

# PORT HOPE

1834-1984

The Port Hope  
Evening Guide

Founder's Day

(souvenir issue)

SECTION ONE

TUESDAY, MARCH 6, 1984



Port Hope Town Hall

## A celebration of our past

It was on March 6, 1834, that the Dominion Parliament passed an Act by which the Town of Port Hope was incorporated.

Now, exactly 150 years later, Port Hope celebrates Founders' Day: a day to look back on the long and exciting history of this town, and at the same time to have an eye on the future and the promise it holds in store.

Think of all that has happened in the past 150 years! Port Hope has grown and prospered; it has become a busy, thriving place of 10,000 inhabitants. How far it is from the day when the very first shipload of settlers spent their first night in tents at the mouth of the Ganaraska! And wouldn't those settlers be pleased and proud if they could now see how their labors have come to fruition!

Port Hope's development has not always been

smooth. It has been hampered by more than one town's share of disasters. But to balance those have been the high times -- visits by royalty and prime ministers, celebrations of great magnitude, and, through all the years, a general sense among the people of this town that it is truly a good place in which to live.

In the pages which follow we have tried to capture a little bit of Port Hope's rich past. There is no way we can tell all in such a limited space; instead, what we have endeavored to do is offer an interesting and entertaining sampling.

We hope that our readers will enjoy leafing through this, our sesquicentennial gift to the town. And from all of us at the Evening Guide -- happy birthday, Port Hope!

*Katherine Sedgwick*  
Editor

### Inside:

An historical overview, the mayors, floods, the harbor, the railroads, schools, churches, hospitals, a fictional visit to old Port Hope, industries, Calithumpian parades, mills, TCS, breweries and distilleries, and some of the many interesting characters from Port Hope's past.

Enjoy!





The Premier of Ontario



On the occasion of the celebration of the Sesquicentennial of the Town of Port Hope, I extend to all its residents the congratulations of the people and the Government of Ontario.

Situated on the sites of the mid 17th century Indian Village "Cochingomink", the 18th century fur trading post known as "Smith's Creek" in honour of Peter Smith and, ultimately, the fledgling settlement in which grist mills were built by Elias Smith and Jonathan Walton as a condition of their Crown Patent of land, your community's history dates far beyond its incorporation as a town to present a stirring chapter of early Canadiana.

Renamed Port Hope in 1819, the establishment and enlargement of its harbour laid the secure foundation on which your community would grow and 1834 saw its incorporation as a Town.

Today, your beautiful lakeside town stands in tribute to the achievements of all the generations of its people who have given so deeply of their hands, spirit and will to build in the heartland of Ontario a thriving community whose natural and architectural heritage has been lovingly preserved.

It is fitting that the year which marks Ontario's Bicentennial should also mark the Sesquicentennial of a town which has contributed much to the development and economy of our province.

As you commemorate the 150th Anniversary of your Town's incorporation with pride in its past, appreciation of its present and anticipation of its future, may I express my warmest good wishes for continued peace and prosperity for the Town of Port Hope and all its people.

*William G. Davis*  
William G. Davis



THE CORPORATION OF THE TOWN OF PORT HOPE

56 QUEEN STREET, P.O. BOX 117, PORT HOPE, ONTARIO, CANADA  
L1A 2W9 TELEPHONE 418-885-4544

MAYOR'S OFFICE

Dear Fellow Citizens

On behalf of Town Council, I wish to invite everyone to participate in the Town of Port Hope's celebration on the occasion of its 150th birthday.

Our forefathers worked hard to ensure that Port Hope would be a special Town and despite the setbacks due to floods and fire, the Town has survived and remains a great Town, thanks to the pioneer spirit we still possess.

The Sesquicentennial Committee plus many others are volunteering their services to ensure that this year's activities will appeal to everyone, and if the events which have already taken place are any indication, every event will be an unqualified success.

Port Hope is your Town, great events are planned to make this a year no one will forget, but to make the celebrations a total success requires only your participation and enjoyment.

Yours respectfully,

*William A. Wyatt*  
W. A. Wyatt

**Congratulations,  
Port Hope!**



LEGISLATIVE ASSEMBLY

HOWARD N. SHEPPARD, M.P.P.  
NORTHUMBERLAND

Queen's Park,  
TORONTO  
1984

I always feel a great sense of anticipation and excitement at the beginning of a new year. For 1984, this is especially true: Port Hope celebrates its 150th anniversary in a year-long festival that promises to have something for everyone. This edition of the Evening Guide welcomes the new year with a tribute to our past, Port Hope's Sesquicentennial.

Port Hope is a community whose history, fundamentally rooted in agriculture, is rich and varied. The events honouring its founding 150 years ago incorporate many of the elements of the town's unique heritage. Of course, no community could ever be completely set apart. The town of Port Hope is a member of the family of communities which make Ontario a rewarding place to live and work. Port Hope shares this anniversary year with Toronto's Sesquicentennial and the Province's Bicentennial.

On Saturday, March 10th, the Port Hope Founders Ball will honour the men and women who have provided leadership over the years.

Port Hope salutes the Toronto Sesquicentennial on Victoria Day, May 21st, with "Toronto, Toronto" featuring celebrations in the Agricultural Park and a display of fireworks to finish off the evening. We all look forward to entertaining the Mayor of Toronto and the Chairman of their Sesquicentennial Committee.

The Port Hope Grand Prix Cycling Race takes place on August 11th: it is sure to attract competitors from across the country. The events include novice and celebrity races as well as the Pro-Am Sprint and the Pro-Am Feature.

I am delighted to participate in these and other festivities that not only applaud the accomplishments of Port Hope, but of the City of Toronto and of our Province.

*Howard N. Sheppard*  
Howard N. Sheppard, M.P.P.  
Northumberland



House of Commons  
Canada

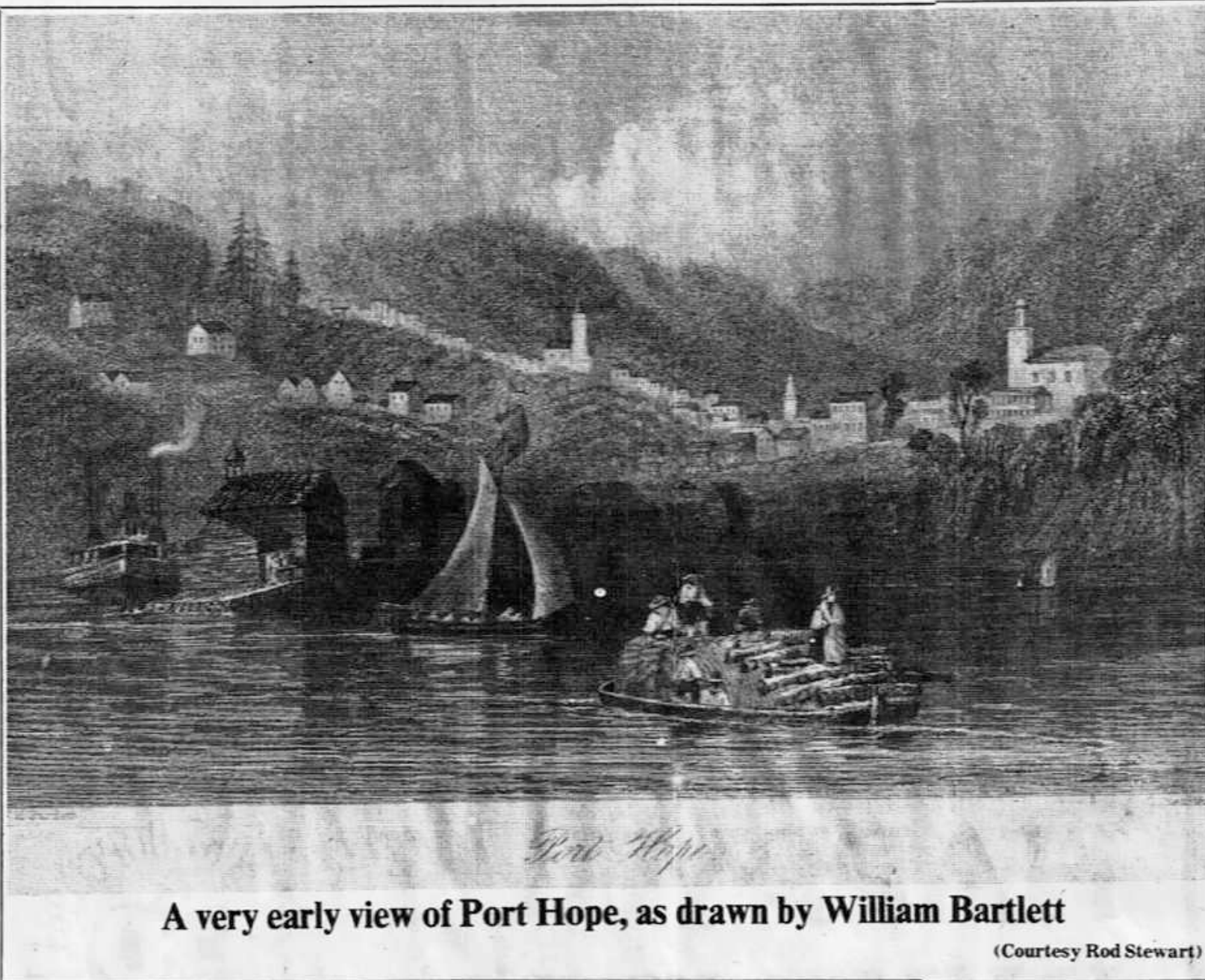
I welcome this opportunity to extend my warmest personal greetings to the people and the Town of Port Hope on this 150th anniversary of the municipality.

Historically, Port Hope had its own quite distinct role in the settlement of Ontario and the development of our Canadian nation. Graced with the natural beauty of its setting, the Town has enhanced this with a unique architecture which has become part of the local heritage, and with an admirable spirit as well. Over the past century and a half, Port Hope and its citizens have displayed initiative, leadership, and the uncommon sense to preserve the best from the past. Thus Port Hope today is the type of community in which anyone would choose to live. We must retain and nourish that fine sense of tradition.

While this sesquicentennial year is an occasion for proud celebration, it also is a time for remembering those who so wisely laid the foundations upon which the Town has grown, for appreciating what they have given us, and for ensuring that we continue their dedication in building towards an even better community in the years ahead.

*Allan Lawrence*





A very early view of Port Hope, as drawn by William Bartlett

(Courtesy Rod Stewart)

# The story of a town

**By Jane Staunton**  
 Ganaraske, Pimidaichekontoyng, Fat Fire Creek, Pemitiscutiang, Cochingomink, Hope Mills, The Flats, Smith's Creek, Toronto: from 1660 to 1819 these names - French, Indian, English - referred to the same site, the tiny settlement on the banks of a shallow, swift-flowing creek which emptied into a natural harbor on the north shore of what came to be called Lake Ontario. From 1819 to the present day, the town has been called Port Hope.

**Aboriginal Settlement**  
 The Port Hope site and surrounding townships are situated on a clay plain with a limestone base which was created when the ancient Lake Iroquois receded to the boundaries of the present Lake Ontario. These clay-silt plains formed extremely rich growing soils, later discovered to be particularly suitable for grain and fruit crops. The river teemed with trout and salmon and the heavily forested country surrounding the river abounded with birds and small game.

The first known inhabitants of this location so rich in natural resources were a band of Huron Indians, the Cayugas, who hunted, trapped and fished the area in the early 17th century. However, small groups of warlike Iroquois began to raid the Hurons, making life so unsafe that by 1650 the last of the Cayugas had retreated to the north shore of Lake Huron. Although the victorious Iroquois did not settle here until the mid-1660s, they used the area extensively for fishing, hunting and trapping, trading their furs with the English and French who had established trading posts on the Hudson River.

**The French Regime**  
 It is unlikely that any French explorers or English, Dutch or French traders had discovered the area before the Iroquois conquest, but after Canada became a Royal Province of France in 1663, the French made plans to recapture the fur trade from the Iroquois who had established themselves here in the little settlement of Ganaraske. In the late 1660s, the Sulpicians of the Mission of Kente in Montreal founded missions, under the leadership of Father D'Urfe, here and at other Indian settlements along the north shore of the Lake. On a French map of 1673, the tiny habitation of Ganaraske is marked - perhaps the earliest extant map depicting this site.

The next to arrive here were Mississauga Indians, a tribe of the Algonkian family. Although a less advanced race than the Iroquois, they took over the settlement and the Iroquois gradually disappeared to other regions. The Mississauga village on the east bank of the river was named Cochingomink, meaning "the commencement of the carrying place" and referring to the route from the river mouth north, through the forest and sandhills, to Rice Lake. During the last 50 years of French rule,

there were three Indian settlements along the carrying-route to the interior.

**The British Rule**  
 In 1763, by the Treaty of Paris, Canada became a British Crown Colony. Twelve years later the American Revolution began. Both were events which were to alter the complexion of the hitherto relatively quiet and unchanged hunting grounds of Ganaraske and begin the process which would propel Upper Canada into being and Port Hope into an important centre.

During the American Revolution, subjects loyal to the British Crown fled the Thirteen Colonies, their property and belongings confiscated and their lives in danger. Thousands flocked to Fort Niagara, on British territory, to wait for peace to be declared and a return to their homeland as promised by the British government. However, events of history dashed their hopes when the British garrison of Fort Niagara was surrendered to the Americans and American independence was proclaimed. However, the British government, anxious to colonize its immense land holding gained by the Treaty of Paris, encouraged the Loyalists to settle Upper Canada with promises of extensive land grants.

The village of Cochingomink had already been discovered by a handful of Loyalist traders and trappers, and as early as the decade of the 1770s trading houses had been established at this site and others along the north shore of the Lake.

Richard Beasley and Peter Smith, Loyalist traders, requested from the Government Land Committee grants of land, both at Toronto and the Ganaraske site which they

referred to as Pemitiscutiang, meaning "Fat Fire Creek." In their petition to the government, they mentioned that they had built a log dwelling at each site - in Pemitiscutiang, on the east shore of the river mouth. Peter Smith was a trapper of some skill and had built a reputation among the Indians of honesty and fair dealing by the time the Indian Treaty of 1788 opened up the Ganaraske area to white settlement. By this time the area was referred to by the English name of Smith's Creek, and this was the name heard by the Loyalists waiting in Newark to be resettled.

In 1790, Smith turned over his trading post to brothers Lawrence and Jacob Herchimer, purportedly also Loyalists, who had managed to escape the U.S. and eke out a living in the Canadian wild without the land and provisions enticements of the British Government. The Herchimer (also spelled Herchmer and Herkimer) brothers carried on the respected position and honest dealings established by Smith and Beasley with Indians from all over the Kawartha Lakes region.

The Constitutional Act of 1791 provided the first real impetus to Canadian pioneering, and the new Legislative Assembly became very active in encouraging settlers to come to Upper Canada.

Two enterprising gentlemen, both United Empire Loyalists and officers, Elias Smith, then a merchant of Montreal but formerly of Cutchess County, N.Y., and Captain Jonathan Walton of Poughkeepsie, N.Y., had visited the site of Cochingomink (or Smith's Creek) as early as 1792. And, in an agreement with Simcoe's government, they began

recruiting settlers for Hope township, named for Colonel Henry Hope, Lieutenant-Governor of Quebec, from 1785 to 1789. The agreement entailed the permanent settling of 40 families in return for extensive land grants.

The first Smith and Walton boatload of 27 Loyalist settlers arrived from Newark on June 7, 1793 at Cochingomink, to be met on the shore by a Herchimer brother and several hundred Mississauga Indians. Accounts

Continued on page 4

# HAPPY BIRTHDAY PORT HOPE



John Nisbett's Men's Shop

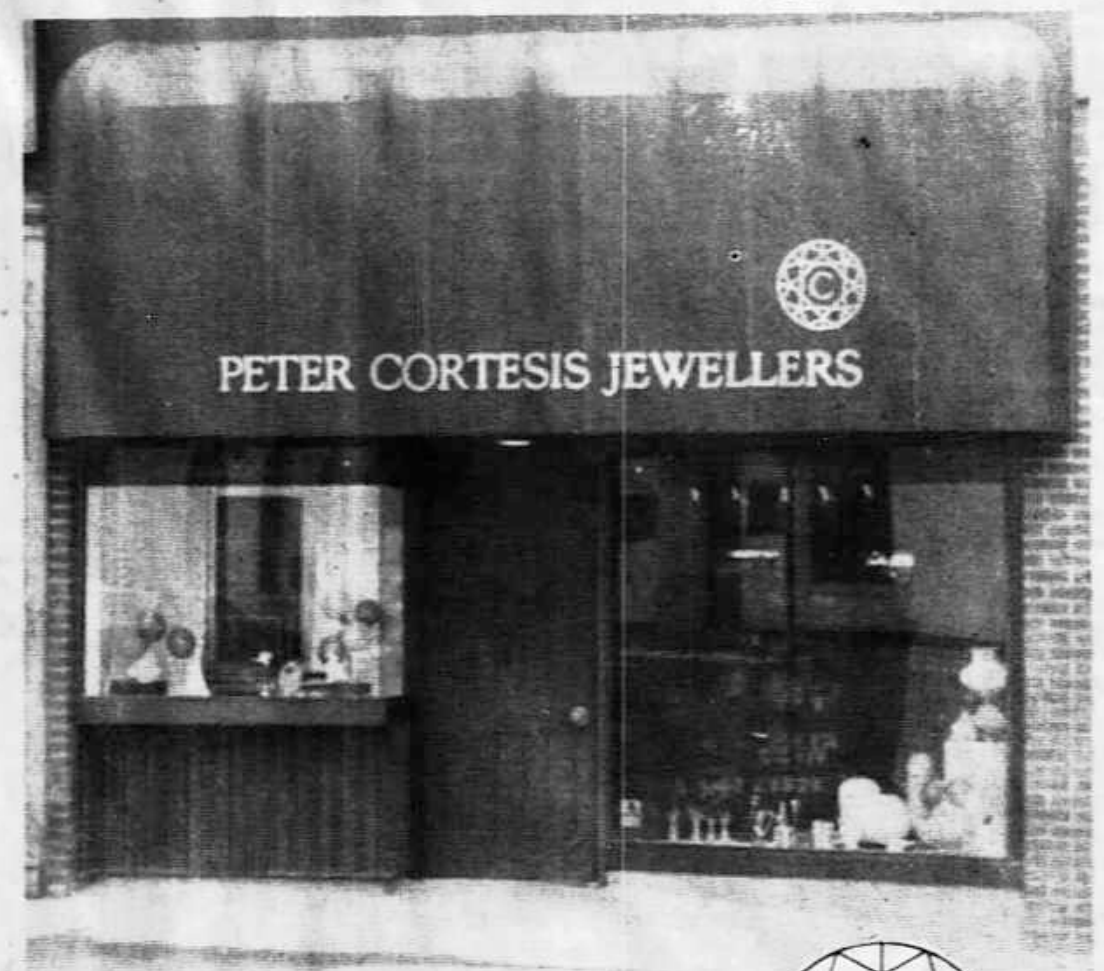


**NISBETT'S MEN'S SHOP**

1967-1984

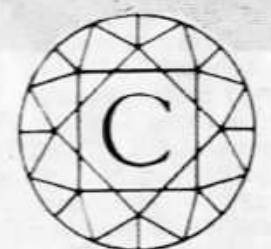
45 Walton Street Port Hope

# Congratulations Port Hope



PETER CORTESIS JEWELLERS

Serving Port Hope and area Since 1969



PETER CORTESIS JEWELLERS

"You will never be satisfied with anything less"

367 George St. N. Peterborough, Ontario 748-6020

16 King St. W. Cobourg, Ontario 372-2188

76 Walton St. Port Hope, Ontario 885-8185

**Happy Birthday Port Hope 1834-1984**

**TURCK'S RESTAURANT**  
 Serving Port Hope Since 1945

Walton St.

Port Hope



# Earliest days

Continued from page 3

of the arrival by a descendant of one of the four original Hope township families report that the Indians were suspicious of and hostile to the new arrivals, suspecting them to be Yankees, until Herchimer reassured them of their common loyalty to the Great White Father. A peaceful welcome ensued.

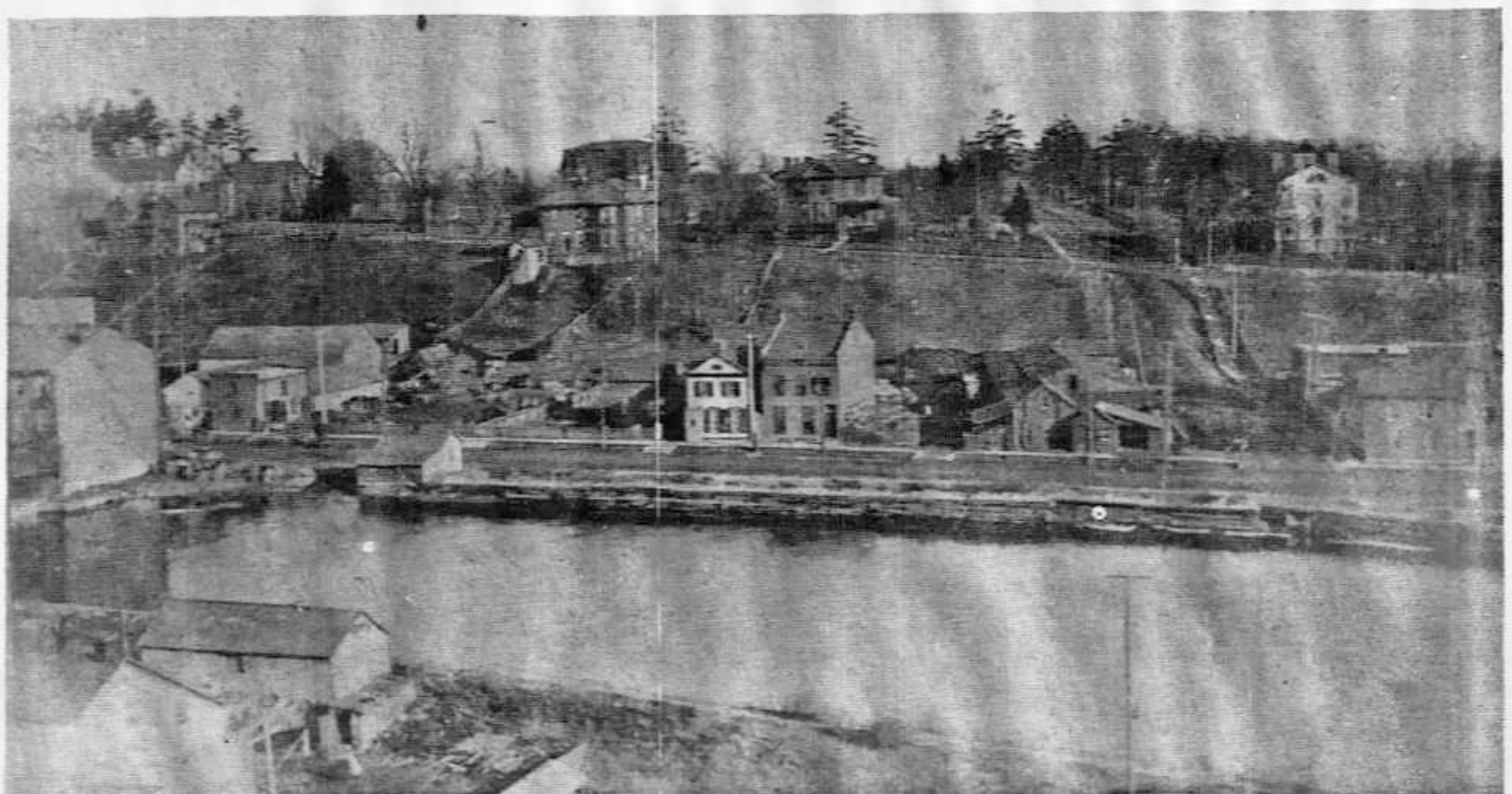
The four families - Harris, Stevens, Ashford and Johnson - slept their first night at Cochingomink in tents and proceeded the next morning to begin building their first permanent homes on Canadian soil.

Shortly afterwards, Lawrence Herchimer returned to Kingston, becoming a merchant and one of the builders of the first steamboat on Lake Ontario, the Frontenac. Jacob Herchimer moved north to establish a trading post at the mouth of the Otonabee River.

In Elias Smith's report to

Governor Simcoe of the safe arrival of the four families (totalling 27 people) to Hope township, he writes that there is no one nearer than 50 miles on one side and 60 to the other, and adds that he has furnished the new settlers with provisions for a year, at his own expense - this all serving as a reminder to the governor of the promised grant of land if the township were settled.

By 1797, Smith and Walton had installed their required 40 families and on Oct. 8 of that year, by order in council, they were given a Crown Patent for Lots 5, 6 and 7 of the Broken Front and First Concession of Hope township, totalling 727 acres including road allowances of 103 5-7 acres. It was with this Crown grant that the settlement of Smith's Creek became definitely established and the development of a town could begin in earnest.



LOOKING ACROSS THE RIVER - An early view across the Ganaraska looking east shows some of the prominent homes of King Street (or Protestant Hill as it was often called). At top right the Bluestone, the house built by John David Smith, can be

seen; centre top is another early home which is still standing, the Helm House. It was once occupied by John Helm, who built and operated machine shops and a foundry in Port Hope in the mid-19th century. (Photo from the collection of Tom Long)



THE LITTLE BLUESTONE - In 1834, the same year as he built the Bluestone, John David Smith built this little house - the Little Bluestone, or the Mini Bluestone - for his son Elias Peter and daughter-in-law Sophia Soper as a wedding present. The cottage still stands, near the foot of King Street under the railway viaduct, and is presently undergoing restoration. (Photo from the Tom Long collection)

## Growth of a town

The land grant hinged on one remaining condition - that Smith and Walton erect, "with all reasonable diligence," a saw and grist mill for the Hope settlers on Lot 6. They proceeded to do so in 1795.

The first attempt at construction failed because of extensive ice damage. The Smith's Creek inhabitants had to continue their long arduous treks to Kingston and later Belleville to have their grain ground, until 1799 when the dam and grist mill were completed and the sawmill shortly after. The height of the dam was nine feet 10 inches, and the mill property and pond covered approximately four acres between Queen and Mill Streets up to Walton.

Throughout the years of construction, every effort had been made not to block the route of the spawning salmon. Today they safely continue their annual migration totally oblivious of the vast changes that have taken place on either side of the river.

Elias Smith never actually took up residence at Smith's Creek, but his son Peter and a young man by the name of Collins were sent from Montreal to represent the Smith interests. Their first responsibility was to open a store, which they did in a log building at the foot of King Street on the east side of the river. Later Collins was to run a school in this same building.

Smith soon acquired full ownership of the mills and bought out the share of land of his partner, Jonathan Walton.

In 1800, a very early date for a private town in Upper Canada, he proceeded to lay out a Town Plot. The Smith family prospered; when the eldest son, Peter, replaced the log house for a fine five-room frame dwelling, it was the first frame structure to be erected between Belleville and York.

The town grew steadily but slowly. By 1813, it had a couple of stores, workshops, a school, a public hall and a registrar of deeds. It was fortunate for the

development of Smith's Creek that the new settlers represented such a surprisingly wide variety of professions and skills, including carpenters, blacksmiths, contractors, builders, shop-keepers, millers and, naturally, a surveyor.

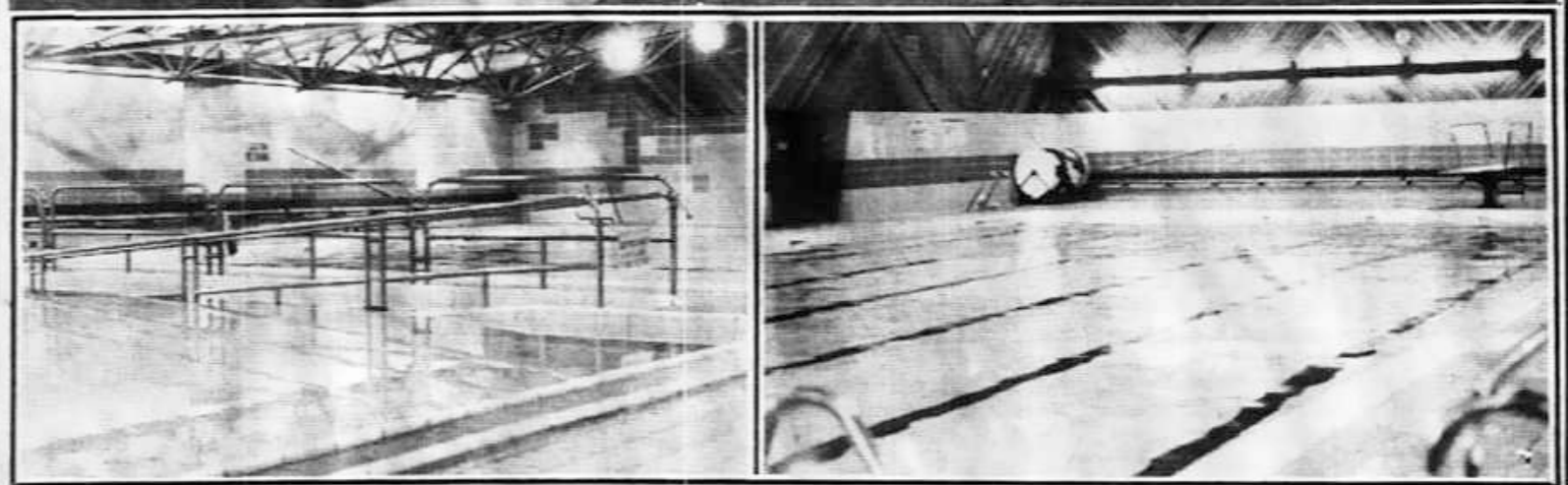
In 1817 the first post office was established, with Charles Fothergill as postmaster.

At the time there were several "Smith's Creeks" in the province, and Fothergill suggested the name "Toronto" be used instead. However, after a rebuke from the administrator of Upper Canada, who owned land in Toronto township to the west, a meeting was called in 1819 to choose a new name for the village. "Port Hope" was chosen, in honor of Colonel Henry Hope for whom the township was named, and to recognize the fine natural harbor with which the site was blessed.

For the early settlers planning to relocate or emigrate from the British Isles, the name Port Hope in the town advertisements must have nicely and appropriately summed up their own hopes and dreams for a prosperous new life in the British colony.

During the decade of the 1820s, there was a marked growth in the town, and the number of new buildings increased considerably. From this era still stand St. Mark's Anglican Church on King Street (originally named St. John's), Canada House, a former inn and now a residence at the foot of King Street, and Woodbine Cottage, the former residence of M.F. Whitehead, collector of customs, now moved up King Street and bricked over. Walton Street and Mill, Queen and John Streets were being steadily built up with wooden commercial structures encompassing all aspects of life in the early 19th century - smithies, hotels, a malt-house, a watchmaker's, a hatter's, a shoemaker's, distilleries, a wool-carding factory, and a chair-bottom factory.

# HAPPY BIRTHDAY PORT HOPE



## Serving To Build A Healthier Community

### Registration For Spring Swim Sessions

Children's Classes - Tuesday, March 27,  
6:30 p.m. - 8:30 p.m.  
Adult Classes - Wednesday, March 28  
6:30 p.m. - 8:30 p.m.

### Roller Skating Begins:

Wednesday, April 4 and Friday, April 6

## Port Hope Sports Complex

60 Highland Drive Port Hope 885-2474



# March 6, 1834 - Incorporation

On March 6, 1834, Port Hope was incorporated as a town by act of Parliament, establishing limits of the corporation and providing for the establishment of a police force and a public market. As if released from its slumbrous growth by the act of incorporation, the town grew by leaps and bounds after 1840.

In 1846, this was how Port Hope was described in Smith's Canadian Gazetteer:

### PORT HOPE

A town in the southeast corner of the township of Hope, beautifully situated on Lake Ontario. The principal part of the town is built on the sides of a hill, having a fine view of the lake, and the surrounding country. The road from Toronto to Kingston passes through the town. A fine, rapid mill-stream runs through the town to the lake, at the mouth of which is a large basin, forming a natural harbor of considerable size, and well sheltered on the west and

north. At present, the greater portion of it is a mere marsh, having a branch of the stream passing on each side of it; but it might with ease be cleared out, when it would form a harbor capable of admitting and protecting any vessel on the lake. The town is incorporated, and is improving rapidly, and some very handsome buildings are in course of erection. The Toronto and Kingston stages pass through the town, and during the season of navigation, steamboats call daily on their passages to and from Toronto, Kingston and Rochester. A weekly newspaper, the Port Hope Gazette, has been published here, but it has lately been discontinued. Churches and chapels four, viz. Episcopal, Presbyterian, Catholic and Methodist.

Population about 1,200. The following government and district offices are kept in Port Hope: Clerk of Peace, Registrar of County of Durham,

Judge of Surrogate Court, Registrar of do., Crown Lands Agent.

Professions and trades - four physicians and surgeons, three lawyers, one grist mill (and a large stone grist mill in course of erection), one foundry, one brewery, four tanneries, five distilleries, one ashery, 18 stores, six taverns, one surveyor, one druggist, one bookseller, four bakers, one livery stable, one printer, four waggon makers, two cabinet makers, one watchmaker, seven blacksmiths, three tinsmiths, 11 tailors, 10 shoemakers, four saddlers, one school for boys, two ladies' seminaries, two bank agencies - Upper Canada and Montreal.

Principal taverns - Hastings' Hotel and North American.

After 1849 a mayor and town council replaced the governing police board and, in 1851, the fine Town Hall was built, designed by American architect Mervyn Austin.



**THE BLUESTONE** - Built by John David Smith - son of Elias Smith, one of the founders of Port Hope - in 1834, this elegant home at the corner of King Street and Dorset Street East is still one of the most outstanding buildings in Port Hope. It is sometimes termed one of the finest

examples of Georgian architecture in all of Canada. While the front entrance of the Bluestone now faces Dorset Street East, originally the main entrance was on the south side of the house. (Photo from the Tom Long collection)



**FOOT OF THE MAIN STREET** - The intersection of Mill and Walton Streets doesn't look much like this anymore. At the turn of the century, when this photograph was taken, both streets were wide and unpaved. The Royal Hotel (at left), situated where the Port Hope Hydro building now stands, was the first

brick building constructed in Port Hope. It was built in 1823 by John Brown. The identity of the lad in the foreground is unknown, but it looks like he's pleased to have found a shady spot on a hot summer's day. (Photo from the Tom Long collection)

## Expansion and development

Port Hope and the neighboring town of Cobourg boomed during the decade of the 1840s with the growing trade in lumber and agricultural products which flowed eastward to Quebec and Britain and south to the large cities of the eastern United States and the West Indies.

For a short time Port Hope's local whiskey, distilled from the Ganaraska springs, gained fame and demand abroad.

In response to Port Hope's growing importance as an export centre for the lumber industry and the shipping of agricultural goods, plans were begun to improve and enlarge the harbor, a process originally begun in 1829 with the incorporation of the Port Hope Harbor and Wharf Company. In 1867, at a cost of almost a quarter of a million dollars, the Dominion government built the west pier and docks.

A further boost to Port Hope's position as a trading centre was provided by the construction in 1854 of the Port Hope and Lindsay Railroad to the north and, in 1856, of the Grand Trunk Railroad passing through Port Hope and connecting points east and west.

The trading boom and expansion continued through the next two decades. The fine brick commercial buildings constructed during this time in the downtown core, and still standing, reflected the prosperity and status of Port Hope.

By 1881, the town's population reached 5,585 people, a size not surpassed or attained again until 1948.

### Decline And Recovery

Various factors led to economic decline in Port Hope.

During the late 1880s the big timber trade declined due to competition and indiscriminate felling. The McKinley Tariff of 1890 raised duties approximately 50 per cent and effectively eliminated most of the American market.

Port Hope was not alone in the devastating effects of these factors on its economic well-being, as well as the consequences of the Industrial Revolution and influx to larger cities; in 1901 the population was 1,400 people less

than it had been 20 years previously.

A slight recovery occurred in the first decade of the 20th century. New industries such as the Nicholson File factory and the Sanitary Works located in Port Hope, and in the 1930s the radium refining industry and war-related industries gave a boost to the town's flagging economy.

