, were glad to remain, have their shanty built, and wait. There were other ties. Many families were neighbours in the old land and in many instances of kin to each other, and these ties are strong among the Scottish people and bind them together—called clannishness by those who do not know better—a very commendable feeling wherever it prevails. The descendants of these people are to be found to-day among the most comfortably circumstanced and prominent persons in the beautiful country beyond, which they helped to open up, and if any of the pioneers survive, and surely some do, they will only look back with pride to the early days and what they endured in them. I do not think the five-acre scheme in the first instance brought more privation and suffering to those settlers who accepted it than they would have met in settlement in any other way. It must have saved them inconveniences, for neighbours were by this means nearer to help each other. As a provision for families it was inadequate. As a plan to produce in the country an inferior and peasant class of people, which was certainly the design of its promoters, it does not display either wisdom or goodness. But as we shall see, the experiment was to be pursued in another place, and on a larger scale.

Memories—A New Series

Your readers will mostly know that the military road, called the Penetanguishene road, was the base of the first real settlement of the country north of Lake Simcoe. This road was designed to be a continuation north of the then already famous Yonge-street road, leading from York, the then capital of Upper Canada, to the Holland Landing, the southernmost point of the navigation of Lake Simcoe. About the year 1813 or '14 a Provincial surveyor, named Birdsall, was instructed by the authorities to run out a line from a point on Kempenfeldt Bay, Lake Simcoe, to a suitable point on the beautiful inlet of Penetanguishene. This line was to be a military road, but he was to lay out on both sides farm lots of one-quarter of a mile in width, and to limit the rear of these lots by parallel lines on the east and on the west, one mile and a quarter distant, making two hundred-acre farm lots, and numbering them towards the north. These lots numbered to upwards of 120. As these writings are memories, and I have no desire that they should be considered in any other character, I may say that it was my pleasure to meet the gentleman who did that surveying in the year 1836, near his place of dwelling, in the Township of Toronto, not far from the village of Churchville. He was then an elderly man, styled Major Birdsall, a much respected and influential magistrate. The centre line run by Mr. Birdsall has been pronounced by competent judges, who have observed its directness, one of the best, if not the most correct, lines run by compass for so long a distance through a wild, densely-timbered country, in the entire Province. The form and measurement of the lots on this line was the same as prevailed generally in the Province before that time, and as found in all the older settlements, and called to distinguish it from later forms, "The Old Survey." Very soon—the same autumn and winter—men were at work opening up, bridging and crosswaying this road to Penetanguishene, but intended only as a winter road for the passage of sleighs. It was some years afterwards before any vehicle with wheels attempted to pass upon it. As late as 1824-25 the settlers who needed any teaming done did it with sleighs, or wooden-runnered "jumpers," as they called them, drawn by oxen. The road was made along the centre line,

except where the makers thought it needful to deviate to avoid small lakes, swampy land, or steep hills, and for these purposes there were some pretty wide deviations, both east and west. This road was the base on which the first settlement was formed. I am not quite certain of the date of the sitting down of the first settlers. Our family came in 1822, but most of our neighbours said they came in three years before. That would take us back to 1819. I think this would apply generally to the first ten miles of the south end of the road. But there were some families settled at the north end within seven or eight miles of the Naval and Military establishment at Penetanguishene, generally spoken of as "The Establishment" by the settlers, traders and others, at that time, and for some years afterwards. With my father I visited this establishment in August of 1822, and took in the impression that the clearings and buildings of the settlers at that end of the road had the appearance of being older than the same things at the south end. I got the notion that they might have been in earlier by a year or two, but not more. The road, if we do not mention the bridges over streams and some short pieces of crossway, was not much more than a trail through the woods, north of the first twelve miles, a very hard road to travel, used as a road in summer only by persons on foot or horseback, and very little of the latter, for less than half-a-dozen would number all the horses in the settlement, taking in both ends. Cattle would also be driven up the road as beef supply for the establishment, and for the use of settlers. The road was also used when the soldiers of the garrison were relieved, one corps or regiment for another. I remember when a company of the 79th Regiment was marching up to relieve a company of the 71st Regiment, that two men of the former died upon the road from hard travel, great heat of the weather, mosquitoes, and bad beer they had been drinking made and sold to them by one of the settlers. The officer commanding was court-marshalled and censured severely when it was found that he had not appointed a rear guard to look after stragglers. When the ice on Lake Simcoe would become strong enough to carry teams, say from the middle of January until after the middle of March, there would be some lively times on the road teaming supplies with sleighs to the establishment, to the fur traders and the settlers. The only access to the settlement from the front was by Lake Simcoe—in the summer by small sailing vessels and row boats, and in the winter over the ice. There was no land road until 1826 or '27. A mere track, or trail, was run through Innisfil about that time, and settlers began to come in upon it. All the supplies needed by the people, except what grew on their new farms, had to be brought either by boat or teamed over the ice in

winter. The earliest of the settlers sometimes did take grists of their grain over the lake to the "red mill" at Holland Landing. There was no mill on this side the lake until the latter part of 1826, when Oliver's mill was built at the place now called Midhurst. The land was quickly responsive to the labour of the settlers in clearing and planting it. Besides the common grains—wheat, oats and barley—all kinds of garden stuffs rewarded those who planted them with abundant returns. Potatoes, turnips, Indian corn, beans and pumpkins gave good crops. Even melons grew and ripened when the land was fresh as they do not seem to have done since. The cows gave a good flow of milk, contributing thus largely to the living and comfort of the families. Swine could mostly find their own food in the woods in summer, and as they soon grew to maturity and required only a little extra food for their fattening, they produced meat in tolerable plenty to the settlers. The new country seemed also to agree well with our fowls. They gave us eggs in abundance, and filled our yards with their young, which quickly grew to full size, so that in the latter part of the summer we nearly lived on their products. Berries of different kinds and wild red plums were often to be had in plenty, especially in forsaken clearings, and, when sweetened by the produce of our maple trees gathered in our sugar harvest each spring, we thought them a luxury. And I should not forget the wild pigeon. He was seldom absent long in our summers, and though he sometimes plagued us by claiming part of our seed sown in spring and fall, and dropping down on our harvest fields in his thousands, he often served the part of the quails to the Israelites in the wilderness. He gave us flesh for a stew or a pot-pie when flesh was not plentiful. We had also as a frequenter of our fields the American quail. He was seldom killed. We so much admired his pretty ways and cheerful call of "Bob White," we did not think of shooting him. My father once shot our cat because she caught the quails which came into our barnyard. In the early years of the settlement they were quite numerous in summer. We thought they went south in winter and returned to their summer haunts in spring. When the country began to fill up with settlers they ceased coming.

Your readers might be led by the foregoing paragraph to surmise that those early times had in them something of the character of Paradise, but they had another and more gloomy side—a side of real hardship, even of suffering—in necessary privation of things which had contributed very largely to their comfort in all their previous life. As a rule, the settlers had none of them been among the indigent classes. They had all, as far as I can recall a memory of them, filled places among the comfortable middle ranks, much above the assisted immigrants of later years, who were styled

“Indigent Settlers” in documents issued by Government. But more of this when I come to individualise the families of which the settlement was composed. It is not at all likely that any of them knew what to provide, nor had they a conception of what they would have to do or endure to carry out the enterprise they had entered into. Many of them brought full chests of raiment, but it was mostly unsuitable to the country and climate. Only to think of having garments made of moleskin, corduroy, and broadcloth in a Canadian winter, with snow three feet in depth, and shoes with thick soles driven full of hob-nails. The Irishman's frieze was a better clothing. I remember hearing one man say he had brought out stockings—yes, stockings—to last him and his boys five years, but they were not suitable, and involved suffering, and did not last the “five years.” And how to have them succeeded by more suitable raiment was very often a most serious question, the only answer to which, in many thrifty cases, was patch upon patch. Then in their food certain things which are always considered essential to the civilised man's table were always scarce, sometimes short, and for long spaces altogether absent. Every pound of flour was brought distances from fifty to seventy miles until the later part of 1826. With perhaps every family there were scarce times, with some longer or shorter periods of “no bread.” Tea and coffee, unless made of herbs or roasted grain, was a luxury only indulged in by adults, and not by all of them. Tea was never less—often much more—than \$1 the pound. I will finish this Memory by giving it as my opinion that had it not been for the Naval and Military Establishment at Penetanguishene, which was maintained until 1831, and in which quite an amount of money was expended from year to year, giving good markets and good prices for many things produced by the settlers, the settlement would of necessity have been a failure. Several of the first went away discouraged, others would have followed until none were left. But I think none of the families which held on and persevered have any regrets on that account. In some of my future papers I will describe a dinner at which I took part—a feast in those times, when bread and tea were scarce.

Addendum.

Editor of the Packet :

SIR,—In fulfilment of my promise I will recall the memory of some incidents in the life of the late Rev. Dr. Rose, and will begin with my earliest recollections. During the later years of the second decade the township of Innisfil began to fill up with settlers. They were generally a good class of people. Many of them, perhaps the greater part, had been previously settled in some older part of our Province. Some were directly from the old countries—England, Scotland, and Ireland. Protestants were by far the most numerous, and they were in their religious holdings about equally divided among the leading denominations of our Protestant Christianity. One family of Scottish origin claimed affinity to what was then, and is still, one of the smallest religious bodies in our country—the Congregationalists. They were godly, good-living people, though thought by some of their neighbours to be narrow, somewhat exclusive in their recognition of others as brethren in Christ. They seemed to hold so strongly to certain views of religious truth and practice as to suggest to broader minds the idea of bigotry. They were, however, held in esteem and trusted as leading pure lives, by all who were well acquainted with them. I have been told that from the first of their settlement the old gentleman—Mr. Climie—was not only in the habit of maintaining family worship, but that on Sundays his neighbours were invited to join them—in his house, in a more public acknowledgment of Divine things—in a large service of praise and prayer, the reading and expounding of Holy Scripture. I know that a few years afterwards there was in the neighbourhood a regularly constituted Congregationalist church, of which Mr. Climie was the chosen pastor, and it was there for several years. But I am writing of the earlier years. Two of the sons of this family had acquired skill in mason work. They could lay stone and brick, and what is more, they could build chimneys which carried their smoke upwards and did not spread it through the house—a great thing in those days, when cooking stoves had not become general. They were patronised

extensively in the older settlements to the east and south of their home. While at this work they met with a religious people holding and teaching doctrines and practices altogether new to them. The people called themselves "Christians," as if they, and they only, had claim to the name believers were given "first in Antioch." People mostly spoke of them as Chrystians, as if spelt with a very long "i" or "y." They were a kind of Unitarian Baptists, holding strongly to baptism by immersion, and denying the Deity of the Blessed Lord. At least this was their teaching at the time of which I am writing. In their worship—the singing, prayers, and preaching—they carried a great appearance of earnestness; seemed to cultivate the emotional in their manner. Our young friends were brought to a good degree under the influence of these people, so much so as to give some fear to the mind of their godly and orthodox father. It was at this time Samuel Rose, a licensed probationer for the ministry of the Methodist Church, had assigned to him a mission to the settlements in the townships west of Yonge-street. In the Record his station is called "Albion." His work, however, extended into all the adjoining townships. The fame of his work must have reached Innisfil, for our friend, Mr. Climie, thinking that Methodist teaching would not be as harmful as some others—it was certainly orthodox—set out in quest of the missionary and found him. After hearing him preach, he sought and obtained an interview. Relating to him his troubles and anxieties, he put to him the question, "Will you undertake to preach a discourse on the great Christian doctrine of the Trinity in unity, and especially to maintain the Godhead, the Deity, of the Blessed Christ?" Mr. Rose answered at once that he could and would, that his attention had been specially directed to that subject lately. An appointment was made and Mr. Climie hastened home to prepare his family and neighbours for the visit of the man of God. The time was not long in coming round. The preacher was on hand and, like Cornelius, Mr. Climie had filled his house with friends and neighbours. The service was held. The preaching must have given satisfaction—to the old gentleman especially—for before the meeting was closed with a last song of praise, he rose up and, grasping the preacher by the hand, he thanked him heartily in his own behalf and for all present for his discourse; for his able presentation of those grand foundation truths of our blessed religion. What the after effect was I am not able to say. I know, however, that Mr. Climie and his family persevered in their good course. Some years afterwards I spent a pleasant Sabbath with them, worshipping in a snug log meeting-house. The eldest son of the family entered the ministry, lived and laboured an honoured and useful minister of the Congregational body. It might be

thought by some persons that Mr. Rose was a little venturesome, if nothing worse, for a man so young and with so little experience to undertake so great a work as the exposition and defence of this great Christian mystery—the Trinity in unity, the Deity of the Blessed Christ. Many older, well equipped men would have shrunk from the undertaking. But here we see his sense of duty, his admirable courage. “He was sent for the defence of the gospel;” felt and acted from this conviction. The spirit of that time was different from the present. Preaching was more doctrinal; more exposition and argument on doctrinal matters than now. Even young men were expected to be up in all matters of religious controversy. Back in “the forties” the Methodist Church used means to keep up her people’s interest in missions which she uses no longer. Then the method was to have deputations of two or more leading ministers to traverse large sections of country, preach as far as they could in the churches on Sunday, and hold platform meetings through the week. These deputations made some long journeys and were out for some weeks in succession. It was quite a tax on some of our leading men. Mr. Rose had been engaged in that way, and returning towards home he called for a visit and a mid-day rest with a friend in one of the villages. When the time came for resuming the journey his host and he were passing behind a horse in one of the stalls, which threw out its heels and struck Mr. Rose in the side of his head and sent him staggering over the floor, and falling into a condition of unconsciousness, from which he was revived with some difficulty. When he was becoming conscious the doctor was giving him something in a teaspoon, and he asked, “What are you giving me?” “Brandy.” He paused a little as if thinking, then asked, “Is it necessary to save my life that I should take brandy?” The doctor said he thought it was. “Well,” said Mr. Rose, “as long as you think so, give it me, and when you think I can live without it, give me no more, for I am pledged total abstainer.” It is thought that this valuable life would then have been cut short but for the fact that the horse’s foot was filled with dung. One of the caulks made a slight abrasion on his temple and another made a mark on his neck. I had the fact from the doctor who attended him. He concluded his story by remarking, “You might trust a man who remembers his pledge like that.”

THOS. WILLIAMS.

The Cottage, Orillia, August 1, 1890.

Simcoe County Pioneer and Historical Society

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MEMORIES OF THE REBELLION OF '37.

By Gilbert Robinson.

(The following Narrative was written down by his grandson, Percy J. Robinson, M. A., St. Andrew's College, Toronto on the occasion of its recital, Aug. 4, 1892).

Our attention had been turned to Lower Canada where the Rebellion had already broken out. We thought those who were disaffected would go to join the rebels in Lower Canada, never dreaming that a Rebellion would break out in Upper Canada, although it was well known that there were many who were rebelliously inclined.

One evening my brother-in-law, Mr. Hunter, came running in and said, "Do you know that the rebels have massed around Queensville and Sharon and are marching to take Toronto"? I did not believe it at first; then he said, "Let us go down to Bradford and hear the news." So we went to the village and there found the report was true. Everybody was in a state of excitement, and there was quite a crowd of people in the village. "We'll have to fight for the country," said I, "for if these rebels are unopposed they will take the country at once." That night, knowing of several in the village who belonged to the party of the rebels, I organized expeditions and we went to their houses and demanded their arms. I said to them "Either give up your arms or promise to take no part in the rising." They all chose to surrender their arms, and thus a few guns were secured. But the forces which gathered were armed mostly with pitchforks and pikes. Mr. Drifil, the blacksmith, worked all day and night putting iron pikes upon poles to furnish arms for the gathering forces.

It was some time before we could get the men from the surrounding country together. We could get no dispatches to or from Toronto, but in two or three days we were on the march fully expecting to have to fight our way to the city. News reached us of the battle at Montgomery's, but the danger seemed to be by no means past so we marched on. We suffered much from want of food; the taverns had abundance of salt pork, but it was impossible to eat it so strongly was it salted.

Demands for bread met with little response; many people were rebelliously inclined so we could expect but little. Under these circumstances I headed an expedition to search a house. We were refused any bread, but with one or two others I went up the stairs and away to the back of the house where we discovered a table covered with a white cloth. Lifting the cloth we found provisions in abundance. I called for steelyards and we weighed all that we took and gave the people a receipt. The food had been prepared for the rebels, and consisted of about eighty pounds of the finest mince pies and some hundred and fifty pounds of bread.

At one point of the Ridges it was rumored that the rebels had fortified themselves, so volunteers were called for to reconnoitre; but only six were found, so great was the fear which the rebels had inspired. Word was brought that there were two guns in a house near by. I was one of the party despatched to search for them. When we reached the house we found only a woman and her son, a young boy. The woman began to cry but was assured that no harm was meant if she would give up the guns. On her refusal to do so I said jokingly to the boy "Then we must take you along." This frightened him and he immediately promised to give up the guns. He took us away to the top of the house and there we got the guns. I then asked him for the ammunition which was in the house. He produced a mug filled with bullets and a horn of powder; after getting these we departed.

In the city there had been no soldiers and only some sixty could be got to turn out for the defence of the place. After a few days stay in Toronto, during which scarcity of food was the general complaint, we were given discharge and began our march back. When in Toronto I had an opportunity of shaking hands with Sir Francis Bond Head. On our way back we were assisted by all the horses that could be pressed into service.

Biographical Note.

Gilbert Robinson J. P. whose recollections of the Rebellion are here recorded was born in 1807 and became a pioneer of Simcoe County. His father, William Robinson, came to Canada from King's County, Ireland, in 1822, and being joined by his family a few years later they settled in West Gwillimbury on the Penetanguishene Road about a mile and a half north of Bradford. The ancestors of the family had come originally from Yorkshire, England, and this circumstance

is said to have suggested the name Bradford in memory of the place of that name in Yorkshire. There had been a suggestion to call the Canadian village Molloytown, but Thos. Driffil and other Englishmen supported the English name. In 1835 Gilbert Robinson married Miss Mary Hunter, a native of Coleraine, Co. Antrim, Ireland, who had then but recently arrived in West Gwillimbury, and they began married life on lot 15, con. 8, of the township, two miles north of Bradford, on the Penetanguishene Road. Afterwards a large brick house was built, long known as Mount Pleasant, perhaps in memory of Mount Pleasant House, King's Co., Ireland, which was the ancestral home of the princely set of the O'Connors. Mr. Robinson prospered in life, and in addition to his farm conducted a brick yard, being the first to make bricks in that neighborhood. In 1885, Mr. and Mrs. Robinson celebrated their golden wedding, when a friendly address and presentation to them bore witness to the esteem in which both were held in the township. Their family consisted of William Robinson, at one time member of the township council; James Robinson, ex-reeve of Wallace; John Robinson, ex-reeve of Maryboro and now License Inspector, Bond Head; George H. Robinson, M. A., formerly principal of Whitby Collegiate Institute, and editor of the Presbyterian Review; Dr. Robert H. Robinson of Toronto; an adopted daughter, Mrs. Robert Hunter; and Mrs. James Wilson, wife of James Wilson J. P., who was for many years Treasurer of West Gwillimbury and also ex-reeve of the township. On the burning of "Mount Pleasant", and after the death of his wife in 1890, Gilbert Robinson lived with his daughter Mrs. Wilson till his death, Dec. 30, 1896.

REMINISCENCES OF LAKE SIMCOE

By Henry O'Brien, K. C.

[The York Pioneer and Historical Society, printed in their Annual Report for 1909, a synopsis of this Address or Paper which its author read before them. The printed synopsis was limited for the most part to only the first two pages of the manuscript, this being the general introduction. As the paper is of local interest in Simcoe County, especially the portion omitted, this is here printed in full.]

This lake has seen many illustrations travellers,—La-Salle, Sir John (then Capt.) Franklin, Captain Basil Hall, John Galt and others, all of whom have recorded their trips across it. The latter (father of the late Chief Justice Galt) speaks of the distribution of presents to the Indians at Holland Landing. My mother in her diary, 1830, also describes the scene.

In later days the westerly branch of the Holland River was used as a jumping off place for Lake Simcoe, just where the present railway track crosses the Holland River near Bradford. I well remember, as a boy, the wharf and log storehouse there, from whence started the boats to carry settlers to and from Orillia, Shanty Bay, Barrie, etc. The first steamboat to make regular trips to the Bradford landing was the "Beaver," a paddle wheeled steamer, which was larger to my imagination then than are now the great liners crossing the Atlantic.

In 1820 surveys began of the Townships round the Lake, the head of the principal parties of surveyors being J. G. Chewitt, afterwards the first President of the Bank of Toronto, and George Lount, afterwards Registrar at Barrie, and father of the late Judge Lount.

South Simcoe was of course settled first, few caring to cross the Lake, though some straggled through towards Penetanguishene crossing Kempenfeldt Bay at Tollendal, where the first mill was built by an uncle of my father's, Admiral O'Brien, one of England's great Sea Captains, with whom my father went to sea as middy in the Royal Navy in 1812.

At that time an impassable swamp at the head of the Bay prevented travelling northward in any other way than by crossing the Bay. The first settlement was therefore at the beginning of the road to Penetanguishene, about 2 miles east of the present town of Barrie, and the second settlement was Shanty Bay.

I come now to the more personal and family reminiscences.

My father, having retired on half pay at the close of the war, was in 1830, put in charge of the settlement of what is now North Simcoe, by the then Governor of Upper Canada his friend and fellow soldier, Sir John Colborne; and a number of half pay officers went to share his fortunes in the wilderness, my father being in charge. He was subsequently appointed chairman of the Quarter Sessions, commissioner of the Court of Requests, and Colonel of the Militia. The latter found its usefulness some seven years later at the time of the rebellion when the Colonel marched to Toronto at the head of the Simcoe Militia to uphold the authority of the Crown.

It is unnecessary to say that a settlement in the backwoods in those days was no summer picnic, and it is well to remember the hardships so bravely and uncomplainingly endured, not by men only, but by delicate, cultured women, and we have cause to thank God for these mothers in Israel.

It must have been a weird experience for example, for my mother coming as she did from a comfortable Rectory in Somersetshire, to find herself with her husband and her baby of less than a year old, with a party of Highlanders as axemen, in February of 1831, at a settler's shanty on the south shore of Kempenfeldt Bay. All of this is duly recorded in her diary. In the early morning they started across the ice in sleighs to what is now known as Shanty Bay. Going a short distance into the bush; before nightfall a space was cleared and three small log shanties were built, one for the family of three, one for the men, and one for a kitchen. She tells how she spent part of her idle time in chinking up the walls with moss gathered from trees, and at night, hung her husband's great coat in the doorway to keep out some of the wind. A difficulty arising as to the disposal of the baby she rolled him in blankets, and made a soft bed for him in a snow drift. Who will say that the present occupant of the old homestead (named by relatives in England, "The Woods") did not appropriately take possession of his future farm, and entitle him to its comfort and when the time shall come to a resting place in the

Churchyard of the beautiful Church built by his father almost on the spot where the three shanties were first put up.

Thus began "Shanty Bay". But, not long after, its founder erected near by what was then a more pretentious mansion, but which was appropriately built of huge logs. It stands today as sound as the day it was built in 1831, one of the monuments of the energy and resource of the men of iron who first-carved out of the forest their homes and their farms.

Davin's book on Irishmen in Canada gives some interesting incidents in connection with the life of this founder of the settlement on the north shore of Lake Simcoe, and many incidents, not there related, I could tell if time permitted.

His magisterial book or record of proceedings, a marvel of neatness and military precision, is in my possession, and it often interests me to see how carefully he noted the evidence and copied out the proceedings in the often strange cases that came before him. But he was not only the judge, for he often tied their marriage knots, and was generally in charge and at the head of everything. He was a man of strong personality, knew his own mind and was not afraid to express his views. It needed men of resource and strong hands in those days, and we owe them much.

After the settlement had been in existence for some years habits of drinking by the half-pay officers and others became all too common. My father felt that as the leader he should set his face against this, and with characteristic directness commenced a temperance campaign by telling the others that there was to be no more brandy and water at least till dinner time. Some strenuously opposed this, especially a brother officer and an old friend. There were hot words between these two fiery spirits, resulting in a challenge from Captain Oliver, because he was not given his usual glass of brandy and water when he called at "The Woods" as had been the custom, and because the Colonel refused to drink with him at his house before the allotted time. As chief magistrate it was not of course possible for the Colonel to gratify the irate Captain as would cheerfully have been done in former days, and so there was no meeting. Duelling in his younger days was of course common sport, and he came of fighting stock, which reminds me of an incident related by Justin McCarthy of my father's cousin, William Smith O'Brien, who, before the handkerchief was dropped, called, "Stop!" to the annoyance of the seconds; but all was explained when this courteous

dueller called attention to the fact that the percussion cap had dropped from the nipple of his opponent's pistol.

Another incident occurred suggestive of these days. When holding court in his parlor at "The Woods" on the trial of a prisoner for some offence, a deer was seen on the ice which then covered Kempenfeldt Bay, followed closely by a pack of wolves. The temptation to take part in the chase could not be resisted and witnesses and spectators at the trial, headed by the chief constable, started for the ice through the deep snow which covered the intervening space. The deer escaped from his foes and the wolves made off and in course of time the trial was resumed. I hope the prisoner was let off in honor of the occasion!

But the romance of these days was changed when the County of Simcoe was set apart for judicial purposes in 1843 and a judge of the District Court appointed.

In due course, there, as elsewhere, came the iron rails and the steam horse. A novel and interesting sight to the remains of the savage race that once held sway there. When I was on the engineering staff of the Northern Railway we had a half-breed from Penetanguishene as axeman. When the road was finished and we were paid off I was living in Barrie, and very frequently had to be at the station, and frequently saw our former axeman on the train. One day wondering what he was there for I said to him, "Michel, are you a brakeman now?" He said "No", I said 'I see you on the train all the time, what are you doing?' to which he replied "Riding up and down till pass runs out!" He was doubtless looked upon as a great traveller when he got back to his native town.

Another incident of the railway. A farmer asked the price of a ticket from the landing to Toronto. He was told, I think, 7/6. He then asked "how long does the journey take." "About two hours." "Why" said he 'for the same money we would ride on the coach for a whole day.'

The men and women who began the Building of this country of ours were strong of heart and hand. They feared God and nothing else. His blessing rested on their work.

THE DAYS OF THE PIONEERS AT BIG BAY POINT.

By Donald McKay.

One of the earliest settlements in the County of Simcoe was at Big Bay Point, which name is locally applied to a considerable tract of land comprising the north-eastern portion of the fertile, and now thickly settled, Township of Innisfil. The point or headland proper, however, is of small area, and is situated about ten miles east of Barrie, on the southern shore of Kempenfeldt Bay, just where that beautiful sheet of water widens away into the bosom of "Old Simcoe" itself. The "Point" at present is a very attractive place, having splendid groves of butternut, beech and maple, with delightful little clearances between, and is much visited in the summer months by fishing and camping parties, who find it a most pleasant place to while away a few days or weeks during the heated term. During the present summer (1885) it has also been the scene of a camp meeting conducted by the pastor and members of the Agnes-street Methodist Church, Toronto, and several other meetings of a similar character have been held during the past few weeks.

But the pleasure grounds of to-day differ greatly from the scene that presented itself to Francis Hewson, one of the Innisfil pioneers, when in the early days of the present century he landed there and essayed to hew himself out a home amid the trees of the forest. The task as it presented itself to Mr. Hewson might well have deterred him from the attempt, but before many years had elapsed he saw smiling grain fields around his rude log house and barn, where on his arrival had stood the oaks and the hemlocks. The sons of Mr. Hewson sought out homes for themselves elsewhere, one of them, William H. Hewson, J.P., now is living at Painswick, some ten miles distant from the old Point farm, where he was born. The farm was for many years left deserted until about ten years ago, when it was bought by Isaac Robinson, who still owns it. Mr. Hewson's nearest neighbor was David Soules, whose little log house was built about three miles west and near the shore of Kempenfeldt Bay. The land here, except a narrow strip near the water, is free from stone and of good quality, and is still owned by Samuel L. Soules, the only child of the old settler. Then came the Hayters and the Hammonds, who have left only

their names and traditions, and Redferns, the Robinsons, whose descendants are still there, and later the Cullen, Hunt and Webb families, while farther west George F. H. Warnica settled and raised around him a family of sturdy boys, who with their sons now own some of the finest farms in the township.

The old days were the times of many trials and vicissitudes of which the farmers of the present day know little, and one when he hears, as your correspondent has heard, the old settlers relate what they had to undergo cannot but admire the pluck and fortitude which carried them so bravely through difficulties, the mere thought of which would have been enough to daunt an ordinary person.

David Soules at the age of eighty, when he was best known to your correspondent, was hale and hearty, and full of anecdotes. Few of the settlers in that neighborhood but remember well the long straggling grey locks, the kindly smile, and the hearty grasp of the hand of the "old squire," as he was familiarly called. But that was more than a half score years ago, and the old familiar form has long since been laid at rest. He had taken part in the war of 1812, and his memory of events extended away back into the beginning of the present century. He was never tired of relating incidents of the doings and sayings of people in those early days, and as related by him these anecdotes had a delightful quaintness which rendered it a pleasure to listen. His faith in the acts of the M.D. was very slight, and he frequently told how that when a boy on the old homestead near Thornhill the first doctor who settled there was paid a certain sum yearly by each family. Although the Soules family was large the year passed on with no occasion for the services of the family physician, until almost the last week when the father was taken unexpectedly and unaccountably ill and the doctor had to be called in, and the "squire" with a peculiar twinkle would add, "but there was nothing the matter with my father, he only wanted to get some value for his money." In the early days of Innisfil, bears, wolves, and deer were numerous, and Mr. Soules and his brother killed many of these animals. Preachers were, however, scarce, being seen only about once in six months or a year, when some itinerant minister would make a journey through the district, staying a few days with each of his widely scattered flock and preaching whenever he could get a few of the settlers to congregate in some house. In those early days there were matrimonial jars the same as there are now, as witness the relief that must have been experienced by a neighbor who rushed to the house of Mr. Soules and announced the death of his better half by stating:

'My wife's dead, I'm free as air.'" The old clocks that were first introduced had wooden wheels, and were of much larger size than those now commonly in use. Many of them were famous time-keepers running right along for half a century or more, but others of them were far from being trustworthy, and to this latter class belonged the clock owned by 'Bob' Robinson. Mr. Soules happening to call there one day found Mrs. Robinson baking and noticed that as she passed and re-passed she would start the pendulum into vigorous motion with a swing of her finger, but after a few ticks it would again become stationary. Her visitor ventured the remark that the clock did not appear to be of much use, but was rather tartly informed by the lady of the house that the clock was all right when she had time to attend to it properly, which attention as we have seen consisted in keeping the pendulum in motion with her finger. But enough of anecdotes of this nature, as Mr. Soules had other subjects to remember than these.

The Rebellion of '37 stood out in bold relief in the background of his memory, and the stirring events of that period were often narrated by him to your correspondent. He was brother-in-law to Samuel Lount, and though not himself a participant in the rebellion his sympathies were with that patriot and his associates. When the rebellion was at an end and Lount was trying to escape, the house of Mr. Soules in that far away corner of Innisfil was visited and searched one night by a party of soldiers, but no trace of the fugitive was found. S. L. Soules still bears in his thigh the mark of a bayonet wound received that night from a soldier who thrust his bayonet several times through the bed clothes under which the boy was lying, asking him if his rebel uncle were there. Afterward when Mr. Lount had been captured and sentenced to death, Mr. Soules journeyed hither and thither with a petition to the Governor praying for a reprieve of the sentence, and few indeed were those who refused to sign, but when he visited his brother-in-law in prison with the cheering intelligence of the numbers who had signed the petition, he was told by the prisoner with sad prophetic instinct, "It's no use, David, every name you get on that petition but makes my death warrant more sure!" And so it proved. But these events belong rather to a political narrative, and I will not here venture further, but with a few general remarks will close this brief reference to the early days of Big Bay Point, and to him who for such a long period was its central figure. In the old days the first clearances were made along the water's edge and the houses were built close to the shore, as, no roads having been opened, the water formed the only means of communication with the Holland Landing, whence

supplies of all kinds had to be obtained by the settlers in this district, and where the nearest grist mill was situated. The 'squire's' old log house still stands, and near by is the frame house now fifty years old, the boards of which were cut with a 'whip saw,' before saw-mills were known. But time brings many changes, and those hardy pioneers, who felled the stout trees of the forest with axes fitted with straight handles and laughed when at one of their bees some peripatetic Yankee tried to convince them of the superior usefulness of a crooked handle, lived to see the flourishing towns of Barrie and Orillia arise where on their arrival had stood the forest primeval. They lived to see the steamer plough the waters of Kempenfeldt and Simcoe, that had previously been broken only by their rude oars, to see a network of railways built in all directions through their county, to receive perhaps a few telegraphic messages, and to see improved agricultural machinery introduced making the farmer's life that of a gentleman, and then they passed one by one away.—Toronto Daily Globe, August 31st, 1885.

PIONEER LIFE IN VESPRA.

By Geo. Sneath, Esq.

Having been solicited to read a paper before you, I have had some difficulty in choosing a suitable subject which I could make interesting to you. However, with your permission I will endeavor to tell you something about pioneer life in the township of Vespra, of which township I have been a resident for half a century. (Feb. 14, 1893).

Fifty years ago the town of Barrie was one of a few small settlements which Vespra contained, and was as much in the bush as any of them. But as I have already written my early recollections of it, which have appeared in print, and as His Honor Judge Ardagh, in his admirable paper read at your last meeting, covered the whole ground, so far as the early settlement of Barrie and the Penetanguishene Road is concerned, I shall not again allude to them in this paper, but try to give you some idea of what life was in the backwoods of Vespra at the time I have mentioned.

Vespra is only a third rate farming township, being very much broken by hills and swamps, and the soil being poor, except in a few sections where it is very good, and where very prosperous settlements exist.

When I first became acquainted with it, it was one of the finest timbered townships in the county. There were untold riches—which were unfortunately out of sight of the settlers—in its forests. Trees were only an incumbrance, to be got rid of in the most expeditious way possible. The finest of pine trees were logged up and burnt. At a later period, more were sold to lumbermen for a trifle, who made fortunes out of them. I will relate you an instance. A few miles from Barrie stood a block of pine lands, 600 acres, which was offered for sale, and was a long time without a purchaser, at \$2 an acre, (I think it was in 1856); later on it was sold at that price; again at \$4 per acre; and again at \$50 an acre to a lumberman, who built a mill on it and made a fortune out of it of many thousand dollars.

For a good many years—the most prosperous times Vespra

ever knew—go in what direction you might, could be heard the hum of a saw-mill. But now, alas! the timber and the mills are gone, along with the busy villages attached to them.

“But now, the sounds of population fail;
No cheerful murmurs fluctuate in the gale,
No busy steps the grass-grown footway tread,
For all the bloomy flush of life is fled.”

And the land is left desolate and unfit for cultivation.

At some remote time, there is no doubt but the township was thickly inhabited by some aboriginal tribes, probably the Hurons. There are evidences of such being the case. Large pits of bones have been found in several parts of the township; and pipes, arrow heads, crockery, etc., have frequently been ploughed up, of which the Indians of our day can give no account, neither have they the art of making them. The time of their occupation must be remote, for pits containing their bones and articles of their manufacture have been found under trees of the largest growth. From whence they came, or whither they went, is a mystery which I think has not yet been solved.

The first white settlers in the interior of the township, chiefly old soldiers, came in about the years 1833 and '34. They had commuted their pensions and were settled on free grants of land. They were in most cases, through age and in other ways, unfitted to bear the hardships of backwoods life. Being without means, they made slow progress in clearing up their lots. They suffered many privations. It has been told that some of them were days together without bread or meat, and of having to cook the buds of the basswood trees for food. The rebellion of 1837 was the means of improving their condition. They were taken to Toronto and Penetanguishene to defend their country, and for their services, besides being supplied with good clothing, of which they were in great need, a portion of their commuted pension, 4½d. per day, was restored to them. They were not successful farmers, and as a result their farms passed into other hands.

Farming here, at the time I have mentioned, was of the most primitive kind. Home-made wooden ploughs and harrows were used to till the ground, if a settler was fortunate enough to have oxen to work them; if not, the crop was hoed in, men, women and children taking part in it. The grain was cut with sickles, and often carried home on the backs of the settler and his wife. Threshing was all done with the flail. It would be a good idea to preserve a flail, if one could be found, in a museum, so that future

generations of farmers might see with what kind of an implement their forefathers threshed out their grain. It was nothing unusual to see a man trudging along to the mill on foot with a bag of grain on his shoulder to get ground. In 1843, excepting Barrie and the Penetanguishene Road, there was only one man in the township who kept a horse. Waggons there were none. Oxen and sleds were used for every purpose, winter and summer, by those who were fortunate enough to have them.

If a journey had to be made to Toronto, it was made on foot, the traveller carrying his provisions with him. I have known one start from his home in Vespra on a Monday morning, travel all the way to Toronto and back on foot, do his business and be home on Saturday night, costing him only, in expenses, a trifle for his nights' lodgings.

A minister of the gospel was rarely seen, for there were few of them and their missions were without limit in extent. It seems now, at this time, almost incredible that the good and pious missionaries of those days, chiefly educated men from the old country, who had been brought up with all the luxuries and privileges of refined life, could endure the hardships they had to bear. I have heard some of them relate that they have been on horseback from Monday morning till Saturday night, travelling over roads at the risk of their lives, and having to eat in places where fastidious people might not go, and where the tea set before them to drink was made of hemlock leaves, and having to sleep in places where they could lie in bed and count the stars through the roof. All these hardships endured without fee or reward, purely for the love of the souls of the poor settlers, who, only for these self-sacrificing clergymen, would have been without the ministrations of the Gospel.

In those days of old, Vespra was the El Dorado of the sportsmen. The tract of land west of Barrie, including the valley of the Nottawasaga to the shores of Lake Huron, was an almost unbroken wilderness, over which roamed in large numbers deer, wolves, bears and other wild animals, hunted only by Indians who often killed more deer than they could dispose of. I have known them give a quarter of venison for a loaf of bread. Feathered game was so plentiful that powder and shot would not be wasted on any bird less than a partridge. Wolves in this tract of country were very numerous and for many years were a terror to the settlers, frequently killing their sheep and cattle, and putting them in dread of their own lives. I have heard of two instances of them attacking and killing travellers in this vicinity. In the fall of the year their dreadful howlings could be heard night

and day. I have heard his Honor Judge Boys relate that when he was a boy on a visit to his brother Henry, ex-County Treasurer, then residing at the Midhurst Mills, that the howling of the wolves while he was in bed appeared so close to the house and was so frightful that he dared not go to sleep.

Another danger which the settler had to dread was getting lost in the bush. It was a very serious matter at that time to find oneself astray in a wilderness extending to Lake Huron. I knew of one instance of a man who had started out from one settlement to the next, through the bush for a short cut, not far away, who was never seen or heard of again. It was a very easy matter to get lost, one had only to step off the road into the bush and turn round a time or two, and, unless he had the bump of locality pretty largely developed, he was lost. I will give you an instance. Two young men were cutting poles a few rods from the travelled road and started for the road with poles on their shoulders, but instead of coming to the road as they expected found themselves bewildered and lost, and were hours before they made their way out, miles away from their starting point, and only for their good fortune in coming across a creek and following its course which led them to a settler's clearing, they might have had a sad experience.

I had a not very pleasant experience myself of being lost in the bush:

In the year 1843 the country lying between Lake Simcoe and the Nottawasaga Bay, with the exception of two small settlements in Vespra, was an unbroken wilderness, inhabited only by wild animals. The lumberman had not yet found his way into it to strip it of its noble pine and oak trees with which the greater part of it was covered.

To the white man it was an unknown and unexplored land almost as much so as the then "Great Lone Land" of the Northwest.

The dense swamps and thickly timbered pine woods of this great valley of the Nottawasaga, which is now a fertile country covered with hundreds of homesteads, harbored wolves and other savage animals which roamed through its fastnesses seeking their prey unmolested, which made it dangerous for one, unless well armed, to venture into it and still more dangerous that he might get lost in its labyrinths.

I, along with a friend, in the fall of the year mentioned, just when the trees had got their autumn tints, left our homes not far

from Barrie, for a stroll into the bush, without any particular end in view, unless it was to see nature in its pristine grandeur. We were just out from the Old Country, and knew nothing of bush life; everything we saw was a novelty to us. We carried no weapons with us, and, being cautioned, had no intention of leaving the blazed line on which we were travelling; but both of us being enthusiastic lovers of nature and amateur botanists, and finding something new to admire and wonder at, at nearly every step we took, it was little wonder that we lost the track of the blazed trees which had guided us out, and which we depended on to guide us home again. But lost them we had, nor could we get trace of them again, the more we searched the more bewildered we became. Our enthusiasm for the wonders of the bush was gone.

We were 'Lost in the Bush.' After travelling for some time, to make matters worse we got into a cedar swamp so dense that we could scarcely see a rod before us. After tramping about for hours to no purpose and most likely getting farther away from home, we came to the conclusion that we had to pass the night, which was now fast closing upon us, in the bush, and hope for better luck to get out of it the next morning. A search would be made for us by our friends and by travelling we were only making it harder for them to find us.

We commenced at once to prepare for the night. We were fatigued and hungry; our hunger we could not satisfy, but we could rest, at least we hoped so. We made a bed of cedar boughs which we found no trouble in breaking off the trees, and were congratulating ourselves on the good night's rest we were about to get, providing no wild animals molested us, when we heard a distant rumble of thunder, which made us quake, for we were lightly dressed in summer clothing and not at all prepared for rough weather. However, the thunder came on, each clap nearer to us, soon accompanied with heavy rain which wet us through and made our bed useless.

During that long night we had to stand in a pitiless rain storm worn out with hunger and fatigue, without shelter, only such as the dropping trees gave us, and that was not all. Just as darkness came on, between the claps of thunder we heard the howlings of a pack of wolves apparently not a mile distant. What were we to do? Fly we could not; we could only wait and tremble. Of course sleep or even lying down was out of the question. Every hour seemed to us an age. At different times in the night we heard the tramp of some animals among the

bushes and expected the wolves down upon us every minute, but we were not molested.

That long night at last came to an end. The dawn of morning was never more welcomed than by us. Drenched with rain, faint with hunger and tired out we commenced our tramp to try and find our way out. After travelling for hours through swamps and over wind-falls and apparently getting farther into the labyrinths of the bush, oh, joy! we heard the report of a gun at a great distance away in the opposite direction to that we were tramping in. We at once faced about and quickened our steps for the direction the sound came from; more shots and the sound of horns blowing gladdened our ears. We were sure now that our friends were looking for us and that our trouble was over. Shortly we heard the shouts of our friends which we answered with a will. We forgot all about our wretched condition. We were found.

Our friends welcomed us as though we had risen from the dead.

We had travelled a good many miles, and the wonder was that we had not a more serious experience of being lost in the bush. A party of a dozen or more men of the settlement had been out all night firing off guns and blowing horns but we were too far away to hear them. On our way home we found that the wolves had run down a cow, killed and partly eaten it. Old settlers told us only for the cow we would have been doomed men.

There is a good deal of agitation just now about the necessity of improving our bad roads. Can you imagine what kind of roads we had fifty years ago? Just paths winding in and out among the trees and if one happened to get off them he might have some trouble in finding his way on to them again. A clergyman, then residing in Barrie, now Archdeacon of Meath, in Ireland, (Rev. Garrett Nugent) was called upon to go to a settler's in the bush to marry a couple. On his way to the place he unwarily allowed his horse to get off the path; he dismounted, tied his horse to a tree, went himself in search of the road, and after some time found it, but in doing so lost his horse, which after searching for a long time he failed to find. Some of the settlers turned out and found it for him while he performed the marriage ceremony.

Churches there were none, schools there were none and doctors there were none—and very little sickness to need them. It was a very rare thing to see a newspaper. The doings of the out-

side world were unknown and uncared for. In fact the settlers were almost as much buried alive as the exiles of Siberia.

After all said there were two sides to pioneer life. Hardships there were undoubtedly plenty; but there was a bright side also. If privations were many, wants were few and comforts were not altogether lacking. Ask any old pioneer, no matter how much riches he has made out of his cleared up farm, or how fine a house he has built to reside in, and he will tell you that the happiest days of his life were when he lived in his comfortable log shanty and was chopping, logging and clearing his land.

I might go on and tell you something about the logging bees, house raisings, corn huskings, quilting bees, and whiskey drinkings of those good old times.

Yes, wiskey drinkings. At all gatherings, marriages and funerals included, it was served out without stint. A 'wiskey bos' would be appointed whose duty it was to take charge of the liquor, hand it around and see that every one was supplied and, as might be expected, a quarrel and fight frequently ended these orgies. In the family the jar of whiskey was considered almost as much a necessity as the loaf of bread. It was very convenient to be got at here. At Midhurst on the site where now stands the Barrie Electric Light Company's works stood "Olliver's Mills," grist mill, saw mill and distillery. These mills when first built, sometime early in the '20's, and for a good many years later supplied the surrounding country with their products and a very busy, and sometimes not very orderly, place it was. The mills were built by Mairs' Bros. and Olliver. Government granted them a tract of land—400 acres—on condition of them building and running the mills. The mills were worked by Olliver until 1841, when Mr. Henry Boys came into possession and were held by him and his tenant, Mr. Lawlor, until 1852. During their time the distillery was worked and whiskey sold at 25c. a gallon, and bought by the settlers in 5 and 10 gallon quantities and sometimes by the barrel. Was it any wonder if drunkenness was rife? It was not then considered a disgrace to be the worse of liquor. The distillery was abandoned in 1851 and the mills burnt down in 1887.

Before closing these rambling reminiscences, which I am sure you must be tired of listening to, I will give you a few notes I have taken of the vagaries of the weather: In 1842 snow fell on 7th Nov. and continued snowing until at Christmas it was four feet deep on the level; by the end of the winter, the middle of April, six feet deep. A good deal of damage by floods followed.

In July '56 fall wheat was destroyed by frost. On 6th June, '81, frost killed all the garden stuff, and injured the grain in the fields: same year, Aug. 30th, the mercury reached 102 in the shade, and on Sept. 1st rain fell after a drought of 25 days. Vegetation was completely dried out and cattle were starving; a great deal of damage was done by fires. On 24th Jan., '82, the mercury went down to 30 below zero. The summer of that year was noted for its coldness, on July 4th the mercury stood at 50; on 12th Aug. heavy frost; Jan. 25th, '84, the mercury went down to 32 below zero, the lowest I have known it to be.

Supplementary Note.

Since closing my paper I have received a note from a friend stating that Judge Ardagh in his paper read at your last meeting was in error in stating that Oro, in the person of Mr. Steele, had the credit of first sending a member to Parliament: That Vespra has a better claim to the honor, Mr. James Wickens, a farmer of Vespra, being elected to Parliament some years previous to Mr. Steele's election.

If I am correct, Mr. Wickens was elected to the Parliament of Upper Canada in 1836, and Mr. Steele to the first Parliament of United Canada in 1841. Probably what His Honor said and meant was that Mr. Steele was the first member sent from Simcoe to the Parliament of United Canada.

I have also been requested, as a favor, by a gentleman of Barrie, to read the accompanying lines with my paper, which I have very much pleasure in doing.

The gentleman informs me that they were written about the time of Confederation, by a friend of his who has resided and occupied an exalted position in our county for about forty years. He states that he is not at liberty to make known the author's name.

Here are the lines which I am sure will be listened to with a good deal of pleasure:—

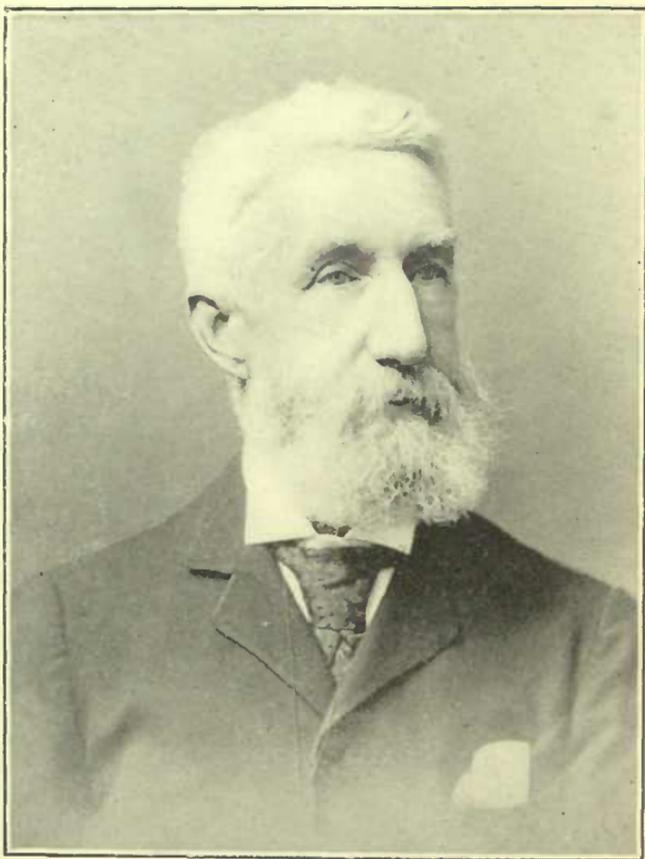
'List to a yeoman farmer, Bluff Tom or Plain Tom Mairs:
I settled up in Vespra, the haunt of wolves and bears,
Since then some forty summers and winters too I've seen,
And things so strangely altered I sometimes think I dream;
But then my breeches pocket, unlike my stomach stout,
Says Tommy, mon, thou did it, thou brought the thing about.

Instead of partridge drumming, I now hear cattle low,
And sheep flocks bleating softly as they lick up the snow;
Instead of bye paths winding by forest and by dells,
Good graded roads are travelled to music of horse bells.
And right good horses surely, well bred and strong and stout,
And Tommy, mon, thou did it, thou brought the thing about.

Go ask of Butcher Bingham, whence comes the marbled beef?
And whence the juicy mutton? the veal so fat—in brief,
Just ask him, could he nourish a stomach well in town
If I had not imported good Durham and Southdown?
May I be lank as Yankee, stall fed on saurkraut,
If he don't say Mairs did it, he brought the thing about.

I've spent some English guineas, as British yeomen should,
And stock of all kinds bettered—importing and by food;
I'm not you know much richer, yet proud I've done my best
As all should do who follow when I am gone to rest.
And now I am contented to hear kind hearts cry out:
'Twas Bluff Tom Mairs that did it, he brought the thing about.

God bless you, brother farmers, God bless you kind friends all,
Your wives, your lads and lassies, aye bless you one and all,
And bless dear, dear old England, the England of my day
And bless our new Dominion in field and every way,
All bless the Queen we honor, stand as your sires have stood.
Stand by the flag of England, ye men of British blood "



JUDGE JOHN A. ARDAGH

(BORN 1835; DIED JANUARY 26TH, 1915)

SOME REMINISCENCES.

(Apr. 22, 1892.)

By His Honor Judge Ardagh.

When I consented to read a paper before the "Pioneer and Historical Society" of this County, I, rather unadvisedly perhaps stated that my subject would be "Some reminiscences of the County of Simcoe and the Town of Barrie."

My actual reminiscences in connection with this subject would be of very little value, as I am not yet entitled to be styled the "oldest inhabitant," and consequently there are others amongst us, whose recollections, going back a much longer period of time than mine, would cover far more ground and prove much more interesting.

What I give you will be mere *DISJECTA MEMBRA*—some *MEMORANDA*, some not, perhaps—which may prove helpful to the future historian of this county, when preparing a work, which, I have no doubt, will take its place among the annals of Canada.

For many years past I have been in the habit of briefly jotting down not only facts I thought worthy of being noted, but also 'odds and ends' of information coming to me, either from the lips of others, or from sources I had access to either in print or *MS.*, and which at the time I thought worthy of being preserved—and it will be observed that I do not undertake to go back to a time much prior to that when I was able to make observations for myself.

To shew how usefu such a practice may be, let me remind you, (*PARVA COMPONERE MAGNIS*), of the well known story of Marco Sanudo, the Venetian chronicler, who at the early age of eight began to note down circumstances in connection with his native place, which at the time perhaps seemed trifling and hardly worthy of being recorded. This practice he continued for upwards of fifty years, and left behind him some fifty-six volumes of his diary, chiefly of public events, a record day by day of

“all the news that came to Venice and all that happened there.” These volumes he left by will to the State: but nothing was known of them till the year 1805 (some two hundred and seventy years after his death) when, strange to say, they were discovered in the Royal library of Vienna. Those portions given to the world are said to afford “to the careful student an almost unexampled guide and assistance to the understanding of the years between 1482 and 1533,” and to be “a mine of incalculable historical wealth.”

To come to our subject, however. And first, a few words as to the territory of our County. There is no other County in the Province which has experienced such changes in that way, as ours.

As originally established in the 38th year of George III., with the amendment of 2nd George IV., it consisted of the townships which now form part of it, the townships of Proton, Luther, Melancthon and Amaranth (now parts of the Counties of Dufferin, Grey and Wel'ington), and the townships of Rama, Thorah and Mara on the east side of the lake.

In the early part of the century the County of Simcoe formed part of the District of “Durham, Simcoe and East York,” and later on, a part of the Home District, but had no separate judicial or municipal organisation.

In the year 1837, by Chapter 32 of 7 Wm. 4th, by reason of the increase of the population, and the great distance from the district town (Toronto), authority was given to the Governor-in-Council “to declare by Proclamation the County of Simcoe to be a separate and distinct District by the name of the District of Simcoe,” as soon as a good and sufficient gaol and court house had been erected; and by this Act the limits of the county were defined to be exactly what we have at present, with Mono and Mulmur, (which then belonged to us).

For the erection of the Gaol and Court-House, authority was given the new District to raise the sum of 4,000 pounds (\$16,000). The year following, by 1 Vict., c. 39, authority was given to levy an additional tax, not exceeding 1d. in the pound, until the 4,000 pounds should be paid. This amount proving insufficient for the purpose, another act was passed in 1841, (4 and 5 Vict. c. 78) authorising the raising of a further sum of 3,000 pounds (\$12,000), making a total of \$28,000—a very large sum, it appears to me, for the purpose, when it is remembered that the Court House, as originally built, was only about one-half the size of the present one.

It was not till the year 1843 that the organisation of the District was completed, and public officials appointed.

The first officials of the new District were: James R. Gowan (now Senator), Judge.

B. W. Smith, Sheriff

Jonathan Lane, Clerk of the District Court.

W. B. McVity, Clerk of the Peace.

H. H. Gowan, Deputy Clerk of the Crown.

John Alexander, Crown Lands Agent.

Capt. J. Moberly, Inspector of Licenses.

Edmund S. Lally, County Treasurer.

George Lount, Registrar.

Of these, not one survives but Senator Gowan.

Of the fifty-five persons associated with Judge Gowan in the first Commission of the Peace, (issued on the 8th July, 1843), not one is now (so far as I am aware) alive and resident of the County, but the ex-Judge himself.

In 1845 (by 8 Vic. c. 7) the townships of Artemesia, Collingwood, Osprey, St. Vincent and Euphrasia, (now part of the County of Grey), were added to Simcoe.

On the 1st of January, 1850, COUNTIES were substituted for DISTRICTS, and the limits of each defined—no change, however, being made with respect to Simcoe, which remained as defined in 1845. 12 V. C. 78.

On the 1st of January, 1852, a new territorial division came into force. From Simcoe, the five townships added in 1845 were now detached, while 3 new ones were added, Balaklava, Muskoka and Robinson (the latter afterwards, in 1860, as having been an error, was changed to Morrison, its present name, after Angus Morrison, one of our then County members); and also all the territory now composing the Districts of Parry Sound and Muskoka, stretching as far north as French River and Lake Nipissing (now divided into nearly 70 townships).

In 1868 (by 31 Vict. chap. 35) the territorial District of Muskoka was organized, and the Townships of Morrison and Muskoka, with other territory, were detached from the County of Simcoe. A stipendiary Magistrate, Justices of the Peace, and a Registrar of deeds, were appointed for the new District, but for all municipal purposes, representation in the Legislative Assembly, and for the administration of civil and criminal Justice in all

cases not provided for, these townships and other territory were to remain as before.

In 1869, a similar act (33 Vict., Chap. 24) was passed for the organization of the District of Parry Sound.

In 1877, it was specially enacted, (as indeed was necessary,) that except for the purposes provided for (in the two last named acts), "So much of the territory comprising the said districts as is not already included in the Judicial County of Simcoe, is hereby annexed to and shall form part of the said Judicial County of Simcoe."

By this statute the provisions of the "Division Courts Act" were extended to these districts.

In 1884, (by 47 V. c. 3), the district of Muskoka was declared to consist of 22 Townships, as therein named, and Parry Sound of double that number; and both together were constituted the Electoral District of Muskoka and Parry Sound. Up to the first day of July, 1888, these Districts formed part of the Judicial District of Simcoe, but on that date they were erected into "The United Provisional Judicial District of Muskoka and Parry Sound," with all the machinery for the administration of justice, independent of this County.

While these changes had been going on, we lost a part of our territory, in the opposite direction, by the establishment of the County of Dufferin. In 1874, an act of the Provincial Legislature was passed defining the limits of the new county, the Townships of Mono and Mulmur being taken from the County of Simcoe.

Nothing further was done, however, in the matter till 1880, when another Act was passed, providing for the appointment of a Judge and other officials, as soon as the Proclamation declaring the erection of the new county should issue.

This Proclamation was duly made on the 25th day of January, 1881, and thereafter Mono and Mulmur ceased to form part of this county either for judicial or municipal purposes.

If I have appeared somewhat diffuse on th's point, it is because I wish to trace out, for the information of those who may be interested in it, the various additions and subtractions by which we became what we now are, as a County, territorially.

I must, however, say a few words as to how we are situated for representation, for this must, for the most part, be understood by anyone wishing to trace out our growth in population.

For the Dominion, there are three ridings, North, South, and East; for the Local Legislature there are also three—East, West, and Centre: but for the former, the East Riding includes the townships of Muskoka, Medora, Wood and Monck, and the town of Gravenhurst, which for all other purposes belong to Muskoka.

The South Riding for the Dominion consists of Mulmur, Tossorontio, Essa, Innisfil, and Tecumseh. Of these, Mulmur belongs to the County of Dufferin; Tossorontio and Essa form part of the west Riding of Simcoe for the Provincial Legislature, while Innisfil and Tecumseh belong to Cardwell in the same Legislature.

The township of Adjala belongs to Cardwell both for the Dominion and Local; and, last of all, West Gwillimbury, while belonging to Simcoe for municipal and judicial purposes, belongs to North York for Dominion Representation, and to Cardwell for the Local Legislature.

To the above I will merely add that up to the year 1853, Simcoe was represented by one member only, in the Parliament of Canada, of whom Capt. Elmes Steele, father of John C. Steele, D. C. Clerk at Coldwater, was the first within my recollection. After him came the late Hon. Wm. B. Robinson, who represented Simcoe till the two ridings were created in 1853, after which he was returned as member for the South Riding, and the late Angus Morrison for the North.

It would be interesting to trace out the increase in the population in our County since its separation from the Home District, but owing to the peculiar way our Ridings are constituted (as shown above), a rather difficult task.

The last census (1891) gives to the North Riding a population of 28,206, to the South 28,827, and to the East Riding, 35,801, making a total of 84,834. From this total must be taken what belongs to Muskoka in the East Riding, and must be added what has been taken away in the South for other ridings.

I do not, therefore, profess to trace out our increase, but having a few figures at hand, I give them for the benefit of anyone wishing to undertake the task.

In 1842 (which I may here say was the year I first saw Canada,) the population of the Home District, which included the County of Simcoe, was given at 64,401, for the previous year, while the census of that year (1842) shewed 83,924, an increase in one year of 18,893. The only records I have seen, prior

to 1842 give Simcoe's population as 3,985 in 1832; 10,215 in 1836; 10,743 in 1839 (an increase of a little over 530 in three years, owing, no doubt, to the Rebellion, as it is called), and 11,576 in 1841.

In 1848 the population of the District of Simcoe was 23,050, and in 1850, 25,753, an increase in two years of 2,703.

Barrie was unincorporated up to the 1st of January, 1854. Its population in 1850, was 686; in 1851 about 800; in 1852, 1007. Its population by the last census (1891) was 5,550, an increase of only 700 in 40 years.