Port Hope's original domestic economic base was eliminated through the exhaustion of the natural renewable resources and increasing flood hazards due to the diminishing of the forests. After suffering the effects of a quasi-depression, Port Hope responded to the changes

and pressures of the times by changing its economic base to light industry and the provision of services. Agricultural economy is still the major factor in the surrounding townships.

1984 marks the 150th anniversary of Port Hope's incorporation, and like any venerable body or institution attaining that age the town has undergone all the elements of growth: foundation, early rapid spurt of growth, decline and then re-emergence of growth and development with increased maturity and understanding. Port Hope's next 150 years should reflect the pride and persistence of its founders.

This concise history of Port Hope is reprinted from the Heritage Conservation District Study prepared last year by town council's local architectural conservation advisory committee. The Guide extends its appreciation to LACAC for allowing us to reprint it here.

Happy  
Birthday  
Port Hope

CAVAN CANDIES  
(REG'D)

Manufacturers and Importers  
of Quality Candies

228 Cavan Street, Port Hope  
885-8061

Happy  
Birthday  
Port Hope  
1834-1984



VANDERSTOOP  
Florist and Greenery Shop  
57 Walton St. Port Hope

HAPPY  
BIRTHDAY  
PORT HOPE



JOICE SWEANOR  
Furniture & Appliances • Television • Stereo

336 Ward Street, Port Hope  
885-2461



# The mayors: a distinguished history

By Susan Robertson

## John Tucker Williams 1850

John Tucker Williams is considered to be Port Hope's first mayor. He was the first official



J.T. Williams R.N.  
Port Hope, (Deceased.)

(From the Tom Long collection)

to be elected by the town council to be its head following the passing of the Baldwin Act in Parliament. Williams was also a member of the National Legislature from 1840 to 1848. He was a commander of the Royal Navy when he arrived in Canada in 1812, and he is the founder of the Penryn Homestead. He raised a company of militia to fight in the Mackenzie Rebellion of Upper Canada. He is also notable as the father of A.T.H. Williams, the hero of Batoche.

## James Smith 1851

James Smith was also a judge of Victoria County and an MPP. He was president of the Railway Company in 1853 and he was involved in the development of the railway line from Port Hope to Peterborough. In addition, he

presided over the laying of the cornerstone of the Town Hall and Market Square.

## John Shuter Smith 1852

John Shuter Smith was a prominent lawyer in Toronto, Cobourg and Port Hope. He was a member of the Board of Harbor Commissioners which dealt with the repair of Port Hope's deteriorating harbor. Both he and James Smith were descendants of Elias Smith, the patriarch of one of Port Hope's most prominent families.

## John Tucker Williams 1853

## John Shuter Smith 1854-55

## James Scott 1856-57

James Scott was mayor during the visit of the Prince of Wales to Port Hope on Sept. 7, 1860. The Prince was to become Edward VII.

## Duncan McLeod 1858

## William Fraser 1859

William Fraser was the first of Port Hope's mayors to be elected directly by the people. In 1889 he held a reception for Sir John A. Macdonald at Dunain when the Prime Minister came to unveil the statue of Lt. Col. A.T.H. Williams in front of Town Hall. He built the residence Dunain on property given him as a wedding present by his father-in-law, Lt.-Col. A.T.H. Williams.

## James Scott 1860

## Cornelius Quinlan 1861-65

## William Craig 1866-67

It is fitting that one of Port Hope's most distinguished citizens should have been mayor during Canada's birth as a nation. William Craig founded the tannery in 1852. He was the mayor of Port Hope during a great period of expansion, and he was actively connected with philanthropic and benevolent institutions of the town. He was a very important member of the Baptist Church and donated the

lot at the corner of Augusta and John Streets to the church. He was president of the Port Hope Benevolent Society, which was founded in 1862, and in 1878 he erected the fountain behind Port Hope's Town Hall. Water originally poured out of the lion's head, providing water for human consumption, and then into a trough for the horses. He was president of the A.T.H. Williams Memorial Association and was again mayor in 1889 during the visit by Sir John A. Macdonald for the unveiling of Williams' statue.

## John Shuter Smith 1868

joining the Hiram Building, as well as Pinehurst on Pine Street opposite St. John's Church and Central School.

## John Wright 1873-76

John Wright was an officer of the Port Hope Bicycle Club, which by 1887 had become an important part of the town's activities.

## William Craig 1877-78

## Peter R. Randall 1879-82

Peter Randall presided over

Railway. He made arrangements with bondholders in Europe for money to advance the improvement of the roadbed. The railway's head office was at Port Hope. Von Hugel was also chairman of the committee of 40 which was set up to make the funeral arrangements for the funeral of A.T.H. Williams. Baron von Hugel was vice-president of the Port Hope Cricket Club, and he introduced the first typewriter to Port Hope in 1876.

## Henry A. Ward 1885

Henry Ward was the grandson of Thomas Ward, another

## Peter R. Randall 1888

## Edward Peplow 1889

## Henry H. Burnham 1890-93

Henry Burnham was the son of Mark Burnham of the illustrious Burnham family of Cobourg and Port Hope. He was mayor when the notorious fire broke out at Trinity College School in April of 1893. He too was a member of the Port Hope Bicycle Club.

## Henry A. Ward 1894-95

## J. Walker Quinlan 1896-1900

Among his many accomplishments, J. Walker Quinlan introduced electric lighting to Port Hope in 1886.

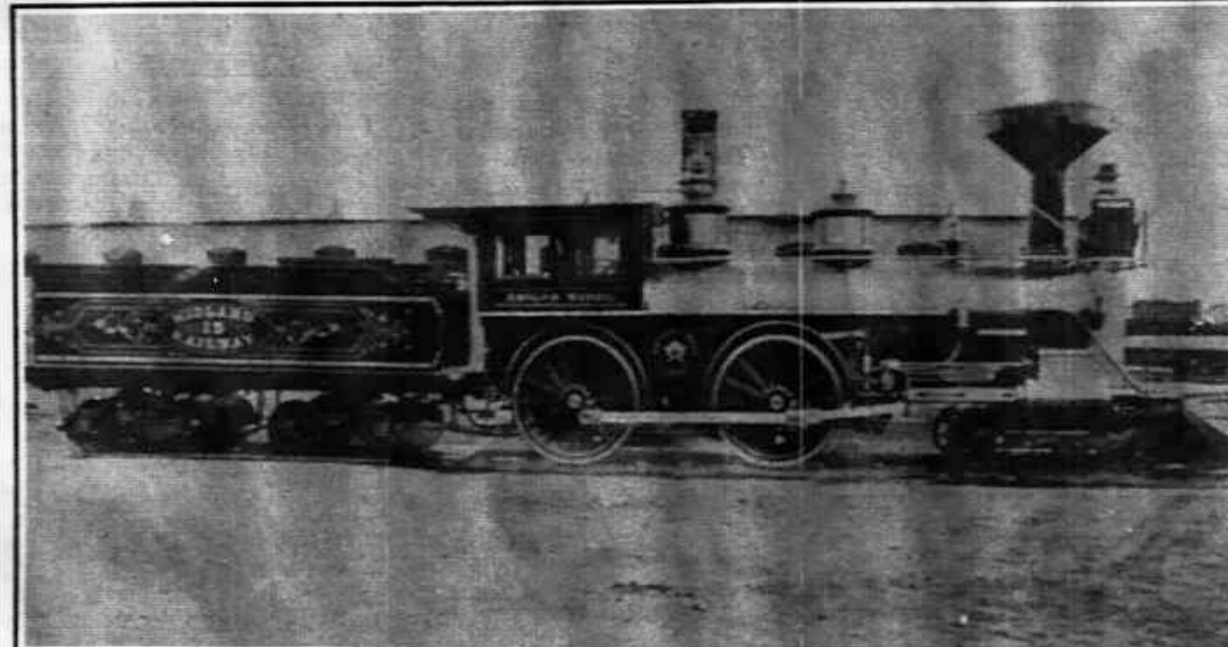
## Henry White 1901-03

Henry White was the presiding mayor during the Old Boys' and Girls' Celebration in 1901, when Port Hope's sons and daughters returned to the area for a reunion.

## Thomas B. Chalk 1905-06

Thomas Chalk was the son of Robert Chalk, the founder of the Chalk Carriage Works on Cavan Street, in business from 1842 to 1934. Thomas carried on the business until his death at 52 Blooms Grove Ave. in 1931 at 73 years of age. He was a strong Conservative and president of the East Durham Liberal-Conservative Association. Thomas Chalk was also chairman of the public school board and a member of the United Church. He was an avid sportsman and owned race horses. During his second term as mayor in 1925-27, the streets of Port Hope were paved and sewers laid. In 1927, he was appointed to the government's Liquor Control Board.

## William H. Giddy 1907-09



THE ADOLPH HUGEL — In addition to being a mayor of Port Hope (in 1883-84) Baron Adolph von Hugel was very active in the railway business. He took over as president and manager of the Midland Railway Company in 1872 and remained in that position for some years. Consequently, a Midland Railway engine, pictured above, was named after him. (Photo from the Tom Long collection)

## Francis Beamish 1868-71

## Nesbit Kirchhoffer 1872

Nesbit Kirchhoffer was a leading Port Hope lawyer, a Q.C. He was involved in the development of the Railway Company which was established in the 1850s. Kirchhoffer was a president of the Board of Police, and he was the business partner of another Port Hope mayor, James Scott. He also built the Ontario Block at the corner of Queen and Walton Streets ad-

the visit of Princess Louise, the daughter of Queen Victoria, to Port Hope on Sept. 20, 1879. He also presided over the civic excursion by A.T.H. Williams and Baron Adolph von Hugel down Rice Lake and the Trent River to Hastings.

## Adolph Hugel 1883-84

Baron Adolph von Hugel was also a president of the Midland Railway, which connected at Port Hope with the Grand Trunk

patriarch of one of Port Hope's most prominent families. He was also a judge and an MP for East Durham and member of Port Hope's Bicycle Club.

## John P. Clemes 1886

John Clemes was a Quartermaster of the famous Midland Battalion and the first officer to return to Port Hope from the front at Batoche, where the Battalion fought against Riel.

## Seth S. Smith 1887

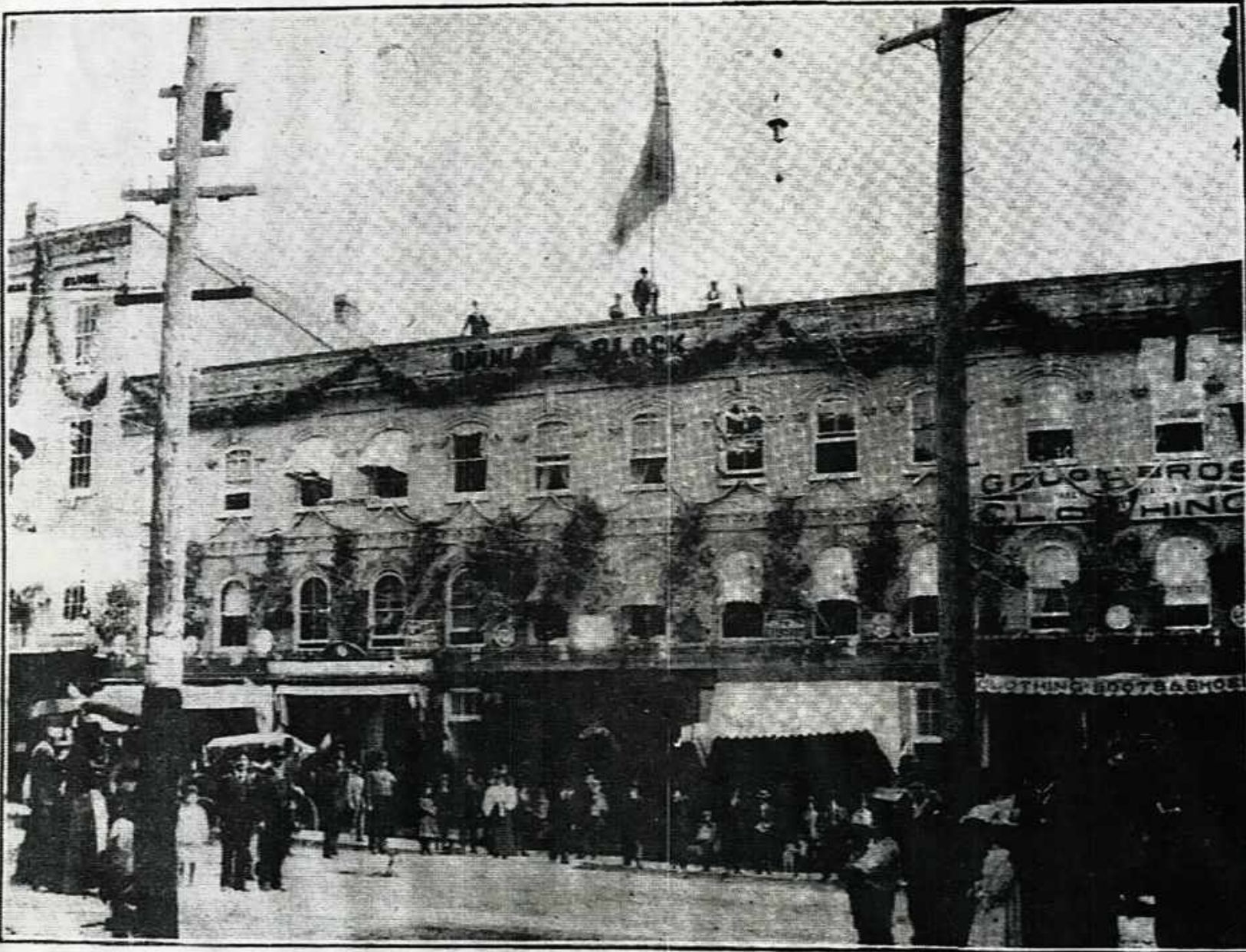
# Congratulations Port Hope



## Greenwood Tower Inn

Peter Street, Port Hope  
Call 885-2431





**GRAND OPENING** — It was a momentous occasion in 1866 when the Quinlan Block, built by Cornelius Quinlan, was officially opened. Quinlan was mayor of the town from 1861 to 1865. To-

day, the Quinlan Block is still a prominent part of the north side of Walton Street. (Photo from the Tom Long collection)

**Robert A. Mulholland**  
1910-12

Robert Mulholland was a hardware merchant whose establishment was in the Robertson building where Stedman's is now located. He was also appointed a senator.

**Hiram T. Bush**  
1913-15

**Robert A. Mulholland**  
1916-18

**Stanley P. Burnham**  
1918-20

**Frederick L. Curtis**  
1921-23

**George A. Smith**  
1924

**Thomas B. Chalk**  
1925-27

**Richard J. Edmunds**  
1928-29

**James F.F. Rosevear**  
1930-31

James Rosevear was a distant

relative of John Rosevear, who served as an MP for East Durham in 1879.

**Walter J. Crowhurst**  
1932-34

**George Bennett**  
1935-39

**H.R. Stuart Ryan**  
1940

H.R. Stuart Ryan was a lawyer and an historian who wrote the Echoes From The Minute books which includes

notes from the proceedings of the Board of Police of Port Hope from 1834 to 1849. He is now teaching law at Queen's University in Kingston and is the co-founder of the Ganaraska Region Conservation Authority.

**Sherman Gifford**  
1941-42

**Charles E. Stephenson**  
1943-45

**William E. Thompson**  
1946-47

**Rowland W. Jex**  
1948-49

**Wilbur N. Moore**  
1950-59

Wilbur Moore held the longest term as mayor up until 1950 and until the terms of Michael Wladyka. He presided over a period of great expansion in Port Hope and even took to the streets of Port Hope with the Town Council when there were complaints about the dirt!

**Michael Wladyka**  
1960-62

**James R. Carr**  
1963-64

**Benson L. Spicer**  
1965-66

**Robert C. Everson**  
1966

**Michael Wladyka**  
1967, 68, 69-70, 71-72, 73-74

**Cyril "Bus" Hewson**  
1975-76

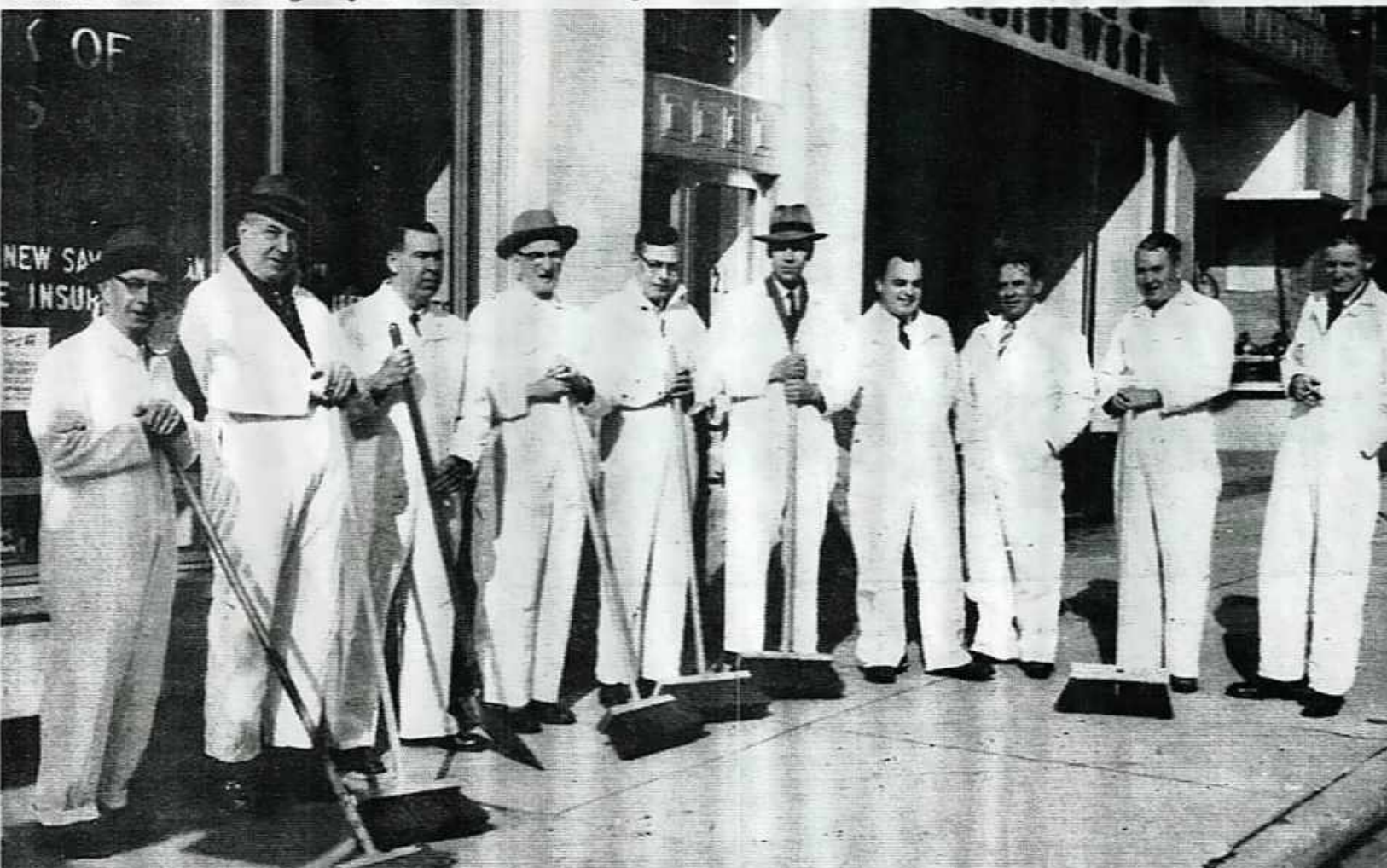
**Michael Wladyka**  
1977-78

**William Wyatt**  
1979-80, 81-82, 83-84



**CHALK CARRIAGE WORKS** — Thomas B. Chalk, mayor of Port Hope in 1905-06 and from 1925 to 1927, was the son of Robert Chalk, founder of the famous Chalk Carriage Works (above) at the corner of Cavan and South Streets. Thomas carried on the business begun by his father in

1842. The Carriage Works continued to manufacture cutters, wagons, and carriages until 1931. The building itself is still standing, now dwarfed by a large apartment building adjacent to it on Cavan Street. (Photo from the Tom Long collection)



**SWEEPING THE STREETS** — At dawn on a lovely summer morning of 1959, Mayor Wilbur Moore, members of town council, and members of the Port Hope Board of Trade met at the Queen's Hotel coffee shop, donned white coveralls, and proceeded to sweep the streets. Why? Well, they wanted to encourage the merchants to do likewise; it was a clean-up campaign. Left to

right are: Carl Smith (town councillor), Mossom Hewson (councillor), Hugh Coleman (board of trade), Mayor Wilbur Moore, Tom Brandon (councillor), Bev Hancock (board of trade), Mike Wladyka (deputy-reeve), Erve Downey (board of trade), Frank Devereaux (board of trade), and Fred Barr (board of trade). (Photo from the Tom Long collection)

# HAPPY BIRTHDAY PORT HOPE 1834-1984



**THE WALTON HOTEL**

Walton Street, Port Hope

# HAPPY BIRTHDAY PORT HOPE



# Trivia

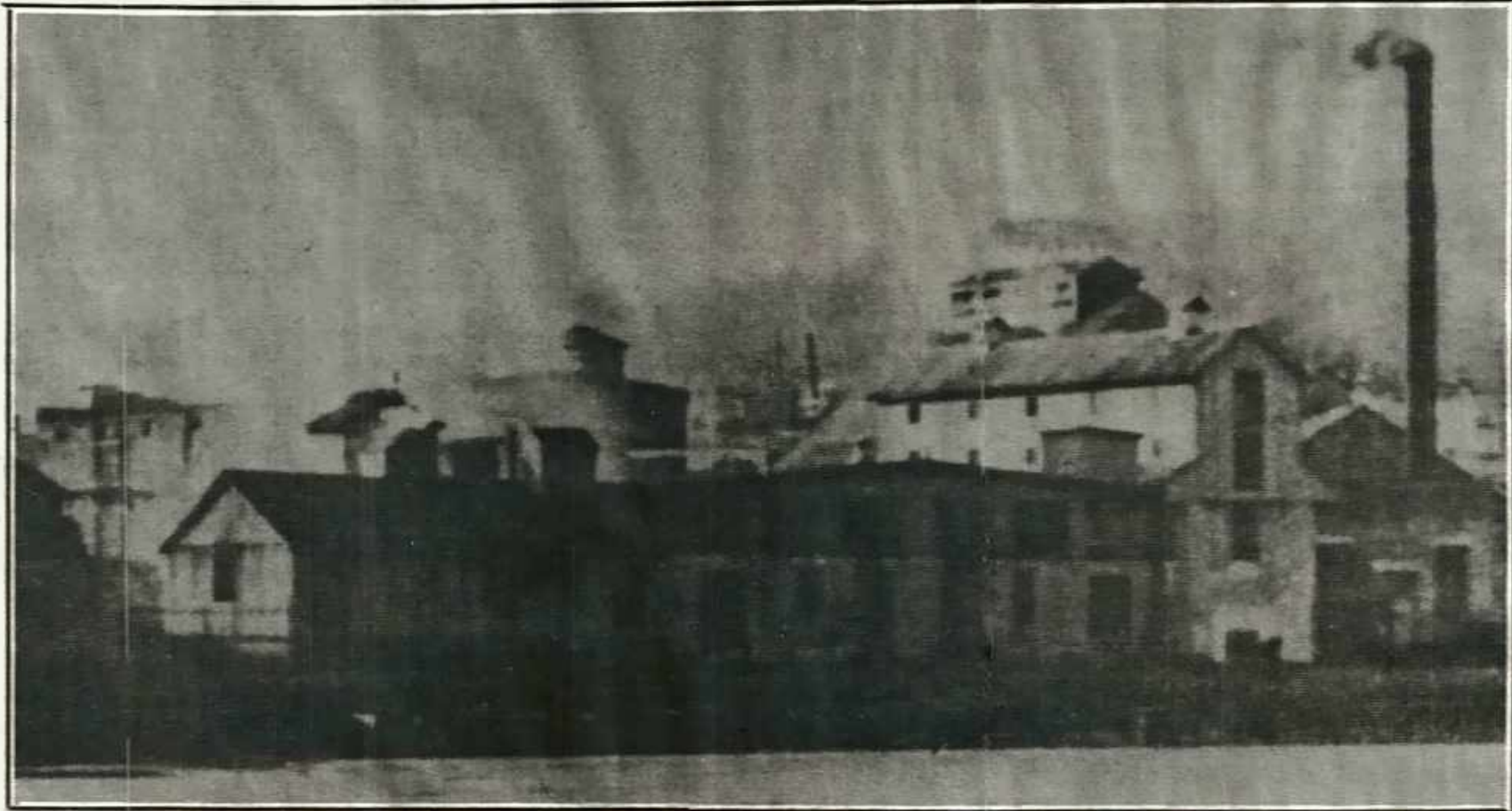
34 Walton Street, Port Hope  
885-5632



# Happy Birthday Port Hope

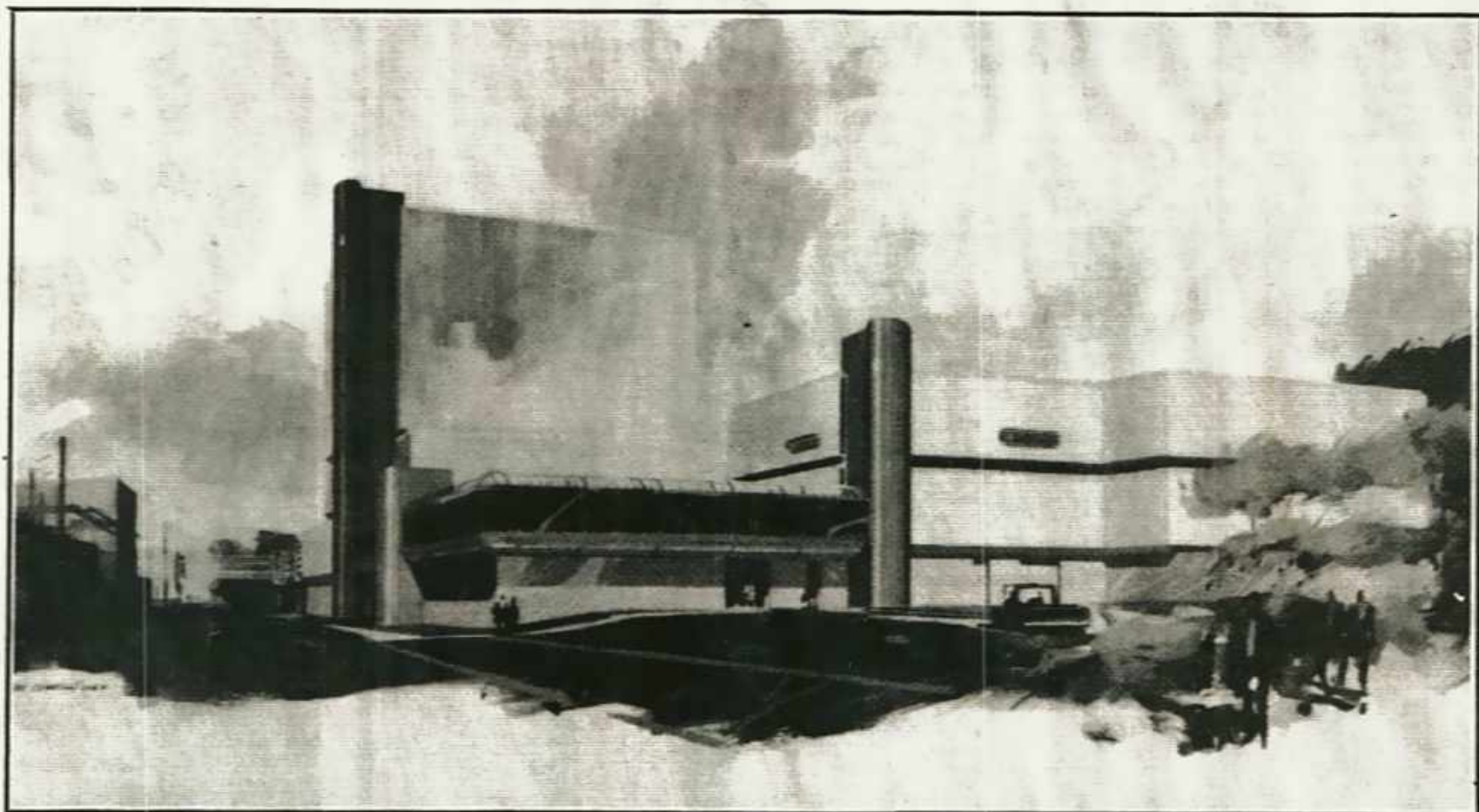
1834-1984

1933



Eldorado mines, refines and converts uranium for electrical utilities around the world.

The uranium we processed at Port Hope last year contained more energy than Canada's total oil production.



1984


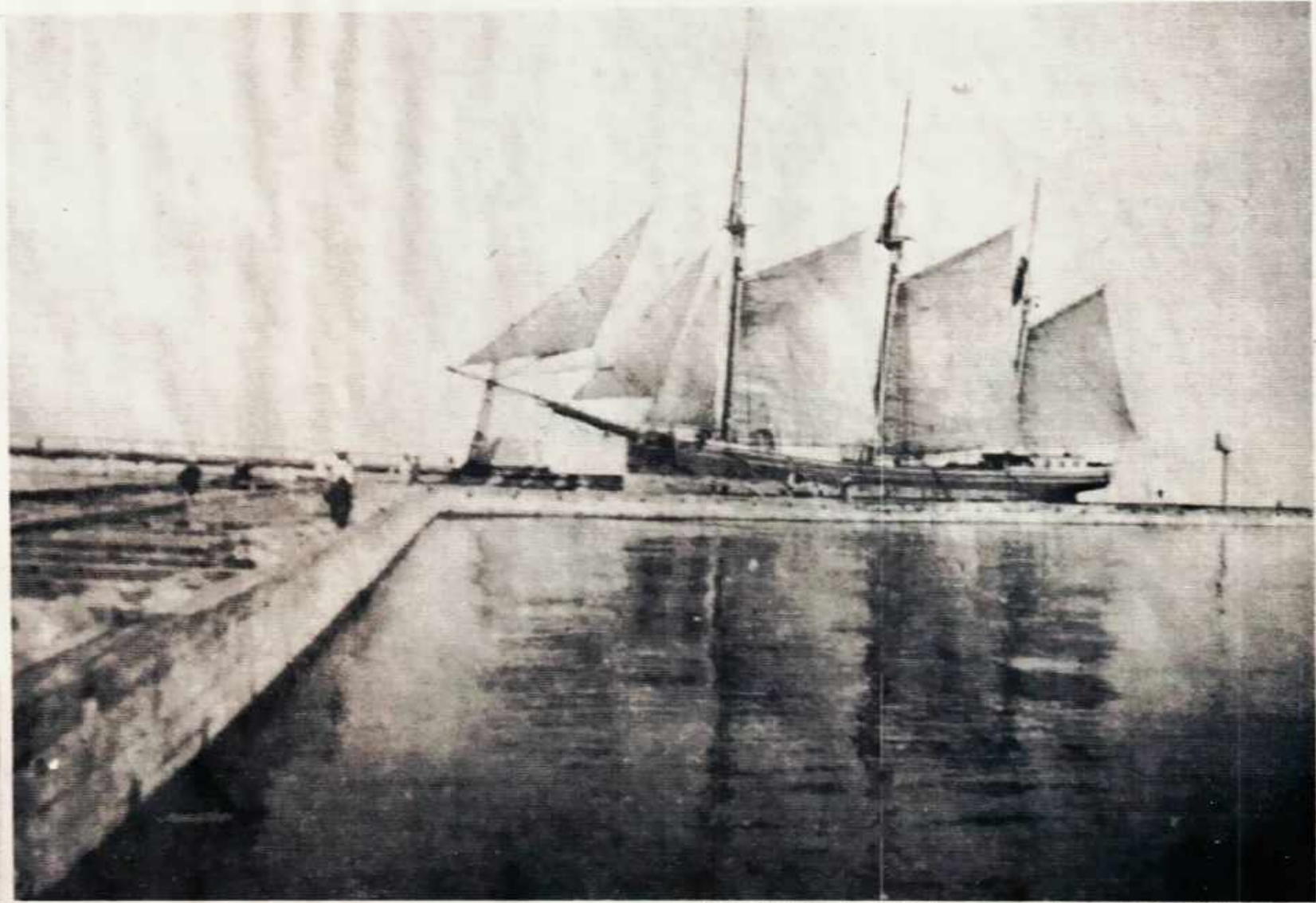




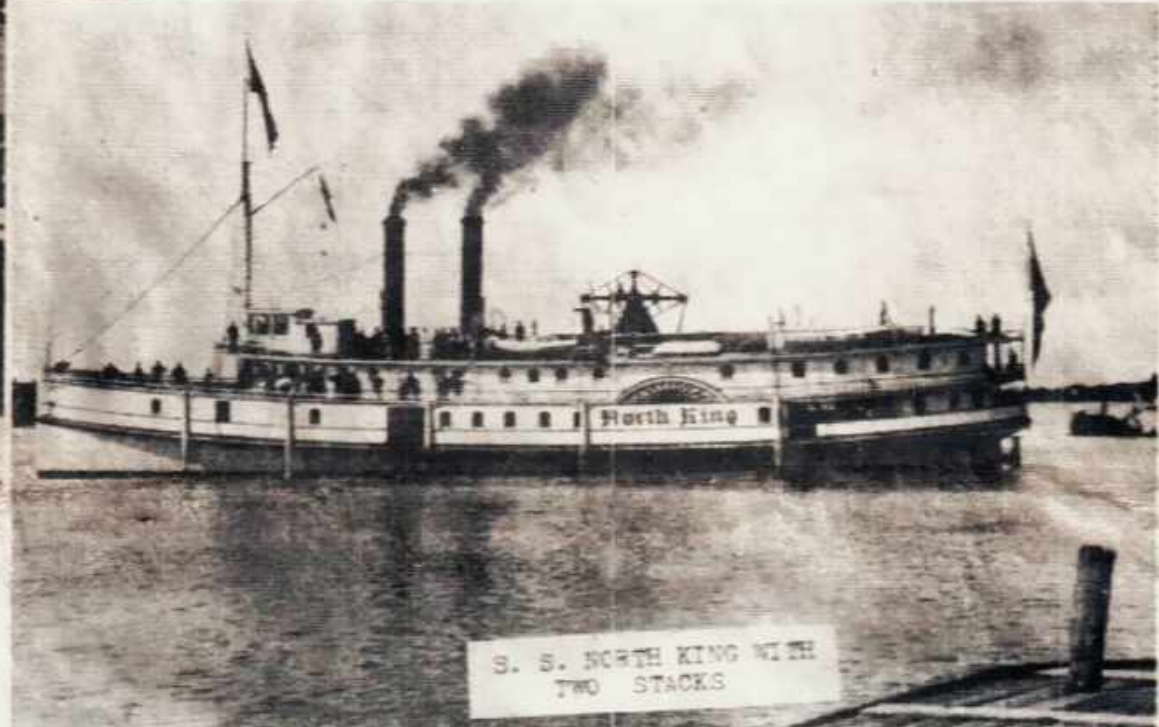
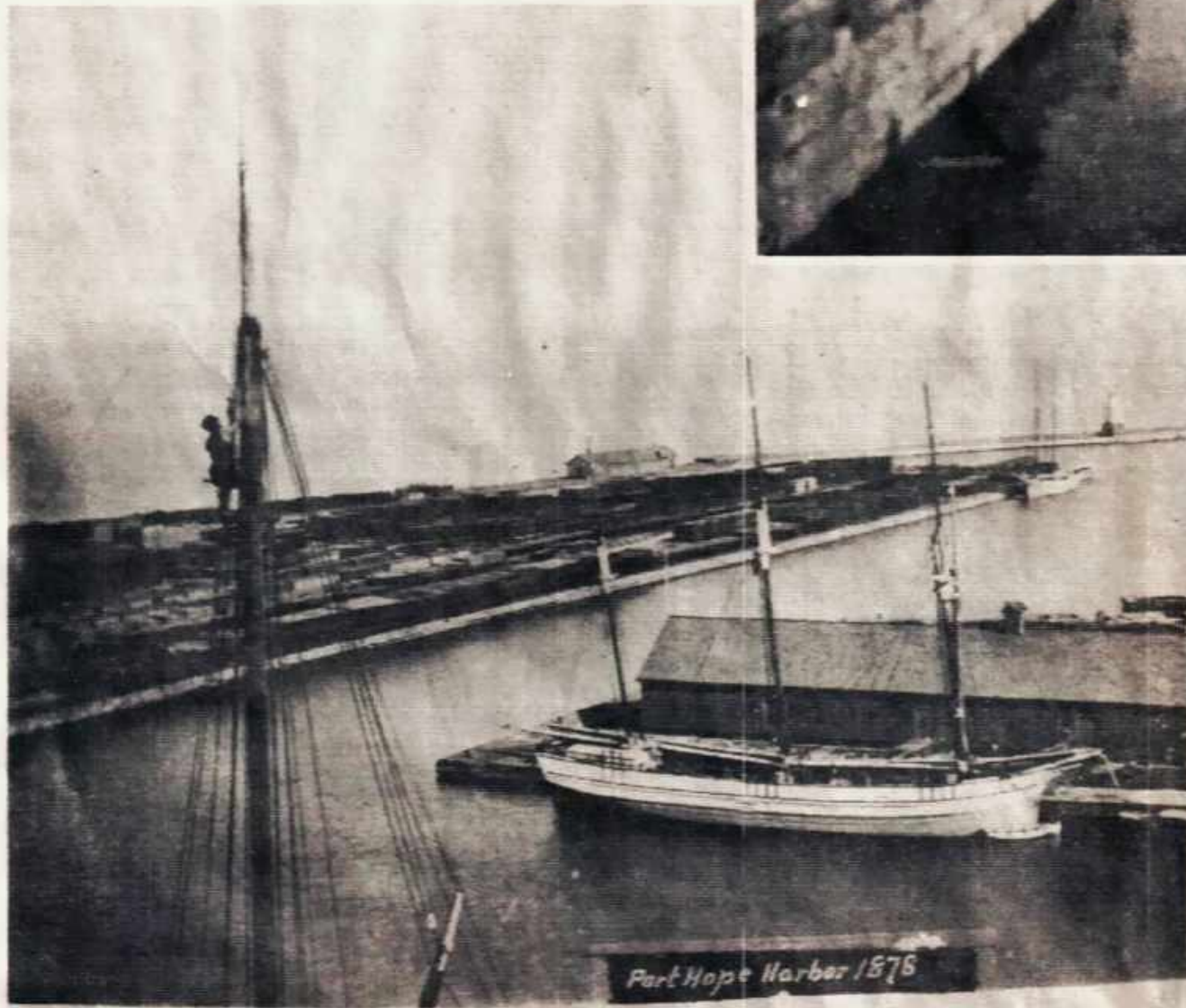
**The Port Hope Evening Guide**  
**Founder's Day**  
 (souvenir issue)