This year (1892) our County Council is composed of 54 members—in the year 1850, it had only 13 members. West Gwillimbury and Tecumseh alone had a deputy-reeve, while Vespra, Flos and Sunnidale, (which included Barrie, then unincorporated) had only one representative, their united population being only 1,883.

The County of Simcoe has the honour of being the objective point of almost the first railway in Canada.

In 1835, an act was passed (U. C. 6 William 4th, Chap. 5) entitled "An act to incorporate the City of Toronto and Lake Huron Rail Road Company" —but nothing appears to have been done under it. In 1845, another act (8 Vict. C. 83) was passed empowering the company to construct in lieu of or in addition to any RAILROAD, a planked, Macadamised or blocked road.

No further step in this direction was taken till the year 1849, when another act (12 Vict. C. 196) was passed incorporating the Toronto, Simcoe and Lake Huron Union Railroad Company for the construction of a railroad from Toronto to Lake Huron, touching at the Town of Barrie, or at some point or points on the shore of Lake Simcoe. Under this act, no step was taken for several years, though the charter was kept alive by subsequent amending acts.

The first locomotive that entered our county was the "Lady Elgin," after crossing the Holland River, on the 13th of June, 1853. For some time subsequent to this, however, passenger trains for Toronto started from the Holland Landing, leaving that place at 8 A.M. This made it a little inconvenient for those who found it necessary to go to Toronto and return the same day (a feat before that time impracticable, no matter how necessary) and I well remember, how, having to do this, I was compelled to ride from Barrie to the Landing before breakfast to catch the train. Passengers from Toronto could take the

steamer from Bradford wharf for Barrie on the arrival of the train, and this I was able to do, without having to repeat the morning's ride.

The line to Allandale was open for passenger travel on the 11th of October the same year, and to Collingwood by the end of the following year, the first regular train arriving there on 3rd January, 1855.

I have now before me the first time-table for the whole road, dated Toronto, December 30, 1854, and signed by A. Brunel, the first superintendent.

The hours for leaving Toronto were 8.30 A.M. and 3.30 P.M., arriving at Barrie at 11.30 A.M., and 6.30 P.M. The first of these only ran to Collingwood, arriving there at 1.30 P.M. and leaving the following morning at 5 o'clock. Trains for Toronto left Barrie at 7 A.M. and 2.30 P.M., arriving there at 9.45 A.M. and 5.35 P.M.

In 1853, the company obtained an act authorising a branch line into Barrie from Allandale. But it was not till after endless suits between the town and company, backed up finally by an Act of Parliament, that the famous 'Barrie Switch' became UN FAIT ACCOMPLI. Its opening was celebrated by a grand banquet and celebration, on the 21st of June, 1865.

Thus for nearly twelve years, passengers for Barrie had to leave the train at Allandale, summer and winter, wet or dry, and with their luggage and other IMPEDIMENTA take a crowded and not overclean 'bus to complete their journey, unless they were fortunate enough to have a private conveyance awaiting them.

In November, 1871, the main line was completed to Orillia, a cause of great satisfaction to me, as in my last WINTER'S drive, in February of that year, I had been eleven hours on the road. On the 31st December, 1877, the Hamilton and North-Western road was opened to Barrie; on the 10th of February, 1879, the North Simcoe branch was opened to Penetanguishene, and lastly, on the 28th of June, 1886, the first regular train from Toronto for British Columbia passed through the town of Barrie.

Two other dates I have—one the 30th of July 1879, when the Northern railway having ABSORBED the Hamilton and North-Western Railway, trains on both lines began to run to and from the one station here. The other, the 9th July, 1881, when the change of gauge on the line was completed.

Taking all these lines together, we have now about 230 miles of railway WITHIN the limits of our county.

Only those who had occasion to travel much before these railways were constructed, can appreciate the inestimable boon they were.

For many years my predecessor, Senator (then Judge) Gowan, had not only to travel over the county as it is now constituted, but also to hold his courts in the township of St. Vincent, many miles beyond Collingwood, without the help of a single mile of railway. And even after I took up the work, 20 years ago, I had for a long period 1200 miles of driving every year (besides railway travel), two of my courts being 85 miles apart.

As to the general public, who had not the luxury of a private conveyance, let us see how they were served by the public coaches carrying the mails.

As late as 1848, the Northern mail was as follows:—A passenger coach left Toronto every afternoon at 3 o'clock and arrived at Holland Landing, a distance of 34 miles, at 8 p.m., (I can remember being on this road once till 2 o'clock the next morning, but that was in the fall of the year). Arriving at Holland Landing, after his (AT LEAST) 5 hours' ride, the passenger, at 9 p.m. (provided it was Monday, Wednesday or Friday) stepped into another coach, for a further drive of 26 miles to Barrie, where he arrived—when he "got there," not ALWAYS a very long time before dawn. Here the luxury of a coach came to an end, and if there happened to be a passenger for Penetanguishene, he had either to mount behind the mail carrier, —though I never heard of anyone doing so—or, get there the best way he could. The carrier was supposed to arrive at 3 p. m., and often did so unless he was WOLF-BOUND (wolves were plentiful in those days). He had then till 5 o'clock the following morning, for "rest and refreshments," ere he mounted his horse again for the return journey.

It was said that on the stage-line from th s to Bradford, you could travel either 1st, 2nd or 3rd class. If FIRST, you could keep your seat the whole way, provided the coach did not turn over. If SECOND-class, you were expected to get out and walk whenever the road was bad—but if 3rd class, you were obliged not only to walk past the bad spots but to help with a fence rail, whenever a mud hole insisted on holding the coach fast.

Though in later years the road to Orillia permitted a stage-coach, yet in those days the mail for that place was carried on horse-back, leaving Barrie at 6 a.m. on Tuesdays, Thursdays and Saturdays, and arriving at Orillia at 3 p.m.—the distance

being called 24 miles. Every Thursday, a mail-carrier left Barrie on horseback for Nottawasaga (there was no COLLINGWOOD then) 36 miles, and thence on to Owen Sound, 95 miles from Barrie.

Of course in summer time, then, you could reach Barrie and Orillia by the old BEAVER, which left Bradford in the morning to make the circuit of the lake, returning thither the following day. From Orillia a stage took the passengers for the upper lakes across to Sturgeon Bay, whence the steamer GORE set out for Sault Ste. Marie and other ports.

We did not seem, however, to be much worse off in winter than our neighbours to the South. If one of THEM wished to go to Montreal, he had to leave Toronto by stage at 6 p.m., arriving at Kingston (165 miles) at 2 o'clock the second morning thereafter. He could then sleep till evening, when at 6 o'clock he left for Montreal, arriving there if everything went well, at 8 o'clock, the second morning thereafter, 200 miles.

To reach Quebec, he would leave Montreal at 5 p.m. and arrive at 5 o'clock on the second morning thereafter.

Following this out, it will be seen that if a person had left Barrie in those days for Quebec on a Monday afternoon, he would arrive there (a distance of over 600 miles) on the following Monday at 5 a. m., if no delays occurred.—If he wished to return NOW, he would leave Quebec at 2 o'clock yesterday afternoon and be here at 11.30 to-day.

Talking of the mail routes suggests a comparison of the Postal service with what we now have. THEN, one mail a day south. For a letter to Quebec THEN, time one week, postage 1—6 (or 30c.)—NOW, time under 22 hours, postage 3c. Postage then was regulated by distance. To Toronto it was 4½ d., (8 cents); over the 60 up to 100 miles, 7d; to 200 miles 9 d., and so on.

Letters redirected were, then, rated afresh for the further distance, while now a letter can follow you all over the Dominion for the 3 cents originally paid. In the year 1846 we had 12 P. O.'s in this county, where we now have over 130.

S. M. Sanford (father of our County Treasurer) was Barrie's first postmaster, and was succeeded by John McWatt. As HE may be met any day on our streets, it would be well worth while to get his reminiscences.

There is no doubt that the construction of the N.R.R. was of great benefit to our county, costly though it was in the first instance.

An authoritative statement was once given, shewing that

while the average assessed value of land in 9 townships through which the road passed, was only 1 pound 10s. (\$6.00) before its construction, yet in 1856, this value had risen to 9 pounds (\$36.00), of which increase, 6 pounds was due to the railroad and 1 pound 10s. to other causes.

This may or may not be a correct estimate, because it must be borne in mind that during some of the years previous to this (in the beginning of the 'forties") land was assessed either as ARABLE OR MEADOW, OR AS UNCULTIVATED. If the former, the arbitrary value (for assessment) was 1 pound, or \$4 an acre; if uncultivated, only 4s., or 80 cts.

As, however, the value before the N.R.R. was constructed is given as 1 pound 10s. (that is an increase of 50%), either the fixed value was raised, or the assessor was left at liberty to value as he thought fit. I never took the trouble to look into the matter or to verify the correctness of the above statement.

At the same time that a fixed value for assessment of land was established, houses were assessed according to the number of storeys that composed them, and the number of fire places they contained. While horses (3 yrs. old and upwards) were assigned a value of 8 pounds; oxen, 4 years old and upwards, 4 pounds each; milch cow, 1 pound each, and so on.

In summer we had, as I have said, the steamers to travel by, to Bradford and Orillia—and as to steamers on lake Simcoe, I find the following mem.:—

The first steamer on the lake was the SIR JOHN COLBORNE built in 1833, which, however, drew too much water to pass through the 'Narrows' into Lake Couchiching.

In 1834, the PETER ROBINSON was built. Subsequently she was hauled out and repaired, and in 1839 was launched again under the name of the SIMCOE.

My first trip in her was from the Holland Land ng in October, 1842, when Capt. Laughton (father of Mrs. Dr. Morton) commanded her, with Hugh McKay as mate,—the oldest sailor on the lake, and from whom I derived some of my material on this head. He informed me, among other things, that in 1838 there was a horse-boat on the lake, but she was found not to answer.

In 1845 the BEAVER took the place of the SIMCOE. On the

27th of April, 1853, the MORNING commenced running from Barrie. On 30th June, 1855, the beautiful steamer J. C. MORRISON made her trial trip between Bell Ewart and Orillia, (by which route passengers for Orillia were carried in summer), but did not make her first trip to Barrie till August 6th. Almost to a day, two years afterwards (on August 4th), she was burned to the water's edge at her dock here.

On the 12th of July, 1861, the EMILY MAY began running, and continued till the completion of the railway to Orillia, when, her occupation being gone, she was soon after left to the operation of the dry-rot at Bell Ewart.

The IDA BURTON was the last passenger boat that plied on the lake between Barrie and Orillia, beginning in the latter part of the "sixties" and continuing till "elbowed out" by the railway.

A word as to the Press. I well remember when Mr. Thomas Fox Davies, now one of the staff of the EXAMINER (where he is as apt as ever at setting up), brought out the Barrie MAGNET, the first paper published here; as I used often to watch the type-setting in his office, then something new to me. I have now before me the first number. Though dated Aug. 6th, 1847, it was not issued (as itself states) till Aug. 13th. Though I have a number dated 7th January, 1847, I have reason to believe this was due to the typo forgetting to change the year as well as the month and day.

Since then we have had the NORTHERN ADVANCE, still in existence, and fresh and vigorous after some 40 years of life; next the HERALD, which was started in 1852 by Mr. J. W. Young, and afterward continued by the Hon. James Patton. It, as well as its successor, the SPIRIT OF THE AGE, have long passed out of sight.

About the year 1864 the EXAMINER appeared on the scene, and is still "to the fore" under the management of our worthy secretary, Mr. Andrew F. Hunter.

About 1868 the GAZETTE was started by Messrs. Richardson & Mann, (though now published by Mr. N. King) and has since made a worthy third to our other two Barrie "weeklies." An effort was made at one time to issue it as a "daily," but failed as might be expected, in a place where we have half a dozen Toronto dailies distributed before noon every day.

I must not omit to mention that the LAW JOURNAL, the foremost legal paper in this Province, now printed and published in Toronto, made its DEBUT in Barrie in the year 1855, edited by

James Patton "and others,"—the chief "other" being, it was well known, Senator (then Judge) Gowan, whose able articles, chiefly in elucidation and promotion of the D.C. System, brought the paper up to the standard which it has since enjoyed. The 2nd volume was continued in Barrie under the editorship of W. D. Ardagh, now Judge at Winnipeg. The 3rd vol., however, was begun after the removal to Toronto, where Mr. Ardagh associated with him, as joint editor, Robert A. Harrison, afterwards Chief Justice. Its present editor, there, is Mr. Henry O'Brien, an old Simcoe boy.

We have also newspapers published in almost every village as well as town in our county, so that it is no wonder that Simcoe stands as one of the foremost in freedom from crime; for vice and ignorance ever retreat before the advancement of the Press, with its civilizing and enlightening tendencies.

Being an old Barrie Grammar School boy, it is only fitting that I should say a few words about it. It was established in 1843, (when DISTRICT school was its title), and by the Act setting apart the District an annual grant of 100 pounds was made towards its support. Frederick Gore was its first head master, under whose care I was placed in the following year. The school was then held in the most easterly room of the Court house on the ground floor—that now occupied by Colonel Banting, the County Clerk. Mr. Gore lived at that time in a long, low white house somewhere between Major Roger's residence and Mary street. The cellar of the house next the Simcoe brewery, now owned by Mr. Geo. Cook, was being then dug by John Pearson, a carpenter, who built the house by degrees—and into it, when completed, Mr. Gore moved with his boarders. This was the second brick house in the town at that time, the other being a PART of the house now owned and occupied by Mr. Harper. These two houses, with a small shanty in which a family named Perry lived, (between them and the town) and another further north in the, then, bush, occupied by Timothy Haggart, were the only houses between that where Mr. Johnson, the coal merchant, lives, and the township of Innisfil, with the exception of two or three 'block' or "pepper box" ones standing where Allandale now is but unoccupied as early as 1844.

In the year 1849 the new Grammar school (as its title then was) on Blake st., in the rear of the present Collegiate Institute, was completed, and into it the school moved after the midsummer vacation, while Mr. Gore, with his boarders, leaving Mary st., took up their quarters in the new house he had built close by—that now occupied by the widow of the late Sheriff Smith.

The second masters of the school, while I was there, were, in succession, Robert F. Hutchins, P. A. Smith, John Bowker, and Robert C. Stuart.

Among the pupils in my time were Geo. Moberly, (now of Collingwood, Barrister); Walter, his brother, now a Civil Engineer in Manitoba; Harry, another brother, a factor in the Hudson's Bay Company; Samuel Lane, late Judge of Grey; John Creasor, his successor, in that position; Mr. Justice Osler, B. B. Osler, Q. C.; Judge Dean, of Lindsay, and W. H. Carney, now Sheriff of Algoma, whose father then kept the "Plough Inn," on Dunlop st.

As to the Head Masters of the school, I think that Mr. Gore was succeeded by the late Rev. W. F. Checkly, and he by the Rev. Mr. Johnson. Mr. Spotton then took charge, and during his long incumbency the school attained a very high degree of efficiency and was raised to the rank of a Collegiate Institute. Upon Mr. Spotton's promotion (I may call it) to a similar position in Toronto, the present Principal, Mr. J. M. Hunter, took charge, and under his management everything in connection with the Institute continues to advance and prosper.

Fires.

It used to be said that Barrie was one of the BEST BURNT towns in Canada. Certainly we had some very extensive fires, though SOME good has come of them, as a better class of house, generally brick, succeeded the old ones.

On the 24th June, 1871, the GLEBE block, as it was then called—the block south of Dunlop street and west of the post office, was completely "wiped out."

On the 31st of January, 1873, 'Boys' brick block," that south of Dunlop and west of Market (or Mulcaster) street, was pretty well destroyed.

On February 8th of the same year, Morrow's block, to the west of the Engine House, and the Engine House itself, went up in smoke and ashes.

On the 18th of June, the north side of Dunlop street, from Owen street westward, was the scene of one of our worst fires.

On the 27th July, 1876, the Wellington Hotel block, and on the 18th of April, 1880, Crompton's block (north of Dunlop and west of Owen), were destroyed.

In 1878 two memorable events took place. On the 12th of

August the great Hanlan regatta came off on our lovely Bay—oarsmen from all parts of the continent making a vain effort to strip Hanlan of his laurels. While on the 18th of December, that year, our town was lighted with gas for the first time.

Having made mention of FIRES, I would place on record my recollection of two earthquakes—one on the 20th of October, 1870, in the day time, which caused all the house bells to ring, &c., and another at 1 o'clock on the morning of the 21st of May, 1871, when the violent shaking of the bed I was sleeping in, and the rattling of the shutters and windows awoke me, leaving me almost paralysed, so curious is the effect of a disturbance of TERRA FIRMA. I had experienced a shock some years previously, when living on the banks of the St. Lawrence, which caused the horse I was driving to stop suddenly, and tremble all over.

I find I am getting too prolix, so I will close with one or two remarks on that interesting subject, the weather. Among many recorded items I find the following:

Feb. 6th, 1855—Thermometer shewed AT LEAST—40° , as the mercury was frozen. I saw 55° below zero given in some newspapers, but " 'twas doubted by some."

1859 —June 5. Snow this morning.

1862.—July 6.—Mercury said to be at 106° in the shade.

1876.—August 20. Frost to-night.

1877.—June 22. Frost at night.

1878.—July 17. Mercury over 100°.

1879.—April 11. Sleighs out to-day.

1881.—Christmas Day. Dined with all windows open.

1881.—Dec. 28. Slept with all windows open.

1881.—September 5th. A wonderfully dark, hot day. Gas at 5 p. m. hardly giving any light.

1885.—April 13. Good sleighing on some of our streets.

In 1870 the snow was so deep in March, that from the 15th to the 19th, and again from the 26th to the 29th, the trains were completely blocked, leaving us for days together without any mails from Toronto.

The earliest date for the complete closing of the bay by ice that I have recorded is Dec. 1st, 1875—the latest Jan. 18th, 1889.

The earliest OPENING that I find was on the last day of March, 1878, and the latest May 9th, 1874. I may say, however, that I was informed by the late David Soules, that he remembered Sir John Franklin and his party coming up the bay in boats on the 15th of March, on one of his journeys to the N. W. via Penetanguishene—in 1825, if I mistake not.

But, gentlemen, I find that I must be exceeding my limits, so here I close; leaving you to pick out any wheat you may find in so much chaff, and thanking you for the patient hearing you have given me.



AN INTERESTING DOCUMENT.

(Orillia Township.)

An interesting document was unearthed by Mr. J. C. Rose, Township Clerk, in connection with the recent case against the Grand Trunk Railway for damages for killing cattle. The lawyers for the plaintiff, Messrs. McCosh & Thompson, applied to Mr. Rose for a copy of the Township by-law permitting cattle to run at large. After some search he unearthed the original, which was contained in the record of the municipal proceedings for the year 1834. This ancient document is an unbound pamphlet of twelve manuscript pages, tied together with thread, and in a good state of preservation. Within this reasonable compass is contained the minutes of all municipal meetings for the years 1834, 1835 and 1836, the business then evidently not requiring very frequent gatherings or protracted sessions. This is the earliest of the records of the Township that Mr. Rose has been able to find. Moreover, internal evidence seems to indicate that the proceedings which it records were the earliest held in a regular way and under authority.

It is noticeable, in view of recent disputes, that the "book" is headed 'Townships of North and South Orillia.' It opens with the minutes of a Town Meeting held January 6th, 1834, at the Tavern, Newtown," that being the name by which the hamlet which has since grown into Orillia was first known. Mr. John O'Connor, Constable, was in the chair. The following officers were appointed for the year, and were therefore the first to hold office in the Township: Wardens, Dr. Darling and Mr. J. H. S. Drinkwater (father of Mr. R. J. S. and Captain Drinkwater); Assessors, Mr. W. Mulock (an uncle of the present Postmaster-General and of Mr. S. S. Robinson, Orillia) and Mr. James Darling; Collector, Mr. Gerald Alley; Pound-keeper, Mr. John Lobb; Town Clerk, Mr. C. J. Rowe; Pathmasters, Mr. T. Atkinson, Lieut. Kersopp, Mr. J. Sanson, Mr. W. Wood, Chief Yellow Head and Chief Big Shilling. The election of the last two is a reminder that at that time, Orillia had more red than white inhabitants. The only other business that appears to have been transacted was the enactment of the by-laws which were produced in

court the other day, and which so far as the Township records go, have never been repealed, though amended somewhat in the two succeeding years. The by-laws read "That all horned cattle and horses as well as swine over three months old, shall be free foresters; that post and rail fences shall be five and a-half and all others six feet high; for two feet and a-half from the ground the rails shall not exceed four inches apart; the next two feet and a-half they shall not exceed eight inches apart." It is further recorded that the Town Clerk had been making enquiries as to what bonds should be required from the Collector, and had been advised by Mr. Hepburn, the Deputy Clerk of the Peace, that as there would be no taxes to collect that year there would be no need for a bond. This is one of the circumstances that incline us to believe that these are the minutes of the first "Town Meeting" held in Orillia, together with the fact that the settlement of this district did not begin till 1832, and as meetings were few, if there had been any previous ones they would have been recorded in this book.

The next Town Meeting recorded was held in the same tavern in Newtown, a year afterwards, on January 5th, 1835. On this occasion Mr. Gerald Alley was in the chair. Chief Yellow Head, who seems to have been a man of influence and importance in the little community, and Dr. Powers were elected Wardens. The Assessors appointed were Mr. A. Gordon and Mr. J. J. Roe (then and for years after the leading merchant of the place); Collector, Mr. Hume, (who then owned five hundred acres of land at Marchmont and named that place after his family's estates in Ireland); Pathmasters, Mr. Atkinson, Mr. J. Kersopp, Mr. J. Lobb, Mr. Wright, Smith Shilling and Peter Canise (we spell the names as is done by the 'Town Clerk'); Fence Viewers, Mr. J. Darling, Mr. Jacob Gill, Mr. Sanson, Mr. Sibbald, Timothy Shilling, and Peter Ingersoll; Poundkeeper, Mr. M. Bowers; Town Clerk, Mr. C. J. Rowe. The by-laws passed the previous year were amended to except bulls of two years and over, rams and goats, which animals, presumably, had been making themselves obnoxious.

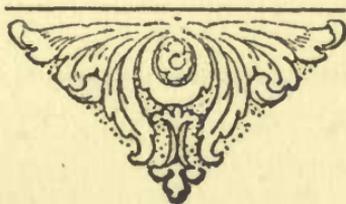
Another year went round, apparently, before the next meeting was held, in Mr. Lawrence's tavern, "Orillia" (note the change in name) on January 4th, 1836. Mr. C. J. Rowe in the chair. The "Town Fathers" are now known as "Commissioners," and there are three of them, Mr. J. Sanson, Mr. G. Alley and Mr. J. H. S. Drinkwater. Mr. C. J. Rowe is again appointed Town Clerk. There is only one Assessor instead of two, and he is Mr. J. Gill. The Collector is Dr. Robertson; the Poundkeepers, Mr.

H. Fraser and Mr. R. Bailey. The duties of Pathmasters and Fence Viewers have been amalgamated under the head of Overseers of Highways, who are Mr. T. Goulding, Mr. H. Fraser, Mr. J. Darling, Mr. W. Wood, Mr. Harvey, Mr. J. J. Roe, Mr. Gordon, Chief Yellowhead, and Smith Shilling. (We repeat the 'Mr.' in each case because the Clerk has carefully used it.) The age up to which bulls might run at large is extended to three years, and the fine for allowing them liberty over that age is doubled and made ten shillings. It is further provided that swine shall not be 'free foresters' until they weigh forty pounds. It was resolved "that a petition signed by the Commissioners on behalf of the Township shall be forwarded to the members for the County of Simcoe that they may present it to the Honourable the House of Assembly, praying for a sum of money to repair the Coldwater Road, the amount to be decided by competent judges." It was afterwards decided to ask for 250 or 300 pounds.

By this time the municipal affairs of the growing hamlet appear to have required more supervision from the authorities, and during 1836 the Commissioners held six meetings. The business was chiefly of a routine character. One meeting was devoted to drawing up a list of pound fees and feed of animals; another to the allotment of statute labour. Some of the items are interesting because they contain the names of well-known pioneers. For instance, at a meeting on Ju'y 9, 1836, Dr. Robinson was appointed an Overseer of Highways, and directed to superintend the making of the road to join town line between North and South Orillia from Lake Shore. At the same meeting Joseph Calverley's statute labour was transferred to the Oro road. Peter Lamb, H. Baskerville, L. Wilson, and—Secord were summoned to appear at the same meeting to discuss the placing of their statute. Another familiar name is that of J. Wright, who was instructed to do his labour "upon the Town Line from lot 3 to Coldwater Road." We note the Commissioners seem to have had the power to impose fines. Thus H. Fraser was fined twenty shillings for having neglected his duties as Overseer of Highways, and Captain St. John fifteen shillings for failing to perform his statute labour. In fact this seems to have been the chief source of revenue, as we learn from the Town Clerk's statement of "all money received and expended by order of the Commissioners between the 1st of January and the 31st of December, 1836." The receipts, less than \$9, now seem ridiculously small; but they appear to have been ample, as the expenditure amounted to less than half that sum. The receipts were made up of "fines levied by magistrates at the Court, Cold-

water Road, 15 shillings; fines levied by Commissioners, 1 pound; total, 1 pound 15s. Expenditure, for one quire of paper, 1s. 3d.; expended on Coldwater Road, under the direction of Mr. Roe, by order of the Township Commissioners, 15s.; total, 16s. 3d. Balance on hand, 18s. 9d." Such were the monetary transactions recorded by the first Treasurer's statement in the Township of Orillia. We may add that the Collector and Clerk gave bonds for 50 poundseach, for the due performance of their duties, though they do not appear to have received any salary from the Commissioners.

There is no record of any "Town Meeting" in 1837. The same Commissioners seem to have continued in office, for they met on the third Saturday in January of that year, and having transacted their business adjourned to the first Saturday in April. The last entry in the first minute book reads "For continuation see new book." The new book, however, has not yet turned up. On the back page of the book, some scribe has been scribbling lines which suggested the headings for an advertisement, although the PACKET was not in existence in those days. They are "Imported Goods—New Cheap Store—New Cheap Store—J. Currie." We are further informed that John Currie left Curach, parish of Beumere, Island of Islay, year 1824. Orillia "Packet", March 30, 1899.



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INTRODUCTION.

These reminiscences of pioneer life from Mr. Steele's pen appeared in the ORILLIA PACKET in 1893-4.

John Coucher Steele was a native of the Norman town of Coutances, where he was born on September 27th, 1817. He was educated there and at Upton Grammar School, Worcestershire, England. In 1832 he accompanied his father, Captain Elmes Steele, R.N., to Canada, and settled in Medonte, taking his share in the struggles and difficulties incident to pioneer life in those early days. In 1847 he settled on his own farm, close to "Purbrook," the old homestead occupied by his father, but in the early fifties moved to the Township of Oro, where he purchased the Dunsmore farm, (east half lot 16, concession 6), on which he lived until 1887. As Clerk of the Tenth Division Court he then (on a re-arrangement of the divisional boundaries) moved to Coldwater, where he continued to reside until his decease on the 20th of August, 1909, much respected. Few had a longer experience or knew more of the early history of the County of Simcoe, either political or municipal, than Mr. Steele. He was for a few years Councillor, and then Reeve of Oro for 18 years, having been elected to the chair of the Township Council for seventeen consecutive years by acclamation. He was Warden of the County in 1875, and he was ex-officio a Director of the Northern Railway.

Mr. Steele was a candidate for the constituency of East Simcoe for the Ontario Legislature in 1879, but was not elected. In 1865, when a member of the County Council, he succeeded in having the County entertain a large force of regulars and volunteers under the command of General Napier. The force got free transportation to Barrie, where a grand review was held. This act on the part of Mr. Steele stimulated the military spirit, and resulted in a company being formed at East Oro, under the command of Lieutenant-Colonel, then Captain, O'Brien of Shanty Bay. Mr. Steele succeeded in obtaining a sum of money from the Township for a drill hall and armoury, to supplement the Government grant, and induced the farmers to provide musical instruments and flags. His purse was always ready to assist in the good work of keeping the force in a position to be useful in the defence of the country. Rifle shooting he encouraged by getting the Council to vote prizes to marksmen, and during his time the riflemen of the County had a high place. Personally his militia service consisted of taking part in the suppression of the rebellion of 1837, in a corps raised for the purpose, in which he and his brother, the late Mr. Henry Steele, were officers.

Canada may justly be proud of the record of her early pioneers, and the County of Simcoe will long remember their blameless lives and their ready promotion of all that tended to the welfare of their country.



JOHN C. STEELE

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(Vol. 2, page 147)

Reminiscences of a Pioneer

BY

JOHN C. STEELE

I.

SETTLEMENT IN MEDONTE.

As one of the pioneers who settled in 1832 in this part of the County of Simcoe, I will redeem my promise of giving you a few reminiscences of that early time. My father, the late Capt. Steele of the Royal Navy, and I, a lad of fourteen, sailed from London in the good ship "The Branchès," on the 25th of March, 1832, and arrived in Quebec on the 17th of May, after a long voyage of seven weeks, having been detained by ice in the Gulf of St. Lawrence two weeks. We stayed in the ancient city for a week, for it was a pleasure to my father to renew the acquaintance of several of the inhabitants whom he had known in the year 1806, when, as Lieutenant of the "Triton" frigate, he had sailed up the St. Lawrence in the month of December, after the buoys had been removed and the pilots had left, having to trust to the knowledge of a fisherman to pilot the frigate to Quebec. The vessel got on a rock, and was got off by the crew of three hundred men all getting to the stern and jumping up and down. The motion made the frigate gradually slide off the smooth rock. To add to my father's interest in Quebec was the fact that an uncle of his was an officer with General Wolfe at the taking of that city. But, "revenons à nos moutons." We left Quebec in steamer "St. George," the Captain being an old shipmate of my father's, and on arriving at Montreal, that city being at that time the terminus of steamboat navigation, we and a number of emigrants embarked on board a batteau, or barge, and were hauled up the rapids of the St. Lawrence by horses, or oxen, as the case might be. My father

becoming tired of the slow progress we were making, we left the batteau at Cornwall and took the stage to Prescott, where we embarked on board a steamer, I think the "Niagara," and arrived in due time at "Little York," as Toronto was then called, and sometimes with the addition of "Dirty Little York." After a stay of two or three days, my father started out to spy out the land in the Township of Medonte, leaving me at Colonel Wells's, whose residence, some three miles from the town, was called Davenport, after his native place in England, and which still bears that name, being a station of the Northern Railway. After taking up his land he returned for me. We then travelled up Yonge-street by stage to the Holland Landing, and crossed Lake Simcoe in a little sloop commanded by one Peter Gruet. The wind not being fair, two days were spent crossing the lake, and on getting into Lake Couchiching we had the first sight of the Indian village, at that time called the Narrows, and now the town of Orillia. The village was on a rising ground, the houses being in semi-circle, each house containing two families, a log partition dividing each house. We stayed for a night at a boarding house, kept by a woman who was known by the name of Sarah. She afterwards married a man of the name of John O'Connor, who subsequently was a resident of your town. He was one of the first men my father employed to clear up the old homestead, and he consulted him anent the match, saying he was sure the said Sarah had laid by some money, and he thought he would marry her—and so he did. We left the village and started north by the Coldwater Road. Mr. Ritchie, who was Emigrant Agent for showing the settlers their land and locating them, kindly lent us a tent, and we camped out by the bank of a stream about eight miles from Orillia, which still bears the name of Purbrook; the men lodging in small shanties made from the bark of the elm tree. I stayed in the camp until the men had cut a road to our future homestead. We were ten days in that camp, and Indians were frequently passing between the two villages of Coldwater and the Narrows, and the first batch that called at our camp my father made them sit down and told our housekeeper, Mrs. Butcher, to get them something to eat, and after that during our stay in the camp we had many visits from them. It was during the time we were camped on that spot that one evening we saw an old woman coming out of the woods with a pail in her hand. She was an old Scotch lady, the mother of an old man-of-war's man, Mr. John Jamieson, who lived on the townline between Oro and Medonte, and the grandmother of Mrs. Thomas Dunn, and the great-grandmother of your townsmen, the Messrs. Dunn. It seems she had taken the pail to go for water, and had lost her way, and had wandered at least five miles through the then unbroken forest.

She stayed all night with us, and in the morning my father sent a man to her home, and when the old lady was leaving, on seeing the nice clear water in the little brook, she went down the bank to fill her pail, saying it was a bonnie burn. At last we broke up camp and finally located it on the spot where our old homestead was afterwards built, and which was for many years called "Purbrook," but now changed to Fair Valley. A number of men were employed to clear the land and build the house, which after sixty years still stands. In the meantime we lived in the tent, which being an old one was not impervious to rain, and many a time I awoke to see my father holding an umbrella over our heads, a Scotch mist finding its way through the old canvass, and I remember how we both enjoyed hearing the rain rattling on the shingles when we removed into a room which was partly finished in the new house, and we had our two hammocks slung up; and many a laugh the old gentleman had at my awkwardness in getting into mine, sometimes going in at one side and coming out at the other. But he, being an old sailor, was adept, and got in and out without any trouble. But, "experiencia docet," I soon could get in and out as well as he could. Soon after we had moved to the room in the house, Mr. Wm. Kent and his family (he was afterwards Deputy Receiver-General), Mr. John Eplett and his family, which included his sister-in-law, Miss Lovering, an aunt of Mr. H. L. Lovering of our village of Coldwater, and their hired man, who also came from Cornwall in England; he was of the name of Lobb, and had a wife and child. The child died, and was buried on the place, my father reading the burial service over her, being the first death in Medonte of the emigrants of that year.

J. C. STEELE.

Coldwater, December 19th, 1893.

II.

THEIR FIRST YEAR IN CANADA.

I will now, if I do not tire your readers, continue my recollections of the old days. When my father took up his land in Medonte he had been promised by Sir John Colborne that a grist mill would be built at Coldwater, and having cleared up some six or seven acres of land and sown it with fall wheat, and there being no sign of a mill being built, he went off to York and called at Government House and told the Governor that the promise had not been fulfilled, and he intended to leave. The Governor told him to consult with Captain Anderson (the Indian Superintendent) and he had his authority to have a first-class grist mill built, and a mill which was then considered first-class was built, and Mr. Jacob Gill, the father of the Messrs. Gill of Orillia, Fesserton and Matchedash, and of Mrs. Millard and Mrs. Buchanan, was the millwright who erected the mill. And many a time I have seen, when there was only a footpath past our homestead, a man carrying a bushel of wheat on his back, his wife half a bushel, and a boy about the same, to get it ground at the Coldwater mill, having beaten the sheaves against a barrel, scutching it, as it was called, and throwing it up to the wind to separate the chaff. These were the hard times. One day our old housekeeper and I walked to Orillia, and on our way, near where Warminster is now, we met a young man of the name of Graverod, who told us he had seen a bear a few minutes before, but not having a gun he could do nothing, but he intended procuring a gun at Coldwater, and he might see the bear on his return the next day. The old woman who was with me was pretty well frightened, but we saw no bear, and on our return the next day we met, near Bass Lake, five or six Indians carrying a wounded Indian boy. It seems the boy had been shooting at a bird, and his arrow was caught by a branch of a tree, and he climbed up the tree to get it. Young Graverod was returning from Coldwater, and near the same place where he had seen the bear the day before he saw something dark among the leaves of a birch tree, and thinking it was the bear, he fired, and wounded the poor Indian

boy. Graverod was with the party of Indians, but the poor boy died from his wounds.

At this time in your, then, village there was a Mr. Alley, who was quite a stirring man, and indeed considered himself the founder of the village. He was very near sighted, and old Mrs. James Sanson used to say there never was a village without a blind alley. I had been invited by our kind friends, Colonel and Mrs. Wells, to visit them again at Davenport, and I left Orillia on board the little sloop, Mr. Alley being also a passenger. He had a boat towing behind the sloop. As usual, the wind was ahead, and the sloop lay to for more than half-a-day. Mr. Alley then called for volunteers to go in his boat by the Mara shore, and I, boy-like, at once answered to his call, and we started, but made very little headway, and when darkness set in Mr. Alley could not see at all, and was asking me every now and then if we were clear of the shore. I am afraid I used a little duplicity and did not tell him exactly the truth, for I had seen a light on shore, and I saw the boat was nearing it every minute, and we soon found ourselves ashore, and making for the light found a small log house, inhabited by a half-breed, of the name of Kennedy. His wife and sister and two or three children occupied the house. They received us in a very friendly manner, and we stayed all night and partook of a supper and breakfast, the bill of fare being a hodge podge of squirrels, ground hogs and rabbits. Next morning we sailed to Beaverton, and from thence to Roche's Point, where a Major Raines lived. We stayed there a night and left the boat and walked to David Town and Newmarket. I there took the stage to York, heartily tired of Mr. Alley's company, for he had a way of travelling by imposing on the hospitality of some who were perfect strangers to him, which to me, although only a boy, seemed very mean. I then had a good time with my kind friends the Wellses until February. The old Colonel was Treasurer for Upper Canada, and when the roads on Yonge-street were impassable I often drove him to his office in a little spring cart down what is now College-avenue, having to thread our way in and out round stumps and fallen trees. We used to drive to church every Sunday, to a little frame church standing where St. James's cathedral is now, and often heard Archdeacon Strachan preach, who was afterwards bishop. I used to see him on week days walking sturdily along King-street. It was a fine sight on a Sunday to see the regiment of regulars stationed at York going to church, the band playing before them, and the soldiers filing off to their respective churches, Sir John Colborne, the Governor, in his uniform of a General Officer, walking on the sidewalk with Lady Colborne and his family. There was no cry then for Sunday cars, or omnibuses, but every one made use of the limbs God had

given them, I stayed with our kind friends until February, 1833, when my father came for me, and we went by stage to the Holland Landing. My father's friend Mr. George Lount, the father of William, and Samuel, and George Lount, was the then Registrar, and had bought a yoke of oxen for my father, and we started next morning for home, driving the oxen before us. We stayed at a tavern a few miles from Barrie, having walked about twenty-five miles. We had to cross the head of Kempenfelt Bay on the ice, there being no road except the beach. The oxen did not like the ice, as it cracked when we were near a stream flowing into the bay, and I was sent (as we could not get them to cross) to get someone to help us, and I got a man who lived in almost the only house in Barrie, but we could do nothing with them even then with his help. We saw a sleigh approaching with four or five men. The driver, Mr. Eli Beaman, was a half brother of Chief Justice Robinson, and when he saw the dilemma we were in, he sent a man to cut a pole in the bush, and two men at each end pushed the oxen across the crack, and we went along rejoicing towards the Barrie shore. About twelve miles from Barrie we came to the residence of Mr. Craig, the grandfather of the Messrs. Craig of Medonte, and stayed, the next day being Sunday, until Monday morning. There was in the house one of the old-fashioned chimneys, four feet wide at the back, and whenever the old gentleman would bring in a log for the fire, he would say to my father, "Captain, winter is approaching, we must keep up a good fire." This was the signal on the mast head of Admiral Duncan's ship when the British fleet was going to engage the Dutch fleet, commanded by Admiral De Winter, and they did keep up a good fire and "beat the Dutch," which is reckoned a hard thing to do. My father being a naval officer was the cause of the old gentleman using the expression. We started home next morning, and many a load of lumber I brought from Coldwater that winter with the oxen, making at that time the acquaintance of old Mr. Craddock, our present oldest inhabitant, born in 1812. He was a man of about twenty years old when I first knew him, and he is still hale and hearty, and as straight as any young man; and he is straight in every way, being a man whose word is as good as his bond, for the saying here is, "Whatever Mr. Craddock says he will do, he will never back out." In the spring of this year my mother, sisters and brother came out, and I can assure you it was a great change for us who had been so long without the society of ladies, and we both appreciated it. The young ladies of those days could walk eight or ten miles, and many a visit we had from old Mr. Drinkwater and his daughters. He was the grandfather of the Messrs. Drinkwater of Northbrook, and my sisters used to return the visit and thought nothing of the

distance. Captain Wilson, Mrs. Wilson, and his family of three sons and one daughter, settled about two miles from us, and there was constant intercourse between us. The ladies of the family used to meet, and you would be astonished, Mr. Editor, what good coats Miss March (Mrs. Wilson's sister) and my mother would make for us boys. "Necessity is the mother of invention," and these ladies being put to it showed what they could do. The mosquitoes were the great trouble with them, for they were in countless thousands, and the clearing being small there was no wind to drive them away. A neighbour of Mr. Drinkwater's was going to visit the family and, as was the fashion at that time for gentlemen, he wore a large cloak. On his way he saw a little animal which did not get out of the way quickly and he gave chase to it, and not wishing it to escape he took off his cloak and threw it over the little animal—when lo, and behold, the perfume which emanated from the said cloak certainly was not so pleasant, although far stronger than ottar of roses, and the gentleman had to return home, not being presentable to ladies for a few days. He certainly learned something that day of Canadian zoology. I am afraid, Mr. Editor, that your readers will find what I have written rather prosy, but they must forgive an old man of seventy-seven.

JOHN STEELE.

III.

LIFE IN THE BUSH.

I once more sit down to give your readers a few more memories of "Auld Lang Syne." I will pass over our second winter, which, in spite of those who say the seasons are changed, was very much like the winters we now have. The forest not having been cleared up as it now is, we were spared the drifts which so often at this time block our roads. As my brother Henry and I had been brought up not to mind a little roughness and fatigue, when the middle of April, 1834, opened out fine and balmy it was decided by the family council that we two boys were to go to Newmarket, a distance of seventy miles, to drive home two cows which our old friend Mr. George Lount had bought for my father. Our good mother, knowing we could get nothing to eat until we got as far Mrs. Bruce's, on the Penetanguishene-road, where we were to stay the first night, filled our lunch basket, and we started by the towline between Oro and Medonte, arriving about six o'clock at Mrs. Bruce's hotel. The ladies were in the ascendant in those days, and it was called Mrs. Bruce's hotel, as Mrs. Barr, whom Capt. Anderson mentions in his diary, kept the hotel at Warminster. I suppose there was a good reason for it, as in both cases the old saying that "the gray mare was the better horse" held good. However, Mrs. Bruce made us very comfortable, and next morning we started on our journey, crossed the bay in a boat at Kempenfelt, and stayed at night at a hotel near where Bradford now is. The next morning we called on Mr. Lount, who kindly went with us to the farm of an old Quaker who lived near Newmarket. Mr. Lount having already a cow at his own place, he chose a black cow from the old Quaker's stock, and as we were leaving with her the old fellow exclaimed, "There goes trouble"—ominous words, for from the time we started homewards the next morning she was either getting caught by the leg in a causeway or getting swamped in a mud hole. We travelled only about fifteen miles that day, as a heavy fall of snow had covered the ground. The next day we again arrived at Mrs. Bruce's, and

started next morning for home. We had walked only about a mile from Craighurst along the townline of Oro and Medonte when "Trouble" got fast in a bog, and I had to send my brother for help to get her out, and when we had her out she was on the wrong side of the bog and would have had to go through it again, so I sent her back to Mrs. Bruce's with my brother and left her there until she calved, and after we got her home she was always getting into trouble. There was not a bog round the place that she did not try the depth of it. We kept her until by good luck Mr. Alley got up a fair in your then village, and as Trouble was a black cow she took the fancy of Capt. McPherson, the father of Mr. James McPherson of Rama, as her colour reminded him of the Highland cattle. I never heard how she ended her days, whether it was in a bog, or did she die to help feed the natives? About this time honest Mr. John Scott lived in Oro. He was a provincial land surveyor, and was employed by the Home District Sessions to survey some roads in Oro and Medonte, and he walked to the Holland Landing and from thence by stage to Toronto to attend a meeting of the Sessions to present his account for the work he had done, but he failed of getting paid, and on his return he called on my father and shewed him a petition he had prepared to present to the Session at their next meeting. The petition as usual began with "The petition of the undersigned humbly sheweth" that he attended the last meeting of the Sessions and on presenting his account the Chairman roared at your petitioner like a Bull of Bashan. My father told him it would never do to present such a petition, and he was at last amenable to reason, and between them they made the petition presentable, and he got his account paid. Mr. Scott was a very worthy man and has many of his descendants in the neighbourhood of Rugby. I heard a story about him which was told me by a neighbour. He (Mr. Scott) was digging a very deep well and was at the bottom filling the bucket when those who were hauling it up saw a bear and went to look after it and left Mr. Scott at the bottom of the well, and I believe he himself did roar, and no wonder.

Well, I think it is time I should end these disjointed remembrances, but I often fancy in my day dreams that I see the kind faces of so many of my old friends who have passed away from this world. Among many others, kind old Dr. John Ardagh on his little gray mare; Dr. Paul Darling, his brother James, and their brother, my old chum, the Rev. Wm. Darling, and that kind old lady their mother. Very few of the old friends I knew in those early days are now alive, although I had the pleasure of meeting, a little more than a year since, my old friend Canon Mulock, after fifty years. Speaking of Dr. John Ardagh reminds me of a visit

he paid me (not a professional one) in 1846. I was then living in Medonte in a shanty, as I had just moved on to my own land. It began to rain very hard and I wanted him to stay all night, but he said he had to get home, and I put him on the road and told him to mind in turning round a tree which had fallen across the road that he did not get into the bush. It was just getting dark when the Doctor knocked at the door. He was wet through. He said he had lost his way, and tied his mare to a tree, and having found his way out he could not find "Jenny." I offered to give him a horse to ride home with, but as we had a roaring fire in the chimney he said he would stay all night as he was very comfortable, and he entertained us with anecdotes as he alone could tell them. The next morning we again tried to find poor Jenny, but failed, and I lent the good Doctor a horse to ride home. The next night there was a heavy fall of snow, and in the morning I found the little mare standing by the stable door. The valise the Doctor carried in front of his saddle was thoroughly wet. I took the instruments out and dried them and sent a man home with the mare.

I cannot help here relating an incident which endorses the old French saying, "*Le vrai n'est pas toujours le vrai semblable*," which translated into English means that truth is not always like truth. Two gentlemen lately out from England called on us. They had letters of introduction to my father. One was a Mr. Tongue and the other a Mr. Riddle. Mr. Riddle introduced Mr. Tongue and Mr. Tongue did the same for Mr. Riddle, and at the same time amidst much laughter told us that his friend could not pronounce his own name. Mr. Riddle then related that his parents sent him to a teacher of elocution and he gave him the rhyme, Round the rugged rock the ragged Rachel ran, and he could say it quite glibly, but could not pronounce the letter R in his own name. Well, he was a riddle to me then and I have not been able to this day to solve the riddle.

In the Toronto Mail's history of the Clan McLean it is stated that Allan McLean Howard had been Clerk of the Toronto Division Court since 1832. This was a mistake, for the Division Courts were not established for several years after that date. There were Courts of Requests, as they were called, and Mr. John Thomson, the father of Mr. Frank Thomson, Mr. James Dallas, I think, or perhaps it was Mr. James Sanson, and my father were the commissioners of the Court of Requests, and Sergeant Baillie, the father of Mrs. Price, of Price's Corners, was the Bailiff. The place where the sittings of the Court were held was the Plough Inn, Price's Corners. Said inn was kept by Mr. Henry Fraser, the father of Mr. Alexander Fraser of your town, being the first of several hotels of which he was landlord during his long life. For

a sign there was a little wooden plough on the top of a pole, and many a time I drove with my father to attend the sittings of the Court. I remember several settlers were brought before the Court having been sued on notes they had given to a Yankee wooden clock pedlar. Many of the settlers had bought them, and a man came round and seized the clocks on the plea that they had not paid duty. The poor settlers, as the time drew near for payment, willingly gave up the clocks, but they did not get the notes they had given, and another party having possession of them sued the settlers and they had to pay them—but I remember the Commissioners gave them easy terms of payment. These clocks were not a bad kind, and I saw one which was in good running order after twenty-five years wear. Yours, &c.,

JOHN C. STEELE.

Coldwater, March 17th, 1894.

IV.

MUNICIPAL LIFE IN THE EARLY YEARS OF ORO.

It may interest some of your readers if I give some of my recollections of municipal life in the early days in Oro. Mr. Richard Drury, the father of Mr. Charles Drury, was Reeve, and our place of meeting was John Galbraith's tavern, as it was called. Old John Galbraith was well-known to travellers on the road from Orillia to Barrie; he also was a Councillor for the township. I was generally the first to arrive at our place of meeting, and as the landlady had forgotten the day of the meeting, my arrival put her in mind that it was Council day, and immediately there was a commotion among the fowls; boys were set to run them down, and they (the fowls) were made to contribute towards our dinner. Mr. Drury, having the longest road to travel, was generally the last to arrive. About one o'clock we would adjourn for dinner, the fowls having been caught, without looking to their age, and they were generally a pretty tough lot. On one occasion (Mr. Drury, as Reeve, being the carver) the hens being tough and the knives being blunt, he could make no impression upon them, and he looked around with blank despair on his countenance, when old John Galbraith came to his aid with an exclamation of "Hold on, Mr. Drury, and I will soon tore them in pieces." He immediately took hold of one of the aged hens by the legs and pulled them apart, and with "Ahem, that's the way to do it," he seized on the other and served it in the same way. On another occasion a man by the name of McGregor had the house rented, and Mr. Duncan Clarke, who was the township clerk, generally had a large, brown dog with him. And one day we were wondering we had no announcement of dinner made, and after waiting an hour later than usual, dinner was announced, and on entering the dining room the landlady met us with, "Gentlemen, you will have to pay fifty cents each for the dinner, for Mr. Clarke's dog has eaten the first dinner prepared." Our Reeve, Mr. Drury, turned to the Clerk and said, "Mr. Clarke, charge the extra twenty-five cents to the township," and so it was done.

V.

ORO VISITED.

According to promise I will give you an account of my late visit to my former home in Oro. I was astonished to see the great change that seven years had made in the neighbourhood, and with-in sight of my old homestead I could see five or six substantial brick houses that had been erected since I had left, and the farms shewed the prosperity of the owners. Verily the thought passed through my brain, is this the sign of the down-trodden farming community which we have heard so much of lately, and wish for a return of the good times of old? Very little the present generation know of the good times they mourn after. I remember them well, and the time when the farmers' wives would walk to Barrie or Orillia, carrying a basket of butter or eggs ten or twelve miles, and returning in the evening with the groceries, &c., they had purchased, altogether a distance of twenty or twenty-four miles, and paying for the said groceries, 10c. per pound for sugar, tea from 60c. to \$1, and salt \$3.50 per barrel. I remember before I removed to Oro I had a good crop of wheat, but there was no cash market for it, unless we waited for sleighing and drove to the Holland Landing, and I wanted to pay my taxes and could not raise the needful. My old friend Mr. George Hallen came to the rescue. He told me he was getting a saddle from Mr. King, a storekeeper at that time in Orillia. King would take wheat for it at the price of fifty cents per bushel, and Mr. Hallen had no wheat to sell. I gave him the wheat, with which he paid for the saddle, and gave me the money, with which I got out of my dilemma.

But to return to my visit among my old friends. I went on Sunday to the Presbyterian Church at Guthrie, which is a large, substantial brick Church erected in the stead of the old frame one, at the opening of which I was present many years since. There is also a fine Church near the Town Hall, and another at Jarratt's Corners, all erected within the last three or four years. I found good roads, rather a contrast to the roads leading into the village of Coldwater, which are a disgrace to a township which has now

been settled more than sixty years. About two miles from here, near Mr. John Walker's residence, there is a piece of roadmaking the like of which I never saw, and jogging towards home we had to walk the horse until we passed it. The townline between Tay and Medonte, which is a leading road into our embryo town, is a disgrace to the two townships that have superintendence of it. My trip put me in mind of several incidents of my municipal days. One was this. We had for an assessor an old settler from the neighbourhood of Rugby, and there was at that time a tax on dogs. My old friend Mr. Marshall Young, the assessor, had a great deal of trouble in getting all the canines on the roll, and as he came to a shanty the man of the house called to his wife, "Here comes the assessor; open the trap of the cellar and put the dog in." And it was done. Mr. Young asked if they had a dog. No, there was no dog; but as Mr. Marshall Young always walked and carried a stick which he called his pony, when he was leaving he said, rapping the floor with his stick, "This is my pony." The dog in his prison thought someone was knocking at the door, and began to bark, and was immediately put on the roll. I remain, yours, &c.,

JOHN C. STEELE.

Coldwater, August 7th, 1894.

VI.

RECOLLECTIONS OF THE REBELLION OF '37.

As some of your readers have expressed a wish that I should continue my recollections of the days of "lang syne," I will do so. For the next five years after our arrival in Canada we continued in the even tenor of our lives, devoting ourselves to clearing up the forest, and many a stalwart pine tree was consigned to the flames which at the present time would be of great value. There was at this time in the political world grumblings as of distant thunder, but we in the backwoods had no time to take heed of them until, in the beginning of December, 1837, we were startled by hearing that the country between us and Toronto was in open rebellion. As loyal subjects, a muster of all men able to carry arms was called by my father as far as the Township of Medonte was concerned, and we mustered at what is now Craighurst, and a company was formed under the command of Captain Thomas Boyd, the grandfather of the Mesdames Leatherdale of this village, each one of us appearing at the muster with what firearms we could procure. Old swords were also in requisition. When we arrived in Barrie, those who had no arms were served with guns of the kind that at that time were given to the Indians as presents, and which were as likely to hurt the owner as the enemy. We marched from Barrie and at night took up our quarters at a farm house belonging to a man of the name of Colson. The next day we arrived at the Holland Landing, and during the short stay we made there we heard heavy firing on the opposite hill, and at once our Captain had the roll called and all the men answered to their names except one, and two men were sent into the house to hunt him up, and lo and behold he was found concealed under a bed; and this same man during the march the previous day was a regular fire-eater and only wanted to see a rebel to show what he could do. Poor old Tom Kelly, one of the old Connaught Rangers, "the fighting 88th"—to whom at the battle of Waterloo General Sir Thomas Picton called out, "Rangers of Connaught, come on, you fighting devils," and one of the men said, "Sure, General, we are not

thieves and robbers now." "Well," said the General, "you are all that I called you, but you are not cowards"—Old Tom said to me, "Sure, Mr. Steele, sure he was big enough to ate me, but he hasn't the heart of a flea." The alarm was caused by some volunteers returning, having heard that the rebels had been dispersed, and in passing the hotel belonging to a man who had joined the rebels, they (the volunteers) fired off their guns at the sign over the door. We continued our march to Newmarket and were quartered among the inhabitants. I, with others, was at a hotel kept by Atheneas King, and during the night I heard a crash as of broken glass, and getting up to find out what had caused the noise I found that a poor fellow who had been sleeping on the floor had dreamed that the rebels were upon him, in his fright had jumped through the window into the street, taking the window sash with him. As the poor men who composed our company had left their families quite unprovided for, our Captain saw no use in staying any longer, and the men were marched home. My old friend Mr. William Wilson and myself having friends in Toronto, we thought we would walk down, and in passing Montgomery's tavern, the headquarters of the rebels, the ruins were still smoking, as it had been set on fire by the volunteers from Toronto. So ended my military experience. The next winter, of 1838-39, there was quite a number of men belonging to the several townships of the county stationed at Penetanguishene, to the number of four or five hundred, under the command of Colonel Davis (an old army officer.) I never could see what use they were there, for the ice and old Father Winter was a defence which no Yankee filibusters could face, and as soon as spring opened and the navigation of the lakes, the poor men returned home to their families, having lost time very valuable to them in clearing up and chopping down the forest. I remain, yours truly,

JOHN C. STEELE.

Coldwater, May 24th, 1895.

VII.

AN OLD TIME ELECTION.

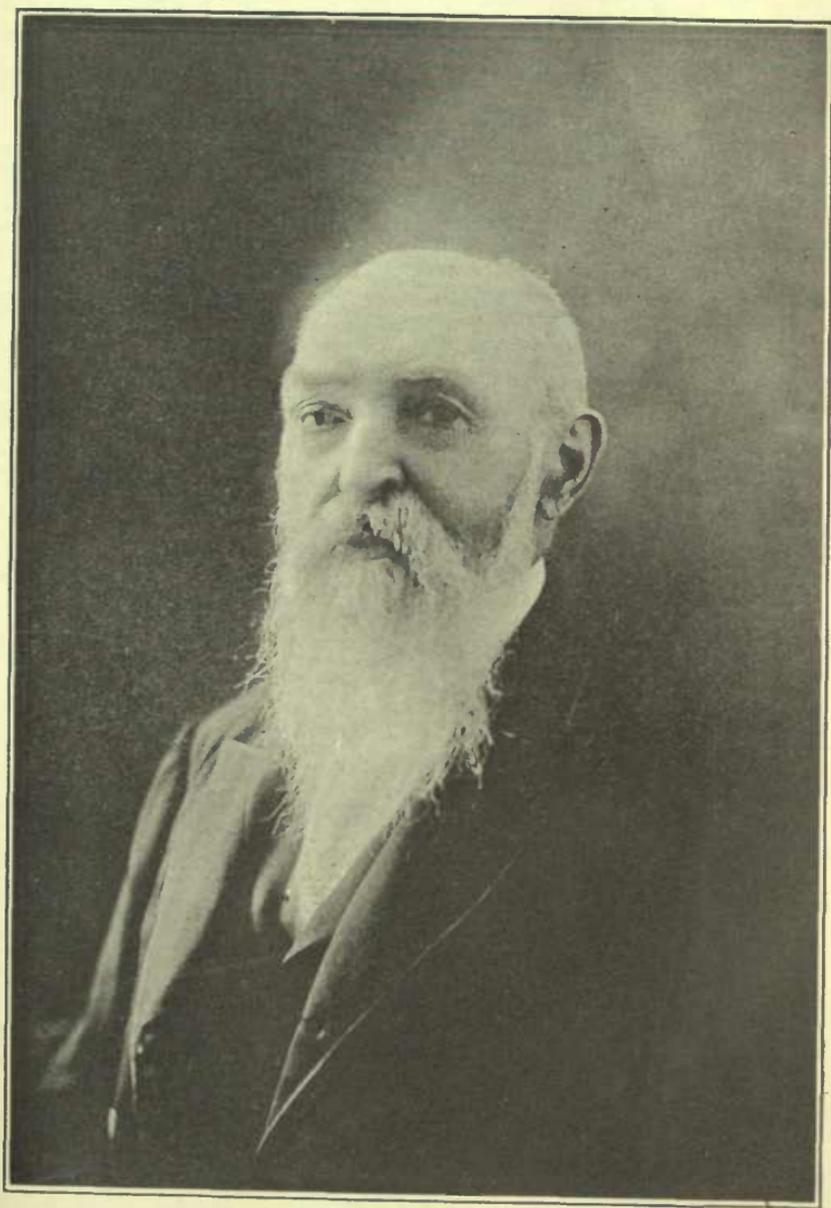
As many of your readers have expressed a wish that I, as one of the few who now remain, who took part in the election par excellence of the last half century, in which my father was the successful candidate, would let my memory travel back fifty-four years, I will give you and your readers as correct an account as I can of the event. At that time there was a strong feeling throughout the country against what was then called the "Family Compact," and at this time it is acknowledged by all parties that it governed the country in a high handed manner. My father's politics when in England was called a name now obsolete—Whig, and which might now be called moderate Liberal. Mr. James Dallas, of Orillia, being of the same politics, my father proposed to him to run for member of the District of Simcoe, which comprised, besides the present bounds of the County of Simcoe, the Townships of Thorah, Mara, and Rama. My father went into the canvass for Mr. Dallas as if for himself, and both of them being in Toronto at the time when a meeting was to be held at Finch's tavern, ten miles from that city, in the fall previous to the election, in support of Lord Durham, they (Mr. Dallas and my father) proposed to attend it. My father was staying at that time with my sister, the late Mrs. A. Murray, and it was arranged between Mr. Dallas and himself that Mr. Dallas would call for him, and they would both go together to the meeting. As arranged, Mr. Dallas called in the morning with a carriage and driver, and both gentlemen were dressed in style, with silk hats, &c. When they arrived at the place of meeting a platform had been erected and the speaking was in full swing, when the opposition party came down upon them and upset the platform and the speakers took to their heels. Francis Hincks, afterwards Sir Francis, being a good rider, took to the fields and rode over fences until he got far enough to make his way to the main road—and then on to Toronto. Mr. Dallas was rushed away with the crowd and lost his hat and one tail of his coat, which, however, was returned to

him, and an old straw hat was given him in lieu of the silk one which was lost in the crowd. My old father—there was no run in him—as soon as the other party put up the platform and opened their meeting, got up among the speakers and protested against their doings. My sister often laughed at the figure they cut, the coming back being so different from the going out in the morning. Well, I have now given you an account of what was at that time called the “Durham Races,” as given to me by a participant in the said “races.” It sickened Mr. Dallas of politics, and he would have nothing more to do with them—and my father then took his place as candidate, and having already canvassed a great part of this then large county for Mr. Dallas, he found it an easier task to canvass for himself, and he started out on his old mare “Gypsy,” and rode all through the county and made a house to house canvass. And as this letter has already taken up too much of your valuable space, I will leave for another issue the account* of the election which took place in the month of March following.