---

**SECTION TWO**  
 TUESDAY, MARCH 6, 1984

**TALL SHIPS** — In the 19th and early 20th centuries Port Hope harbor was a busy place, filled with commercial sailing ships and steamboats. A familiar sight for many years was the three-masted schooner Julia B. Merrill (top), which was built in 1859 and plied the waters of the Great Lakes for 72 years. In its later years, the schooner was owned by Captain W.H. Peacock of Port Hope and Arnold Wade of Picton. It met its end in 1931, when it was sold to the Canadian National Exhibition and was burned there as a grand spectacle. The photograph at left, taken in 1878, shows just how high the masts of the sailing ships were; notice the young man near the top of one. But where was the photographer perched? (Photos from the collection of Tom Long)



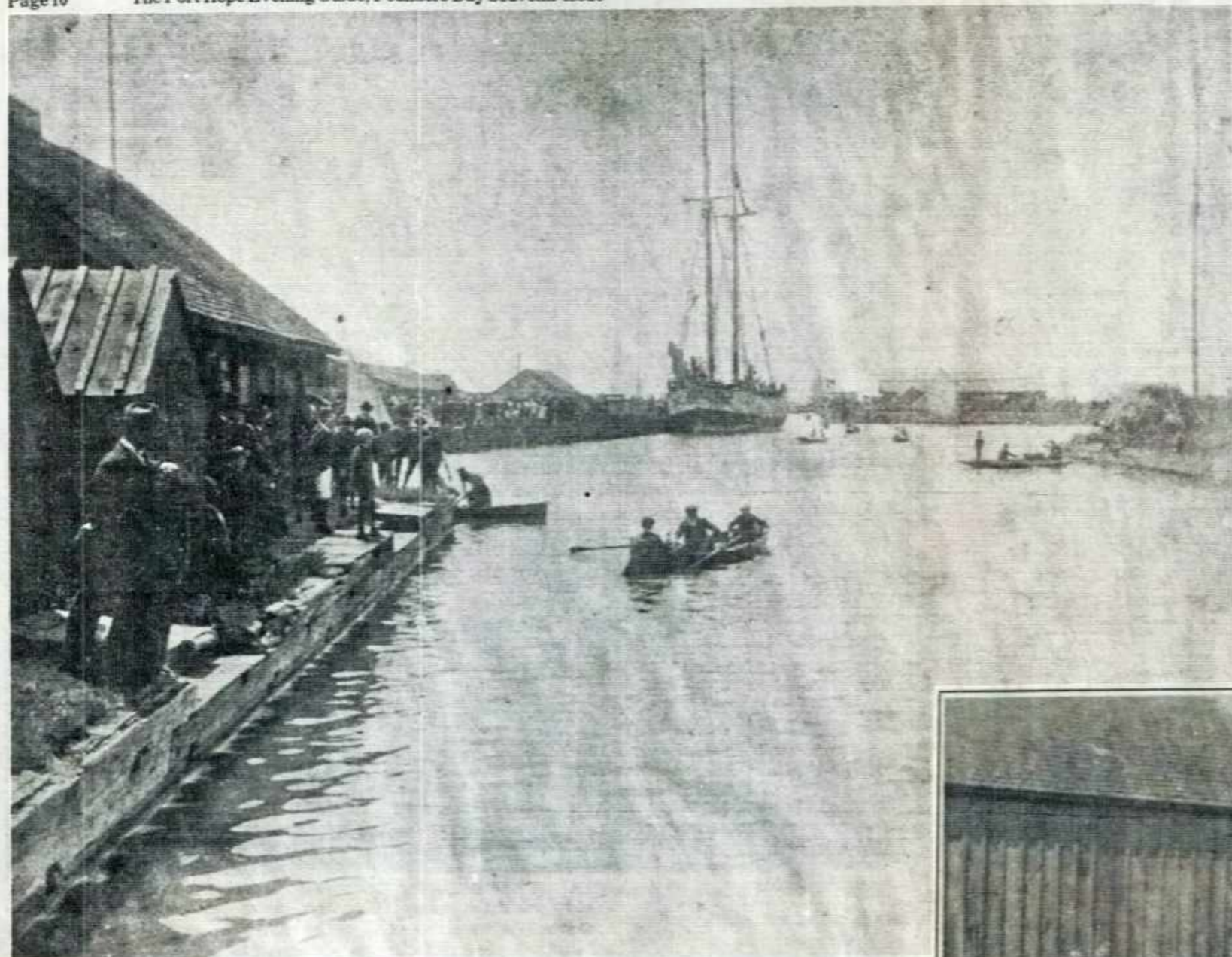
**A MAGNIFICENT FLOATING PALACE** — That was how the Port Hope Weekly Times of Aug. 6, 1891 described the newly-outfitted North King. "She is by long odds the finest, fastest and safest steamer on Lake Ontario," the newspaper proclaimed. The North King was used often for excursions, the most popular being Saturday night trips to the Thousand Islands. Its captain at that time Weekly Times as being very popular because of "his courteous manner, and the interest he takes in the comfort of his passengers...while he shows competency for the important position he holds by the skill with which he handles his steamer." While the ship has two stacks in the photograph above, one was later removed. (Photo from the Tom Long collection)

# By sail and steam: The early days of Port Hope's harbor



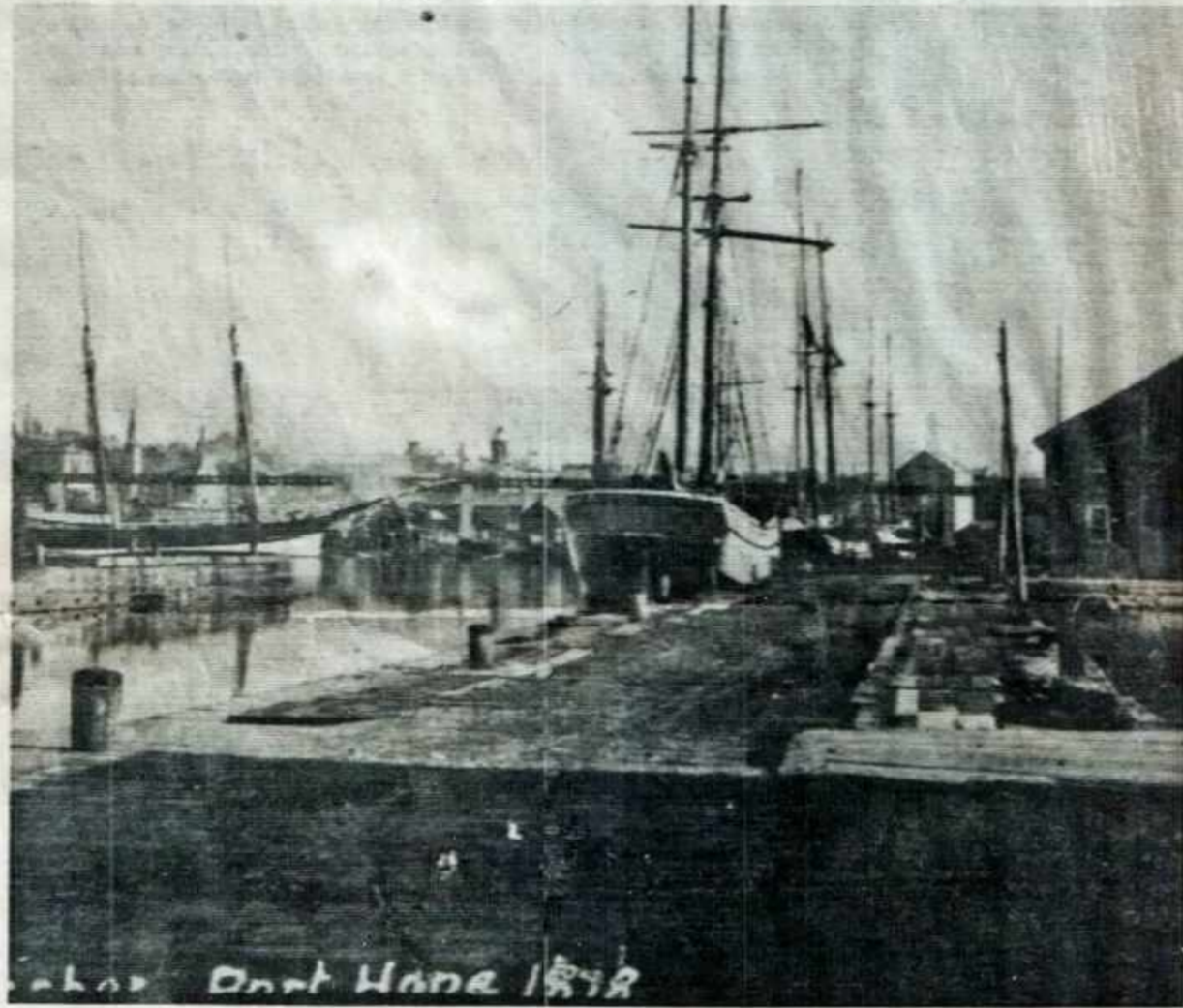
(Photo from the Tom Long collection)



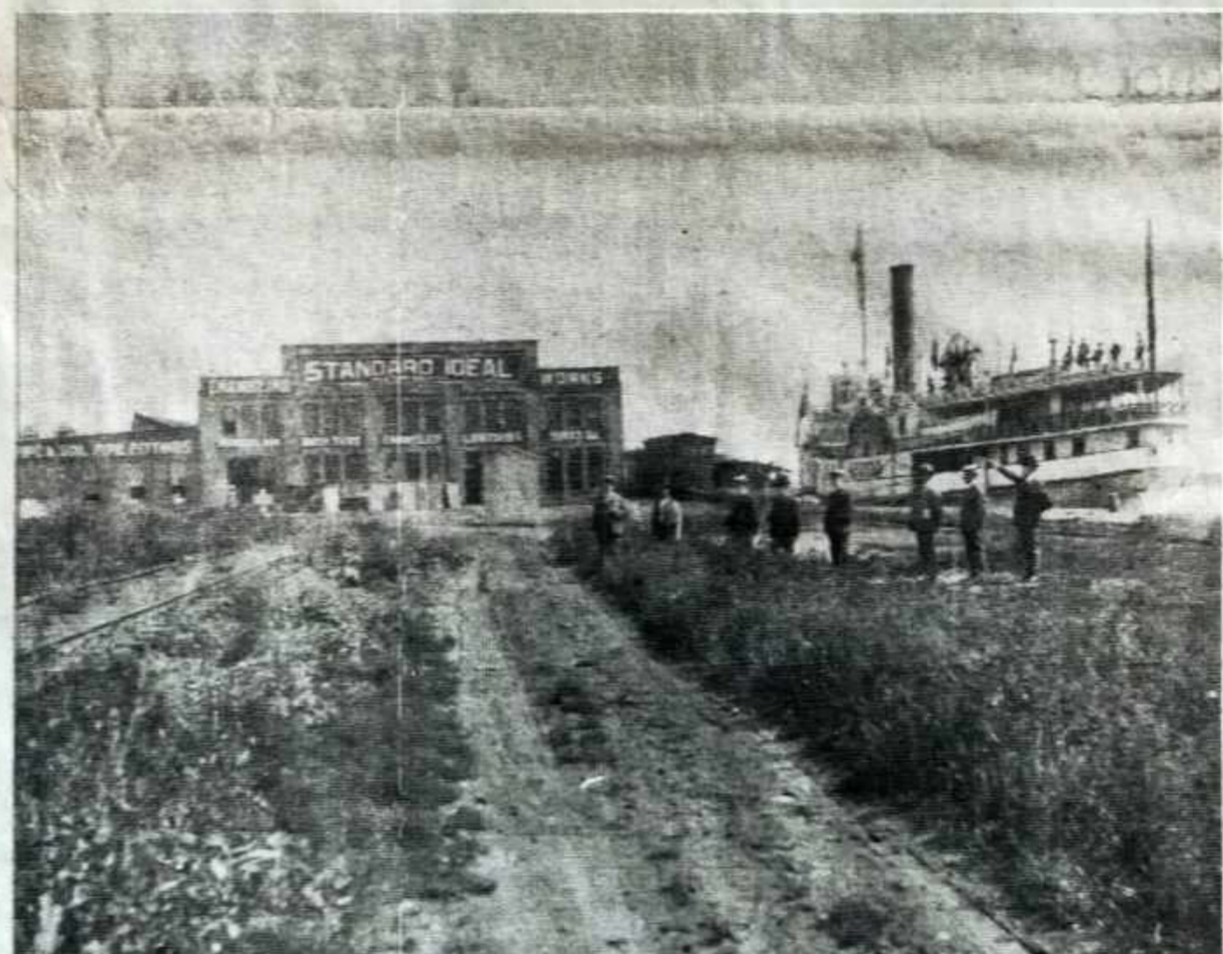


*Tall ships and steamboats once crowded the harbor*

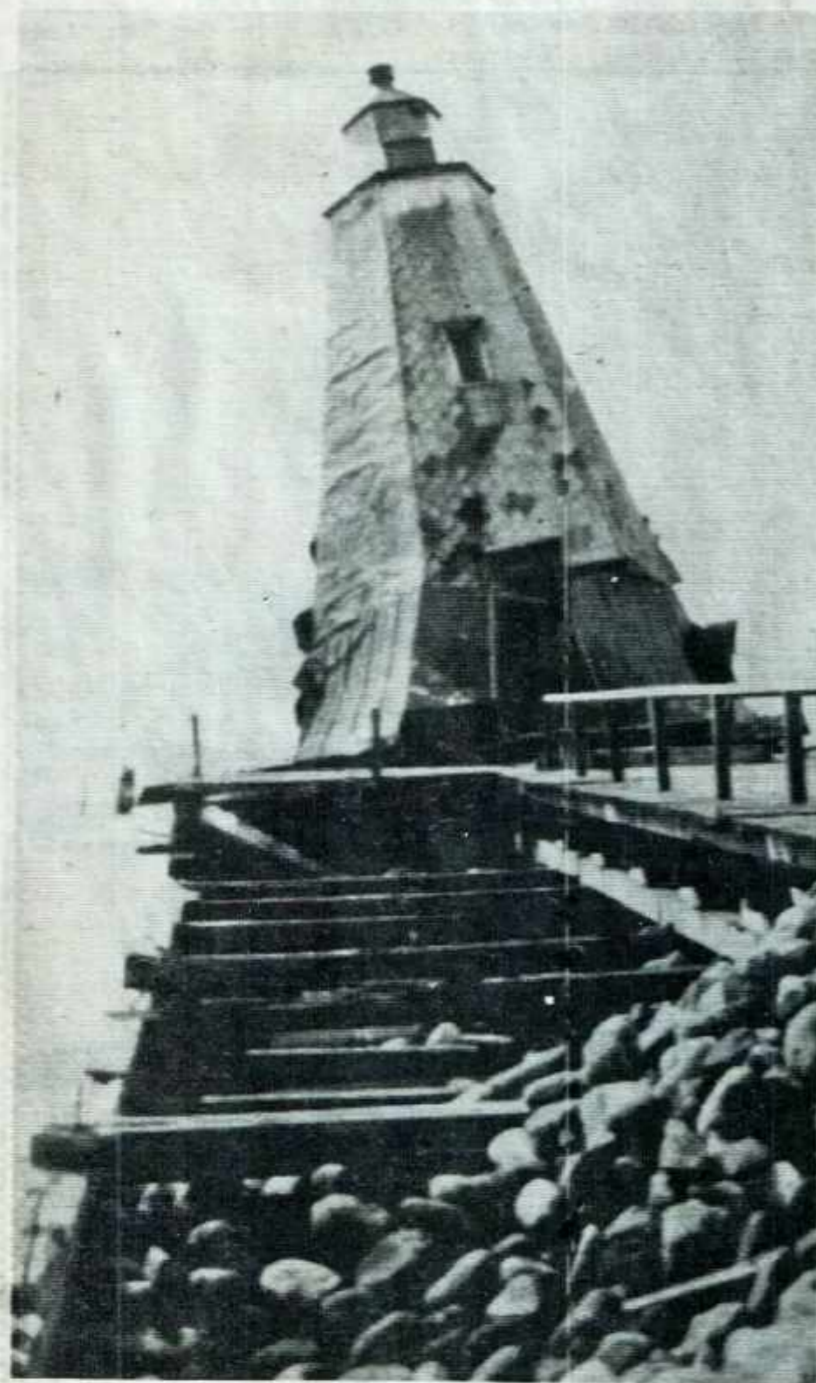
**A CENTRE OF ACTIVITY** — As well as being a place where much business was carried on, the harbor was also a gathering-spot for townfolk. Boating races and other sporting games, which often ended with some participants getting rather wet, were popular with spectators. (Photos from the Tom Long collection)



**FOREST OF MASTS** — The Aug. 25, 1871 Guide stated: "On Monday last the harbor was a perfect forest of masts, some 22 vessels being in besides a couple of steam tugs, employed in towing rafts from this place to Quebec. Some of the vessels were discharging their cargoes while others were being loaded with lumber etc. Gangs of men are also daily employed in rafting timber together, brought from the north by the Midland Railway. A large grain elevator is also being erected on the western side of the harbor by Mr. Bletcher. This is business." (Photo from the Tom Long collection)



**WHEN FACTORIES AND SHIPS WENT TOGETHER** — The Standard Ideal Sanitary Company, which manufactured bathtubs and sinks, was located right at the harbor; the building, in fact, is still there today, used as a warehouse by Eldorado Resources Ltd. Standard Ideal was later bought out by the Crane Company. (Photo from the Tom Long collection)



**THE LEANING LIGHTHOUSE** — It was after a great storm somewhere around the late 1920s when the lighthouse at the end of the wharf decided it had had enough. Ralph Wilson, then the owner of the Guide, was on hand to capture the action as the lighthouse slowly fell into the Lake. He got three shots (including this one) as it got closer and closer to the water, but unfortunately when it actually fell in he found his camera was out of film. (Photo from the Tom Long collection)



**THE WHOLE TOWN TURNED OUT** — Wives, girlfriends, and family gathered at the harbor July 1, 1899 to meet members of the Midland Regiment as they disembarked. Notice how the ship lists to one side as the soldiers hasten to disembark and see their loved ones. (Photo from the Tom Long collection)



# Chalk dust and school bells

By C.J. Ashmore

Many a child, faced with the imminent return to the classroom after a summer of sun and fun, has dreamt of the "good old days" before schools were built. If you lived in Port Hope, however, there weren't many years when you could escape from the sound of the old school bell.

The first school in Port Hope was opened in 1797 and was run by Mr. Collins, a carpenter from Montreal. He operated a store on King Street above which the school was housed.

It is likely that there were other private schools in operation between 1779 and 1812 but there are no definite records until 1812. In this year a frame schoolhouse was built on Walton

Street opposite John Street. In 1817 the school was taken down and moved to the corner of King and William Streets.

By this time there were also a number of small private schools in operation in Port Hope.

The first government aid granted to the schools was received in 1842, and amounted to £45 12s 6d. At this time public supervision of the schools began with the annual appointment of a superintendent.

In 1844 the town was divided into three school sections or wards for the purpose of administration, and two trustees were appointed for each section.

It was also at this time that public inspection of schools began. Once a year the schools were visited by the inspector,

who tested students in each classroom on mental arithmetic, spelling, reading, and general knowledge. The visit was anticipated with fear and trepidation. Woe betide the child who was not clean and tidy or did not answer questions quickly and correctly on the day of the school inspector's visit! Teachers were not wont to look kindly on such misdemeanors, and the wrath of the teacher was much to be dreaded. One pupil of the time described his educator thus: "A fine teacher, but he wielded a stinging birch."

The era of inspectors did not end until 1969 when the Northumberland and Durham Board of Education became the

governing body for all of the area's schools.

The board of trustees decided to erect two new schools in Port Hope in 1853. These schools were to be octagonal in shape and lighted from the top. Lots for these were secured on the corner of Little Hope and Sullivan Streets and on McCaul Street.

Mr. Erskine was appointed as principal of the east school on McCaul Street, but shortly after his arrival at the post the school burnt down. The unfortunate Mr. Erskine had also been principal of the historic old frame school when it burnt down a few years earlier. The board of trustees was apparently not amused and without further ado Mr. Erskine was dismissed.

## Dr. L.B. Powers School

The east school was reopened in a small wooden building on the corner of Ward and Elgin Streets following the fire. This was only a temporary home, however, and in 1868 a new East Primary was built on McCaul Street. It was on this site that, in 1925, the present Dr. L.B. Powers school was built. The school was named for Dr. Powers, who for 35 years (1877 to 1912) was a dedicated public school trustee and who served also as chairman of the board of trustees.

The original structure contained four classrooms but an addition, completed in 1949, added seven new classrooms and a kindergarten. This expansion was decided on after it became necessary to find emergency additional space during 1947. To handle this emergency an army hut was purchased at Niagara-on-the-Lake and was transported to Port Hope. No doubt the spacious new addition completed two years later was a little more comfortable than this stop-gap facility.



**UNDER CONSTRUCTION** — The photo above shows Dr. L.B. Powers School as it was being built in 1925. The new school replaced the old East Primary which had been declared unsafe by the Port Hope public school board. If you look closely, you can see the flag which workmen had planted atop the new structure. (Photo from the Tom Long collection)

## Central School

Prior to the provision of separate facilities for the high school in 1872, students in both elementary and high school attended a combined Union School. In 1867 this school moved into a building constructed at the corner of Pine and North Streets. An 11-room addition was added to this structure in 1883 after the high school students had left.

For almost 30 years, from 1877 to 1906, this school had the distinction of being a Model School. During this time prospective teachers were trained in this institution, first for Durham County and later, in 1879, for the United Counties of Durham and Northumberland. Teachers who graduated from this Model School received a third class teaching certificate.

The present Central School was built behind the original school during the years 1912-13. The old Union School was then demolished.



**CENTRAL SCHOOL** — The present school still in use was built in 1912-13, but there was a school on the same site before that. In fact, Central was built directly behind the old Union School which preceded it, with the latter subsequently torn down.



**THE EAST PRIMARY** — This is the school which Dr. Powers replaced. The photo was taken in the year it was closed. The school board debated long and hard over whether to demolish the East Primary and build a new school. In 1924, the board's repair committee estimated it would cost \$8,000 to \$9,000 to bring the building

up to safe standards, more, in the committee's estimation, than the building was worth. To add to the confusion, a builder apparently told the chairman of the board, Dr. McKinley, that the old school might stay standing anywhere from 55 minutes to 55 years. (Photo from the Tom Long collection)

# HAPPY BIRTHDAY PORT HOPE

1834-1984

# G

F. GORSLINE  
MANUFACTURING  
COMPANY LIMITED

and

# UNITRAK

Corporation Limited

369 Ward St. Port Hope

885-8168



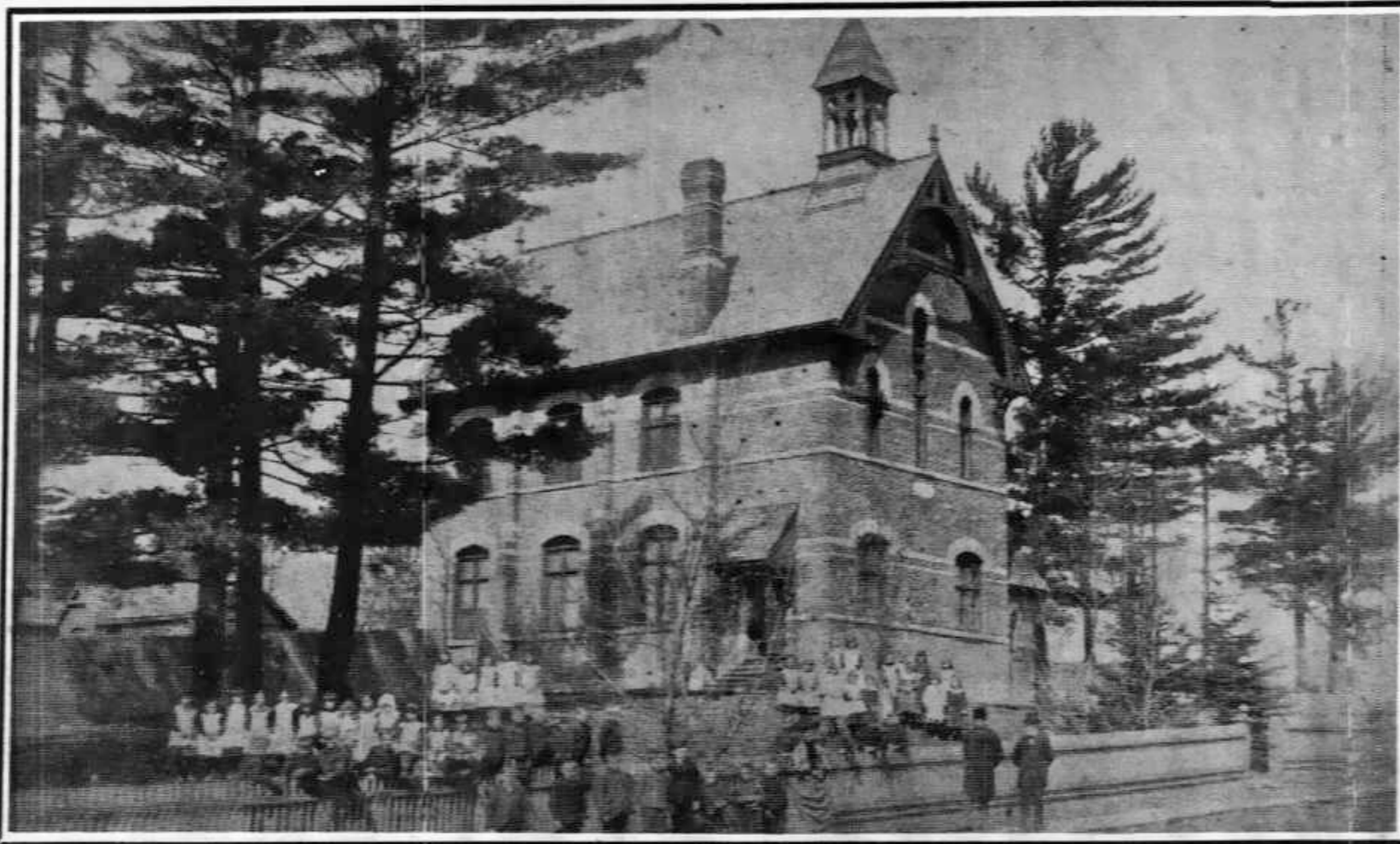
# MOLSON

Is Proud  
To Support

# FOUNDER'S DAY

In  
Port Hope





**THE WEST PRIMARY** — If this building looks familiar to you, it should; located at the corner of Bruton Street and Bramley Street North, it's now painted bright yellow and is known as Sunshine Heights. But many years ago it was the primary school serving the western end of Port Hope. The West Primary was built in 1872-73. This photograph was taken when the school was first opened. (Photo from the collection of Mike Wladyka)

### Dr. M.S. Hawkins School

Port Hope's first custom-built school was erected in 1896, but in 1955 the building was vacated when the high school moved to its present location. The public school board then purchased the building from the high school board for one dollar and used it for all Grades 7 and 8 pupils in Port Hope.

The school was renamed to honor Dr. M.S. Hawkins, who

had given many years of faithful service on the public school board. Dr. Hawkins was a dentist and had his office above the barber's shop on Queen Street.

In 1961 there was an addition made to the building which provided more classroom space and two basement rooms for shop and home economics courses.



**CUSTOM-BUILT** — The first school in Port Hope to be built specifically for use as a high school was the school now known as Dr. M.S. Hawkins. It was opened in 1896 and was the town's high school until the 1950s, when students moved to the new school at the corner of Highland Drive and Victoria Street North. (Photo from the Tom Long collection)

### Port Hope High School



**THIRD ANNUAL FIELD DAY**  
TO BE HELD IN THE  
**TOWN PARK**  
**FRIDAY, OCTOBER 14**  
Beginning at 1.30 p.m., sharp

(Wide Print, Port Hope, 1970)

(From the Mike Wladyka collection)

### Howard Jordan Public School

The octagon school built on Little Hope and Sullivan Streets had a longer life than its eastern partner. The school was in use until 1873 when it was torn down. A new West Primary had been built on the corner of Bruton and Bramley Streets and this building, the oldest remaining school building in Port Hope, still stands on this site. Known as Sunshine Heights, it is no longer used as a public school.

In 1960 a brand new, modern school was built on Percival Street to serve the surrounding area. This school was named after Howard Jordan, who had served as principal of the Port Hope public schools since 1934.

During his years of service he had gained a reputation as a dedicated and innovative educator whose thinking was far in advance of his time.

### St. Mary's and St. Anthony's

By C.J. Ashmore  
Port Hope has two separate schools, St. Mary's and St. Anthony's, both of which are recent additions to the town's educational facilities.

In 1955 the first separate school in Port Hope, St. Mary's, was built. It opened with four classrooms and 141 pupils. In 1956 the Sisters of St. Joseph began teaching at the school. At first they lived in a white frame house on Walton Street, but they soon moved to the Burnham

House, across the road from Our Lady of Mercy Church.

In the early days when grants were small and money scarce a great deal of volunteer labor went into maintaining the school. There was no money to pay a bus driver, so for the first few months the pastor drove the school bus himself.

In 1960 St. Anthony's School was built for Grades 7, 8, 9 and 10. Grades 9 and 10 were later discontinued because industrial arts and commercial courses were too expensive to maintain.

**HAPPY  
BIRTHDAY  
PORT HOPE  
1834 1984**



**Serving Port Hope and area  
for over 30 years**



**Canadian Tire Corporation**

QUEEN ROBERTSON STREETS 885-2403 PORT HOPE



# The secondary schools: always on the move

By C.J. Ashmore

Prior to 1851 all secondary education in Port Hope took place in small private schools, of which there were several. One of the most well-known of these was the Seminary founded by the Rev. James Coghlan in 1831 in a house near the Toronto Road.

The government of Upper Canada passed an act in 1851 which enabled towns like Port Hope to open grammar schools and to receive financial aid for them. Two years later, in 1853, the first grammar school was established in Port Hope. It was located in a room in the southeast corner of the first floor of the newly completed Town Hall.

For the next 50 years the school was to have something of a nomadic existence, being housed at more than five different locations. In 1855 alone, the school moved twice. In May of that year it was relocated at the southeast corner of Dorset and Smith Streets but was moved, in September, to a room above a store on Walton Street.

In the fall of 1856 the grammar school was combined with a public school in the upper floor of Knowlson's Building at the corner of Walton and Gavan Streets. John Gordon was principal of this combined Union

School. This new school was to continue the nomadic life of its predecessors and in 1861 was moved to the old Meredith Building on Mill Street, which had been previously occupied by a carpet factory. In 1867 a new school building was erected on Pine Street at the site of the present Central School. The moving was still not over, however.

It is interesting to note that in those days education had to be paid for by the parents and what you were taught depended on how much you paid. Students in the grammar school paid 15 shillings annually to learn English, Geography, Astronomy, History, Physiology, Chemistry and Natural Philosophy. For an additional five shillings Algebra and Mathematics were included in the syllabus, and for the more wealthy a further annual fee of five shillings gave the pupil instruction in the Classics also.

A change in the cost of education precipitated yet another move in 1871. In this year public schools became free. This resulted in a huge increase in enrolment, and it became necessary to find new school accommodation.

A separate high school was opened in the "Old Kirk" on Brown Street in 1873, with Dr. Purslow as its principal. There

were four forms in this school and attendance was registered as 50 boys and 32 girls. Life here was not comfortable, however.

The building was musty, poorly ventilated and unsanitary. It was obvious that a more suitable location would have to be found.

The problem was solved when Port Hope's first custom-built high school was erected in 1896 at the southwest corner of Pine and Bedford Streets. The building is now occupied by Dr. M.S. Hawkins Public School.