J. C. STEELE.

October, 1895.

*So far as we can ascertain, Mr. Steele did not write the further account of his father's election to Parliament.—EDITOR.



A. C. OSBORNE

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OLD PENETANGUSHENE.

Sketches of its Pioneer, Naval and Military Days.

By A. C. OSBORNE.

INTRODUCTION

Penetanguishene, once the centre of British naval and military operations, and reminiscent of French occupation and the fur trade, is situated at the head of a beautiful bay of the same name, an inlet of the Georgian Bay, projected right into the land of the ancient Huron, of whose former domain Simcoe County now embraces the greater portion.

This euphonious name owes its origin to the sand dunes of the Tiny peninsula, on the western shores of the bay, which glisten like gold in the sun, and which, in the Indian tongue, are known as "Penetanguishene," signifying, when freely translated, "The Place of the White Rolling Sands." The bay, whose waters lave its banks, receives the same name, which is in turn applied to the town nestling on its shores. Penetanguishene, Hochelaga, Stadacona, with the hosts of striking aboriginal names, spread over the Dominion of Canada and the continent of America, not only appeal to the imagination and excite a profound interest in the curiosities and limitations of the Indian dialects; they also stand as "imperishable Cenotaphs" in that grand galaxy of place-names, perpetuating the memory of long extinct nations, pointing to their pathetic history and fate. They likewise reveal the footprints of vanished races, innumerable as the sands upon the shore, who once roamed this vast wilderness lords of the soil. In these fantastic names savage tradition and modern enlightenment salute one another across remote centuries of time, as now discovery, development, the arts, and sciences, clasp hands with each other.

This highly poetic and expressive name is claimed by local tradition to be of Abenaki origin, a dialect of the great Algonquin family which once occupied the region extending from the Atlantic Ocean to the Rocky Mountains, north of

the St. Lawrence River and the great lakes, and was already here when the Huron savage appeared on the scene. The A-ben-a-ki and their dialects are now confined mainly to New Brunswick and the Maritime Coasts, and Penetanguishene, slightly modified by the exigencies of changing dialects, is one of the few names—melancholy relics, sparsely scattered here and there north of the great lakes—which remain to tell of A-ben-a-ki occupation. Strangely enough, Penetanguishene and Catarauqua (Kingston) are the only two names of the Abenaki dialect remaining in Ontario which remind us of the passing of this once powerful branch of the great Algonquin race. It is said “there are slippery places in Indian philology,” which admonish us of the “uncertainty of tribal divisions and dialect derivations.” Still, there are many facts in the history of these tribal changes and local tradition which furnish abundant evidence confirming the theory of this origin. Edward Jack, an authoritative writer on Indian lore, who spent his life in the forest with the Indians, especially the Abenaki, says he frequently heard words and phrases from the Abenaki language used by the Ojibways on the shores of Lake Superior. Again, some few years ago, two or three Abenaki families migrated from New Brunswick to work in the lumber regions of Muskoka, and when conversing on the subject they always claimed that this was formerly the stamping ground of the Abenaki race, and local tradition agrees in strongly supporting their claim. The present form of “Penetanguishene” is Ojibway, and like Cau-da-ra-qua (Kingston), which has no less than thirty-nine variant spellings, its orthography has undergone numerous changes, though not so many. Among the variations may be noted Penetangoushene, Penetanctoshene, Penetanctshene, with an extended list still undiscovered.

CHAPTER I.

THE FRENCH PERIOD

Penetanguishene Bay first became known to white men when in August, 1615, that intrepid adventurer, Champlain, and his French VOYAGEURS landed at Outouacha Bay (now known as Colborne Bay or Northwest Basin), on the western shores of the bay, on an expedition of discovery and exploration in the Huron country after an arduous journey of over nine hundred miles from Quebec up the St. Lawrence, Ottawa and Mattawa rivers, across Lake Nipissing, down the French

River and the island shore of the Georgian Bay, making the trip in frail canoes and over innumerable difficult and unfamiliar portages. The Penetanguishene Bay was known several years previous to the first visit of French traders to Toronto Bay, as only in 1735 was Fort Rouille, on the present site of Toronto, established. Situated near the shores of Outouacha Bay was the Huron town of Otouacha, with a population of several hundred souls, whose inhabitants hailed the advent of the strangers with joyful acclaim and dispensed savage hospitality with a liberal hand. This locality was later to attain historical notoriety as the centre of thrilling events connected with the Huron missions of the Jesuits. Proceeding westward, calling at Carmaron and two other towns on the way, Champlain arrived at Carhagouha, a Huron town with a population of about two thousand Indians, enclosed with triple palisades thirty-five feet high, situated somewhere in the vicinity of Lafontaine. Here he met the Recollet, Father Caron, who had preceded him a few days with some Frenchmen, and together the company knelt at a temporized altar and celebrated the first mass in the Huron country. Champlain, in the course of his journey, visited Touaguainchain, the nearest Huron prototype of Penetanguishene, situated near the head of the bay, then several other villages on the way. The party continued their progress, passing through a succession of native towns till they reached Cahigue and the Narrows, near Orillia. Here we leave Champlain busied with his commissariat preparatory to his second expedition against the Iroquois. Champlain's history and career are familiar to all and need not be further repeated.

Father Martin located the former site of Ihonatiria, on the banks of a small stream falling into Outouacha Bay and some distance above its shores. There is a slight difference of opinion among archaeologists as to its exact location, but until the question is authoritatively decided to the contrary we must assume Father Martin's view as the correct one. At Ihonatiria the first Jesuit Mission was established by the heroic Brebeuf in 1634, and called the Mission of St. Joseph. This was the opening scene in that great wilderness drama of the Jesuit Huron Missions of seventeen years, during which struggling missions were established in many Indian towns and villages, entailing untold hardship, suffering, and death. The main Central Mission House of St. Marie I. (Old Fort), on the River Wye, near the town of Midland, was built in 1639,

and the missions ten years later culminated in the bloody conflict of St. Louis and the terrible tragedy of St. Ignace, in which Brebeuf and his companion perished. Then followed the building of Ste. Marie II, on Christian Island, to which the mission was removed, and the final dispersion took place in 1650-1. In commemoration of these thrilling events, and in honor of these devoted pioneer missionaries, the corner stone of the Memorial Church at Penetanguishene was laid in 1886, and the edifice erected, in a great measure, as a national memorial.

An interregnum of one hundred and ten years followed, during which the "land of the Huron," relegated to the wild beasts of the forest only, when the silence and desolation were broken by an occasional Iroquois hunter, was devoid of history and almost without tradition. The conqueror, the exultant Iroquois, in turn gave way to the Ojibway of the north by whom he was gradually replaced, and who ruled lords of this domain till the conquest and the advent of the British upon the scene in 1759, which changed the course of savage empire. Five years later Alexander Henry, the famous traveller and fur-trader, passed over these waters with his savage captors, in 1764, on his way to Niagara and liberty when the Indian braves made a treaty of amity with Sir William Johnson.

CHAPTER II

THE BEGINNING OF THE BRITISH REGIME

A new era of development begins to dawn on Penetanguishene Bay, which prepares to heed the call of civilization. During the autumn of 1793 Governor Simcoe, who had served under General Haldimand, and knew of its existence and possibilities from the Royal Engineer, with Macdonnell, his secretary, and suite, visited the bay, coming by way of the Humber River, portaging over the Oak Ridges to the west branch of Holland River, down this river to Lake Simcoe, across the lake to the Narrows, through Lake Couchiching and down the Severn River to Matchedash Bay, thence to Prince William's (Beausoleil) Island with a view to establish a naval and military station as a base of supplies and for defence. His deputy surveyor, Aitken, made a complete survey of the harbor and presented a full report in November of the same year. In 1798 the bay and islands were purchased from the Chippeways, under Treaty No. 5, for one hundred and

one pounds in goods, faithfully and honorably executed on the part of the Indian tribes. Governor Simcoe, with his accustomed promptitude and energy, at once wrote to Lord Dorchester, Governor General, describing the superior advantages of the bay for naval and military purposes, requesting a force of fifty or one hundred men to begin operations without delay. Governor Simcoe dwelt strongly on the necessity of placing Canada in a state of defence not only against foreign foes, but to keep the Indians in awe of British power as well. Lord Dorchester was not worrying about foreign invasion or the danger from want of protection from the native races, and politely but firmly refused to comply. Governors, at cross purposes, resulted in the early resignation of Governor Simcoe, and the project was deferred.

In the early years of the succeeding century the American war began to loom upon the horizon. Meantime Governor Simcoe, with his tireless energy, continued to advocate the interests and advantages of his beloved province, Upper Canada, without ceasing. In a letter to Portland, Secretary of State, dated June 18th, 1795, he says: "The proper support of the province would be a powerful addition to the British Empire by nursing up a great people," etc. In another, to the same, dated February 27th, he says: "Penetanguishene will take the place of Michillimackinac." Again, on December 20th, 1794, to the Lords of Trade, he says: "Penetanguishene bids fair to become the most considerable town in Upper Canada, as the passage to the Northwest will be established here." Governor Prevost wrote to Lord Bathurst on November 8th, 1814, saying: "If a Post be established at Penetanguishene many of the difficulties of transporting presents to the Indians will be removed." The fur-traders began to feel anxious about communication to the Northwest and their trade with the Indians should hostilities begin with the United States, and strong representations were made, urging the authorities to take steps to open this proposed new route.

The conclusion of the Treaty of Peace in 1783, commonly known as the Treaty of Versailles, had the effect of plunging the Canadian fur trade into a state of anxiety and unrest bordering on panic, arising from apprehended disturbances of traffic routes. There was just cause for alarm, the interests and operations being somewhat extensive for that period, involving, according to a statement by James McGill, a prominent merchant and trader of Montreal, to Governor Hamilton

in 1785, a sum total of £180,000 yearly—no small item in the business of a new country. Considerable enterprise and capital had been expended by the various companies, principally by that known as the North-West Fur Co., of Montreal. The first adventurer went from Mackinaw in 1765, two years after the conquest, when their canoes were plundered at Lake La Pluye (Rainy Lake) by the Indians, and a like venture the following year met the same fortune. The year 1767 saw them again at Rainy Lake, where they were permitted to leave part of their goods and the canoes allowed to penetrate beyond Lake Ouinipique (Winnipeg). In 1769 the canoes were again plundered, but the following year they penetrated beyond Lake Bourbon, and thus on till 1774, during which new parts were discovered totally unknown to the French. This continued on down to 1782, by which time the Grand Portage, from the western extremity of Lake Superior, embracing a carrying place of about ten miles overland and through a chain of lakes and rivers to Lake Du Bois (Lake of the Woods) was firmly established. The North-West Fur Co. was formed during the following year, 1783, consequent upon the rumored provisions of the Treaty ordering the delivery of the western posts, and proposing for the international boundary west of Lake Superior, to follow the chain of lakes and waterways reaching to the Lake of the Woods, thereby relegating the Grand Portage, if not entirely to the United States, at least giving them equal access to the Canadian fur trade, with the Canadians themselves. This was the state of matters at the time of the Treaty of Versailles which, with a stroke of the pen, threatened to wrest the fruits of years of enterprise from the rightful owners and which caused such unwonted activity in Canadian fur traders of the west. Benjamin and Joseph Frobisher, as directors of the North-West Fur Co., in June, 1783, despatched Umfreville and St. Germain, two thoroughly trained Hudson Bay veterans, in search of a new passage at least forty leagues distant from the international boundary. They started at Lake Alempigon (Nipigon), and after much persevering toil, discovered a chain of lakes and rivers forming a portage north of Lake Du Bois (Lake of the Woods) reaching to Lakes Bourbon and Ouinipique (Winnipeg) and the further West.

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Governor Haldimand was appealed to for assistance and encouragement, and in May, 1784, he authorized Capt. Daniel

Robertson, Commandant at Mackinaw, to proceed forthwith to explore for a site for a fort in the vicinity of Ste. Marie's Falls commanding the entrance to Lake Superior. Heretofore, two routes were available to those engaged in the northwestern fur trade from Montreal: one via the Ottawa and Mattawa rivers, across Lake Nippising, thence down the French River into the Georgian Bay; the other, via St. Lawrence River, Lake Ontario and Niagara River, involving a seven mile portage round the Falls, Lake Erie and Detroit River into Lake Huron, both converging at the Falls of Ste. Marie, thence into Lake Superior, making the Grand Portage at its northwestern extremity for the distant fur regions of the west. The difficulties and dangers of the Ottawa route from the cataracts, rapid currents and numerous portages, there being upwards of forty between Montreal and Lake Huron, and from the extremely lengthy and roundabout route via the Niagara and Detroit rivers, had long since suggested the discovery, if possible, of a shorter and easier communication between Lakes Ontario and Huron, hence as far back as 1761, four years previous to the adventure from Mackinaw, some person in the interest of the fur trade, had essayed to explore the possibilities of a route from Bay Kentie (Quinte) to Lake La Clie (Lake Simcoe), but nothing came of the project.

In May, 1780, Capt. Mathews, Secretary to Governor Haldimand, in a letter to Col. Bolton, Commandant at Niagara, gave notice of a surveying party to be sent out to explore a communication with "Mackinaw by way of Toronto," which, later, developed into Yonge Street, extending to Holland River, under direction of Governor Simcoe. In July, 1784, we find Messrs. Frobisher and McTavish of the North-West Co., at Mackinaw conferring with Capt. Robertson, "as to the communication between Lakes Ontario and Huron, that by way of Toronto being the only practicable one, greatly shortening the road and avoiding the Niagara Portage and any interference with our neighbors." Again in May, 1785, Benjamin Frobisher, still in expectation of an early delivery of the posts, is urging the claims of Toronto Carrying Place, and in a letter to Governor Hamilton of that date, proposed to avoid the Severn River portages by an overland route of eighteen miles from Lake Simcoe, making the distance from Toronto to Lake Huron, in a direct line, about one hundred miles, doubtless referring to the route from Lake Simcoe to the Coldwater River, known as the Indian Portage. The es-

establishment of this route as speedily as possible, he deems a necessity, intimating, among other matters, that this communication "would add strength and security to our frontier." Here we have the first reference to a post on Lake Huron from a military standpoint. Thus it will be seen how the history of the Canadian fur trade led up to the inception of Penetanguishene as a Naval and Military station. However, the surrender of the posts did not occur so soon as anticipated. During the interval a substantial stone fort was erected at the mouth of the Kaministiquia River, the starting point on the newly-discovered portage, and named Fort William in honor of Wm. McGillivray, one of the partners of the North-West Co., destined later to become famous in connection with the fur trade as the annual rendezvous of the partners and adventurers of the west and where the many notable gatherings of fur traders took place, so vividly described in Washington Irving's "Astoria;" these annual re-unions continuing till the final absorption into the Hudson Bay Co. in 1821. The prospective loss of the frontier posts, likewise resulted in active efforts by the fur companies, backed up by Governor Simcoe during the years 1793-94-95, for opening the new road to Lake Huron and for improving the fur routes. The final surrender of Forts Niagara, Detroit and Mackinaw, by the British, took place in 1796, belated thirteen years, on account of the non-fulfilment, by the United States, of important terms of the Treaty. This led to radical changes in the conditions of the fur trade and the long looked-for difficulties soon became apparent. A new post was established on St. Joseph's Island, in 1797, an embryo canal was cut at the foot of St. Mary's rapids, on the Canadian side, for the convenience of the fur companies. This was the modest forerunner of our fine canal system at the Sault, traces of which still remained in 1886. The first note of disturbance was sounded in October, 1808, in a Memorial signed by Forsyth, Richardson & Co., and others, to Governor Craig, complaining of the seizure on Lake Ontario of eight batteaux by John Lees, American Customs officer at Niagara. In November, 1811, Major-General Brock, in a despatch to the Earl of Liverpool, enclosed a Memorial signed by Wm. McGillivray, Angus Shaw and others of the North-West Co. in which they stated: "We have been continually subjected to the vexatious interference of the U. S. Customs officials since 1796 and have had boats and property seized. We suggest the establishment of a road from Kempenfeldt Bay to Penetanguishene and will change our route in that direction as soon as practicable. We appeal

for a grant of land at each end of the road . . . 2000 acres on Kempenfeldt Bay and 2000 acres at Penetanguishene . . . consideration, £4000 in goods to be paid the Indians." Accordingly, at the particular request of Angus Shaw, one of the partners in the North-West Co., a preliminary survey of the road from Kempenfeldt to Penetanguishene was completed on August 15th, 1812, by Surveyor Wilmot. Robt. Dickson, Commissary, in a letter to Noah Freer, Military Secretary, says, "if a road is to be cut, this is the best route," and continuing on the 29th Sept., 1813, to the same, says, "should our fleet be totally destroyed on Lake Erie, as we have reason to believe, the bay at Machedash or Penetanguishene are both good harbors, and there is plenty of excellent wood in the vicinity for constructing a vessel of any dimensions." In the sparse knowledge and ambiguous terms regarding these regions in those days, "Machedash" Bay had reference probably to "Christendom" Bay, known since as Midland Harbor, which thus narrowly escaped becoming the naval entrepot of the north. However the case may be, an unsigned memorandum to Gen. Proctor, dated the 6th Oct., 1813, says, "Penetanguishene bay is an excellent harbor and easy of access from Lake Huron; the entrance in to it not half a gun shot across and the ground very commanding. Near to the water's edge is the finest oak and pine timber that can be imagined. Here (if there are ship's stores in the country for the purpose) vessels might be built in the winter to command Lake Huron and secure the Indians notwithstanding our being driven from Lake Erie." Earl Bathurst, Secretary of State, in a despatch to Sir George Prevost dated Dec. 3rd, 1813, gave the necessary authority to erect block houses and other defences and build and fit out vessels to meet the enemy. While holding these deliberations and coming to these decisions, stirring events were happening elsewhere in Canada. The recapture of Mackinaw (which had been captured by Canadians in 1812) was contemplated by the Americans and the garrison supplies threatened.

CHAPTER III.

THE WAR OF 1812-15

The American war still dominating public effort and the country's resources, the command of the fur routes had become of secondary importance to that of military and naval routes and the transport of war supplies. An acute stage of the situation calling for urgent supplies for the garrison at Mackinaw in case of siege, diverted the attention of the authorities for a time from the establishment of the new post, and the work of clearing the military road to Penetanguishene. An attempt had been made in the latter end of 1813 by Commissary Crookshank to transport a supply of provisions to Mackinaw by way of York and Matchedash, but the batteaux with their loads were frozen in the ice on Lake Simcoe. In January, 1814, Commissary Crookshank wrote to General Drummond that "he had consulted with Surveyor Wilmot and several credible persons and all agreed that it would be impracticable to transport anything by that route previous to a road being cut upwards of thirty miles in length, requiring two hundred men at least three weeks before it could be made passable, and in case of deep snow it could not be done at all." On account of the delay and difficulty Mr. Crookshank made arrangements for forwarding the supplies to Nottawasaga Bay, a distance of only twenty miles from Penetanguishene. "The opening of this road to the Nottawasaga River will take twelve men for about ten days and in a short time he will commence sending stores across." Gen. Drummond added, "this will be a somewhat expensive proceeding, but I see no alternative." The projected military road was, therefore, left in abeyance and a temporary portage opened to the Nottawasaga River where a block-house was built and where by 27th April thirty batteaux had been built, loaded and set sail under Col. McDouall with provisions for the relief of Mackinaw. The futile siege of Mackinaw, the destruction of the Schooner Nancy at the mouth of the Nottawasaga, loaded with provisions, the capture of the U. S. gun boats Scorpion and Tigress, a series of dramatic events fol-

lowing each other in rapid succession during the summer and autumn are matters of history. The naval supremacy on Lake Huron had been secured, and to hold the same and avoid a repetition of the "Nancy episode," attention was again turned to the new post. In November, 1814, Surgeon Dunlop of the 89th Regiment, known as "Tiger Dunlop," heading a company of soldiers, sappers and miners, opened the military road from Lake Simcoe to Penetanguishene Bay under direction of the Military authorities. It was little more than a mere backwoods trail, and way-stations were erected at intervals of twenty miles for shelter, built of poles covered with cedar and hemlock boughs and open in front. The last one stood just south of the present site of Wyebridge.

Dr. William Dunlop, who has been referred to as one of the "forgotten heroes of 1812," was born at Keppoch House, Dumbartonshire, in 1792, and migrated to Canada in 1813 from the Army Depot, Isle of Wight. As surgeon, he was at Fort Wellington attending the wounded from the battle of Chrysler's Farm; then at Gananoque, Kingston, Toronto and at the siege of Fort Erie, where, it is said, he went into the firing line and carried on his back several of the wounded to safety, one of whom was a corpse when he reached hospital quarters, having received a second bullet on the way which thus saved Dunlop's life. Next we find him engineering the construction of the military road to Penetanguishene, during which he got benighted in the bush with his dog and could no longer see the trail. He dug a hole in the snow and laid down for the night, which was extremely cold, with his little dog on his breast. Next day the dog died, while his master's limbs were frozen and were only saved from amputation by weeks of careful nursing. He was called home with his Regiment to the aid of Wellington in his arduous campaign against Napoleon and missed the battle of Waterloo by a day through the late sailing of the transport. His Regiment was called to India where he entered into a contract with the Government to rid the Island of Saugar in the Ganges of tigers, which he accomplished by using a chemical composition, one of the ingredients being tobacco, and throwing the dust in their eyes, and which proved a success, till jungle fever ended the project and he returned to England. This earned for him the soubriquet of "Tiger Dunlop." He was appointed Warden of the Forests for the Canada Co., under John Galt, and returned to Canada in 1826. He was also author of the *Backwoodsman*. He founded the Toronto Literary Society

in 1836 and was elected to represent the Huron District, succeeding his brother, Capt. R. G. Dunlop, in 1841. He was later appointed Superintendent of the Lachine Canal, holding that position till his death in 1848 at the age of 56 years. His remains are deposited in the Cairn at Gairbraid, near Goderich, once his rustic wilderness home.

At the completion of the military road, following fast upon the heels of Dr. Dunlop, came Capt. Cockburn, attended by fifty axemen and a detachment of sappers and miners under Capt. Payne of the Royal Engineers to build a block-house at Penetanguishene. On the 19th of Nov., 1814, Col. Poyntz had reported a new survey of Penetanguishene Harbor, and on the 26th of the same month, Sir James Yeo, in reporting progress to Prevost at the new post, announced that he would build a 44 gun frigate to be armed with 24- and 32-pounders, that Capt. Collier would take charge of the vessel carrying the guns, the armament and outfit at York, and that two schooners had gone around to Penetanguishene to cut timber. (In Penetanguishene and Barrie, Poyntz street is named in honor of Col. Poyntz who made the second survey of the harbor, and Collier street, Barrie, perpetuates the name of Commodore Collier).

On the arrival of the various contingents, accompanied by a detachment of the Canadian Fencibles under Capt. Caldwell and Lieut. Evans, the forces encamped on the slope slightly west and north of the present site of the Ontario Asylum for the Insane. The first domicile was a temporary hut of poles covered with cedar boughs, open in front and warmed by a blazing log-heap. The hut of Commodore Collier was rather more spacious than that of the others and had a further distinction, as from its roof floated the Red Ensign of the Navy, the "Meteor Flag of England," guarding the inland seas, a tangible evidence of the far-reaching arm of Britain's naval and military power. Their nearest neighbors were Indians accounted as savage and wild beasts still more savage. The snow lay three feet deep and wolves howled their nightly chorus. Sometime in the latter end of 1814 the British military authorities appointed Sir George Head of Carshalton, Surrey, England, as military commissary to supervise the erection of the new post on Penetanguishene Bay. Sir George Head was a Colonel in the 85th Regiment, an elder brother of Sir Francis Bond Head, who later became Governor of Upper Canada, and was a prominent actor of Canadian Rebellion

fame. Col. Head arrived in Halifax in November and on the 7th December left Halifax with one servant on an overland journey across Nova Scotia, Bay of Fundy, New Brunswick, River St. Lawrence, Lower and Upper Canada (Quebec and Ontario) in the dead of winter, travelling by horse conveyance, snowshoe, toboggan and dog-sleigh, sleeping in huts, and camping out over night by the way, enduring untold hardships—one of the most remarkable journeys on record, full of romance and difficulty. His experiences and hair-breadth escapes in crossing the Bay of Fundy and the St. Lawrence amid floating ice in mid-winter rival fairy tales in romance. Soldier as he was, too, Col. Head appeared singularly at the mercy of every meek and unpretending money "sharp," and in these days of electric motors and steam railways, it seems strange to read that the herald of British power was obliged to pay (\$80) eighty dollars for a trip of 132 miles across Nova Scotia, (\$18) eighteen dollars for 20 miles from Annapolis to Digby and (\$28) twenty-eight dollars for the journey from St. John to Fredericton, (81) eighty-one miles. However, he ultimately reached Holland Landing, where a number of English shipwrights overtook him on their way to the new post and in company they crossed Lake Simcoe on the ice, staying over night at a log house on the shore of Kempenfeldt Bay, built for shelter and storing supplies near the foot of the new military road. The parties found shelter next night at the way-station below Wyebridge where the Canadian axemen, following two days later, erected an additional hut for their own accommodation. Col. Head and his party travelled with a sleigh and team of horses, and the last ten miles of the road was so bad (the best of it filled with stumps and roots) that for hundreds of yards together they were compelled to unhitch the team and lift the sleigh over fallen trees and other obstructions. On reaching Wyebridge he turned down the Wye River, which was then called the Yeo River, and following Mud Lake to the outlet, crossed Midland (Christendom) Bay, then pursuing the eastern shore of the outer Penetanguishene harbor for about three miles, landed at the cove about where the coal docks are now situated. Col. Head arrived at his appointed destination on the 28th day of February, 1815, where he found Commodore Collier and his companions encamped as already stated, having preceded him a few days. Col. Head erected his hut and slept in it the same night near the site of the Officers' quarters close to the shore. In addition to being of the same material, he adds the dimensions, which were (10) ten feet long, (8) eight feet

wide and (6) six feet high and open in front, and (4) four feet high at the back, warmed by a blazing log-heap. (Head's "Forest Scenes.")

Col. Head's slumbers, during the first night on Penetanguishene Bay were sound, probably from weariness and toil, though disturbed occasionally by the noise of jolly songs and laughter from the shipwrights' mess, huddled together under similar conditions not far away. In his "Forest Scenes" he tells us "his bed was made of spruce boughs spread on the ground, covered with a blanket and a sack of potatoes for his pillow"—far from luxurious surroundings for a Colonel of the British army so recently from the "old sod." He also gives us an amusing account of his attempts at making an improvised bedstead of four forked sticks driven in the ground across which poles were laid, tied and woven across back and forth and lengthwise with basswood bark; also his amateur efforts at learning to use the axe and cutting down trees. Next day, March 1st, towards evening his gang of Canadian axemen arrived from York (Toronto) and, like the others, built their temporary shelter before night. Early next morning operations for building the first Block-House, log-cutting and clearing, began, the site selected being "on top of the brow close above the bay," which a later authority places about two hundred yards from the shore and which would fix the location somewhere between the present site of the Asylum and that of the Medical Superintendent's residence. Its dimensions were to be twenty-one feet by eighteen, square roofed, shingled top and sides shear to the bottom, with split cedar shingles, obtained from cedar trees cut along the shore towards the north near what is known as "Gordon's Point." Seventy years later the moss-covered stumps of the same trees cut by these pioneers could still be seen. While the axemen were clearing away the forest and erecting houses and the various operations were in progress, a sudden thaw set in, followed by a sharp frost, covering the bay with a smooth surface of ice. Col. Head mounted on a pair of skates went over the glare ice and peered into almost every corner of the bay, which he reckoned at seven miles long and from two to three miles across, this, doubtless including both the outer and inner harbors. While on this exploration he discovered an Indian enveloped in a buffalo skin fishing through the ice, and his efforts to solve the mystery were somewhat dramatic and amusing. Like the storied riders of

the plains he coursed round and round the object of his suspicions, in ever narrowing circles till the Indian suddenly revealed himself by throwing off his covering. Mutual exchanges followed in pantomime—to one a novel and interesting experience—to both an infinite surprise. The Indian had cut a hole about a foot square in the ice which was three feet thick and had for bait a basswood imitation of a fish, with tin fins and leaden eyes. Col. Head also refers to the “doleful reverberations of the imprisoned winds under the ice,” which he heard for the first time, “sometimes resembling the notes from an Æolian harp,” and which he likens to the “copper thunder of the stage in a theatre.” While working near the shore he found a three-legged iron kettle, a derelict, abandoned by some fur trader or careless Indian. With it, his servant improvised an oven by placing the dough on two crossed sticks within the kettle, a piece of tin for cover and immersing it in the hot coals—result, an appetising loaf; his first experience in pioneer bread-baking. When Col. Head first reached Penetanguishene Bay, he said there was not a log house in sight, which may have been true, when it is realized that a dense forest encircled the group of huts resembling an Indian encampment minus the wigwams, hiding all else from view. The bay, however, was known to have been, at an earlier period, a rendezvous for fur traders. There was a deserted trader’s hut near the present site of the “Penetanguishene” summer hotel, another near the old Naval depot opposite Magazine Island, which the military afterwards utilized as a blacksmith’s forge, and another still on Pinery Point near the “Rolling Sands,” built by Johnston of the Sault about 1799. In addition to these was the old structure known as the Chaplain’s residence, recently burned, which, though renovated and rebuilt for the residence of Adjutant Keating, with its broad double chimneys, quaint gables and “habitant” style, pointed to an earlier date in the eighteenth century when Count La Ronde, in the interests of the North-West Fur Co., frequented the islands of the North Shore. Here the question of the deserted iron kettle recurs. Who left it there, and why? Various other facts and circumstances point to Penetanguishene Bay as a one-time fur traders’ resort of an earlier day. The nearest inhabited dwelling was that of the trader Cowan at the Chimneys over twenty miles away. Cowan was a Scotch trader who located there in the previous century and is said to have imported thoroughbred cattle direct from Scotland. He was lost in the schooner “Speedy” in 1805 on his way to attend court at

Presqu Isle, near Brighton, when the vessel sank with the judge, prisoner and witnesses, and all on board perished.

By the 8th of March the first block-house was finished and Col. Head had his few belongings packed ready for moving, when an Indian on snow shoes appeared with a despatch from headquarters at York with instructions to return forthwith to Kempenfeldt Bay. The Indian messenger had letters for the others as well and the "whole establishment was to be broken up." The Canadians set to work at once, improving the remnant of time in making hand-sleighs to carry the baggage. Accordingly, on the morning of the 10th of March the whole party, led by Col. Head, Commodore Collier, Capt. Payne and Lieut. Evans, followed by the axemen and shipwrights, began their retreat, leaving behind the embryo naval station with its single block-house and three or four other half-finished log structures surrounded by a small clearing on the hillside. It must have been an exceedingly droll procession as they scampered away, breaking and overturning each other's sleighs in their frolics. The company walked over the ice towards the mouth of the bay, following the track by which they came, to the first way-station below Wyebridge, where they stayed over night. In choosing the roundabout way up the Yeo River instead of the newly-cut military trail which was shorter and more direct leading straight from the "establishment," they wished primarily to avail themselves of the advantages of ice and snow for the sleighs, but it also furnished a scathing comment on the state of this road through the wilderness as a desirable highway. Next day the party arrived at Kempenfeldt Bay, Col. Head and the officers occupying the same house in which the former had found shelter on the previous trip, the axemen and shipwrights being quartered in a house recently built for storing supplies for the navy. Here Col. Head enjoyed the luxury of a "hammock," but had the misfortune to fall out of it, cutting his head and demolishing a gold watch. On the 15th of March letters were received from headquarters, with orders for Commodore Collier and Lieut. Evans with the shipwrights to proceed to York, which they accordingly did by leaving the same day over the ice. Col. Head was left with his Canadian axemen busying themselves with building a dock, a new house at the head of Kempenfeldt Bay for storing supplies, and clearing the portage to Willow Creek preparatory to erecting a block-house there, a Fort near the mouth of the Nottawasaga River, and various other duties, until the 16th June,

when he received orders to return to Quebec, and we take leave of him and his Canadians. This interesting stage in the history of the Penetanguishene enterprise affords scope for the fancy as to pioneer conditions and serves to recall, in imagination, the vast extent, influence and power of military and naval operations as well as the sharp contrast between the rapid transit of the present day and the slow conveyance and the tardy transmission of news in those days.

Great events had transpired of vital importance to Canada. It will be remembered that the treaty of peace between Great Britain and the United States was signed at Ghent on December 14th, 1814, and ratified at Washington on 17th of Feb., 1815; still these war-like and expensive operations on the Georgian Bay continued till within two days of the Battle of Waterloo, in entire ignorance of the fact by the actors concerned. It may also serve to recall the fact of former Governors at cross purposes as one of the factors, possibly, in this sudden change of base. On the 9th Nov., 1814, in a despatch from Drummond to Prevost, in the Archives, he announces his decision to establish a naval post at Turkey Point on Lake Erie, that at Penetanguishene being impracticable. In another, Prevost to Bathurst, Dec. 2nd of the same year, he says, "the naval establishment at Penetanguishene is in operation. Drummond soon discovered how impracticable it would be to construct, at Turkey Point, the two vessels proposed by Yeo." (Archives 1896, pages 44 and 45.) The inspiring motive, however, for the sudden change was the prospect of further trouble with the United States regarding their treatment of the Indians in terms of the recent treaty. A despatch of Aug. 27th, 1815, Drummond to Bathurst, says, "The American officer commanding at Mackinaw, as reported by McDouall, admits that the United States are debarred by treaty from constructing forts upon Indian territory which they did not possess before the war, but still it was determined upon and should be done." (Archives 1896, page 89.) To prepare for this emergency in part and to furnish supplies and provisions for the garrison being erected on Drummond Island, the new post chosen when Mackinaw was surrendered to the Americans on July 17th, 1815, was the ostensible purpose of the sudden change of base and preparations for the erection of the block-house on Willow Creek and the fort at the mouth of the Nottawasaga River.

CHAPTER IV.

EVENTS SUCCEEDING THE WAR

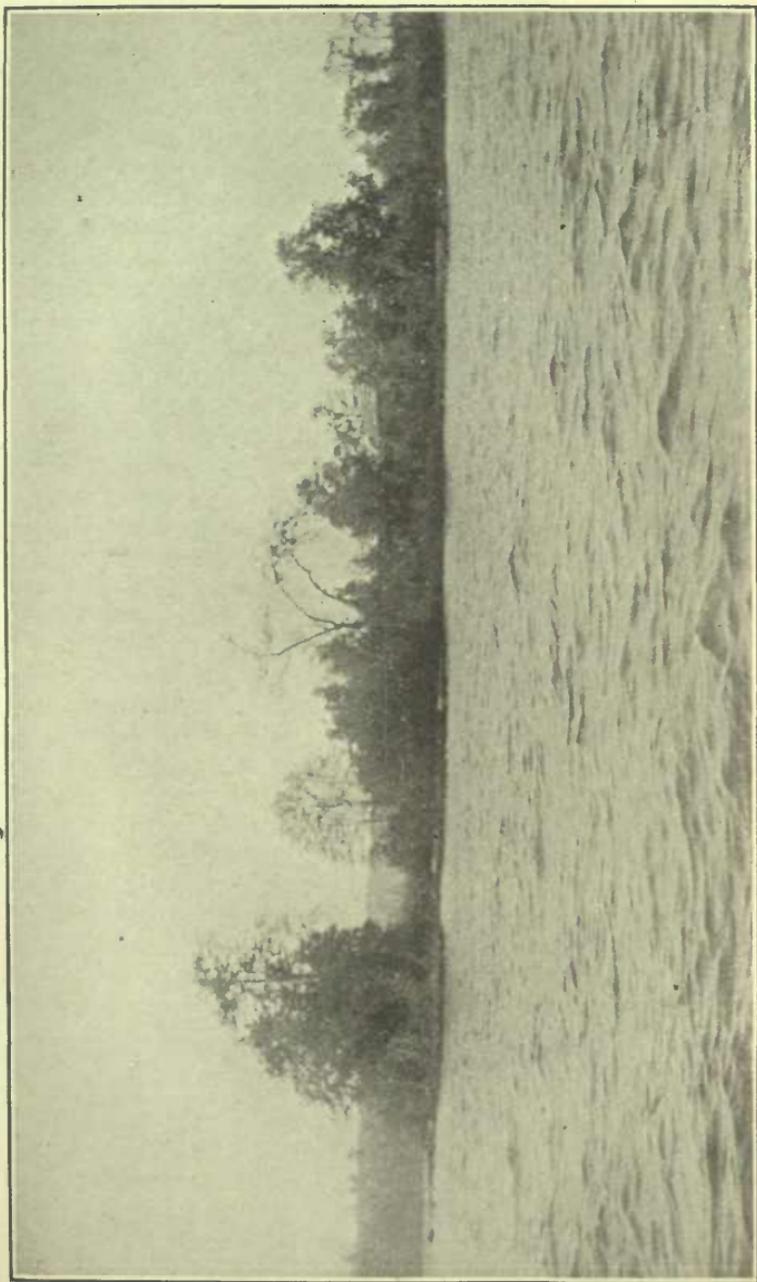
Operations at Penetanguishene post, however, were not suspended for long, though not very active. A few of the "Canadian Fencibles" were left in charge and by the following spring the Sergeants' house and Soldiers' and Seaman's barracks were completed and the location for the shipyard and docks along the shore nearly opposite Magazine Island cleared and under way. In October of 1816 the embryo post was favored with a visit from Sir Robert Hall who had the same year succeeded Capt. W. F. W. Owen, K.C.B., who was in November of the previous year appointed in succession to Sir James Yeo, and who had in turn superseded Commander Earle in 1813—a considerable shuffling in official positions consequent upon the closing of the war and the reduction of Naval establishments. Barlow Cumberland, in his "Navies of 1812," (Ontario Historical Society, Vol. VIII., page 138), quoting from Williams' Diary, says: "Lieut. Williams was appointed as Commander of His Majesty's schooner 'Surprise' by Capt. Sir Robert Hall, K.C.B., 'Commander of His Majesty's ships on the lakes of Canada,' dated 26th October, 1816, from 'His Majesty's Naval Establishment on Lake Huron,' " which was then at Penetanguishene. On the 28th April, 1817, the Rush-Bagot convention between the United States and Great Britain was arranged confining armaments on the lower lakes to one gun-boat and on the upper lakes, viz.: Lakes Erie, Huron, Michigan and Superior, to two gun-boats not exceeding 100 tons burden. In accord with this arrangement we find the gun-boats "Confiance" and "Surprise" in the shelter of Penetanguishene harbor, the former in command of Lieut. Grant, R.N., and the latter in command of Lieut. Williams, R.N., in 1817, who returned to England the latter part of the same year. Lieut. Williams had been transferred from the gun-boat "Beresford" on Lake Ontario, for it must be remembered there was, as yet, no Welland Canal through which vessels could transfer from the lower to the upper lakes. The "Confiance" and "Surprise" were the two

gun-boats the "Scorpion" and "Tigress" captured from the Americans on Lake Huron near Mackinaw in the latter part of 1814 and re-named. Sir James Yeo and Commodore W. F. W. Owen returned to the sea, requisitioned by the British Admiralty, the latter having instituted the hydrographic survey of Canadian waters before he left and under whom Admiral Bayfield served his cadetship on the Canadian lakes. This visit of Sir Robt. Hall was probably in pursuance of suggestions in a previous letter of July 12th in which he recommends that defensive works be thrown up at Penetanguishene when the Naval establishment is removed there from Nottawasaga. (Hall to Croker, Archives, 1896, page 173.)

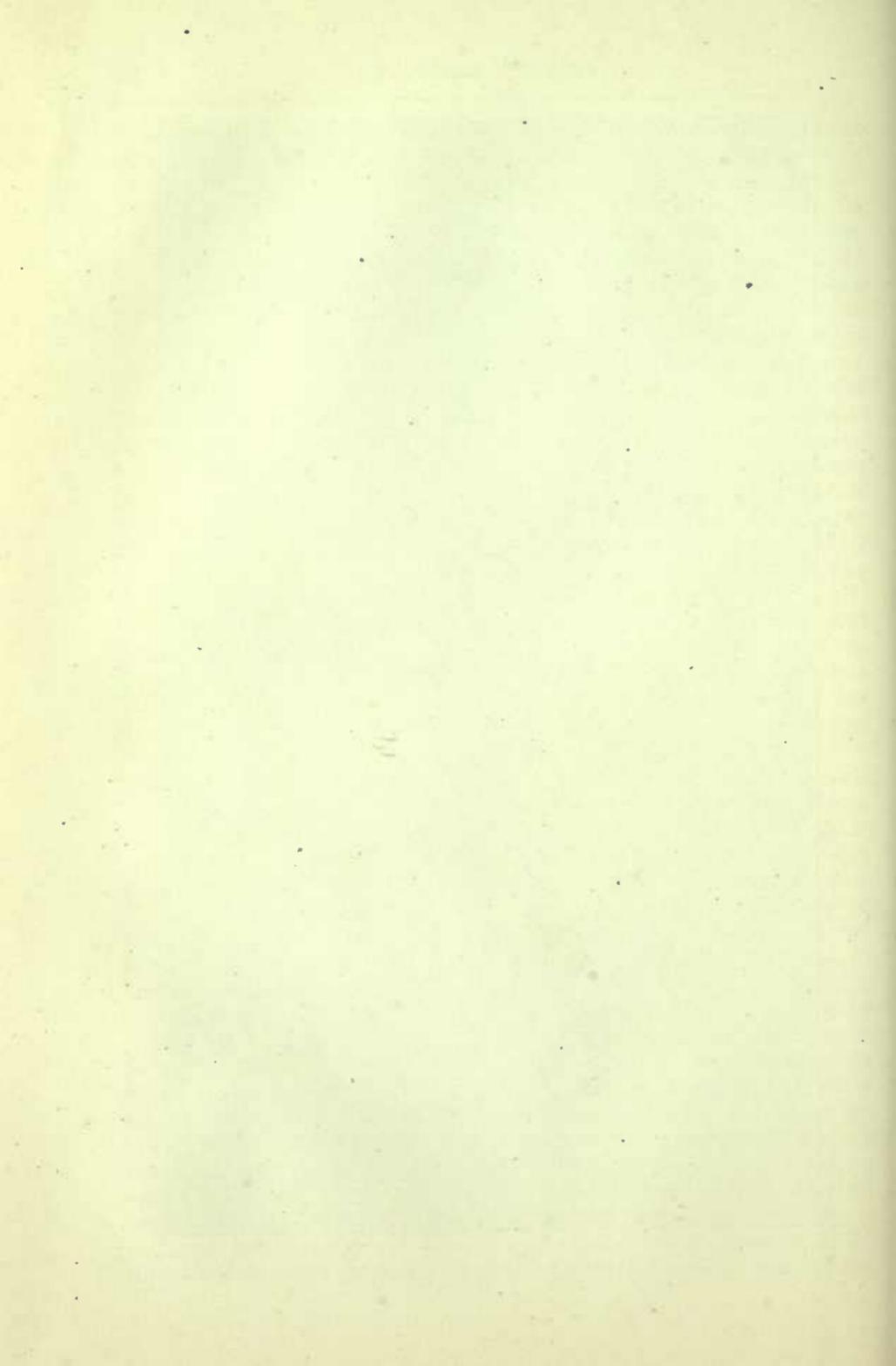
By the autumn of 1817 William Wilson was permanently installed as the first shipwright of the garrison and the building of the powder magazine on the island begun under direction of James Warren, grandfather of the Gidley family, artificer to the Navy. A. F. Hunter, in his "History of Simcoe County," Vol. I., page 38, says: "Owing to the bad harbor, the post at Nottawasaga was not kept up for more than about two years and in 1818 the garrison was permanently removed to Penetanguishene." In spite of this fact Sir Richard Bonnycastle, Commander of the Forces, in 1831 made a trip across the Penetanguishene Portage of seven miles to Nottawasaga Bay accompanied by an Indian carrying a bark canoe, sailing thence to the mouth of the river for the purpose of examining its adaptability for boat-building and a harbor for shipping. Magazine Island, originally "Beaver Island," of the Ojibway Indians, was first named "Dobson's Isle" by the British military authorities in honor of Midshipman Dobson who, under Col. Worsley, was one of the prominent actors in the capture of the American gun-boats, "Scorpion" and "Tigress," in 1814. The island, after the block-house for storing ammunition was built thereon, acquired, by common consent, the name which it has ever since retained.

William Wilson, the first shipwright of the garrison, appointed as its permanent head, was born in Whitby, Yorkshire, England, in 1787, and went to India with his brother, Capt. Wilson who died of yellow fever there. On the return voyage the ship was captured by French privateers and Wilson imprisoned in various places in France for four years, during which time he suffered much ill treatment and hard-

ship, money sent him by the British Government and relatives often failing to reach him. On his release, he came direct to Canada, arriving in Toronto, then known as "Muddy York" and "Muddy Little York" in Sept., 1813. The only brick building in Toronto at that time (which is probably identified in Robertson's "Landmarks") was the tavern in which he lodged. He left Toronto in November via Yonge Street portage for Holland Landing, crossing Lake Simcoe on the 29th November in an open boat to the head of Kempenfeldt Bay. The cold was so intense that a young officer of the company died while crossing the lake. Arriving at the spot where Barrie now stands they dug a grave on the slope near the site of the present post office where the remains of the unfortunate young soldier were buried and over which they hastily built a "cairn" of small stones, the body later to be claimed by relatives in the old land and removed to England. The party then portaged across to the Nottawasaga River, which they followed to its mouth, where they were frozen in for the winter. Capt. Douglas was the officer in charge. They built a hut of spruce boughs in which they passed a somewhat dreary winter. Their supplies having failed to reach them they were compelled to subsist on bread baked in the hot ashes, and tea made of hemlock boughs steeped in water for drink, and in various ways eke out the scanty fare during the weary months. This was a taste of real pioneering for which they had not bargained. As soon as the ice broke up they set sail making a portage of seven miles from a point on the eastern shore of Nottawasaga Bay at what was later known as King's Mills near Randolph, and arriving at Penetanguishene Bay early in the spring of 1814. This was doubtless a sort of "advance guard or scouting party" sent for the purpose of locating a depot for supplies, as we find A. F. Hunter, in his "History of Simcoe County," page 37, Vol. I., says: "When the two American frigates, or armed schooners, came to blockade the Nottawasaga, an Indian runner was dispatched to Penetanguishene, where a Naval Depot had just been located, to announce the arrival of the American boats." Furthermore, Jacob Gill, who subsequently built some of the works at Penetanguishene garrison, was sent by Government to open the Nottawasaga portage in 1813, and the expedition, headed by Capt. Douglas, must have taken place after the portage was opened and before the expedition under Col. McDouall which, as all know, passed early in 1814, or Capt. Douglas' party would not have been compelled to build themselves huts for shelter and after which the depot



MAGAZINE ISLAND, PENETANGUISHENE BAY



for supplies may have been located. We have no information as to the outcome of Capt. Douglas' expedition, but later, as before mentioned, we find Mr. Wilson installed as head shipwright in command of the new dock-yards at Penetanguishene Bay. His first work was the erection of the "Naval Depot" for storing supplies, known later as the "Old Red Store," 120 feet long by 60 feet broad, three stories in height, enclosed in heavy pallisading of cedar from six to eight inches in diameter and twelve feet high, from which a dock extended into the water reaching to a depth of thirty feet. Extending northward from the Depot, along the shore, were the shipyards and additional dockage. He laid the keel for the 44-gun frigate which never materialized, the fittings and appurtenances sent from the old country being appropriated on the way, in the stress of war times, for the 100-gun double-decker "St. Lawrence," at Kingston, which was completed in time to celebrate by one trip to Toronto and return, in anticipation, the conclusion of peace. She was re-christened the "Prince Regent," and never sailed again. Mr. Wilson, in 1827, married Miss Henrietta Jeffs, daughter of Robert Jeffs who settled on the Military road near Wyebridge in 1819. They went to Toronto, walking a great part of the way, and were married by Bishop Strachan, the only minister in this region permitted by law, at that time, to perform the marriage rite, in preference to being married by a Justice of the Peace. Mr. Wilson received his discharge and retired on a pension in 1833 and took up land near Mr. Jeffs on the old Military road, where he died in 1870 in the 84th year of his age, his wife having pre-deceased him in 1854. Mr. Wilson was the first Sexton of Old St. James' Military Church, which position he held for many years. He is remembered still by some of the older residents, and is recalled as a genial gentleman of the old school, a familiar figure of venerable mien wearing plain gold rings in his ears. He was always accompanied by a small dog on his visits, who, upon command, would always bring the old gentleman's hat, when ready to go. The Jeffs family, of whom there were two sons, Robert and Edward, supplied the garrison for many years with choice beef cattle. Robert Jeffs, the elder, drew land from the government and settled the first summer on the flats near Mud Lake which being swampy the family were attacked with fever, after which they moved upon the hill, near the old adobe dwelling, built later by his son Edward, of brick or tile made of clay mixed with straw. A shallow hole was dug in the ground and the sides thrown up after the fashion of a circus

ring into which the dampened clay and straw, chopped fine with the axe, were thrown and on which a yoke of oxen were driven round to mix them. They transplanted apple trees in 1820 brought from old Fort Ste. Marie on the Wye River, left there by the Jesuits. Hannah Wilson, a daughter of the former shipwright, married J. McLean Ross, an accountant in the Commissary department of the garrison; Mrs. Ross died on the old homestead in 1907 at the age of 75 years, highly respected by all in that vicinity. At her death several of the apple trees were still bearing fruit, though over 85 years old, and at this writing (1912) remains of the old adobe dwelling are still visible. The remains of Robert Jeffs, Sr., his wife, and son Robert, Mr. and Mrs. Wilson, occupy nameless graves near the old Military road on Lot No. 101, Tiny, now owned by Wm. Smith; also those of Sergeant Crawford, an early settler. With Mr. Wilson was associated an assistant shipwright named Robert Johnstone.

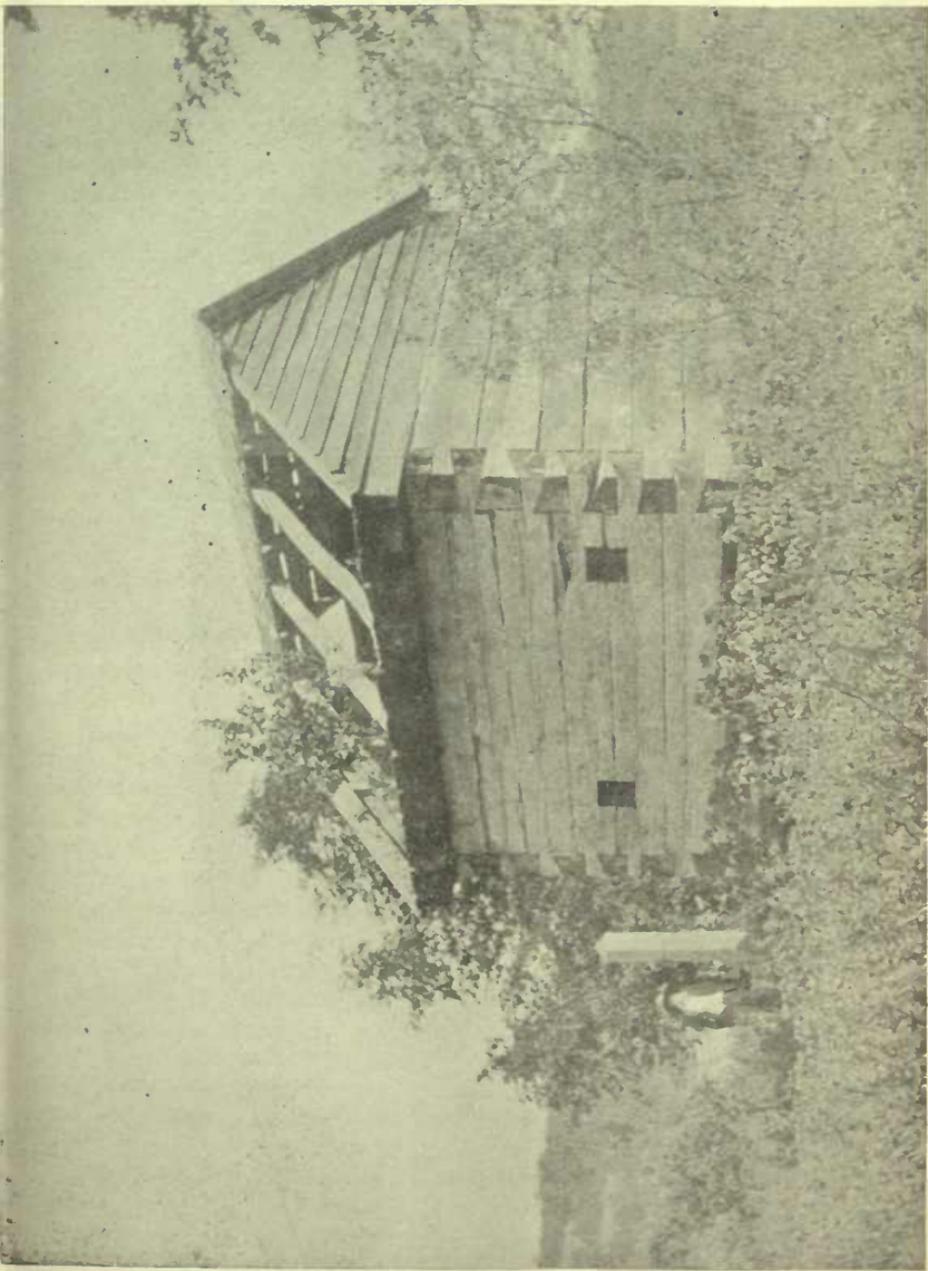
The year 1818 was an eventful one for the new post, which, in addition to the removal of the works from Nottawasaga here, was marked by many new activities. A hospital, guard-house and doctor's residence, all primitive log buildings, were erected and a Surgeon appointed. The first Surgeon of the garrison was Dr. Todd who, after an arduous service of about eleven years sleeps beneath one of the nameless mounds on Magazine Island. He always maintained that he would go like the snuffing out of a candle, suiting the action to the word, and such was his end. This year also marks the advent of the first "canteen" or caravansary, which ultimately developed into the "Masonic Arms," a double log structure situated on the pinnacle of the hill facing Magazine Island. It was erected by Thos. Johnstone, a silk mercer of London, whose wife claimed descent from the Earls of Darnley and who moved in the charmed circles of Belgravia. They enjoyed the distinction of being married in Westminster Abbey and having a quaint silver tea pot presented to them at the same time by a friend, forthwith leaving for Canada, arriving at Fort Gwillim (Holland Landing) in 1813. Mr. Johnstone was among the first to reach Penetanguishene Bay with the Military pioneers, returning in a short time to Holland Landing and Vespra where they took up land. Obtaining a "concession" at the new garrison from the authorities, for canteen purposes, they returned to the establishment, once again, to conduct the new enterprise. The "Masonic Arms." became a noted caravansary in its day, entertaining many

noted travellers and titled personages as guests, among them being the Duke of Richmond, Governor-General of Canada, one of the first, just before his death, on a visit of military inspection; Sir John Franklin, the arctic explorer; Sir John Ross, R.N.; the Duke of Northumberland; Lord Stanley, father of Canada's recent Governor-General (1890); John Galt, head of the "Canada Company"; Lady Jamieson, the traveller and authoress; Sir John Colborne, Governor and Commander of the Forces; besides many famous scholars and others. The silver tea pot, which always had a prominent place in these lordly social functions, is sacredly cherished and preserved by a descendant living in Penetanguishene at this present writing (1912). Mr. Johnstone was a Free Mason, which accounts for the name of the caravansary, and his remains occupy the second nameless mound on Magazine Island. He was buried under Masonic auspices, the rite being performed by two officers from the garrison, in 1830, probably the first Masonic burial in this region. His son, the late Frank Johnstone, born at the "Masonic Arms" in 1823 and well known here, died in 1907. Mrs. Johnstone subsequently married Robert Wallace and continued the "Masonic Arms" for many years and is recalled by numbers of the older residents. Her remains are deposited in St. James' cemetery close to the portals.

About the same time Asher Mundy drew lots Nos. 112 and 113 on the Military road in Tay from government as a U. E. Loyalist and started a canteen, moving there from the Nottawasaga where they had kept a canteen also. (See A. F. Hunter's "History of Simcoe County," Vol. I., page 22.) Asher Mundy, who was very deaf, migrated from Kansas to Toronto in 1812. He was present during the attack of the Americans and received a bullet wound in his arm and saw the explosion when Col. Grey and his men were blown up. He originally belonged to the Society of Friends (Quakers) but joined the Presbyterians on reaching Canada. The first town meeting of Tiny and Tay was held at Asher Mundy's canteen in 1832, Jan. 2nd; Samuel Fraser, who became Reeve of Tay and Midland; James Warren, who built the Magazine; and Jacob Gill, who built the Barracks, were present. Asher Mundy had one son, Israel Mundy, who ran a batteau and carried goods from Nottawasaga round to Penetanguishene. He was also with Admiral Bayfield in the survey of the lakes, and on one occasion on Lake Erie, a storm rising, they were compelled to run into Buffalo Harbor with only the jib flying.

Israel was light-house keeper at Christian Island for many years, dying in 1888, aged 97 years. His son was the late Michael Mundy, carriage-maker in the town for many years, well known and wealthy. Mrs. Asher Mundy often sold apples to the soldiers at the garrison, which she drew on a small wagon or hand-sleigh. The apples were from trees transplanted from Fort Ste. Marie on the Wye from stock planted by the Jesuits. The canteen was about two miles below the garrison, and the cricket ground half way between. Its site may still be discerned on lot 113, marked by a few apple trees of wild growth and a mound, the remains of the cellar, now the property of the Canada Iron Corporation of Midland. A little further down and just beyond the swamp near Midland was the "Whalen" clearing still marked by a few apple trees of stunted growth. Up to this time, these, with the Jeffs' farm near Wyebridge, located in 1819, were the only clearings aside from the garrison, and no roads but the Military make-shift.

As before stated, Lieut. Williams, who was in command of the gun-boat "Surprise," had returned to England, and Lieut. Jackson, R.N., was appointed his successor. The "Confiance" was commanded by Capt. Grant, R.N. These two gun-boats were held in ordinary as the allotment permitted to Canada according to the Rush-Bagot convention of 1817. We have been unable so far to gather any facts as to who Lieut. Jackson, R.N., and Capt. Grant, R.N., were. The latter may have been a son of the Capt. Grant who was for a short time Commodore on the Canadian lakes in the latter part of the eighteenth century under Gov. Haldimand's regime. Of Lieut. Williams we have some interesting particulars. He returned to Canada in 1818 and became an honored and valued citizen. From Barlow Cumberland's "Navies of 1812," (Ontario Historical Society, Vol. VIII., 1907), we glean the following:—"Lieut. John Tucker Williams, R.N., was born in Wales and served as Midshipman under Nelson at Copenhagen in 1801, coming to Canada with Sir James Yeo and serving on the lower lakes till 1816 and retiring to England shortly after. On his return to Canada in 1818 he brought despatches from Earl Bathurst to the Duke of Richmond granting him a lot of land near Port Hope, where he settled and which he named 'Penrhyn Park,' after his estate in Wales. He was elected to Parliament as Member for the united counties of Durham and Northumberland, serving from 1841 to 1848." He died at "Penrhyn Park" in 1854. His eld-



OLD BLOCK-HOUSE.—Once used as the Magazine, Magazine Island. (Side view.)

est son, Lieut. Col. Arthur Williams, was afterwards an honored citizen of Port Hope and became an M.P. and a prominent actor in the Northwest Rebellion of 1885 where he was taken ill and died while on service. A national monument has been erected to his memory in Port Hope. The writer was personally acquainted with Col. Williams and the precincts of "Penrhyn Park." Two of his sons are Lieut.-Col. Victor Williams of the Royal Canadian Dragoons and Lieut. Stanhope Williams of the Royal Canadian Regiment of Infantry.