The move into this new structure marked the end of the school's days of wandering. It was to remain at this site until the present-day high school building on the corner of Highland and Victoria Streets was officially opened Oct. 31, 1956



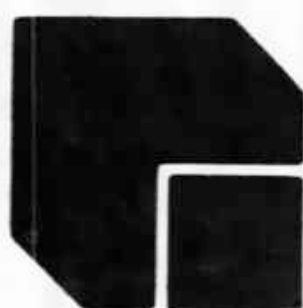
Main entranceway at Port Hope High School today

# HAPPY BIRTHDAY PORT HOPE 1834-1984



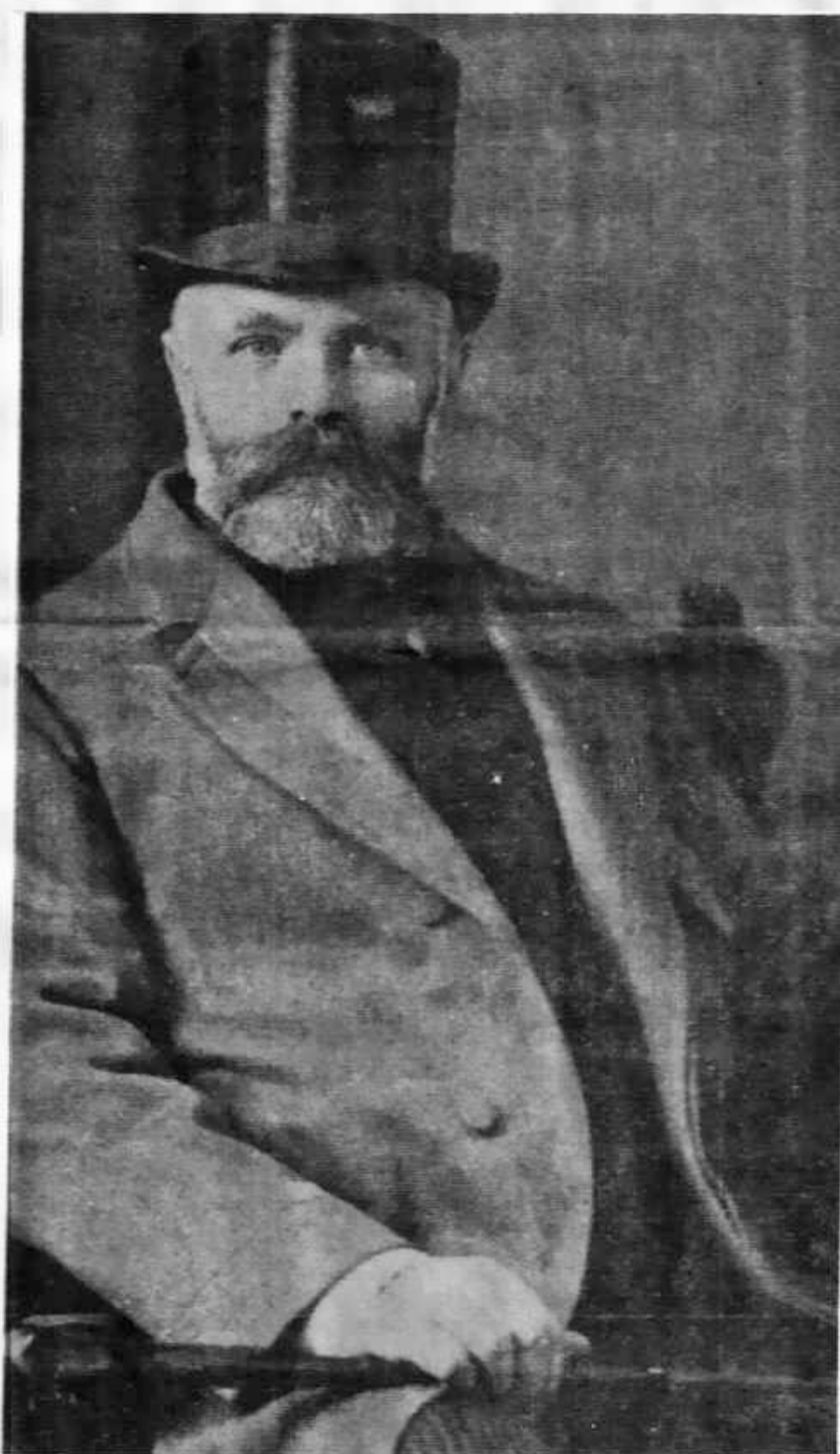
The Staff of The Permanent Salutes You on Your 150th Birthday!

Don't forget to join our Celebration Tomorrow, March 7, from 9 a.m. to 5 p.m.



the Permanent  
113 Walton Street Port Hope 885-6361

Serving Port Hope Since 1872  
(formerly Midland Savings and Loan)



EARLY PRINCIPAL — Dr. Adam Purslow, M.A., was principal of Port Hope's high school when it was located in the old St. Andrew's Presbyterian Church on Brown Street. The school finally got a real home of its own in 1896, when it moved into the newly-built school at the corner of Bedford and Pine Street North. (Photo from the Mike Wladyka collection)

Happy Birthday Port Hope



from Hope Township



# The story of the School on the Hill

By Jane Staunton

In many ways, the story of The School On The Hill reflects and parallels that of the town to which it is so inextricably and loyally bound. From their optimistic beginnings to unforeseen setbacks through economic conditions or disasters such as fires and floods, both the town and the school have emerged better and stronger for their difficulties and remained confident in their ability and determination to prosper and grow.

Trinity College School was first established in Weston, Ont., by the Rev. W.A. Johnson in 1865, but three years later relocated to Port Hope. The school's founders had received an offer they could not refuse from Port Hope's Col. Arthur Williams and Dr. D.F. Dewar - three rent- and tax-free years if the fledgling school moved from Weston to the Ward homestead at the top of Ward's Hill, Port Hope. The school was pleased to move, the town was keen to welcome it, and the partnership has been a mutually agreeable and happy one for the ensuing 116 years.

During the first years in Port Hope, the staff, 30 or 40 boys and the matron and servants lived in the large frame Ward house and a cottage across the road which later became the school hospital. Classes were held in the Meredith Block, the three-storey brick building at the junction of Mill and Ward Streets which the Port Hope Union School had just vacated. A makeshift chapel was fitted up in the Meredith building after several years of the boys and staff walking to church service at St. John's across the river. However, after several years of the long steep walk to and from school and classes, the pressing need for new school buildings closer to the Ward house was recognized. A building fund was established and the people of Port Hope generously contributed \$1,600 to the cause, a princely sum at that time.

This is how a reporter from the Port Hope Times described the school in 1871:

The pupils' studies were "wainscotted from floor to ceiling, look warm and comfortable, more like libraries of private residences; while their whole aspect is cheerful and cosy and almost invites to quiet study." There was a library too, from which "the boys can procure belletristic works, the poetic effusions of the great bards, as well as the historical and scientific researches of eminent writers...."

"The boys rise in summer at 6:30 a.m., wash and dress, go to prayers, and enter their study to prepare for their lessons. Well knowing that memory can be successfully trained, and is readiest to receive lasting impressions after a refreshing sleep, it is required that in this morning study the scholars learn poetry and verses, in the English, Latin or Greek languages. At 8 o'clock breakfast is served, consisting of coffee, eggs, or cold meat, and bread and butter; after this the boys are allowed to play until 9 o'clock, when the bell calls to the day's work. Throughout the week the first half hour is devoted to Divinity, and the study of the Holy Bible, while in the next a reviewing of grammar subjects taught previously takes place. The teacher is thus enabled before he enters on new themes, not alone to see that he has been thoroughly understood, but also to rectify errors and misunderstandings.

During the next two hours the Classics, Mathematics, History, Geography, Book-keeping, Latin Grammar, German, etc., are taught, a short recess being allowed from 10:45 to 11 o'clock. A bountiful dinner, joints of meat, vegetables of the season, and pies and puddings assembles the boys at 12:30 o'clock, after which they are permitted to walk about in the

struggling years as a new school, TCS has had, naturally, close and special ties with the town that houses it. The first team sport played at the school was cricket, and before playing fields were cleared and prepared at the school all cricket matches were held at Penryn Park. At that time travel was so difficult and time-consuming that matches

old days it was the home of the Misses Philp on Rose Glen Road that was a home away from home for hundreds of TCS boys. Known as the Tuck, there the boys could satisfy their cravings for home-cooked food to their hearts' - and stomachs' - content. Later on the Tuck was moved to a new red brick building beside the playing fields on Deblaquiere Street

where it is still located, but run now by the boys themselves.

One sad occasion in the many stories of TCS and Port Hope was the death in 1896 of Mrs. Bethune, wife of the headmaster. Mrs. Bethune threw herself from a speeding carriage on Mill Street, afraid that the runaway horses would plunge headlong into the lake. However, the horses were suc-

cessfully halted too late, for Mrs. Bethune had met her death in her fall. Dr. Bethune retired from the school a year later, having served as headmaster since 1870.

Many noted and highly respected men have been connected with the school from its earliest years - from the first head boy, Will Osler, later to become Sir William Osler, Professor of Medicine at Oxford University, to archbishops and military heroes, from authors to diplomats, from artists to athletes. But the many non-famous graduates of the school are regarded as proudly and fondly as the few who have received world attention.

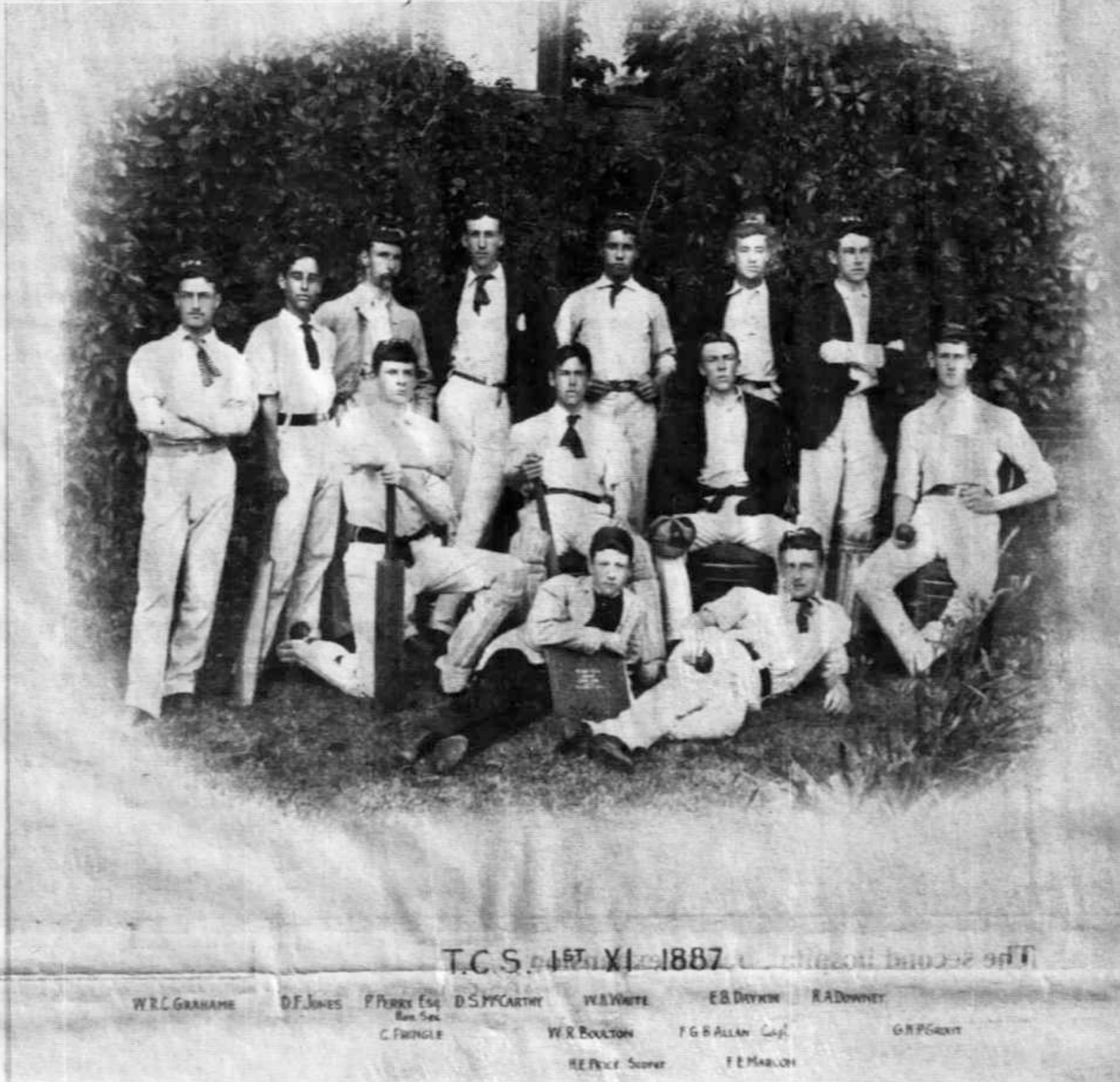
And many famous people, royalty among them, have visited the school, to see their sons, to preach in the chapel, to review the cadets, or to deliver a lecture. One of the school's more famous dignitaries was Rear-Admiral Sims of the American Navy, the world-renowned naval critic who returned to the town of his birth to lay the cornerstone in 1922 for the new Junior School.

Another local person, less famous but equally important in the eyes of the school, laid another cornerstone seven years later. Ten-year-old Mary Sprague of Cobourg had initiated the building fund after the 1928 fire by sending a dollar to the headmaster, Dr. Orchard, and writing:

I am so sorry about your school I am sending a dollar to help build a new school. It is all I have. I got it for a present. With Love, Mary Sprague.

Mary was asked by the school to lay the foundation stone for the new building on June 12, 1929 with the Bishop of Toronto officiating.

From the world-famous to the young and innocent, from local people to boys from around the world, the school has touched the lives of many and has, in turn, more than benefitted from their dedication and loyalty. During the 116 years that TCS has been on the hill and the 150 that the town has been on the banks of the Ganaraska, the world has been witness to many changes; but both the school and the town have remained constant in the face of change and pressure and continued over the years to provide a secure and happy environment to both their citizens and students.



The 1887 Trinity College School cricket team

(Photo from the TCS archives)

grounds until 1:30 o'clock, when the afternoon studies, comprising Arithmetic, French, Drawing, Natural Science, Botany, or Zoology begin, and close at 3:45 p.m."

Over the next few years more new buildings were erected, including a dining hall and chapel, and these buildings remained in use until 1895 when a devastating fire destroyed them completely. The new replacement buildings were designed by Frank Darling, an old boy of the school and noted architect of the Parliament buildings, the Royal Ontario Museum, and several University of Toronto buildings. However, these impressive neo-Gothic structures were not as fireproof as planned or believed, and the school was once again destroyed by fire in 1928. The present buildings were erected at that time, with many additions over the ensuing 50 or so years. The most recent is Burns House, opened in 1981.

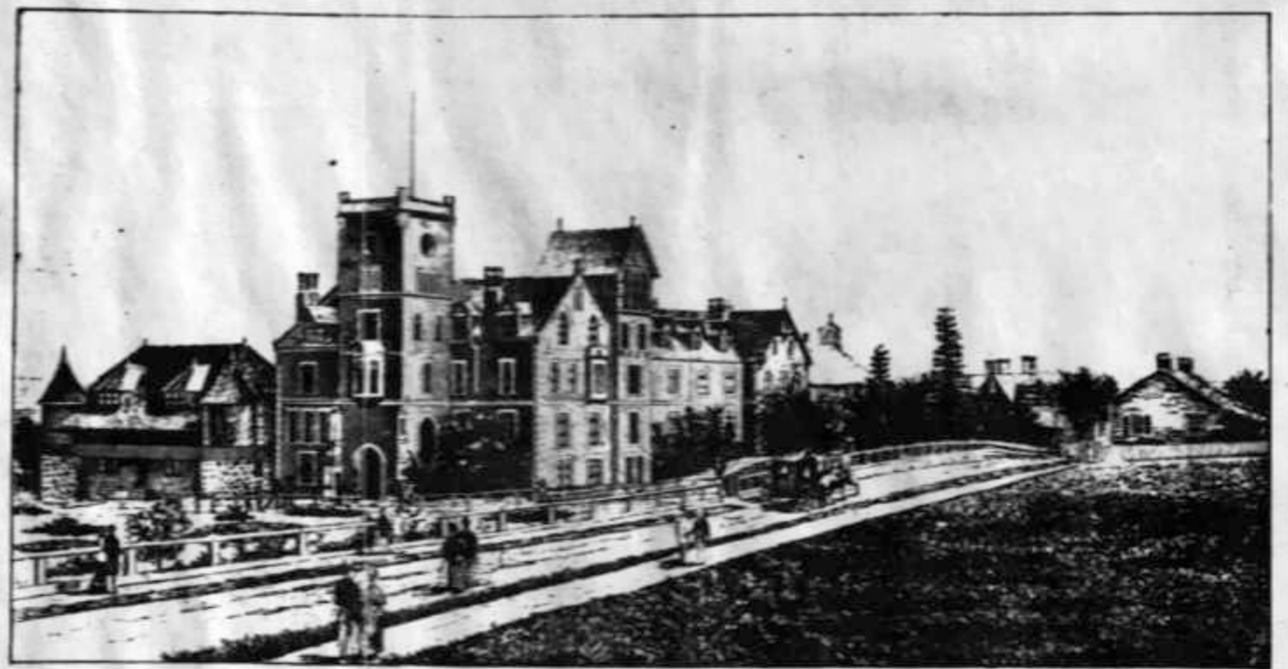
From its earliest founding and

against other schools were rare, so the boys' skills were pitted against older players from Port Hope, Cobourg and Grafton.

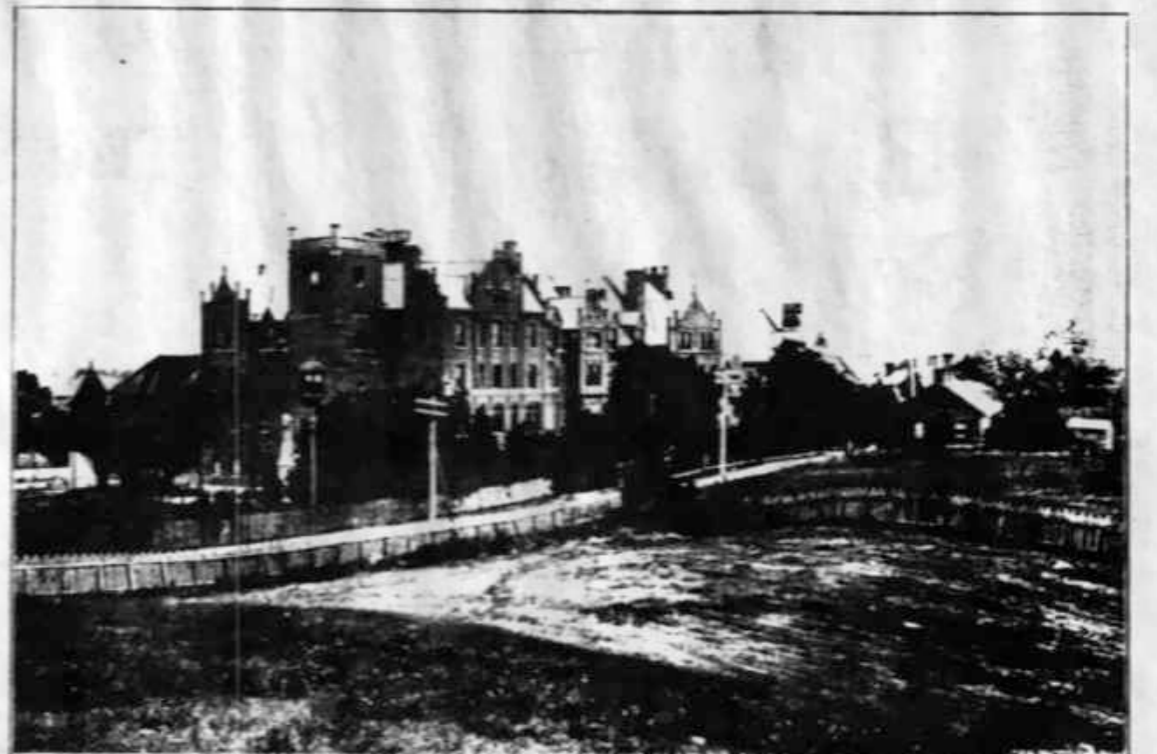
Religious ties with the town have always been strong, with the boys and staff attending services at St. John's until the first school chapel was erected. The Rev. Canon Oswald Rigby, a former headmaster of the school, became rector of St. Mark's for 30 years until his death in 1933.

Generosity and goodwill have always marked the town's relations with the school. In the aftermath of the disastrous 1895 fire, boys were lodged throughout the town and classes were held in the St. Lawrence Hotel and the old Bank of Toronto building, with town council granting \$1,000 to aid in the purchase of necessary furniture and supplies.

Although today it is the local outlets for pizza and fast food that appeal to the boys' appetites and pocketbooks, in the



THE OLD SCHOOL, FROM THE PARK.



THE NEW SCHOOL, FROM THE PARK.

OLD VIEWS - Trinity College School hasn't always looked the way it does now. Various fires over the years caused the school to be rebuilt several times, each time with architectural changes. At top is "The old school from the park," showing

the building as it was around 1889. Below it is "The new school from the park," the new school being the one which was built after the 1895 fire. At left is the school's old gymnasium, now long gone. (Photos from the TCS archives)



The Gymnasium



**PORT HOPE'S HOSPITALS**

**Expanding to meet the need**



New Hospital  
Port Hope, Ont.

**The first public hospital, at Hope and Ward Streets**

(Photo from the Tom Long collection)

By C.J. Ashmore  
By modern standards, Port Hope and District Hospital is a small establishment. Compared to the town's earlier hospitals, however, it is enormous.

Port Hope's first public hospital was opened in January 1913 in a house on the corner of Hope and Ward Streets. Prior to this a small private hospital had been operated by Dr. W.W. McKinley from his office at 25 John St.

It soon became obvious that the Ward Street hospital was too small. The building was planned to hold only nine beds, yet at times housed as many as 15 patients. On occasion the nurses were forced to sleep on the floor due to overcrowding. In 1915 a tent had to be erected to handle the overflow patients.

On June 29, 1916, a new hospital was opened in the building which now houses Port

Hope Villa. The hospital had 20 beds.

A training school for nurses was established in the building; between 1916 and January 1934 42 nurses graduated. The first graduation ceremony was held in October 1919 with five nurses receiving diplomas. The salaries of pupil nurses at this time? Eight dollars a month for first year nurses, rising to a princely \$10 in the third year.

Within 10 years the hospital was again bursting at the seams, and a new wing was built to accommodate 25 additional beds.

By 1950 it was becoming increasingly clear that the Port Hope hospital was in need of expansion and modernization. In a survey of the facilities, R.B. Baxter, chairman of the hospital board, noted that there was no call system in the

nurses' station, the door of the elevator was too small to admit a bed; there were no recovery rooms and only one operating room and one delivery room. Furthermore, there was no emergency operating room, no treatment room for out patients and the hospital was not fireproofed.

In February 1962 fundraising began for the new hospital, which was opened in November 1964. Medical facilities in the town were further improved with the completion of the Medical Centre in September 1974.

Today Port Hope's hospital is an efficient modern facility, yet has not lost the personal touch of the early days. How many hospitals, for example, give hand-knitted booties to each baby born, courtesy of the Auxiliary?



**The second hospital, before expansion**

(Photo from the Tom Long collection)

**FOR SALE**

FORMER PORT HOPE HOSPITAL



~~\$100,000.00~~      \$75,000.00

EXCELLENT FOR:  
PRIVATE HOSPITAL, NURSING HOME, MEDICAL CENTRE,  
PRIVATE SCHOOL, RETIREMENT HOME, HOME FOR  
RETARDED, ALCOHOLICS, REHAB. CENTRE, APARTMENTS, etc.

**LONG BROS.**

REALTORS - 33 WALTON ST. - INSURANCE  
PORT HOPE - 885-4501  
H. K. LONG      F. G. LONG      N. T. LONG

(From the Tom Long collection)

**Happy  
Birthday  
Port Hope**

1834-1984



**Mathews  
Conveyer  
Company**

a division of  
**Rexnord Canada Ltd.**  
Port Hope, Ontario



**Happy  
Birthday  
Port Hope**

1834-1984



Serving Port Hope For Over 75 Years

**R.E. SCULTHORPE LTD.**



63 Ontario St. Port Hope





# A chief source of the town's prosperity

By Honor Sylvester

Port Hope's first distillery was built in 1802 by Elias Smith. Up to and during the 1930s the distillers shared with the lumber trade the distinction of being one of Port Hope's two chief sources of prosperity.

Historical records say Elias Smith built the first distillery in Port Hope near the site of the skating rink. (This is about the location where Knight's Autobody Shop used to be at the southwest corner of Queen Street and Robertson Street.)

Thus began the manufacture of the famous Port Hope whiskey. By 1826 there were eight distilleries in town and during the 1830s the number increased again.

Most of the whiskey was shipped to Montreal where it was transformed into brandy, rum and gin. W. Arnot Craick maintains in his book *Port Hope: Historical Sketches*, that this brandy, rum and gin was returned to its native town under the guise of a genuine foreign article.

#### Dodd's Distillery

Some of the earlier distilleries were established along Cavan Street. Edward Dodd ran his distillery from a Cavan Street location.

#### Williams' Distillery

John T. Williams operated a brewery in 1817 along the west side of what was known as the Brewery Lane, which ran south from Walton Street, just west of what later became the St. Lawrence Hotel, built in 1853.

Williams' brewery lot took in land bordering on Pine Street where the Port Hope Lawn Bowling Club now operates, and likely part of the Presbyterian Church parking lot as well.

The brewery received its precious water from the stream which runs down the gully between what is known as the Strong house and St. Mary's School. It ran down through Central Park and Rotary Park to the Ganaraska River.

#### Bowen's Brewery

James Bowen is listed in the

1865-67 Port Hope Directory as the operator of a brewery in Port Hope. No location was given, but it is likely it was on Cavan Street. His residence is listed as Armour Lane.

#### John David Smith's Still

According to the late Harold (Kip) Reeve, the Hope township historian, John David Smith operated a still in Port Hope in 1803, likely on Cavan Street, although the site has not been identified by historians.

Reeve's research states that Smith paid a tax of a penny a gallon on 280 gallons. This was based on capacity and not production.

Smith's Gazetteer of 1847 lists four distilleries in Port Hope at that time. Their owners and operators included David Smart, John David Smith, Erasmus Fowkes, and W. Benson.

A Port Hope Business Directory for 1856-57 lists a number of breweries and distilleries and their owners and operators:

#### Lynn and White Distillery

The Lynn and White Distillery was in operation in 1856 and 1857 on Cavan Street. It was operated as a partnership by John Lynn, who resided at the time on Ridout Street, and James White. White is listed as living on Cavan Street.

#### Spalding Brewery

Operated by John Spalding, Port Hope's Spalding Brewery is believed to have been located adjacent to Spalding's residence on Mill Street.

#### Molson Brewery

Perhaps the most well-known Port Hope-established brewery is that of the Molson family. Thomas Molson bought the land for the brewery in 1851.

Then a thriving community of 2,500, Port Hope supported eight distilleries. According to local legend, all drew their water from a spring of such magnificent quality that products made from it were famous across Canada.

What influence the Port Hope waters may have had on Thomas Molson's decision to

build here is unknown, but in May 1851 he secured from James Andrews and Henry Meredith three separate parcels of land in or near the Lake Ontario port town for the sum of £5,000. The property included a dam site and millpond on the Ganaraska River beyond the northerly limits of the town, a lot in the centre of town, west of the river, extending two blocks from Cavan Road to Pine Street, and a water lot at the corner of Mill and Madison Streets on which there was a wharf and a warehouse.

A year later, Andrews and

Meredith conveyed some other smaller pieces, and at the same time H.R. Molson, acting for himself and the Honorable John Molson, purchased three and three-quarter acres of land abutting the mill pond which they then assigned to Thomas Molson for his use and enjoyment. The deeds of the several properties show that some of the parcels had been owned by Elias Smith and John Brown, both famous names in Port Hope's distilling annals.

On Jan. 25, 1845 the following advertisement appeared in the

Port Hope Gazette and Durham Advertiser:

**SUPERIOR DURHAM WHISKEY** - manufactured at the Distillery in the County of Durham, unrivalled in quality by any manufactured in the province.

The advertisement further noted that A SUPPLY OF THE ABOVE CAN AT ALL TIMES BE OBTAINED ON APPLICATION TO THE SUBSCRIBER AT PORT HOPE. DAVID SMART.

DURHAM DISTILLERY 26TH MAY, 1843.

Port Hope had a reputation

for fine whiskey as far away as Scotland and England. One story common in the early 1800s was that a town resident once visited the Tower of London, and when he signed the guest book was greeted by the guard with the words, "Do you really come from Port Hope in Upper Canada? I know that place well by reputation and have often drunk the famous whiskey made there."

In 1878, however, the county atlas stated that "For years past all the liquor consumed in Port Hope has been imported from other towns."



AT THE FOOT OF WALTON STREET — The large building pictured above is the first Brewer's Retail in Port Hope, used for that purpose until it was torn down in 1971. After this building was torn down, the Brewer's Retail was moved to its present location on Peter Street. Notice how different that area of town

looks in the photograph from its present appearance — particularly in the number of trees which grew there. In the background is the Good and Parker law office; in foreground is the then-Hersey Motors, now the site of the Port Hope Hydro building. (Photo from the Tom Long collection)



Before...

**THE AMBROSE AND WINSLOW BREWERY** — This impressive-looking cluster of buildings once stood on Cavan Street, housing first the Ambrose and Winslow Brewery, then the Port Hope Brewing and Maltng Company, Canadian Cannery, and Stein Packers (makers of Alpo dog

food). Below, fire destroyed many of the buildings some years ago; the only remaining building is the one which now houses Cavan Candies. It was one of the brewery's outbuildings. (Photos from the Tom Long collection)

...and after



Happy  
Birthday



SUPPLIERS OF INTERIOR AND  
EXTERIOR URETHANE COMPONENTS  
TO THE AUTOMOTIVE INDUSTRY

DAVIDSON RUBBER COMPANY LIMITED  
Ex-Cello-O Corporation



## Thomas Molson's legacy

# From mill to art school to landmark: a treasure in more ways than one

**By Honor Sylvester**  
 Before the launching of the 1851 Grand Trunk Railway scheme, Thomas and William Molson & Co. had tried to obtain a site for a brewery and distillery on the Toronto waterfront. They were disappointed by a failure of the city council to pass a needed bylaw.

William lost interest after that and Thomas set out to secure another location on his own. He found it in Port Hope, then a thriving community of 2,500 inhabitants which supported eight distilleries, the first dating back to 1802.

In May of 1851, Thomas Molson secured from James Andrews and H.H. (Henry) Meredith three separate parcels of land in or near the Lake Ontario port. The property included a dam site and mill pond on the Ganaraska River beyond the northerly limits of Port Hope.

On this site was built the Molson's Mill house - a small part of the extensive Port Hope development undertaken by Molson in the 1850s and later.

The building has since been occupied by the Ontario College of Art, now located in Toronto, which added out-buildings in the 1920s. Those sheds were torn down in an effort by the Canadian Heritage of Quebec, owners of the building at the time, to restore it to its 1850s condition.

In June of 1974 a fire smoldered through the floorboards near an interior stairway and burned some of the beams. However, the building still stands today. A 1974 edition of the Evening Guide lists the owner as Col Molson of Montreal and boasts that the

building was the first Molson's brewery in Ontario.

Through the years a tale originated that while the Ontario School of Art operated out of these premises there had been a treasure buried in a fireplace outside the school. The story said that money had been buried there by students.

Interest in this story caused a new Port Hope resident, Charles Smith, to go sifting through the rubble of the fireplace knocked down by workmen in 1974.

After not much work on the pile of cement and stone, Smith came across a metal box and his expectations of a grand treasure arose.

He opened the old-time box and the treasure was revealed. Three pennies!

The pennies, dated 1928, 1919 and 1898 were only part of the time capsule planted in the fireplace by the forward-thinking students of the art school.

On a yellowed sheet of paper, torn in the centre by the rusting box, was the heading "OCA, August 14, 1930." Listed underneath were students' names: Lee Yook Tong (and his name in Chinese calligraphy), L. Little, Ale (undecipherable first name) Johnston, Louise Paul, Marie A. Innis, A. Rowe, Jeanette Clark, D. Merrache, Yvonne (last name undecipherable), Flaus Faber, Isabell S. MacKay, Elizabeth M. MacKay, Winifred Watson, Joyce B. Carr, Belle C. Richstone and other names which time had eroded.

At the bottom was the signature of J.W. Beatty, head of the Ontario College of Art while it was in Port Hope.

Other items in this miniature time capsule included a banana sweet wrapper from Hong Kong, some dried apricots from Hong Kong, a piece of pencil, an art gomme eraser, two feathers and a miniature Scotch bottle. A badly rusted and undecipherable picture was also included.

Times have changed and so have treasures.... Now, having this magnificent piece of local history still intact and standing is a treasure all in its own.



**MOLSON'S MILL** — Port Hope is the home of the first Molson's brewery in Ontario. The Molson's Mill (above), built in 1851, was part of the brewery complex established in Port Hope by Thomas Molson. It originally served as a grist mill, but was used as an art school by the Ontario College of Art in the 1920s and '30s. (Photo from the Tom Long collection)

# Happy Birthday Port Hope

1834-1984

**Plummer's I.D.A. Drugstore**

65 WALTON STREET PORT HOPE

Port Hope's Family Drugstore Since 1907



**HAPPY BIRTHDAY PORT HOPE**



"We've moved 25% of the Port Hope Community in the last 8 years!"

**Darce Campbell**

Real Estate Limited  
 90 Mill St. N. Port Hope 885-8073



# The train hurries through farmland toward Port Hope; What will the town be like?

28 June 1887  
My Dearest Mother:

I hope and trust that this letter finds you in good health. I am presently on my way to Port Hope and attempting to write this epistle on my lapcase. Please forgive the occasional lurches in my script due to the movement of the train. The countryside this side of Toronto is hilly and lush and many substantial new houses and farms are visible through the steamed-up window on my left. I am seized with an urge to open the window wide and breathe in great draughts of fresh country air - to cleanse my lungs of the city air from my stopover with Aunt Harriet and Uncle James in Toronto last night - but I dare not for the soot and ashes flying past are fearsome in size and blackness.

Travelling at such speed from place to place is exhilarating,

yet frightening also. It seems to make the world such a small place. Yet I think it is train travel that has made our Dominion the great country it is today, joining points east and west and opening up communication with our hardy settlers and pioneers in the Far West. It would be my dream that some day I could travel by locomotive across this great country, but I fear, as a single gentlewoman, I would be unable to do so. Alas, I admit also to a fear of the Indian raids and hold-ups by desperados that we so often read about in the Globe.

I am greatly looking forward to meeting my new employers, the Barnetts, and making my acquaintance with their three children whose education and upbringing will be my precious responsibility. I trust they will not look askance at my travell-

ing alone but I have explained the circumstances of your being unable to attend me and my brothers being so busy on the farm.

I will close now. The train is slowing down and the conductor informs us that we may disembark and exercise our cramped limbs at the next station, which is, I believe, a town called Bowmanville. I have some penny stamps in my writing case so I shall post this poor excuse for a loving letter at the station. I trust my next communication shall be full of news of my new home and responsibilities in Port Hope.

Until then, dearest love from your only daughter,  
Isabella Pringle.



*A house with eight sides - imagine!*

**THE OCTAGON** - One of Port Hope's most interesting 19th-century homes is The Octagon, built by William Barrett of Barrett's Mills and Barrett's Terrace fame. He was one of those who believed that an eight-sided environment

was good for the psyche. Could the Barretts be any relation to Isabella's employers, the Barnetts? (Photo from the Tom Long collection)



Hotel St. Lawrence, Port Hope

(Photo from the Tom Long collection)



Isobel Kneiland



John Kneiland

# Happy Birthday Port Hope 1834-1984



## Pinecrest Bowl

- Youth Bowling
- Tournament Bowling
- Leagues
- Family Bowling

The Recreational Sport Everyone can Enjoy!

Toronto Rd. (at Jane) Port Hope 885-6764

HAPPY  
BIRTHDAY  
PORT HOPE

HANKS  
Variety Store

90 WALTON ST. PORT HOPE

- Books • Magazines
- Canadian Lottery Outlet
- Lottario and 6/49



# Grand and gracious hotel

St. Lawrence Hotel  
Port Hope  
28th inst.

safe and content and that nothing of the slightest untoward nature has occurred.

My Dearest Mother;

I am writing again sooner than I had anticipated. The train arrived in Port Hope only an hour behind schedule this afternoon and I wished to convey to you my first impressions of this lovely town while they were still fresh in my mind and tell you of the events that have transpired in the few short hours since I wrote last.

As we rounded the last bend of the railroad tracks, having followed the lakeshore for some miles, the town suddenly came into view. It is held in a bowl of steep treed hills with many impressive large houses on the peaks of the hills and the town proper laid out along the valley of a shallow but swift-moving stream called, I believe, the Ganaraska River - an Indian name. With the hills and the trees and the picturesque river, as well as a bustling harbour thronging with tall masts, flapping sails and busy men, this town is unlike any that I have passed through on my train trip from home. It appears to be a thriving and prosperous community additionally blessed with the natural beauty of its surroundings - a happy combination that filled me with a sense of well-being and exhilaration as I finally disembarked at a fine and solid stone station.