There are more than eight wrecks of war vessels reposing beneath the waters of Penetanguishene Harbor, four of which, viz.: the "Scorpion," ("Confiance"); the "Tigress," ("Surprise"); the "Naawash," and the "Tecumseh," claim more than a passing notice.

The gun-boats "Surprise" and "Confiance" were rated at 96 tons and 86 tons burthen, respectively, well within the prescribed limits of the Rush-Bagot arrangement, but their duties as guardians of the main, patrolling the Huron waters, were very light; in fact, merely a sinecure. They were used in ordinary, principally in carrying supplies from Nottawasaga River and other points to Mackinaw, St. Joseph and Sault Ste. Marie for the naval authorities and for the fur traders from the time of their capture in 1814 and onward till they were finally brought here, taken out of commission, dismantled, gradually decayed and sank. Their tattered hulls rest beneath the waters of Penetanguishene Harbor—the former a little north of Magazine Island, slightly inshore, the latter in Northwest Basin (Colborne Bay), the Outouacha Bay of Champlain and his Frenchmen, not far from the spot where they landed in 1615, thus serving to recall the memory of the first white navigator who ploughed the waters of the "Bay of the Rolling Sands" nearly two hundred years ago. They appear to have decayed and disappeared very rapidly, from which it is inferred they had seen long service. We know they were built at Presqu'Isle on Lake Erie sometime before the American war, but we have no knowledge as to the date. So far, we have been unable to discover any person here or elsewhere, who recalled them as floating hulks, and the oldest inhabitant does not remember them. The late Francis Johnstone, who was born at the "Masonic Arms" in 1823 and spent his boyhood days in the precincts of the garrison, had no recollection of them, except as sunken wrecks. The late Edgar Hallen, who was fairly familiar with the old land-

marks here from an early day, in a note dated 1898, could only say, "they were standing marks of the far past," hence we infer they vanished quickly and very soon after their being dismantled. The "Tigress" and "Scorpion" were renamed by Lt.-Col. Worsley, R.N., who was mainly instrumental in their capture. After a gallant defence against great odds, a thrilling escape with his men from the Nottawasaga River and a perilous voyage of over three hundred miles in small boats up the North Shore to Sault Ste. Marie, he surprised and captured the blockading fleet in the night, which had in the interval transferred its operations to the region of Mackinaw. The story of the "Schooner Nancy" and the capture of the "Scorpion" and "Tigress" is told by Col. Cruikshank in "Ontario Historical Society's Papers," Vol. IX., 1910. A bright and characteristic account of the destruction of the "Nancy" and the capture of the gun-boats, from the facile pen of Mrs. C. H. J. Snyder, of Toronto, appeared also in the Canadian Magazine of April, 1912.

The "Naawash" brigantine, 175 tons, 2 guns, and the "Tecumseh," schooner rigged, 175 tons burthen, 1 gun, were brought here from Lake Erie about 1817. Dr. Scadding in "Toronto of Old," says, "they were offered for sale with government stores in 1832." However, they were dismantled and after a long period of disintegration and decay they ultimately sank. Their venerable remains, like those of their sister ships, the "Surprise" and "Confiance," grace the bottom of Penetanguishene Harbor, near each other, just south of Magazine Island rather shoreward. Unlike their companions in decay, they were long remembered by many of the older residents as floating hulls anchored for many years riding on the waves just about where they sank. Mr. James Allen, still living (1912), son of Sergeant Allen, says, "he often fished from the decks of the "Naawash" and "Tecumseh" and secured planks from the decks and pieces of timber from the railings for visitors and relic hunters to carry away as memorials." An old water color drawing of the garrison and harbor in possession of the late Dr. Bain, of Toronto, shows the "Confiance" and "Surprise" in full sail, while the "Naawash" and "Tecumseh" are anchored not far away dismantled, deserted and desolate. It would appear as though the conditions ought to have been reversed. The "Naawash" and "Tecumseh" were built at Chippewa in the latter part of 1814 too late to take part in the war, and the conclusion of peace incontinently nipped their naval careers in the bud. The

"Naawash" was so called in honor of a chief of that name, leader of a western band of Indians, who had earned considerable notoriety and attracted some attention at the famous Barton Council of 1813 by calling Norton, pseudo chief of the Six Nations, "the Snipe." Norton was a Scotchman who had adopted native habits and become thoroughly Indianized and claimed to have been adopted by the Mohawks chief in succession to Brant. He led a band of Indians at the Battle of Queenston Heights with much ability and in consequence his inordinate egotism and vanity caused the authorities much trouble afterwards. It was this same band who later apprised the authorities when the American fleet passed up the St. Clair Straits for the siege of Mackinaw. The "Tecumseh" was designed to perpetuate the name of the great chief who fell at the Battle of Moraviantown fighting for freedom and British supremacy. It became the subject of official correspondence between Lord Castlereagh and John Quincy Adams in 1816 for boarding American vessels improperly. It was the same old question of "right of search" and only following the example of the U. S. themselves. It proved, however, to be a bold attempt to claim a channel that did not belong to them and in which Commander Bouchier of Fort Malden had slightly exceeded his authority (Archives 1896, pp. 176-229). The Rush-Bagot arrangement consigned them to inaction and shelter at this port. The old "Naawash" was substantially built, her ribs being double 24 inches across and placed 4 inches apart with bolts and timbers corresponding. She was well calculated to resist the cannon balls of that day. Visitors and relic hunters have done much toward depleting the venerable wrecks and hastening their decay.

Souvenirs and mementos have been carried away in almost endless numbers to enrich museums and to grace the collections of archaeologists and relic-hunters. Among many Mr. Allan McDougall, Secy. of the Canadian Institute, Toronto, during its sessions here in 1891, procured a plank from the "Naawash" for deposit in the collection of that institution. Mr. Robinson of the Northern Navigation Co., Collingwood, secured a rib from the old "Scorpion" in 1907 out of which to make a gavel for presentation to a retiring President of the Co. Mr. C. H. J. Snider of the Toronto Telegram, on behalf of J. Ross Robertson, proprietor, procured in the fall of 1911 material from all the wrecks from which to manufacture an easy chair, which was duly finished and presented to Toronto University in 1912.

The other wrecks, so far as known, are the "Bull Frog" (no connection with Commander Barrie's yacht "Bull Frog"), the "Bee," "Wasp," "Mosquito," "Fire Fly," and "Water Witch," all built in the naval dock-yard here and names all suggestive of a fine appreciation of the natural history features of the backwoods of Canada, and a vivid experience in contact with the same. These were all of small calibre and dimensions. The gun-boat "Bee" had the honor of sailing round Cabot's Head into Lake Huron with John Galt of the Canada Co. in 1827 for the purpose of examining the River Min-e-se-tung (Maitland) and the future site of Goderich. This expedition gave rise to that curious and amusing specimen of geographical "lore" in which the Admiralty issued an order to the Commander of the "Bee" to "convey Mr. Galt from Penetanguishene to Lake Huron in Lower Canada." It affords an interesting and instructive comment on the general business condition at that period, that so many of these discarded gun-boats, effective, sea worthy and costly, could not have been turned to account in the trade and commerce of the country, instead of being permitted to rot away in idleness.

Lady Edgar in "Ten Years of Upper Canada in Peace and War," page 107, details a conversation which took place in London, Eng., in 1811 between a young man and Governor Gore, who had just arrived from Canada on leave of absence, in which the latter remarked, that "the town of Penetanguishene, is coming on rapidly, that is, the North-West Co. intend carrying the trade through it and in a few years it will be of some consequence." It transpired also, through other sources, that "Young John Radenhurst of Toronto had been appointed to the command of a Co'y. in the 'Newfoundland Regiment.'" The first young man referred to was Thos. G. Ridout, of Toronto, then in training in a counting house of old London, who, in the following year, was appointed Deputy Commissary-General of Canada during the war of 1812 and was soon to become one of the prominent figures in that conflict. The other young man later became Lieut. Radenhurst who, under Lieut. Col. Worsley, commanded one of the boats in the attack which resulted in the capture of the "Scorpion" and "Tigress" on Lake Huron in 1814. The two young men were first cousins. Thos. G. Ridout's mother was Mary Campbell, daughter of Alexander Campbell, a U. E. Loyalist pioneer of Adolphustown, who married Hon. Thos. Ridout, Surveyor-General of Canada for many years and M.

P. for York. Lieut. Radenhurst's mother was Anne Campbell, sister of Mary Campbell, and who married John Radenhurst, Esq., Clerk in the Commissary Department, Toronto. Geo. Radenhurst, Esq., Police Magistrate, Barrie, is a descendant. Thos. G. Ridout was Cashier of the old Upper Canada Bank from its inception in 1820 till his death in 1869. The writer was personally acquainted with him and from him obtained many incidents and occurrences of early days and strenuous war times. The late Lady Edgar was his daughter.

Penetanguishene Post is nearing the hey-day of its naval and military history. The Duke of Richmond took the oath of office as Governor-General of Canada on 30th July, 1818, and Sir Peregrine Maitland, his son-in-law, assumed the Lieut.-Governorship on Aug. 13th of the same year. About the same time, or a little later, the original block-house built by Col. Sir Geo. Head was superseded by a more pretentious log structure for the residence of the new Commander, also a dwelling, office and stable for the naval surveyor in preparation for the survey of the lakes.

It is fitting, just here, to pause on this the Centenary Anniversary of the death of Sir Isaac Brock, Canada's honored and cherished hero, and in a short review of his achievements to pay some slight tribute to his memory and to his energy and worth. Gen. Brock was essentially a man of action and by his initiative Penetanguishene and the command of Lake Huron, one of the numerous projects in the public interests, was set under way. As before stated Gov. Gore obtained leave of absence and Major Gen. Brock was appointed President and Administrator on 9th October, 1811, to act in succession during his absence. It will be remembered that by his direction the Military road was ordered to be surveyed in 1811. In a letter of Major-Gen. Brock to the Earl of Liverpool, he says: "I have directed a survey of a tract of land on Lake Simcoe, belonging to the Indians, to meet your views. The merchants are particularly anxious to obtain a route for their goods unconnected with American territory." This was dated York, Nov. 23rd, 1811. War was declared by the Americans on June 18th, 1812. Gen. Brock immediately sent a despatch to Capt. Roberts in command of St. Joseph's Island to organize an attack on Mackinaw, and by the 28th of July that stronghold was surrendered to the British. On Aug. 6th following Gen. Brock left York (Toronto) for Burlington Bay, crossed overland to Long Point, on the 8th embarked with 260 militia and 40 regulars in boats for Amherstburg, 200 miles

distant, which he reached on the 13th after 5 days and nights of incessant toil and during which he frequently jumped overboard to help shove the boats off the rocks. With 700 soldiers and 600 Indians he attacked Detroit and by the 16th Aug. the British flag was floating over that fortress and Hull's army surrendered prisoners of war. Again on the 13th Oct. following he attacked the invaders at Queenston, drove them into the River Niagara, and fell, on the slope of Queenston Heights in the moment of victory. He had driven the foreign invader from our soil, had helped to save to Canadians their grand heritage, and preserve to Britain the "brightest gem" in her crown. His promptitude and energy redeemed Canada from a perilous situation and Canadians cannot realize, cannot know, how much they owe to the prescience and power of General Brock. We honor the memory of noble Sir Isaac Brock.

Reverting to our story of the old garrison, the new quarters for the Commander of the Post consisted of a main building, kitchen and out-houses, the whole surrounded by stockades fifteen feet high, including the garden, situated on the slope between the old block-house and the present site of the Officers' Quarters. The establishment of the Naval Surveyor was situated slightly further north along the shore, the office building by itself near the bush and the stable a short distance back from the shore. Quarters were also built for Lieut. Jackson, R.N., a little farther back on the slope between the two former, the garden, not the house, enclosed in pallisading. This, with the Commander's quarters, the Naval Depot and the Magazine on the island were the only pallisades enclosing any portion of the garrison.

The year 1819 is marked by the visit of the Duke of Richmond in August just previous to his death, and his son-in-law Sir Peregrine Maitland to visit a detachment of the Duke's Regiment stationed here and to inspect the Station generally. They were among the earliest of the distinguished visitors entertained by Lady Johnstone, as she was jocularly called, in the new caravansary, the "Masonic Arms," and the first Governor-General and Lieut.-Governor, aside from naval and military officers, to visit this northern Post. On their way up the Duke and his party halted for dinner at a house of entertainment on Yonge Street, and the place was named Richmond Hill in his honor. The Duke and his suite returned to Kingston where he parted from the Lieut.-Governor and friends and started on a trip across country to Perth to visit

a detachment of officers and military stationed there, and with whom he dined. Thence he proceeded through swamps and over rocks to Richmond, near Ottawa, where numbers of the soldiers of his Regiment had settled and named the village in his honor, and where he remained over night. Next day he started for Ottawa in a canoe down the Jock River and when becoming suddenly ill he left the canoe and died in an old stable near the bank of the river. This tragic death occurred on the 28th of August, 1819, from hydrophobia induced by the bite of a pet fox, about seven days after leaving Penetanguishene. The writer visited the town of Richmond in 1879 and had an interview with the old lady, the widow of Sergeant White, in whose house the Duke lodged over night previous to his death, and in which she laid him out next day. Mrs. White remarked in her narration that "he was the handsomest corpse she ever saw." She said the Duke was somewhat restless during the previous evening after his arrival, and when a pet dog which accompanied him looked for the usual caress put him off with the words, "O Fido, I am too ill to bother with you to-night." She further stated that the soldiers split cedar planks and laid them in the swamp for the Duke to cross over and they also formed a large deputation and went out to meet him. Mrs. (Sergeant) White, as a soldier's wife, had traversed the Garrison road from Fort Erie to Amherstburg and visited most of the military stations in Canada. The old lady's mental faculties were intact and appeared as bright as ever. The old mansion, partly log and partly stone, with its broad double chimneys of stone and quaint gables in the Ottawa Valley style of the early days, was still her residence and in fairly good repair, notwithstanding the lapse of sixty years.

Another of the distinguished visitors to Penetanguishene and the "Masonic Arms" about this time was Lord William Montagu, Duke of Manchester, whose wife was a sister of Lady Richmond; and a little later came the Duke of Northumberland who complimented Mrs. Johnstone on her "good cooking" and desired to know where she got her receipt for making such "fine curries."

About this time Capt. Roberts, the hero of Mackinaw, appears again on the scene and is placed in command of the Post at Penetanguishene, the moving cause being partly on the score of health, as well as other conditions, and to afford a period of less exacting activities. In the Archives, 1896, p. 132, a letter from Secretary Baynes to Gen. Procter dated 18th

June, 1813, says in part, "He (Procter) is to send a few gunners to Michillimack and a Captain to relieve Roberts on account of his health; no one can be found to relieve him in his own Corps, the Tenth Royal Veteran Battalion." This letter affords a partial key to the situation. Capt. Roberts' capture of Mackinaw has been already detailed in "The Migration of Voyageurs from Drummond Island." Capt. Roberts was a son of Rev. John Roberts, of Waterford, Ireland, was born in July, 1785, and was a brother of Sir Abraham Roberts of East India fame. He became Admiral Sir Samuel Roberts and received the honor of knighthood for his eminent services and died in December, 1848, and would have attained greater eminence only for his early demise. He was an uncle of the present Lord Roberts and is referred to in the Archives as Sir Charles Roberts, which is a mistake, as the family records have it Sir Samuel. Hon. Dr. Pyne, Minister of Education, Toronto, is a sister's son. Roberts Street, one of Penetanguishene's leading thoroughfares, is named in honor of Capt. Roberts, and perpetuates the memory of Mackinaw's captor and one of the early heroes of the war of 1812.

Mrs. Johnstone of the "Masonic Arms" was the first white woman who came to the garrison and only connected with the Military in furnishing canteen supplies. She married again and became Mrs. Wallace and continued the place of entertainment for many years, being remembered by many of the older residents. Mrs. Wm. Hornsby, a respected resident of the town, is her grand-daughter, from whom and from her son, the late Francis Johnstone, most of the facts concerning her are gleaned. Mrs. Johnstone was a clever horsewoman, and after the road was opened through Innisfil to Holland Landing often saddled her horse and rode all the way to Toronto and back alone on horseback along the Military road. On one occasion she came near being shot for a deserter and only escaped by the timely recognition of the voice of her brother-in-law, Mr. James Warren, who was out with a squad of soldiers in search of the fugitive. She died in 1869, aged 85 years, and lies in old St. James' Church-yard near the portals. The parish register states her age at 65, but her grand-daughter, Mrs. Hornsby above mentioned, maintains she was 85. It seems somewhat curious to read in John Galt's diary of his visit in 1827 where he says, "In the village of Penetanguishene there is no tavern—we were obliged, therefore, to billet ourselves on the officer stationed there," etc., as it is known that Mrs. Johnstone had already been there over

ten years entertaining travellers and visitors. The explanation probably is that Mr. Galt was virtually the guest of Commander Douglas, but was entertained at Mrs. Johnstone's, just as the Dukes of Richmond, Manchester, Northumberland, etc., were the guests previously of Commandant Roberts, but were entertained at the "Masonic Arms."

CHAPTER V.

NAVAL OFFICERS OF THE POST

As already noted, Commodore W. F. W. Owen was appointed to the command of the Canadian lakes in succession to Sir James Yeo in 1815 and was made Naval Surveyor also. He spent the latter part of that year and part of the year following until he returned to England, in completing the naval survey of Lake Ontario. One of his orders during his short regime was in regard to the big guns and an anchor at Holland Landing and their removal to Kempenfeldt Bay, their destination being Drummond Island, the new post selected in lieu of Mackinaw. This order has become in a sense historic from the fact that the huge anchor and guns, as peace had been proclaimed, were dropped at Holland Landing, where the anchor has since remained attracting much attention from its ponderous weight and monstrous size. It took officialdom a long time, nearly two years, to realize that peace had been promulgated, the order being dated July 6th, 1816 (Archives, 1896, p. 172). Capt. Owen had for his assistant in the survey of Lake Ontario Cadet (at that time) Bayfield, R.N., whom he picked up at Quebec on H.M.S. "Wanderer." An interesting sketch of Kingston in 1819 by Cadet (afterwards Admiral) Bayfield is given in the Ontario Historical Society's Records, No. VIII., p. 124, 1907. Sir W. F. W. Owen was born in 1774, entered the Navy as Midshipman in 1788, serving in the ships *Vengeance*, *Hannibal* and *Cullodon*. In 1808 he was taken prisoner by the French and detained at Mauritius for two years. He was employed in the survey of the Bay of Fundy and Nova Scotia and promoted to Rear Admiral in 1847, obtaining the rank of Vice-Admiral in 1854. He died at St. John, New Brunswick, in November, 1857, aged 83 years. Admiral Owen acquired property on Campobello Island, Passamaquoddy Bay, New Brunswick, from which he was known as "Campobello" Owen.

On the retirement of Admiral Owen, Cadet (now Capt.) Bayfield, his former assistant, was made Admiralty Surveyor in June, 1817, and by the end of 1818 had completed the survey of Lakes Brie and St. Clair and in the following year established his headquarters at Penetanguishene post preparatory to beginning his arduous surveys of Lakes Huron and Superior with their well-nigh countless islands and labyrinthine coasts and channels. Mr. Bayfield had been promoted to Lieutenant before he was chosen Assistant to Capt. Owen in 1815 although in the comments regarding his sketch of Kingston in 1819, before mentioned, he is spoken of as Cadet Bayfield. He proved a most efficient and industrious assistant. His surveys of Lakes Erie and Huron were carried on with very primitive means in two eight-oared open boats with lug sails, the "Freighter" and the "Onondaga," his sole assistant, scientific expert, being Midshipman P. C. Collins, R.N. He had as common helpers Hypolite Brissette, Colbert Amyot, Israel Mundy and Wm. Cowan of Penetanguishene, among others, having his headquarters at this Post. In winter the survey of the shore lines on the different lakes was done upon the ice, Mr. Bayfield living in camp with his French voyageurs. He was named by the Indians "Great Chief," and P. C. Collins "Little Chief." In the water color drawing of Dr. Bain's already mentioned, the boats "Freighter" and "Onondaga" are represented in the harbor in full operation, eight rowers and sails, the former in command of Capt. Bayfield, the latter Mr. Collins' boat. From the only two men of his crew living, Israel Mundy and Wm. Cowan, whom we were privileged to interview we learned that, after completing the survey of Lake Huron, Mr. Bayfield hired the Hudson Bay schooner "Recovery" in 1823 and began the survey of Lake Superior making his headquarters at Fort William. Before the survey of Lake Superior was finished, the old "Recovery" becoming unseaworthy, they went to Fort William and built another vessel which was named the "New Recovery" with which the survey was completed. It is said the name of the sailing master was Lanphier, and the crew was wont to call him L'Enfer from his hot, cranky temper. Lieut. Bayfield returned to England in 1825 to prepare his charts for the engraver. Bayfield's charts have long been familiar to every mariner on the lakes and were the supreme authority. Through the kindness of Edward Bayfield, K.C., of Charlotte-town, P.E.I., Admiral Bayfield's son, we are indebted to Commander J. G. Boulton, R.N., of Quebec, who prepared a memoir of the Admiral's life and work read before the Literary

and Historical Society of Quebec in January, 1909, from which we glean the following facts regarding Admiral Bayfield's life and career. Some of these particulars appear also in the shorter biography in Morgan's Sketches of Celebrated Canadians (1862):

Admiral Henry Wolsey Bayfield was born in the County of Norfolk, England, on the 21st of January, 1795, being descended from a very ancient family, the Bayfields of Bayfield Hall in the village of that name in the same county. He received an ordinary education and in 1806, at the early age of eleven years, entered the navy as a supernumerary volunteer, on board H.M.S. Pompey, 80 guns, bearing the flag of Sir William Sidney Smith, and was in action with a French privateer six hours after leaving Portsmouth. Young Bayfield was transferred to H.M.S. Queen, 98 guns, Collingwood's flag ship. From her he went to the "Duchess of Bedford," Lieut. Spillsbury, and was slightly wounded in a severe action off Gibraltar in which that vessel beat off two Spanish felluccas with double her crew. For gallant conduct he was made first-class volunteer and in 1806 was appointed to H.M.S. "Beagle," called the "Golden Beagle," from the number of prizes she captured, commanded by Capt. Newcombe, in which they compelled the enemy to abandon an English vessel laden with naval stores stranded on the Spanish coast, and captured the "Hazard," "Fortune," and "Vengeur," privateers, and participated in Lord Cochrane's action in Basque Roads in April, 1809. In the autumn of that year Bayfield accompanied the Walcheren expedition and in 1811 was Midshipman on H.M.S. "Wanderer," 21 guns, Capt. Newcombe, and served in Spain, Portugal, the West Indies and North America. He was promoted to the rank of Lieut. in 1815 and that summer, while his ship was in Quebec, was appointed assistant to Commander Owen and later made Admiralty Surveyor on the Canadian lakes as already noted, having his headquarters at Penetanguishene. Bayfield learned the rudiments of naval surveying during his spare moments from the books of two young officers who were his messmates on board the "Beagle." In 1825 Lieut. Bayfield met Capt. (afterwards Sir) John Franklin, R.N., and his party of 33 on his way to the Arctic coast of Canada from England via Penetanguishene, also Lieut. Back of his party whom he met again in Quebec in 1833 on his way to the Great Fish River, as commander, for tidings of Capt. (Sir) John Ross, R.N. Bayfield returned to England in 1825 to prepare his charts after ten years of incessant toil

on bleak shores mainly inhabited by Indians and a few fur traders and was promoted to the rank of Commander in Nov., 1826. In recognition of his services in Canada he was appointed to the command of the survey of the River and Gulf of St. Lawrence in the autumn of 1827, making Quebec city his first winter quarters. He conducted this arduous survey in a vessel called the "Gubnare"—three of the same name—the first hired at Quebec, the second built at Charlottetown, P.E.I., in 1835, of 175 tons burthen, the third built at Quebec in 1852, of 212 tons. In 1835 Midshipman P. C. Collins, his assistant for 18 years, died suddenly of apoplexy. In 1841 the headquarters of the naval survey were transferred from Quebec to Charlottetown, P.E.I., to the universal regret of the citizens and with complimentary resolutions from Trinity House. An extract from Bayfield's Journal, dated March 6th, 1852, says: "Writing to the Vice-President of the Toronto & Huron Railway Co., at his request as to the terminus to be adopted on Lake Huron, I recommended Penetanguishene Harbor." For twenty-nine years he followed this most arduous task of the Gulf survey till 1856, when he was promoted to the post of Rear Admiral, compelling him to give up the survey. He was appointed Vice Admiral in 1863 remaining on the active list till 1867 when he retired with the rank of full Admiral. In 1874 the Admiralty granted him a Greenwich Hospital pension of £150 per annum in addition to his regular pension. Of his thirty-five years of public service in Canada he spent over five years at Penetanguishene, less than two years at Fort William, and the balance at Quebec city and Charlottetown, P.E.I., to which latter place he retired and where he died, after a residence of 44 years, Feb. 10th, 1885, at the venerable age of 93 years and three weeks.

Admiral Bayfield was married in Quebec on April 2nd, 1838, to Fanny, only daughter of Gen. Charles Wright of the Royal Engineers, by whom he had issue, four sons and one daughter. Edward Bayfield, K.C., Charlottetown, P.E.I., is his eldest son. Admiral Bayfield was President of the Quebec Literary and Historical Society for two years and Vice-President several years in succession; he was also a Fellow of the British Astronomical Society. He records the burning of Chateau St. Louis in 1834 and the fall of Cape Diamond Rock in which members of the family of one of his workmen were killed. Many will remember the late Mrs. Bowles here, who had a sister killed in that catastrophe. On his removal from Quebec in 1841, the "Mercury" says: "It is almost super-



ADMIRAL BAYFIELD

By permission of J. G. Boulton, R.N.

fluous to say that Capt. Bayfield's services are held in the highest admiration by professional men and by the Lords of the Admiralty." On the death of Admiral Bayfield the Charlottetown "Patriot" of Feb. 11th, 1885, says: "The most distinguished and probably the most aged of our citizens has passed away in the person of Admiral Bayfield who has been a resident of this city for 44 years. The Admiral was a man of high religious principle, kind to the poor, and disposed to aid every good work." Mr. A. C. Osborne, Manager of the Bank of Montreal at Alliston, met the venerable Naval Surveyor frequently at his home in Charlottetown, P.E.I., in 1876. Commander J. G. Boulton, R.N., who will be remembered by many in Penetanguishene while surveying the North Shore in 1883-93, says in his interesting resume of the Admiral's life and work above referred to: "The Admiralty Surveying Service has produced good men, from Cook downwards, but I doubt whether the British Navy has ever possessed so gifted and zealous a Surveyor as Bayfield. He had a marvellous combination of natural talent with tremendous physical energy, and was, I feel convinced, a man who would have gained the summit of any profession he might have honored, for his one thought was his work."

Admiral Bayfield, from his headquarters on Penetanguishene Bay, a natural entrepot and gateway, with perfect anchorage and security from storms, charted and defined 34,560 islands, exclusive of rocks without verdure, on the north shore of Georgian Bay—that mystic realm of the far-famed "inside channel." Here the bark of the voyager may float in calm security while boisterous winds and turbulent waves prevail in the open water, and may glide gently onward over illimitable stretches of miniature seas, gulfs and bays past countless islands, rocky headlands and fantastic boulders and on through wonderful regions of land and rock and wave, touched by the "Master Hand of the Universe." Here, also, the many intricate passages, sylvan nooks, opening vistas, and winding shores present an ever shifting and varying panorama of the finest, if not the grandest, scenery on the continent.

The town and river of Bayfield, once the domain of Baron de Tuyle, on the eastern shore of Lake Huron near Goderich, were surveyed by Admiral Bayfield and perpetuate his name. At page 106 of "In the Days of the Canada Co.," it is stated "Lieut. Bayfield surveyed the lake and rivers run-

ning into it in the schooner 'Gulnare,' etc. There is evidently a slight discrepancy here. Bayfield was promoted to Commander in 1826, was appointed to the Survey of the St. Lawrence in 1827, and the "Gulnare" of 146 tons burthen was built in 1828 at Quebec and was never on these waters. The survey of Baron de Tuyle's estate must have taken place previous to 1825 while stationed at Penetanguishene. Bayfield Street, Barrie, also perpetuates his name, and it is hoped the new Park near the railway station here, being promoted by the town Council, may be named in his honor, that the town of Penetanguishene may possess some memorial of his great work.

Wm. Cowan, who was with Admiral Bayfield about three years, was previously with the North-West Fur Co. at Fort William and later with the Hudson Bay Co. at Nippising. A. F. Hunter, in his "History of Simcoe County," Vol. I, p. 21, says: "Wm. Cowan was born at Richmond Hill, May 15th, 1806, and died near Penetanguishene Mar. 23rd, 1892, at the ripe age of 86 years." At an interview with Mr. Cowan some ten years previous to his death he told the writer he was born at Penetanguishene in 1801. It may have been that Cowan's father established a branch trading post at Penetanguishene at an early day, an off-shoot from that at the "Chimneys," and where William was born, removing subsequently to Richmond Hill. This may account for one of the three deserted trader's posts found at Penetanguishene Bay when the Military road was finally put through and where the supplies were deposited previous to the attack on the Schooner "Nancy" at the Nottawasaga River in 1814 already mentioned. Again, the late Mrs. Leonard Wilson in some reminiscences of her father, Jacob Gill, published in the Orillia Packet 29th Feb., 1912, states that he was first sent by the Government in 1812 when he came to Canada to the mouth of the Nottawasaga River to build ships, and was left there during the winter with two other men. "Before spring their provisions gave out and they could get nothing short of Penetanguishene. After waiting four days they started on a breakfast of one biscuit each. About two miles from the 'Barracks' one of the men became exhausted and had to be carried most of the way. Father always said he believed it saved all their lives, as anxiety and helping their companion to walk short distances kept them from freezing." There were no "Barracks" (Mr. Gill's own word) at Penetanguishene till after 1814, hence Mr. Gill must have referred to the depot of sup-

plies where his party got relief, and that depot may have been one of the trading posts. However, as Mr. Hunter further states, we find Wm. Cowan an orphan at the age of four years with his grandmother, Widow Vallier, at Hogg's Hollow (York Mills), his father having been killed near Toronto by some person unknown. The late Francis Columbus, who came to Penetanguishene in 1832, informed me that two brothers (Cowan) Scotch traders, sons of the original Cowan, who was drowned on the schooner "Speedy" in 1804, settled at the Chimneys. One of the brothers married an Indian woman, by whom he had three children, who became known respectively as John Copecog, Joe Cowan (Kane) and Winne-dis. The other brother (Wm. Cowan's father) married a daughter of Widow Vallier (Mrs. Mundy) whose son became Chief Justice Vallier of Montreal. He was a ventriloquist and made the Indians believe he had supernatural powers and pretended to converse with the Devil and tell when they cheated or sold furs to other parties. He also had a magnet and showed them its mysterious powers. These harmless tricks may have had something to do with his untimely end by secret enemies. Wm. Cowan, his son, is remembered by many of the residents as a respected citizen and a harmless, inoffensive character, given to little, sly practical jokes, one of which was to carry a live garter snake in his bosom and suddenly display it among crowds at the stores and taverns and public gatherings to the consternation of the fair sex and many others. He married an Indian woman of the Cree tribe and settled on a grant of land, Lot 98, on the Military road near Wyebridge where he died in 1892 aged 86, as previously stated. It was the general impression at the time of his death that he was much older than the records declared. Mr. Hunter, in his sketch already quoted, p. 22, says: "He (Mr. Cowan) was a most agreeable and mild-tempered man, not given to chasing for notoriety in the slightest degree and as a result was unknown to fame." The wife of Justice Vallier of Montreal and her son came on a visit to Penetanguishene to see Mrs. Mundy and tried to induce her to return with them to Montreal, but she refused to go. Mr. Columbus said Mrs. Mundy continued the canteen for many years, but kept no liquor in his time. It was at this canteen that, at an earlier time, Sidney Smith, a drunken soldier, committed suicide by cutting his throat.

CHAPTER VI.

TRADERS AND OTHERS

Gordon's fur trading post, just beyond the Barracks Point north on the eastern shore, was founded by George Gordon of Drummond Island in 1824 and called by him the "Place of Penetanguishene." It is now known as Gordon's Point, and sometimes as Paddy's Cove, and was designed by its founder as the beginnings of a prospective town, the original of Penetanguishene, but fate and the trend of future events decided otherwise. George Gordon was born in Montreal in 1787, engaged with the North-West Co. and entered the Western fur trade when under 21 years of age. His father was Col. Gordon of Montreal who was recalled with his Regiment to England and afterward sent to the West Indies, where he was killed in action. Col. Gordon also had one daughter who returned with him to the old country. His widow, George's mother, subsequently became the wife of Pierre Rousseau of Montreal by whom she had several children, among them being William and J. B. Rousseau who entered the service of the North-West Co., and are mentioned in another part of this work, "The Migration of the Voyageurs."

George Gordon entered the service of the North-West Co., leaving Montreal in 1807, going up to Me-ta-ga-mi, Nipigon, Fort William, Michipicoton, Ste. Marie, Mackinaw, Drummond Island and thence to Penetanguishene. One can picture in imagination what the trail would be like, where the C.P.R. now runs to Fort William, over one hundred years ago, for be it remembered voyageurs were obliged to leave the common trail at Nippising and French River in order to reach that (then) remote inland region. We have before us a copy of the original agreement between George Gordon and the North-West Co. dated April 22nd, 1807, drawn up by Jonathan Absalom Grey, Notary Public, of Montreal, Lower Canada. This document, together with several interesting letters, written by various persons at different times to George Gordon, and embracing his private correspondence during his connection with the fur trade, has been placed at our disposal by Miss Elizabeth Gordon, second daughter of the late George

Gordon, still living in Penetanguishene. These letters were transmitted by Indian express, bearing no post mark and all neatly folded so as to form their own envelope, sealed with wax and stamped with the improvised monogram of the sender. Some of them, especially those written by Geo. Moffatt and T. Fisher of the Montreal Fur Co. and by the late Wm. Simpson and Andrew Mitchell of Drummond Island are written each in a fine business hand on special brands of paper and form models of neatness and penmanship which are a pleasure to meet in these days of hasty scrawls and type-written sheets. The legal document setting forth the engagement is written in a large bold hand on coarse vellum foolscap, double page and very much discolored, and unruled, bearing the water mark of E. Morgan, Troy. It forms a most interesting document and noting its venerable age and appearance and that it also bears the names of men who have figured largely in Canadian history we offer no apology for copying it verbatim :

"BEFORE THE SUBSCRIBING PUBLIC NOTARIES FOR THE PROVINCE OF LOWER CANADA RESIDING IN THE CITY OF MONTREAL,

"Personally appeared George Gordon of said Montreal, a minor under the age of twenty-one years, who for the considerations hereinafter mentioned, hath of his own free and voluntary will engaged and bound himself to Messrs. William McGillivray, Duncan McGillivray, William Hallowell and Roderick McKenzie of the same place, merchants and co-partners under the firm of McTavish, McGillivray & Co'y., and John Ogilvy and Thomas Thain, Agents of the Northwest Company, present and accepting by the said Roderick McKenzie, in the capacity of a clerk or COMMIS to the said Northwest Company, for and during the space and term of five years, that is to say, that he, the said George Gordon shall and will upon the first requisition depart from Montreal and proceed to the Northwest or Indian country or elsewhere and there pass five complete winters, and to be free at Montreal aforesaid, on his return in the fall of the last year, and shall and will also, during all which said term, dilligently and faithfully, according to the best and utmost of his power, skill and knowledge, exercise and employ himself in his said capacity, and obey, do and perform all the lawful commands of the said agents or their representatives, and shall and will keep their secrets, and likewise be just, true and faithful to them in all matters and things whatsoever; from the said employment he shall not at any time depart or absent himself and shall and will also from time to time make and give up true and fair accounts of all his actings and doings in the said employment without fraud or delay, when thereunto required.

"The present engagement is made in manner as aforesaid and for and in consideration of the following sums of money, that is to say, for the first year ten pounds, for the second fifteen pounds, for the third twenty pounds, for the fourth twenty-five pounds, for the fifth and last year of said term of five years thirty pounds, making together the sum of one hundred pounds currency of the province, with the ordinary annual equipment of a clerk or COMMIS, in the said Northwest country.—For thus promising and obliging and renouncing.—

"Done and passed at Montreal aforesaid, in the office of Jonathan Ab.

Gray, one of us Notaries, the twenty-second day of April, in the year one thousand eight hundred and seven, in the afternoon, and signed with us the said Notaries, after having been duly read as appears to the original remaining in the said office. J. A. GRAY, Not. Pub."

The document is unique in many respects as affording a retrospective glimpse at the fur trading period in Canadian history; also enabling us to institute an interesting contrast or comparison with present-day forms of legal documents. George Gordon remained in Montreal sufficiently long to acquire a certain routine of the Company's business, after which we hear of him for the first time in the vast wilderness of Nipegon north of Lake Superior in charge of the post at Monontague, in the absence of the factor, Mr. Haldane, on his annual trip to meet the partners of the Company at Fort William. In a letter to George Gordon, dated at Fort William, 25th July, 1809, Mr. Geo. Moffatt of Montreal, one of the partners, says he avails himself of Mr. Haldane's return to Monontague to acknowledge receipt of his (Gordon's) letter of 14th inst. and to forward a set of razors and shaving box, offering at the same time some wholesome advice and good-natured exhortation as to his (Gordon's) conduct towards Mr. Haldane and the Company in general. We also hear of Mr. Gordon's half brother, J. B. Rousseau, for the first time, whom Mr. Moffatt reports as being at Mackinac. We next hear of him at Fort William as manager of a department of the Co's. business there in 1811. Again Mr. Geo. Moffatt, in a letter dated Montreal, 26th May, of that year, says: "In compliance with your favor of June last, I have addressed to you at Fort William two dictionarys, one French and English, the other an English Pronouncing Dictionary," adding, "he is glad to hear that he (Gordon) is on such terms with Mr. Haldane, as he has it in his power to be of service to you." He then informs him of the result of "Mowat's" trial who was found guilty of manslaughter in killing a Hudson Bay Co's. employee. He regrets the premature death of the deceased, "but even his friends must allow that his conduct to the H.B. servants was extremely censurable." This had reference to a noted conflict of that time between the employees of the N.-W. and H.B. fur companies in which one of the latter, a highly respected employee, whose name we cannot now recall, was killed. Mr. Geo. Moffatt was a prominent figure in the history of the fur trade and in mercantile life in Montreal in those days, and Mr. Haldane a well-known factor of the N.-W. Co. It will be noted that nearly a year had elapsed before Gordon received his reply, probably the first oppor-

tunity, which need not be surprising when it is considered that mail delivery was by canoe and Indian express and wholly dependent on the annual trips of the fur fleet. Now, two days suffice for communication between Montreal and Fort William. In October of 1811 Mr. Gordon is in charge of the post at Mi-chi-pi-co-ten on Lake Superior, where he is requested by Fred. Geodike, in a letter of 29th October, to give "Champaigne" a half carrot tobacco which he borrowed from him and charge it to Batchewaning outfit. His stay at Michipicoten seems to have been short, as on Aug. 20th, 1812, we find Donald McIntosh in charge and Gordon at Sault Ste. Marie, when the former congratulates the latter on having to pass the winter among a "parcel of young Dulcineas." But previous to this, and in the interval Gordon had received a second letter from his friend Geodike dated from Aguinwang Batchewaning asking him to give "Jusseume (a new spelling for Dussome) two quarts of salt he borrowed," and giving a glowing account of a recent visit he (Geodike) had paid to Sault Ste. Marie, which no doubt helped to pave the way for Gordon's advent to that attractive post, though, in all probability, considerations of social advantages, much less enjoyments, had little weight with the stern requirements of the fur Company. At the risk of being charged with prolixity and lack of taste we give the letter almost entire, as it is so characteristic of the actors concerned and affords such an insight into the social conditions then pertaining to the wilderness and the fur trade. After the customary salutations, Mr. Geodike, in his letter, says :

"I returned from Ste. Maries' the day before yesterday, whither I went the 27th ultimo. The day after I got there I went over with Mr. Logan to see Mr. Johnston—we were very politely received and invited to a ball at that gentleman's house the next day. You need not ask whether I went, and having gone, whether I had pleasure. In fact, he would be insensible to all delightful sensations who did not enjoy pleasure, in the highest degree, in the company of a polite, cheerful and well-informed old man ; of three or four jovial and sprightly young fellows ; but above all, of the most amiable set of fine girls that is to be seen between Montreal and the Rocky Mountains. We accordingly passed a most pleasant evening, drinking now and then a glass of Jorum, dancing with and kissing the ladies till daybreak. This was on Friday night. On Sunday we had a grand dinner at Mr. Logan's, where all the luxuries which the Sault affords were seen with profusion—after dinner a glass of wine to King George, our absent friends, etc., and then a glass of Jorum, while a cheerful and sentimental conversation enlivened the scene of mirth and made us forget all past and future sorrows. The day was concluded with an elegant supper and a dish of tea with the ladies. On Tuesday we had a grand ball at Mr. Logan's where all that the Sault contains of elegant and lovely were assembled. Again there was drinking of Jorum, dancing, but above all, kissing of the ladies.—By the way, I must not forget

to tell you I fell in love with Mademoiselle Magdeleine—This was the end of Tuesday's diversion. On Wednesday we went to a sumptuous dinner at Mr. Johnston's, where nothing was spared that can render an entertainment delightful. The end of that was a supper with the ladies, and a great deal of sorrow on my part at taking leave of a certain young lady, who had almost made me forget Miss Magdeleine. Thursday we had a magnificent ball at Mr. Nolin's where Jorum and the young ladies were in such profusion and perfection that it required a great deal of philosophy not to get intoxicated with the first or fall in love with the last—I must own it, my friend, it was there I met with my finishing blow, and fell beneath the charms of the lovely Miss J———. Well, here is hurly-burly for you! What now, do you think of all that work? For my part, I am now returned home and just as lonesome as I was before and perhaps something worse. Yours, etc., etc."

We leave our readers to make their own comments and draw their own conclusions. Mr. Grodike was one of the junior factors of the Company generally stationed at the smaller outposts. The Mr. Johnston to whom he refers, who was stationed on the American side of the Sault River, was an English gentleman who went up some years previously and married a beautiful Indian girl, daughter of the famous Chippawa Chief, Waub-o-geeg, in 1792. Bye-the-bye, there is quite a romance connected with this union, and while partaking of the elements of savagery, it may be, nevertheless, romantic. History tells us the wooing and the nuptials had been arranged, after which the chief and his braves left for the distant hunting grounds for the winter. After his departure the dusky bride-to-be either from fickleness or fright refused to fulfil her part of the arrangement and fled to the forest. In this extremity her father, the chief, was sent for, who, with a stout "beech gad" forced the recalcitrant damsel back to the parental wigwam where the primitive nuptial ceremony was duly performed and the chief re-joined his braves in the winter's hunt. The wife of Archdeacon McMurray, the Anglican missionary at that post for many years; the wife of H. R. Schoolcraft, the Indian historian and scholar; and the wife of Interpreter William Solomon, long in the Indian department at Penetanguishene, were all daughters of this union, and it is more than probable that Mr. Geodike on this eventful evening enjoyed a "whirl" in the mazy dance with each of these distinguished mademoiselles. Mr. Johnston's goods were confiscated and he himself obliged to find refuge at Mackinaw when the Americans burned Sault Ste. Marie just previous to the siege of Mackinaw and the capture of the "Scorpion" and "Tigress" in 1814. Mr. Johnston also built a trading post at Pinery Point near the entrance to the harbor about the year 1809 or '10. In his account of Lake Superior written in 1809 he gives a glowing description of

Matchedash Bay and its advantages and did not doubt but that it "would soon become the most thriving place in Upper Canada and the centre of provisions and transport trade for the fur countries."—5th Report, Bureau of Mines, 1895. Mr. Johnston had the "courage of his convictions" and later ventured the experiment which evidently did not realize his expectations. His building near the "Rolling Sands" was one of the three deserted traders' posts found on Penetanguishene Bay when the Military road was put through in 1814.

Although George Gordon's term of engagement with the North-West Fur Co. has expired he is still in their service and we meet him next at "Macknow" where, in a letter from Mr. F. Fisher, one of the partners at Montreal, dated Sept. 15th, he congratulates him on their late success against the Americans and has no doubt he will always show a determinate resolution to defend the post should they have the temerity to renew the attack. Mr. Fisher forwards a parcel of newspapers and letters from his (Gordon's) mother at Montreal, through Mr. Johnston, who was also present during the siege of Mackinaw in 1814. The year 1817 finds Geo. Gordon back again at Fort William where he received two letters in French from Paul Joseph La Croix, Esq., one dated at Montreal 15th January, the other at York dated 22nd May of this same year, the latter per favor of Honorable W. B. Coltman. These letters are interesting mainly from his mention of two judges being sent to Fort William to adjudicate upon the Lord Selkirk troubles via the Nottawasaga River in which they were frozen up and compelled to return to York where they passed the remainder of the winter; also his strange spelling of Nottawasaga which he spells Nan-tow-ois-a-gue in two places. After spending some four years more at Fort William in the midst of the turmoil incident to the conflict between the North-West Co. and Hudson Bay Co., during which he suffered imprisonment in common with some of the principal partners in their own fort at the hands of Lord Selkirk, Geo. Gordon transferred his operations to Drummond Island, where he engaged in business on his own account. He is first heard from here in a doleful letter from his friend "Fournier," on a desolate island in Lake Huron, dated January 1st, 1822, who states that "he is in continual inquietudes respecting this Dam Indian Trade," and that "there is every appearance of my fasting considerably this spring." He has but one hope in this cruel extremity, that of "receiving letters from him that will encourage him." Mr. Gordon spent about three years at

Drummond Island, during which time he married Miss Agnes Landry, long admired as the "Belle of the Island" and entitled by common consent the "Beauty of the Lake." After two or three children were born he moved to Penetanguishene Bay in 1824 and settled at Gordon's Point, naming it "The Place of Penetanguishene." From this post he carried on a considerable business, having associated with him his half-brother, J. B. Rousseau, who ranged the Muskoka and Parry Sound districts in the interests of the fur trade, and was the first white man on Lake Rousseau, which bears his name. He built a considerable establishment at the Point, the foundations of which may still be seen, and had the first clearing in this region in connection with his fur trade, his farm joining the ordnance lands north with Sergeant Kennedy's farm, the only land between. He transplanted apple trees from the Jesuit location at Fort Ste. Marie on the Wye and acquired a considerable nursery, and numerous orchards in the vicinity were grown from the Gordon farm. He also introduced the first horse into Penetanguishene, which he had the misfortune to lose in a couple of years by accident. A letter of Mr. Simpson's from Drummond Island, dated January, 1827, wishes him good health, plenty of beaver, rats and such like articles, but is sorry for the loss of his horse which will be hard to replace as no doubt in such a place horseflesh is "pretty tarnation dear." From this letter also we learn that Mrs. Surgeon Mitchell arrived from Mackinaw, the previous November, so ill her life is almost despaired of; also for the first time we hear of Dedine Revolte (Revol) who later plays an important role in Penetanguishene. From this letter also we learn that Rolette & Mitchell have already five packs of furs, which is a good deal at this time of the year. He, likewise, mentions the addition of a young lady, a Miss Crawford, to the social circle of Drummond Island. Miss Crawford was the daughter of Major Crawford who led the militia under Col. McDouall in the defence of Mackinaw against the Americans in 1814. Rolette was a fur trader assisting Col. McDouall in the same action and was also with Col. McKay in the capture of Prairie du Chien (Fort McKay), and Mitchell was Andrew, son of Surgeon David Mitchell of the Indian Department, all of whom retired to Drummond Island when the British Government relinquished Mackinaw to the Americans.

The year 1827 saw four more families settled at Gordon's Point, viz.: Donovan, Prior, Desmaison, and Modeste Lemire,

the two latter from Drummond Island—quite an embryo community of civilians apart from the garrison. Prior seems to have been a fur trader in reduced circumstances, as Mr. Simpson in one of his letters expresses commiseration for him saying the “‘Indian trade’ was not a field for him, which, poor fellow, he has found out by sad experience.” Mr. Gordon must have by this time perfected himself in the French language for Mr. Simpson, who was himself a good scholar and well versed in French literature, makes a favorable comparison between his French and that of Voltaire, Boileau and Racine—“the diction is so very fine, much like Racine, but too grave for Voltaire.” The previous November chronicled the arrival at Drummond Island from Mackinaw of the wife of Surgeon Mitchell in very ill health. This is further supplemented by the following intelligence: “Died at this post on the 25th inst. (February), Elizabeth, the wife of David Mitchell, Esq., deeply regretted by her friends and relatives.” Surgeon Mitchell and the remainder of his family moved to Penetanguishene with the government forces the following year, 1828. Also, the death is announced of La Petite Follesavoine Papin, of Potagamissing and a little girl of Assikanack. La Follesavoine was the Petite Chief of the Follesavoine Indians who gallantly led his tribe at the siege of Mackinaw under Col. McDouall in 1814. The little girl was the daughter of the famous Ottawa Chief, Assighnack, the Black Bird, who bravely seconded the British and French in the capture of Mackinaw under Commander Roberts in 1812 and who signed the treaties of 1836 and at Sault Ste. Marie in 1850 as J. B. Assigkanack under Hon. W. B. Robinson. He was Indian interpreter for the government at Mackinaw, Sault Ste. Marie, Drummond Island, Penetanguishene in 1830-2 and Manitoulin in 1837. In the latter year he headed a band of Indians who captured a boat-load of several barrels of rum on their way to Manitoulin and pitched them all overboard. He was a clever native and always stood loyally by the British. He died in 1865 at the age of 98 years.

In 1828 Mr. Simpson is preparing to move to Penetanguishene. In a letter dated 15th Nov. of that year he asks Mr. Gordon to enquire if he can procure some kind of a storehouse in which to put his traps till he can build one for himself and informs him that Mitchell is leaving his (Gordon's) house to winter on St. Joseph's Island. Mr. Simpson's letters are models of caligraphy and a pleasure to inspect.

We have a letter also from Mr. Andrew Mitchell on the eve of his deserting Drummond Island and moving to Penetanguishene, which he spells Penetangooshing. A short extract from a letter dated Jan. 11th, 1828, says: "This place affords nothing new, it's as dull as the very DEVIL, and the people living in it are getting poorer and poorer every day." We learn also that Dedine Revolte (Revol) who had moved from Drummond Island to Penetanguishene the previous autumn "had put himself under the Nun's hands."

George Gordon did a flourishing business in the fur trade for some time and the favorable position on Penetanguishene Bay began to attract adventurers from various quarters. An added stimulus was the removal of the British forces from Drummond Island to temporary quarters in the naval station here, the transfer taking place on Nov. 14, 1828, as stated in a previous work.

Where the town of Penetanguishene now stands was still a dense forest with not even a trail from the garrison. About this time Mr. Gordon, either considering it a more advantageous position or anticipating the coming change, erected a building nearer the head of the bay on what was afterwards Water Street, to which he removed his family and business. The house was built of cedar logs, is still standing and in a fair state of repair and occupied by his second daughter, Miss C. Gordon. Mr. Revolte erected a dwelling on the next lot occupied later by the residence of the late Alfred Thompson (Dr. Howard Spohn's), which long since disappeared. The township of Tiny, in which they had located, was recently named (1822) consequent, probably, upon the visit of the ill-fated Duke of Richmond and his son-in-law, Sir Peregrine Maitland, to this post, as also that of Tay where Gordon first located and in which township the garrison was situated. Dr. Scadding says, "Tiny, Tay and Flos" were named after three of Lady Sarah Maitland's lap-dogs, which thus connects the naming of these townships with the gubernatorial visits here in 1819. The township of Tay formerly included the Tiny peninsula on the western side of the harbor. Surgeon Mitchell came with the government forces in 1828 and settled on the south-east corner now occupied by D. Quesnelle opposite McGibbon's mill and Wm. Simpson followed the next year, locating on the opposite north-east corner of what afterwards became Queen and Water Streets, and at these corners was for several years the central business portion of the town. The testimony as to

who is entitled to the honor of erecting the first building in the prospective town is slightly conflicting. Miss C. Gordon, previously mentioned, maintains that her father built the first house, aided by Revolte, which is therefore the oldest dwelling in town and still occupied. He then helped Revolte complete his which was afterwards used by Father Proulx and Father Kennedy as a residence. The late Francis Columbus informed us that Champagne the carpenter, who built the Columbus mansion, always said Surgeon Mitchell's store was the first house here. The evidence rather preponderates in favor of the Gordon homestead.

George Gordon died in 1852, aged 65 years. He was married twice and had a family of five sons and seven daughters. Four of the latter still survive: Mrs. Valler, Lafontaine, aged 86; Mrs. Solomon, Sault Ste. Marie, wife of James Solomon, grandson of Interpreter William Solomon, and Misses Catharine and Louise at the homestead.

Dr. Mitchell's lot extended all the way along Queen Street from Water Street to Roberts Street, on the upper end of which was the Mitchell mansion, built later and now owned and renovated as a private residence by Mr. Blanchard. The Mitchell store on Water Street was originally built of logs and subsequently burned down and replaced by a frame building which was burned in 1881, having been last occupied by James Wynne as a liquor store. The Simpson establishment on the opposite corner, also built of logs, was removed several years since, but the private residence, also of logs, now clap-boarded, still remains. These men were in every sense real pioneers since they literally hewed their homes from the forest and launched the embryo town on the high road to business and fortune.

Dr. Mitchell's remarkable career is most interesting as a pertinent illustration of the "Scotchman in Canada." Mrs. H. T. Conklin, Milwaukee, and Mrs. Jessie M. Harris of Green Bay, Wisconsin, daughters of the late Wm. Mitchell of Green Bay, youngest son of Dr. Mitchell, and therefore his granddaughters, have kindly furnished us with the following interesting facts regarding his life and times: Surgeon David Mitchell was born in Edinburgh in 1750. He studied medicine there and after taking his degree at the age of 23 was sent to Canada as Surgeon-General of the Indian Department. He was married to Miss Elizabeth Bertraud in Montreal July 20th, 1776, the year fraught with great events for the American republic and of momentous concern to the British

empire. He brought his bride to Mackinaw where he built the first house, a spacious and handsome mansion at that time, well furnished and the library filled with many valuable books, globes and works of art. He also had a large store filled with goods, a garden of several acres enclosed by a high pallisade of cedar posts with a gate secured by a strong lock, and a farm on the opposite side of the island, known up till 1846 as the Mitchell farm. The original residence is still standing and is one of the show places of that famous summer resort. This is the house made famous in Mrs. Woolson's story of "Annie," and here Dr. and Mrs. Mitchell raised a large family of sons and daughters, thirteen children, all long since dead. Nearly all received a liberal education, being sent abroad to be educated. The eldest son was a Lieutenant in the Royal Navy and was lost at sea. The second son studied medicine in England and died of a fever in Montreal while on his way home. Another son was a fine mathematician. Two of the daughters married officers in the British army, viz. : Louisa, who married Lieut.-Col. James Matthew Hamilton of the 5th Reg. in 1794, and Elizabeth who became the wife of Capt. L. M. Wardrope of the 81st Reg., 1816, while Jessie, a third daughter, in 1806, married Major Lewis Crawford who commanded the militia at the siege of Mackinaw in 1814. After the British relinquished Mackinaw for the first time in 1796 he was stationed at Fort Watkins for a number of years returning to the former post after its capture by the Canadians in 1812. When Mackinaw was turned over to the Americans for the second time, in 1815, Dr. Mitchell who was a loyal British subject gave his Mackinaw property to his youngest son, William, who married Miss Sophia Crawford, an American lady, in 1827, and removed with the British garrison to the new post at Drummond Island. When the new survey relegated that island to the U. S. territory Dr. Mitchell removed with the British forces to Penetanguishene in 1828 where he spent the remainder of his days, dying in 1830 at the ripe age of 80 years. His remains rest in a nameless grave on the Mitchell farm, now known as the Robb farm. Wm. Mitchell, his youngest son, who never lived in Canada, moved to Green Bay, Wisconsin, and died while on a visit to Chicago at the age of 80 years.

The famous Dr. James Anderson, Surgeon General to the East Indian army at Madras, was an uncle of Surgeon David Mitchell, being his mother's brother, and Mrs. Dr. Turnbull was his step-sister. Dr. Anderson was noted for the zeal and

ability which he manifested in his persistent efforts to introduce the cochineal, silk worm, mulberry trees and the cotton plant into Hindostan, and published able letters on the subject. He died Aug. 5th, 1809. Dr. Andrew Mitchell, Surgeon General of the British army at Chatham, Eng., was a brother of Dr. David Mitchell and died in London. All were natives of Edinburgh.

As already mentioned, from a letter of Wm. Simpson's we learned that Mrs. Dr. Mitchell died at Drummond Island Feb. 25th, 1827, and her remains are buried at that post. Her maiden name would indicate a nativity of French or at least of French extraction. She was most lady-like in her appearance and actions and exceedingly polite in her intercourse with visitors and in receiving company. She was a genuine artist and had much artistic taste which she applied in making beautiful rugs with which she covered the floor of her rooms, and was very clever at fancy work of all kinds. She was kind-hearted to a great degree and her death was deeply lamented by all in the circle of her acquaintance.

Surgeon David Mitchell was survived by three of his children only, George, Andrew and William. The latter, as already stated, died in Chicago at an advanced age; George became a physician and practiced medicine in Penetanguishene. His residence was on Water Street, the cottage now owned and occupied by Mr. Leslie Adams, which he built. He married Miss Harriet Ussher, who was on a visit to her cousin, Miss Hamilton, at Drummond Island, in 1819. Her brother was Capt. Edgeworth Ussher, who was assassinated by an American named Lotte on the Niagara frontier Nov., 1838, during Rebellion times. Mr. Ussher had retired for the night when he was called down on the pretense that some person outside wished to speak to him. He objected to going outside in his night-robe and turned to go up stairs when he was suddenly shot through the glass fan-light in the door and fell dead on the stairway with the candle in his hand. Dr. George Mitchell died in 1842 at the age of 48 years and is buried in old St. James' church-yard. His daughter, Louisa, became the wife of Edward Bawtree, M.D., Naval Surgeon at the Establishment, in 1847. They removed to Toronto and after residing there a short time he returned to England and Mrs. Bawtree died on the sea. Dr. Bawtree was much interested in archaeological research among the Huron remains of this region. Another daughter, Jessie, married C. E. Hanning of Toronto and Bowmanville, who will be remembered as a

civil engineer in Ontario during the latter part of last century. One of their sons is a barrister residing at Preston, Ont.; another is manager of the Montreal Bank branch at Sudbury. Dr. Mitchell had one son, George A., who died in 1868, aged 33 years, and is buried in St. James' church-yard; he occupied the Mitchell farm across the bay at the time of his death. Andrew Mitchell, the third son of the surgeon, was associated with his father in the mercantile business at Mackinaw and Drummond Island and engaged in the fur trade, acquiring by inheritance his father's business here, and was principal manager in each locality. It is said that in the early days when furs were more plentiful here he conducted one of the largest fur trades on this continent, the annual sales attracting buyers from New York, London, Eng., Germany, and even from Australia. Within the last thirty years we have known the annual sales of furs here to range from \$12,000 to \$20,000 each season. The building of the C.P.R. and the advance of settlement have gradually reduced the fur trade to a minimum. Andrew Mitchell became an expert in handling furs and for several seasons previous to the U. S. civil war was employed by Mr. Meyers, an extensive dealer, in making trips to New York and across the continent to San Francisco in fur dealing operations. Andrew Mitchell married Louisa A., third daughter of Capt. James Matthew Hamilton by his second marriage and had four children, two of whom still survive: David J. and Andrew (twin sons) engaged in extensive business in Chicago. Andrew, Jr., and his family visit the Islands near here every summer and spend the heated term. David J. of La Grange, Ill., visited the scenes of his boyhood days here in 1910 after an absence of forty years. Needless to say, remarkable changes from the olden days greeted him. From that obscure corner on Water and Queen Streets where the first post office for the town was established Andrew Mitchell, Sr., did a large mercantile and general business as well as fur trade till his death in 1838.

During that period, about 1834, he built the Mitchell mansion on the same lot on the brow of the hill facing Roberts Street now renovated and rebuilt as the residence of Mr. W. Blanchard. This building was erected in the old style with huge timbers and frame-work and all else corresponding and was for many years one of the prominent land-marks of the old town, having passed into possession of the late Edward Jeffrey. A daughter of Andrew Mitchell, Louisa E., became the wife of the late H. H. Thompson, and is survived

by three daughters, Mrs. Keating of Fort Frances, Mrs. Molesworth of Sunnyside; the wife of Mr. W. H. Hewson, Police Magistrate and Clerk of the town of Penetanguishene. Another daughter, Harriet C., married a son of Adjutant James Keating, and is the mother of Mrs. (Dr.) Wallbridge of Midland. Andrew Mitchell enjoyed the unique relationship of both brother-in-law and son-in-law to Capt. James M. Hamilton inasmuch as his sister was the latter's first wife, while he, in turn, was wedded to the daughter of Mr. Hamilton by his second marriage. Andrew Mitchell died, as before stated, in 1838, rather suddenly, and his remains rest beside his father's in a nameless grave on the Mitchell farm (Robb's) just in front of the present site of the old barn. For a number of years a neat paling surrounded the two graves where father and son repose side by side in their last long sleep, but gradual decay and neglect have removed all traces and their resting place can now scarcely be identified. Andrew Mitchell's widow married James Stewart Darling (afterwards Capt.) his clerk and manager, who died in Toronto and is buried in Scarboro. Of this union were born two children: James S., who married a daughter of the late Geo. Copeland, and who has long been postmaster of Penetanguishene and connected with the office for many years; and Agnes E., who became the wife of Mr. Weatherly.

Mr. Wm. Simpson, the third in this group of fur traders who migrated from Drummond Island hither, built his establishment (also of logs) opposite Mitchell's on the northeast corner on the same streets, where he traded in general merchandise and furs for many years. His shop and warehouses were quite extensive and stood intact till 1897, when they were finally removed. The residence built about the same time of cedar logs, since clap-boarded, is yet in a fair condition, and occupied. He must have reached here sometime during the summer of 1829 as his last letter (Gordon collection) is dated Drummond Island, 15th Nov., 1828, in which he "regrets that he cannot see him this fall, but hopes to see him in the spring," etc. William Simpson was born at Beauharnois, Que., in 1793; was educated at Montreal College; went to Drummond Island and was employed in the Commissariat Department of the British Military station there. He afterwards engaged in business for himself and kept a shop, and was Notary Public and conveyancer for some time. When Drummond Island was evacuated and left to the Americans in 1828, Mr. Simpson and others who preferred to live under

the British flag, removed to Penetanguishene which had been selected as the Naval and Military Establishment on Lake Huron and where a few gunboats and a detachment of troops were stationed. In addition to his occupation of general merchant or trader, as before stated, he continued to act as Notary Public and Conveyancer and held the offices of Collector of Customs, Magistrate, Superintendent of Schools, Major in the Militia, Commissioner for the protection of Indian lands in Ontario, and Senior Warden in St. James' Church. In the minutes of a Vestry meeting of St. James' Church, dated April 10th, 1860, we find a complimentary resolution tendered to Mr. W. Simpson for twenty years' service as Clergyman's Warden, moved by A. A. Thompson, seconded by Edgar Hallen. In addition to Mr. Simpson's own language (the English), in which he was a proficient expert, he could read and write both French and Ojibway. His ability was recognized in his appointment to the District Council as the first Superintendent of Schools for Tiny in 1844 and for Tiny and Tay 1853-67. (A. F. Hunter, History of Simcoe County, pp. 286 and 291). He was also the first District representative for Tiny and Tay in 1842. Mr. Simpson married Catharine Craddock in 1832 and of this union were born five sons and three daughters, of whom one son, J. Craddock Simpson, broker, Montreal, and one daughter, Catharine E., Mrs. D. J. Mitchell, La Grange, Ill., survive. A second daughter, Henrietta F., who married Hugh P. Savigney, surveyor, in 1860, died in 1866. Mrs. Simpson died in 1865, and Mr. Simpson died in 1868, aged 74 years, and their remains are resting in old St. James' church-yard.

Dedine Revol (Revolte) devoted his energies mostly to his church (R.C.) acting as Catechist and in preparing for the building of the first Ste. Anne's church. His house was occupied principally by one Trudeau and Fathers Dempsey and Proulx, while on their mission labors here. The Misses Lizars in their book, "In the Days of the Canada Co," p. 396, pay a tribute to Father Dempsey's devotion to his work in the Huron Tract, where he labored previous to coming here, in the following terms: "He in turn was succeeded by Father Dempsey, a good man, beloved by Romans and Protestants, preaching to all alike; he married, buried and baptised them with the utmost impartiality." Father Dempsey died suddenly at the home of Mrs. Lalonde on the Military road south of here while prosecuting his mission work. Mr. Revol, although exact and conscientious in the discharge of his duties,

had a will of his own and was not disposed to submit meekly to self-assumed superiority. In a letter to his friend, George Gordon, at Drummond Island (Gordon collection), Mr. Fournier, among other queries, asks, "how my friend Mr. Revol agrees with Mr. Lord, Viscount, Nelson." This mock title referred to one Lacourse, who afterwards moved to Penetanguishene and became a schoolmaster and whose son became Judge LaCourse of Lindsay, moving later to Berlin, where he died. The building of Ste. Anne's Church (the first) in which Mr. Revol took an active part, has been already described in a previous work. Mr. Revol finally returned to Montreal where he spent the remainder of his days. Of these four families, the actual pioneers of the town, George Gordon reached here by batteau from Gordon's Point, the "Place of Penetangoushene;" Surgeon Mitchell, Simpson and Revol came by the Government brig "Wellington," landing at the dock of the Naval Depot opposite Magazine Island. Here they transferred their household goods and effects to batteaux in which they were carried to their destination near the head of the bay, their future homes. This was the only means of conveyance possible; in fact, no other was necessary, since the embryo Church Street, which, at best, was but a crude thoroughfare, had not yet been thought of; not even a "blazed" trail, which reminds us of the sharp contrast with present-day conditions.

The Post Office was established on the 1st of January, 1830, in Andrew Mitchell's store, the first postmaster being Capt. James Matthew Hamilton, his brother-in-law. To Miss Mary L. Hamilton, of Toronto, his grand-daughter, we are indebted for most of the following particulars regarding his career: "Capt. Hamilton was one of several sons of the Rev. W. Nicholas Hamilton, Vicar of Donaghadee, County Down, Ireland, where he was born in 1768. He entered the army in 1786, H.M. Fifth Regt. of Foot, known as the "Fighting Fifth," and was in the Dragoon Guards when he retired;" came with his Regiment to Canada in 1790 and was stationed at Mackinaw and Drummond Island. Capt. Hamilton was passing Surgeon Mitchell's door one day at Mackinaw when he saw a lovely young girl playing marbles with her brothers. He waited to see the game finished, and lost his heart in the meantime to the child of fifteen, Louisa, eldest daughter of Surgeon Mitchell. They were married on the 15th Nov., 1791, by Surgeon Mitchell, who was a Justice of the Peace, there being no clergymen in that part of the country in those early

days. He read the ceremony from the Church of England Prayer Book. Not long afterward his Regiment was ordered to Niagara and as soon as convenient Capt. Hamilton and his wife Louisa were re-married by Rev. Robert Addison in St. Mark's military church, Niagara, and is duly recorded in the register, "Married Aug. 24th, 1792, Captain James Hamilton to Louisa, his wife." In Miss Janet Carnochan's compilation of the records of St. Mark's church, this quaint record stands third on the list. (An explanatory note solves the apparent anomaly. See Ontario Historical Society, Papers and Records, III., 1901, p. 53). Capt. Hamilton was in command of Fort Chippawa in 1795 and was shortly afterwards sent home to England with his Regiment. (During his stay at Chippawa he and Mrs. Hamilton had the honor of entertaining Governor Simcoe and family. In J. Ross Robertson's Diary of Mrs. Simcoe, p. 286, is the following record by Lady Simcoe: Tues. 25th, "The Governor and I and Francis went in a carriage to Fort Chippawa — — dined and slept at Capt. Hamilton's, who commands here.") The climate of England was not suited to Capt. Hamilton's young wife, who soon fell into a decline and died in London, Dec. 22nd, 1802. They had four children, only one of whom survived, Elizabeth, who came to Canada when 17 years of age and married a young officer in the Indian Department. In 1803 Capt. Hamilton married his second wife, Miss Louisa Jupp of London. The children of this union were Sophia S., Mary Christian, Louisa A., James, William B., Gustavus George, Caroline J., and Francis J. He returned with his family to Canada in 1830 and a few years later settled on an estate near Coldwater, where he died in 1845, leaving his widow (who died in 1852) and seven children surviving him, viz.: Sophia S. who married Dr. Paul Darling, surgeon to the Indian department at Manitoulin, who died in 1849 leaving his widow and two daughters surviving him. He was a brother of Capt. James Stewart Darling and is buried in St. James' church-yard; Mary Christian died in Plymouth, England, in 1825; Louisa A., as before stated, became the wife successively of Andrew Mitchell and Capt. James Stewart Darling; Wm. B. succeeded his father in the post office here, later removing to Collingwood; Gustavus George became merchant and Clerk of the Court at Ailsa Craig in Western Canada and died at Port Stanley on Lake Erie. He had six children, Mrs. Brown of Collingwood and Miss Mary L. Hamilton of Toronto, being daughters. Caroline J. became Mrs. Basil Rowe of Orillia; Francis J. was unmarried. The late Mrs. Sophia Rowe of To-

ronto was a grand-daughter of Capt. James Hamilton, she being a daughter of Capt. T. G. Anderson who married Elizabeth, daughter of Capt. Hamilton by his first wife, and therefore great grand-daughter of Surgeon David Mitchell. On his return to Canada with his family, Capt. Hamilton was stationed a short time at Drummond Island, which must have been previous to 1828, as it was in Nov. of that year the garrison was removed to Penetanguishene. Capt. Hamilton was possessed of considerable mechanical genius. He was the inventor of what is known as the "Feather Water Wheel" improvement attached to side-wheel steamboats and other craft in universal operation and which he did much to further perfect and improve. From his estate on North River to which he retired soon after receiving his appointment as postmaster at Penetanguishene, between which and North River there was direct water communication, he was wont to make frequent excursions here with his new propelling apparatus and try conclusions with sailing craft on the bay, in which contests, local authorities affirm, he sometimes got "worsted." The late H. H. Thompson used to relate an account of one of these trials of speed in which Capt. Hamilton came last in the race. His duties as postmaster were generally performed by proxy, either by his brother-in-law, Andrew Mitchell, (the office being in the same building) or by his son, William B., who, at his father's death, was appointed to the position, and who had virtually discharged the duties of the office for several years.

William Basil Hamilton was married twice. By his first wife, whose name or family we have so far failed to learn, he had one daughter, who became Mrs. Bernard, and who died at Richmond Hill. His second wife was Miss Jessie J. Campbell, daughter of Lachlan Campbell of the garrison, by whom he had a large family, several dying in infancy. Their births and deaths are duly recorded in St. James' Register. One of his sons, Lachlan H. of Lorne Park, Toronto, became a civil engineer and was in the C.P.R. land office at Winnipeg, and consulting engineer for the railway for several years. Another son, Rev. Heber J. Hamilton, is Anglican Bishop of mid-Japan. One son, W. A., is postmaster of Collingwood, and Basil G. Hamilton of Wilmer, B.C., is another. Mrs. Leask of Collingwood is a daughter. Mr. Hamilton was elected first Parishioners' Warden at the consecration of St. James' church in 1840. At a Vestry meeting in St. James' church, 1855, those present expressed their regret at the prospect of

his leaving the place and returned their sincere thanks for his faithful services as People's Warden for fifteen years. After serving as postmaster here for twenty years and upwards he removed to Collingwood in 1855, where he was appointed to the same position, which he filled for twenty-two years. He was succeeded by J. S. Darling. After his removal the post-office was kept for a time on the opposite corner towards McGibbon's mill, which building was afterwards burned. When the "Georgian Bay" block was built the post-office was removed there and kept in the premises now occupied by the Bank of Toronto branch till the present post-office building was erected. The present occupant of the office, Mr. J. S. Darling, is closely related to Mr. Hamilton, being a sister's son, and served his apprenticeship with him. Thus, in this year of grace, 1912, the office has been continuously in the Hamilton family for 82 years.

CHAPTER VII.

EARLY ROADS AND MAILS.

Official records inform us that the first mail carrier was John Whalen of Whalen's clearing below the hill on the Military road beyond Mundy's canteen. The mail was carried on horseback between Penetanguishene and Holland Landing once a week. This is the first horse we hear of after Gordon lost his, three years previously.

During 1829-30 a trail was opened (a primitive one at that) from the brow of the hill at the garrison towards the prospective town, following the Military road to Wilberforce St. back of North ward school-house, where it turned to the right crossing lots back of where St. James' church now stands, thence following Church Street on the level as near as may be till reaching Teuton's corner and Yeo Street where it dipped down into the cedars behind the Beck residence and across the Crawford gardens keeping close to the bank nearly to the present residence of Edmund Gendron, where stood formerly Donovan's tavern. From this point the trail crossed Fox Street passing near the site of V. Martin's dwelling and the old Anglican parsonage, thence crossing Peel Street just below the present post-office, continuing its course to the intersection of Simcoe and Main Streets in front of Thompson's store and so on down the present Water St. to Mitchell's

corner. This primitive trail supplied the place of the present Church Street for several years or till after the completion of St. James' church or the erection of the soldiers' houses forming the lines. Traces of the original road are still visible at the corner of Church and Yeo Streets where the grove is intersected by a deep cut. A few foundation stones and straggling fruit trees near the Gendron residence show where the Donovan tavern formerly stood. Beyond Mitchell's corner southward an impenetrable cedar swamp occupied the valley extending nearly to Copeland's creek. To reach La Fontaine, first called Ste. Croix, the trail was continued from Mitchell's corner round the brow of the hill back of the dwellings on east Roberts Street, following the brow of the hill to the vicinity of C. E. Wright's present slaughterhouse, where it descended to the plain, thence across to Copeland's creek. Traces of this long-forgotten thoroughfare are still plainly visible in many places along the brow of the hill. The late E. Cloutier, father of Joseph Cloutier, was later employed, with others, to cut a road through the swamp in alignment with the present Roberts Street which, for a long time, was only passable on horseback. The late Mr. Cloutier used to say a bottle of whiskey was hidden at the foot of the hill beyond Copeland's by some of the workmen which was never recovered. If still there it will form a rare memento of the undertaking.

We have before us a copy of the original survey of the Military road by Wilmot which passes the cricket ground about one mile below the garrison on the left and the site of Fraser's tavern on the right, following the lines towards Midland harbor, till nearly opposite the Currie residence. Here the road made a detour into the Yates farm, the track still plainly marked through the bush and across the Hallen (Pratt's) farm, past the site of Mundy's canteen, which is about two miles from the garrison, and down to Whalen's clearing and across in a nearly direct line to Firth's corner, where for the first time the road meets the township line. This was the only road available in this region till 1833, when Jeffrey's Hotel (the Globe Tavern) was built and a road opened from Whalen's clearing across the swamp on the township line and up the big hill into Main or Penetanguishene Street, which conforms exactly with the line between the Townships of Tiny and Tay. When this road first began to be used it was, as may be guessed, in a crude state and Mr. John Quigley states that his father, the late Sergeant Quigley, was often

roused from his bed at one, two and three o'clock in the morning to assist in getting loaded teams up that terrible hill, which had been stalled in the mud at the bottom.

As the reader has noticed heretofore private letters and Government despatches were carried by half-breed, or Indian, express, so marked on the letter or per favor of some friend journeying that way, only as occasion required or accident made necessary. Hereafter military requirements and public needs were combined to be served at stated periods. Mr. Whalen carried the mail for about three years and was succeeded by two brothers, Edward and Miles McDonald, who did not always have the assistance of a horse, but often carried the mail on foot. They were succeeded after a time by the late Francis Dusome, who rode on horseback and during the winter season used a light sleigh on which he carried other commodities as well. On one occasion he carried a two bushel bag half full of leaden bullets for the Military. Coming through the big woods below Wyebridge on the hill the bullets in some way slipped off the sleigh and spilled in the snow; he gathered them up as best he could but the snow was deep and he was compelled to leave half a bushel or so on the road. The redoubtable Neddy McDonald, as he was called, continued mail-carrying and other jobs around Penetanguishene for many years and ended his days here. He was the embodiment of vigor and energy and is still well remembered by many of the townspeople.

It is curious reading to note that in those days there was no post office nearer than Holland Landing. Judge Boys, in giving some reminiscences of Barrie in 1884, says: "In the early days there used to be no regular post office nearer than Penetanguishene to the north and Holland Landing to the south. Between these two offices a mail carrier passed on foot once a week, and he was afterwards allowed to drop and take up a mail bag on his journey to and fro at Barrie."—A. F. Hunter, *History of Simcoe County*, Vol. I., p. 155. This need not be surprising when we learn from official records that Barrie post office was not commissioned till 1835. The Military road is marked on some maps as Wilberforce Street in honor of the great abolitionist of that name and from a colony of negroes that was located on the road, or near it, in Oro, some years ago by a philanthropic association.

CHAPTER VIII.

NOTABLE VISITORS OF THE EARLY DAYS

As before stated, John Galt, the famous writer, visited Penetanguishene in 1827, coming by the Military road and "stopping," he says in his account, "at a farm house over night, about half way to Penetanguishene. Next day," he says, "we proceeded to the Military station and dock-yard by a path through the woods, which to the honor of the late Mr. Wilberforce bears his name. Along it are settled several negro families." As the eastern boundary of the town of Penetanguishene, the street leading towards Midland harbor from the Asylum, is named on the maps "Wilberforce Street," Mr. Galt's reference may be easily misleading. He had reference, doubtless, to the negro colony in Oro somewhere in the vicinity of Edgar. (See A. F. Hunter's History of Simcoe County, Vol. II., p. 144.)

Among the noted travellers visiting Penetanguishene was Sir John Franklin, the Arctic explorer, and his party of 33 in 1825. He was accompanied by Lieut. Back and Dr. Richardson, whose names acquired prominence in the history of future arctic explorations. He had been instructed by the British Government to find, if possible, a sea passage between the North Atlantic and the North Pacific oceans. They embarked at Liverpool in Feb. 1825, and reached Penetanguishene on the 18th April following. They came around by the Nottawasaga portage, travelling with ox team and other conveyance, sailing thence around to Penetanguishene. While they were hospitably entertained as the guests of Capt. Douglas who was the Commander of the post, they were billeted at the "Masonic Arms" kept by Mrs. Johnston. The VOYAGERS, of whom about 22 accompanied the expedition, encamped in tents on the beautiful sward or open space near the shore between the present site of the Officers' quarters and the late Adjutant Keating's residence. The spot is familiar to most townspeople, especially to the older ones. Many reminiscences of Sir John Franklin's sojourn here are still recalled. This was one of the special occasions when the

silver tea-pot of Westminster Abbey fame did duty for Mrs. Johnston's guests. Sir John seems to have dispensed favors with a liberal hand. Many small mementos of his visit were scattered here and there, among them a leather-covered trunk of substantial old English make, filled with a Britannia metal tea service and other articles, no doubt a timely provision for arctic conditions, was left with Mrs. Johnston, and was until recently in possession of the Gidley family. When Mrs. Johnston's effects were being disposed of an extra price was placed upon a lounge divan because Sir John Franklin had reposed on it. A small writing table, once used by him, also brought an extra price. The party halted here as a rendezvous awaiting additional VOYAGEURS, canoes and stores expected from Montreal. On the 25th April the expedition set sail for the frozen north passing through Fort William, where they met Admiral Bayfield and his surveying party building the "New Recovery." Lieut. Back and Bayfield met again at Quebec 8 years later. Sir John Franklin and his party returned in 1827 via the Ottawa River. His last voyage was made in 1845, from which he never returned. Search expeditions were sent out from time to time for his rescue, among them that of Dr. Rae's. With him went a former townsman, the late Narcisse Miner, who married a sister of Mrs. George Dube, and who died at She-be-she-kong in 1907, aged 97 years and 5 months. Some surprise may be expressed that Drummond Island was not chosen as the place of rendezvous for Sir John Franklin and his voyageurs, being nearer the route from Montreal and the mouth of the French River, but it must be remembered that Drummond Island was on the eve of transition, about to be relegated to the Americans, and that in reality the most "inland post that owned obedience to the meteor flag of England" was Penetanguishene.

Lord William Montague, Duke of Manchester, was evidently a frequent visitor to Canada. Hon. Thomas Ridout, Surveyor-General of Canada, at that time, in a letter to his son in England dated York, Sept. 11th, 1811, says: "The Duke of Manchester returned hither yesterday from Lake Huron by way of Yonge Street and Lake Simcoe. I saw him this morning at the Governor's." The query is as to the objective point of his visit on Lake Huron, since the post at Penetanguishene was not even in embryo. He may have been exploiting the Nottawasaga portage or exploring Governor Simcoe's footsteps down the Severn River to Matchedash and the "Rolling Sands." By-the-way, Mr. Ridout in this same letter, says in-

identally, that "He has given instructions to Mr. Wilmot to lay off a road from Kempenfeldt Bay, on Lake Simcoe, to Lake Huron, into lots, and a village at each extremity of the road, which he hopes will be executed by Christmas." Then we have the Duke of Manchester again, eight years later, with his brother-in-law, the Duke of Richmond, and party, when he is entertained at the "Masonic Arms." Again, the "Acadian Recorder," of Halifax, says, in 1826, that the Duke of Manchester and several other gentlemen in company with the Earl of Dalhousie were expected from Canada late in July, and on the night of Aug. 1st a ball was given in honor of the Countess of Dalhousie.

The Duke of Northumberland has already been mentioned in connection with his trip through the Indian trail from Colborne Bay (Northwest Basin) to Thunder Bay. The ancient family name was Dudley, which carries us back to that period of English history when the ill-fated Lord Dudley lost his head and the Duke of Northumberland's estates were forfeited to Queen Mary. The Rev. W. H. Adams, of Markdale, has kindly furnished the following additional particulars: "The family name was formerly Smithson, but in 1750 they assumed the name of Percy and the heir of the living Duke is styled 'Earl Percy,' said to be descended from a Percy who came over at the Conquest. Hugh Percy, K.G., who became third Duke in 1817, was Viceroy of Ireland, Lord Lieut. and Vice-Admiral of Northumberland. Algernon, his brother, succeeded as fourth Duke in 1847. Earl Percy, in Feb., 1911, while on the staff of our Governor-General, walked along the tracks of the C.P.R. from Montreal to Ottawa for a wager." Algernon it was who visited the "Rolling Sands," and who also provided a seat at Launceston, Eng., for Judge Haliburton of Nova Scotia, our Canadian "Sam Slick," as M.P. in 1858.

Another distinguished visitor to the "Lake Huron Establishment," was Lord Stanley, 15th Earl Derby, who made an extended tour of Canada, United States and West Indies in 1848, during which tour he was elected to Parliament in England while absent. Edward Henry Stanley, 15th Earl of Derby, born in 1826, died in 1893, was descended from Thomas Stanley, first Earl Derby, step-father of King Henry VII., Earl of Richmond. He was Secretary for India in the second Stanley Government in 1858 and became Secretary for the Colonies in 1882-85. His brother, Lord Stanley of Preston, who was Governor-General of Canada in 1893 at the time of

his death, succeeded to his titles and estates. His father, Hon. Edward Geoffrey Stanley, 14th Earl of Derby, who was Chief Secretary for Ireland in Lord Grey's Government, also visited Canada in 1824.

Dr. Scadding in "Toronto of Old," page 124, gives an extract from the "Canadian Review," noting the arrival of distinguished strangers at Montreal during December of that year, among others "Hon. E. G. Stanley (Earl of Derby from 1851-69) grandson of Earl Derby, M.P. for Stockbridge," which is probably a slip of the pen, as the Hon. E. G. Stanley was his son and the M.P. for Stockbridge who succeeded to his father's earldom in 1851. We have no record of his having extended his visits to Lake Huron. His son and successor, Hon. Edward Henry, however, visited these northern regions during Commander Keating's regime. He ascended the Ottawa River to Mattawa, where the trail turns off towards Lake Nippising, following the usual fur trade route to Lake Superior and the west, returning by Lake Huron. At Mattawa he and his party halted over night and was entertained by Colin Rankin, Esq., Hudson Bay Co's. factor. The arrival of the traveller and his retinue was an event of importance, resulting, as a matter of course, in the usual gathering of curiosity seekers. On venturing the question as to who the great personage was, to one of the attendant voyageurs, he raised both hands, it is said, and with unspeakable awe exclaimed, "He is greater than G—d Almighty Himself." He travelled in considerable state, being accompanied by two guides and several servants. He was the guest of Adjutant Keating who was Commandant in charge here though as customary on such occasions entertained at the "Masonic Arms." Lord Stanley also paid a visit to the Laird of the Talbot settlement, so says Lady Jamieson in her "Winter Studies and Summer Rambles;" but this may have been his father, Hon. E. G. Stanley, before referred to as having arrived at Montreal in 1824 and in whose honor Stanley Township in the Huron district is named. As he visited the western settlements he may have visited Penetanguishene, though we have no account of it.

Capt. Basil Hall, the eminent traveller and writer, visited the Bay in 1827 and describes the annual distribution of presents to the Indians at Holland Landing on his way through. Sir John Ross, the famed navigator, stopped here on his way north in 1848 in command of one of the search

expeditions sent out to find Sir John Franklin. Sir John Ross was associated from time to time, up to this period, with several persons who played conspicuous parts in the struggles incident to early Canadian history and whose names have become almost household words and mementos of those strenuous days. Sir Robert McClure, who accompanied him on this expedition, was born in Wexford in 1807, served on the Canadian lakes and discovered the Northwest passage in 1850. Sir Edward Parry, born at Bath in 1790, served on the North American station from 1812-17, accompanied Sir John Ross to Lancaster Sound in 1818 and in command of the "Hecla" discovered Melville Sound in 1819, called Parry Sound in his honor and after whom Admiral Bayfield named our Canadian Parry Sound. General Sir Edward Sabine, born in England in 1786, fought in the Siege of Fort Erie in 1814 and in the campaign on the Niagara frontier, accompanied Ross and Parry in their expedition of 1818 to the Arctic sea and became Secretary and President of the British Association. A township in the Nippising District honors his name. Both Sir John Ross and his nephew, Sir James Ross, have their names perpetuated in Ross township, Renfrew County; while "McClure" township, County of Hastings, honors that of Sir Robert McClure; Franklin township in Muskoka, and Franklin Inlet on the Georgian Bay, besides numerous mementos, perpetuate the name of Sir John Franklin, the famous but ill-fated Arctic explorer, who, after braving the storms of southern seas in Australia and Van Dieman's Land, suffering shipwreck and attacks of pirates in the Indian Ocean and China, escaping shot and shell in the "Bellerophon" at Trafalgar and at New Orleans, though wounded, in the American War of 1812, was destined to perish, with his companions, in the frozen North beyond the reach of human aid. Lord Morpeth, whom we have previously mentioned; Lord Arthur Lennox, son of the Duke of Richmond; Earl of Carlisle; Lord Prudhoe and Sir Henry Harte, two naval Captains, were all visitors to this post during the thirties and forties, and were guests at the "Masonic Arms."

CHAPTER IX.

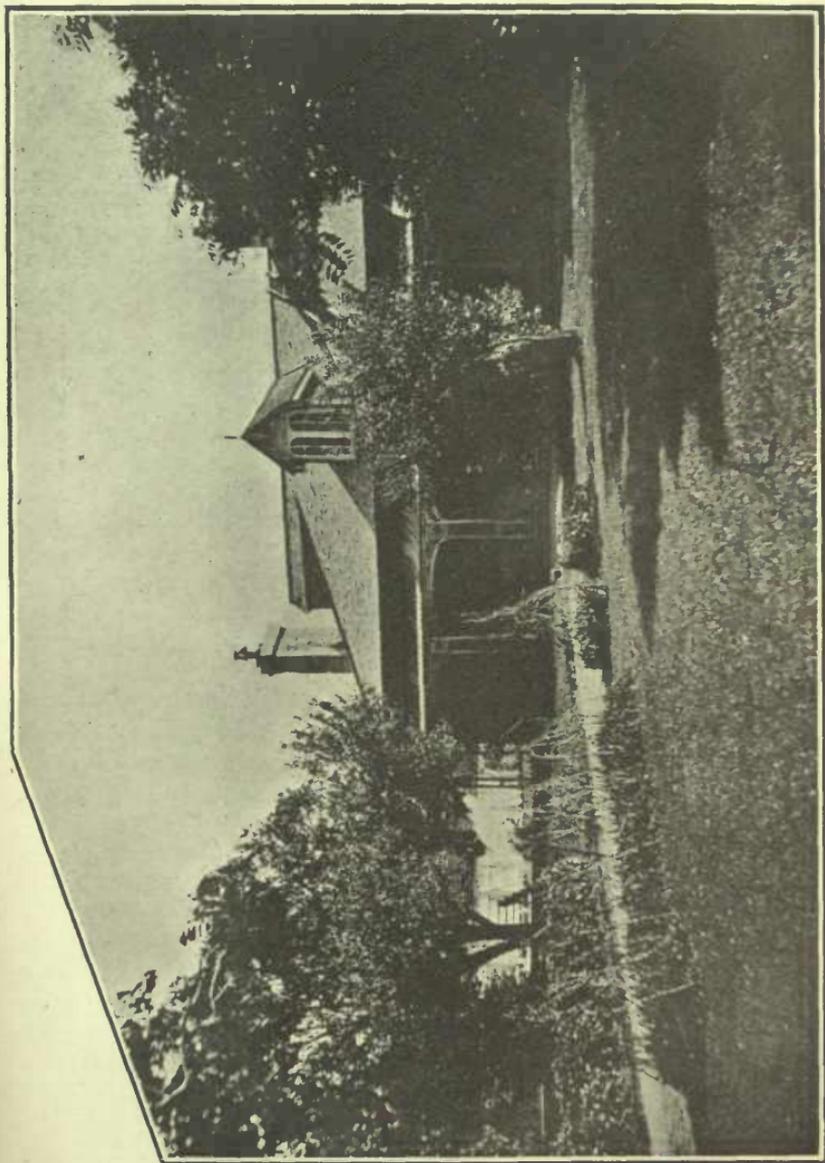
THE GARRISON AND ITS PIONEERS.

In addition to the original block-house built by Colonel Head, Commander Roberts' establishment, Admiral Bayfield's residence and the Naval Depot, there had been built up to 1828: Mr. Wilson's shipwright's house, seaman's barracks, mess house, soldiers' barracks, hospital, guard house, Dr. Todd's surgeon's dwelling, Mr. Chile's (Clerk of Stores) dwelling, Lieut. Jackson's house and several artificers' dwellings, all of logs in crude pioneer style. The guard-house was located half way up the hill back of the naval depot. Admiral Bayfield's establishment was in the extreme north and the hospital in the extreme south, considerably isolated, while the remaining buildings were located at intervals between, occupying varying positions on the hill slope. In 1830 the original block-house had become too narrow and circumscribed in its quarters for the growing needs of naval and military expansion, especially since the recent transfer of the Drummond Island military forces and appointments to Penetanguishene. Accordingly, in that year the original log house, shingled from top to base, was superseded by a stone structure 60 x 180 feet, two stories high and square-roofed, situated between the site of the present Officers' quarters and the bay towards the west, affording an effectual command of the entrance to the harbor. The original block-house, or fort, was afterwards used as an annex or kitchen to the dwelling used by the military chaplain, Rev. G. Hallen, till his own parsonage was built, the residence latterly occupied by E. W. Murphy, so long a teacher in the "Ontario Reformatory for Boys." The old building was sometimes used by Mr. Hallen as a school-room, as some of the older residents still living remember attending Sunday School there, and which stood till after the 40's. The new barracks were built by Jacob Gill, and the Officers' quarters at the same time by Stephen Jeffery who had the contract for supplying stone for both, which he brought from Quarry Island in his own schooner, "Annie and Jane." Sergeant McCarthy, father of the late James McCarthy, who was a stone-cutter by trade, had the contract

under Jeffery, for cutting the stone for the Officers' quarters, every block containing, strangely enough, both the initials of the workman and a Masonic emblem, many of them showing on the outside of the building. This curious fact attracted the attention of the late Kivas Tully, the distinguished civil engineer of Toronto and eminent member of the Masonic fraternity, who was a frequent visitor to his daughter, the wife of the late Mr. Band so long the bursar of the Ontario institution, and during which time his family occupied the old quarters. Not being conversant with the secrets of that Order we have no means of knowing what Mr. Tully's conclusion regarding these emblems were or the purpose served in placing them there. We have before us a photo of the original mansion (still standing) erected by Surgeon Mitchell in Mackinaw in 1790, a quaint frame structure which must have been a rather pretentious building, indeed, for that early day; also one of the Officers' quarters erected in 1766, the latter almost an exact replica of the Officers' quarters here, save where the latter has been adorned with verandahs, porches, annexes, etc., to render it more comfortable as a private dwelling. Both were built under direction of the British, and the broad stone chimneys, cottage roofs and embrasured walls (the embrasures bricked up), point to the same military architect and uniform plans.

From the late John Gill of Coldwater, born in Newmarket in 1827, son of Jacob Gill, builder of the stone barracks, and from Mrs. Leonard Wilson's reminiscences of her father published in the Orillia Packet Feb. 29th, 1912, we glean the following: "Jacob Gill, carpenter and builder, came from Vermont to Canada in 1811 and joined the British forces as Commissary and was sent in 1814 to open the portage from Kempenfeldt Bay to Nottawasaga River and build ships for the government. He was left with two other men the succeeding winter to guard government stores and before spring ran short of provisions. Their expedition to Penetanguishene to procure supplies, and their rough experience, has already been detailed. He was afterwards sent by the authorities to build storehouses and docks at Fort Gwillim (Holland Landing.) Mr. Gill then settled at Newmarket, where part of his family were born and where he remained till October, 1829, when he moved with his family to Penetanguishene, having during that year built a sawmill on what is now Copeland's Creek for cutting the lumber for the government buildings, barracks and Officers' quarters, that were being erected at the

garrison. According to Mr. John Gill's statement, this mill was built for Andrew Mitchell, but Mrs. Wilson says it was built for Mr. William Robinson. The latter is probably correct. The family left Newmarket on Monday morning, reached Holland Landing, where they found shelter over night in a deserted government building. Next morning they boarded a schooner with their goods and proceeded down the Holland River and across Lake Simcoe to Kempenfeldt Bay, which they reached next day in the afternoon, landing near the present site of Barrie, where they built a fire and cooked their supper. They left their goods in a small storehouse kept by a man named Sullenger to be sent by the Nottawasaga Portage, and spent that night at the house of Alex. Walker, who kindly permitted them to take shelter in an unfinished dwelling, and who next day took them in a lumber waggon as far as Kerridge's brewery near Dalston. A negro named Smith agreed to take them to Penetanguishene, and after various vicissitudes and spending another night in a partially finished house, they reached Mundy's canteen late after dark on Saturday night. In passing through what was known as the Nine-mile bush, the children rode in the waggon while the elders walked, and the road was so narrow in places that Mr. Gill was frequently obliged to get a pole to pry the waggon hubs off the trees. Sunday morning they arrived at the town of Penetanguishene, two miles from what was called the 'Establishment.' Next morning they were taken across the bay to the mouth of the stream on which the mill was built and taken in an ox-cart to the house—just a week from one home to the other. The goods and household furniture were brought around from Nottawasaga Bay in batteaux. Some of the timbers for the barracks being too long and large to cut at the mill were sawn by hand, one man standing on the log, lying on beams over a pit, another in the pit below, each alternately pulling the saw up and down. The material was then hauled to the shore, made into rafts and floated down the bay to the garrison. Mr. Gill acted as book-keeper and paymaster to the workmen during the summer of 1831. The next winter he returned with his family to Newmarket, going in sleighs, taking three days and a half. It should have been mentioned that, during Mr. Gill's previous residence at Newmarket, he built the grist mill at Coldwater in 1828 for the Indian Department. Their stay in Newmarket at this time was not long, for in the ensuing spring, 1832, he was ordered to Orillia to superintend the erection of the Indian houses. The family followed in June, finding shelter at Hol-



OFFICERS' QUARTERS.—Afterward a Private Residence.

land Landing on the way, in the same old log house as on the former journey, reaching Orillia by schooner at 10 o'clock at night. Mr. Gill's letters at this time were mailed to Penetanguishene, that being the nearest post office, and then brought to him by the soldiers of the Commissary department. During this period he built the mills at Marchmont, and in 1841 built a grist mill nearly all of wood for Mr. Copeland at Penetanguishene on the same stream near the original saw mill, built by himself. His last work for government was the building of the Wek-wam-i-kon Indian home at Manitoulin in 1839 under the supervision of Capt. Anderson, Indian Agent. Mr. Gill settled at Coldwater, where he died in 1846."

The solitary house mentioned above, Mr. Gill's temporary home, was a rustic log hut, the pioneer in that region, situated on the banks of the stream not far from the mill and near the site where Mr. Copeland subsequently built his residence, the first brick building in Tiny and which, in turn, was replaced by the present palatial residence, though not on the same site. It would be interesting to know who was the owner of the pioneer ox-cart which carried Mr. Gill's family and goods to their home. It must have been owned on that side of the harbor, for Roberts Street was yet an impenetrable swamp, and it would be a miraculous feat to drive an ox-cart through the primitive trail round the brow of the hill. The outfit may have been the property of one Beausoleil, an early voyageur, whose name belongs to Beausoleil Island, who settled later on the mainland and who was spoken of previously as having been for many years the owner of an ox and cart. The brick for the Copeland residence, built in the latter end of the 40's, were burned by the late Henry Hark of Tiny, who came here from Toronto and was the first plasterer and brick-layer engaged by the government authorities and brought to the garrison, for which he burned several of the earliest brick-kilns. Mr. Hark was an expert mechanic and rapid workman. He delighted in relating an amusing story of a contest with a brother mechanic in Toronto named Fox. The latter, knowing Mr. Hark's ability for speed, completed several yards of plastering, then challenged Mr. Hark for a race. The latter, nothing loth and full of pluck, accepted the challenge and, notwithstanding his opponent had several yards the advantage, when night came Mr. Hark had beaten the "sly Fox" at his "cunning game." Mr. Hark died in 1897, aged 90 years.

Stephen Jeffery had the first brick-yard within the town limits on the vacant space between Maria and Harriet Sts.,

near their junction with Edward Street. Two or three trees have grown up on the deserted site where for many years vitrified portions of brick were seen scattered about. Stephen Jeffery was a prominent figure in Penetanguishene during its busiest naval and military period and his family at one time occupied a large place in the affairs of the town and the history of its progress. Stephen Jeffery, the founder of the Jeffery family, was born in Cornwall, Eng., whence he with his brother Joseph came to Canada in 1827, settling near York (Toronto) in the Home District. There is a venerable, well-built stone mansion near the Humber River, which has an interesting history, and is known as the Jeffery Mansion, but we have not been able to trace any connection between the two families. Shortly afterwards Joseph Jeffery went west and has never been heard from since. Stephen Jeffery, it is also stated, spent a short time in the Niagara District. In the fall of 1829 he sailed the first vessel through the Welland Canal on its being opened for traffic and coasted around to Penetanguishene, where he engaged in a contract with the government for supplying stone for building the Officers' quarters and the Soldiers' barracks. Official records inform us that the Welland Canal was opened for traffic on the 27th Nov., 1829, and that the first vessel, the schooner "Annie & Jane," of York, Upper Canada, Capt. J. Voller, left Port Dalhousie on the same date, arriving at Buffalo on 2nd Dec., 1829. It will be interesting information and probably news to many to learn that the route of the original Welland Canal was from Port Dalhousie to Port Robinson on the Welland River, thence down the Welland River or Chippewa Creek to Chippewa, where it forms the junction with the Niagara River and up that river to Buffalo. The second vessel which passed the canal, as we learn, was the schooner "R. H. Boughton" of Youngstown, N. Y., following immediately after, "precedence," it says, "being given to the British boat." In the Canadian Archives Report, 1898, page 202, a dispatch from Maitland to Earl Bathurst, dated Nov. 8th, 1829, contains a petition from the Welland Canal Company for a grant of land, but objection is taken as to the route of the canal, also that half the stock is subscribed in the U. S. The above facts are reminders that loyalty and patriotism insisted on due recognition in the early days.

Mr. Jeffery has left no record as to the time occupied in coasting around to Penetanguishene, but his arrival must have verged close on Dec. 10th, either way, which points to a rough

and stormy passage, at least, unless the season was unusually late and open, which may have been the case. Mr. Jeffery opened a stone quarry on an island in Gloucester Bay in the vicinity of Beausoleil Island, where he procured the stone for the Officers' quarters and barracks, and which has since been known as Quarry Island, from which he transported the stone in his schooner "Annie & Jane." After completing his contract with the government Mr. Jeffery built a canteen at the garrison and kept soldiers' supplies. The building, of logs, is now entirely obliterated, but the site may still be seen on the slope of the hill between the present site of the Medical Superintendent's residence and the water's edge. About this time Mr. Jeffery obtained a grant of 200 acres of land, Nos. 114 and 115 on the Penetanguishene road, Township of Tay, extending to the Georgian Bay Hotel corner on Roberts St., and on the site of which he built the old Globe Tavern in 1833, sometimes known as the Jeffery Tavern (frame), and the canteen at the garrison was discontinued, or kept for a time by one Armour, also for a season by Thomas Landrigan, who was Clerk and Keeper of naval stores. He afterwards built the "Commercial" Hotel (now the Canada House), which later came into the possession of the late E. Tessier, who kept this well known "Hostelrie" for many years, and where the first Orange celebration and banquet were held in Penetanguishene in 1859. As an evidence of the extent and influence of social drinking customs in those days a sentinel from the garrison was regularly stationed at the "Globe Tavern" for many years to prevent the soldiers from obtaining too much liquor. Thomas Connolly and Louis Carraddic will be remembered by some of the older townspeople as bar-keepers latterly at the old Globe Hotel. The original tavern was partially burned and rebuilt and finally replaced by the present Georgian Bay Hotel.

Mr. Jeffery was formerly the owner of all that block of land on the opposite side in Tiny Township bounded by the McDonald (now Beck's) farm, Queen and Roberts Streets and the Penetanguishene road; also that block on the east side of Main Street north, bounded by Peel, Simcoe and Main Sts. Stephen Jeffery's wife, Ann Mary, died in 1858, aged 58 years, and is buried in St. James' church-yard. He married Widow Symmonds for his second wife, by whom he had no issue. He died in 1867. By his first wife Stephen Jeffery had a family of eight children, four sons and four daughters, whose names were William, Edward, Harriet, Lucy, Maria and Anne,

all but two, along with the family patronymic, Jeffery, are commemorated in these familiar streets of the town, while, for some reason, the names of James and Stephen have not been so honored. William, the eldest, married a Miss Berge and went to Antinogan, Mich., some years ago; James married a Miss Rowley, daughter of Wm. Rowley, and settled at Wyebidge, where he died; his widow, still living in Midland, married Mr. H. Casselman for her second husband, also dead. Stephen enlisted as a soldier in the U.S. Civil war of 1861-5, lost his eye-sight, for which he received a large pension, and died in Michigan about 1869. Maria married Archibald Dunlop, Esq., and had three children, of whom Mrs. McGibbon, wife of Charles McGibbon, Esq., Inspector of Indian Agencies, is one, and died in 1856. Annie became the second wife of Archibald Dunlop, Esq., merchant. Edward married Sophia Mary, daughter of Wm. Charles Bell, architect to His Majesty at Kingston and Penetanguishene, settled on the old homestead, Lot 114 (Yates farm) and latterly in the Mitchell mansion on Roberts Street. Edward engaged in mercantile pursuits and built a store (frame) on the present site of the McCrosson (now the Palmer) block, the first store on the hill, where he had an extensive business for many years. He built the first Methodist church in town, on the site of G. E. Wright's hardware store. It was converted into a store and burned in 1883 and replaced by Mr. Wright's present brick edifice. Edward Jeffery also presented four acres of land on Poyntz Street, where the present Parsonage stands, to the Methodist congregation for parsonage and cemetery purposes, established the first Methodist Sunday School and was general patron of the church and a liberal supporter of it. Edward Jeffery died in 1871, aged 54 years. Their remains were at first laid to rest in the Methodist cemetery, the gift of his own beneficence, and where various members of his family were laid to rest, till the new cemetery was located beyond the town limits, when the remains of the members of the Jeffery family were consigned to St. James' church-yard. Edward Jeffery's wife, Sophia Mary, died in 1898 at the ripe age of 81 years. Of this union were born eight children, three sons and five daughters. Of these, Alfred, John and Elizabeth died in infancy.

Henry, the eldest, married Miss Smith of Medonte, and succeeded his father in mercantile business in the old stand and was prominent in business circles for many years. After the erection of the McCrosson (Palmer) block he built a new

store on the site of the present Palmer block warehouse which was burned. He also engaged in lumbering for a time and owned mills at Perkinsfield. His residence was the original log house owned by his father till he acquired the Mitchell mansion, and stood south of the store, near the site of the livery stables, all traces of which have long since been obliterated. A fair representation of the old log dwelling appears in the Crease drawing of 1851 now in the possession of J. Ross Robertson, Esq., of Toronto. Henry Jeffery was prominent in church and Sunday school work and was superintendent of the Methodist S. S. for many years and was the main support of the church and Sabbath School after his father's death. He was drowned in 1889 on a trip from Midland to Victoria Harbor with his brother-in-law, Robert Little, and a man named Anderson of Barrie, when the boat capsized in a sudden squall and all perished. His widow died a few years ago. They had one son and daughter, Mr. Ira Jeffery and Miss Edna of Toronto, who survive.

The second son of Edward Jeffery is the well-known hardware merchant of Midland, Fred. W. Jeffery, Esq., ex-Mayor, Councilman and sometime Police Magistrate. He was associated with his brother Henry in mercantile business in Penetanguishene, where he owned considerable real estate, and afterwards removed to Midland, where he founded an extensive trade as general hardware merchant and has a fine business emporium known as the "Jeffery Block." He has been an active figure in town and municipal affairs. He married a daughter of the late Edward Osborne of Barrie.

One daughter of Edward Jeffery became the wife of Mr. Standen and died in Kansas. Another daughter, Amelia, unmarried, is living in Midland.

William Charles Bell, architect and builder to His Majesty, was born in 1784 in Cornwall, England. He left Portsmouth in 1816 for Kingston, where he was employed on government work, also for a time at Amherstburg, after which they moved to Penetanguishene. In the Canadian Archives Report, under date of January, 1814, a Mr. Bell is mentioned by Col. Bruyeres, R.E., as master builder at Amherstburgh, now at Kingston, and recommended by Capt. Barclay for the work of building gun-boats at Penetanguishene, but the discrepancy in dates renders their identity uncertain though they were evidently one and the same person. He was associated with the building of the barracks and Officers' quarters

and other structures at the garrison and navy yard, after which he moved down town and built a small cottage just behind Mr. Dubeau's residence on Roberts Street, where he resided for many years and which was known as Bell's cottage till a recent date. He is remembered as the builder of the "Mitchell Mansion." Mrs. Bell was piously inclined and devoted to works of benevolence and charity. One daughter, Sophia Mary, as already mentioned, became the wife of Edward Jeffery, and was also noted for her piety and benevolence; another, Caroline, married John Birnie of Collingwood. Another daughter married the late Charles Sneath of Collingwood, brother of our respected townsman, Mr. Alfred Sneath. Another married the late John Chantler of Stroud, with whom Mr. Bell resided for a time during his closing years after his wife's death. Mr. Bell died in 1876.

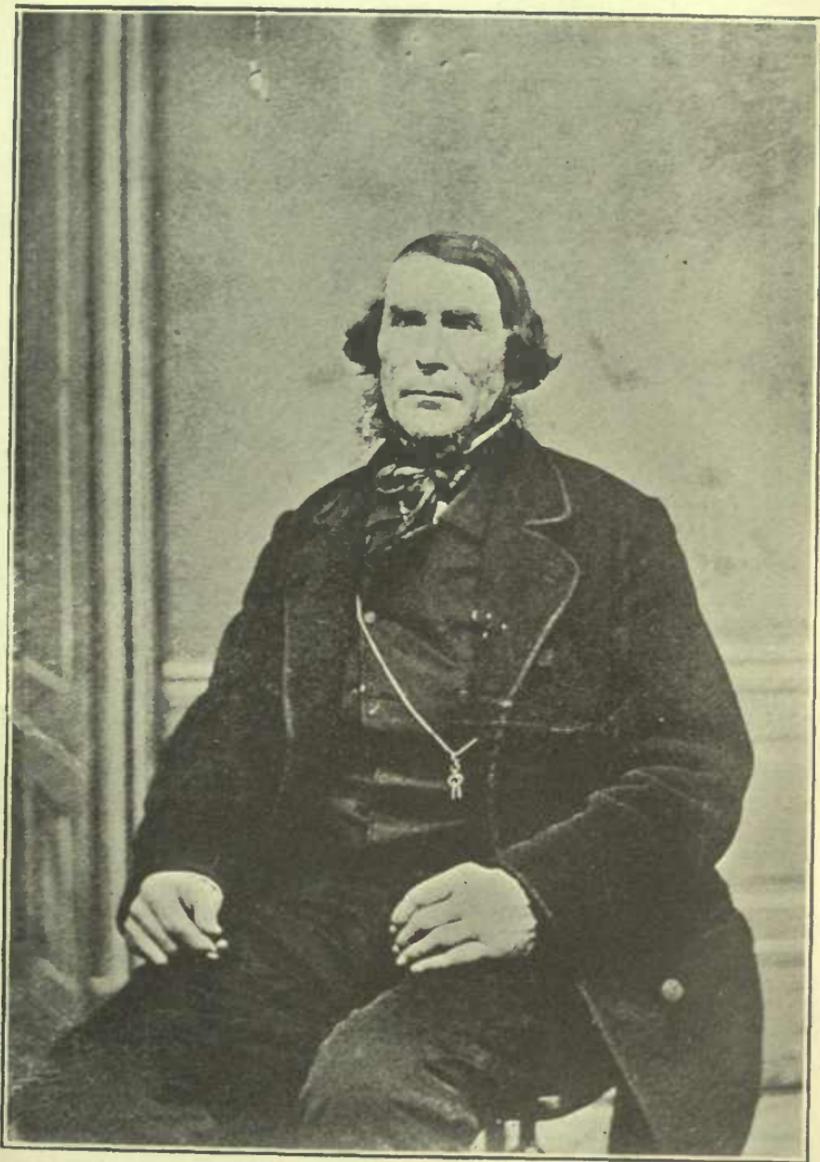
Mr. James Warren, builder of the old Magazine Block-house on the island, was born at Chambly, Quebec, in 1807. His father died when he was only six months old, and his mother, formerly a Miss Armour, re-married while he was very young, to Sergeant Santlaw Rawson who later joined the British forces at St. Joseph's Island. James Warren came west with his step-father while a mere boy, but was sent back to Quebec for his education, and having completed it he decided on learning a trade; and becoming expert at several he finally adopted that of carpentering and was employed on military works here, also at Manitoulin Island for the Indian Department. He married the eldest daughter of Mrs. Johnston of the "Masonic Arms." Mrs. Gidley, the wife of the late Capt. Gidley, was a daughter, and H. E. Gidley of the Gidley Boat Co., and Capt. Wm. Gidley of Midland, are grandsons. Mr. Warren was a trustworthy public servant in municipal affairs and one of the earliest elected Councillors for the formerly united townships of Tiny and Tay. He owned a farm, Lot 13, con. 13 in Tay, also one in Tiny on the west side of the harbor, now in possession of his grandson, Capt. Wm. Gidley. He was also an officer in the militia, and it is related that while hunting for a deserter down the Military road he was on the verge of firing at and killing his mother-in-law, Mrs. Johnston, whom he mistook for the fugitive in the dark, and who saved herself by a timely signal. Mrs. Johnston was on horseback returning from a trip to Toronto. The old block-house attests Mr. Warren's fine workmanship and mechanical ability. Every beam is laid in cement and the corners dovetailed and neatly fitted, and although nearly

a hundred years old it is a rare sample of the old-time block-house. Mr. Warren also built the second grist mill for Mr. Copeland in 1855 near the site of the first one.

Santlaw Gustavus Rawson, late Barrack Master at Drummond Island, was born in Nottinghamshire, England, in July, 1749, came out with the 5th Regiment of Foot (Capt. Jas. M. Hamilton's Regiment) and fought through the American Revolution. He retired with the rank of Captain, drew 800 acres of land, receiving Captain's pay, and entered business in Quebec as wholesale merchant in 1803. He became security for his sons-in-law, Black & Gilmore, who failed, and his property was swept away. He re-entered the military service and went up with the government forces (Canadian Voyageurs) to Mackinaw and Drummond Island where he was Barrackmaster and Pay Sergeant, removing with the forces to Penetanguishene in 1828. As previously noted, it became his unpleasant task to "lower the British Flag" while the adieus and hand-shaking were going on among the other officials on the evacuation of that island by the British forces. He received his discharge and \$228 per annum during life, and in 1841 moved with his family to Price's Corners, North Orillia, where he resided till his death in Oct. 1845, aged 96 years and 3 months. His wife, Ann Rawson, mother of James Warren, predeceased him on Oct. 9th, 1843, aged 56 years and 6 months. Thos. Rawson, his second son, was bed-ridden for seven years—the last year unable to speak, and died at Price's Corners in 1849. The late Wm. Rawson of Coldwater, his eldest son, was born at Drummond Island in 1817, and moved with his father to Penetanguishene. He married Frances Lepine in 1841, and made his honeymoon trip to Coldwater, hauling his bride on a hand-sleigh. That was the same year in which Rev. Geo. Hallen and his family moved from Medonte to Penetanguishene. Mr. Copeland brought the family and effects in an ox-cart, following the same trail most of the way. They did not meet on their journey, but the coincidence is a reminder of primitive means of transportation in the early days and a sharp contrast with the present. During the late William Rawson's residence here a laughable incident occurred, through one of those senseless panics which sometimes seize whole communities, and of which he became a self-immolated victim. The impression had somehow got abroad that the "Yankees" contemplated a descent on and capture of Penetanguishene. Mr. Rawson and three or four comrades had been up the North

Shore for two or three weeks on their usual fishing excursions and returning late one afternoon on rounding Pinery Point into the harbor were astounded to see the garrison and embryo town in gala-day attire as if a general jubilee were in progress. Having been beyond reach of the latest news, morbid imagination at once solved the mystery. The enemy had at last discovered Canada's vulnerable point, made a flank attack and captured Penetanguishene. A council of war was immediately held when it was decided to secrete the larger boat with the cargo and appurtenances in some sequestered cove beyond Pinery Point and reconnoitre. To Mr. Rawson was assigned the exciting task of making a reconnaissance in the small boat, hugging the western shore past the Northwest basin, while another scout struck the land trail towards the same point, determined to discover, if possible, the real situation without undue exposure. Both scouts proceeding with the utmost precaution reached the old home (Gidley farm) on the western shore to learn with no little chagrin the cause of their unwonted alarm was just a loyal and patriotic celebration in honor of Queen Victoria's ascension to the throne. Naturally the interested parties became the subjects of much merriment and good-natured "chaff." Mr. Rawson while with Tully's surveying party in 1856 made a trip from "Glengarry Landing" on the Nottawasaga River to "Crow's Tavern" and back for provisions, 7 miles through the bush. He started on the 15th March and returned on the 16th. An Indian in camp refused to undertake it although the party was short of provisions. George, another son of Santlaw Rawson's, born in 1823, went to Detroit and joined the Roman Catholic church. William Rawson died in Coldwater, in 1897, at the ripe age of 80 years. These narratives are from Mr. Rawson's Diary and from the lips of the late Thomas Rawson, his son, who died recently in Coldwater. Mr. Wm. F. Rawson, of Coldwater, is a son, and Mrs. Nason of Girard, Mrs. Long of Albion, Penn., and Mrs. Soper of Alpena, Mich., are daughters.

We have already mentioned two of the occupants of the nameless graves on the island close beside the old Magazine, viz.: Surgeon Todd and Mr. Johnston, the former, the first surgeon of the garrison; the latter, the founder of the "Masonic Arms." The third mound is occupied by the remains of an insane soldier named James Riddell, who fell from a scow-load of hay and was drowned. A squad of soldiers had been to the Wye River gathering marsh hay. They lashed



JAMES WARREN

two large scows together, and round their sides erected poles fastened securely with green withes, filling the enclosure with bundles of hay, and in this way carried from ten to fifteen tons. On one of these excursions James Riddell fell off the scow and they fished him up, but by some means he fell off the second time, and as it was getting dark, after searching for some time, they were compelled to leave him till next day, when a relief squad recovered the body and the remains were in due time and with fitting ceremonial deposited beside the Magazine on the island. The little military cemetery on the hillside had not yet been opened.

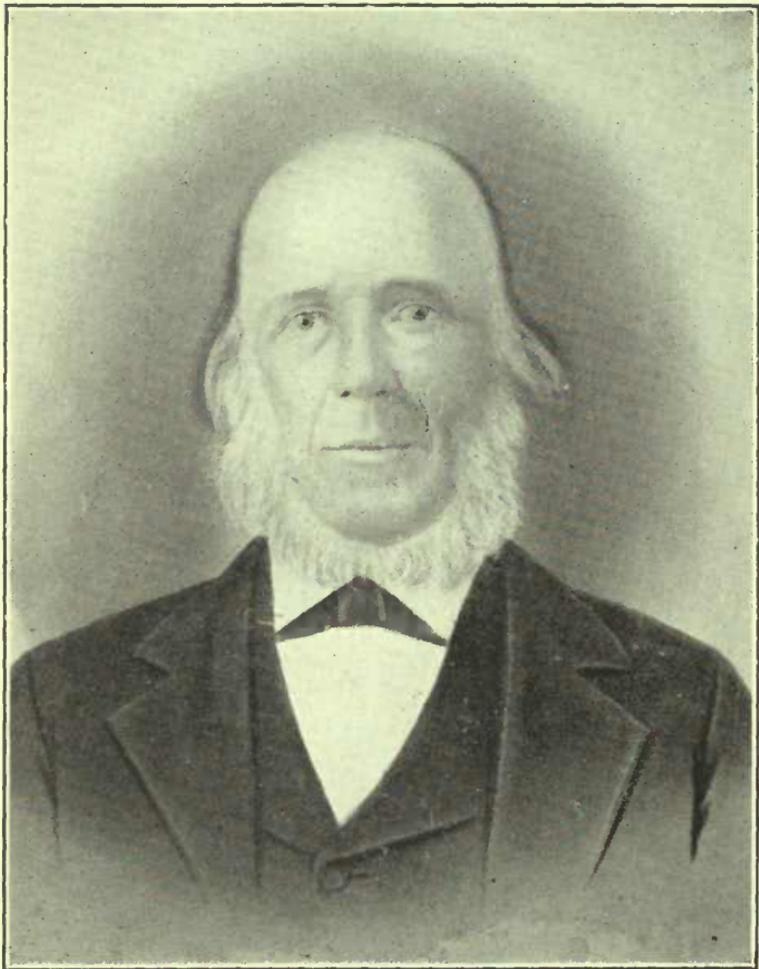
The soldiers also procured wild hay from the North River and marshes in the vicinity in the same way. The late Thomas Rawson of Coldwater described how, when a boy, he and his father, with the aid of soldiers, brought hay to the garrison. After tying up bundles all day and loading they started from the "Rock" on North River at sundown with a scow-load of eighteen tons. The hay was piled high and he was placed at the helm with just room enough to steer by the aid of ropes, with no means of communication with his father and the soldiers in front, who patiently plied the heavy sweeps (oars) all night long, reaching the garrison dock about sunrise. This was in order to catch the evening breeze and was considered fairly good time for the twenty-five miles. On one occasion a scow-load of hay of several tons caught fire after reaching the dock and was completely burned before the fire could be quenched. The fire must have been smouldering for some time and got headway before being discovered.

There is a well-defined tradition that an Indian grave also exists on the island. It is said a band of Indians were receiving their annual presents from the government, during which they obtained rum from one of the canteens (Armour's) without authority and caroused the whole night through and in the melee a squaw was killed and her remains were buried on the island, and the band disappeared at daylight, but no one knows the sepulchre, and the story is not well authenticated.