And now the news I am apprehensive about relaying but feel it my duty to do so and I beg you to believe that all is well and you have nothing to fear for your only daughter. After disembarking, I was immediately approached by a hired cab driver, cap in hand, with a message from Mr. Barnett. Due to a sudden and serious illness in the family, he was unable to meet me at the station in person and had taken the liberty of finding me a room in an hotel until the fever of his wife had broken. I was, quite naturally, perturbed and apprehensive about staying alone in an hotel but Mr. Barnett's note assured me that the hotel proprietor was a close family friend and every effort would be made to ensure my comfort and peace of mind. My trunk and hat boxes were loaded most carefully and solicitously by the driver and I was handed into his hackney cab with the respect and attention due the finest of ladies. In consequence my spirits began to lighten and I looked upon the ensuing day or so as a perfectly safe but novel adventure. I would not normally experience. I trust that your spirits shall lighten also when I assure you that I am perfectly

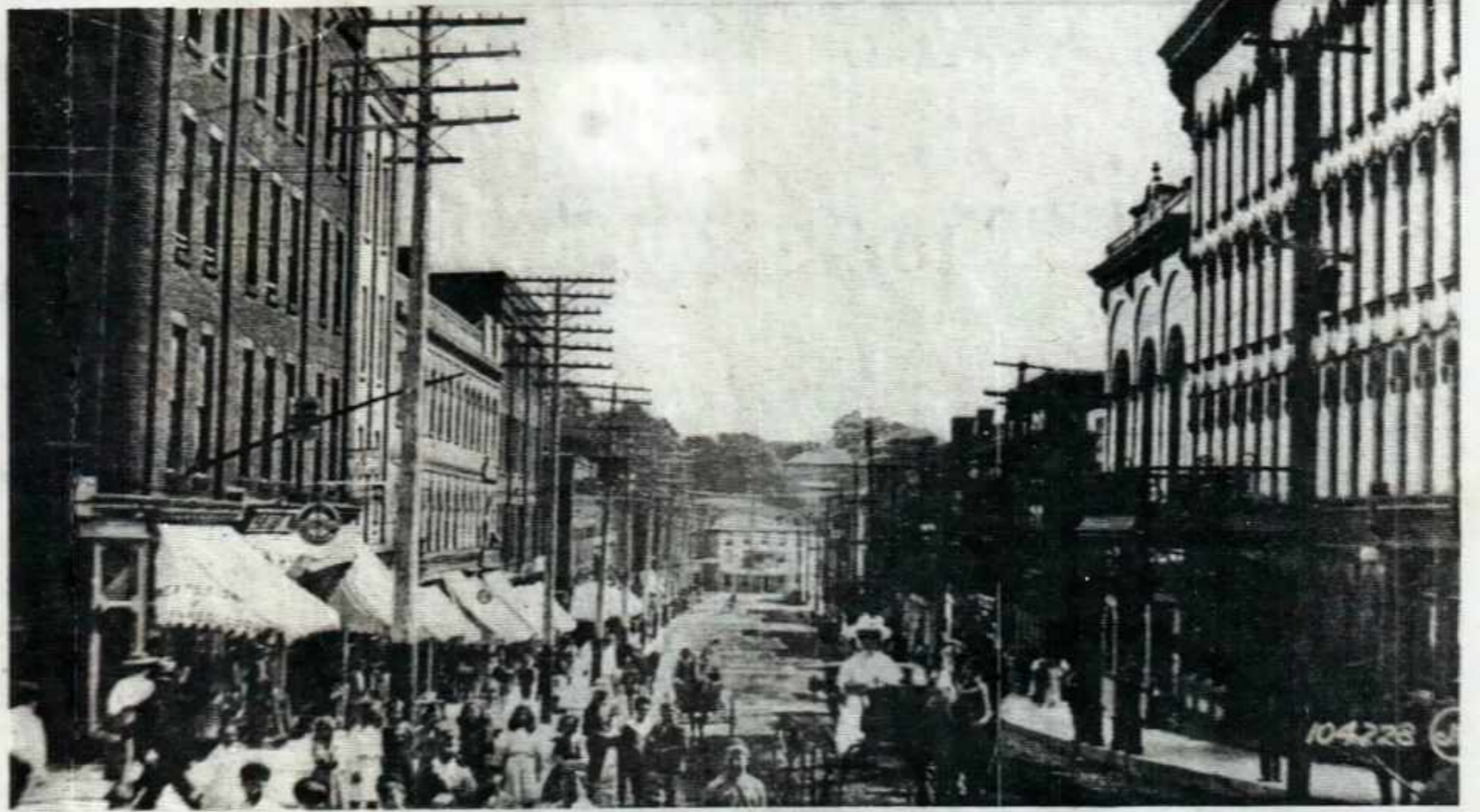
Our drive into town from the station was bumpy but not very lengthy. John Street is such a busy thoroughfare that our way was slowed by not only the usual large potholes to be found in town streets, but also by children and shoppers and carriages seeming to travel in all directions at once. The noise of the dogs barking, the whistle of the north-bound train, and the whoops and shrieks of the children made me realize how silent my last few days of solitary train travel have been.

The hotel I am residing at is called the St. Lawrence and is built in the very latest of Italian style. It is very much a gentelperson's hotel and commands an important position on the main street, called Walton Street. It has an impressive portico with a doorman and is not at all the sort of hotel one would expect to find in a town of this size. But then, this town itself is not at all what I had expected! Already I can see that it is very cosmopolitan and cultured and refined in tone. On my brief excursion to buy some smelling salts (my vial broke during my travels) I noticed an abundance of fine well-stocked shops showing the latest of fashions, bookstores and wallpaper shops, drugstores and emporiums, several substantial hotels and many eating places from modest oyster bars to the grandness of the St. Lawrence dining room. The main street is on a steep hill and I hear many a whoop and a yell from passengers in runaway carriages as I now sit at my desk gazing out at this busy, bustling town.

The townspeople all seem most friendly - I have not come across a surly or rude person yet and the hotel staff have been trained in the best of European fashion. My room is spacious and comfortable with a large cherrywood bed, impeccable linen and a thick eiderdown. I have a large walnut wardrobe and, as I mentioned, in the window a pretty lady's desk equipped with writing paper and quills at which I am now sitting.

Another note awaited me here informing me that Mr. Barnett's sister will accompany me to dinner tonight in the hotel. I shall amuse myself while I wait for her by unpacking and airing some of my dresses and looking out of my window onto the street below. My next letter, I assure you, shall be addressed from the Barnetts' house!

Until then, I remain  
your dutiful daughter,  
Isabella Pringle.



LOOKING EAST - This was how Walton Street looked in the latter part of the 19th century. Note the St. Lawrence Hotel, with its Victorian canopy out front, in the right foreground, beside the

Opera House. At the foot of the street is the old Royal Hotel. (Photo from the Tom Long collection)

# HAPPY BIRTHDAY PORT HOPE



## MRS. JARLEY'S WAX WORKS

CHARITY BENEFIT

GRAND OPERA HOUSE

THURSDAY EVENING, AUG. 4

### Programme

PART I

- |                        |                        |
|------------------------|------------------------|
| MRS. JARLEY            | MRS. G. A. GORMLEY     |
| GEORGE                 | Dr. F. J. Brown        |
| PETER                  | Mr. T. S. G. Pepler    |
| NANCIBELLE             | Miss Minette Clark     |
| LORD LOVELL            | Dr. Wm. E. M. Sowers   |
| TOM THE PIPER          | Mr. Chris Hemmick      |
| DOLLY                  | Miss Jeannette Mawkins |
| MRS. DAY AND THE TIGER | Miss Jessie Benson     |
| CONFUCIUS              | Mr. Stuart Draro       |
| THE DANCING GIRL       | Miss Evonne Black      |

SELECTED READING BY MRS. H. T. BUSH

PART II

- |                    |                       |
|--------------------|-----------------------|
| BLACKKEYED SUSAN   | Mrs. Frank Schwartz   |
| SWEET WILLIAM      | Mr. Warren Kay        |
| GHOST OF ALONZO    | Mr. Lewis Clark       |
| IMOGEN             | Miss Julia Clark      |
| BARON              | Mr. J. L. Schwartz    |
| QUEEN ELIZABETH    | Mrs. Winifield Shiras |
| SIR WALTER BALEIGH | Mr. Hector Reed       |

SELECTED READING BY MRS. H. T. BUSH

PART III

- |                  |                           |
|------------------|---------------------------|
| SMILE            | Miss Sowers               |
| RUFFIAN          | Mr. Rodman Moorhead       |
| CAPTAIN KIDD     | Mr. F. N. Schwartz        |
| MAID OF ATHENS   | Miss Beatrice Hawkins     |
| QUEEN ELEANOR    | Mrs. Oliver Perry Johnson |
| FAIR ROSAMOND    | Miss Gertrude Hudspeth    |
| BEAUTIFUL MAIDEN | Miss Edith Smith          |
| SAVAGE           | Mr. Bayne Hemmick         |

N. L. HARLY, JOB PRINTER

(From the Tom Long collection)



## Royal Canadian Legion Branch 30

99 Toronto Road Port Hope 885-6585

Br. 30 Re-union in conjunction with  
The Port Hope Sesquicentennial Celebrations  
will be held June 30, 1984. All former  
members and guests welcome.





**THE PERFORMERS** — The stage of Port Hope's Grand Opera House, the second storey of the building which now houses the Royal Bank, was home to actors, musicians, and many other performers. The Opera House was built by James and Richard O'Neill in 1871. It was destroyed by fire in 1897, but restored in 1899. In

the 1930s it was closed permanently, deemed unsafe because it had only one access to the street. But those lucky enough to catch a glimpse of the hall now can still see old theatre posters pasted on the walls of the stage. (Photo from the Tom Long collection)

## A night at the Opera House

St. Lawrence Hotel  
Port Hope  
28th day of June 1887

My dear Juliana,

It is so late I can hardly keep my eyes open, but I had to write to you to tell you of my adventures since I bid you adieu so short a time ago. I am staying in an hotel due to sudden illness in my employer's family but I plan to remove to their house the day after the morning, and all who meet me tell me the house is a marvel of architecture and new building methods — it has eight sides! I wonder if my wards, the little Barnetts, will have eight sides to their characters also!

I have discovered that the Barnetts are a highly esteemed, respected, and successful family — much more worthy than their modest and charming letters to me had indicated. I am sure that I shall enjoy being governess to their children and I feel fortunate indeed that they chose me from all their applicants. I hope that my accomplishments shall suffice and that I shall please them as much as I wish to. I am becoming a little nervous about my new job now that its commencement has been postponed by this unplanned and unexpected holiday.

But I am straying from my point. You must promise me now with all your heart that you will not tell my mother or brothers what I shall now tell you — but I went to the theatre tonight! and accompanied only by another lady! But I hasten to assure you she is a most respectable lady, the sister of my employer, Mr. Barnett. She did not seem to give a tuppence about our sallying forth "on the town" alone and after a while, I admit, I found myself shedding my fears and apprehensions and committing myself totally to the pleasures of the evening.

We had a most tasteful and elegant meal together in the hotel dining room surrounded by heavy velvet draperies and crystal chandeliers. I feared I would have nothing to say but I

need not have felt so for Mrs. Beeton, for that is her name, is a most friendly and talkative being — in fact the most interesting person I have ever met. She holds the most progressive ideas I have ever heard voiced by a woman — about the franchise and further education for women — in fact I think she may be what is called a bluestocking! She has been widowed for some time but appears to have been left in comfortable straits, for she dresses in the latest of Parisian style and has been on tours of the continent twice. She speaks knowledgeably on subjects I have only read about, and furtively at that, for they seem somehow forbidden at home, but seem to spring so naturally from her lips I look forward to more of her company but I fear she may have found me a timid country mouse by comparison to her friends.

But our dinner conversation was just a prelude to our evening's entertainment. We went after dinner a few steps next door to the most elegant and wordily of Opera Houses. All of Port Hope's residents must have turned out tonight — carriages thronged the streets and the hustle and bustle of theatre-goers dressed in their finery was most impressive and exciting. I think I have come to the New York of Ontario! And no one looked twice at us being there unaccompanied by a gentleman. The revue we saw was a thrilling and entertaining combination of singing duos, musical interludes, solos, and short humorous skits — all performed by a troupe of professional actors and actresses, just arrived. I discovered, on the same train as I did from an engagement in Toronto. The Opera House, I learned, is a busy and popular place with the townspeople and attracts artists of great reputation.

We returned to the hotel after eleven o'clock after Mrs. Beeton had greeted scores of friends and acquaintances, introducing me in a manner most flattering

to me, as if I were a friend of equal social standing and not her brother's employee.

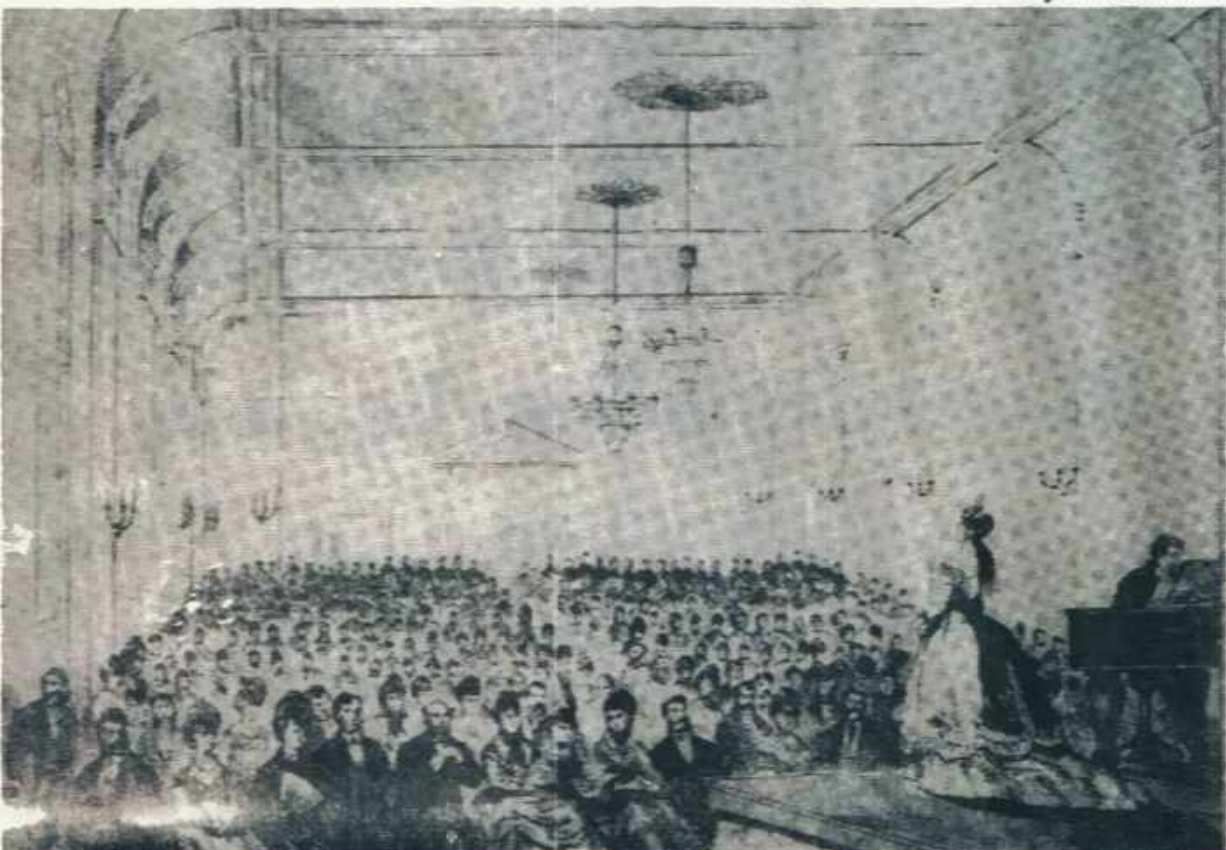
I fear I cannot sleep tonight — my head is full to overflowing with music and ideas and new faces — experiences so new to me I feel that I surely cannot be the same Isabella Pringle of Dundas County that I was a mere few days ago. Think of me, dear Juliana, and wish me well in my new life here in Port Hope. I feel that I am on the brink of new and important experiences and adventures. I beg forgiveness for writing at such length about myself and neglecting to wish you every happiness in your new life as a bride to my dear brother John.

I remain, your devoted  
friend and now sister,  
Isabella

### Author's Note

Isabella Pringle did indeed find herself on the brink of a new life and, sooner than she thought, she began it. Her post as governess was never taken up, as Mrs. Barnett's illness spread to other family members and thoughts of lessons for the children were postponed indefinitely until good health could return to the household. Mrs. Beeton embarked shortly on another European tour, taking Isabella along as companion. Soon Isabella's natural intelligence and unschooled artistic and social talents blossomed, and she and Mrs. Beeton became the toast of social circles in all the European capitals. Isabella learned to speak French and German, easily assimilated Mrs. Beeton's progressive ideas, became an accomplished watercolorist and eventually met and married a wealthy Berlin industrialist. Mrs. Pringle, back in Dundas County, could never decide whether to be proud or ashamed of her only daughter whose innocent trip to Port Hope launched her so completely and irrevocably into the world.

By Jane Staunton

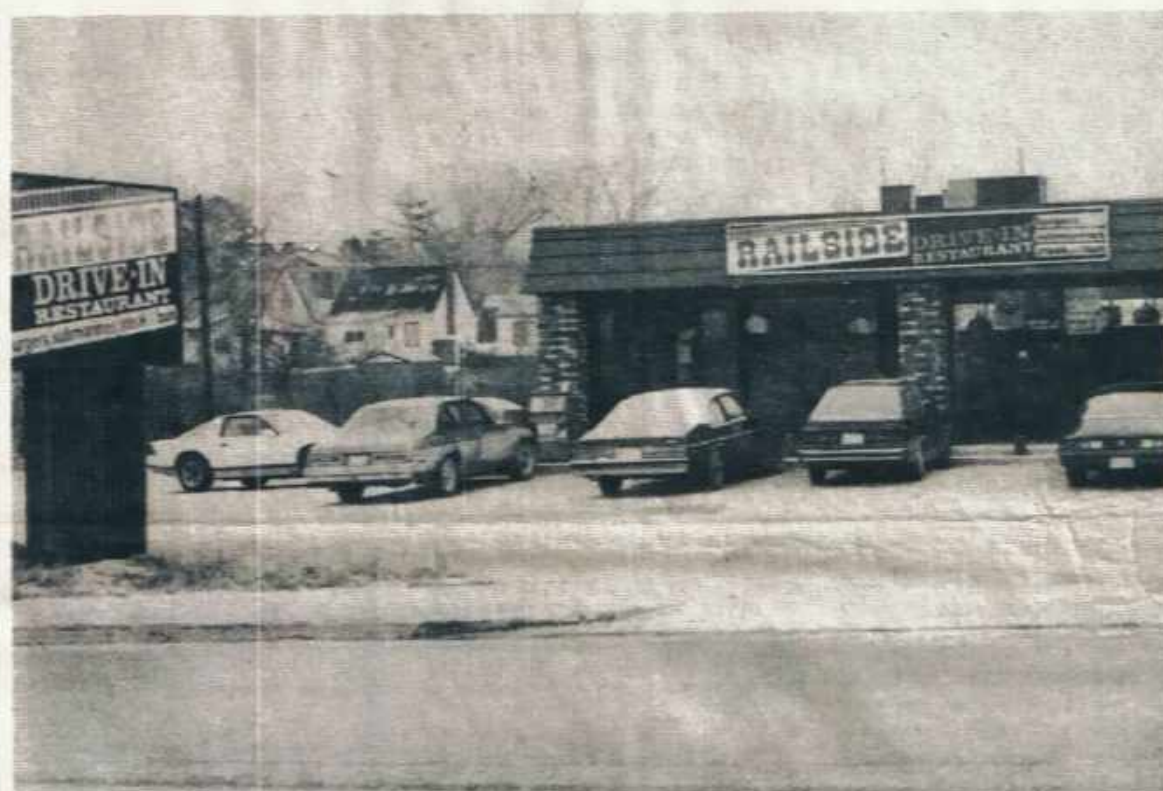


Inauguration of Port Hope's new music hall.

From the Canadian Illustrated News, April 1, 1871

(From the Tom Long collection)

# Happy Birthday Port Hope



# PIZZA

AND HOMEMADE

# ITALIAN FOOD

BY AN AUTHENTIC ITALIAN COOK

Open for Full Breakfast - Monday to Friday - 6:00 a.m. - 11:00 a.m.

Regular Business Hours:

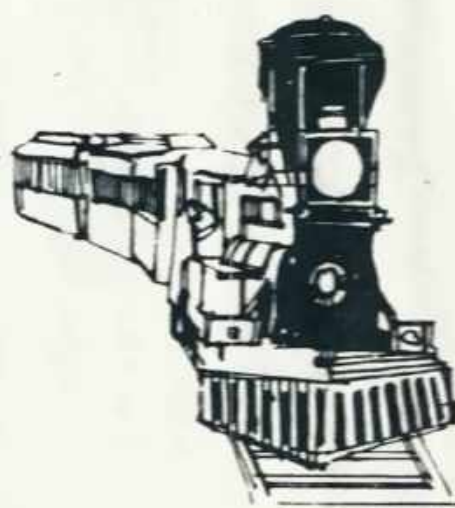
Monday to Thursday -- 6:00 a.m. - 11:00 p.m.

Friday -- 6:00 a.m. - 12:00 p.m.

Saturday -- 9:00 a.m. - 12:00 p.m.

Sunday -- 11:30 a.m. - 10:00 p.m.

"HOME MADE" ITALIAN FOOD  
Pasta Dishes




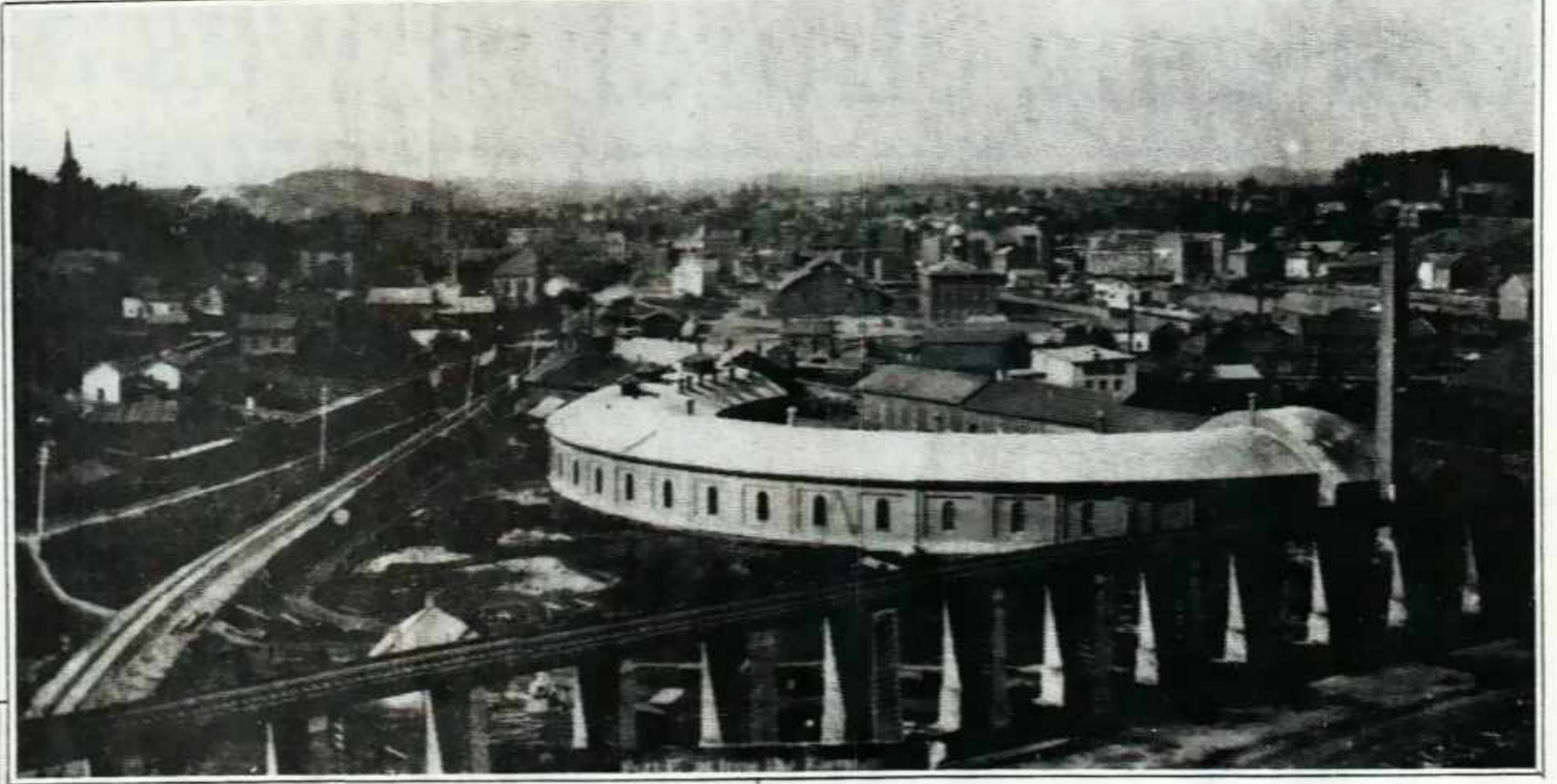
# RAILSIDE RESTAURANT

112 Peter Street (Hwy 2)  
Port Hope, Ontario



**The Port Hope Evening Guide**  
**Founder's Day**  
 (souvenir issue)

SECTION THREE  
 TUESDAY, MARCH 6, 1984

The roundhouse, about 1878

# Railways: they were essential for Port Hope's growth ...



G T R Depot, Port Hope, Ont., Canada

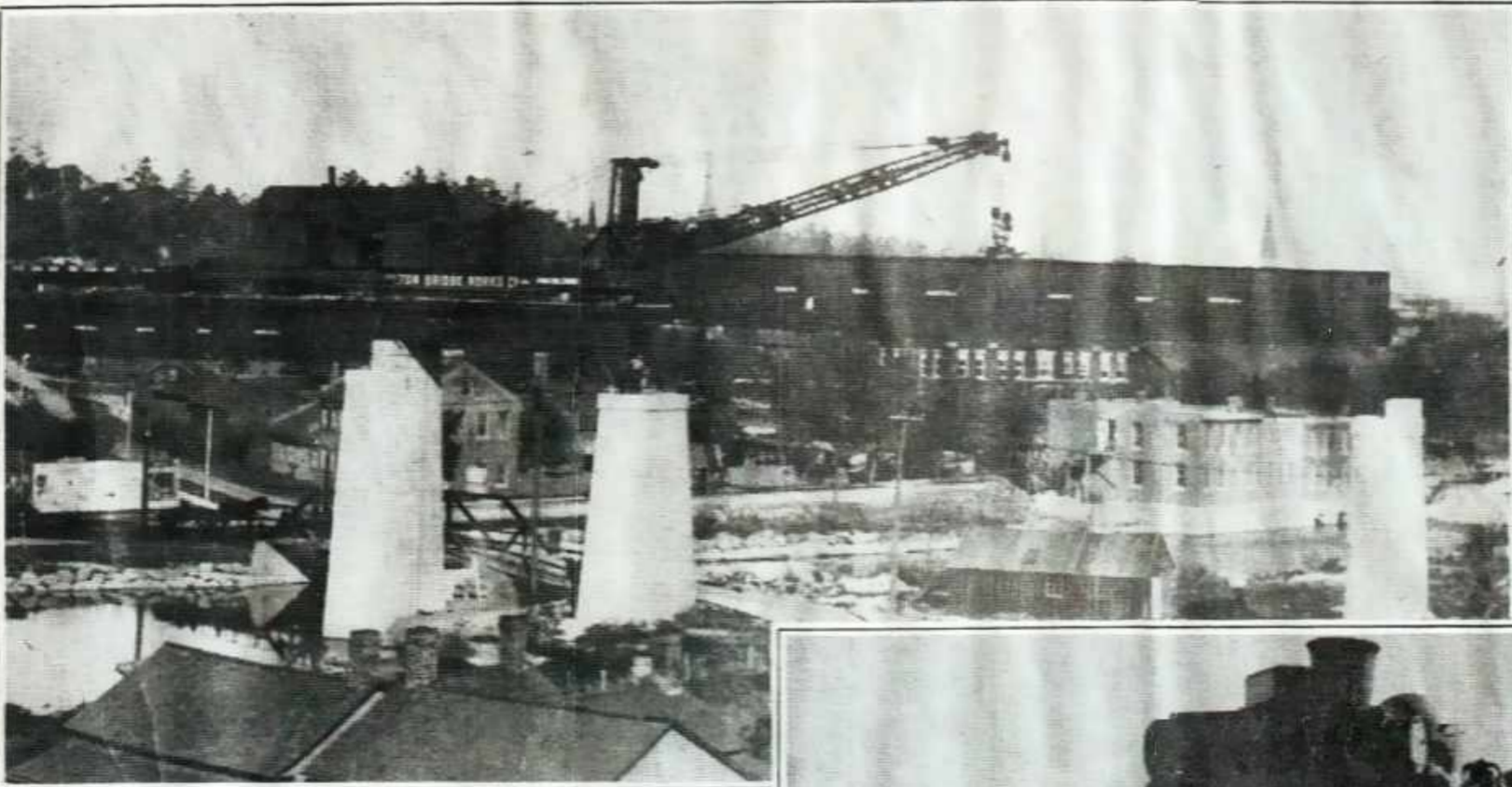
The Grand Trunk Station - now CNR

...but  
they were  
romantic,  
too



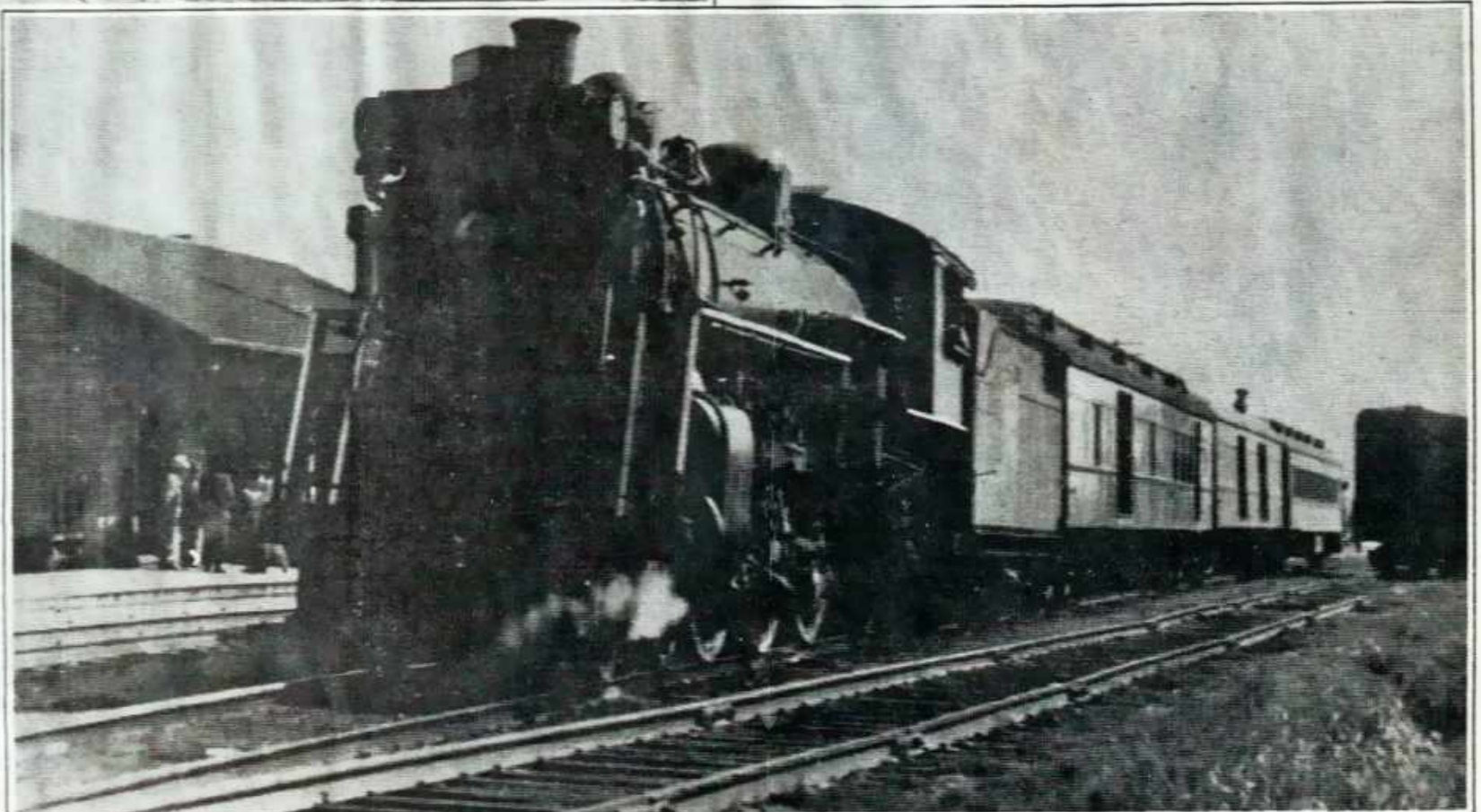
The Canadian Northern Station

**THE RAILWAYS** — Port Hope has been served by four different railway companies — the Midland (which took over the very earliest company, the Port Hope, Lindsay, and Beaverton Railway Company), the Canadian Northern, Canadian Pacific, and the Grand Trunk — later taken over by Canadian National. The top photo, showing the roundhouse which was used to turn the engines around, also shows what a busy industrial place Port Hope was in the 19th century, and explains how four railway lines were needed. The town's last roundhouse was demolished in 1934. The Grand Trunk Station, also pictured here, is still in existence. Now the Canadian National Station, it is to be restored by the Architectural Conservancy of Ontario this year. The Canadian Northern Railway Station is also still around; it is used as Ministry of Transportation and Communications headquarters. In this photo, notice how both a horse-drawn taxi and a motor car are on hand to meet the train. The viaduct used as a crossing through town by the Canadian Pacific company was built in 1911-12; the photo here shows it under construction. Below is a photograph taken of the last Midland train, as it left the Grand Trunk Station May 31, 1951 on its mail delivery route to Garden Hill, Campbellcroft, and north to Peterborough. (Photos from the collection of Tom Long)



Construction of the CPR viaduct - 1911-12

**Midland,  
Grand Trunk,  
Canadian Northern,  
Canadian Pacific**



The Midland's last train



# Building churches was a first priority

## The oldest - St. Mark's

By Susan Walker

Since 1824, when it was opened, this clapboard timber frame structure has been an enduring aspect of the history of the town — and beyond that, it is reputed to be the oldest church building in continuous use in the Anglican diocese of Toronto, if not the province of Ontario.

In its history St. Mark's has been filled with people celebrating or mourning, people observing the routine of the Christian year. It has been abandoned and neglected from time to time. It has been prosperous, but several times it has been near closure due to financial problems.

It has gleamed white and pretty in the summer sun and been lashed by a so-called tornado (1889), it has been burnt and it has expanded. Through all, it has remained largely intact.

The land for the building was given in the early 1820s through the generosity of the Smith family, and under the leadership of others, such as the Ward family, the church building was erected. Worship had taken place previously in people's homes, such as the Wards' house, now the Trinity College School Lodge.

The parish was not yet defined and was originally considered to be a mission from Cobourg, which was part of the diocese of Quebec.

The burial ground was in use prior to the construction of the building, with the first burial taking place in 1822. In fact, one historical note suggests the first sermon preached in the building was at a funeral.

And what did the building look like in 1824 when it was first constructed?

It had no specific architect; the necessary labor and materials were supplied by pioneer townspeople. The church was, as far as anyone can tell, a rectangle, perhaps with the tower attached. The bell for the tower, cast in Albany, N.Y. in 1826, was the gift of a member of the Walton family, so the tower was probably there for its use.

The bell later became a symbol of defiance against the closure of the then-named St. John's, as members who disagreed with the plan to rebuild on the west side of the Ganaraska River apparently removed and buried the bell so that it would not ring anywhere else. It was subsequently rehung, and it has not been moved since.

There are no descriptions of the interior to tell us of its original appearance.

There were in all likelihood box pews, which were later changed to Victorian-style bench pews. Boxes were fashionable, and were perceived to be necessary in order to determine the space subscribed to, for at that time seats were paid for. This served to establish the operating budget and assured the rector would be paid something, but it also made the church appear exclusive.

Apart from the north window, which dates from 1912, and the east window, which is earlier, St. Mark's has always had clear or etched, not colored or stained, glass windows.

In 1842 the church was extended to the east, work which was paid for largely through the efforts of the Ladies Sewing

Society. Galleries were erected on three sides, increasing the seating capacity to more than 300. During this time the ceiling was raised, chimneys were erected, pews were added at the front, new painting was done, and new lamps were installed.

In the second phase of construction, around 1852, it is believed the transepts were added, the north one housing the organ which had been imported from England.

As the years passed, growth continued, but not to the benefit of the church atop Protestant Hill. The community expanded to the west; the relative remoteness of the church and the difficulty of getting to church in bad weather and a lack of space to accommodate parishioners initiated talk of constructing another church.

But it was not until 1865 when a special vestry meeting was called to consider the expensive problems of a leaky roof and dilapidated walls that swift and concrete action was taken. A specially-appointed committee worked quickly, awarding the contract for designing the new building to the architectural firm of Gundry and Langley.

The new building, which we know today as St. John's, was constructed, and in 1869 the King Street building was closed.

From then on the old building was abandoned to the elements, and by 1871 could not even be used by the parish for a Sunday School building.

However, the move west did not suit all the town's Anglicans. Soon a group gathered together to have the building reopened as a separate parish. They petitioned the diocesan headquarters in Toronto, and their request was granted. In the summer of 1873 the building was reopened with the dedication of St. Mark's.

In 1918 a brave man took on St. Mark's to work toward his imminent retirement. But Oswald Rigby ended up staying 15 years and succeeded in healing the wounds and uniting the parish, giving its members renewed purpose in remaining a separate and independent parish.

In 1921 he initiated a financial campaign in anticipation of the 100th anniversary of the building and of Anglican worship in Port Hope. The major project was a new hardwood floor. For the first time in many years the parish was in a good financial position.

The 1922 centennial celebration was a successful co-operative venture between St. Mark's and St. John's.

In 1925 the parish was threatened because of a fire. In late December a fire was discovered in the north transept, after it had been smouldering for two or three days. Fire and water damage was serious, with the ceiling destroyed and damage to the rafters and roof and part of the north wall, as well as to other parts of the building.

The fire also caused damage to the organ and the destruction of the new floor. Insurance covered the total cost of the fire and repairs were made. Canon Rigby retired soon after.

The post-war era renewed interest in the building under the popular leadership of Howard Boulden. 1947 was the 125th anniversary of the building, and as

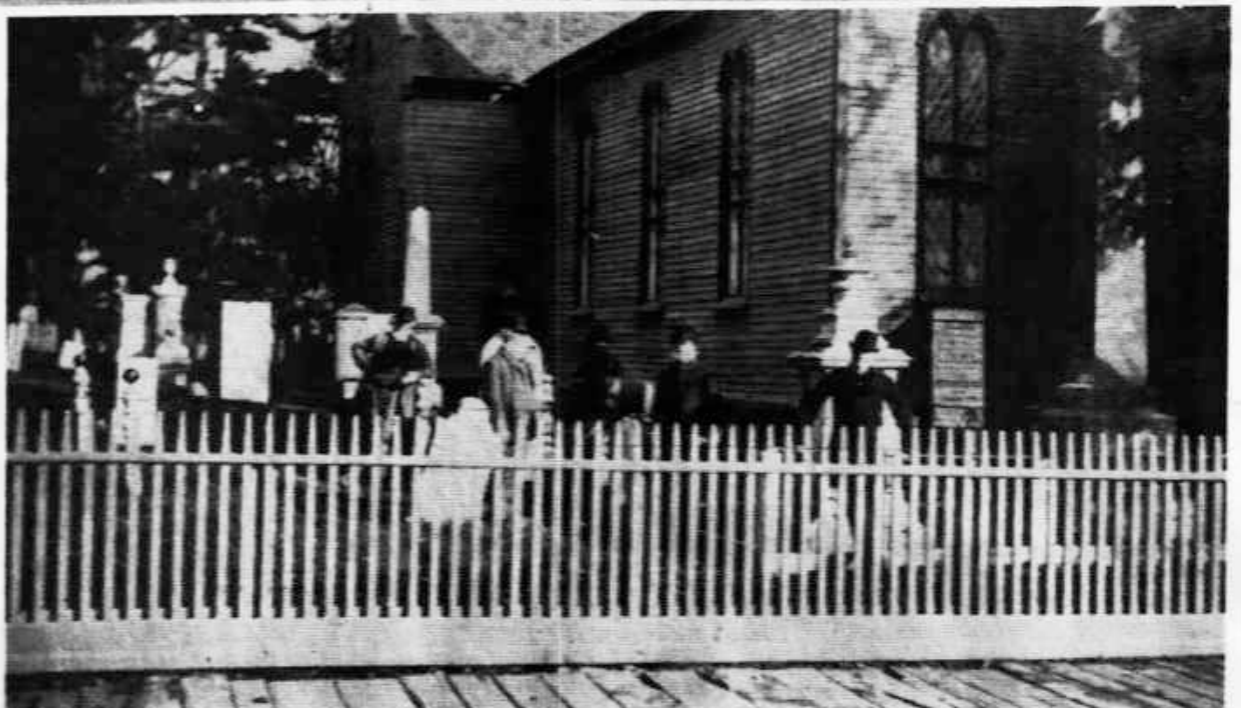
little had been done since the fire 22 years earlier, a restoration program was begun.

Prior to the anniversary three improvements were made — the floors sanded and varnished, the centre aisle widened, and a new roof put on.

But there were many things left undone. The 1947 celebration week brought in some of the funds necessary, and by 1954 restoration was complete and paid for. The Massey family offered to support the decorating and commissioned the tryptich. The walls, ceiling, woodwork, and pews were painted.

The 1959 visit by the Queen was the next highlight in the history of the building, and it occasioned the refurbishing of the chapel through a memorial donation.

In 1970 St. Mark's received designation as an historic site.



EARLY VIEW OF ST. MARK'S — What the occasion was we don't know, but for this late 19th-century photograph it seems the gentlemen of St. Mark's posed in their Sunday best in the churchyard. Note the fence which runs around it, and the wooden sidewalk in front along King Street. (Photo from the Tom Long collection)

# HAPPY BIRTHDAY PORT HOPE 1834-1984



## COOPER TOOL GROUP LTD.

Highway 2 East Port Hope



THE QUEEN VISITS — The visit of Queen Elizabeth II and Prince Philip in 1959 was a highlight of the history of St. Mark's Church. The royal couple attended matins on Sunday, July 26, 1959 with Canada's governor-general of the day, Vincent Massey. More than 500 parishioners attended the service, and crowds of people had lined King Street hours before the Queen's appearance, just to catch a glimpse. The governor-general read the first lesson during the service, while Prince Philip read the second lesson. The Rev. Canon Gerald Moffatt was rector of St. Mark's at the time.



# Port Hope United Church began with the circuit riders

As early as 1805, circuit riders on horseback rode over dirt trails and through dense forest, preaching to families in log cabins.

In 1805, the Smith's Creek (Port Hope) circuit reached from Meyer's Creek (Belleville) to Whitby, and most of Prince Edward County. It boasted a membership of 76!

While settlers were constructing roofs over their heads, they also gathered for worship - in parlors, barns, shops and even in a barroom.

Soon there was to be a phenomenal growth in church membership. In 1824, the population of Hope township was less than 800, but by 1861 it had reached 5,883 people, of whom 2,053 were Methodists.

One of the Cobourg circuit riders in 1827 was Egerton Ryerson, a preacher and educator, and later principal of Victoria College in Cobourg, the first degree-granting institution in Upper Canada.

Still services were being held without a church building.

The first attempt to erect a church was made by Alex Davidson. He was a man of action and influence, and he produced results.

On Dec. 21, 1833 a deed to the lot on the northeast corner of South Street and what is now Brown Street was issued by John David Smith to a Board of Trustees, including one Alex Davidson. A contract was awarded and building began.

The first Methodist Church was dedicated Aug. 11, 1834, eight months after the awarding of the contract.

John Brown, Esq., made the trustees a gift of the street from Walton to South Street. It was named Brown Street in honor of the donor.

As the congregation grew, renovations and enlargements were made; however, on Aug. 26, 1874 disaster struck, and the building was destroyed by fire.

Luckily, a lot had been purchased earlier (for \$1,600) on the northwest corner of South Street and Brown Street, so immediately a new church was started on this lot.

Excitement mounted as the new church neared completion, while the congregation worshipped in rented quarters.

In the new church, sweeping curves distinguished the pews, which seated 1,600 in an 80 x 70-foot auditorium beneath a semi-circular gallery. Cast iron work ended the pews. A white marble octagonal baptismal font and pedestal adorned the front. The centre aisle, wide enough to accommodate two people, led to the pulpit in the centre of the northeast side, behind which was a lofty organ and choir loft.

Even today, as the sun's rays play through the soft colors of geometric patterns in the stained glass windows, one marvels at the beauty of this place of worship, formally dedicated March 5, 1876.

As you enter the gracious red brick building through one of the two sets of double doors, and place your hand on the original doorknob, you may notice the wrought iron hinges and carved stone bosses adorning the entrance.

The bell which summons one to worship weighs 1,378 pounds

and cost \$494.60. Also impressive is the total \$51,000 cost for the church building and its furnishings.

On Sunday, June 10, 1925, some members of the Presbyterian Church joined the Methodists and Congregational Churches in forming the new United Church of Canada.

The Presbyterians brought with them a communion plate, but purchased a silver communion set which is still used today.

Following the 1925 union the front of the sanctuary was changed. The communion rail disappeared, the choir and organ were lowered, and the pulpit replaced. In 1952 a new organ was purchased.

By 1955 a new Sunday School was needed and a canvass began. Three years later the reconstruction of a new church school hall was completed.

While the energetic people of Port Hope United maintain, repair and care for this legacy left by our Christian ancestors, few visible changes have been made, and the earlier descrip-

tion still fits. True, a new asbestos slate roof and new heating were installed, an elegant stained glass window dedicated, new carpets laid, kitchen repairs made and the church school room remodelled, but none of the above altered the magnificence of the original structure.

To help celebrate the centennial year, the pews were refinished and a narthex created at the back with attractive oak screens. Renovations to the ladies' parlor created the Centennial Room.

In 1980, the church steeple, decorated by a weathervane, was toppled by lightning and replaced with a shorter copper cross.

Because no radical changes have been made since 1928 to the Port Hope United Church the beautiful design makes this building one of the finest in the country - an asset to this small town of gracious old homes and restored buildings.

It is truly a monument to its builders' faith and generosity and inspires hope for future congregations.

## Faith Baptist

# A newer church that keeps growing

By Rev. Eugene Graham

During the late 1960s a small group of Christians began meeting together in Port Hope for prayer and Bible study. Eventually Sunday services were held. The hope and prayer of this group was to organize an independent Baptist Church. Wilbur Crandall, one of those who prayed, worked, and longed to see such a work established became seriously ill in 1968 and went to be with the Lord in 1971. Although the work was temporarily delayed, in time it became evident that the Lord had heard the prayers of the small prayer group.

In the spring of 1975 the Lord laid upon the heart of Joe MacDonald, a Canadian on the staff of Marietta Baptist Tabernacle in Marietta, Georgia, to move to Port Hope to establish the Faith Baptist Church.

The first services were held in the home of the MacDonalds; 17 people were present. The church was officially organized in September 1975. The meeting place was later changed to Howard Jordan School. A bus ministry was established and with regular visitation and prayer numbers were soon added to the new church. The location of the church was changed to the Port Hope High School in July 1976.

In the spring of 1977 the church purchased the former Port Hope Legion Hall at 21 Young St. The property was renovated. Improvements included an attractive glass front, an auditorium to seat 100, a baptistry and several classrooms. A Christian day school was

organized in September 1978. This school still provides a Christian education for students from kindergarten through Grade 12. Three students recently completed Grade 12 and are preparing for the Lord's work in Christian colleges.

In September 1980 Eugene Graham, former dean and Bible teacher at the Faithway Baptist College of Ypsilanti, Michigan, accepted the call to become the pastor of Faith Baptist Church. Pastor MacDonald accepted the call to another field of service.

People of like faith of the Hope Bible Chapel joined with Faith Baptist Church on Jan. 27, 1981. The Hope Bible Chapel property is to be the future building site for the Faith Baptist Church.

Our present ministry includes teaching and preaching of the word of God, a weekly visitation program for the purpose of evangelizing, ministry to the youth, bus visitation, a service to senior citizens in a bi-monthly meeting of Bible study and serving a noon-time meal, a monthly service at the Regency Manor, and the education of our children and teens in the Christian school. The women of our church have a monthly meeting of fellowship which often includes having visiting speakers at holiday times of the year. The church also sends support to five missionaries representing the countries of Lebanon, Brazil, Uruguay, Norway and Germany. In addition to the three young women cited above we also have two young men in Christian colleges training for full-time Christian service.



METHODIST CHURCH - The Port Hope United Church is located in the building initially constructed as the town's Methodist Church. It became the United Church when the Methodists joined with two other denominations in 1925 for church union. The photograph above shows the church in about 1900. It is a view which cannot be seen today because of the large Carriage Hill apartment building at the foot of South Street. (Photo from the Tom Long collection)

## Grace Missionary

# Church was a dream come true

By Deanna Phillips

It began with a few, but the few had a vision! In the early 1940s they began gathering at 16 John St. Rev. Lloyd Sider, the pastor of the United Missionary Church in Colborne at the time, was a moving force in bringing Grace Missionary to its birth.

After approximately four years at the first location the group gathered over the present Horner's craft store for about three years. A week of special meetings with Rev. Willis Hunking of the Missionary Church had a full house in attendance. There was great potential, but the location was not conducive to good, steady growth. City Mission workers of the Missionary Church, based in Kitchener, Ont., came to provide leadership with the goal of establishing a Missionary Church.

A fund was set up to purchase a lot, with prospects on Ward Street and Mill Street North. The Ward Street property was subsequently purchased for the sum of \$400.

The cornerstone was laid on the first Sunday in December 1948; the contractor was Claren-

ce Franklin of Port Hope, now of Peterborough. The erecting of Grace Missionary Church cost \$26,000, which included living quarters at the rear for the minister and his family.

At the time it appeared to be foolish to build with such a small congregation. The church was ready for organization in May 1949, under the leadership of Winnie Barfoot and Hazel Hill (Etcher). The Rev. P.J. Lehman, Kitchener, district superintendent of the Missionary Church, presided over the ceremonies.

It was a great day for those who, 10 years before, had begun on John Street. Their vision had become a reality.

In 1961 the Rev. Grant Sloss accepted a call to pastor the church for two years, after which he and his family left for the mission field of Nigeria.

The Rev. Ed Prosser, now district superintendent in Kitchener, then came to pastor the church. Those years are looked upon as years of great growth, spiritually and numerically. Through the years the congregation has averaged 75 to

100 at worship services, and the Sunday School has averaged the same, young and old.

In 1959 a parsonage was purchased at 46 Ward St., which was sold in 1973. The present parsonage is located at 40 Pochon Ave.

Through the years the church has supported its Bible College in Kitchener and missionaries to foreign fields and homelands, including partial support for Roy and Jean Bickle to Germany, Rev. Grant Sloss to Nigeria, and later Donna Skitch of Port Hope to Nigeria. Today, the church continues to support missionaries around the world.

The church has ministered to the Pioneer Girls' Club, Young Peoples' Clubs, assisted in teaching religious education in local schools and to Awana clubs for youth, taken part in radio ministry, the Women's Missionary Society, and held Sunday School for all ages and prayer and bible study.

For more than 35 years now, many have entered the doors and worshipped, thus going forth as "new creatures in Jesus Christ" to the glory of God.

# Happy Birthday Port Hope

1834-1984

- Roll off Garbage containers
- Cartage • Moving • Storage

## G. WAKELY CARTAGE LTD.

**885-2801**  
373 Ward Street, Port Hope



**St. Paul's Presbyterian**

**The church was never big enough!**

The first elders of the Port Hope Presbyterian congregation were ordained in a Port Hope inn in 1827 by the Rev. J. Jenkins, a minister of the United Presbyterian Synod. Those founders of the church were John Lyall, Thomas Quay, John Lindsay, John Wallace, and Andrew Jeffrey.

For some years church members met in private residences or schoolhouses. But in 1831 the first Presbyterian Church, located on Baldwin Street, was opened. It had been built in a forest clearing on a hill. That first church was often referred to as the Scottish Church.

The first minister to preach there was the Rev. Peter Gordon. Afterwards, in quick succession, came Dr. Thornton, Mr. Lawrence, and Dr. Ormiston, followed by the Rev. John Cassie, who was to remain with the Port Hope church from 1835 until his death in 1861. According to historian Arnot Craik, when Rev. Cassie came to the church there were 30 parishioners; when he died there were 200.

A new church had to be built to accommodate the larger congregation. A brick church was built on the same site in 1853-54, but by the very early years of the 20th century it too was deemed too small.

And so the present church, on Walton Street, was built in 1905-06, with the opening services held Sunday, July 15, 1906. Rev.

H.E. Abraham was the minister at that time.

The total cost of building St. Paul's was \$34,839.83.

It should be noted that the present Skeena building on Mill Street was also built as a Presbyterian Church. It was erected in 1863 by a group of Irish Presbyterians unhappy with the Scottish people in the church over their choice of minister.

In 1870 members of that church joined in the general union of Presbyterian Churches, out of which arose the Canada Presbyterian Church.

The union of the Mill Street church and St. Paul's was completed Nov. 1, 1912.

Since the opening of the new church, notable events have included the purchase of a new organ in 1911, the burning of the mortgage in 1926, the purchase of a new manse on Pine Street in 1928 and its subsequent sale in 1939, improvements and redecoration between 1947 and 1950, and, more recently, restoration of the towers, the installation of a kitchen, and the painting of the sanctuary.

St. Paul's has celebrated two important anniversaries previously: on July 1, 1934, Port Hope's 100th anniversary, an old-fashioned service which included having a precentor conduct the music was held.

In 1977 the church celebrated its 150th anniversary.



St. Paul's Presbyterian Church

**The Catholic ministry began in 1673**

By Catharine Nelson  
As early as 1673 the Indian village of Ganaraske, now the site of Port Hope, was served by the Sulpician Fathers of Montreal.

In the 1800s to 1830s Irish and French Canadians arrived in the area. To serve the need of

Church in Port Hope. On Dec. 7, 1975, federal, provincial and municipal officials and ministers of other local churches joined Monsignor Leo Cleary, the pastor, other clergy of the diocese, and the congregation to solemnize the occasion with a special mass.

Through the years from its inception as a parish Our Lady of Mercy has had 11 pastors, several of whom spent more than 20 years of their ministries here among the people of Port Hope. Each in his own way influenced the life of the parish and the town. Their names are,

and will be, a part of the town's history:

Father Bryan O'Keefe (1853-58), Father John Madden (1858-66), Father Michael Keane (1866-69), Father Joseph Browne (1869-90), Father Michael Lynch (1890-1907), Father Francis O'Sullivan (1907-28), Father James Guiry (1928-51), Father Vincent Gillogly (1951-55), Monsignor Leo Cleary (1955-79), Father John O'Dette (1979-81), and Father Gary Leahy (1981-).



Our Lady of Mercy Church - late 1800s

this growing Catholic population, a small wooden church was built in 1825. A Father Dempsey was given charge of Port Hope and Cobourg in 1834.

The present church was built in 1854 by Father Bryan O'Keefe, the first pastor of the newly-designated parish of Our Lady of Mercy.

Between 1869 and 1890 the sanctuary was added and the present cemetery property was purchased. The steeple bell was put in place and rang out for the first time June 26, 1910.

Within the next several years the stained glass windows were installed and interior decoration was completed. The 1930s saw the parish population increase and a program of repair and improvement undertaken.

No major structural changes were made until 1971, when the transepts, or wings, were added on the east and west sides of the main structure. At this time the 11 steps at the entrance to the church were enclosed by a brick structure in keeping with the architectural style of the original facade.

A major redecoration of the interior took place in 1975 in preparation for the celebration of the 150th anniversary of the opening of the first Catholic

**Happy Birthday Port Hope**



Wm. Wyatt  
Mayor of Port Hope

**Happy Birthday Port Hope 1834-1984**



Photo by W. Edward Hunt

Opened Sunday July 12, 1981

**THOMAS GALLERY**

26 Ontario St. Port Hope  
885-6973

**HAPPY BIRTHDAY PORT HOPE**

1834-1984



Stan Bryning



Nancy Fair



Stan Dukes



Val Taylor



Murray Burgess



Signe Bebee



Bernie Moonie



Helen Collins



Roy Foster

86 Walton Street, Port Hope  
885-4548



W. FRANK REAL ESTATE LIMITED





**ST. JOHN'S** — This photograph shows the fence which once ran around the grounds of St. John's Church — similar to St. Mark's, its parent church. St. John's was built in 1869 as a replacement for St. Mark's, because the latter was in disrepair and too small for the congregation. The parish hall, to the south of the church, was built in 1875. (Photo from the Tom Long collection)

**St. John's Anglican**

**The parish dates back to the first settlers**

By Rev. Canon William Rainey  
The beginnings of St. John's history as a parish go back to the days when in 1797 Elias Smith and Jonathan Ward obtained a crown grant of land, a portion of which, it was stipulated, should be set aside for church purposes. The site where St. Mark's Church now stands was the original piece of land which was deeded to David Smart and T. Ward, trustees for the Church of St. John The Evangelist. There the first church was built in 1822, a gift to the parish from John D. Smith and his son Elias Smith.

Before the congregation possessed a building, services were held by the Rev. Joseph Thompson, rector of Cavan, in the year 1819 when Port Hope was known as Smith's Creek, so-called after an Indian trader of that name who carried on fur-trading before the coming of the first settlers into this part of Ontario. Old records show that when the Rev. Jacob Mountain, the first Bishop of Quebec, passed through this district, Rev. Thompson took candidates for confirmation to Cobourg for a service there.

In 1827 the Rev. Alexander H. Bethune was appointed rector of Cobourg and he ministered to St. John's, Port Hope, on alternate Sunday afternoons, until 1830 when the first resident clergyman, the Rev. James Coghland, came here. The Rev. Jonathan Shortt, D.D. became rector in 1836. It was during the latter part of his rectorship that it was decided to move from the old church on King Street and erect the present building. At a vestry meeting held Feb. 1, 1865, this matter was taken in hand and a large sum of money was subscribed. Building operations commenced July 18, 1867 and on Feb. 6, 1869 the new St. John's was opened for public worship.

Shortly after the work was commenced, on Aug. 4, 1867, Dr. Shortt died. The beautiful east window in the church was erected by the congregation in his memory. The Rev. Canon Frederick A. O'Meara was appointed rector at that time. During Rev. O'Meara's rectorship a mortgage was placed on the church to complete the work, which was discharged in 1881. The following year the building was consecrated.

The Sunday School was built in 1875 and the rectory built in 1884. On Dec. 17, 1888 Rev. O'Meara died suddenly, and the Rev. Heber Hamilton carried on the ministry until he was appointed Dean of Wycliffe College, Toronto. Then came the Rev. E.C. Saunders, who acted as locum tenens until the appointment of the Rev. Edwin Daniel in October 1889. He remained until 1912, when he was succeeded by the Rev. J.A. Elliott, assisted by the Rev. M. Emmet, who in 1925 became rector of the parish.

The Rev. J.M. Crissal became rector after Rev. M. Emmet. Rev. Mr. Crissal provided the spiritual leadership needed through the Depression and the Second World War. He proved to be a most dedicated priest of the

church, and was greatly mourned by the congregation and community when he died Dec. 4, 1953. Mrs. E. Crissal and some of her family are still active members of the parish.

The Rev. L.J. Baird was appointed rector in June 1954. During his time the war memorial organ was dedicated (1955) and work commenced on the reconstruction of the church basement.

In 1957 the Rev. James A. Watton, D.D., was appointed rector. He moved to Toronto in 1958 and was elected Archbishop of Moosonee in 1963. Dr. Watton was succeeded by the Rev.

W.M. Nainby. During his time of office new pews were installed in the church, new wainscotting throughout the nave, and the whole of the church interior redecorated and the ceilings panelled (1960). In 1962 excavation was completed under the church, making room for two choir rooms and two Sunday School rooms. The narthex screen was erected in 1963, and in 1965 the first addition to the church building was added: church offices and Sunday School rooms on the northeast corner.

The present rector, the Rev. Canon William Rainey, was ap-

pointed on Aug. 15, 1970, and the St. John's Memorial Chapel completely furnished and dedicated in June 1973, as were the memorial bookstand and the candlesticks on both altars. The church tower was repaired and the steeple covered with copper. The organ was partially rebuilt in 1978, the church re-carpeted, and just this year the interior of the church washed, cleaned and repaired.

The church is filled with memorials which speak of the wonderful work of our Lord and His Church over these past 187 years. "May Jesus Christ be praised."

**Happy Birthday Port Hope 1834-1984**



**LAKE ONTARIO WELDING**

**Industrial and Safety Supplies Ltd.**

Hwy. 2 just west of Welcome Court or call 885-8111

**We Are No. 1 Because We Care!**

**HAPPY BIRTHDAY PORT HOPE**

**GOULD'S FOOTWEAR**

26 Walton St. Port Hope

**Happy Birthday Port Hope 1834-1984**

**WATSON'S DRUGS LTD.**

68 Walton St. Port Hope

*Liveables*

MODERN · LIVING · STORE

**Happy Birthday**





**First Baptist Church**

**It all began in a little frame chapel on John Street ...**

By Rev. Alexander Young  
First Baptist Church, situated at the corner of John and Augusta Streets, has had a long and rewarding history. It began modestly enough.

The Port Hope Baptist Church was organized June 19, 1855, the small congregation meeting in a little frame chapel on John Street situated to the north of the present edifice. In that same year, the Rev. Hoyes was called to be its first pastor. The church records of the day provide an interesting account of that event:

Port Hope, June 19, 1855  
"Agreeably to appointment a few brethren and sisters, baptized Christians, residing in Port Hope, and meeting for worship in the chapel on John Street, met this evening in this chapel for the purpose of considering the propriety of forming themselves into a Baptist Church; for the maintenance of the worship of God, the observance of the Christian ordinances and the preaching of the everlasting Gospel among them; in order that believers may be edified and sinners converted to God."

The members of this original congregation were as follows: Hoyes Lloyd, pastor, Morice Hay, clerk, Robert Morton, Helen Morton, William Craig, Hannah Craig, Lancelot Younghusband, Benjamin Ginn, Mary Ginn, William Kennedy.

**FIRST BAPTIST CHURCH** — First Baptist Church, at right, was built in 1867, the year of Canada's Confederation. The impressive brick structure at the corner of John and Augusta Streets cost \$9,000 to build. The land on which it sits was donated by Deacon William Craig, Sr. Notice, in this photograph taken around the year 1900, the carbon arc street light at the front of the church. Such lights used to illuminate all of downtown. (Photo from the Tom Long collection)

Agnes Kennedy, Peter Randall, Mary Helm, Mrs. Goudan and Jane Laurensen, members.

Just 12 years later, in 1867, the present building was erected.

More than a century and a quarter has passed and some 23

pastors have left their mark upon people and community, and the church goes on, witness to the truth of our Lord's words: "I will build my church; and the gates of hell shall not prevail against it."

At present the church has some 90 active members with as many faithful adherents, a fine Sunday School with classes for every age group, and a growing young peoples' fellowship. There are Sunday morning and

evening worship services, a mid-week Bible study, and three additional satellite Bible study groups meeting in homes. We have a choir, a ladies' missionary society, and have recently added a marriage enrichment course to our program.

In 1982 church facilities were expanded to include a new kitchen, furnace room, and washrooms, in an addition on the north side of the present structure. In the same year a 48-passenger bus was acquired from a generous donor near Toronto. Last year saw the purchase of a new Rodgers organ for the sanctuary, and the work is showing signs of growth and vitality.

The pastoral staff includes the Reverends Alexander (Sandy) Young and Bert Wilkinson (visitation), and the musical ministry is ably led by Fred Thomas. The newly-elected chairman of the Deacons' Board is David Pemberton.

Notable members of the Port

Hope congregation through the years have been:

The Rev. Dr. George Arthur Clarke — chaplain, writer, and pulpiteer;

Miss Olive Hunter — served with the Department of Canadian Missions;

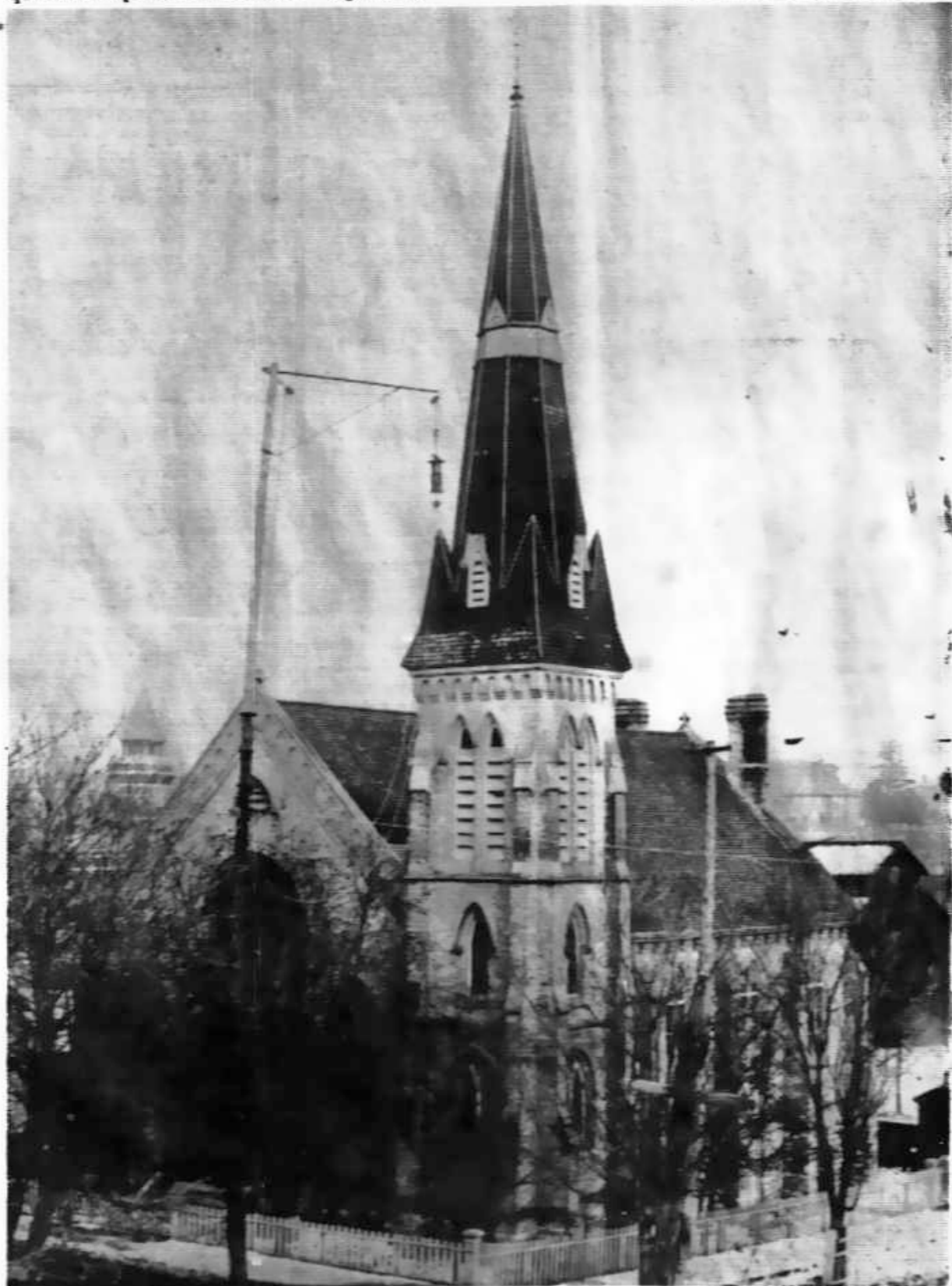
Dr. Watson Kirkconnell — seminary professor and national Baptist leader;

The Rev. Dr. Robert Sneyd — pastor, chaplain, conference grounds director;

The Rev. Bert (H.C.) Wilkinson — pioneer missionary, pastor, general secretary of the Grand Ligne Mission (Quebec), and now honorable minister of visitation.

Some are asking the question: "Is the Church viable today?"

We would answer that it is, but only as it reflects the Person and warmth of its living Head, Jesus Christ. It has no other work or reason for existing. We at First Baptist aspire to this goal and trust that we can be of service to the community around us.



**From the Town Hall to tents to a real church building: Calvary Tabernacle**

By Rev. David W. Gagnon  
Calvary Tabernacle is one of 949 congregations of the Pentecostal Assemblies of Canada. The local church had its beginnings in the winter of 1947-48 when Mel Holmes of the Cobourg Pentecostal Church came to Port Hope and rented the Town Hall for services at the cost of \$3 per Sunday. Mid-week services were held in the homes of the church members.

In July 1948 a tent meeting was held at 16 Margaret St. with Rev. Winger from Vineland as the special speaker. Music was provided by a quartet comprised of Bible College students.

In the summer of 1949, Harry Clarke from Belleville came to Port Hope to pastor and to build a church at 29 Mill St. N. The local congregation purchased an Anglican Church at Centreton and tore it down. The stained glass windows, the pews, and the lumber were used in the new building.

While the church was under construction, the meetings were held in the Orange Hall at the cost of \$5 per Sunday. Construction started in November 1949 and the church opened on June 1, 1950.

Rev. W.B. Greenwood, then the district superintendent of the Pentecostal Assemblies of Canada, helped with the cement work for the foundation of the church. He was also the guest speaker for the church's official opening. Joe Hall, a charter member of Calvary Tabernacle, recalls that Rev. Greenwood's sermon that morning was entitled How Firm A Foundation.

Following a number of pastors, Rev. Stirling Irvine, in 1969, came to build a new church, located at 28 Wellington St. It was officially opened on Easter Sunday 1970 by Rev. R.A. Bombay, then the district superintendent.

The congregation is thankful to God for His faithfulness over the years.

**HAPPY BIRTHDAY PORT HOPE**

**HANCOCK**

Paint and Wallpaper

10 Ontario St. Port Hope  
885-8884

**HAPPY BIRTHDAY PORT HOPE**

1834-1984

**STEOMANS**

Department Store

51 Walton Street Port Hope

**Congratulations Port Hope**



**O'NEILL'S**  
Men's and Boys' Wear

78 Walton Street, Port Hope



# 'Daily since 1878'

The Port Hope Evening Guide's beginnings were 153 years ago — making the newspaper this town's oldest industry.

A daily since 1878, the Guide's origins go back to 1831 when William Furby founded the Telegraph. Around the rebellion of 1837, Furby was identified with the cause of William Lyon Mackenzie. Discretion seemed the better part of valor, and he quietly suspended publication of what seemed to be a rebel sheet in a loyalist community. He maintained his printshop, and when tempers cooled in the early 1840s he revived his paper, and a few years later, in 1852, he changed its name to the Guide.

In the winter of 1874, Furby sold the Guide to George Wilson, who had come to Canada from Yorkshire as a boy and had entered the newspaper business as a youth on the weekly New Dominion at the then-bustling port of Port Dover on Lake Erie. With the move to Port Hope came the beginnings of nearly 90 years of ownership of the Guide by the Wilson family.

The Guide was then on the south side of Walton Street where The Permanent building is today. The Wilson family of four boys and two girls lived above the printshop. The building was heated by steam, the water coming from a barrel kept in the basement. The barrel was fed from an ever-running stream out of the Walton Street hill. Young Frederic's job was to get up before dawn to get the heat up for the printers who arrived at 7 a.m. Type was set by hand, and it took a good compositor almost a day to set one long column of news. It was a major job to set type for the weekly four pages and then to print them on the old hand-fed press where human manpower was used to pressure every single page against the inked type. Later a mechanical hand-fed press was installed, powered by a coal-fired steam engine.

By the 1870s, Port Hope was prospering and doing much better than its Cobourg neighbor, which was still struggling under the costly ventures of an ill-fated railway across Rice Lake to Peterborough and the construction of a grandiose Victoria Hall. Port Hope, surrounded on three sides by the rich fields of Durham, had an excellent rail connection north to Millbrook, Lindsay, Peterborough and on to Georgian Bay. Immense quantities of barley and pine were being shipped through the local harbor, the barley going to U.S. breweries.