Mr. Warren, as an officer in the military, was entrusted with the care of the Magazine and its contents, his duty being to guard it night and day. Sentinels were placed on the island and regularly relieved at stated periods. He was furnished with wooden boots and an iron canoe (Russian

sheet iron) with which to convey ammunition to and fro between the island, the fort and the gun-boats, as occasion required. Strictest orders were maintained forbidding any unauthorised person from approaching the island or the Magazine. On one occasion a civilian, we cannot now recall his name, was taking a batteau load of brick up to the garrison from town. When nearing the island, the batteau sprang a leak and was in danger of sinking. To save himself, the voyager steered for the nearest shore, which happened to be the island. The sentinel presented arms and threatening to fire warned the intruder off. Seeing his craft about to sink, brick and all, the voyager was compelled to leap overboard and swim for the mainland. This was a true incident; such is extreme military discipline. The old Block-house was originally surrounded by a cordon of cedar pallisades, at the distance of about ten or twelve feet, with a strong gateway in front, but all have fallen outward, except the two heavy gate-posts, and are lying prone in decay, their forms still discernible in the tall grass. When the garrison was withdrawn and the fort dismantled, a number of kegs of powder and valuable ammunition were, for unknown reasons, left in the block-house and remained intact and undisturbed for upwards of two years; such were the influences of the invisible spirits of the dead whose bodies reposed there, which were popularly supposed to preside, at former times, over the island and exercise their guardian care. But the mysterious charm gradually wore away and the remaining ammunition vanished by degrees till all was gone. Townspeople still living testify to this amusing fact.

[TO BE CONCLUDED.]



WILLIAM WILSON
(1787-1870)

THE FIRST SHIPWRIGHT OF THE GARRISON
(See pages 23-25)

Simcoe County Pioneer and
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OLD PENETANGUISHENE

Sketches of its Pioneer, Naval and Military Days.

By A. C. OSBORNE.

CHAPTER X.

THE FUR TRADE.

As already shown, the primary aim in projecting the Military road and in building Penetanguishene Post, was mainly the improvement of the routes of the fur trade, coupled with Military and Naval defence and the needs of transportation, settlement being a secondary consideration. The story of the inception and development of the Post, its place in the Military and Naval scheme, has been recounted in the preceding pages. Simultaneously, with the Military constructions, attention was directed to fostering the fur trade and promoting its interests. Depots and storehouses were erected to facilitate the diversion from former fur routes, turning the current of trade thitherward, and soon the new station assumed its share in the traffic, which, in the same region, had its infancy nearly two centuries before.

The facts of history point unmistakably to the home of the ancient Huron as the cradle of the fur trade of the Canadian west, beginning with the first Huron fur fleet that reached Quebec. Within sight of Gloucester and Christendom Bays on the borderlands of the Huron, was planted, long ago, the germ of the western fur trade, co-incident with pioneer French missions, almost a necessary adjunct, soon passing its original bounds and gradually encircling these inland waters. These shores witnessed its rise and progress, and here were passed those stages of expansion and development which marked its subsequent operations; and from which region it spread rapidly in all directions over a large part of the west, ultimately reaching the Rocky Mountains and the Pacific coast. This profitable industry has continued in Penetanguishene with fluctuations to the present time, for we have our fur dealers still with us.

Apart from the first descent of the Hurons to Quebec to trade, actual barter in furs began in the Huron country very

soon after Champlain's advent, if not co-eval with the Recollet missionaries, certainly during the regime of the Jesuits, as we learn that the Indians frequently offered furs in exchange for necessary trinkets, and that *donnes*, traders and *courier du bois* often accompanied the Fathers in their missionary expeditions. Parkman, in his "Jesuits in North America," page 364, mentions this fact, and in a note on page 365 says that Le Jeune in 1636 wrote a long letter in defence of the barter in furs. Traffic in furs at that time was a necessary condition of mission work. It is also known that French explorers and travellers and English adventurers in the fur trade penetrated these regions, following Champlain later on, and became familiar with the locality at various dates early in the French period. The fur industry, however, advancing apace, soon passed beyond mere missionary concern, the Huron region proving a prolific source of supply, and furnishing the bulk of the fur stream passing over the French River route to Quebec, at least till the advent of Jean Nicollet in 1620, who was the first secular adventurer in the Georgian Bay regions.

According to Benjamin Sulte, Nicollet was domiciled among the Indians on the Ottawa as one of themselves as early as 1618, and afterward two years with tribes on the borders of Lake Huron. (Wisconsin Historical Records, 1880-2, Vol. IX., pages 106-7). Nicollet is said to have spent ten years on the Ottawa and among the Nippisings in this way, his main object being fur gathering, his latter range apparently confined to the eastern and southern shores of the Georgian Bay and its environs. It must be remembered that Lake Superior had not only been heard of by white men. Sault Ste. Marie had not yet been reached and Michillimakinack (Mackinaw) was as yet only a rumour. The Company of New France (the Hundred Associates) was formed May 7th, 1628, in Quebec (Canadian Archives, 1885, page XXIX.) This was the closing year of Nicollet's sojourn among the Nippisings. The next year, 1629, in which Kirkt captured Quebec, Nicollet coasted westward, and in the following years reached Sault Ste. Marie, Mackinaw, Lake Michigan, Green Bay and Wisconsin, then a part of the Canadian west, and the last of his fur explorations. French colonists formed the "Beaver Company" in 1630, according to John Macoun's History of Manitoba, page 429, and pushed the trade north and west. In 1635 Nicollet was made Fur Factor and Interpreter for the "Hundred Associates."

J. Gilmory Shea (History of Indian Missions, U.S., pages

350-51), says: "In 1656 a flotilla of Ottawas appeared on the St. Lawrence led by two adventurous traders who had struck into the far west, and in 1660 another flotilla of sixty canoes loaded with peltry and manned by three hundred western Algonquins led by French voyageurs descended to the trading posts of France, doubtless the fruits of rich harvests garnered at the numerous posts of Georgian Bay, Lake Huron, Sault Ste. Marie, Mackinaw and the west." The annual fur fleets of the Huron, from the first, by means of which Champlain penetrated to this, then savage region, and notably the one which brought the Jesuits upon the scene, described by Parkman ("Jesuits in North America," page 46), as consisting of "a hundred and forty canoes with six or seven hundred savages, etc.," continued down to the dispersion and testify to the extent of the contributions of the Huron country to the fur magazines at Quebec. Trading posts continued at Shebeshecong, Manitoulin and Drummond Island and other points on Lake Huron and Georgian Bay down to the latter part of the eighteenth century. Matchedash Bay and the Huron country, it will be seen, were the nurseries of an embryo trade in the west, as well as the pioneer movement in missionary enterprise and exploration.

The fur trade utilized the ancient "Toronto Portage," as well as the French River route. The venerable native highway connecting Lake Ontario and the Georgian Bay was a primitive route of a remote period, with picturesque waterways, long portages and wild forest scenery. The word "Toronto," appropriated by the city of that name, originally Taronto, signifies either "The place of meeting," or "Clumps of trees in the water;" more probably the former. In the Indian nomenclature of the old maps Humber Bay is named Taronto Bay; Lake Simcoe is called Taronto Lake; Severn River, Taronto River, and Matchedash Bay, Taronto Bay. Even the numerous bodies of water connecting Lake Simcoe with the Bay of Quinte were called the "Taronto chain of lakes," the term having reference originally, it is thought by competent authorities, to a central gathering place among the Huron tribes, in the vicinity of Lake Simcoe, the trails and portages leading thereto being known by this common designation. Hence in the language of exploration and the fur trade, the regions bordering on Matchedash Bay were known as the Lake Huron terminus of the Toronto Portage, which began at the mouth of the Humber River, following that stream for some distance, thence crossing the height of land to the Holland River flowing into Lake Simcoe, traversing both it and

Lake Couchiching to their outlet through the Severn River, and thus reaching Matchedash Bay. This was the route followed by Gov. Simcoe and his suite in their expedition to Penetanguishene Bay in 1793 to select a site for a military station; also by Alex. Henry and his Indian captors on their way to Niagara in 1764 after the massacre at Mackinaw. The first known white man to follow this trail was Etienne Brule, Champlain's ill-fated interpreter who left the historic rendezvous at the Narrows (Orillia) in 1615 on his way to hasten the promised Huron allies from the south in their expedition against the Iroquois. Miss K. M. Lizars, in her recent monograph on the Humber River, speaks of Brule as the first white man who stood on its shores, on his further progress to Niagara and the countries beyond Lake Ontario.

At an early date English fur traders from Albany and regions south of Lake Ontario used this trail to reach Mackinaw, but as the Iroquois still dominated Lake Ontario, the French could not avail themselves of this route till Fort Catarauois (at Kingston) was built by Frontenac in 1672, after which date we have extracts and copies of letters written by La Salle and the missionaries from Sault Ste. Marie in 1673. (Canadian Archives, 1885, page XXXV). La Salle built Fort Niagara in 1679 and in the following year passed over this trail with twenty men on his way to the west. After 1680 traders from the domain of Col. Dongan, Governor of New York, still poached on the French preserves by using this trail, rousing the jealousy of the French authorities, especially that of Governor Denonville who, in 1686, posted La Durantaye at the Toronto portage "to guard against the passage of the English to Mackinaw." Memoirs of an extensive correspondence between Denonville and Dongan on this subject may be found in the Canadian Archives for 1885, from page XLV. to LIV. From this time onward the Pass remained in possession of the French, who built Fort Rouille (Toronto) in 1749, to be destroyed by them at the conquest ten years later.

The right to use these carrying places was apparently regarded as a valuable franchise. At an early date, and in fact as soon as the authorities contemplated opening these routes, M. Rochblave applied for the right to transport goods over the Trent Portage, which he himself had discovered, from Catarauqua to Lake Huron, and three years later he applied also for the "exclusive privilege" of carrying goods across the Toronto Portage from Toronto to Lake La Clie

(Lake Simcoe), thirty miles, and giving the rates he proposed to charge. The committee of Council decided to get the views of the merchants before making the recommendation. (Canadian Archives for 1890, p. 212.) Official delay probably brought these commercial ventures to nought, as also, at a later date, it defeated a proposed extensive seigniorial grant of land embracing the present site of the city of Toronto, to M. Rochblave and others, which would have been disastrous, though the recipient was worthy of reward from the Government for past services. M. Rochblave was a brilliant and patriotic Frenchman, who, after the conquest, joined his fortunes to those of the British.

The project of the new route originated under Lieut.-Gov. Hamilton of Quebec as early as 1785, but lay dormant for ten years, only reviving on the opening of Yonge St. to Holland Landing as a Military road by Gov. Simcoe in 1795. After this the embryo scheme slumbered, till the extension of the road from Kempenfeldt Bay to Penetanguishene harbor, thereby completing the route from Lake Ontario to Georgian Bay. The Upper Canada Gazette of March 9th, 1799, said: "The North-West Company has given £12,000 towards making Yonge St. from York (Toronto) to Yonge St. (evidently a mistake for Holland Landing) 33 miles only." Up to this time little appears to have been accomplished beyond discussing the feasibility of various routes by Lake La Clie (Lake Simcoe) which, Benj. Frobisher in his letter to Governor Hamilton, says, "is 37 miles and will admit of the navigation of small vessels," also that the River Severn is navigable for large canoes, but not boats, as there are six or seven portages which he proposes shall be "levelled in order that the latter be got over on rollers," and further as it is a "fine" country, the encouragement of settlers would facilitate transportation.

At this stage traffic began at first by hauling the boats over the sand bar between Toronto Harbor and Ashbridge's Bay, thence following the Don River as far as the "forks" on Yonge St. where they were hauled up by windlass and placed on rollers and carried to Holland River. Later they were carried on trucks drawn by oxen starting from the foot of Yonge St. Rev. Dr. Scadding ("Toronto of Old," pp. 425-26) says: Near Gallows Hill on Yonge St. were to be seen formerly the remains of a rude windlass or capstan used in hauling up the North-West Coy's boats at this point of the "long portage" from Lake Ontario to Lake Huron; also that he had conversed with those who had seen the cavalcade of the

North-West Company's boats mounted on wheels on their way up Yonge St. Johnston's Post was established about 1809 at Holland Landing. Evidently the northern portion of this route did not fulfil expectations and its operation was brief as the portages on the Severn were not levelled, and when Col. McDouall with his 200 men passed up to the relief of Mackinaw in 1814, he followed the Nottawasaga trail instead. The way proved exceedingly round-about, the portages difficult and toilsome and settlement did not materialize as anticipated. The Coldwater portage of 18 miles was put in commission only at a later date and for purposes connected with the Indian Department, while the agitation for the shorter and more direct route continued. Bouchette, Holland's assistant, says in 1815, speaking of the extension from Kempfenfeldt Bay, "This route being of much more importance, has been greatly improved by the North-West Co. for the double purpose of shortening the distance to the upper lakes and avoiding any contact with the American frontiers." ("Toronto of Old," p. 426). The long delayed and shorter communication having been finally achieved, fur traders as well as the Military availed themselves of its conveniences, though still somewhat primitive and crude, and directed their traffic through this channel via Yonge St.

After crossing Lake Simcoe they followed the new road to its intersection with the Wye River where for a time the stream of traffic was diverted down this river and fur supplies carried in batteaux through Mud Lake and round by Gloucester Bay to its destination. Here at the Wye a temporary post or shelter was erected and during its brief existence was, it is said, in charge of John McDonald, the noted Nor'wester and later assistant of Sir John Franklin and grandfather of the present Grant family. (A. F. Hunter's "History of Simcoe Co." Vol. I, pp. 24-27). This was the beginning of the present Wyebridge and Angus Grant came later. The crossing was lower down than the site of the present bridge and though slightly swampy was more in line with the original road. The old block-house (of hewn logs) stood for some years and was afterwards used as a temporary granary by Mr. Elliott, a pioneer who came later with his family. The Military road, which followed the line between the townships, except where impracticable, veered to the east near what was called Firth's Corners, passing near Whalen's clearing and through a dense and well-nigh impassable swamp at the head of Christendom (Midland) Bay, in order to reach the Garrison which was near the mouth of the harbor. Subsequently a

branch of the road was continued on the town line to the centre of the present corporation. After the swamp had been corduroyed and improved the traffic assumed the entire overland route, diverging just before reaching the Garrison to the left from the present Wilberforce St. and ordinary Military road. It passed in front of the present North ward school opening a road for its own special benefit, and reached the bay front near the "Penetanguishene Summer Hotel" and Dyer's cottage above Magazine Island and some distance south of the Garrison. This was the origin of the present "Broad St.," also known as Lady Colborne St., the pioneer street (Rankin's Survey, 1830) a considerable distance south of the Wilmot survey of 1812, and was first reserved as a street when the site of the Garrison chapel (St. James) and Church St. were set apart in 1835.

The opening of this new trail or by-road was the sequel to the building of two fur trading posts, one near the site of the Rumble cottage and another between that and the Naval Depot (Red store) further down the shore about 1818 or earlier. The latter was quite a pretentious structure erected in the shape of a cross with main building and transept and in the memory of persons still living was used by the Naval authorities for several years as a blacksmith's forge. The shore in this vicinity being very boggy, this may have led to the erection of the smaller Depot and the opening of the new trail or vice versa for better access. Both these buildings are shown in the colored drawing of the Garrison formerly owned by the late Dr. Bain of Toronto but of which only traces of the foundations remain. We have no records as to who were the builders of these depots, very likely built on the authority of Angus Shaw or other partners of the North-West Co. as it was at their instance the road was first surveyed and improved. They were evidently used as supply depots by the Government during the war of 1812-15 as shown by the capture of the "Nancy" schooner and the incident previously noticed by Mr. Gill while engaged on the Nottawasaga portage in 1813.

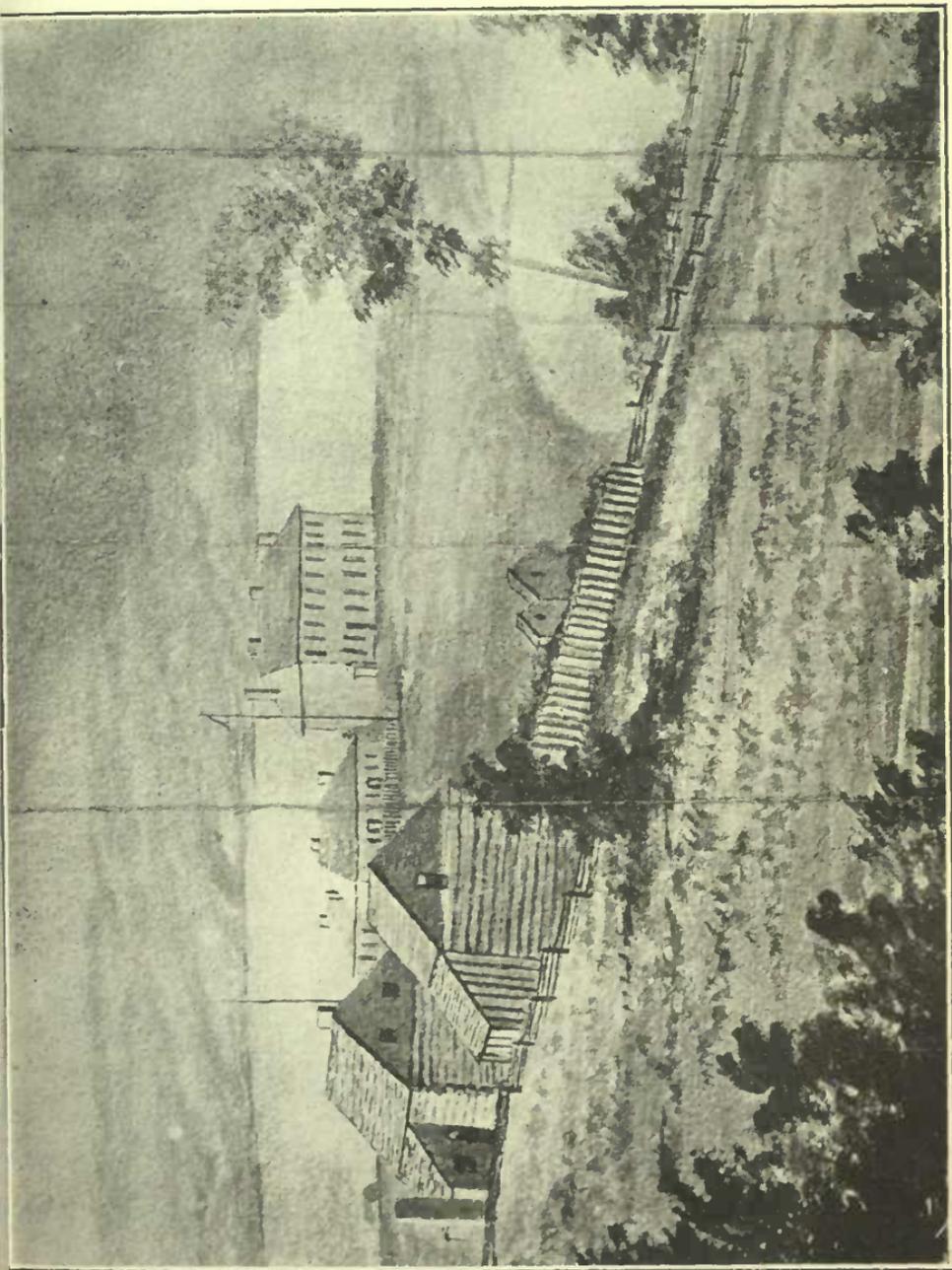
It would have been a novel as well as most interesting sight could we have witnessed that first cavalcade of boats on trucks with their burdens making their way up Yonge St. over Lake Simcoe and finally reaching these distant depots. In the light of present-day conditions it affords a vivid contrast. This method of transportation continued with some irregularity till the union of the two fur companies in 1821 and was seldom employed after that period, although we learn from Louis Solomon's Narrative that the famed "Iron

Canoe" of Rebellion noteriety was brought up Yonge St. in that way and portaged down the Severn as late as 1832.

The application of steam to navigation, the amalgamation of the two fur Companies, the opening of the Welland Canal in 1829, and the development of other routes, have conspired to divert traffic into new channels causing the decline of the fur trade at the Penetanguishene post, the desertion of the depots, and the gradual reduction to merely local trade. Official returns of furs exported from Quebec during the year 1801-2 valued at £371,140 sterling were the product of 117 posts of which 104 were west of the Ottawa River. (Canadian Archives, 1892, pp. 143-4.) Thus it will be noted these schemes were concerned with no small portion of Canada's commerce, where large interests were at stake at that time.

Originally the post had been erected as a Naval station and shipyard and fulfilled these functions up till 1828. Sir J. Carmichael Smyth, a Royal Engineer, as one of the Commissioners in 1825, in a Report to Lord Wellington, recommended the establishment of a Military Post at Penetanguishene, Lord Dalhousie the Governor agreeing with the Commissioners that such advanced posts as Drummond Island, St. Joseph and Ste. Marie are in a military point of view, at a risk in case of war. Sir James Kempt, the succeeding Governor, concurred in the measure, and in his report of the withdrawal on Nov. 4th, 1828, stated "that the troops with presents, commissariat stores, etc., had been removed to Penetanguishene where Commodore Barrie afforded them temporary accommodation, and further stated that Commodore Barrie and Capt. Bayfield think it the best naval situation on the lake and in a good military position to defend the rear of Upper Canada. He also urged the erection of a small fortified barrack ; at all events buildings of some kind became necessary, as the Indians who received their presents at Drummond Island had been directed to come to Penetanguishene. (Canadian Archives, 1898, pp. 472-477-554). The Toronto Globe, June 1st, 1862, has the following: "Last night Col. Coffin delivered a lecture in St. Lawrence Hall on the defence of Canada. The audience was in the main composed of city volunteers and of the officers of the Sedentary Militia. The attendance was very good. One of the most important points for the defence of Canada, Col. Coffin considered, was Penetanguishene. The command of the lakes, he also considered necessary."

In the light of these facts and records especially those referring to the "Nancy" episode at the Nottawasaga, the



PENETANGUISHENE BARRACKS, BUILT IN 1830

capture of Mackinaw and the "Scorpion" and the "Tigress" and more particularly Gen. Brock's despatch enclosing the memorial of Angus Shaw and the other partners referred to on page 12 of this work, it is strange to find in Belden's Atlas, under "Penetanguishene," the question "Why the British should ever have established a post at all at this out-of-the-way place," and as an answer, adopting the suggestion from "Smith's Canada," "That it was probably from being the safest place in the Province to keep out of danger," concluding with the very sage remark that "The absurdity of the affair seems to have struck the authorities and the establishment has been broken up." The most charitable conclusion is that the writer was entirely lacking in historical insight, and did not know what he was writing about. Gov. Simcoe who selected the site was no amateur in Military and Naval affairs of that day. Gen. Brock was a Military expert of unquestioned ability, and the British authorities were thoroughly conscious of the situation and knew their business, and we may safely leave their vindication to posterity.

The next survey after that of Wilmot's in 1811 was the Naval Survey by W. Chewett in 1829; next the survey of the village by Chas. Rankin in 1830, also another by the same in 1833 followed by Richardson's Survey at a later date, about 1835, and one by T. Chewett in 1837. In conjunction with Chewett's survey of 1837, the classic street names of Peel, Chatham, Fox, Pitt, Sheridan, Burke, and of the heroes, Nelson, Brock and Wolfe, as well as Oxford and Cambridge, bear the stamp of the historical and literary mind, and it is well known that Rev. Geo. Hallen, Military Chaplain and first Rector of St. James, had the principal share in the naming of these streets. There were no more surveys till 1852 when Plan S. 22 was surveyed by Capt. Phillpott. In 1855 H. P. Savigny surveyed Plan No. 205 the eastern and western parts of the town plot, also the same Plan Nos. 110-111 in 1856 and sub-division lot E. in 1857. Pensioners' 3 and 5 acre lots extending on each side of Church St., and 40-acre lots beyond the limits of the corporation, also the Military Reserves on each side of the harbor, known as the Ordnance Lands, were surveyed by John Lindsay in 1851-2, 1858-60 and 63. The Reformatory Prison Farm, Plan No. 2, was surveyed by John Lindsay in 1858. The Penetanguishene Park Lots, Plan No. 21, west of Main St., between Roberts and Poyntz Sts., were surveyed by E. T. Fletcher in 1878. The latest survey was in 1879 by John Strathern. Capt. Phillpott was one of the Royal Engineers and was a candidate for the office

of Surveyor General of Canada during the regime of Sir Francis Bond Head. Mr. Richardson was a resident of Penetanguishene for some years, about 1825-40, and afterwards was Treasurer of Simcoe County, in the occupation of which office he died.

CHAPTER XI.

SOME HISTORIC FAMILIES.

ADDITIONAL PARTICULARS OF THE HAMILTON FAMILY.

A CORRECTION.—In a previous chapter we stated that Capt. James Matthew Hamilton, the first postmaster of Penetanguishene, was married at Mackinaw by Surgeon David Mitchell, his father-in-law, who read the ceremony from the Church of England prayer book, he being a Justice of the Peace, as there were no clergymen in that region in those days. We gathered these facts from the diary of the late Capt. T. G. Anderson published by the Wisconsin Historical Society, and which statement has been copied by numerous writers. Miss Charlotte Frances Hamilton Rowe of Orillia, a grand daughter of Capt. Hamilton, has kindly furnished us with some additional particulars and a copy of the following document transcribed Oct. 19th, 1875, from a Book of Records at Mackinac bearing dates from 1785 to 1860, viz.: "Michilimackinac, 15th Nov., 1791.—This day was married by Edward Charleton, Esquire, Captain in the 5th Regiment of His Majesty, and Commandant of the Post of Michilimackinac and Dependencies, before the undersigned Notary and in the presence of the subscribing witnesses, Jas. Matthew Hamilton, Ensign in the said Regiment, to Miss Louise Mitchell, daughter of David Mitchell, Esq., by his lawful wife."

Witness :

Benjamin Rocher,
Lieut. 5th Foot.

Witness :

W. Glendower,
Ensign 5th Foot.

J. M. Hamilton,
Ensign 5th Regiment of Foot.
Louise Mitchell, now Hamilton.
Edwd. Charleton,
Captain 5th Regiment,
Commanding Michilimackinac.
D. Mitchell, Surgeon. Etc., Etc.

Capt. Hamilton was the second son of a large family whose mother was Miss Christine Baillie of County Down, Ireland, whose brother, Colonel Baillie, was killed at Mysore in the war with Hyder Ali. The famous "Baillie Guard" at Lucknow was named in his honor. Capt. Usher who married

Miss Street, aunt to Mrs. Dr. Fuller, first Bishop of Niagara, was a cousin of Capt. Hamilton. They had one son, Edgeworth, who was assassinated by Lott on the Niagara frontier during the Rebellion of 1837, and three daughters, one of whom married an Usher, a cousin, in Ireland. Another married George Mitchell, and the third married the late Commissary Thompson of Penetanguishene, whose youngest daughter is the wife of the Anglican Archbishop of Ottawa. Capt. Usher who was assassinated was an uncle by marriage of the late H. H. Thompson, and at the time of his death had two children—a son and daughter. A posthumous daughter was born, who was named Edgeworth after her dead father. His son John married a Miss Staunton and is living in Toronto. Edgeworth, a son of the late H. H. Thompson, and brother of Mrs. W. H. Hewson, who will be remembered by many as having passed away a few years before his father, in the prime of life, was also named after his uncle.

Capt. Usher's residence was on the bank of the Niagara River above Chippewa. One night three men came to the door, one of whom rapped for admittance. Capt. Usher returned down the stairs, setting the candle which he carried in his hand on the last step, and as he opened the door, one of the men, who was named Lott and who had a rifle, shot him through the heart. It was an unprovoked murder of an innocent and much respected citizen by a political fanatic. The perpetrator was never punished for the crime being a resident of the neighboring republic. This same man Lott was the supposed author of another dastardly outrage, later, in the wrecking of the original Brock's monument at Queenston Heights in 1846.

During the period of the Rebellion, and about the time of the assassination of Capt. Usher, the late Col. W. A. Thompson of Penetanguishene was in charge of a company of Canadian Volunteers erecting breast-works on the bank of the Niagara River opposite Navy Island where the Rebels were located, when a red-hot cannon ball came from the rebel camp and struck the log on which the soldier was standing, directly in the notch which he was at that moment cutting with his axe. The house occupied as the headquarters of the staff was protected by fence-rails standing on end round the house, and one day during dinner a red-hot ball struck the railing. A soldier gathered up the ball and brought it in as dessert for the officers' dinner. These incidents, with others, were personally related to the writer.

ADJUTANT KEATING AND HIS FAMILY.

Among the officers coming with the Drummond Island contingent in 1828, was Adjutant Keating, Commander of the Military Station, and a prominent and highly respected figure at the garrison and in Penetanguishene for over twenty years. Adjutant James Keating was born at Templeshort, County Wexford, Ireland, in 1786. At the age of 18 he joined the Royal Regiment of Artillery and received a medal for his services at Martinique. In 1814 he commanded a volunteer battery at the capture of Fort McKay, known as Prairie du Chien, and for distinguished services was promoted to a Lieutenantancy and made Fort Adjutant at the Post of St. Joseph, then at Amherstburg, then at Drummond Island until it was surrendered to the Americans, then finally was promoted to the rank of Captain and appointed Fort Adjutant in charge of the garrison at Penetanguishene, where he died in 1849 aged 63 years. During the bombardment of Prairie du Chien the Company ran out of cannon balls and Adjutant Keating, to supply the deficiency, improvised moulds formed of two bricks and cast three-pound leaden balls. Adjutant Keating is credited in the Army List of July, 1851, as having received a silver medal embracing 1793 to 1814 with clasp for Martinique, which are among the very few that include the clasps for Detroit and Chrystler's Farm. Mr. Keating always took a very active and interested part in the public affairs of the town and garrison, and was foremost in many enterprises connected with the welfare of the community. His official residence was the quaint old structure long known afterwards as the Chaplain's residence for the Ontario Reformatory for Boys, which he did much to renovate and make an ideal dwelling for his family, under the false impression that it would ultimately be a gift from the Crown and revert to his heirs. But in this he was disappointed, as officialdom is difficult to move and puzzling to comprehend. The family moved to Chatham, Ont., in 1856. The old bungalow, which would have made a fine show-place as a relic of garrison days, was accidentally burned in 1913, much to the regret of admirers of historic remains. Dr. Henry Keating of Montreal, a grandson of Adjutant Keating, visited the old homestead a few years since and identified the room in which his father, the late James Keating of Oil City, Ont., was born. A publication of the Military Institute, dated 1908, contains an account of the Officers of the War of 1812-15, in which is a copy of general orders issued for June 20th, 1815, by General

Drummond complimenting Lieut. Keating for bravery at the capture of Fort Shelby and as a reward promoting him to the rank of Fort Adjutant at St. Joseph from the 25th of June inclusive. (British Officers in Canada, p. 255). Mr. Keating's family consisted of three sons—James and John of Oil City, Ont., and Thomas of Chatham, Ont., and three daughters—Mary Jane, wife of the late Col. W. A. Thompson; Miss Charlotte of Oil City, and Lenora, wife of Dr. Hodgins who went to Honolulu. Of James Keating's children, a daughter is the wife of Dr. Wallbridge, Midland; one son, Henry, is a doctor in Montreal; another, Bertrand, deceased, was a practicing physician in Denver, Col. One daughter, Clara, married Rev. G. J. Abey of Dresden; another, Lenora, is the wife of Mr. Jermaine of Wyoming; Mrs. Grant is in California, and Miss Minnie died at Wyoming unmarried. Adjutant Keating's remains rest in old St. James' Cemetery, close by the venerable edifice; he was one of the many over whom Rev. Geo. Hallen performed the last sad rites, and whose burial is duly recorded in the old Register by the same hand.

THE COLUMBUS FAMILY.

Louis Columbus, or Colombe, "armorer" for the military at the garrison, was born in Toronto in 1810 and came here about 1829. His father was Isaac Columbus, mentioned in Dr. Scadding's "Toronto of Old," p. 182, who was born in France and emigrated in 1790 to Quebec, where he was armorer to the military and where also he was married. He was of French and Italian parentage, his paternal ancestors having been born in Genoa, whence they migrated to France in the fifteenth century. The family has been generally regarded as direct lineal descendants of the famous navigator, Christopher Columbus, the discoverer of America; but while there is a strong probability amounting almost to a certainty, they themselves do not make the claim. The late Francis Columbus, eldest son of Louis, who had given some attention to this matter, said that one of their paternal ancestors had migrated to Morocco in the previous century and the records failed to show from which branch the families had descended. Isaac later moved from Quebec to Toronto and began the trade of private armorer and locksmith, and in Toronto his children were born. He spent his declining years in Markham at the home of a German U. E. Loyalist family named Springer near German Mills, (Mr. Springer's daughter subsequently married his grandson, Francis Columbus), where

he died in 1846 at the venerable age of 105 years, having become totally blind.

His daughter, Harriet, elder sister of Louis, became Mrs. Robinson and settled in Toledo, Ohio, dying in 1895 in her 81st year. The World's Fair Commission at Chicago, 1893, made herculean efforts to induce Mrs. Robinson to attend the World's Fair (called the Columbian Exposition although belated by a whole year), as a descendant of the famous navigator and as a sort of companion piece to the ancient shallops in which the great navigator crossed the then unknown seas, but she steadfastly refused, notwithstanding the well-nigh fabulous sums offered her as expenses, salary and entertainment fees.

Louis Columbus was armorer for the military here until the close of the garrison and had a family of twelve sons and daughters, dying in 1882 in his 73rd year. Mrs. W. M. Thompson is the possessor of a gigantic key made by Mr. Columbus for a monster lock on the barracks gate. The lock unfortunately was lost when the barracks were partially burned; but the family retains as a cherished heir-loom the lock and key he originally manufactured for the old family residence which was built on Water Street by James Warren and M. Champaigne, carpenter. Louis Columbus had the honor of being presented to the Prince of Wales, the late King Edward VII., on his visit to Barrie in 1860.

Mrs. L. Columbus, whose maiden name was Sarah Maines, was of Irish extraction, born in Rosssnally, Queen's County, Ireland, in 1817, coming to Canada when only two years old and settling in Toronto, where she was married to Mr. Columbus. She was only fifteen years old when her first child, the late F. Columbus, was born, and joined her husband who was boarding with Mr. Bell at the garrison in 1832 shortly after the barracks were built and when Mr. Bell was first Barrack Master. She came to Holland Landing by stage, crossed Lake Simcoe in a schooner commanded by Eli Beeman, father of our well-known townsman, and was wind-bound for two days near Roache's Point where she took dinner with the Smith family with whose children she had gone to school in Toronto and one of whom afterwards became Sheriff Smith of Barrie. They landed at the Narrows (Orillia), then consisting of only two log houses, and drove across the Portage 16 miles to Coldwater in a wagon with ox team, taking all day, the road being very rough. When she came to the bad places she got out and walked, carrying her baby only six months' old. The young man who

drove her over died of cholera a few days afterward, Her brother Louis Maines came with her and was afterward Harbor Master at Penetanguishene and was succeeded by the late Francis Dusome. They came from Coldwater to the garrison in batteaux. She became the mother of twelve children—eight sons and four daughters, viz.: Frank, who died in Penetanguishene in 1907; Christopher, named after the great navigator, died in Illinois June 5th, 1899; William, Toronto; Louis, Elmvalle; Henry, died in Penetanguishene; Edward, Minnesota; Joseph, Toronto; Napoleon, Midland; Sarah and Maria both died in Penetanguishene; Agnes and Anna are still at home. There were fifty-one grand children, forty-four great-grandchildren and two great-great grandchildren. Mrs. Columbus died in 1910 in her 94th year.

The late Frank Columbus, eldest son of Louis Columbus and Sarah Maines, was born at Toronto in 1832 and came to Penetanguishene with his mother the same year. He went to Markham at the age of 16 years spending 14 years there and at London, thence returning to Penetanguishene where he remained till his death. He married a Miss Springer, daughter of a German U.E. Loyalist of the Berczy settlement at German Mills, where his grandfather, Isaac Columbus, had previously found a home. He was for some years commodore and manager of Andrew Mitchell's fishing fleet, the "Minnie Mitchell," "Pearl Mitchell," and "Mermaid" which sailed to the "Ducks," engaged in the fisheries and had contracts from the government for building the scaffolding for the Ontario Reformatory for Boys in 1858, or subsequent years, and did the quarrying under Thomas Wiley, the contractor. He was later Collector of Taxes for the municipality. Christopher Columbus, the well-known Lighthouse Keeper of Whiskey Island, is a son.

Of the other children of Louis Columbus, Henry chose mercantile life and will be recalled by many as being so long with the late A. A. Thompson. Sarah, the eldest daughter, was the wife of the late Wm. Rorke who for many years was connected with the staff of the Ontario Reformatory, dying just previous to its close.

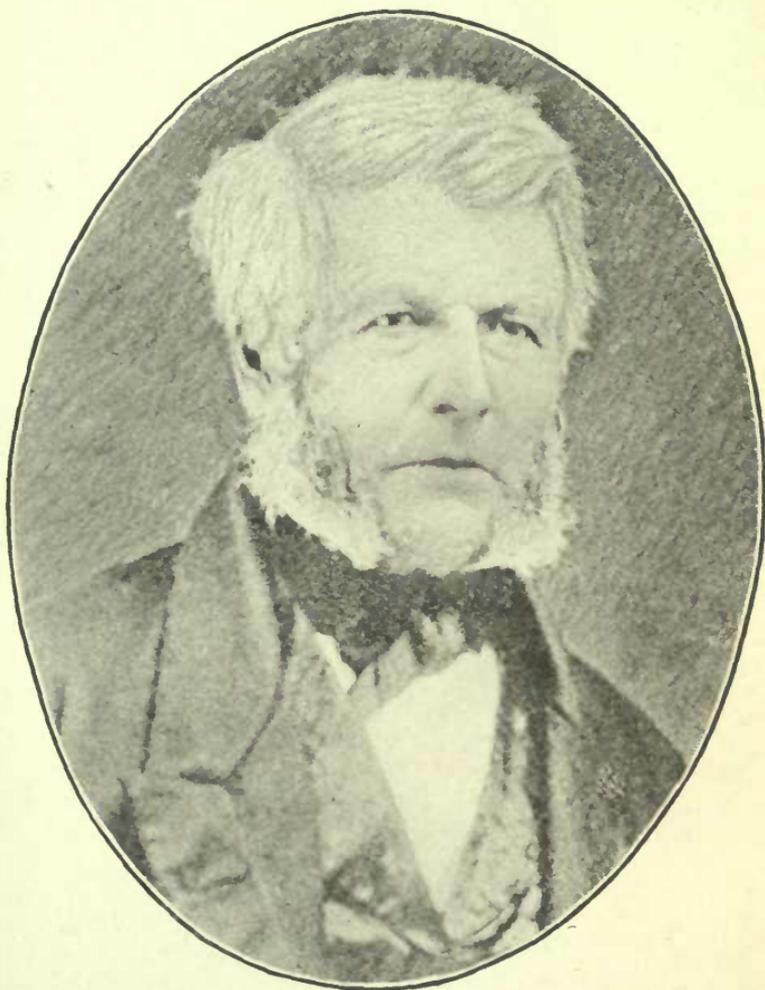
The late Frank Columbus knew Dr. Tache, who was Inspector of Government Works, and also remembered distinctly Capts. Attrill, Harper and Boxer of the steamers Experiment, Mohawk and Minos and that the famous Townsend was one of the crew of the Steamer "Minos" at one time here. He further stated that his father, Louis Columbus, Jas. Stewart Darling, Gustave Hamilton, C. Cadieux, A. Dusome, D.

Lavallee and others walked all the way from here to Toronto to offer their services during the Rebellion of 1837.

A VETERAN OF QUEENSTON HEIGHTS.

Amongst those who cast in their lot with the earliest settlers in the new town of the "Rolling Sands" was Alfred A. Thompson who came here in 1830 at the age of 17 years, and engaged as clerk with Andrew Mitchell, Sr., in general mercantile business in connection with the fur trade. He was born in 1813 at Newark (Niagara-on-the-Lake), later moving with the family to Oakville and Toronto.

His father was Col. Wm. Thompson, born in New Brunswick of U.E. Loyalist parentage soon after the close of the Revolution whence he came to the Niagara District in 1808, being then 23 years old. He served in the York Militia throughout the war of 1812. His (Col. Chisholm's) Company already on the brow of the hill at Queenston Heights, he was among those who heard the memorable order which fell from the lips of the lamented Gen. Brock, "Push on, the brave York Volunteers," just as he mounted the Heights where the fatal bullet did its work. He received the rank of Lt.-Col. of the 3rd Regt. of West York Militia on the 16th Aug., 1826, and was promoted to the rank of Colonel on 19th Mar., 1831. He was elected to Parliament in 1825 as member for the 2nd District of West York. On his promotion to the colonelcy, he was presented by his Regiment with a valuable sword, now in the possession of his grand-daughter, Mrs. W. H. Hewson, wife of Town Clerk Hewson, on which is neatly engraved the following elaborate inscription: "Presented to Col. Wm. Thompson by the Officers and Men of the 3rd Regiment of West York Militia, as a mark of Respect and Esteem to him as Commanding Officer." The sword (an artistically decorated one), was manufactured by the noted firm of Hunt & Roskell of New Bond St., London, Goldsmiths to the Royal Family. It has had quite an eventful career; in addition to its military history, having been wrecked in transit from the old land and fished up from the waters of the St. Lawrence. The sword passed as an heir-loom to his son, the late H. H. Thompson, Esq. The writer has in his possession also, a complete set of "Burns' Justice," 4 volumes, handsomely bound in calf, London Edition, issued in 1776, once the property of Col. Wm. Thompson, with his autograph inscribed in the 1st and 3rd volumes. We have the testimony of the late Col. Robert Denison of Toronto that Col. Thompson was the



COL. WM. THOMPSON
(1785-1860)

BY COURTESY OF MRS. (DR.) P. H. SPOHN, HIS GRANDDAUGHTER

friend of industrial enterprises besides his military career.

Col. Thompson died in 1860, aged 75 years, leaving a family of nine children—six sons and three daughters, of whom Col. Wm. A. was the eldest son, Alfred A. the second, and Henry H. the fifth, all of Penetanguishene, and all dead, and Oliver of Atherley, the youngest, still living at an advanced age. The other sons were James G. and Frederick Thompson. The daughters, Eliza, Cornelia, and Ellen, became respectively Mrs. Campbell and Mrs. Patterson of Toronto and Mrs. Sullivan of Montreal. Mr. Patterson, the eminent K.C. of Toronto, is a grandson.

Alfred A., the second son, became successful in business circles and was prominent in public affairs of the town for many years. After spending an apprenticeship with Andrew Mitchell, Sr., for some years, when the original Mitchell store occupied the corner on Water St. opposite McGibbon's Mill, then the centre of the town, he started an adventure on his own account, building the pioneer brick store on Main St. on the corner now occupied by the "Green Block," part of which is the original store, where he carried on for many years an extensive general mercantile business, ultimately acquiring the extensive fur trade operated by Mr. Mitchell his former employer, and attracting annual buyers from Montreal, New York, London, Berlin and even far-off Australia. The year's accumulations of furs were generally offered in bulk and sold by tender to the highest bidder and as late as 1881 the proceeds of Alfred Thompson's fur sales totalled from \$12,000 to \$20,000.

Those were the days of the Dukis, Chiefs of Nipissing, when they made their annual excursions to Penetanguishene, with their fleet of gaily decorated war canoes loaded with furs and returning with the yearly supplies. They camped with their families and appurtenances at the foot of Main St. on a small three-cornered lot purchased and owned by themselves, where now stands part of the Gidley boat factory. Having exchanged their savage for civilized costume they prepared for a season of gaiety in town, making friendly calls and visits and being visited in turn by Mr. A. A. Thompson and other fur dealers. Those annual gatherings and fur sales were gala days and for years were looked forward to as leading events in the social whirl of the strange mixture of military, naval and civilian circles.

We are reminded there was as yet no regular public highway, only a rude primitive trail, in 1832, between the garrison and the embryo town. About this time A. A. Thomp-

son was awarded the contract for cutting away the bush, clearing the road and building the log houses for the soldiers, the street becoming known as the "Lines" through its occupation by the Military, and later as Church St. The first houses were built along Broad St. (Lady Colborne St.) leading to the bay, being the general highway of traffic towards the old fur post which, at one time, stood near the foot of that street. The building of these soldiers' homes was carried out under the immediate auspices of Sir John Colborne, Governor of Upper Canada in 1832, by direction of the British authorities. A plot of five acres with a comfortable log house was allocated to each soldier who chose to accept the actual value of his commuted pension and become submerged as a civilian. It formed part of the larger scheme in which forest homesteads were allotted to retired officers and men in the Township of Oro on Lake Simcoe and elsewhere in Canada. The movement was a well-intentioned, philanthropic and patriotic but futile one, ultimately proving a failure for many obvious reasons. At one period over forty cottages lined Church St. on each side from Broad St. near the garrison grounds down to Teuton's corner on Yeo St. A few, here and there, are still standing and occupied, but most of them have disappeared as have all the builders. Penetanguishene and Thompson's fur store became noted as the only market and centre where farmers for miles around could get sale for their produce (butter, eggs and vegetables, etc.) for cash to pay their taxes. For several years Mr. Thompson's private residence was a small frame building near his store on Water St., familiar to older residents, till he built the brick residence on the opposite side of the same street, now the residence of Dr. Howard Spohn, his grandson. Alfred Thompson in 1857 married Sarah Ann, daughter of Sergeant David Burke, Quartermaster of the 37th Regt. of Foot, and of this union were born three sons and two daughters—William M., merchant, proprietor of the Green Block; Alfred B., barrister, and M.P.P. for Centre Simcoe, who was also Treasurer for the town and Collector of Customs for some years; Mrs. (Dr.) P. H. Spohn, Mrs. Fahey, and Charles of the Crown Life Co., all of this town. Mr. Thompson was an Anglican in religion and was always actively interested in the affairs of old St. James' Church, having occupied the office of People's Warden on several occasions. He was also chosen the first Mayor on the incorporation of Penetanguishene as a town in 1881. His death occurred on 28th April, 1885, aged 72 years.

Lieut.-Col. William A., eldest son of Col. William Thomp-

son, was born at Niagara in 1811 and enlisted at an early age in the militia under his father and was stationed at Fort George during the troubles of 1837, and later ordered to Toronto. His stirring experiences in command of the Niagara District during which his uncle Capt. Edgeworth Usher was assassinated have already been related. Capt. Usher's wife was a Miss Street. Lieut.-Col. Thompson was subsequently stationed at Penetanguishene, where he married, for his first wife, Mary Jane Keating, daughter of Adjutant Keating, in 1844, she dying three years later. The late James Thompson was a son, and Mrs. Thos. Hornsby is a grand-daughter. Col. Thompson settled on a farm at Oakville, where he married as his second wife a Miss Hewson, later removing to Penetanguishene. He will be remembered while here as having built the Steamer "Mabel." Mr. W. F. H. Thompson, merchant, now of Nottingham, England, who built the Arcade, is a son by the second marriage. Col. Thompson spent his later years in Toronto, dying at the venerable age of 88 years.

Henry H., fifth son of Col. William Thompson, was born in Oakville and came here in 1847 and engaged with his brother Alfred in general mercantile business and the fur trade, later branching out for himself and building a large store on Main St. corner opposite the Standard Bank now occupied by the Beck Block. He had an extensive fur trade and general business for years and subsequently sold out, embarking in a financial agency and private banking business which he continued for several years. He took an active interest in public affairs, was chosen Mayor of the town in succession to his brother Alfred, contested East Simcoe for the Legislature in 1883 in the Conservative interests and was town treasurer and Agent for the Indian Department for several years. In 1858 he built the old log parsonage for St. James which stood on the present site of V. Martin's residence, Fox St. J. B. Sylvester was his assistant in the contract. In 1856 he married Louisa Elizabeth, daughter of Andrew Mitchell, Sr., who pre-deceased him some years. Mrs. W. J. Keating, Fort Frances, Mrs. Molesworth, Midland, and Mrs. W. H. Hewson, Penetanguishene, are daughters. A son named Edgeworth in memory of his assassinated uncle, an estimable young man, died some years ago, just verging into manhood. Mr. Thompson died in 1907 in his 84th year.

CHAPTER XII.

COMMANDERS OF THE "FLEET."

The transfer of the naval forces from Drummond Island to Penetanguishene in 1828 constituted the latter place both a naval and military station requiring the appointment of an additional officer, that of naval commandant. Capt. John Moberly, R.N., was appointed to the post of naval commander with the rank of Admiral in 1834, in control of all operations appertaining to the navy, just as Fort Adjutant Keating was general commandant of the post and military operations. We have before us a letter from the Admiralty, London, dated January, 1913, and it is rather singular, notwithstanding Capt. Moberly's appointment to the post, the letter states that "Penetanguishene in 1835 had an establishment of 40 rank and file known as a batteaux establishment for the conveyance of provisions, military stores, etc.," and this in view of the facts that a general sale of craft and naval and marine appliances was ordered in 1832 and continued for some time, also that gun-boats and large steamers were in commission here and commanders appointed as late as 1852, as will be noted later on. The Admiralty's ideas of the functions of the "Establishment" are all right, but their conceptions of "Batteaux" seem peculiar, to say the least.

A letter from the War Office of about the same date states, regarding our enquiry as to regiments and their commanders stationed here from time to time, that "it is regretted there is no list now in existence." Possibly in my enquiry, I had used "regiment" for "detachment," as there were obviously no regiments stationed here entire, only detachments. Hence I am able only partially to supply the needed information, which I was able to glean from other sources.

Capt. Moberly was born in St. Petersburg (Petrograd), of English parentage, in 1789, and entered the navy in 1801 when only in his 12th year and became post Captain in 1815, serving on a number of ships. He saw much active service, and in 1811 was moved to the "Little Belt," Capt. Arthur Batt Bingham, Commandant, and served as senior officer, in the furious, well-fought and memorable action with the American 44-gun frigate "President," one of the causes which led to the war of 1812-15. Capt. Moberly married in 1825 Miss Mary Fock, daughter of General Fock of the Russian Imperial Service. She was born in Sebastopol, Crimea, where her



CAPT. JOHN MOBERLY, R.N. (1811)
(1789-1848)

FROM A COPY OF A MINIATURE MADE EARLY IN LIFE
BY COURTESY OF HIS SON, CAPT. FRANK MOBERLY, BARRIE

father was then stationed. General Fock, her father, who was a member of a Polish family of distinction, had command of the Russian Imperial Artillery at the famous battle of Borodino in Russia which gave Napoleon entrance to Moscow in 1814. Of this union were born nine children—six sons and three daughters, viz. :

Mary, born at Sowerby, Yorkshire, 1829 ; married in 1850 Sir Harford Jones-Brydges, Radnorshire, Wales ; still living. Lady Brydges has contributed very liberally to the embellishment and up-keep of old St. James' Church and the little military cemetery on the hillside in the former precincts of the garrison.

George, born at Sowerby, Yorkshire, 1830, barrister and retired Major of Volunteers, residence, Collingwood ; married Fanny Maria, third daughter of the late Col. E. G. O'Brien, Shanty Bay, Co. of Simcoe.

Walter, born at Steeple Ashton, Oxfordshire, 1832, Civil Engineer. He made the famous trip round Cape Horn arriving at Victoria, B.C., in 1858, took a prominent part in the early development of British Columbia, discovering and naming "Eagle Pass" and several other important passes in the Rocky Mountains, and engaged in the construction of various works. He and his three brothers George, Clarence and Harvey received their first tuition at the garrison, under an old soldier with one leg, known as Bugler Smith, father of the late Andrew Smith. He will be remembered by some as being hauled to and from his home to the Barracks on a hand sled or a small dog cart. Walter Moberly attended the Barrie Grammar School under Frederick Gore, the Headmaster, who was a noted mathematician, after which he took service with Fred. W. Cumberland, receiving a valuable engineering experience in the early days of the old Northern Railway. He surveyed the site for New Westminster, B.C., under Col. Moody and helped to build the Carriboo Trail, and was afterwards elected member for West Carriboo in the Legislature. He was employed in various projects under Governor Douglas, and under Sir Sandford Fleming surveyed the C.P.R. transcontinental route through the Rockies. He was largely identified with many of the pioneer enterprises throughout British Columbia. He resided for some time in Winnipeg, but latterly returned to Vancouver where he died in 1915. He was honored as one of British Columbia's most energetic and progressive pioneers. Prior to leaving for the West in 1858 he was Lieutenant 1st York Light Cavalry. A fine apprecia-

tion of his career, by Dr. W. W. Walkem, appeared in the Vancouver "Province" of May 14th, 1915.

Harvey John, born at Penetanguishene (township of Tay at that time) 1835. A record of his baptism by Rev. George Hallen appears in old St. George's Register. He entered the Hudson Bay Co.'s service in 1854 and in 1862 was in charge of the post on Stuart Lake; gave his name to Moberly Lake in the Peace River country, retired after nearly 40 years service, and is now settled in Saskatchewan.

Clarence Wishaw, born at Penetanguishene, 1838. His was the first baptism in St. James' Church. He was baptised by Rev. Frederick O'Meara, missionary, afterwards recorded by Rev. Geo. Hallen. Clarence became a Civil Engineer and was for many years Chief Engineer of the Northern Railway, Toronto to Barrie, now the G.T.R. He was also a retired Capt. in the 10th Royals, and died in Collingwood in 1902.

Arthur, born at Penetanguishene, 1840, became a doctor and married Caroline Jean, daughter of J. O. Bouchier of Sutton, Georgina, and died in 1879.

Sophia, born at Penetanguishene, 1843, died in infancy.

Frank, born at Barrie in 1845, Civil Engineer. In 1871 he had charge of the government survey from Winnipeg to the Kootenay Plains, at the head waters of the Athabaska in the Rocky Mountains and engaged in a number of transcontinental railway and exploration surveys both in Canada and the United States, from Newfoundland to Vancouver Island and in the States to California. He is now connected with the Public Works Department, and is President of the Co. Simcoe Home Guard Rifle Association, Justice of the Peace for Thunder Bay District, the Co. of Simcoe, and at various times Magistrate for the Province of Manitoba, British Columbia, Northwest Territories and Quebec, Commissioner of Dominion Police for Ontario and (under Public Works Act) Police Magistrate for Nipissing District.

Emma, born at Barrie, 1847, unmarried, and living with her sister Lady Brydges, Radnorshire, Wales.

Mrs. Capt. Moberly died in 1879. In 1837 Capt. Moberly was offered a commission as Colonel in a regiment of which John McWatt of Barrie was afterwards Colonel; but as he was a sailor and not a soldier he relegated the honor to one of his sons, and among the officers later on were W. B. Hamilton, A. A. Thompson, Benj. Ross of Innisfil, father of the late Charles Ross of Barrie, and Capt. Walker. This was the

germ of the 35th Regt., Simcoe. Capt. Moberly was appointed License Inspector for Simcoe in 1843 and on moving to Barrie in 1844 was appointed Agent for the Bank of Upper Canada, opening the first branch bank in the County of Simcoe. He died in 1848 at Barrie at the comparatively early age of 59 years and his remains are deposited in St. James' church-yard, and beside him the remains of a great grandchild, the infant son of Dr. Raikes and his wife, the late Mrs. Raikes of Midland.

Old St. James may justly be called the "child of his affection," as it was principally through his efforts the church was built, and by his immediate descendants still largely maintained. Before us is a copy of a letter dated Toronto, Sept. 18th, 1835, from Sir Richard Bonnycastle, Royal Engineers, setting apart by direction of Sir John Colborne, a church site and burying ground for the Military, and certified by Adjutant Keating, Commandant of the Post, through whom the grant was procured. Through Capt. Moberly's exertions the late Rev. Geo. Hallen, then in Medonte, was induced to come here and assume the duties of Chaplain to the forces and the inauguration of necessary steps toward the development of a parish. The "Church Evangelist" in referring some time ago to Rev. Mr. Hallen and the History of the Parish, said, "After several years of disappointing toil, Capt. Moberly, R.N., then in command of the Naval Station at Penetanguishene, found him out and almost compelled him (Rev. Mr. Hallen) to remove to the Garrison." The church grounds were cleared and the erection began in 1836 and was completed in the early part of 1838, but not dedicated till 1840. An extract from a letter of the late Edgar Hallen dated Oct., 1898, says, "Capt. Moberly was the founder of St. James' Church and superintended the building and finishing of it." A quaint tablet, the first erected, may still be seen in old St. James' which reads as follows: "To the memory of Lieut. Glascott, late of H. M. 66th Regt., who died Jan. 23rd, 1837, frozen to death on his return from the village after a night of festivity." The tablet was made and erected by Capt. Moberly, R.N., who left the end vacant for the benefit of the next subaltern, who might meet a like fate.

The Moberly residence was a commodious log structure on the slope of the hill just above the naval depot (old red store) belonging to the Hospital group of buildings which was burned some years ago and in which an ill-fated soldier lost his life. It was the usual residence of the naval com-

manders and was subsequently occupied, among others, by Commander Fred. C. Herbert of the "Mohawk" and where he kept the chained eagle and the bear. The house is remembered from its peculiar roof which extended back to the slope of the hill.

The Moberly family will thus be recalled as having played a most important part in the pioneer development of the old garrison town, and had a considerable share in continental-wide projects as well. The next commanders in succession were Lieuts. Hatch, Boxer and Harper respectively, the former of the Steamer "Minos," side-wheeler, 2 guns and complement of 3 men; Major Hatch of Hamilton is a son. The latter two alternating with the "Experiment," side-wheeler, 1 gun, 12-pounder, and 3 men, up to 1847. The next was Lieut. Frederick Charles Herbert of the Steamer "Mohawk," side-wheeler, 100 tons, 2 guns, 24-pounders, from 1848 to 1852. Lieut. Herbert was born in 1819, entered the Royal Naval College in 1831, rose to midshipman in 1839, was appointed Lieutenant in 1844 and received the rank of Commander in 1856. He died in 1868. He was succeeded in command of the "Mohawk" by Lieut. Tysson in 1852. The Steamer "Experiment" was built at Niagara by Capt. Dick in 1835. A correspondent in the Christian Guardian in 1838 says the little British Steamer "Experiment" with three guns was at Prescott in Nov. of that year and fought off the gun-boat "United States" with two schooners in tow loaded with 800 or 900 men, and three times drove them back to Ogdensburg with much loss. The rebels succeeded in landing about 300 men two miles below Prescott, which the Johnstown Militia, aided by forty regulars of the 83rd Regiment, drove into the Windmill, taking 29 prisoners and two cannon. The fate of the Windmill prisoners has become familiar history. The 83rd Regt. was later stationed at Penetanguishene. That referred, doubtless, to the same British steamer stationed here in 1844-47, armed with 12-pounders, and small arms—rifles, pistols, cutlasses and boarding pikes. The late Samuel Frazer of Midland stated that on several occasions he had seen the "Experiment" gunboat steam up the Wye River into Mud Lake before the present bridge was built. This is not doubted as the River Wye is very deep from the Lake to its entrance into that portion of Christendom Bay now known as Tiffin Harbor.

CHAPTER XIII.

MILITARY FORCES AND DETACHMENTS.

The first, as incidentally noted, during the building of the first block-house in 1815, was a detachment of the "Canadian Fencibles" formed in 1803 in Montreal under Col. Peters. It embraced at various periods, in its short career, such men as Major Fulton who carried to England Gen. Sheaffe's despatches from Queenston Heights and who became Lieut.-Col. of the 98th; Lieut.-Col. DeHaren who was Lieut. of the 60th Rifles, 1797; Capt. John Hall, who became Inspecting Field Officer in 1814; Major Francis Cockburn, son of Sir James Cockburn, and who rose to be Major-General and Governor of the Bahamas; and Major John Johnson, brother of Sir Adam Gordon Johnson, 3rd Baronet and son of Sir John Johnson, although the latter may have been Lieut. John Johnston, Fort Adjutant at Sorel, as the authorities spell the two names with or without a "t" indifferently. Many French-Canadian officers of note also, such as Duchesnay, Gogy, Dufresne and Pingnet and others were associated with this Regt. which played its part in some of the most sanguinary contests in the war of 1812-15, among them, Chateauguay and Chrystler's Farm. The Regiment was disbanded in Montreal in 1816, the year after its pioneer work at Penetanguishene.