In such an era, George Wilson stepped up the then thrice-weekly Guide to daily publication in 1878, calling it first the Daily Dominion, and a few days later changing the title to the Daily Guide. (The name Dominion held memories from his Port Dover Dominion apprenticeship). A weekly edition of the Guide continued to be published into the 1950s. The new daily Guide was the first daily newspaper in this part of Ontario. There were still only weeklies in Peterborough, Oshawa, Lindsay and Cobourg.

In the 1880s, the Guide moved across the street to 118 Walton St., the former Bank of Upper Canada building. It stayed there for almost a century and the landmark building remains today. A disastrous fire in September 1973 destroyed the production section of the building, and turned the large newspress into scrap iron. The Guide did not miss a single

day's publication. But production facilities were re-built in a Cobourg plant to serve several associated newspapers. The Guide maintained its editorial and advertising offices in the old building until late 1981, when they were moved to 56 Walton St.

Some important technological dates in Guide history:

In 1906 the first electric motor was installed, served by power from Corbett's Pond. It drove the Guide press and replaced a gasoline engine.

In 1917, the first linotype machine arrived, although one-half of the paper continued to be set by hand.

In 1923, the first automatic press replaced the old hand-fed. This press continued in use until 1970. In 1970, computer typesetting and offset printing were introduced. For the first time the Guide was no longer printed in its own plant; it was shipped every afternoon to a plant in Willowdale, and later to Cobourg.

In 1928 the Guide was the defendant in the most famous libel case in Canadian history. It was sued by Sir Arthur Currie, commander of Canadian forces in the First World War and then chancellor of McGill University. A Guide editorial in 1927 had expressed a commonly-held view at the time that the lives of Canadian soldiers had been needlessly sacrificed after it was clear that the Germans were ready to seek peace. Currie took offence and the Guide would not retract. The case was heard in Cobourg's Victoria Hall courtroom and attracted national attention. The Guide lost and Currie was awarded \$500.

In the days of partisan newspapering, the Guide was always Liberal, wearing its Reformer colors from the days of the 1837 rebellion. When George Wilson died at 80 years of age in 1905, he was described as "a staunch Liberal," dating his adherence to the cause to the days of the old Family Compact and the time when the liberty of the humble subject was greatly restricted.

From George, the Guide passed on to his son Frederic (whose safe remains in the Guide office today) and then to Frederic's sons, Donald (who died in the mid-1930s) and then Ralph (Ralph's widow, Margaret, who was editor, still lives in Port Hope).

The entrepreneurial spirit of George Wilson, founder of the Guide, was carried on by his sons, who learned the business in Port Hope and went on to found the Lindsay Daily Post and several weekly newspapers in Toronto, as well as a publication known as The Truth, and Wilson Publishing Company, a large commercial printing firm.

But while other towns grew into cities, Port Hope did not meet its promise of the 1870s and 1880s, and it was a struggle for Ralph Wilson to maintain daily publication. Imbued with the family's Guide tradition, he kept the Guide publishing daily for many decades when good economics suggested otherwise. Port Hope was (and still is) the smallest town in southern Ontario with its own daily newspaper. Ralph was determined never to let the Guide slip back to weekly status.

In the early 1960s, another proud Port Hoper, A.B. (Peter) Schultz, became interested in the Guide and became associated with Wilson, and then bought the paper. Schultz, in his time, saved daily publication, pouring large sums of money into the paper. He died in his forties, a

victim of leukemia, and in 1969 his estate sold the Guide to Hugh Murray, a successful weekly newspaper owner in Grimsby. (Later, Murray joined the Peterborough Examiner, and more recently moved back to Port Hope).

Murray was a good friend of Dr. James Johnston, who had bought the Cobourg Sentinel-Star, a weekly. As the two men talked, they realized that the future of the Guide could be made secure if the large capital investment required in newspapers could be shared with Cobourg. Early in 1971, Murray sold the Guide to Johnston. Both small towns benefitted from the amalgamation. Publication frequency was speeded up in Cobourg, and by 1976 the Cobourg paper became a daily as well, an achievement helped along by the fact that the Guide was already a daily.

In October 1983, Johnston retired and sold the newspapers to Henry Burgoyne of the St. Catharines Standard.



AND THE GUIDE WAS THERE — The funeral of Lt. Col. Arthur Trefusis Heneage Williams, the hero of Batoche, on July 21, 1883 was a momentous occasion for Port Hope. Whoever took this photograph of the funeral procession managed to get the sign in front of the Evening Guide office into the picture as well — if you look closely you can see the lettering of the sign in the left foreground. No doubt the Guide went all out to cover that event, just as it has recorded the daily happenings of the town since it was founded in 1852. (Photo from the Tom Long collection)

# HAPPY BIRTHDAY PORT HOPE

1834 1984



From all of us at

# \$UPER \$AVE

Food Market

Pineview Plaza

Port Hope

# HAPPY BIRTHDAY PORT HOPE

1834-1984



35 Walton Street, Port Hope  
885-2738



# Dominion Days to remember



**THE OLD DAYS** — Port Hoppers used to like to spend Dominion Day at the Town Park, watching the sulky races. By the look of things, there was a pretty good turnout this turn-of-the-century July 1. (Photo from the Tom Long collection)

By Celia Russell

Almost every town and city in Canada celebrates the country's July 1 birthday with a parade. But few can boast a Canada Day parade with as many colorful traditions as Port Hope's. The Port Hope parade has always been a little different, right down to the off-beat name of Calithumpian.

So, what does it mean? The word Calithumpian comes from the Greek word kali, meaning beautiful, and part of another word meaning humorous or clownish. Through the years, the parade has lived up to its name.

It has been a Port Hope tradition since the turn of the century. In 1955, the Port Hope Kinsmen revived the name Calithumpian, which had been dropped during the first few decades of the 20th century.

At one point in the parade's long career, the marchers were called the Kalithumpian Kueer Kusses.

And queer — and terrifying — some of them were.

For children, the scariest part of the parade was the Black Maria (pronounced Black Mary-ah) float. Before 1900, it was drawn by two black horses. Keystone cops disguised with clown make-up would haul fathers and older brothers watching the parade off the street and into the paddy wagon float, from which they would not be set free until they paid a fine of at least 25 cents. Upon payment, the cops would give them candy to give to their children. The money collected would go to charity.

Not all men viewed it as a pleasant experience, however. A lot of people ran away when the Black Maria float came past, as Port Hope resident Cal Clayton remembers.

Because the streets in early days were unpaved, the watering cart would have to come by several times during the parade to lay the dust. Spectators would scramble out of the way to avoid getting wet.

Early parades used to start on Ridout Street, follow Walton

Street downtown, then go up the Ward Street hill to the Town Park to start the July 1 celebrations. Crowds would thrill to the sulky races and sideshows.

During the 1960s, several drum and bugle corps from as near as Cobourg and as far away as Quebec would march in the parade, then perform afterwards in a competition at the Town Park. Perennial parade favorites were the DeLaSalle Drum Corps and the Optimists, both from Toronto.

In those days, the fun started the night before with a big dance at the Peter Campbell Memorial Rink, featuring a big-name band. The evening would culminate with a Queen of the Parade beauty contest.

There's always lots to watch in the Calithumpian Parade. Local businesses and organizations show their community spirit by sponsoring several floats. Most recent parades have featured more than 50 floats and 10 bands.



**RECENT TIMES** — The July 1 Calithumpian Parade tradition was revived by the Port Hope Kinsmen Club in 1955. Since then the parade has become very much a part of Port Hope's Dominion Day — or, if you prefer, Canada Day — celebrations. Above is a scene from the parade of July 2, 1962: a group of little majorettes delighting the crowds. (Photo from the collection of Cal Clayton)



**LOOKING AHEAD** — The Lees Cartage float in the 1962 parade showed spectators what things would be like in the distant future: 1980. (Photo from the Cal Clayton collection)



**HORSE-DRAWN** — In the pre-motor car years, all floats, such as the one above, were drawn by teams of horses. The route of July 1 parades was the same then as now — down Walton Street. (Photo from the Tom Long collection)

# Happy Birthday Port Hope

1834-1984

**Century 21**  
ALL-PRO REALTY  
885-2416



P-2478 - Cozy and affordable two bedroom bungalow 78 Cavan Street. Close to downtown with a park view. \$34,500. Call Albert Jarvis, 885-2411.



P-2468 - Central, 3 bedroom, large living room, 2 baths, rec room with fireplace. Sundeck, carport, private lot and more. Asking \$67,900. Call Michael J. Perry, 885-4744.



P-2462 - West End, 4 bedroom, 1 1/2 baths, lovely treed lot. Asking only \$49,900. Call Michael J. Perry, 885-4744.



P-2480 - Overlooking Rice Lake and with Rice Lake access for your boat. A really neat 3 bedroom frame cottage lots of room, sun porch and completely furnished. All for only \$34,900, with Vendor assisted financing. Call Larry McCullough at 797-2256.



Under Construction - 3 bedroom sidesplit with main floor family room with corner fireplace. Still time to select YOUR own personal colour scheme. Built by a local contractor with a superb reputation for workmanship. Call Brian Keighley 885-5989 and discuss the "new home in your future."



P-2364 - A Spring Time Special - It's early yet...but why not get in on a great special. 2 bedroom cottage with right of way to lake in good area of Rice Lake. Large lot. Let's take a peek at this one and plan your summer fun around it. Call Brian Keighley, 885-5989 for details.



P-2449 - Port Hope Highland Heights area, 140 Centennial Drive. 3 bedroom sidesplit, double car garage, main floor family room with fireplace and walkout to patio area. Tastefully decorated and immaculate condition. Listed at only \$84,900.00. Call Larry McCullough, at 797-2256.



P-2442 - For only \$69,500, in Port Hope, a piece of heritage style living on a quiet street. Close to all amenities. Come see this stylish 3 bedroom two storey and make it your own. This can't last long so don't wait call Roz McCullough at 797-2256.



P-2463 - Super location, Lake Ontario view, 3 bedroom, 1 1/2 storey home. Main floor family room with patio doors to sun-deck. Detached garage and paved drive. A good buy at \$47,500. Call Albert Jarvis, 885-2416.

For information on other interesting properties, call:

**CENTURY 21 ALL-PRO REALTY LTD.**

262 Division St. Cobourg, 372-3355

102 Walton St., Port Hope 885-2416

- |                                 |          |                                 |          |
|---------------------------------|----------|---------------------------------|----------|
| Tony Pulla, Associate Broker    | 372-5217 | John Gimblett, Associate Broker | 885-9887 |
| Marg Thompson, Associate Broker | 372-5016 | Brian Keighley                  | 885-5989 |
| John Newton                     | 372-6183 | Michael J. Perry                | 885-4744 |
| Jack Watson                     | 342-5212 | Larry McCullough                | 797-2256 |
| Donna Dorland                   | 372-7045 | Roslyn McCullough               | 797-2256 |
| Jack Merlin                     | 372-5680 | Albert Jarvis                   | 342-2829 |
| Linda Francis                   | 372-8805 | Susan Gimblett, Manager         | 885-9887 |



**The Port Hope Evening Guide**


---

**Founder's Day**  
(souvenir issue)

---

**SECTION FOUR**

TUESDAY, MARCH 6, 1984

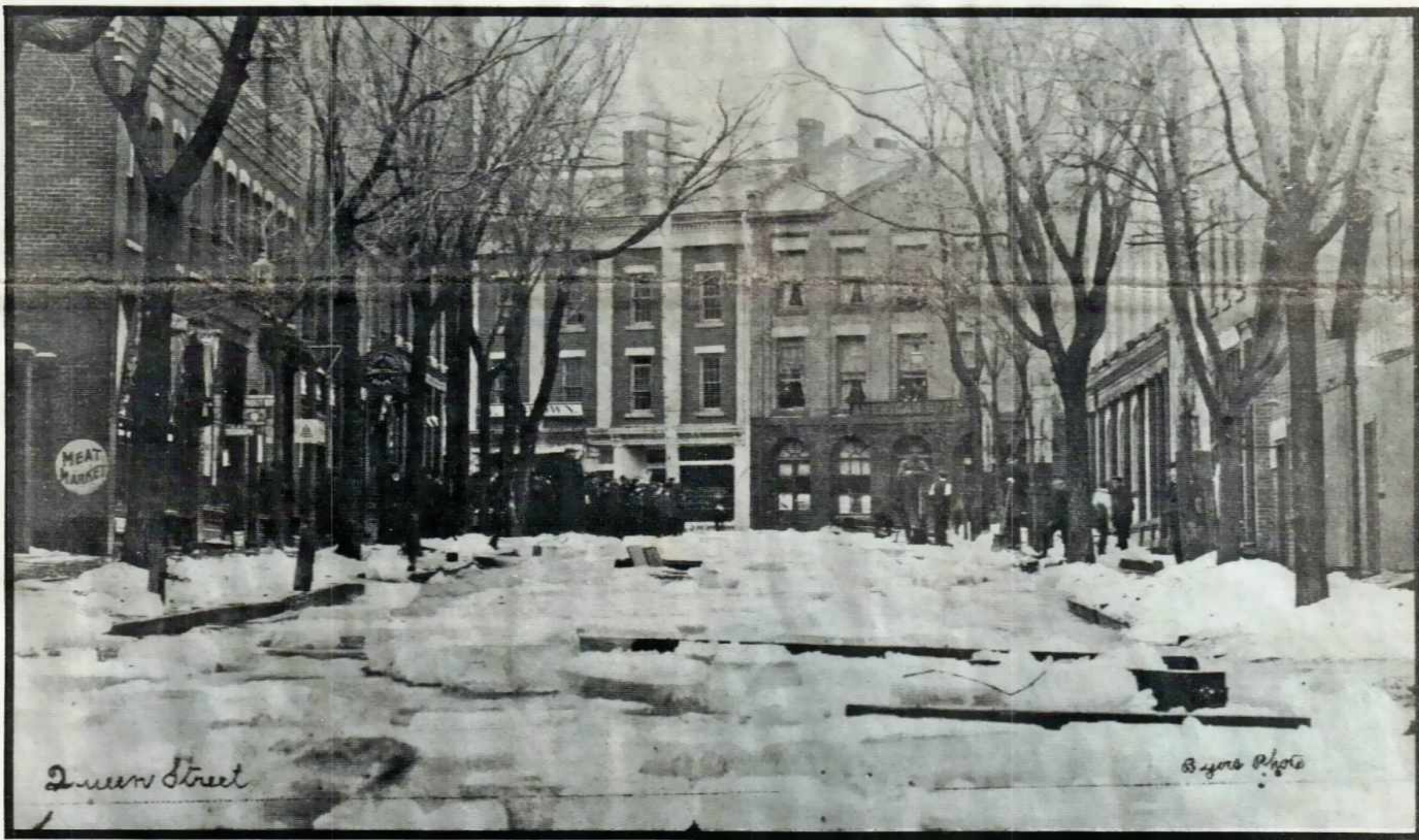


# The raging waters of the Ganaraska



**THE 1980 FLOOD** — The most recent flood was also one of the most severe Port Hope has experienced. Photographs of the gaping hole which the flood left in the east wall of the old firehall (at left above) were seen in newspapers across the country; also badly damaged was Torville Terrace (the Riordan Block — at

right above). Both buildings were subsequently torn down. It was the extensive damage caused by the 1980 flood which prompted the Ganaraska Region Conservation Authority to begin deepening and widening the riverbed to prevent similar problems in the future. (Photograph copyright W. Edward Hunt)



The 1909 flood - looking north on Queen Street towards the old American Hotel

(Photo from the collection of Tom Long)

## The floods put Port Hope on the map - and in the headlines

By Suzanne Stickley  
Dawn breaks in early March and most people feel like staying in bed because it's been raining all night. It's warm in bed and cold, damp and miserable outside, but a few Port Hoppers recognize the signs. These hardy souls bundle up and head towards the banks of the Ganaraska to watch the muddy water build and swirl.  
With luck the rain will stop and this won't be one of the many years when the Ganaraska River has forcefully reminded us of its importance in the history and development of Port Hope. Over the past 150 years there have been more than 80 recorded floods and 10 very severe floods causing major damage to property and buildings in downtown Port Hope.  
The first recorded flood occurred sometime prior to 1813 and its severity is unknown. No records of floods have been found between 1813 and 1848. From 1848 on floods occurred frequently, and in 1870 the first very destructive flood occurred. The increase in frequency and intensity of flood activity in Port Hope may be due to better

historical records, but more likely it was caused by changes in the rivercourse and the forest cover upstream.  
Port Hope was settled because of the harbor on Smith's Creek (the Ganaraska River) and it grew because of the energy the river provided to mills and because of its proximity to the forests of the Great Pine Ridge and their timber resources. As the 19th century progressed the upstream land was stripped of its forest cover and therefore of its ability to absorb spring run-off. Hope township developed into a farming community at the same time as Port Hope developed into a sizeable town. The river was losing its holding capacity upstream while it was also losing its floodplain in Port Hope to buildings. Both actions had the effect of increasing the potential for a damaging and severe flood in downtown Port Hope.  
By 1878 the stage was set for unprecedented destruction. The Port Hope Times of Feb. 27, 1878 records almost \$50,000 worth of damage, including three bridges, 14 dams and a brick building owned by J.A. Smith.

The building had been constructed in the watercourse and it was battered until its foundations could no longer resist. The Times says, "...with no other warning than a shudder in its entire frame, the building sunk into a heap of bricks, scarcely one brick standing on another."  
The most tragic flood was in 1890, when not only every bridge was wiped out and extensive damages to businesses sustained, but a child was drowned. Reports in the Weekly Guide of the boy being swept away and of rescue attempts are heart-wrenching.  
The severity, if not the frequency, of floods increased after the turn of the century. In 1906, 1908 and 1909 we had devastating ice flow and water floods raging through downtown Port Hope, damaging businesses, bridges, roads and frequently marooning patrons at our riverside hotels.  
A major flood in 1928 was followed by four floods in 1929 - two in January, one in March and one in June. The Jan. 19 flood was (as the bad ones always are) "without a doubt... the worst flood Port Hope has

ever experienced," according to the Guide. Dozens of stores were flooded, the Barrett Street bridge washed away, and property damage was estimated at \$250,000.  
"Three stores, occupied by T.J. McMahon, fish market, W. Yeomans, shoe repair, and W. Smith, baker, were completely washed away at three o'clock this morning and a big gap on the south side of the bridge bears silent testimony to the damaging waters," the Guide said.  
Even then, while most people were accepting the floods as acts of nature and inevitable, consultants were called in to prove that one or another individual obstruction was not the cause of damage to the downtown. There's a report from C.R. Young, a consulting engineer for the Canadian National Railway, absolving the C.N. railway works at Nicholson File and Ontario Streets from responsibility. So the floods continued even though there are reports of some remedial work and ice blasting to attempt to control the extent of the damage.  
In 1936 there was an ice jam

flood extending from March 8 to March 12 which saw cakes of ice up to four feet deep and six feet in diameter stacked along Queen Street and "the angry river hurled itself at the Town Hall. Doors were torn open and the stream poured in..."  
The Guide also reported that the railway bridge at the Nicholson plant was moved five or six feet and the nearby dam was damaged.  
But it was the 1937 flood and its extreme devastation which put the icing on the cake and prompted a chain of action which eventually created the Ganaraska Forest and the Ganaraska Region Conservation Authority. This flood was a water flow flood, much like the 1980 flood - "With fearful suddenness, the Ganaraska River went on a sweeping rampage... marooning many residents and in some instances death was averted by a hair's breadth." The William Lowes family was marooned in their home near the Ontario College of Art and three men, attempting to raise the stop logs at Marshall's Mill on Ontario Street, were swept off their feet, narrowly escaping drowning.

Businesses on Ontario and Walton Streets were inundated and damage was estimated at about \$100,000.  
Port Hope council took action and engaged Dr. H.G. Acres, an hydraulic engineer, to report on possible flood control measures. His report recommended that upstream work be the responsibility of the federal and provincial governments, but said that within Port Hope various obstructions could be removed to increase the capacity of the river channel. Because of the extensive area of the Ganaraska watershed and its need for combined action on reforestation, the federal committee on post-war reconstruction selected it for study by A.H. Richardson, who produced The Ganaraska Report. This report led to the establishment of the first Conservation Advisory Committee in the province of Ontario, which later became the Ganaraska Region Conservation Authority.  
The report also led to the reforestation (originally as post-war work projects) of more than 10,000 acres of forest in the headwaters of the Ganaraska. Continued on page 30



# Port Hope's floods



1909 - Ganaraska on the rampage  
(Photo from the Tom Long collection)

Continued from page 29  
The reforestation has definitely reduced the number of floods Port Hope has suffered in the past four decades. Upstream ponding was also recommended as a way of storing floodwater and reducing its devastating effects on Port Hope.

Perhaps we became lulled into a sense of security by the reduction in the number and severity of floods through tree planting and blasting efforts. But on March 21, 1980 we were all shocked out of our complacency by the muddy water of the rain-swollen Ganaraska. There's little need to review the devastation caused by the river's uprising - most of us remember the Sears building collapse, Joice and Swenor's flow-through store and, of course, the firehall. We all suffered the inconvenience of rebuilding the Walton Street bridge and the heartrending demolition of the firehall and Torville Terrace.

The tremendous destruction reminded the entire population that more flood control measures were necessary on the Ganaraska. The GRCA has taken action to alleviate future

floods by channelizing the river through Port Hope. In other words, they are widening and deepening the river bed to increase its ability to contain spring floodwaters. The 1980 flood was a once-in-100-years flood and the flow was enormous. Conditions in March 1980 - frozen ground, previously filled surface storage and extremely heavy rainfall - were very unusual (once in 150 years), but under those conditions we suffered. The GRCA is doing its best to contain floods of similar types and smaller.

Maybe they will succeed and we'll no longer need those watchful souls who wake up and brave the rain to watch the river rise. In the meantime, we can consider the positive effects of the 1980 flood. It brought Port Hope together, with everyone lending a helping hand. The community spirit developed and exhibited during the flood and afterwards on the flood relief fund were phenomenal. It also gave us Float Your Fanny Down The Ganny, an annual chance to laugh at ourselves and the river while some are reminded of how cold that March water can be.



The 1973 flood caused much damage at Durham Motors  
(Photo from the Tom Long collection)



Scenes from the 1936 flood, looking north on Ontario Street  
(Photos from the Tom Long collection)



The 1890 flood washed out the Walton Street bridge  
(Photo from the Tom Long collection)

## Happy Birthday Port Hope

1834-1984



**HELEN'S**  
Gifts and Stationery

Pineview Plaza

885-9591



**NICHOLSON FILE**

**Since 1888**

By C.J. Ashmore  
To look at the modern brick and glass structure that now houses the Cooper Tool plant on the outskirts of town it is hard to imagine that this is one of Port Hope's oldest industries. It's a fact, though, that the Nicholson File company has been operating in town for 96 years. Don't be fooled by the new building!

File-making in Canada dates back to 1836. By 1871 the industry was centered in the company of Outram and Son in Montreal. The company shifted operations to Hamilton, Ont., and then back to Montreal before finally settling in Port Hope in 1888.

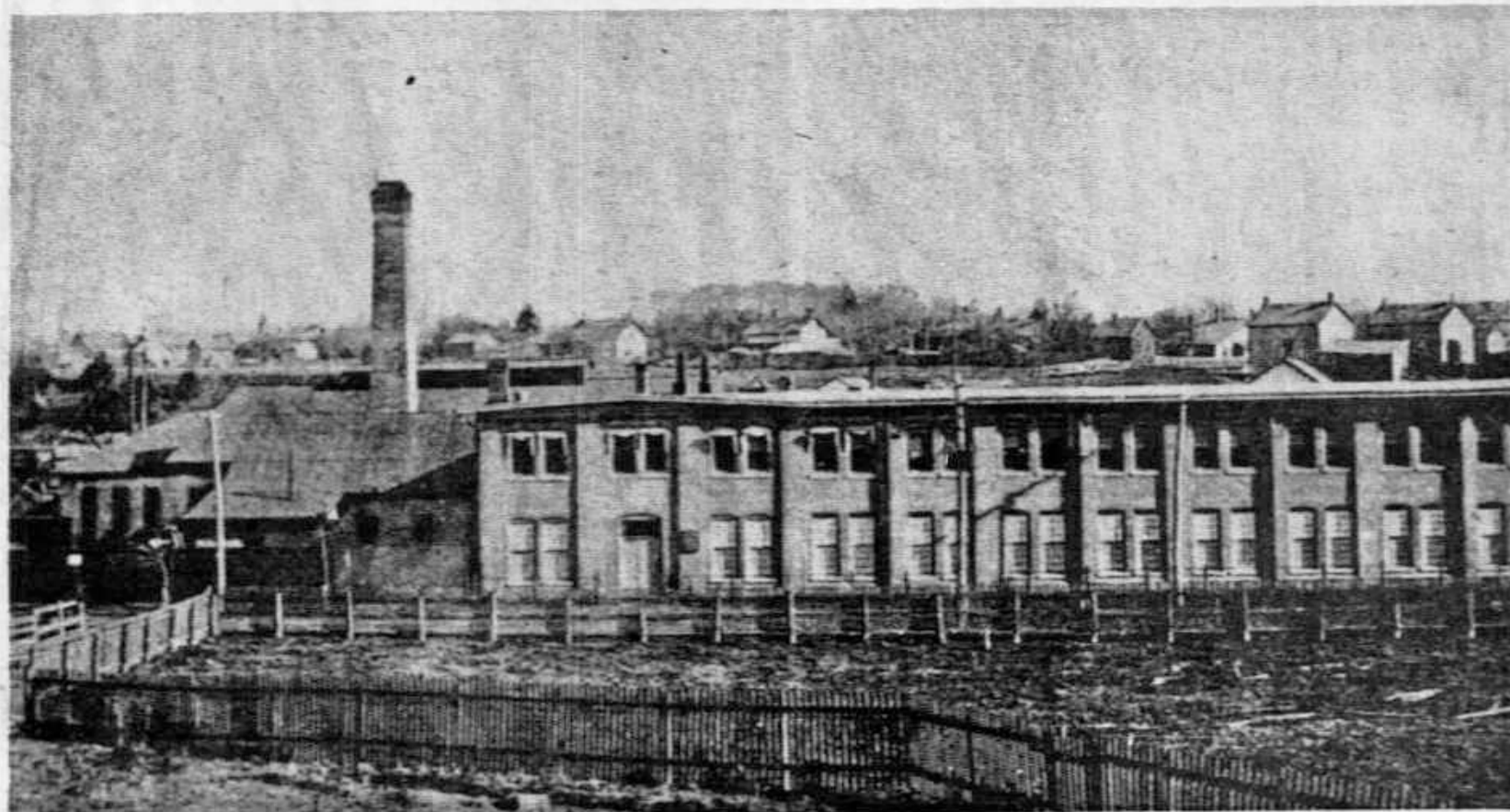
The company was attracted to Port Hope by the offer of 10 tax-free years of operation, \$400 in repair funds and the use of the old Beamish Mill site on Cavan Street. In return for these concessions the company agreed to erect a certain number of buildings, employ a certain number of men and remain in operation for 10 years.

With the move to Port Hope, the company changed its name to the Globe File Manufacturing Company. In 1901 the company was purchased by Nicholson File and continued to operate at the same location.

In these early days machinery and transportation were not what they are today. At this time Pat Nichols and his horse Charlie were a familiar sight on the streets of Port Hope. The pair teamed up to transport finished files from the Cavan Street plant to the CN railway station. Mr. Nichols retired in 1918, but his trusty steed remained in the company's service for several more years.

In the 1960s, 17 acres of land were purchased by the company in Port Hope adjacent to the CN line, and construction begun on a new plant. By June 1965 the move to the new building was underway; production has continued there until the present day.

In 1972 Nicholson File joined the Texas-based Cooper Group of companies.



The old Nicholson File factory, Cavan Street

(Photo from the Tom Long collection)

**ELDORADO**

**Radium was first produced here**

By C.J. Ashmore

May, 1933 marked a first for Canada: it was in this month that radium was produced for the first time in the country. The site of that event? None other than Port Hope.

The scientist who produced this radium from pitchblende ore was Dr. Marcel Leon Pochon. He had studied under Nobel prize-winner Marie Curie in France, and came to Port Hope in 1932 to set up a radium plant for the Eldorado Gold Mining Company. Indeed, Mme. Curie's daughter visited the Port Hope operation during the 1930s. Pochon lived on Dorset Street West in a home he named Muidar (radium spelled backwards).

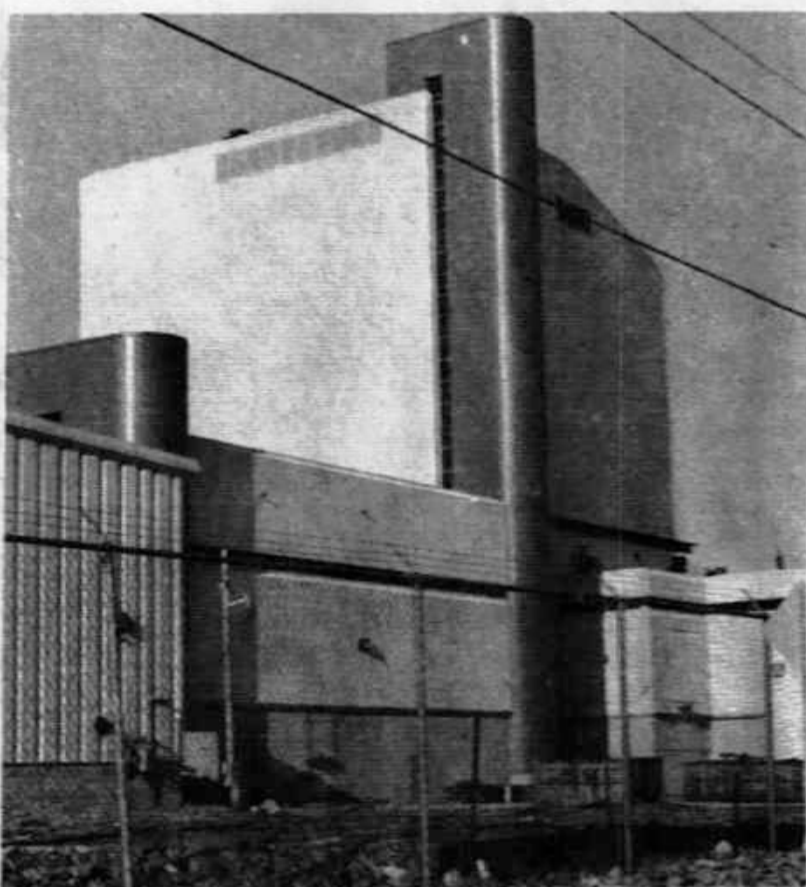
Pochon was convinced to come to Canada by Gilbert LaBine, the great Canadian prospector who discovered the first Canadian pitchblende deposit at Great Bear Lake in May 1930. Gilbert LaBine was Eldorado's managing director, while his brother Charles was the company's first president when it was founded in 1925.

For 20 years Eldorado's radium production facilities prospered in Port Hope. A big boom in the world demand for uranium occurred during the Second World War with the development of the atomic bomb. It was at this time that Eldorado was expropriated by the government and became a Crown corporation.

In 1953 radium extraction at Port Hope was discontinued. In subsequent years the company began production of a variety of products, including uranium dioxide and uranium hexafluoride for use in nuclear power plants.

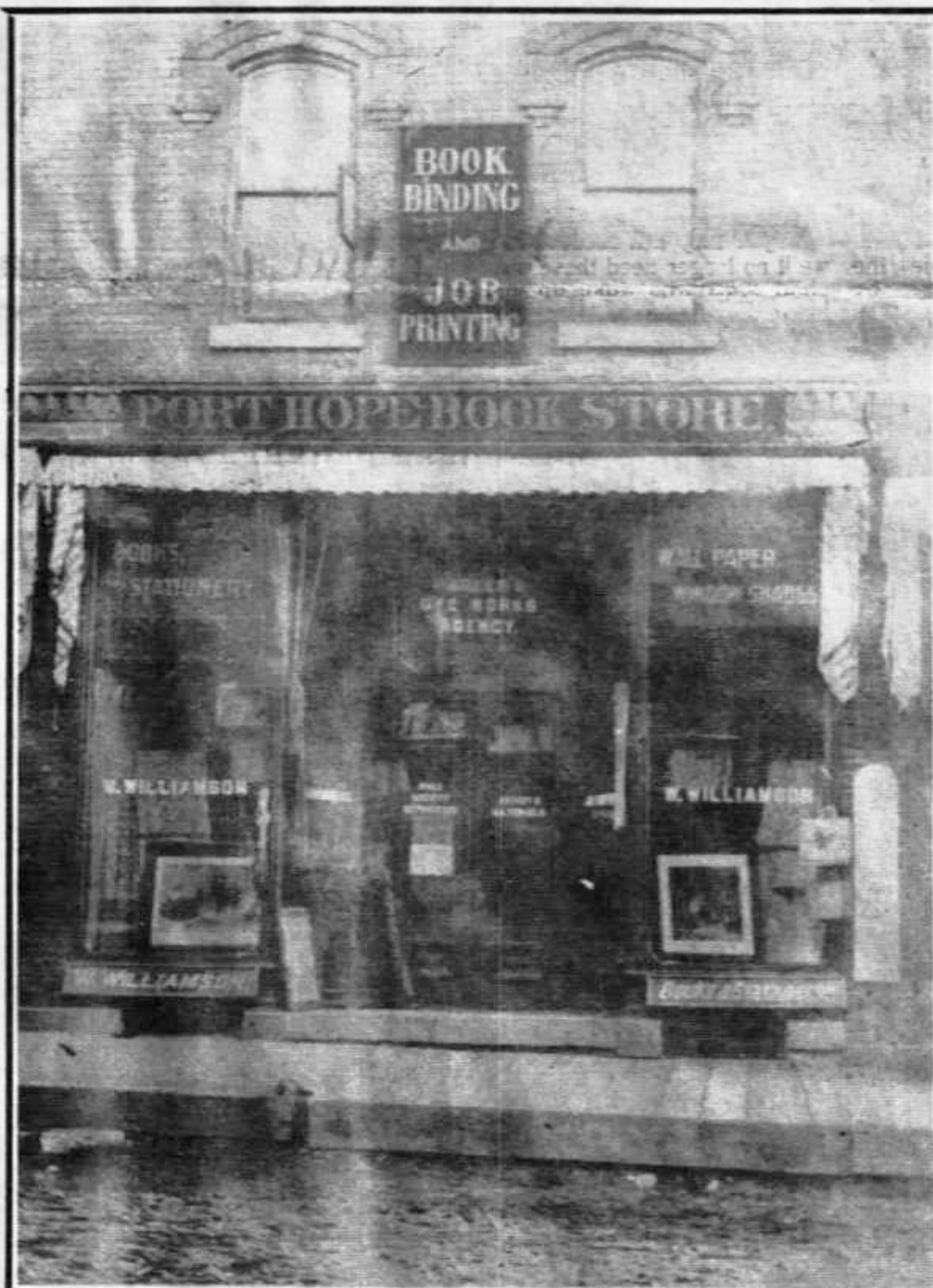
To this day Eldorado remains a major employer in Port Hope and Canada's largest uranium refinery. The company's presence in town has not been without controversy, however, and the various aspects of health and safety have been hotly debated on numerous occasions.

One thing is certain, however: in the minds of many people, Port Hope and Eldorado are practically synonymous.



Eldorado today - the new UF6 refinery

**Happy Birthday  
Port Hope  
1834-1984**



formerly Port Hope Book Store  
serving Port Hope since 1894

**RANDALL'S  
BOOKSTORE**

Headquarters for Books, Stationery,  
School Supplies, Gifts  
and Office Supplies

52 Walton Street Port Hope

**Happy  
Birthday  
Port Hope**

**HOLMES  
SHOES**

46 Walton Street, Port Hope  
885-4812



# Mill Street was appropriately named

By C.J. Ashmore  
 What's in a name? In the case of Port Hope's Mill Street, a lot of interesting history going all the way back to the town's earliest days.

Mill Street took its name from the fact that it was here that Smith's Mill stood. This mill was erected in compliance with the original agreement under which land was given to Elias Smith and Captain Jonathan Walton. The two agreed to erect a grist mill and saw mill as quickly as possible. By 1798 the mills were complete.