During the succeeding period down to 1822 Commander Wooden, R.N., with 20 or 30 marines, occupied the post. Lieut. Wooden owned a white horse, and, as the story runs, he lost it on one occasion, when a soldier of the garrison found it and having painted it black re-sold the horse to its owner. The trick was soon discovered and the story rapidly spread. These facts were related by the late Mrs. Ross, daughter of Shipwright Wilson.

Next we have a detachment of the 76th Regt. of the line in 1822, which came from Bordeaux, France, in 1814, serving in Canada 13 years, and formed part of Gen. Robinson's brigade at Plattsburg. While stationed here, a non-commissioned officer of the Co., Corporal Jas. Cannon, was sent to guard stores at the north end of the Nottawasaga Portage, living there with his family. He disappeared very suddenly and mysteriously; his family was sent to Penetanguishene, and Corporal Stratton of the same Co. sent in his place. (Thos. Williams' Memories, p. 24.)

The 37th Regt. of Foot arrived from Pouliac, Ireland, in 1814 and was here in 1824, also at Drummond Island under

Col. McDouall. The late David Burke, father of the late Mrs. A. A. Thompson, was Quartermaster-Sergeant in this Regt., and his burial is duly recorded in St. James' register.

The 34th Regt., Lieut. Hutton in command, was stationed here in 1827. Thos. Kettle, Color-Sergeant, whose remains lie in St. James' cemetery, recalls the memory of this Detachment, also Ensign Medley. An extract from the "Loyalist" newspaper, reprinted in Dr. Scadding's "Toronto of Old," p. 557, stating that Ensign Medley in 1827, proceeding to join his Regiment at Penetanguishene, on board the "Queenston" from Toronto, excites some curiosity as to the route by which he reached his destination, and why he chose that route, as there was no Welland Canal till 1829. He would be compelled to make the portage to Chippewa and follow the long, roundabout lake route.

The next we have is the 68th, under Lieut. Carson from Drummond Island, at the transfer in 1828; and soon after, the 71st Highland Light Infantry, or "Glasgow Highlanders," in command of Major Howard. We met them a little earlier (say 1826) along with some noted travellers at Holland Landing on their way to relieve the 68th at Drummond Island. Thos. Williams in his *Memories*, p. 34, says they were not real Highlanders as they wore the plaid but not the kilt. They were also commanded by Col. Maude of the 100th and Major Winnett of the 68th, the latter somewhat tyrannical according to the late Capt. Anderson.

They were succeeded in 1830 and 31 by the 79th Cameron Highlanders under Col. Mathewson and Lieut. Impett. It was this Regiment which furnished the painful tragedy of the McGarraty Brothers at the Long woods, now become famous. The march to this post in early times was a most tedious and laborious one, difficult to realize in these days of rapid transportation, taking generally about three days from Toronto, the Headquarters. The first day, Holland Landing (33 miles) was accomplished, next day the west arm of Lake Simcoe was crossed reaching Kempenfeldt, and the third day would bring them to the garrison. During the last day's weary march of 35 miles, having reached the Long woods, just below Wyebridge, one of the brothers became ill and fell out and his elder brother kept him company. The detachment pushed on anxious to reach their destination, darkness having set in, and when a relief squad returned next morning both brothers were found dead. Being the month of June with very sultry weather and clouds of mosquitos, and

in the depth of a savage wilderness, it is supposed one died from illness and exhaustion, the other from fear and thirst, as they were found some distance apart, one brother apparently having wandered away in search of water, although the popular impression, which has become a tradition, was that they were literally bled to death by mosquitos. The late Mrs. Ross, who was born the same year and to whom the occurrence was only a memory, said that Lieut. Impett, who was in command, was severely censured for his inhumanity, in the general estimation, as it is said the sick soldier requested to ride and was refused. Sir Richard Bonnycastle of the Royal Engineers, who was here at the time, made an official investigation and reported "no one to blame," as the weak one may have died in the course of nature, and the strong one from fear at being left with his brother's corpse in the vast wilderness. Sir Richard often passed the spot on horseback, not, as he says, without a shudder. (Bonnycastle's Canada, Vol. I., p. 292). The tree with the names of the two soldiers carved thereon by the settlers was a well known landmark for years in the forest just beyond the late Chas. Rankin's residence. The remains of the devoted brothers were carried on stretchers to the garrison and deposited in the little military cemetery by their faithful comrades, who caused a stone to be erected with the following inscription:—"Erected by their comrades to the memory of Privates John and Samuel McGarraty, two brothers, late of the 79th Regiment, who died on the march to this Post on the 2nd June, 1831, John aged 25, Samuel aged 23 years. 'In the midst of life we are in death.'" The 79th had fought under Wellington at Waterloo. History says that of the 800 men who went into the conflict on that fateful day only 80 survived. Among the survivors who accompanied the Regiment to Canada was the late John Hamilton of Hillsdale. He received his discharge at Penetanguishene in 1832 after 21 years' faithful service and settled on the Military road where he kept a way-side inn for many years. James and William Hamilton of Hillsdale are sons, and the late Mrs. Daniel Gill of Orillia was a daughter.

The 82nd Regt. appears to have been co-temporary with the 79th, or succeeded them very soon, as it is scheduled for 1831. The 82nd with the 6th Warwickshire formed Gen. Brisbane's Brigade and fought at Fort Erie in that gallant sortie, which a premature explosion rendered so terribly fatal on the eve of success. Dr. Nicholson was surgeon of this detachment, said to be related to Squire Sam. Fraser; Thos.

Smith was Corporal, and Samuel Fraser, Sergeant, all of whose names appear in St. James' Register. Sam. Fraser is not to be confounded with Squire Sam. Fraser who was Warden of St. James' at various periods, and died unmarried, while Sergeant Sam. Fraser was married and later had a son baptised in the church. Capt. Hogg, who is said to have been the last of the Military to occupy the Officers' quarters, was Barrack Master. A famous St. Andrew's anniversary dinner held that year at the "Masonic Arms," indicating the presence of the "Cameron Highlanders" in force, or at least a strong Scotch atmosphere, was made historic and the guests in a measure compensated for their absence from the land of the heather and their seclusion in this far-away post, by the following original song, composed by Capt. Hogg for the occasion and sung to the tune of "Auld Lang Syne," and which became current in this region for many years. The words appeared in the "British Colonist" in 1831(?) and were read before the members of the "Canadian Institute" at their meeting here in 1891. (We cannot vouch for the correctness of the composition as they were repeated to us from memory.):

1 Ye Scotsmen a', baith far an' near
 From Gaspé to Sandwich green
 Come join wi' me and sing a song
 At Penetanguishene.
 What though removed frae balls and routs
 And city's cheerin' gleam,
 We've got our ain guid salmon trout
 At Penetanguishene.

CHORUS.—Oh! Penetanguishene, my boys,
 Oh! Penetanguishene,
 The de'il may care we're happy here,
 At Penetanguishene.

2 An' whitefish too, baith fat an' faire,
 Might star' a civic's e'en,
 Or gueses the gab o' Lon'on's Mayor,
 At Penetanguishene.
 Gin cares or sorrows should perplex
 Or e'en the monster green,
 Cantie Jamie can cure it a'
 At Penetanguishene.

CHORUS.—

3 He's got a wee bit cosy kigg,
 He says it's for a frien',
 To taste an' try your welcome a'ye,
 At Penetanguishene.
 Come join your hands my cronies a'.
 Awa' wi' strife an' spleen,
 We'll tak' a reel some ither night
 At Penetanguishene.

CHORUS.—

The following original poem characteristic of the time and place, although partaking somewhat of the doggerel, was furnished us by the late Samuel Fraser of Midland just previous to his death and afterwards published in the "Free Press." We have no means of arriving at the date of its composition or the name of the author. One authority says it was written in 1840 by a luckless "subaltern" who was then stationed here. Mr. Fraser could not recall the date, but asserted it was earlier than that. It was evidently written previous to 1829, possibly as early as 1821. Michael Macdonnell, the uncle referred to, was engaged with the Hudson Bay Co. till the amalgamation of the fur Co's at the latter date. On his return from a visit to his native land he re-entered the fur trade under the new regime but returned with the Drummond Islanders, and by 1829 was settled on his allotment of land in Tay. During one of these periods, either before 1821 or in the interval between that date and 1829, he occupied one of the three fur posts on Penetanguishene Bay, probably the old building at the foot of Broad Street, where he was the recipient of copies of the "Gazette" from his friend, in which the poem appeared. Another version of this effusion, minus the last two stanzas, which may have been added later, was published in 1903 (Transaction No. 4) by the Women's Historical Society of Toronto. The poem, with its quaint phrasing, is, we think, worth re-producing for its old associations and historic memories of the fleeting fame of the garrison days. The "Tommy Bare" in the fifth stanza is military slang for a kind of pudding served without sauce.

"In my boyish days a military friend of my uncle's, who was at that time stationed at Penetanguishene, used to send him the United Service Gazette, in one of which appeared the following lines, which I had at the time pleurably copied; but in time the manuscript was mislaid. But in looking up some old papers the other day they, for all that was associated with them, appeared to my delighted vision. Doubtless your readers will admire them for their originality, as well as for the sake of old Penetanguishene.—Samuel Frazer."

To ye who, tired of war's alarms
 In garrison or camp,
 Are sighing for the many harms
 Of march, route, or a tramp;
 Or who on board batteau or ship
 Delight to vent your spleen,
 I hereby recommend a trip
 To Penetanguishene.

Oh! 'tis the place for youthful sprigs
 Whose epaulettes grow dim
 With city wear; whose rose oil'd wigs

Want combing into trim;
 Whose elbows are a little out,—
 Such things have been,—
 They will be bettered by a bout
 At Penetanguishene.

'Tis here you learn true jollity,
 And scorn the march of mind;
 And live in fond equality
 With beasts of every kind.
 The Indian with his scalping knife
 Diversifies the scene.

Oh ! 'tis a mighty pleasant life
At Penetanguishene.

You shake a wild cat by the fist
When in your path he halts ;
With beavers take a hand at whist,
And gallopade and waltz
With shaggy bears, who when you roam
Afar in forest green
Remind you that your nearest home
Is Penetanguishene.

Upon the article of grub
You must lay little stress,
For here with grief the starving sub
Bemoans headquarter mess.
His pound of junk and "Tommy" bare
But make a dinner lean ;
For surfeits they are very rare
At Penetanguishene.

And then for swipes, poor devil, he
Must look and feel quite glum,
Since now a sober Treasury

Has dock'd the ration rum,
Unless it be with maple juice,—
A drink that's thin and mean,—
He cannot shake a corkscrew loose
At Penetanguishene.

A pipe is quite a rarity,
Tho' here for life you smoke
In clouds, to be mosquito free,—
For 'tis no trifling joke
If you have ague or the yaws,—
Cigar was never seen
In man or maid or monster's jaws
At Penetanguishene.

You'd give your eyes for heavy wet,
Your ears for quid or snuff,
Your teeth but for a short hour's whet
On any wholesome stuff.
Oh ! quick will cure each dowdy ghost
Of ennui or of spleen,
A winter's station at the post
Of Penetanguishene.

The next was a detachment of the 15th Regt. in 1835 in command of Lieut. Ingall. His signature is attached to the order along with Adjutant Keating's as Commandant, setting apart the land for St. James' Church and Cemetery for the Military. Dr. Nevinson, remembered by the older inhabitants, was Surgeon. They were succeeded by the 66th known as the 1st, or Royal Regt., of whom Sir James Kempt, Gov-Gen. of Canada in 1828, was at one time Major, and who served at Quatre Bras and Waterloo. Brigadier-General J. G. Dartnell of South African fame, whose father was surgeon of the Regt. at the time, was born here in 1838. Surgeon Dartnell's sketch of Penetanguishene Bay will be remembered in the author's former publication on the Voyageurs. His son, Brig.-Gen. Dartnell, received his first commission as Ensign in the 86th Regt., County Down, and at once joined headquarters in India, where he served under Sir Hugh Ross and was present at the storm and capture of Chundasi and led the successful attack on the fortress of Jahnsi. After a brilliant career in India he retired to South Africa, where a series of gallant exploits, among them the withdrawals from Dundee after Sir Penn Symmonds was laid low. A staff officer said of him, "Dartnell, who covered himself with credit during the march from Dundee, is here the life and soul of the camp." A fine appreciation of his career may be found in the "Army Celebrities," part XV., 1901. The late Judge

Dartnell of Whitby was a cousin, and the late Col. Fred. Wells, who served as a private here in the 1st or Royal Regt. of Foot during 1845-6 and 7, was afterward at Alma and Inkerman and was presented with a sword by the city of Toronto in 1856, was his brother-in-law, whose daughter is Mrs. DePencier, wife of the Rev. Jas. DePencier, for some time Assistant Rector of St. James' Cathedral, Toronto. This was also the Regt. of the ill-fated Lieut. Glascott, whose tablet erected by Capt. Moberly adorns the walls of old St. James' Military Church.

The 13th Light Dragoons were here in 1840-1-2 and 3. The first burial recorded in St. James' Register by Rev. Geo. Hallen is that of Wm. Wells, aged 50 years, of the 13th Light Dragoons, in July, 1840. This is probably the original of "Well's Hill," Davenport Road, and the father of Col. Fred. Wells, noted above, who was born in Toronto.

The 93rd Highlanders were here in 1843-4, Capt. Hay in command, whose brother was Rev. Wm. Hay for some time stationed as Missionary at Bruce Mines. John Stewart, whose name appears on St. James' Register, was drummer. This Regt. paraded at the obsequies of Mrs. Solomon, first wife of the late Wm. Solomon, Government Interpreter to the Indian Department, and was present and took a prominent part in the ceremonies at the unveiling of the new monument erected to the memory of Gen. Brock in 1846, to replace the one destroyed. It probably proceeded direct from Penetanguishene.

The Incorporated Militia, commanded by Col. Davis, was stationed here in 1841-2-3. The late Sergeant Thos. Teuton belonged to this Coy.

This Regt. was made up from detachments and picked companies of the various militia corps in almost every county in Canada from Essex in the west to Johnstown District in the east, at the beginning of the American war of 1812, and was at the sacking of York (now Toronto), the short but sharp and sanguinary conflict at the capture of Fort Niagara, the assault of Fort Erie and the battle of Lundy's Lane. Its first Commander was Lt.-Col. Wm. Robinson of the 8th or King's Regt. who won high esteem in military circles during the American War and died in the Isle of Wight in 1827. With the 76th it formed part of Gen. Robinson's Brigade at the assault on Fort Erie and at Lundy's Lane where he was wounded. The Company embraced such men as Capt. James Kerby who guided a storming party at the assault of Fort Niagara, commanded the Battalion after Col. Robinson was wounded at

Lundy's Lane, had been at Queenston and Frenchman's Creek and was presented by the Assembly with a sword of honor for his gallantry; Col. Allan McLean who became Speaker of the House of Assembly, and Col. Daniel K. Servos who guided a column at the assault of Fort Niagara. Col. Davis was formerly ensign in the Royal Newfoundland Regt., had been Capt. in the New Brunswick Fencibles and was present at Chrystler's Farm and was mentioned in despatches. There were also Lieut. Thaddeus Davis present at Black Rock, mentioned in despatches, and Ensign Hall Davis who piloted boats at Black Rock and was mentioned in despatches and became a Lieut. These with Cols. James Kerby and Daniel Servos were from the Lincoln Militia.

The 84th Regt. stationed here in 1844 recalls to some of the older residents the fragrant memory of Col. Osborne West, the popular Commander. Col. West was noted as a keen sportsman and encouraged all sorts of athletic sports with a liberal patronage. His establishment included four horses, which he often had hitched and drove "tandem" to the evident delectation of the soldiers, aborigines and numerous admirers. He encouraged the manly game of cricket, and under his direction the famous cricket ground was cleared, the former site of which is on the brow of St. Andrew's Lake below the Garrison, on the left-hand side of the Military Road going south, occupying a portion of the north-west corner of what was known as the Ayling farm, second concession of Tay. It was within easy distance of the Garrison, showing a taste for English art, "strong in exile," transplanted to a wilderness, and Penetanguishene thus boasted for many years of the rare spectacle of a cricket lawn in the depths of a Canadian forest. In 1885 the old cricket ground, still intact, surrounded by a forest hedge of second growth, was yet the cynosure of travellers and visitors. During his stay here Col. West was visited by his brother, Capt. West, a wealthy ship builder and owner in England.

The Royal Canadian Rifles seemed to have had a longer probation here than any other detachment, and it also enjoyed a greater variety in its commanders, in fact, it is the only Regiment of which the War office in London appears to have preserved a complete record. They were domiciled at the Garrison here from 1847 to 1851 inclusive, first under Lieut. James Black till 1848, then Lieut. W. H. Fitzgerald till 1850-1, lastly, Lieut. K. M. Moffatt, 1851. This Regt. appears to have been employed occasionally as marines and will be recalled

as the Co'y. of the late Edward LeCamp who was Sergeant in the Navy and did clerical duty in the Admiralty, being clerk of the works here for several years, and who became well known and highly respected. Sergeant Edward LeCamp was born in Ireland in 1806, of Huguenot extraction, his ancestors having emigrated thither from France during the persecution. He was educated for the profession of teaching and was a gold medalist and was engaged for some time as private tutor in a gentleman's family. Some of the family went to India; Edward enlisted and came to Halifax, thence to Penetanguishene. He was always engaged at clerical work in the Admiralty office and never did soldier's ordinary drill work, but served his full term of twenty-one years and received his discharge. He and Mr. Langdon, a seaman of the "Minos," whose wife is buried in St. James' Cemetery, settled at Lafontaine where he died in 1857. He married first Mary Hughes, second Jane Edwards in 1851 by whom he had two children. The late William LeCamp, who was Reeve, then Treasurer, of Tiny, for several years and died at Lafontaine in 1906, was a son. The late Mrs. Wm. King was a daughter. Mr. Edward LeCamp of Lafontaine is a grandson. The remains of the late Sergeant LeCamp were duly laid to rest in St. James' Cemetery, the Rev. Geo. Hallen officiating. John Gow and John Bohon were corporals in the R. C. Rifles, and both are buried in St. James' church-yard. Numerous baptisms and burials from this Co.'y are recorded in St. James' Register.

The 81st Regt. was here in 1850, but Robt. Clark, who was Sergeant in this Regt. and father of the late George Clark, sometime Collector of Customs here, was buried according to St. James' Register in 1859, aged 87 years.

The 38th Regt. of Foot followed the latter and is remembered through John Byrnes who was Sergeant of this Co'y. and whose burial is recorded in St. James' Register in May, 1851, followed a few months later by that of his widow, Mrs. Rose Byrnes, parents of the well-known late Mrs. Jos. Dusome and of the late Mrs. Dunn of Midhurst. Sergeant Byrnes was the only one of the commuted pensioners, so far as we can learn, who came with his Regt. and accepted commutation, afterwards settling here, while the others received their discharge previous to coming. There was a commuted pensioner named John Burns who was sexton of St. James' Church for some years and who died at the age of 74, but the Regt. to which he belonged is not stated and his name is spelled

differently. Mr. Edward Byrnes of Barrie was a son of the late Sergeant Byrnes.

The 24th Regt. of Foot in 1852, commanded by Lieut. James, was the last Regt. stationed here. We have not been able to gather any particulars regarding this detachment, further than that Dr. A. R. Stephen was the Surgeon, he having been appointed Medical attendant for the enrolled pensioners who were here at the same time in command of Capt. Hodgetts, who figures as a witness to the marriage recorded in St. James' Register of Widow Mary Lloyd and Dr. Hore, who succeeded Surgeon Stephen.

A personal letter dated 1907 from the latter contains the following sketch of his career: Dr. A. R. Stephen was born in Kent, the son of a Waterloo veteran who carried the Regt. colors and was wounded in that historic battle. His father received a military appointment at Sorel in Quebec, and in time he himself received an appointment at the hands of Sir Benjamin Durban (D'Urban) as an ensign in the Incorporated Militia with a force detailed to guard the Welland Canal. He afterwards studied medicine and surgery and when qualified as a surgeon was appointed by Lord Cathcart about 1852 as Medical Officer to one hundred pensioners at Penetanguishene then in charge of Capt. Hodgetts. Soon after, the Canadian Government installed him as Medical attendant of the Indian tribes on Beausoliel Island whose chief was J. Aissance at that time, and who were shortly afterward removed to Christian Island. The pensioners were given ten acres of land each and provided with a house to live in, and were to enlist for four years and then retire. The scheme proved a failure as the land was well timbered and the men could not handle an axe. Dr. Stephen lived at the Garrison two years and then moved to the village where he remained another year. (The leading men then were: W. B. Hamilton and Alfred Thompson, merchants.) He then went to Collingwood, known then as the "Hen and Chickens," which the Northern Railway Co. had chosen as their terminus, and which was "boomed" as the future Chicago of Canada, having been christened Collingwood after the famous British Admiral. In coming to Penetanguishene, he took stage from Toronto to Holland Landing, then by boat to Orillia, from there by stage to Sturgeon Bay, thence by Steamer "Gore" to the Garrison. He went from Penetanguishene to Collingwood by boat, which we further learn was built by himself.

Surgeon Stephen was active in military affairs and be-

came Major of a battalion which went to Port Colborne and Fort Erie during the Fenian Raid. He also took a lively interest in municipal affairs, was a member of Collingwood's first council, helped to start the Public Library and held various offices. At the age of 80 he retired from practice as physician and surgeon during a period of fifty years. During his sojourn as Surgeon of the post here, Col. Clement of the Royal Canadian Rifles paid a visit to the Establishment. This was probably First Lieut. Clement of the 2nd Lincoln Militia wounded at the battle of Chippewa and who died at St. Catharines in 1879.

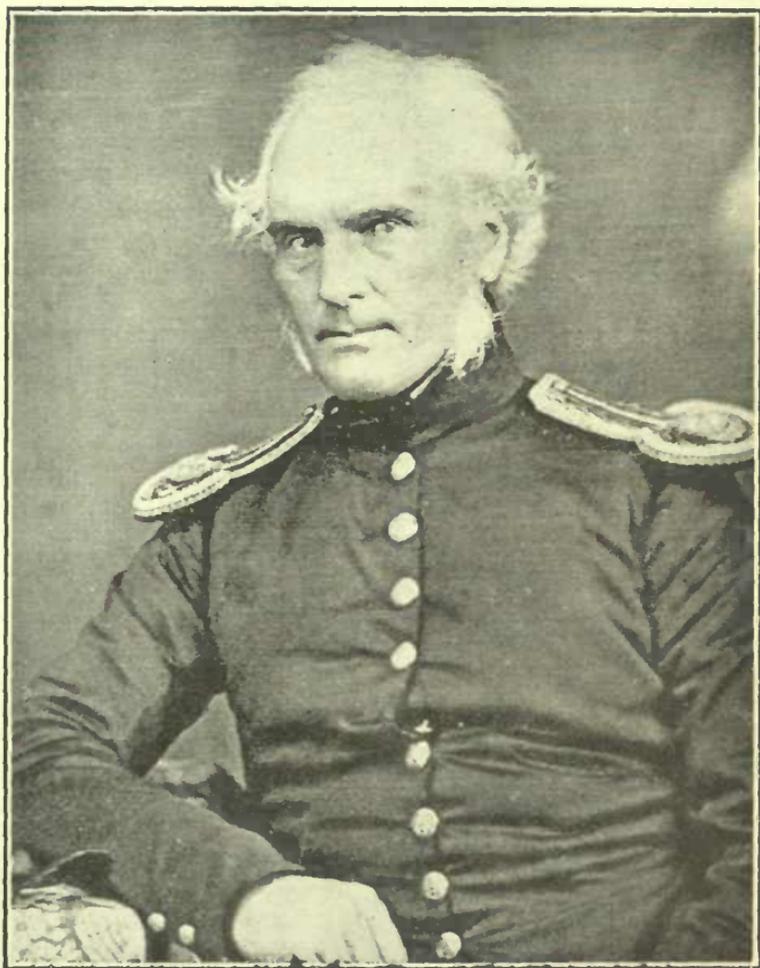
Of these detachments, the 1st or Royal Regt. after strenuous service at the capture of Fort Niagara, the assault of Fort Erie, the battles of Chippewa and Lundy's Lane, left for England in July, 1815, and on its homeward voyage met with a thrilling experience, the left wing of the fourth battalion being wrecked on Anticosti, losing all its arms and baggage. It returned to Canada again in the thirties. Lieut.-Col. John Gordon, the commanding officer, was mortally wounded at Fort Erie, dying soon after, and a slab was erected to his memory in Montreal by his brother officers.

The 82nd Regt. or "Prince of Wales Volunteers," also left Canada for Ostend in June, 1815, returning later. Its stay in Canada the second time seems to have been prolonged, as is indicated by two entries in St. James' Register, one of which reads: "Ellen Grace Bristow," daughter of Surgeon J. Nicholson, buried, 1842; the other: "Patrick Simon Fraser," son of Surgeon J. Nicholson, baptised, 1845, Dr. Nicholson being the surgeon of the 82nd. It formed part of Gen. Brisbane's brigade and fought at the assault of Fort Erie and the capture of Fort Niagara.

Of the numerous Regts. which returned to England at the close of the war in 1815, and of those stationed at this post, the 1st or Royal Regt. and the 82nd were the only Regts. returning to Canada for the second time.

Many officers and members of the forces stationed at this post may be referred to with pardonable pride as having risen to high and honorable positions and as having won distinguished military careers. We have already mentioned Col. Fred. Wells of the 1st Royals, who accompanied his Regt. to India, was at Alma, Inkerman and Sebastopol, etc., and was presented with a sword by the City of Toronto in 1856. Gen. Sir Gordon Drummond, Col. of the 71st Glasgow Highlanders, served in Holland and Egypt, succeeded Gen.

Sir. Isaac Brock as President of Upper Canada and was severely wounded at Lundy's Lane. Major-Gen. Henry Couran of the 1st Royals and the 82nd served in India against Tipoo Sahib and became Lieut.-Gov. of Jamaica in 1816. Sir James Kempt, G.C.B., Major of the 66th, was A.D.C. and Military Secretary to Gen. Abercrombie in Egypt, was present at Waterloo, served in the Peninsular campaign, became Lieut. Gov. of Nova Scotia in 1820 and Gov.-General of Canada in 1828, under whose regime the transfer of Drummond Island took place. Lieut.-Col. Allan McLean of the Incorporated Militia became Speaker of the House of Assembly, 1812-16. Noah Freer, Lieut. of the Canadian Fencibles, was Military Secy. and A.D.C. to Sir Geo. Prevost and whose name figures largely in the Canadian Archives during and after the period of the American War. Major Francis Cockburn of the Canadian Fencibles was a son of Sir James Cockburn. He attended Lord Dalhousie in his famous itinerary from Quebec to Sault Ste. Marie via the lakes and the French and Ottawa Rivers, and back to Montreal in 1820, making extended observations recorded in the Canadian Archives for 1896, pp. 71-4. He served in the Peninsular campaign, and South America, was Superintendent of British Honduras and Governor and Commander-in-Chief of the Bahama Islands in 1840, which was a decided advance on military pioneering through inhospitable Canadian wilds in the early war-times. Capt. Collier of the Royal Marines, who was sent here in 1815 with the Canadian Fencibles to superintend the building of Sir James Yeo's 24-gun frigate, served during the Syrian campaign at the capture of St. Jean d'Acre, where he was wounded; commanded the "Princess Charlotte" and was present at Oswego. He became Sir Edward Collier, C.B., in 1840, and his name is honored in one of Barrie's principal streets. Col. Newdigate Poyntz, R.N., and the Royal Engineers, who was here with Capt. Collier and made the second survey of the harbor in 1815, was present at Alexandria and Copenhagen, commanded the gun-boat "Netley" and was promoted Commander for his services in the latter part of 1815. Poyntz St. in town honors his memory. Col. George Philpotts, Royal Engineers, who surveyed part of Penetanguishene's town site, took part in the assault on Fort Erie, also served in Canada during the Rebellion and was at one time candidate for the office of Surveyor-General. He died in Bermuda in 1853. Surgeon Hore, who succeeded Dr. Stephen who went to Collingwood, had his residence separate from the Officers' quarters. It was a log building adjacent to the



COL. FULFORD B. FEILDE

FROM A PHOTOGRAPH IN THE POSSESSION OF HIS DAUGHTER, MRS. DARBY, TORONTO

shore near the former site of Adjutant Keating's residence long since removed. Dr. Hore's marriage to Mrs. Mary Lloyd, widow, grandmother of Mr. C. E. Wright of this town and of Mrs. Jas. Thompson, is recorded in St. James' Register as Richard Collier Hore (which we take as a slip of the pen for Richard Collier Hore) and duly witnessed by Capt. Hodgetts of the Establishment. Surgeon Hore had the misfortune to lose his kit of surgical tools, which went to the bottom of the Bay in crossing to Magazine Island in a severe storm. They still repose in the company of D. Macdonald's valuable gold watch which later went to the bottom at the old dock near by, while the owner was on a tour of inspection of the Ontario Reformatory for Boys.

CHAPTER XIV.

MILITARY OFFICERS, ETC.

An entry in St. James' Register, dated 21st July, 1839, records the baptism of Sophia, daughter of Fulford B. Feilde of the Garrison. A letter from Mrs. Grant of Prescott, daughter of the late Col. Fulford B. Feilde, says that Sophia died in her girlhood and her remains rest in the family plot in the Anglican Cemetery at Barrie. Her father served, as a youth, under the Duke of Wellington, and she further states that after the Battle of Waterloo her father was stationed at Barbadoes, West Indies, and Sierra Leone; he also served in Portugal and Mauritius, where he was disabled with fever and invalided back to England. The late Capt. Frederick Feilde, who lived near Hamilton and was an officer on the field of Waterloo, was a brother. Col. Fulford B. Feilde was sent to Canada in Dec., 1830, and served in Guelph twice, London, Prescott and Penetanguishene. An item in the Toronto Globe of June 15th, 1915, referring to the death of his widow at the age of 94 years, said he was sent to Canada as Commissary-General of the forces. He was a successor of Commissary-General W. H. Robinson who served in Canada during the American War and became Sir W. H. Robinson and whose name is engraved deep in well-formed letters on the inside wall of the old Magazine, with the date 1759 probably cut there by Feilde himself as one of his successors or successor in office. The late Col. F. B. Feilde while stationed here married a daughter of Capt. Wickens, an old military officer resident here and who afterwards removed to the Military road near Barrie and gave his name to Wickens' Creek, and built a saw-mill, and represented Simcoe in 1836. (See

A. F. Hunter, History of Simcoe County, Vol. II., pp. 102 & 130). Col. Feilde was highly esteemed both by whites and Indians. These were the days of Chief Assinack (Black Bird) Indian interpreter for the Government who gave Mr. Feilde an Indian name, Ah-bah-mosh, signifying "The Present-man;" also drew for him a map of Manitoulin Island in Sept., 1835, giving the Indian names of all the bays. While stationed at Prescott his wife died. He married for his second wife Miss Catherine, daughter of Rev. Robt. Blakey, first Anglican rector of that parish, who built the little blue church of historic fame and where the founder of Methodism in Canada, Barbara Heck, is buried. Col. Feilde retired after 40 years service and settled in Prescott, where he died in 1885. Mrs. Caston of Craighurst is a grand-daughter. The second Mrs. Feilde died June 15th, 1915, leaving one son, Dr. E. A. Feilde of Montreal, and four daughters, Mrs. Ross and Mrs. Grant, Prescott, Mrs. Jacob and Mrs. Sefton (Amy) Toronto, twenty-one grand children and fourteen great grandchildren. In the first family, in addition to Sophia mentioned above, there were James, deceased, and Mrs. Darby (Emily), Toronto. Col. Feilde accompanied Sir R. H. Bonnycastle of the Royal Engineers, Lieut. Ingall, Commandant of the post, Surgeon Nevinson of the medical staff, Edward Jeffery, and an Indian carrying a bark canoe, on an expedition over the portage from the head of the bay to King's Mills and up to the mouth of the Nottawasaga River in 1835.

Sir Richard Bonnycastle, Lieut.-Col. of the Royal Engineers, as well as Lieut.-Col. of the Upper Canada militia, was a frequent visitor to the town and garrison in the thirties, and wrote quite an extended work descriptive of Canada at that time. He witnessed the savage military parade of the Pontahwattahas and 2000 other Indians on the Garrison commons in 1832 in presence of Sir John Colborne. He records the distances between numerous important points in the Canadas and states that Huron is 578 feet above the Atlantic Ocean and Lake Simcoe 480 feet above Lake Ontario. His observations on the naval and military situation make interesting reading. In Vol. I., p. 285, he says, "Invasion via Penetanguishene, always a vulnerable point, is no longer dreaded." Again, Vol. I., pp. 289-90, he says, "Penetanguishene, a small but excellent harbor on Georgian Bay of Lake Huron, capable of holding a large fleet secure in all weathers. was chosen as the seat of a naval establishment in order to protect Upper Canada from invasion by the lake as the capital is

approachable from that point." It will be interesting, in this connection also, to call attention to an item in the Toronto Globe of June 1st, 1862, which reads, "Last night Col. Coffin delivered a lecture in St. Lawrence Hall on the Defence of Canada to an audience of city volunteers and officers of the Sedentary Militia. One of the most important points for the defence of Canada, Col. Coffin considered, was Penetanguishene."

Capt. Baddely was another officer of the Royal Engineers who surveyed the North Shore as far as Lake Nippising.

Maj.-Gen. A. R. Vingan Crease, Royal Engineers, son of the late Capt. Henry Crease of the Royal Navy, was here in 1851 and was the author of a sketch of Penetanguishene's Main Street as it was then and of the Garrison grounds and buildings, the sketches being now in the John Ross Robertson Collection, Toronto. Maj.-Gen. Crease joined the Army in 1846, was Colonel in 1881, served in the Crimean War, 1855-6 under Sir R. H. Vivyan in command of the engineer force with the Turkish contingent and commanded the engineers during the occupation of Kertch by the allies; served under Sir Hugh Rose, commanding the 21st Co. of Royal Engineers with the Central India field force at the battle of Antsee and the capture of Gwalior during the Indian Mutiny in 1858, receiving medal and clasp. He commanded the Royal Engineers in South Africa, 1881-5, retiring in the last year with the rank of Maj.-Gen. and finishing his public career as Lieut.-Governor of the Isle of Guernsey. As Commandant of the Royal Engineers for the Northern district of Canada he surveyed the route for the Georgian Bay Ship Canal, which after 65 years is still in the incipient survey stage, though it is just possible the reference is made to the Huron-Ontario Ship Canal from Toronto to Collingwood, which is still further in the distant future. Major-Gen. Crease died at Warrior Gardens, St. Leonard-on-the-Sea, in October, 1892, at 66 years of age. He was married twice and left one son, who is manager of the Parliament St. branch of the Bank of Commerce, Toronto.

Lieut.-Col. R. H. Bruyeres commanded the Royal Engineers in Canada during the American War of 1812-15 and projected the opening of the Military road to this post, during the strenuous times of the threatened attack on Mackinaw, when, in the emergency the Nottawasaga route was chosen instead, but we have no information as to his having been at Penetanguishene though he may have been at some later date.

CANADIAN GOVERNORS.

Sir John Colborne, afterwards Lord Seaton, was gazetted Lieut.-Gov. of Upper Canada in succession to Sir Peregrine Maitland, Aug. 14th, 1828, arriving at York (Toronto) the seat of government, the following November. This post he held for eight years, afterwards assuming the post of Commander of the Forces and Administrator in succession to Lord Durham. The same year Sir James Kempt, his companion in arms through the Peninsular War, in Italy and at Waterloo, was made Governor-General of the Canadas, and the entire British North American Provinces. In this connection it is recorded that Governors-General were usually charged £500 (\$2000) for their commissions, which Sir James Kempt, it is said, refused to take out rather than pay the price; while for some reason Sir John Colborne had his sent free of charge, naively remarking, "Oh, well, it gives us a frigate to go home in." (See G. C. M. Smith's "Life of Lord Seaton," p. 309). Sir James Kempt was A.D.C. and Military Secy. to Sir Ralph Abercrombie in Egypt, was Major of the 66th Regt. later stationed here, was Lieut.-Gov. of Nova Scotia in 1830, and had served in Canada during the War of 1812-15.

Sir John Colborne, who was Col. of the 66th Regt. in the Peninsular War, which regiment he again met under such tragic circumstances in Lower Canada, had a distinguished military career. He shared the varying fortunes of the army in both campaigns in Spain and was severely wounded in the right shoulder in the battle of Ciudad Rodrigo and witnessed the final scenes at the death of gallant Sir John Moore at Corunna, where, as a dying gift, he was recommended for promotion to the Colonelcy of the 52nd Regt. He saw the remains of Sir John Moore removed at the hour of midnight from headquarters at the citadel to the bastion preparatory to burial.

"We buried him darkly at dead of night,
The sods with our bayonets turning."

It is interesting to note in this connection, that, in the Museum at Whitehall, Eng., there is deposited a well-worn prayer book with this inscription on the fly-leaf, "From this prayer book I read the burial service over the body of Lieut.-Gen. Sir John Moore, K.B., who received a mortal wound, while engaged with the French army in front of Corruna, Spain, on the afternoon of the 16th Jany., 1809. H. L. Sym-

mons, LL.D., Chaplain to the Forces.' In this Museum also are preserved Sir John's writing desk and the sash with which his body was lowered into the grave. History credits Sir John Colborne with having wheeled the 52nd Regt. into line at the critical moment at Waterloo, attacking Napoleon's Imperial Guards and thus deciding the fate of the great conflict in Wellington's favor. He was made a full Colonel, King's Aide-de-camp, and a K. C. B. at the close of the Peninsular War in 1814.

Sir John Colborne in relinquishing the Lieut.-Governorship of Upper Canada escaped the Rebellion of 1837 by one year, only to be involved in that of Lower Canada, the next, as Commander of the Forces. Here he met again his old Regt., the 66th, in charge of the Hon. Charles Gore, the 71st Highlanders which fought all through the Peninsular campaigns and at Waterloo; the 15th, of which Hon. Charles Wellesley, the Duke of Wellington's son, was Colonel, and the 24th, of which his own son James, the coming Lord Seaton, was Colonel, and the Royal Scots, all of which Regts., as previously mentioned, were stationed at Penetanguishene. An amusing incident is related of Lord Charles Wellesley, the 2nd Duke, and Col. of the 15th Regt., while on a visit to Quebec where he spent two days with Sir John's family. During his visit he was taken prisoner by one of the guards. When he said he was an officer of the Regt. the guard would not believe him, having never seen him before, but took him to the guard-house. He said Sir John was so ridiculously like the Duke, he could hardly help laughing and thought his father was talking to him. (G. C. M. Smith's "Life of Lord Seaton," p. 301.) Sir John Colborne was regarded in certain quarters as a stern administrator and somewhat severe, but it must be remembered he was a trained soldier and did his duty from a military standpoint. He was hung in effigy at Hamilton, and at Montreal was voted a "despot" who had "filled the measure of his iniquity," while Kingsford, our Canadian Historian, gives him a high place as Administrator in the annals of government, and posterity seems disposed to accept this estimate. (See Kingsford, Vol. X, pp. 203-5).

Sir John Colborne was a frequent visitor to Penetanguishene, always on horseback, closely identifying himself with its military status and the government scheme of settling the pensioners, as indeed his activities extended in like manner to various points in the Province. In his progress to and fro on the primitive military trail he often met with decidedly

unpleasant experiences. (See Hunter's "History of Simcoe Co.," Vol. I., p. 87-8.)

In 1835 Sir John paid an official visit to the Garrison in his capacity as Governor and Patron of the Indian tribes on the occasion of the annual distribution of presents. There were about 5000 Indians present and Sir John was treated to one of the greatest Indian reviews probably ever witnessed in Canadian wilds. It was got up for the special entertainment of the Governor and his suite. This grand display took place on the level plain between the stone barracks and the bay on the west, then covered with juniper and balsam shrubbery and a few small trees interspersed, the former camping ground of Sir John Franklin's voyageurs. There were several bands of Potahwahtamies, remnants of the Black Hawk War of 1832, Ottawas, Winnebagoes, and Menominies from the U.S. who had made their way across Canada, besides 2000 other Indians. The Pottahwattahmies and the other strange tribes were dissatisfied with the treatment accorded them by the authorities of the U.S. and were making efforts to gain favor with the British authorities and to show what an acquisition they would be to His Majesty's dominions. Sir Richard Bonnycastle, in his "Travels Through Canada," says he was present at this barbaric display and speaks of a "Mimic pantomime of the war path" in which the warriors were entirely naked except for a blue cloth over the loins, some painted half white and half black, the majority revelling in a gorgeous variety of coloring embracing red, white, black, vermillion and tattoo. They carried a drum, and for their flag the tattered remnants of an old British Standard. To Sir Richard's mind they were the embodiment of Toronto fire-water, filth and rags.

We had a description of the event from an eye witness, the late Frank Johnston, who was born at the garrison and was on the spot during the performance. Mr. Johnston stated that they opened the pageant with the Indian war-whoop and then with rifle, spear and tomahawk rushed pell-mell upon the pretended enemy, slaying right and left and with much pretence securing their scalps. This was an attack intended to represent how bravely they could attack and capture the American officer and his army. Next, the whole body of savages suddenly disappeared in groups and flung themselves flat upon the ground and began to wriggle and crawl through the grass and shrubs till reaching a certain point,

where the same mock heroics were repeated, representing the surprise and capture of the victims, the Americans and their party. Again they demonstrated their skill in ambush, alighting with suddenness upon the unsuspecting foe after passing in single file a certain point close to but unknown to the enemy in darkness, during which the sole signal was a rap of the arrow on the bow, thus conveying the intelligence from one to the other. Such were a few of their savage performances by which they hoped to win the approbation of the Governor and become wards of the British. For some reason they failed to attain the status of Treaty Indians and most of the Pottahwahtamies have remained pagan to the present day, which may have been one of the objections to their acceptance, though they have made repeated efforts in this direction.

This sort of governmental exclusion and ostracism of which the Pottahwattahmee tribes appear to be the victims, results partly from their paganism and partly from the hesitancy or jealousies of the other tribes to share their treaty rights, which some think scarcely fair. They are without doubt identical with the "Potaquanassee" Indians from whom the British authorities purchased Drummond Island in 1814. Mrs. Jamieson, the traveller and writer, in her account of her visit at this time speaks of an encampment of 5000 Indians (enumerating the different tribes) and refers to an English officer with a Russian wife, (alluding evidently to Capt. Moberly), who with his family had arrived about this time. She likewise makes some reference to the pretty cottages dotting the hillside across the bay and to the thirty log houses of the pensioners on the "lines," which had recently been erected.

Sir John Colborne was the originator of Upper Canada College, which will long remain a monument to his liberal encouragement of learning and the professions, and as in his previous governorship of the Channel Islands, he devoted much attention to the advancement of education. He was active in promoting the instruction of the native Indian tribes and procured the translation of Hymns and portions of Scripture into the Ojibway dialect.

Sir John Colborne closed his career in Canada by relinquishing the government to Mr. Poulett Thomson, afterwards Lord Sydenham, and embarked on H.M. ship the frigate "Pique" at Quebec on the 23rd Oct, 1839, having been

first invested with the insignia of the Grand Cross of the Bath as a reward for his services, at the hands of Lieut.-General Sir James Macdonell, K.C.B., who had been granted special authority to confer it, just as Sir John had in the previous September been empowered by the British authorities to invest Sir James Macdonell himself with the insignia of the K. C.B. in reward for gallant services. This was the General James Macdonell in history who in the famous battle of Waterloo was the winner of the £500 prize as the defender of Hougomont, the "Bravest Briton of them all." Gen. James Macdonell commanded the forces against the second uprising at Napierville in Lower Canada, at which the forces embodied nearly the same Regts. as later did duty at Penetanguishene. On Sir John's return to England in the closing months of 1839 he was elevated to the peerage as Baron Seaton of Seaton, Co. of Devon, and granted a yearly pension of £2000 for three lives. In 1843 he was appointed to the office of Lord High Commissioner of the Ionian Islands. Lord Seaton was commander of the forces in Ireland for five years resigning the office in 1860; he died in 1863, aged 85 years.

Mr. Charles Poulett Thomson reached Quebec October 17th in H.M. Frigate the "Pique," which afterward bore away Lord Seaton to the old land. To Mr. Thomson was allotted the task of reconciling jarring factions, race prejudices and the incongruities of the Quebec Act, the Constitutional Act and the Union Act. But he was a man of action and proved to be well fitted for the part he was destined to play. Though not of robust health, he seemed to be a man of unbounded energy and activity and immediately proceeded to acquaint himself with the conditions with which he had to cope. In August and September of 1840, he traversed almost every portion of Western Ontario, not omitting the Bay of the "Rolling Sands." Here is what he says: "From Toronto across Lake Simcoe to Penetanguishene on Lake Huron and back to Toronto, which I left last night again for the Bay of Quinte." (See Adam Shortt, "Makers of Canada," p. 267, from Scrope's Life of Sydenham). How he reconciled the jarring factions, carried the Union Act and introduced responsible government, have become matters of history. He selected Kingston as the seat of the United Parliament, and near the close of the first meeting of the Legislature, was thrown from his horse which stumbled on going up a slight hill near his residence and was injured, from the effects of which he died a few days after. Just previous to his death

he had resigned his Governorship and was invested with the Order of the Bath as Lord Sydenham. An imposing funeral was held in his honor, attended by prominent people and officials from all parts of Canada, and his remains were deposited beneath the chancel of St. George's Cathedral at Kingston.

CHAPTER XV.

FRIENDS AND HELPERS OF THE INDIANS.

One who was associated with Sir John Colborne in his philanthropic efforts to educate and improve the Indian tribes and who became largely identified with the various schemes therefor, was Capt. Thos. G. Anderson of the Indian Department, who accompanied the British forces from Drummond Island in 1828 and who subsequently became Superintendent of Indian affairs. (For a sketch of Capt. Anderson's ancestry and life, see "Papers and Records" of the Ontario Historical Society, Vol. VI., pp. 109-135). Capt. Anderson was born in 1779 at Sorel in Quebec, of U.E.L. stock, and early entered on a career in the fur trade on the Mississippi and in the west, was at the capture of Prairie du Chien, receiving the rank of Capt. of the Michigan Fencibles and on the restoration of Mackinaw to the U.S., moved with the British forces to Drummond Island having been placed on the staff of the Indian Department. Here he married a daughter of Capt. James M. Hamilton of the 5th Regiment of Foot, who later became the first postmaster of Penetanguishene to which station the forces had retired as already recorded.

Capt. Anderson resided at the Garrison till 1830. Sir John Colborne in that year, under direction of the British authorities, took steps to segregate the Indian tribes, locating them at Coldwater, and the Agency, with Mr. Anderson's family, was moved thither. During the summer of 1830 Capt. Anderson was employed by the Government in surveying and cutting a road from Matchedash to Coldwater. He also superintended the clearing of the Portage Road from the Narrows (Orillia) to Coldwater, erecting houses all along the road for the Indians, as well as a grist mill, a school house, and his family residence. Notwithstanding the removal of the Agency to Coldwater certain tribes from the west and the north continued for some time to receive their presents at this post.

Rev. Peter Jones, the Indian missionary, in his Journal,

pp. 350-1, recounts his visit here on the 13th July, 1832, during which he was present at the annual distribution at the Garrison, he and the Indians coming from Coldwater in canoes accompanied by the Ste. Marie Indians and Mr. Anderson. He says, "the pagan Indians to the number of 400 or 500 had their wigwams on the north side of the bay, while we pitched our tents near the Council House which is made of poles covered with bark. (This would be on the plain just west of the Stone Barracks near the shore). In the morning the Indians from the west assembled at the King's storehouse (old red store) to the number of 650 to receive their presents, amounting from eight to ten dollars each." July, 1833, again found the Indian missionary present at the annual distribution which appears to have been the last at this post, also of his visits, as in July, 1836, we are informed he was preparing to visit the Indians at Coldwater Mission. Meantime Sir F. B. Head had succeeded Sir John Colborne as Lieut.-Governor and had begun his experiments with the Indian problem, and Capt. Anderson in 1836 received orders to proceed to Manitoulin Island where suitable buildings were to be erected preparatory to a fresh effort to locate the Indians. James Warren, the builder of the magazine, and some others went from here as mechanics to aid in erecting the buildings. Capt. Anderson then moved with his family to Manitoulin Island where he remained till the death of Mr. Jarvis in 1845, when he was appointed in his place as Superintendent of Indian Affairs and they moved to Toronto, thence to Cobourg where Mrs. Anderson died in 1858, at which time Capt. Anderson retired on a pension.

During their stay at Manitoulin, Lord Morpeth, Lord Prudhoe and Sir Henry Harte, who were touring through Canada, and were previously mentioned as having visited this post, also called at the Island and were entertained at Capt. Anderson's. A gold watch to Mrs. Anderson and a fine telescope to Mr. Anderson with the legend "Lord Prudhoe to Capt. T. G. Anderson, 1842," engraved upon it, commemorated the visit. This telescope came into possession of Rev. Gustavus A. Anderson, his second son, who will be remembered as the Chaplain of the "Ontario Reformatory for Boys" here for several years as successor to the late Rev. Geo. Hallen and who later became Rector of the Mohawk Indian Church at Deseronto where he died in 1896. The present writer was privileged to inspect this telescope at the Parsonage, Deseronto, in 1890.

After his wife's death Capt. Anderson moved to Port Hope with his daughters, where among other activities he became a member of the Y.M.C.A. in 1871 at the ripe age of 92 years. The writer had the pleasure of visiting him and conversing with him at Port Hope in 1872 and found him remarkably bright, his faculties apparently intact, often playfully referring to himself as the "youngest member" of the Y.M.C.A. He died in 1875 at the venerable age of 96 years and 4 months. He is to be distinguished from Capt. Charles Anderson, who was also an Indian Agent, resident at Rice Lake during the thirties.

Rev. Peter Jones, the Indian missionary, paid his first visit to Penetanguishene in the middle of July, 1829, accompanied by eight persons, among them the famed John Sunday, after having descended by the arduous route of the Severn River in canoes. They first reached the encampment of the Matchedash Indians, probably at Present Island, headed by Chief John Assance of treaty fame, where they found seven camps and about 200 souls among them, a white man and his family living there, a blacksmith who had been sent by Sir John Colborne to work for the Indians. Mr. Jones says the distance was about ten miles to Penetanguishene, to which place they proceeded next day, accompanied by Chief Assance, and where they spent the three following days, exhorting the pagans and securing converts. The band numbered two hundred souls and after leaving Jas. Currie, a young Scotchman, as missionary, and David Sawyer as Indian interpreter, with a school numbering between fifty and sixty scholars, old and young, the company hoisted blanket sails and sped out of Penetanguishene Bay on their way towards Saugeen.

In June, 1830, Rev. Peter Jones was again present at the annual distribution, accompanied by David Sawyer, John Sunday and other Indian missionaries. This time rivals, apparently to his annoyance, came upon the scene. Rev. Mr. Archibald, Anglican clergyman, with Mr. Robinson as Interpreter, was sent here by the Governor and Lord Bishop of Quebec, as missionary to the Matchedash Indians and Mr. Hamilton was to be the schoolmaster. They did not remain long as we have no further account of their labors. James Currie and John Sunday were continued as missionaries to the Indians. The conversion of Chief John Assance, whom Mr. Jones considers a man of thought and understanding, was an episode with a spice of romance, described in an interest-

ing manner in the published Journal of Rev. Peter Jones, (Toronto, 1860). When the Matchedash Chief who had three wives, "all dree broders," as he called them in broken English, was asked what he would do, replied "I have embraced Christianity and am willing to do as you say." So he agreed to keep the first and release two of his wives and support their children. The discarded wives agreed likewise, saying they wished to serve the Great Spirit. Chief Ke-ne-wah-senoo, a brother of Chief Yellowhead, had two wives and as he wished to be enrolled with the Christians, he left the choice with the last wife whom he discarded agreeably to her decision. (Rev. Peter Jones' Journal, pp. 151-2). Chief John Assance was one of the Signatories to the Penetanguishene surrender of 1798, and grandfather of the late David Assance of Christian Island. He fell from his canoe while intoxicated, and was drowned in three feet of water near Penetanguishene in 1847.

The next year, 1831, Rev. Peter Jones spent mostly travelling and lecturing in the U.S., securing funds in aid of Canadian Indian missions. His visit here in 1832 has been recounted in previous pages. His last visit in 1833 at the annual distribution of presents was via Mackinaw, Sault Ste. Marie and Manitoulin embarking at Buffalo on the Steamer "Henry Clay."

CHAPTER XVI.

DRUMMOND ISLAND AND EARLY STEAMBOATS.

Drummond Island, to which frequent references have been made, is situated in the northern part of Lake Huron and was formerly Canadian territory to which the British forces under Col. Robt. McDouall retired, when on July 18th, 1815, Mackinaw was restored to the Americans, after the War of 1812-15. It forms therefore a very interesting connecting link between Mackinac and Penetanguishene, with both of which, it was at various times intimately connected. The Island was purchased by the British military authorities from the Potaganassee Indians on the ratification of peace in 1815. (See Canadian Archives for 1896, p. 89; also 1898, pp. 234-35). The Potaganassee was a tribe speaking a dialect of the Pottawattamies who formerly roamed the northern and western shores of Lake Michigan. Hon. Thos. Ridout, sometime Surveyor-General of Canada, met a Pottawattamie chief as

far south as the Ohio River, during his captivity with the Shawnese in 1788. (See Lady Edgar's "Ten Years of Upper Canada," p. 344).

The first building erected on the Island for the Indian Department was christened "Pottawattamie Hall," after the original proprietors, evidently a variant of Potaganassee with perhaps a wider application and identical with the bands which Sir John Colborne met at this Garrison in 1833, after the Black Hawk War.

Drummond Island, then a wilderness, not a stick cut, selected for the new post, was named in honor of Sir Gordon Drummond, the hero of Lundy's Lane, who became Administrator and Commander of the British forces in succession to Sir Geo. Prevost in Canada, 1814-16. Sir Gordon was born at Quebec in 1771, son of Colin Drummond, Deputy Paymaster-General in the days of the Revolution. He served in Holland and Minorca and with Sir Ralph Abercrombie in Egypt in 1801, was sent to Canada by the Duke of York in 1813, commanded at Oswego, Fort Erie and Lundy's Lane where he was severely wounded. Drummondville, the town erected on the historic site of the battlefield near Niagara Falls, and Drummond township, Lanark County, were also named in his honor. He died in London in 1854 at the age of 83 years. The ill-fated Lieut.-Col. W. Drummond was a cousin and the son of a Scottish gentleman born at Keltie, Perthshire, in Scotland, who served in the West Indies and at Surinam, was badly wounded at Sacket's Harbor and was killed by the premature explosion of a mine while leading his men to the attack at Fort Erie in Aug., 1814.

In 1821 Lord Dalhousie, accompanied by Lieut.-Col. Cockburn, Deputy Quartermaster-General of the forces, made a tour of inspection of the western lakes and rivers and in recording their observations gave the first hint of the prospective cession of Drummond Island and the removal of the post. Proceeding in their course from the head of St. Clair River to Drummond Island direct, thence threading the intricate waterways of the north shore of Lake Huron. Col. Cockburn, when describing its position and advantages says: "Portloche Harbor, in the event of Drummond Island being given up, is intended as the post to be occupied in its place." (Canadian Archives, 1897, p. 75). This intention, however, was never fulfilled as subsequent events proved.

After a lapse of seven years, Commodore Barrie, Navy

Commissioner and Commander at Kingston, visited Toronto in H.M. Schooner Cockburn in 1828 to proceed by land to Lake Simcoe, and thence, states the "Loyalist," of June 7th, on a tour of inspection at the several naval depots of the lakes. He visited the naval station and dock-yards here, sailed to Drummond Island in the sloop "Bullfrog," and the removal followed, as Sir James Kempt, then Governor-General, in his despatch to Murray, says in reference to Drummond Island: the troops, commissariat, stores, etc., were removed on Nov. 14th to Penetanguishene where Commodore Barrie has afforded them temporary accommodation. (See Archives, 1898, pp. 553-4). The transference of officials and important personages, with the subsequent migration of the Voyageurs and others have been already related in a previous work. Simcoe's County town perpetuates the name of Commodore Barrie who probably sojourned over night at the prospective town site on his way through.

Mrs. Jamieson in "Winter Studies and Summer Rambles" expresses wonder at the surrender of Drummond Island, having visited its shores and doubtless appreciated the absurd position of the boundary channels, and mentions a steamer on Lake St. Clair, in which she no doubt made part of her trip, built at Penetanguishene for the Goderich and St. Joseph's Island route, probably meant for Penetanguishene and Sault Ste. Marie, which proved a failure. This is likely a reference to the steamer "Penetanguishene," built here by Mitchell & Thompson about four years previously and accounts for her whereabouts. She was the first steamer built by private enterprise, although the gunboat "Bee" had been built some ten years previously but by the naval authorities. When Chas. Rankin, surveyor of part of Penetanguishene, set out to survey the Township of Nottawasaga in 1833, according to his diary, Commissary Wickens of the Garrison furnished pork and flour for the journey. It is also recorded elsewhere that in the same year, 1833, the schooner "Tecumseh" sailed into Penetanguishene with a load of provisions, probably supplies for the same purpose. This is the last account we have of the marine activities of the old gun boat whose wreck lies at the bottom of the harbor, although her hulk rode at anchor till 1847.

Of the early steamers making this a regular port of call, the "Penetanguishene" has priority in time. It is claimed the "Duchess of Kalloola" operated the route from here to Owen Sound and Sault Ste. Marie, and during one of her trips Sur-

geon Mitchell, who died of Asiatic cholera in the old Mitchell mansion, caught the infection, it is supposed, from this vessel while on his way from Manitoulin, a passenger having died on the steamer from this same disease sometime previously. This must be a mistake as Surgeon Mitchell died in 1830 and Mr. Jas. Darling of the Post Office says the "Kalloola" was built about 1840, either at Port Severn or Sturgeon Bay. The reference may have been to Dr. George Mitchell, second son of Surgeon Mitchell, who died in 1842. Another account says the "Kalloola" was built in 1846 at Sturgeon Bay which about that date was aspiring to be the terminus of the Coldwater Portage as Port Powell. Mr. Fuller, father of the late Mrs. John Gill of Coldwater, built a hotel there and for a time steamers and vessels plying between various points on Georgian Bay from here to Sault Ste. Marie, made Sturgeon Bay their port of arrival and departure.

The steamer "Sir Francis Gore," named in honor of Upper Canada's former Lieut.-Governor, was among the earliest of the steamers making this a regular port of call. The first commander was Capt. John Robinson, brother-in-law of Issuer Smith and uncle to the late Mrs. John Smith of Midland. His successor was Capt. Peck who was still in command when the late Mrs. John Devine came from Owen Sound to Penetanguishene in 1847. Her next commander was Capt. Fred. Charles Fraser, R.N., father of Mr. Fred. Fraser, late Fishery Inspector of Victoria Harbor and brother-in-law to the well known John Brissette and to Mrs. Geo. Dube, Capt. Fraser having married Miss Adele Brissette whose grandmother was a Cree. Capt. Fraser, who with his family occupied a rough-cast, double house built by Toussant Boucher, a tin-smith, on the corner where Dr. P. H. Spohn's residence now stands, was formerly engaged in the naval service here, in connection with the steamer "Mohawk." St. James' register contains the records of the baptisms of three sons and one daughter of Capt. Fraser and his wife extending through the years 1847 to 1853, which probably indicates about the time of severing his connection with the steamer "Gore" and the duration of his service.

The steamer "Ploughboy" sailed into this port for several years through the sixties and is remembered still by some of the older residents, as also the steamers "Gore" and "Kalloola." The "Ploughboy" recalls the murder of Mr. W. Gibbard, Land Surveyor, on board during her trip from Sault Ste. Marie to Collingwood in 1863. (History of Simcoe County, Vol. I., p. 48).

CHAPTER XVII.

PENSIONERS AND THEIR HOUSES.

Regarding the pensioners and their locations, we have been able to gather some further particulars, and are compelled to revise some of our previous statements. Those who accepted the Government's offer were expected to enlist for four years as enrolled pensioners after which they were to retire receiving in payment ten acres of land with a comfortable log cottage thereon, and an allotment of land outside the "Lines" in the Ordnance Reserve, as was stated, which was only partially correct. It is true that the Government provided material and erected the houses by contract, but the cost was defrayed by instalments deducted from pensions due each year. This applied only to the enrolled pensioners. They were ranged on each side forming what was long known as the "Lines" (now Church St.), though two of the cottages were on Broad St. leading to the bay, of which no trace remains. The pensioners though unaccustomed to the use of the axe and the hardships incident to bush life, succeeded in clearing their small farms on each side of the "Lines" from the Garrison grounds to Yeo St. with the exception of the Church (St. James) reservation and an occasional spot too heavily timbered, such as the Dennis Dinney location the site of the Markland residence where stood the forest of large trees to a late date. The "handsome cottages on the hill-side," referred to in Mrs. Jamieson's description, were more than likely the Soldiers' log houses which decorated even the brow of the high bank on the east side of Church St., all traces of which are now obliterated except the depressions for the cellars.

It is of more than passing interest when it is recalled that the broad plateau in rear of these cottages, including the sites of the gravel pit, the water tank and the extended plain beyond dedicated to the golf links, produced at one time crops of the finest wheat, which the pensioners and their wives reaped with the sickle with toil and patience and then laboriously thrashed out with the flail, after which they took it to the mill and exchanged it for a very indifferent flour, to their keen disappointment and chagrin. Some of the later arrivals tell how the veterans often gathered in the evenings

at one of their neighbors, and with a vehemence born of fancied injustice, gave vent to their grievances, discussed their difficulties in no measured terms, and expressed their disgust in language forcible, but unprintable. We are enabled to present the names of practically all the original occupants of the military cottages on each side of the "Lines," also the locations of the majority of them, although these may require revision later. The following is the list of pensioners' names, also the dwellings still preserved:

WEST	EAST
Quarter-Master-Sergt. David Burke P. Mullen J. O'Meara W. Maloney Dennis Delaney John Delaney Patrick Kilraine Schoolmaster John Irving Gordon's Store	John Kenney, (still occupied). School Allotment No. 7 Tay (North Ward)
Lady Colborne or Broad St.	Broad Street
Bernard Shean (Still occupied). J. Carver Wm. Rankin Bonj. Tulley Corp. & Bugler, John Smith Robt. Stalker John Oxley B. McMullen James Welsh	Wm. Allen, Sergt.-Major Bartholemew Finn Wm. Rankin James Oxley John Byrnes, Sergeant James Mercer Dominick O'Donnell Thos. Symmonds Peter O'Reilly, (occupied) J. Sheffcote M. Quinn
St. James' Church Grounds and Shed	Oxford St.
Sergt. Thos. Landrigan John Dumars Dennis Dee (Still occupied), Jno. Madden Peter McCarthy (Still standing), M. Reardon Jas. Uttridge Dennis Hurley	St. James' Church Allotment Cambridge St.
Don Street	Don Street
B. Morgan J. Cotter Alexander Watts Teuton's corner	J. Byrnes, Sergeant E. Bignall
Yeo Street	Yeo Street

The Lines (Church Street).

Three of the families, viz. : J. O'Meara, W. Maloney and Sergeant J. Byrnes did not remain very long, but removed to Barrie, where some of their descendants still live. The Byrnes family who are buried in St. James Cemetery, and the first of whom was so long Sexton of the church, have the same names and held a like office in the Army as the family who moved to Barrie, but are not identical, the former being Protestant while the latter were Roman Catholic. Of the cottages and allotments granted formerly to the soldiers, only the Carver, Reardon, Landrigan, Finn, Dee, Madden and Hurley homesteads are owned by the descendants of the original grantees. Sergeant David Burke whose daughter Anne was the wife of the late A. A. Thompson was the father of the late well-known Capt. Frank Burke of this town and of the late Capt. David Burke of Midland, and grandfather of the present Burke families, among whom are three Captains of the marine. Corp. John Smith, Bugler, taught school in the stone Barracks and was the father of the late Mrs. Landrigan and Andy Smith and of the late James Smith of Brockville and grandfather of the present Mr. Jas. Landrigan. He had a wooden leg. Sergt. Thos. Landrigan was Commissary Assistant and had charge of the Naval Depot (old red store) and supplies for several years. James McCarthy was a stone-cutter and shaped many of the blocks for the Barracks and Officers' Quarters on each of which every workman carved his own initials. Sergt.-Major Wm. Allen came in 1847 and is the grandfather of the numerous Allen families resident here. James McCaughey came in 1839 and his wife who is still living at the venerable age of 95 years is quite alert, resides on the ordnance reserve near St. Andrew's Lake, on the lot received in exchange for the soldiers' allotment on the "Lines" corner of Cambridge St. opposite St. James sixty years ago and now occupied by Mr. James Jewett. She is the last survivor of the original old "Lines" pensioners. Of the late Officers of the Establishment whose remains rest in St. James' Cemetery David Ross Lee was Deputy Assistant Commissary General in 1849, and Alfred Fisher Eggar, Purser on H.M. Steamer "Minos" in 1847; McCaughey is known as "Caughey" and McCarthy as "Carty."

CHAPTER XVIII.

SOME ADDITIONAL FAMILIES.

Soon after the settlement of the pensioners in 1832, numerous families were attracted to the location who subsequently became more or less prominently identified with the business interests of the embryo town, and among them was the late Geo. Copeland, Sr., who came in 1833. Mr. Copeland was born in Lincolnshire, Eng., and migrated to Van Wert, Ohio, with his grandfather and uncles when eleven years of age, his father having died while he was an infant. He was bound an apprentice to one of his uncles in the milling business, and his uncle being inclined to dissipation, he ran away and became a sailor on Lake Ontario during the memorable cholera year 1832 in which he underwent many harrowing experiences, having frequently to land at ports on the way to bury those who died on the vessel as well as those who died on shore, notably at Bronte near Hamilton, where in one case the father and daughter had died and the remainder of the family were ill, and all the neighbors, so that none were able to perform the burials. Mr. Copeland finally made his way to Beaverton where he married a Miss Westcott, and he used to relate with considerable glee, that he had not money sufficient to pay for his wedding suit. He came to Orillia and Coldwater where milling prospects were opening, thence to Penetanguishene where he purchased a saw mill and water power from Andrew Mitchell and later erected the old grist mill on the creek which still bears his name. The mill was built by John Gill, the machinery being almost entirely of wood except the run of stones, very little iron being used in the construction. Mr. Copeland occupied the identical log house built for Mr. Gill years before while engaged in building the saw mill for Andrew Mitchell and which house was Mr. Copeland's home till his original brick residence, the first brick house in Tiny, was built by Mr. Hark, very near the same spot. The only approach to his mill at that time was through a trail near the brow of the hill, Robert Street being then an impassable swamp. The late Robert Hark was the first brick-layer and mason brought to the Garrison to do work for the Government. The old mill, for a time the only grist mill this side of Holland Landing, except the Indian

Mill at Coldwater, continued in operation till the Huron Mills were erected by Mr. Copeland on the site of the defunct glass factory near the railway station. Later Mr. Copeland erected the Flos Roller Mills at Elmvale. He also built the Georgian Bay Hotel block and inaugurated the Summer Hotel. He took an active part in forwarding many public enterprises connected with the town. Watson Copeland of Wyebridge was a son and the late Mrs. Graham of Barrie, Mrs. Arksey of Wyebridge and Mrs. W. F. H. Thompson, Penetanguishene, (all deceased), also Mrs. James Darling of Penetanguishene and Mrs. Colwell of Toronto, are daughters. Mr. Copeland's second wife was Miss Johnson of Hillsdale. George Copeland of the Huron Mills, ex-Mayor, and Charles Copeland of the Flos Mills, Elmvale, are sons, and Mrs. Colwell of Toronto and the late Mrs. Emerick were twin daughters. Mr. Copeland died in 1890, aged 75 years, and Mrs. Copeland died in 1914. There was a Geo. Copeland, Jr., a nephew, who came from Van Wert, Ohio, about the time of the American Civil War, and later returned to the U.S.

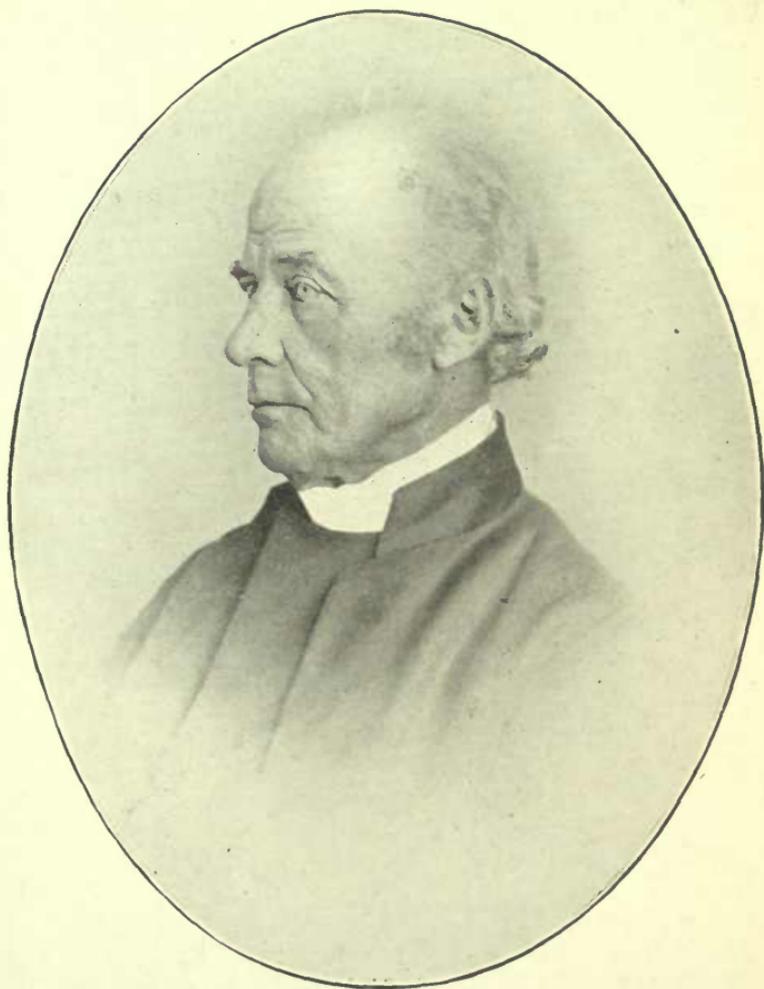
Carolus Gendron was born at Newmarket in 1827 and came here when eleven years of age. His mother had been a Miss Algeo, daughter of a trader of Italian descent, who settled on Penetanguishene Bay in the early days and married an Indian woman. He was probably of the family of Algeos who settled in West Gwillimbury in the early twenties. Mr. Gendron's father was Charles, half brother of Michel Gendron, who built the first tannery and was born in Quebec of French parentage. Mr. Gendron claims that he has thus French, Italian and Indian blood in his veins. He learned the cooper's trade and was handy as carpenter and mill-wright and helped to build the old Gendron tannery, the old lock-up and Copeland's grist mill and various pioneer buildings in the town. He established the first and only cooper shop on the corner of Main and Brock Streets where Mr. Day's residence now stands, and for many years did a cooperage business for a wide extent of country. His shop in later years became noted as a repository of odds and ends, literally from the four corners of the earth and if it could have been preserved would have formed an attraction fit to compete with Dickens' famous "Curiosity Shop" of old London. The family with some neighbors, in coming here, started from Holland Landing in a canoe and crossed Lake Simcoe to the Coldwater Portage; thence from Coldwater to the Garrison in batteaux. A large family of sons and daughters are well-known residents of the town.

Michel Gendron was born at St. Martin's, Quebec, settled at Smith's Falls and came here about 1835, the year in which Bishop Goulin, Suffragan Bishop of Kingston, and Assistant to Archbishop Macdonnell, paid his pastoral visit to the little pioneer R. C. Church and flock in this rising settlement. He had learned the business of shoemaking and that of tanner and currier at Lyn, near Brockville, working at the two branches alternately during the summer and winter seasons. When he came here he embarked in shoemaking, but found it difficult to procure the raw material to ply his trade. In this dilemma he built the first tannery, an unpretentious log structure at the head of the bay, on a small creek running into the bay fronting John Robb's, formerly the Mitchell, homestead. This solitary log hut, the modest forerunner of present elaborate structures, stood as a landmark for many years, but no trace now remains. This pioneer industry, operated upon the crude system of shares, served its day and supplied the needs of a large extent of surrounding country, but expanding trade and an increasing population induced Mr. Gendron to build in a more central location. The second tannery which was situated on the west side of Main St. near the round-house became an important and leading industry of the town in succeeding years and is well remembered still by many of the inhabitants. The old log police station and lock-up flourished in its palmy days beside the tannery on the same lot. Not a vestige of either remains. Michel Gendron, Sr., married Miss Judson of Brockville, a direct descendant of the famous missionary Dr. Judson, who was a native of Connecticut, U.S. Of this union were born a large family of sons and daughters, all natives of this town except the eldest son, C. G. Gendron, of the Gendron Shoe Pack firm, who was born at Smith's Falls. The other sons are Sidney of Alberta, so long connected with the Singer Sewing Machine Co.; Edmond of the Gendron Shoe Pack firm and ex-Councillor, Michel, Jr., hardware merchant, Vincent and Anthony. The daughters are Mrs. W. J. Martin, wife of the Division Court Clerk, and Mrs. S. Whalen, both of this town. Another daughter died in early womanhood some years since. The wholesale and retail establishment of the Gendron Shoe Pack Co., which sends its products to distant points in the British Empire, is a development of the trade of the old tannery, the business having descended from father to sons. Michel Gendron, Sr., died in September, 1874, and Mrs. Gendron died in 1896.

James Wright, father of the Wright family, built the old butcher shop and residence next to the Simpson corner, one of the pioneer buildings on Water Street, where he began a butchering business in the early forties. Mr. Wright was born at Doncaster, below Sheffield, the great hardware emporium, Yorkshire, Eng., in 1817, and came to Canada when about eight years of age, locating near Orillia, thence coming to Penetanguishene in 1839 or '40, where he engaged for a time in lumbering, clearing and other pioneer work, and became connected with the "Incorporated Militia." He returned to Orillia in 1844 and married the same year Miss Anne Williams who was born in Holywell, Wales, and who came to Canada when 14 years of age and taught school at Orillia (which was then known as Newtown), till she married. They moved to Penetanguishene in 1846. Of this union there were five sons and four daughters, viz.: John, of Oklahoma, rancher, who died Sept., 1914, aged 66 years; James E., stocker, Oklahoma; Charles E., of this town; Arthur, Ozark Mts., Southern Missouri; and Herman, of Barrie, the late Mrs. Dill, wife of W. J. Dill of the P.O. department, the late Mrs. Field of Barrie, Mrs. Stevenson, wife of Editor Stevenson of the New Liskeard "Speaker." and Mrs. Thompson of Parry Sound, wife of the late James Thompson who was a son of Col. Wm. Thompson and grandson of Adjutant Keating. Mrs. Thomas Hornsby is thus a great granddaughter of Adjutant Keating. Charles E. succeeded his father in the butchering business and cattle buying and carried on an extensive trade for several years. He was active in municipal affairs, having been Reeve of the town and was elected Warden of Simcoe County in 1901. James Wright, Sr., did a large business during his day, owned and cleared the farms on both sides of the road north of Firth's Corners and known as Wright's Hill, also the homestead near Wyebridge, so long occupied by his son Herman. James Wright, Sr., died May 25th, 1880, aged 62 years and 3 months. Mrs. Wright survived her husband till 1901, dying June 21st of that year at the venerable age of 80 years.

Capt. William Hoar, R.N., was born in Devonshire, Eng., 1809, entered the Navy as midshipman at 16 and served 20 years on board H.M. Brigs "Helicon," "Royalist," "Talavera" and "Thunderer" respectively, on the latter of which he was for a time quartermaster. He received his discharge and came to Penetanguishene in 1844 and served on the government steamer "Mohawk" while stationed here. He visited all the British naval stations on the globe on H.M.S. "Brittan-

ia," 124 guns, was honored with three medals with clasps for bravery in various actions, among them the capture of Ste. Jean d'Acre under Admiral Napier in 1841 during the Syrian War. At a critical period during the action some officers were proceeding to the Battleship, when it was discovered some article had been forgotten on shore. Capt. Hoar leaped overboard and swam back, returning safely with the prize amid a hail of bullets. He visited many of the Biblical scenes in the Holy Land and was with the expedition which transferred Napoleon's remains from St. Helena to France in 1840, saw Napoleon's grave and drank from the cup he had used. At Malta he joined the order of Free Masons of the Knights of St. John. He was appointed light-keeper at Christian Island through the influence of Hon. W. B. Robinson, which position he held for 18 years, and was thus in Government service nearly 40 years. On coming to Canada he invested in considerable real estate and at one time owned the block embracing the railway freight sheds, round-house and station, his residence being the little log house near where the fountain now stands and which is still recalled by many residents, but which was all expropriated by the railway authorities, very much against his will. He spent a small fortune contesting the case at law. He also purchased an estate across the bay, where he afterwards built his private residence, calling it after the scene of the historic battle in which he had been engaged, St. Jean d'Acre, now the property of Mr. Lynn, his son-in-law. Near his residence he built a private Free Massons' Hall, on each side of which was placed a vault for the remains of himself and wife. Methodical to the last, he had his coffin prepared several years previous to his death. We are informed one or two sessions of the local Masonic lodge were held in his Lodge in deference to the wish of the old veteran, and his remains deposited in the vault according to his will, but after a season they were transferred to St. James' Cemetery. He died in 1888, aged 79 years. His wife was Miss Jane Spetigue, a native of Plymouth, who died in 1904 at the advanced age of 94 years. He left as heir-looms to his descendants a number of naval relics and foreign curios, among them, the tattered remnants of an old flag (a British Standard), once presented, according to the written legend attached to it, by King George III. to Chief Thayendaneagea, and now in possession of the Lynn family of St. Jean d'Acre. Mr. John Hoar who succeeded him as light-keeper at Christian Island, and Mr. Thos. Hoar, manager at Sans Souci, are sons. A daughter married Capt. Geo. Huff who



REV. GEORGE HALLEN

(1794-1882)

At the age of 74

BY COURTESY OF MISS RADENHURST, BARRIE

was Commander of the steamer "Georgina" here in 1881 and who afterwards went to the Pacific Coast and became, in 1895-7, a member of the seventh B.C. Legislature for Cowichan. His daughter became the wife of Thos. Patterson, light-keeper and operator at Cape Beale on the west coast of Vancouver Isl., B.C. Mrs. Patterson will be remembered as the heroine in connection with the wreck of the steamer "Colona" in 1906. She walked five miles in a hurricane over rock and through muskeg and notified the authorities, who were thereby enabled to go to the rescue of the wrecked crew in time. The crew had clung to the wreck for 20 hours. The owners of Seattle presented her with a cheque for \$150 which was increased by others interested to over \$200 and the Local Council of Women presented her with a valuable service of silver plate as a Christmas gift. Mrs. Patterson was twice a heroine, for she had previously been the means of saving many of the passengers and crew of the steamer "Valencia" wrecked on the same coast by remaining an entire day and night at her post as telegraph operator and giving aid to sufferers from the wreck in various ways. Mrs. Patterson, whose name is cherished on the Pacific Coast as a second Grace Darling, was born in Penetanguishene and was a granddaughter of the late Capt. Wm. Hoar.

Louis Corbiere was the pioneer tinsmith and came here in 1836. He built the large frame shop and dwelling which formerly stood on the corner now occupied by the Arcade Block and owned the entire square reaching to Water Street, planted with fruit trees, mainly apples, surrounded by a high fence of cedar pickets. He was the father of David Corbiere and grandfather of the present Corbiere families. A few residents still remember the old tinshop and dwelling and the high picket fence.

THE HALLEN FAMILY.

Rev. George Hallen, Chaplain to the forces here, and founder and first rector of St. James' Church, was born at Rushock, Worcestershire, Eng., in 1794. In due course he entered at Oxford and obtained his university degree returning to Rushock where he married and was in charge of a parish for several years till 1835. Lured by the prospect of acquiring land and opportunities for preferment, he emigrated in that year with his family to Canada, embarking on the ship "Albion" in the month of May and arriving at his destination, Fairvalley, in the wilderness of Medonte, in Novem-

ber. He began pioneer life in real earnest, having for his home only a primitive log cabin built by a previous settler, and a small clearing, to which he gave the name of Rushock after his former home in England. In time as settlement progressed a small but neat church was built, called St. George's, which became the nucleus of an Anglican congregation. Capt. Elmes Steele of the Royal Navy had preceded the Hallen family in the same neighborhood some three years, and he probably had much to do in getting the church under way. The church is now dismantled and nothing remains to mark the site except slight traces of the foundation. The late J. C. Steele, Division Court Clerk at Coldwater, in an unpublished manuscript dated Aug., 1898, states that he drove out to Fairvalley and visited the spot where his father, Capt. Steele first pitched his tent sixty-six years before. He then drove to the old church and was shocked to find the seats taken down, the flooring torn up and the church being demolished. He recalled vivid memories of the days of Lang Syne when his late father and such men as Sergeant Baillie, Wm. George Walker and many others who long since passed away, worshipped there. The church was in a fine state of preservation, with a first-class stone foundation and with slight cost for repairs would have stood another half century, a monument of pioneer days. He turned away in sorrow that people have so little respect for the past. Mr. Steele considered it one of the oldest, if not the oldest church in Simcoe County, as it was built while the Anglican congregation still worshipped in the Indian School Room in Orillia which was some time after the year 1832. However, Mr. Hallen was not there very long before Capt. Moberly, R.N. at Penetanguishene found him out as already mentioned, and succeeded in getting him appointed as chaplain to the forces at the Garrison.

St. George's register opens in 1835 on the 18th June, when on board the ship "Albion" off Long Island, he baptized "Thos. Albion, son of George and Sarah Porter," this being the first entry marked "No. 1, page 1." The next entry (No. 2) records the marriage of John Robertson of Toronto and Catharine Smith, at Roche's Point (now Keswick) on Lake Simcoe, by License, on Nov. 3rd, 1835. He was then probably about to start the voyage across Lake Simcoe on his journey to Rushock in Medonte. Fancy fails to picture what such a journey meant over 80 years ago, through a trackless wilderness most of the way without railway or steam navigation

and even lacking many of the ordinary needs of civilization. Entry No. 3 records the baptism at Rushock of Caroline Jane Bywater, dated 7th Nov., 1835, the beginning of his clerical duties in his wilderness home after an interval of but 4 days. No. 5 records the celebration of a marriage at "Clayfields," Coldwater, of Jane, daughter of Capt. T. G. Anderson and A. Robertson. But calls begin to multiply and he soon finds himself the centre of a large mission field. The earliest mention of the Barracks is in 1838 when H. A. Jeffs of the Military Road is baptized there, although in June of the same year the baptism of Clarence Moberly in the church at Penetanguishene is recorded at the hands of Rev. Frederick Augustus O'Meara, travelling missionary, which shows that St. James' church was either finished or well under way. The first baptism in St. James by Mr. Hallen himself seems to have been No. 91 which records the baptism of William, son of Robt. and Mary Ann Pearson, residing at the Garrison, Apr. 19th, 1840. As of peculiar interest and indicating the cosmopolitan character and difficulties of his expanding labors, we may note No. 95 which records the marriage of Nawkawnaytunk (Isaac Yellowhead) and Shawpuntagahponoquay (Mary John) of Rama and Coldwater on May 19th, 1840, the banns having been published by Rev. Sylvester Hurlburt, Wesleyan missionary. The personage recorded here was doubtless a son of Chief Yellowhead, the once famous Chief Musquakie. Entry No. 114 dated May 18th, 1840, records the marriage of John Humphrey Sumner Drinkwater of Northbrook and Sarah Hallen, daughter of Rev. Geo. Hallen late of Rushock but now of Penetanguishene, fixing the time at which he became a permanent resident of the Garrison town, and recalling his primitive means of removal hither.

From this time forward also the records of St. George's church become gradually merged into those of St. James' Military Church. He continued active mission work over a wide field, extending to Orillia, Shanty Bay, Barrie and other distant points, mostly on horseback, his only path often simply an Indian trail. He was also abundant in labors at home and is affectionately remembered by his parishioners and all denominations for his unbounded zeal and impartial generosity in charitable work. The last entry in St. James' register by his hand is No. 939, recording the burial of Robt. Stalker in Aug., 1876, the father of our present townsman, Mr. Robert Stalker.

Of the family of Rev. Geo. and Mrs. Hallen there were

six daughters and four sons. Three of the daughters died in their girlhood, Edith the eldest dying in England. While her remains were deposited at Rushock in England, her heart was sacredly preserved and brought with them to Canada and deposited in St. James' cemetery here. The other daughters were Sarah, Mrs. Drinkwater, previously mentioned; Agnes, the late Mrs. Edmund H. Cole of Toronto and the late Mrs. Dr. Gilmore of Orillia, who has left us fortunately a valuable and only sketch of the old Stone Barracks. The sons were Skeeler, Preston, Richard and Edgar, the latter with his sister, Mrs. Gilmore, having died recently. The late Edgar Hallen was very active in church work often holding the office of Church Warden and frequently assisting with his father as lay reader and officiating at burials at distant points, especially at Victoria Hill (Waverley) and the Junction School House. At his death he presented through Miss Radenhurst a silver pocket communion service, once the property of his father, to the Rev. N. A. F. Bourne, rector of St. James' Church, as the proper custodian of the memento. Rev. Geo. Hallen passed to his reward, dying in Toronto, Sept. 3rd, 1882, aged 89 years, his wife having predeceased him on the 30th Jan., 1864, in her 70th year. Their remains rest side by side in St. James' cemetery, with those of their children. The following is a translation of a bronze tablet in abbreviated Latin, which he prepared with the exception of the last paragraph recording his death. It was later erected in the chancel of St. James' Church, and I am indebted to the courtesy of the Rev. N. A. F. Bourne, the present rector, for the following translation:—

HALLEN MEMORIAL TABLET IN ST. JAMES' CHURCH.

In memory of Edith, daughter of George and Sarah Hallen, who was born on the 21st day of October, 1832, and fell asleep in the Lord in her third year. The body is in England (at Rushock in the County of Worcester, laid near the Altar), her heart in this cemetery, her soul with the sanctified.

In memory of Grace, daughter of George and Sarah Hallen, who was born on the 6th day of November, 1834, and fell asleep in the Lord on the 25th day of December, A.D. 1837.

In memory of Eleanor, daughter of George and Sarah Hallen, who was born on the 19th day of January, 1833, and fell asleep in the Lord on the 26th day of May, A.D. 1846.

MDCCLXXVI.

In honor of God and in memory of his highly esteemed wife this chancel was erected and decorated by George Hallen of this Parish, for many years Priest, et cetera, of the Church which he adorned.

George Hallen, Priest, (unworthy) of the Holy Catholic (Anglican) Church, placed this brass tablet to preserve the memory of his dearly beloved



MRS. HALLEN
(1794-1864)

BY COURTESY OF MISS RADENHURST, BARRIE

wife Sarah, who was born on the second day of October, 1794, and fell asleep in the Lord on the 30th day of January, 1864. Dear to her neighbors, dearer to her own and dear indeed beyond measure was she to me.

In memory of George Hallen, A. B. Oxon, of this Parish for six and thirty years a most worthy Priest; born in the County of Worcester in England on the 15th day of February, 1794, and discharged the offices of a Priest for five and sixty years. He fell asleep in the Lord on the third day of September, 1882. His body lies in this cemetery, his soul is with the sanctified.

CHAPTER XIX.

ST. JAMES' CHURCH AND CEMETERY.

It will be noticed from the above copy of the Tablet, that the Chancel is a comparatively recent addition to St. James' Church. There are two other tablets erected in the church besides those mentioned—one to the memory of Mrs. (Dr.) Raikes, granddaughter of Capt. Moberly, and one to Rev. G. M. Kingston, a former rector of All Saints and St. James. From the Church Warden's minute book of the late Wm. Simpson who held the office for 20 years, we obtain a tabulated list of the properties belonging to St. James' Church and among them three richly embroidered cloths for the Altar and Communion table, superbly decorated with sacred monograms, the gift of Dr. Moberly, Head Master of Winchester School, England, and brother of Capt. Moberly, R.N.; a carpet for the Communion floor, the gift of Sir Harford-Brydges, and a richly woven pall cloth by W. Simpson. We also learn from the same source, that Sir Harford-Brydges initiated the Endowment Fund, since it is recorded that Churchwarden Simpson acknowledged the receipt of \$16.00 from Mr. Wm. Featherstonhaugh, Clerk of the Reformatory, in payment of 80 cedar trees cut by Capt. Kelly on Lot 1, con. 16, Tiny, the lot given by Sir Harford-Brydges for the benefit of the incumbent and his successors. The subject of endowment was broached as early as 1853 and shares taken in the Barrie Building Society for this purpose when in 1856 investments were made in Lots 37 and 38, Fox St., and Lot 38, Peel St., which is probably the present site of All Saints' Church. It is interesting to note that services were held for several years in the old Simpson residence on Water St. previous to the building of All Saints as the Warden's account shows several items for candles, benches, etc., for the town house. The old log parsonage on Fox St., Lots 37 and 38, near the site of V. Martin's private residence, was built in 1858 by H. H. Thompson and J. B. Sylvestre. An item in the Church

Warden's account shows £74.17.6 (about \$299.50) paid to H. H. Thompson for building the parsonage in Oct. of that year. A plan of the church pews submitted for 1848 allocates the three first pews on each side for the use of the military and naval worshippers. A gallery was erected by W. C. Bell, ship carpenter, over the entrance in 1848, but has since been removed. The driving-shed opposite was erected the same year by Mr. James Morrison, who acknowledges receipt of £6.12.8 currency. The bell was purchased by subscription, Dr. R. C. Hore heading the list with \$1.00. It was erected in 1854 by Carpenter Champaigne. The first clerk and sexton was John Byrnes, commuted pensioner, up to 1850, when he was succeeded by Claude Robinson of the Military. John Byrnes having been the first clerk, appears to have been buried at the expense of St. James' Church as the Warden charges himself with paying W. C. Bell for making his coffin, 10 shillings, and one shilling for material for a shroud and for making, etc. The pew rents were abolished in 1858.

As already noted, Rev. Frederick Augustus O'Meara, travelling missionary, performed the first baptism in St. James' Church in 1838, his marriage in turn to be recorded not long after to Miss Dallas of Orillia. The venerable Dr. O'Meara, the well remembered and eminent missionary of the earlier days and so long the incumbent of St. John's Church at Port Hope, father of Professor O'Meara of Trinity College, Toronto, has left a cherished memory as a devoted missionary and pillar of the Anglican Church.

St. James had at various times visitors and assistants who labored with Mr. Hallen during his incumbency. Rev. W. F. S. Harper, rector of Bath, Ont., paid a fraternal visit to Mr. Hallen in 1845, and we learn from the record that he officiated on Feb. 9th at the funeral of Mary Ann, wife of Wm. Langdon, a seaman on board the Steamer "Minos." In 1845 Rev. C. Ruttan was officiating minister from Aug. 11th to Sept. 18th inclusive. On Nov. 2nd of the same year, Rev. John A. Mulock was officiating minister, and his records extend from No. 247 to No. 276 inclusive. Mr. Mulock was an uncle of Justice Mulock of the Supreme Court of Ontario. From Jany. 24th, 1865, till 1st Jany., 1866, Rev. Richard Sykes Forneri was assistant at St. James' Church. He was the father of Rev. Mr. Forneri who became rector of Bath, and later erected the Anglican U. E. Loyalist Memorial Church at Adolphustown. Rev. J. Fletcher was next assistant in 1868. He was formerly for some time stationed in West Gwillim-

bury. Rev. Mr. Flood was the last assistant who labored in the early 70's and is not to be confused with Rev. Wm. Flood of the Delaware tragedy of 1843 recounted in Davin's "Irishman in Canada," pp. 306-7-8.

Rev. Geo. Hallen occupied also the post of Protestant Chaplain to the Ontario Reformatory for Boys on its establishment soon after the withdrawal of the forces, among his earliest duties being the funeral of Edward Page, 12 years of age, at which he officiated, in Sept., 1860, the first burial from the inmates of the Reformatory. He was succeeded in 1877 by Rev. G. A. Anderson, incumbent of Wyebridge, (son of Capt. T. G. Anderson the well-known Indian Agent), and who later became rector of the Mohawk Indian Church at Deseronto where he died in 1907. His successor at the Ontario Reformatory was Rev. Canon Lloyd, who in turn was succeeded by Rev. S. Card, who occupied the position until the Institution was closed in 1907.

The first Roman Catholic Chaplain of the Reformatory was Rev. F. Kennedy who lost his life while heroically trying to rescue one of the inmates of the Reformatory who had fallen from a steamer into the bay. Rev. F. Kennedy was a son of Sergeant Kennedy, Barrack Master at the Garrison, who owned the first farm east between the Garrison grounds and Gordon's Point. His successors in the Reformatory at various times were Revs. Father E. Kiernan, Father J. Allaine, Father M. J. Jeffcott, Father J. F. McBride, Father P. F. McCabe, Father L. Minehan, now of Toronto, Father Rae, and Father J. Gibbons, deceased.

St. James' Cemetery, with its eventful career, its cherished associations and memories—its multitudes of silent occupants, has become a noted landmark and claims more than passing attention. Time has left its impress on this venerable city of the dead. Within its precincts are gathered the remains of a concourse, civil, military and naval, of many nationalities. In these unnumbered graves lie the fallen hosts of the by-gone years—an assemblage around which is centred much of the history of Penetanguishene and its environs. Its forest of headstones, already crowding each other, record the simple story and proclaim the virtues of three successive generations. Mingled here and there with the monuments are nameless mounds without any tablet to mark the last resting place of those beneath, including some of the native Indian tribes. On entering the grave-yard and turning to the right close to the gateway are twelve nameless mounds

in fair preservation under a spreading oak. So far we have been unable to trace any of the occupants of the mounds, which were thought to be filled by victims of some epidemic at the Ontario Reformatory for Boys, but this is a mistake. There is a tradition that they are the graves of soldiers from the Garrison, who died during the cholera epidemic of 1842-3.

Opposite this group and the first on the left as you enter is another nameless grave with no tablet to mark its location or to identify the occupant. In it rest the remains of the late Mrs. Wallace, formerly Mrs. Johnston, who died in 1869, *ae.* 85 yrs., so long mistress of the "Masonic Arms," a direct descendant of the Earls of Darnley, and whose romantic marriage in London's Westminster Abbey has already been recounted.

Turning to the right, and next to the Copeland family plot, is an extended plot with only two graves and a simple tablet marked "Tyne," with no other particulars. This was a military family in the 30's, forgotten long since by the oldest residents.

Then comes the allotment of the late Adjutant Keating. He died in Nov., 1849, but no monument commemorates his death or that of any of his family. The only shaft in the plot is a chaste Celtic cross of freestone inscribed "In memory of Emberly Hamilton, daughter of Francis and Charlotte Walbridge, 1907," (Dr. and Mrs. Walbridge of Midland). The plot is neatly kept, and the absence of any memorials to the founder of the family is probably due to the early removal of the surviving members of the family to distant lands over which the descendants have scattered, even to Honolulu in the Hawaiian Islands. The next in this series is the allotment of Capt. Hoar, R.N., the hero of St. Jean d'Acre.

Turning to the right, the visitor encounters two horizontal slabs, nearly overgrown with verdure, almost unique and the only two of the kind in the church-yard. On the first, inscribed in plain letters are the words, "Here lieth the body of Elizabeth Simpson, who departed this life in hopes of a better, on Sunday, Feby., 1831, *ae.* 46." This was the first wife of the late Wm. Simpson, Esq. As the church and cemetery were not consecrated till 1840, and as the first burial recorded is that of Wm. Wells of the 13th Light Dragoons in 1840, a little further on, the apparent inconsistency is explained by the fact that the remains of Mrs. Simpson were first buried behind the original store on the corner of Queen and Water

Sts. and later removed to the cemetery. The other horizontal slab is that of Maria Jeffery, wife of Archibald Dunlop, who d. in 1856, ae. only 20 yrs. and 5 mos. She was the mother of the late Mrs. Chas. McGibbon who passed away in 1912. These two slabs are of native limestone, exact counterparts of the two slabs commemorating the deaths of the McGarratty brothers and Hannah McCabe in the Military cemetery on the hillside at the Asylum ground, (formerly the Garrison). The engravings are executed with much skill and are the work of one J. Gleason, a stone-cutter at the Garrison, who was engaged in the erection of the Officers' Quarters and who removed to the U.S. some years ago. These are the only traces of his work remaining. He is remembered by several of the older residents.

Further west is the grave of Edward Jeffery, father of the Jeffery family, who died in 1871 at the age of 54 years. Near by also is the grave of Lachlan Campbell who died in 1846, father of W. B. Hamilton's second wife. Not far away is the tomb of Surgeon Paul Darling, L.R.C.S.E., who died in 1849 while surgeon to the Indian Department, Manitoulin.

Close by we pass a marble slab inscribed, "Emeline Jane Fraser, infant," with no date or other detail. The record involves one of life's tragedies. The Fraser Brothers—Michael, Samuel, Frederick, Ronald, James and John Walter, had a sister Jane, who was killed at the age of 13 years, by a kick from a horse led by her uncle, Ronald McDonnell, a brother of her mother. One of her brothers, Ronald McDonnell Fraser who was named after this uncle died soon after in 1877 at the age of 42 years. The marble inscription has it Randal, but that is a mistake. The Fraser family plot is near the western end of the cemetery where they all rest side by side, with the exception of the mother who was buried in Ste. Anne's R.C. cemetery, Penetanguishene, and also excepting Samuel, who granted a large portion of his estate to the R.C. Church, Midland, for cemetery purposes in which his remains are laid. All have their marble tablets except Michael the last one deceased, who is, so far, without a memorial, not a member of the family remaining to erect one to his memory. There is also Frederick Lysaght Fraser, President of a Scientific Society, formerly of Kingstown, Ireland, who died in 1872. He was some relative of the Frasers, on a visit to the family, but no one seems able to recall the visitor or that this distant post had ever been favored with the presence of so distinguished a person, which may be accounted for in the

family home of the Frasers being at that time some distance away at the head of Ludlow's Lake on the Military road between this and Wyebridge. From the fact that his tombstone is in a line with the other Fraser monuments and in the same plot, it may be inferred he was a brother of the elder Fraser who died and was laid beside him only two days later. It will be recalled that Edward Fraser married a sister of Michael McDonnell, the fur trader, and died in Dec., '1872. In the next plot is Donald Ross Fraser of Inverness, Scotland, who died in 1863, ae. 50 yrs. He was a contractor at one time connected with the "Ontario Reformatory for Boys."

In this part is also the grave of John P. Danforth of Boscawen, N.H., who died at Port Severn in 1864. He was for some time connected with the large lumbering interests at that port. His name recalls the early days of Toronto, as he is said to be a son of the pioneer, Danforth, who built the military road which still bears his name running east from York (now Toronto) in Governor Simcoe's time.

Lying on the ground near by and shattered is the white marble tablet of Caroline, dau. of Sergeant Charles Schneider of the Incorporated Militia and of Jane Kettle, his wife, who died in 1846, the parents probably having followed the fortunes of the army and are quietly resting in some distant church-yard.

Just behind the Chancel is the handsome but modest monument of Capt. John Moberly, R.N., who died in 1848 and Mary Moberly, his Russian wife, who died in 1879. She thus survived her partner 31 years, during which period she witnessed the capture of her native city, Sebastopol, by the British and French in 1855. With them lie the remains of an infant daughter, Sophia, and beside them is the memorial of a great grandson, recording the death of an infant son of Dr. and Mrs. Raikes of Midland, while the remaining members of a numerous family are scattered in distant regions.

On the opposite side, a wooden slab, starting to decay, commemorates the death of Alfred F. Eggar, Esq., late Clerk in charge of H.M. Steam Sloop "Minos," in 1847, ae. 29 yrs., a most estimable young man, taken in the prime of manhood. He is well remembered by older residents, as a pensioner for some time with Mrs. Wallace at the "Masonic Arms."

A little further on is the memorial to Geo. Ludlow who died in 1862, and who gave his name to "Ludlow's Lake" near Midland Driving Park where he settled on the Military

Road. He was with Admiral Bayfield during his survey of the North Shore in 1823-5. The late Mrs. John Smith of Midland who married a son of Ussher Smith of the Garrison was a daughter.

Stepping across the path we face a shaft of Scotch granite inscribed to Sergeant John Dumars, died in 1861, aged 55 years, with the striking and appropriate epitaph, "Rest Old Soldier, thy Warfare's O'er." Though not given to drink, his end was connected with a "carousal" and involved both tragedy and mystery. A party was given at the home of Sergeant Allen on the borders of St. Andrew's Lake, which his wife attended. During the evening he went over to escort her home, but was never seen again alive. His dead body was found next morning near the Allen home, wrapped in a woman's shawl with a cellar door lying on it. The mystery was never solved. Sergeant Dumars' allotment from the Government was where Capt. Madden's house now stands, on Church St. He was the father by his first wife of the present Mrs. A. Kennedy, who erected the memorial.

Continuing on the same range we come to the grave of John Tindale, who died in 1867 and who was in a certain sense the rival of Geo. Ludlow, having later settled near the same lake, which was known for some years as "Tindale's Lake" and still later as "Devine's Lake," but the original name was "Ludlow's Lake."

Farther on, in the same range and in the extreme north-east of the graveyard is the free-stone monument and family plot of the venerable rector himself, Rev. Geo. Hallen, a neat and modest shaft, with golden letters, inscribed as already noted. Beside them have been deposited one by one at various times the remains of their sons and daughters, except the late Mrs. Drinkwater, who rests beside her husband in the Northbrook cemetery, and Mrs. Cole, widow of the late Rev. E. H. Cole, sometime rector of Whitby who at present is living in Toronto.

To the right in the centre of the church-yard is a monument to Louisa Ann Darling, who died in 1888, ae. 81 yrs., erected by her sons. She was third daughter of Capt. James M. Hamilton by his second wife and married 1st, Andrew Mitchell, 2nd, James Stewart Darling.

Not far away is the memorial to Robt. Clarke, Sergeant of the 81st Regt., who died in 1859, ae. 87 yrs., and to his wife, Elizabeth, who died in 1856. Beside them lie the remains of

their son, George Clarke, who died in 1895, ae. 67 yrs., who will be remembered by many as Collector of H.M. Customs for several years here.

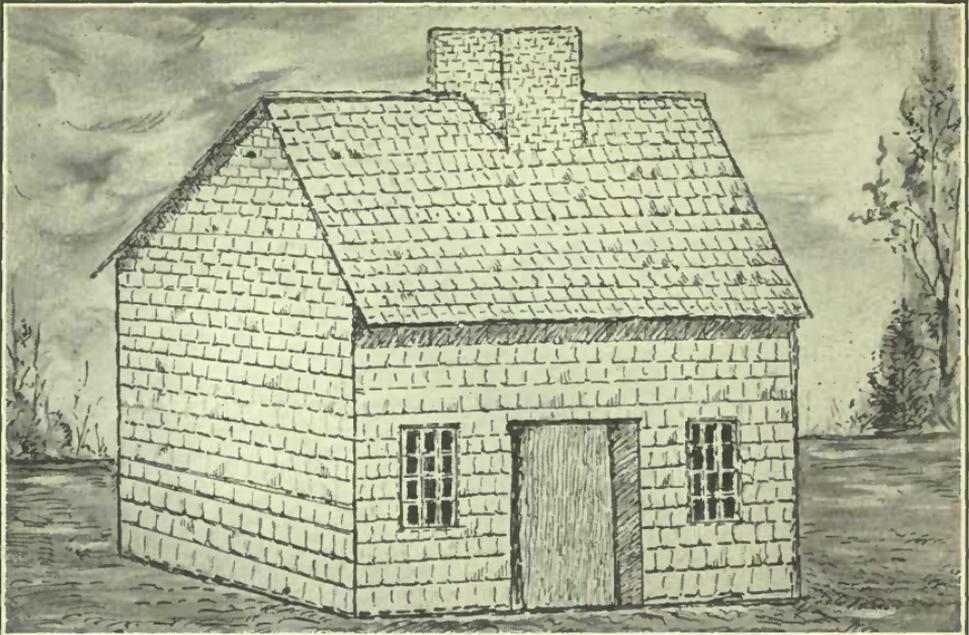
Beyond them is the monument of Robt. Hark, a veteran of 90 years, and 4 months, who died in 1897, the first mason and bricklayer brought to the Garrison. Such are a few of the mortuary references which stamp with historic value the records of old St. James' church-yard.

CHAPTER XX.

STE. ANNE'S MEMORIAL CHURCH AND CEMETERY.

The first Ste. Anne's Roman Catholic Church was erected in 1832, mainly through the instrumentality of Dedine Revol and Rev. Father Dempsey, missionary, and was the pioneer church of the "Rolling Sands" since its records reach back to 1835, thus antedating the Anglican St. James' Military Church by two years. The humble predecessor of the present fine Jesuit Memorial structure, Ste. Anne's, was itself the modest successor of the church of the "Immaculate Conception," the first wooden church erected in 1637, in connection with the early French missions at Ossossane beyond St. Patrick on the borders of Nottawasaga Bay, nearly 200 years before. A wampum belt now in possession of Mr. D. McCord, City Chamberlain of Montreal, is said to have on it among other devices a *fac simile* working or drawing of this pioneer wooden church erected of poles and bark at that early date at La Rochelle or Ossossane.

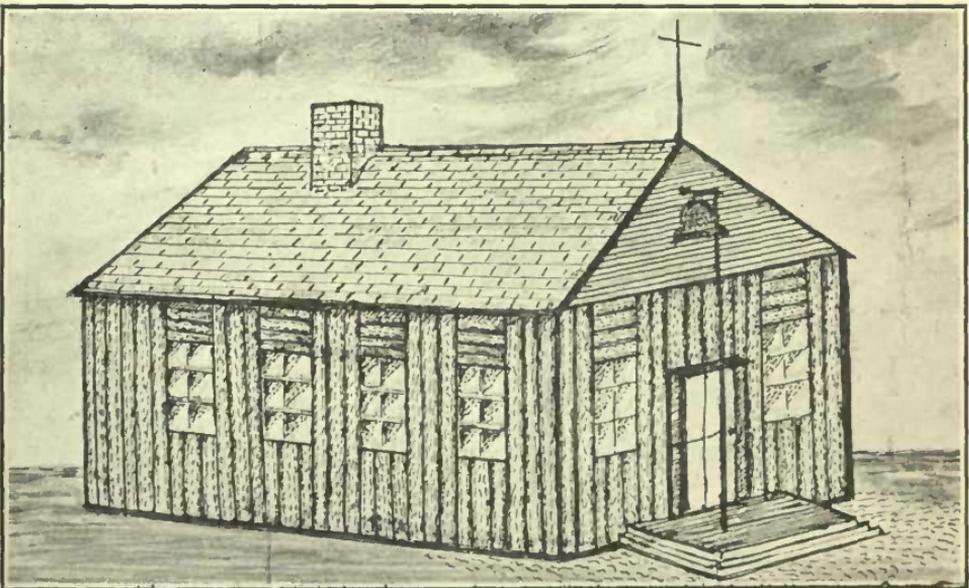
The first Ste. Anne's was not completed till the latter part of 1833, and from the late Michael Labatte and others who helped in the construction of it, we learn that the church was built of cedar logs with tennons fitting into grooves and filling the spaces between upright posts, an improvement on the unsightly notched corners of the ordinary log building, due, doubtless, to De Revol who as catechist exercised general supervision and was progressive. Its dimensions were 21ft. x 32ft. and stood on Roberts St. on the site now occupied by the town hall. The lot was presented for church and cemetery purposes by Pierre Giroux who will be remembered as having later suffered amputation of both hands and feet from being frost bitten on his way from the Giant's Tomb. The



THE FIRST BLOCK HOUSE, PENETANGUISHENE

(SHINGLED FROM TOP TO BOTTOM)

18 x 21 FT., BUILT IN 1815



THE FIRST CATHOLIC CHURCH OF PENETANGUISHENE

DEDICATED TO ST. ANN, 1832

(BUILT OF LOGS STANDING ON END)

bell belonging to the first Ste. Anne's, tradition says, was used originally in the chapel of Ste. Marie on Christian Island, where it was found in the ruins of the old fort about 1832 by the Indians, who sold it to the military officers here. If this be true the bell must have lain there undisturbed 180 years as Ste. Marie on Christian Island was abandoned by the Jesuits in 1651. Unfortunately for this romance, the figures 1799 in bold relief on the bell, indicating the date on which it was cast, rather discounts the tradition. Whatever its history, it is claimed that De Revol, with the assistance of some Roman Catholic friends, purchased the bell through Dr. Stratton who was surgeon to the Navy at that time and presented it to the church. It was transferred to the new frame church of Ste. Anne's which replaced the old log church in 1861, where it did duty till 1883 and now hangs beside the chimes in the tower of the Memorial Church. Bishop Alexander McDonnell, the first R.C. Bishop of Upper Canada, paid a pastoral visit to Penetanguishene in February, 1832, and this visit was probably the instigation of efforts toward erecting the first church. Bishop McDonnell came to Canada from Scotland in 1804, raised the Glengarry Fencible Regiment among his own people for the war of 1812-15, and became its chaplain. He was the first to preach to his people in Belleville and at many other points, and is said to have spent \$65,000 of his private patrimony in building churches, chapels and schools throughout Ontario. He died at Dumfries, Scotland, in 1840, in his 80th year, having gone to visit his native land, and his remains were transferred to Kingston in 1861. We have so far not been able to obtain any records of his visit here if there be any, but we know from the older residents that mass was said, followed by many communions, baptisms and marriages, several of the latter being re-marriages in which the principals had been previously married before witnesses only, when no regular priest was available.

It was not till the autumn of 1833 that a resident priest was appointed to the mission of Ste. Anne's, when Father Lawrence Dempsey, a native of Ireland, was sent by Bishop McDonnell and through his efforts the log church was completed. He had labored here scarcely four months when he was taken suddenly ill on his way to Barrie and died at Mr. Lalonde's. For over three years previously Father Dempsey had labored as missionary among the destitute settlers of the Canada Company's tract, in the vicinity of Goderich, and "In

the Days of the Canada Company," p. 396, the Misses Lizars record this high testimony of his unselfish labors:—"Rev. Father Dempsey—a good man, beloved by Roman Catholics and Protestants—he married, baptized and buried them with the utmost impartiality." Father Dempsey was cut off in the prime of his manhood and usefulness.

There was a vacancy in the parish till Bishop Gaulin, coadjutor of Bishop McDonnell, paid a pastoral visit to his people here on Sept. 10th, 1835. Remi Gaulin was born at Quebec in 1787, appointed coadjutor of the Bishop of Kingston and consecrated at Montreal in 1833, became Bishop of Kingston in 1840 and died in 1857. On his visit here in 1835 he began the first book of records for Ste. Anne's in French. The first entry is the baptism of Edward Rosseau, son of J. B. Rosseau, after whom Lake Rosseau is named, and his wife Julie Lamorandier who died at the American Sault in 1910, aged 100 years. One of the sponsors was Sarah Columbus, wife of Louis Columbus, the well-known armourer of the Garrison. Bishop Gaulin on that occasion recorded the baptisms of over thirty children besides adults in addition to marriages and burials.

An interesting episode was the meeting of Bishop McDonnell with the Columbus family, on his previous visit. The death of Christopher Columbus, the famous navigator, in 1506, at Valladolid in Spain, his imposing funeral and the magnificent monument erected to his memory, had become a well known event nearing its tercentenary during Bishop McDonnell's clerical probation in that city. Among suppliants for his ministrations here he was greeted by a lineal descendant of the noted discoverer in the person of Louis Columbus, immured in this far away outpost of the empire. Here was a surprise, recalling after the lapse of half a century the experience of his student days.

Rev. Father J. Baptiste Proulx was appointed to the charge in October after the visit of Bishop Gaulin in 1835. Among the first of his entries in the register is the marriage of Marie Assance, daughter of Chief John Assance, who was drowned in 1847, having fallen from his canoe in the bay. He was a son of that Chief John Assance who signed the Treaty in 1815, surrendering 250,000 acres of land to the Government.

Father Proulx was succeeded by Father Amable Charest of Batiscan, Quebec, in 1837, who served till 1854, dying at

Three Rivers, Quebec. He was succeeded by various priests, at different periods, among them being Fathers Claude Ternet, Duranquet, Point, Nadeau and Hennipaux. During the incumbency of the latter, the large crosses throughout Tiny were erected, some of which are still standing. In 1860 Father J. P. Kennedy, a native of Toronto, was appointed to the parish, and he also became Chaplain of the Ontario Reformatory for Boys, then recently established. During his term the new frame church of Ste. Anne's was built in 1861, replacing the original log church of 1832, and it did service till replaced in turn by the present Memorial church in 1890. Father Kennedy, whose fate has already been recounted, was in charge till 1873.

He was succeeded by the late Father Th. F. Laboureau, who was born in Dijon, France. He came to Canada in 1858 and was ordained at Montreal in 1866. He labored at St. Catharines, Thorold, Niagara and other points till appointed to Penetanguishene where he labored continuously for 33 years, till broken in health he was compelled to resign his arduous task in 1906. The present Presbytery was built by Father Laboureau in 1875 and through his instrumentality and labors mission churches were built at Port Severn, Wau-
baushene, Victoria Harbor and Midland. Ste. Anne's Memorial Church, erected in honor of the martyred missionaries of the early French period through his exertions, was under way in 1886, when the corner stone was laid by Archbishop Lynch in presence of Hon. John Beverly Robinson, Lieut.-Governor of Ontario, and a large assemblage of ecclesiastical and civil dignitaries, among them the Papal Ablegate, Mery del Val. Through the indomitable perseverance and energy of Father Laboureau, under difficulties, the edifice was carried to completion in 1902 and consecrated by Archbishop O'-Connor, of Toronto, assisted by Bishop McEvay of London and other dignitaries. Father Laboureau, shattered in health, having witnessed the completion of his project, resigned his charge and retired to Toronto, where he died in 1908. His remains rest in the cemetery near the sanctuary in the midst of the scenes of his labors. A beautiful memorial window in the church and a chime of bells in the tower attest the high esteem in which his memory was held by his people, while the edifice is his perpetual monument, to which circumstances and environment have conspired to impart a character both historic and national.

This sacred pile commemorates the deaths of Brebeuf and

Lalemant who were tortured and burned at the stake at St. Ignace, Father Daniel who was slain and his body given to the flames of his burning church at Teanaustaye, Father Chabanel who was murdered by his Huron guide and thrown into the Nottawasaga River, Father Garnier who was slain at Etarita during a sudden incursion of the Iroquois, and Father Jogues who founded the Mission of Sault Ste. Marie as an outpost of this Mission and ended his career of self sacrifice and torture at the hands of the Iroquois, and the sufferings and deprivations of the rank and file of those who traversed this region to carry the gospel to the Huron savage. Among the numerous sites in the vicinity, indelibly associated with the labors of these devoted men, are Karontaen or Carhagouha which witnessed the first mass among the Hurons, Ouenrio where the fathers spent an anxious twenty-four hours in constant expectation of martyrdom by the Hurons as the supposed authors of the pestilence then raging, St. Louis, the scene of the last bloody conflict between the Hurons and Iroquois, and Ste. Marie on the Wye, the central mission, which the fathers committed to the flames at their departure from it.

Ste. Anne's Cemetery, more especially the original site, like old St. James', was a veritable store-house of early records, and rather more so as it was established five years earlier, but was unfortunately removed in 1882 from the town hall site to the present location, leaving many of the earlier occupants in their first resting places. In consequence, much of its historic value has been lost. Among the earliest and most interesting of those transferred is that of Michael Macdonnell, private secretary to Lord Selkirk, and sometime fur trader on Penetanguishene Bay, uncle to the Fraser brothers who inherited his land estates near Midland. He was also a Justice of the Peace. His epitaph reads: "The Lord have mercy on the soul of Michael Macdonnell, J.P., who died in 1844, aged 56 years." Beside him lie the remains of his sister, Catharine Fraser, who died in 1866, aged 69 years, and whose husband Edward Fraser rests in St. James' Cemetery. Catharine Craddock Simpson, second wife of Wm. Simpson, Esq., died in 1865, aged 53 years. John Carty (McCarthy) a stone-cutter engaged on the old Officers' Quarters, died in 1867, aged 76 years. A monument to Rev. Patrick Kennedy, who with dauntless heroism sacrificed his own life to save another in 1873 at the early age of 39 years, bears the scriptural passage: "He shall feed his flock." John Donohoe died in 1879,

aged 75 years, and beside him Mrs. Donohoe, recalls the old tavern on the original Garrison road (now obliterated), just behind Edmund Gendron's residence, Church St. Beside the monument of the Bradley family, lying side by side, are the marble slabs of their progenitors, Thos. Bradley, the grandfather who died in 1873, aged 83 years, and Margaret his life partner, aged 78, with numerous descendants having their records on the monument. These were all transferred from the old cemetery.

Of the many additions to the new cemetery, we note that of Wm. Baxter, who died May 9th, 1885, aged about 81 years, who will be remembered as one of the old-time teachers in the Public School for many years. The earliest was M. Quiminera who for some depredation made a thrilling escape to the region of Collingwood in a birch-bark canoe. This was in 1840 when the school was kept in a log house near the site of Wynne's store, but was later removed to a small log house near the present site of the Public School where it continued for many years until the latter was built. The monument to Rev. Philibert Ray who died in 1887, aged 53 years, claims our notice. He was a native of Switzerland and was installed as R.C. Chaplain to the Reformatory, retaining the position but a few months when he passed away thus early. The next to claim our interest is that of Hypolite Brissette, who died in 1885, aged 103 years. He crossed the Rocky Mountains on foot and passed through some thrilling adventures in the service of the Hudson Bay Co. Beside him is his life partner, Archange la Hironnelle, a daughter of a Cree chief, born at Little Slave Lake and died at the age of 85 years, July 2nd, 1891. Capt. William Moore Kelly, who died July 20th, 1896, aged 86 years, is well remembered as the first Warden of the Reformatory, appointed in 1860 through Sir Henry Smith and Mr. Mainnahan of Kingston. He was born in the county of Mayo, Ireland. The Archbishop of Tuam was his uncle. Resting beside him is his wife Mary Matilda, born in the West Indies, died in 1901, aged 87 years. During the first year of Mr. Kelly's incumbency the "Reformatory" was visited by Dr. Wolfred Nelson, the one-time banished Lower Canadian rebel, as Inspector, and Hon. D. A. McDonald, the latter reported as having lost a valuable gold watch near the old dock. Thos. McCrosson, who died April 4th, 1905, aged 79 years, was the well-known successor of Capt. Kelly and the last Warden of the Institution while it was known as the "Ontario Reformatory for Boys." He was born in County Tyrone, Ireland, and was formerly editor of

the *Toronto Tribune*. Robt. J. Parker died July 20th, 1901, aged 72 years, although his epitaph says 75 years. He will be remembered as the first guard at the Reformatory, coming in 1860. He brought with him the first contingent of 40 boys from the Reformatory Prison of Isle aux Noix, Quebec, by way of Collingwood, housing them in the old Stone Barracks, afterward burned. Annie Gertrude Lemoine was one of the oldest and best-known residents here who died on July 13th, 1902, aged 76 years, a member of the well-known literary family of Quebec and sister of Mrs. Kelly. Francis Dusome who was born in Red River, and died Mar. 31st, 1906, aged 90 years, was a veteran of the fur trade and formerly Harbor Master here. Joseph Messier was one of the old voyageurs who gave his name to Messier's Lake, and died July 10th, 1892, aged 91 years, and Maria his wife who died June 10th, 1894, aged 90 years. Sergeant James Quigley, one of an early contingent of soldiers who took up lands in Tiny, died Aug. 19th, 1886, aged 91 years. He was born in Londonderry, Ireland. His descendants still occupy the original lands. His wife was Scholastique, daughter of Pierre Thibault, who gave his name to the extinct Tebo's Lake near the Quigley farm. Genevieve Battineau, born at St. Polycarp, Quebec, came here among the earliest in 1840 and died June 6th, 1904, at the venerable age of 104 years and 8 months. She was the mother of fifteen children and lived under the reigns of five British sovereigns.

The above are among the interesting and valuable records in which the Cemetery abounds, and to which various reminiscences have been added.

[THE END]