Between 1799 and 1889 this mill changed hands a number of times, finally being bought by James Dyer of Garden Hill. To say that this man was accident-prone is definitely an understatement. He would be a walking nightmare for any insurance company!

Dyer's woolen mill in Garden Hill was burned down in November 1886. The township was asked for \$1,500 to rebuild the mill, but Dyer was attracted away from Garden Hill by an offer of \$8,000 from the town of Port Hope. He relocated in the old Smith Mill (on the site of the present A & P store) but there was to be no smooth sailing for poor Mr. Dyer. On April 21, 1889 the mill burnt down.

Dyer left Port Hope and returned to Garden Hill where

he built a new mill in 1890. The fate of this mill? You guessed it - the mill was struck by lightning in 1911 and burnt to the ground. Meanwhile the old Smith Mill was never rebuilt.

During the 1800s a number of other mills were constructed in Port Hope. Amongst these were the Barrett Mills, which were built in the middle of the century at a site where Barrett Street now crosses the Ganaraska River. The owner of these mills, William Barrett, was an English immigrant who brought in all of his workers from the old country.

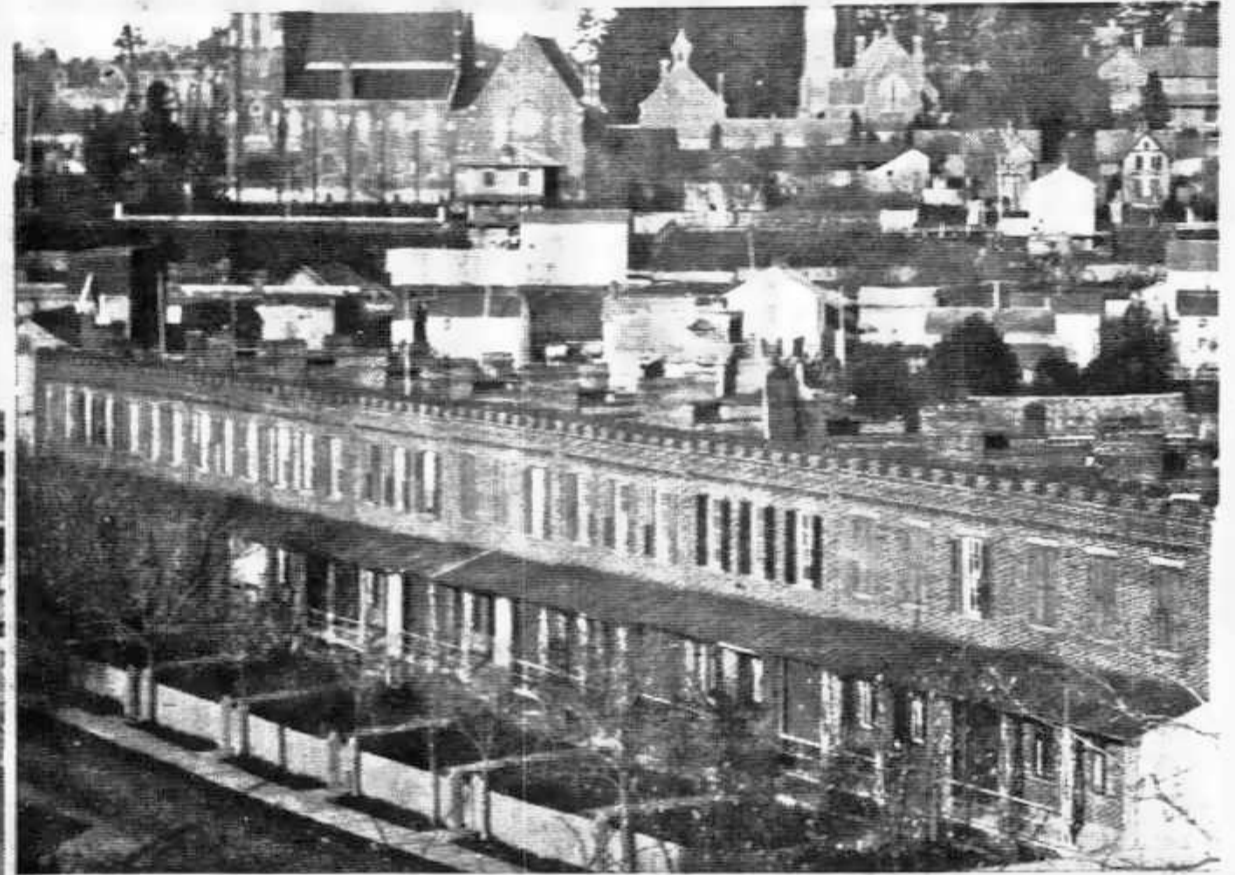
In the 1860s Barrett built special homes for his English workers and their families. This terrace of houses still stands on Barrett Street and is known as Barrett's Terrace. The rent on these homes? An advertisement in 1888 sets the price at \$10 a month.

Other mills in Port Hope included Beamish's Mill on Cavan Street, which later became the Nicholson File Works, Brown's Mill, McCabe's Mill and Molson's Mill. At their peak years, most mills worked 24 hours a day and the flour mills produced 200 to 300 barrels of flour a day.

By the end of the 1800s the age of the mill was past. New industries opened in town and water power became a thing of history.



**THE AGE OF MILLS** — In the 19th century Port Hope was a mill town, with the southern portion of town crowded by both the mills and their outbuildings. Above, those buildings and the millponds can be seen in this shot looking north. The large building near the foreground is Dyer's Woollen Mill. (Photo from the Tom Long collection)



**A CHIEF SOURCE OF EMPLOYMENT** — Port Hope's mills employed many town residents. Above are homes built by William Barrett in the 1860s to house the families of men who worked in his mills. Known as Barrett's Terrace, the homes still stand on Barrett Street. At left is

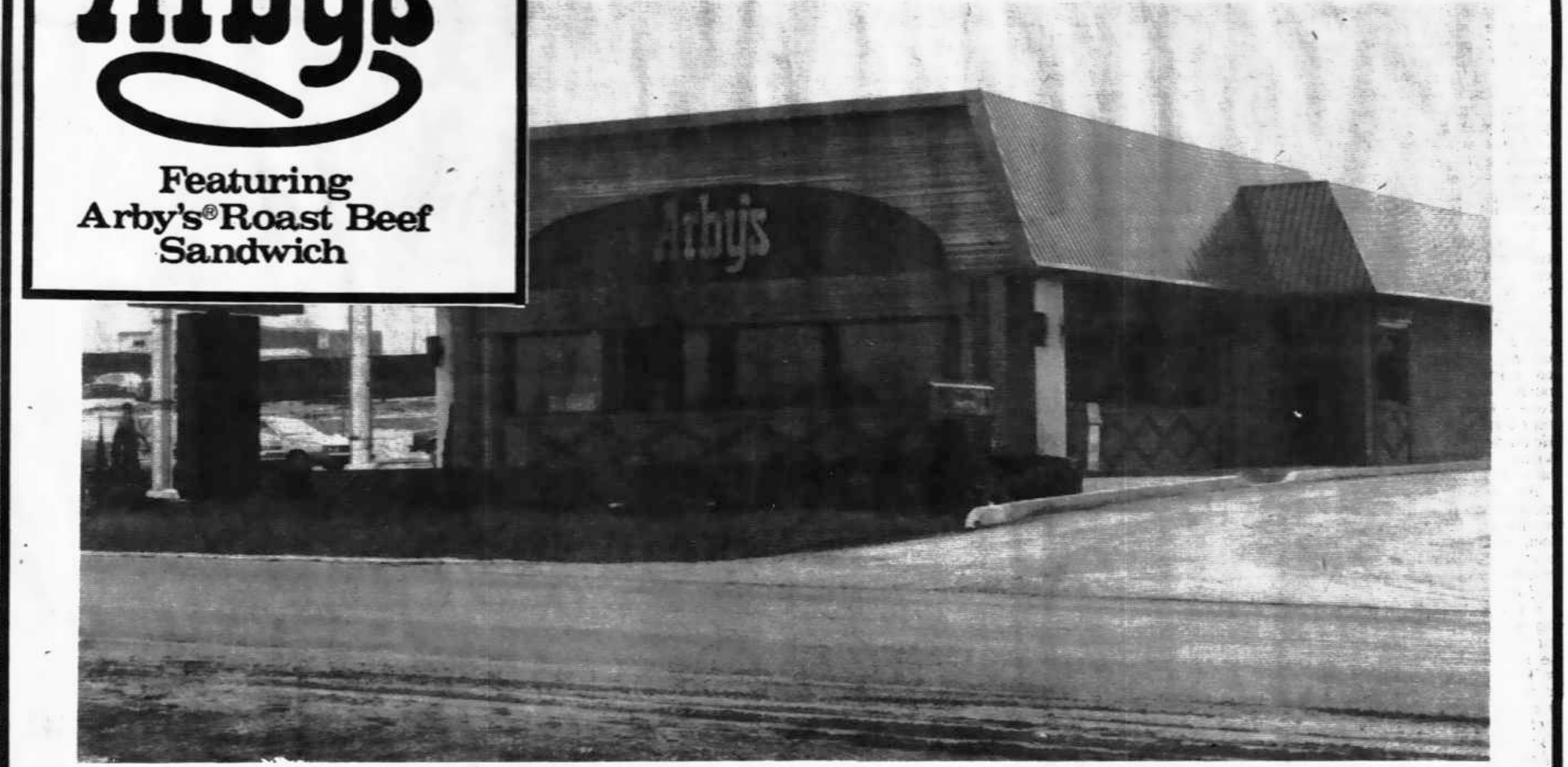
another photograph demonstrating how crowded and busy the south end of town was. This shot, taken in 1878, looks toward the harbor from King Street. (Photo above courtesy Rod Stewart; photo at left from the Tom Long collection)



**Arby's**<sup>TM</sup>

Featuring  
 Arby's® Roast Beef  
 Sandwich

# HAPPY BIRTHDAY PORT HOPE



1 Phillips Road, Port Hope  
 885-5875



*Tightrope walker, showman, aerialist, inventor, painter...*

## The Great Farini!

By Honor Sylvester

William Hunt was only 22 on an 1860 summer day when he travelled to Niagara Falls to see the Great Blondin perform his terrifying feats on a tightrope stretched across the river gorge.

He watched, with his fiancée, as the man pranced and somersaulted 60 metres above the violent water and some 40,000 gasping spectators. News of Blondin's stunts caused his fame to grow, and at 36 Jean Francois Gravelet, nicknamed Blondin, was a bigger attraction than the Falls.

"I could do that," Hunt told his fiancée. She laughed.

That night Hunt quit his job at her father's store, which also ended the engagement, and set out to challenge Blondin. This is when the one-time farm boy from Port Hope, William Hunt, became Signor Guillermo Antonio Farini, a name that carried him through the remainder of his 91 years.

Not only did Farini match, and occasionally surpass, all of Blondin's feats; he continued on to a variety of other colorful achievements.

He was at various times a medical student, strongman, aerialist, showman, inventor, explorer, writer, painter, sculptor and horticulturalist. His best-known book was *Through The Kalahari Desert*, which describes his discovery of a lost city in the heart of Africa, but his most successful book was *How To Grow Begonias*.

A larger-than-life Canadian eccentric, Farini invented improvements to steam engines, packing equipment and rifles, but his lasting contribution is the circus cannon, still used to fire daredevils into nets. Farini, in short, was a rare being. Unfortunately, since Canadians have never much cherished eccentrics, he is almost forgotten today.

Six cardboard boxes in the Archives of Ontario store the principal relics of his long and colorful life. Mostly personal papers, faded letters, patents, pictures and an unpublished autobiography, written in his 20s, tell us only fragments of his story.

He was born in 1838, one of six children. The family lived in Bowmanville when Willie was an infant, but then his father bought a farm and moved the family to Port Hope.

Farini studied medicine at Victoria College, then located at Cobourg. He did not become a doctor, however. Apparently medicine didn't pay in small-town Ontario in the 1850s.

"I had acquaintance with other medical gentlemen," he wrote, "whom I knew to be unable to earn a living by the exercise of their profession."

So he used his medical knowledge and the powerful body he had built up working on the farm to give "physical culture lectures" in village halls.

A Bowmanville newspaper describes one of these: "He threw 120 pounds over his head with one hand, threw a 60-pound weight 23 feet, then held at arm's length a 60-pound weight on each little finger. He supported himself with his hands and feet and allowed a stone weighing 300 pounds to be placed on his chest and broken with a sledge. He drew against 12 men and other extraordinary feats."

In his late teens he saw a tightrope walker in a travelling circus and found an easier way to make money than having hefty local lads smash stones on his chest. Funambulism, as it was called (Latin funis, rope; ambulare, to walk) seems to have come naturally to him. His first public walk was across Port Hope's Ganaraska River on a rope borrowed from a schooner. He made it to publicize the 1859 Village Fair, and claimed to have made \$500 for doing it.

His father called him a mountebank and his Puritan mother was outraged. It was not long afterwards that he left home for the land of the mountebanks, the American midwest.

Farini spent about a year sailing the Mississippi as advance man for a circus. He returned several thousand dollars richer, walked a tightrope across the main street of Bowmanville - from the town hall dome to the roof of Milne's Liquor Store - then decided to settle down in Lockport, N.Y.

There he might have remained but for his trip to Niagara to see Blondin.

In 1860, Hunt, now Farini, packed his bags and moved to Niagara Falls so that he could literally compete side by side

with Blondin. The Great Farini made a point of performing at the same times, on the same days, as Blondin, and after several successful crossings was rivalling Blondin and pleasing the crowds who first came to watch the new inexperienced man fall to his death in the river. Each crossing introduced a new gimmick, with Farini once taking the trip on his hands while tied in a burlap sack.

In August of 1860 both men decided they would take a passenger on this "routine trip" of theirs across the foaming waters. Only Blondin finished without having to stop for a rest, with the challenger, Farini, stopping several times to rest along the way. Although spectators criticized him at the time for his failure to match Blondin, newspaper accounts revealed that Farini's passenger was considerably heavier and that his rope was longer.

The Great Farini's last Port Hope appearances took place the next year on May 16. Farini appeared in acrobat's tights and a headdress of eagle feathers. He gave the show of his life as he crossed once with no tricks, then performed acrobatics on the wire, and finally walked across with wooden bottom peach baskets on his feet and tied in an enormous sack while blindfolded. A fireworks display was the backdrop for a second performance in the evening.

The great Signor Guillermo Antonio Farini never gave another show in Port Hope, but he did continue to walk the wire until he passed peacefully away in Port Hope in 1929 at the ripe old age of 91.

**THE GREAT FARINI** - Farini (at right, a.k.a. William Hunt) was a man of many talents, of which the most well-known are his abilities as an aerialist and high wire walker. But he is also believed to have been the first white man to discover the African Pygmy tribes. During an African safari he also shot a giraffe. (Photo from the Tom Long collection)



# Happy Birthday Port Hope 1834-1984

We Now Carry  
A Full Line of  
"Wine Art" Supplies

SUN  
TREE

Natural Foods

18 Ontario Street  
Port Hope

885-9900

Happy  
Birthday  
Port Hope  
1834-1984

**LOCKE'S DELI**

20 Walton Street Port Hope

885-5244

Happy  
Birthday  
Port Hope  
1834-1984

**RIVERSIDE  
CARPET AND TILE**

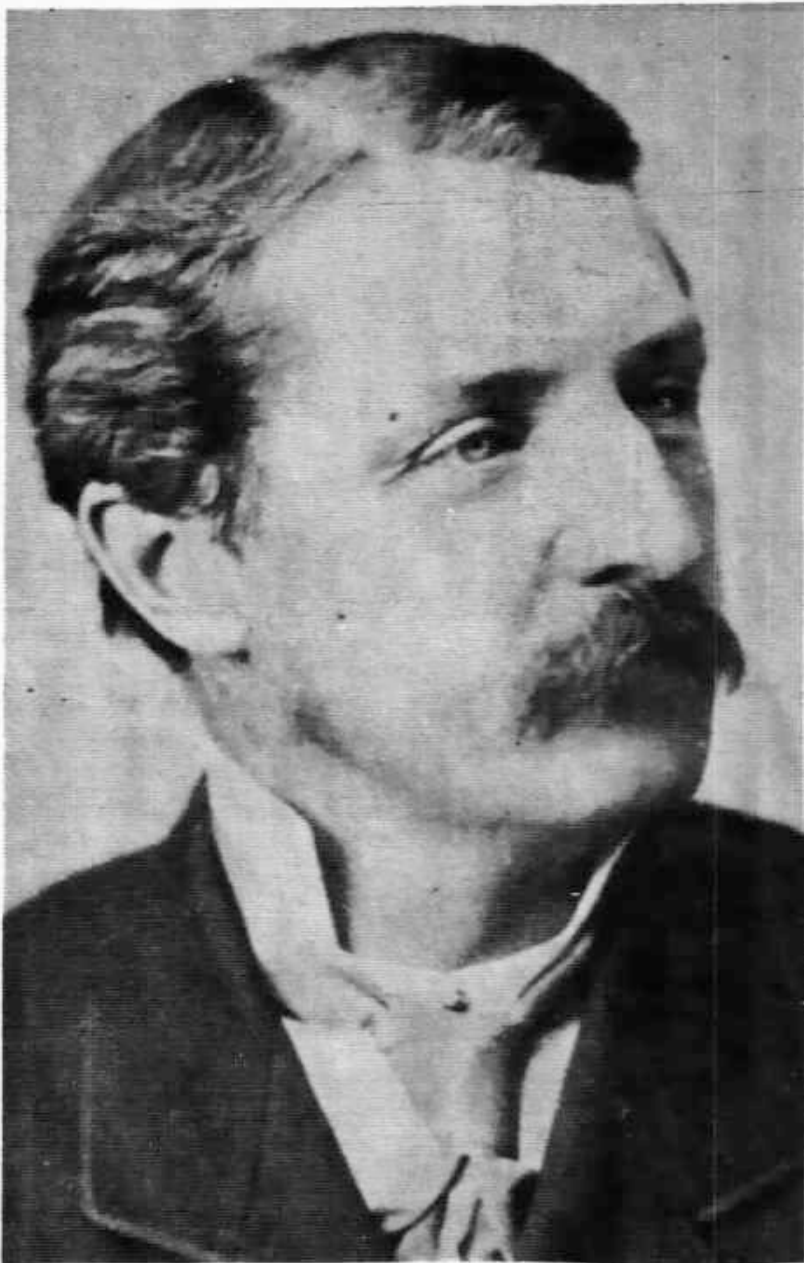
16 Walton Street Port Hope  
885-8158

# HAPPY BIRTHDAY PORT HOPE

150  
YEARS  
SESQUICENTENNIAL  
1834 PORT HOPE 1984

Nuclear Products Department  
Westinghouse Canada





Arthur Trefusis Heneage Williams  
(Photo from the Tom Long collection)



**GOOD AND BAD DAYS** — The statue of Lt. Col. Williams in front of the Town Hall has watched over many years of Port Hope's history. It was unveiled by none other than Sir John A. Macdonald himself in 1889, before a huge crowd of townspeople and other spectators.

Below, if you look closely, you can see Sir John A. pulling the cover off the statue. At left, the statue in the 1950s, when it was nearly toppled by Hurricane Hazel. (Photos from the Tom Long collection)

# Lt. Col. A.T.H. Williams, the hero of Batoche

By Susan Robertson  
In front of Port Hope's Town Hall, the statue of Lieutenant-Colonel A.T.H. Williams stands as a fitting monument to one of the town's most distinguished citizens. An illustrious politician and military commander, Lt. Col. Williams' forces fended off the advances of the forces of Louis Riel in 1885 at the famous Battle of Batoche.

Arthur Trefusis Heneage was the eldest son of John Tucker Williams, Port Hope's first mayor, and Sarah Ward of the Wards of Ward Street. He was born in Penryn Homestead, which his father had built in 1823 from the estate of Mrs. Ridout. He had purchased the lot for \$1,000.

Colonel Williams was educated at Upper Canada College and Edinburgh University. His father had a habit of giving his sons first (working) names — Arthur — and second and third names — Trefusis Heneage — after titled families in England

with whom the Williams family was related.

In 1859, Lt. Col. Williams married Emily, the daughter of the Honorable Benjamin Seymour, and they had five children. He served in local government, and the Dominion House of Parliament, and was according to one historian, "intimately associated with everything that for nearly a quarter of a century affected the welfare of the Town."

A.T.H. may also have been indirectly responsible for the establishment of the local weekly newspaper as a daily. During the election campaign of 1878, the weekly publication was converted to a daily newspaper with solid Grit backing to fight the Colonel on the tariff question.

In 1859, Lt. Col. Williams built Penryn Park House (the Big House) and was active in dividing the property, giving the streets family names.

Lt. Col. Williams saw service

in the Fenian invasion and the Northwest Rebellion, and it was here that he distinguished himself as a hero.

In August 1862, he took command of the Company of Foot Artillery of Port Hope, a firemen's organization formed from the former Roche's Company — the Victoria Rifles. In December the company became known as the Volunteer Militia Company of Infantry or the Port Hope Infantry Company. This, along with an additional Rifle Company and Engineer Corps, was Port Hope's fighting strength when a Fenian invasion threatened in 1865.

In the fall of 1866, the militia was reorganized and the formation of the 46th East Durham Battalion was announced. Lt. Col. Williams was placed in command of the new local organization, which comprised two companies from Port Hope and one each from Millbrook, Bethany, Springville and Janetville. It wasn't until 1885 that the Battalion under Lt. Col.

Williams was to achieve its finest hour at the Battle of Batoche in Saskatchewan during the Northwest Rebellion against opposing forces led by Louis Riel.

As part of a general plan for ending the revolt, Lt. Col. Williams was entrusted with the task of forming a provisional battalion from the Midland Counties. This famous Midland Battalion, the 46th, had two companies — one from Millbrook under Capt. Winslow and the other from Port Hope under Major Dingwall. The Battalion left Kingston for the front on April 7, and waged the Battle of Batoche on May 9, 1885.

According to one source, half an hour's work at Batoche ended the Northwest Rebellion, with only five of Williams' men wounded. Williams himself is said to have rescued nine prisoners singlehandedly! In the orders of the day after Batoche, Colonel Williams said: "The deeds yesterday performed by the Midland during

the Battle of Batoche have been such as to call from all, praise of the highest order. The action, which has virtually broken the Rebellion, will call for the thanks and gratitude of the country and none will be more deserving than the Midland."

Indeed, the country did show its gratitude, but unfortunately it was to express itself at Lt. Col. Williams' funeral. Arthur Trefusis Heneage died of pneumonia on July 4, 1885, while returning home from Saskatchewan. His funeral was to be the greatest funeral ever held in Port Hope. All stores and industries were closed, as were streets in the vicinity of the marketplace. The Colonel was given full military and civic honors with Lieutenant-Governor of Ontario, members of the House of Commons, and Senators, supreme court judges and the American Consul in attendance.

In 1889 a statute was unveiled in his honor by Prime Minister

Sir John A. Macdonald, who had come to Port Hope specifically for that purpose. On that day, Sept. 4, 1885, a public holiday was declared. Parliament had voted \$1,000 towards the cost of the statue, and the sculptor was Hamilton MacCarthy of Toronto.

The choice of a site, however, did not come easily. One of the objections to the Market Square was that, in the event of floods, ice-blocks might damage the monument. In addition, many felt the intersection of Pine and Walton Streets would be a more prominent place for their hero to stand. This could have proved interesting as traffic progressed from a few horse and buggy vehicles to present day traffic.

As can be seen today in front of the Town Hall, Port Hope's illustrious Lt. Col. Arthur Trefusis Heneage Williams has withstood the forces of time and the Ganaraska River just as he did the forces of Louis Riel.

**ORDER OF PROCEEDINGS**  
FOR THE MILITARY AND CIVIC

**FUNERAL**  
OF THE LATE  
**COL. A. T. H. WILLIAMS, M.P.**

Late Commander of the Midland Battalion, North-West Expeditionary Force, on

**Tuesday, July 21, 1885, at 3 p. m.**

**MILITARY ORDER OF PROCESSION.**  
Officiating Clergymen,  
Firing Party, consisting of 200 men with 3 rounds of blank ammunition, to be commanded by 1 Major, 1 Captain, and 1 Subaltern. The Firing Party will march in column of battalions.  
The Band of Brass,  
Gun Carriage with the Body,  
Horse, led by Groom, boots across saddle, spurs pointing to front.  
Carriage with Floral Offerings,  
Civilian Mourners,  
The Regiment under its late command, Officers, according to seniority inverted.

**ORDER OF CIVIC PROCESSION.**  
1. The Clergy.  
2. His Honor the Lt. Governor of Ontario, and A. D. C.  
3. Dominion Ministers and Members of the House of Commons and Senate.  
4. Ontario Ministers and Members of Legislature.  
5. Superior Court Judges and County Judges.  
6. American Consuls.  
7. Mayor and Council of Port Hope, Police, Magistrate, and ex Mayors.  
8. Harbor Commissioners.  
9. High and Public School Boards.  
10. Representatives of Trinity College School.  
11. Civil Service Officials.  
12. Members of Other Municipal Corporations.  
13. The Press.  
14. Sons of England.  
15. Delegates from Conservative Associations.  
16. Delegates from Reform Associations.  
17. Other Delegates.  
18. Fire Brigades of Port Hope, Millbrook, Colong, Linbav, &c.  
19. Citizens on Foot.

**PLACE OF MEETING.**  
In the Drill Shed, at the Drill Shed,  
12, N. W. Lower Esplanade, Town Hall,  
12, in the County Chamber,  
12, in the N. W. Lower Esplanade, Town Hall,  
12, in Market Square, west of Town Hall,  
12, in Market Square, east of Town Hall, and Queen St., south,  
12, in Market Square, east of Town Hall,  
12, in the Public Hall, Town Hall,  
12, at Central Fire Hall.

**THE ROUTE.**  
Drill Shed to Queen Street. Along Queen to Walton Street. Walton Street to Brown Street. Brown Street to Bedford Street. Bedford Street to Pine Street. Pine Street to St. John's Church. St. John's Church to Walton Street. And thence to the Cemetery.

By order of His Worship the Mayor, all the stores will be closed at 12 o'clock, noon, and vehicles of every description are prohibited on the above streets from 2 p. m. until the return of the funeral cortege from the Cemetery. Queen, Hector and Elias streets and the Market Square will be closed to the public from 12 o'clock, noon.

**CITIZENS' COMMITTEE.**  
His Honor, Judge Benson; Rev. C. J. S. Bethune, D. C. L.; John Helm; Wm. Craig, Sr.; Henry Covert; E. S. Vindin; Peter Robertson; John Mulligan; W. R. Wadsworth; G. B. Salter; James Evans; Wm. Simpson; Capt. T. P. Jones; A. J. C. Galletly; Chas. Stuart; John Walker; James Craik; A. Winslow; H. H. Meredith; R. C. Smith, Sr.; J. G. Williams; John Wright; D. Chisholm; Capt. E. H. Saunders; G. M. Furby; Stanley Paterson; Robert Chalk; T. H. Ambrose; Peter McCabe; W. G. Stevenson; J. H. Helm; Colonel Adams; J. P. Clemes; J. B. Trayer; N. Hookin; T. T. Baines; J. G. King, Secretary; A. v. Hugel, Chairman.

Following are the Sub-Committees, who will act as Marshals.  
Church Committee, — Messrs. J. G. Williams, and W. R. Wadsworth.  
Ministers and Members of Parliament, — Messrs. A. v. Hugel, and D. Chisholm.  
Port Hope and other Corporations, — Messrs. James Evans, and Thos. H. Ambrose.  
The Press and Sons of England, — Messrs. J. B. Trayer, and N. Hookin.  
Conservative Delegates, — Messrs. A. Winalow, and T. T. Baines.  
Reform Delegates, — Messrs. O. B. Halter, and J. H. Helm.  
Other Delegates, — Messrs. James Craik, and Peter McCabe.  
Firemen, — Messrs. W. G. Stevenson, and William Simpson.



**Died,**

At Penryn Park, Port Hope, on Sunday morning, the 24th December, 1882, **Emily Seymour**, beloved wife of **ARTHUR T. H. WILLIAMS, M. P.**

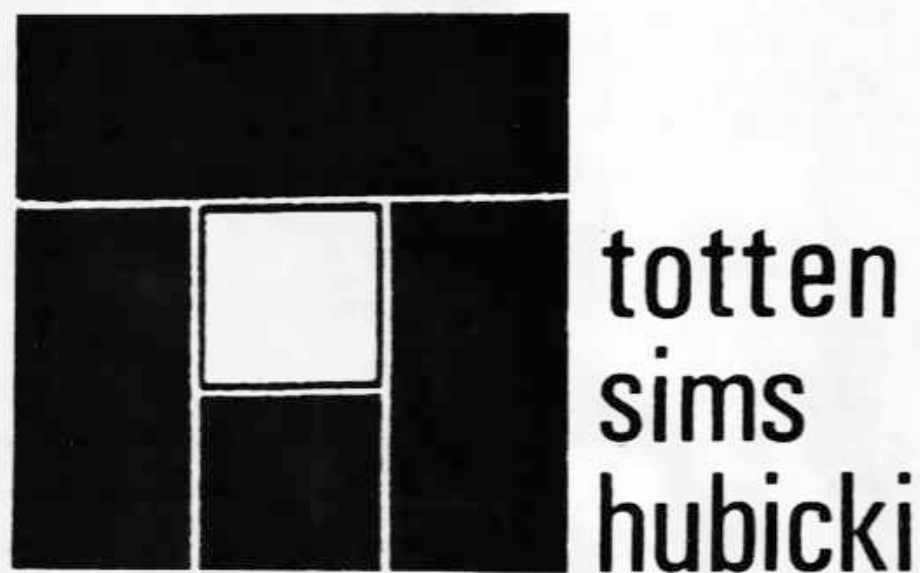
Funeral to St. John's Cemetery at 3 o'clock, P.M., **TUESDAY.**

Friends will please accept this intimation.

**A MEMORABLE DAY** — The order of proceedings for the funeral of Lt. Col. Arthur Trefusis Heneage Williams (above) on July 21, 1885, shows how important a figure Williams was for the town. Dignitaries from far and near came to Port Hope for the

funeral, which included a huge procession up Walton Street. At right, notice of the death of Williams' wife, the former Emily Seymour, on Dec. 24, 1882. (From the Tom Long collection)





# impact on tomorrow change happens so fast....

that most of us have trouble keeping up. For a consulting engineering firm however, the task is not only to keep up but also to help change happen;

to help translate concept into reality in such a way that values are created for society.

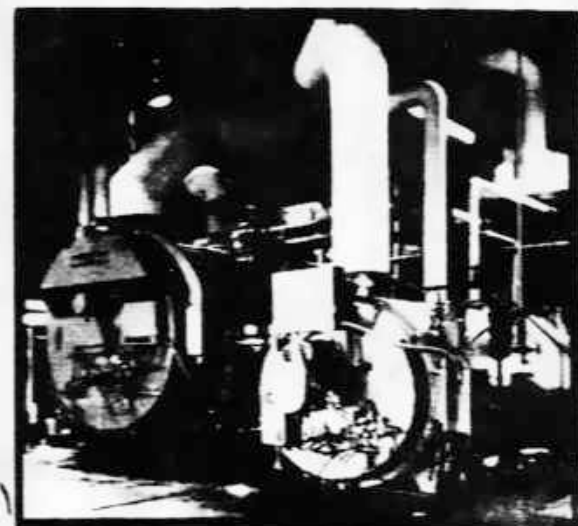
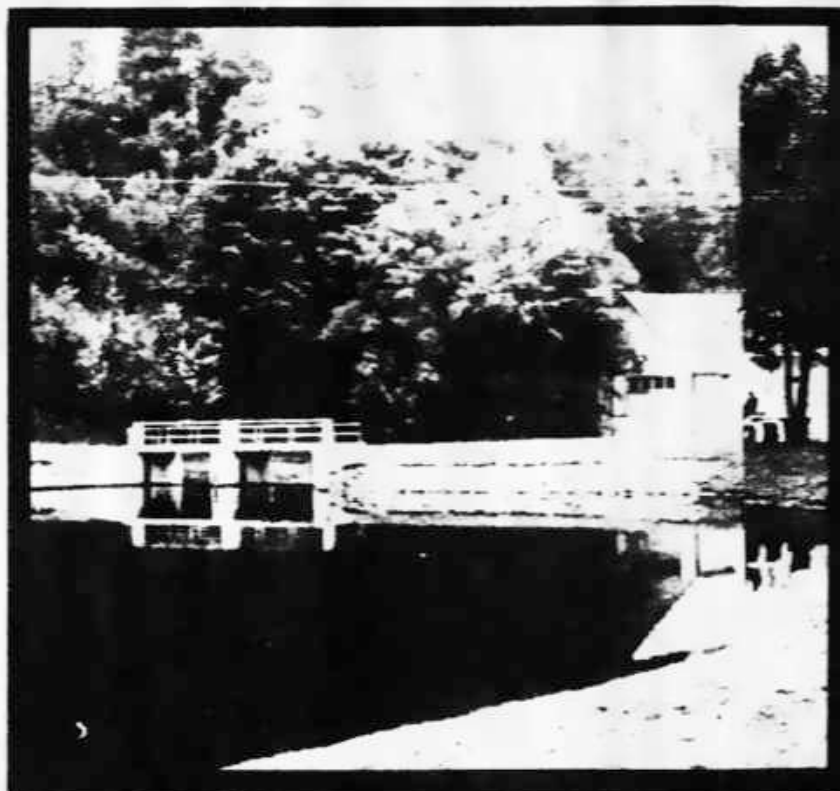
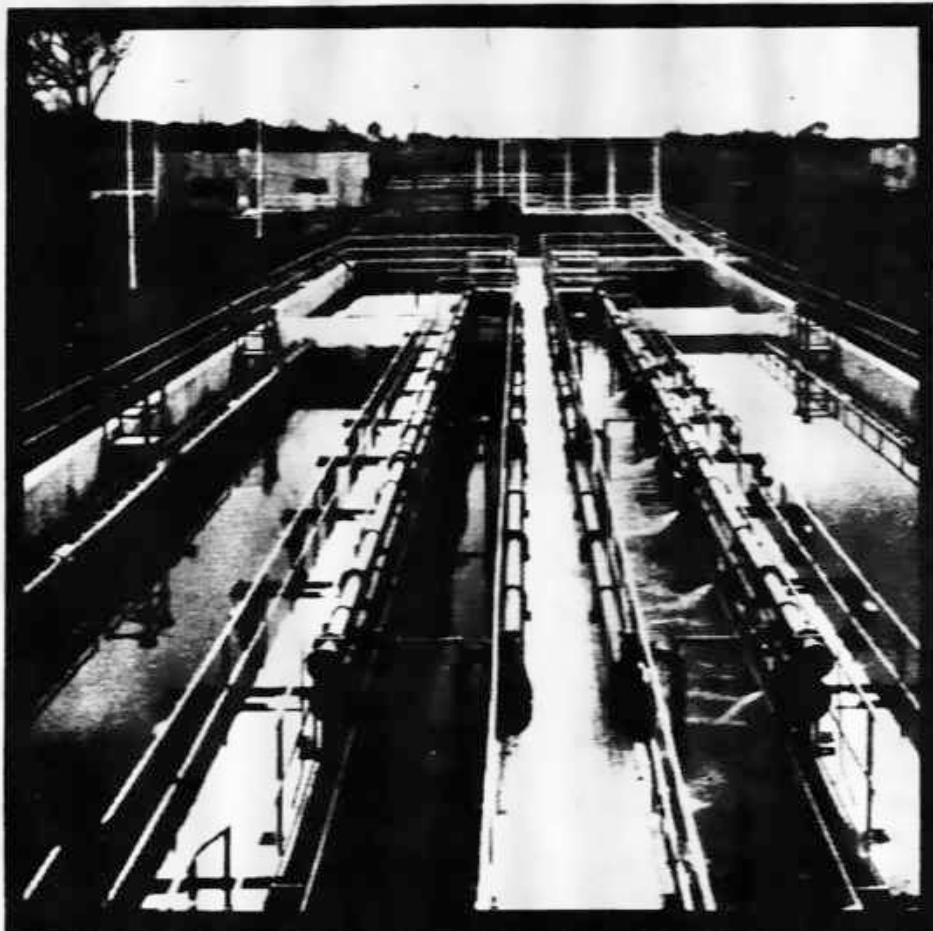
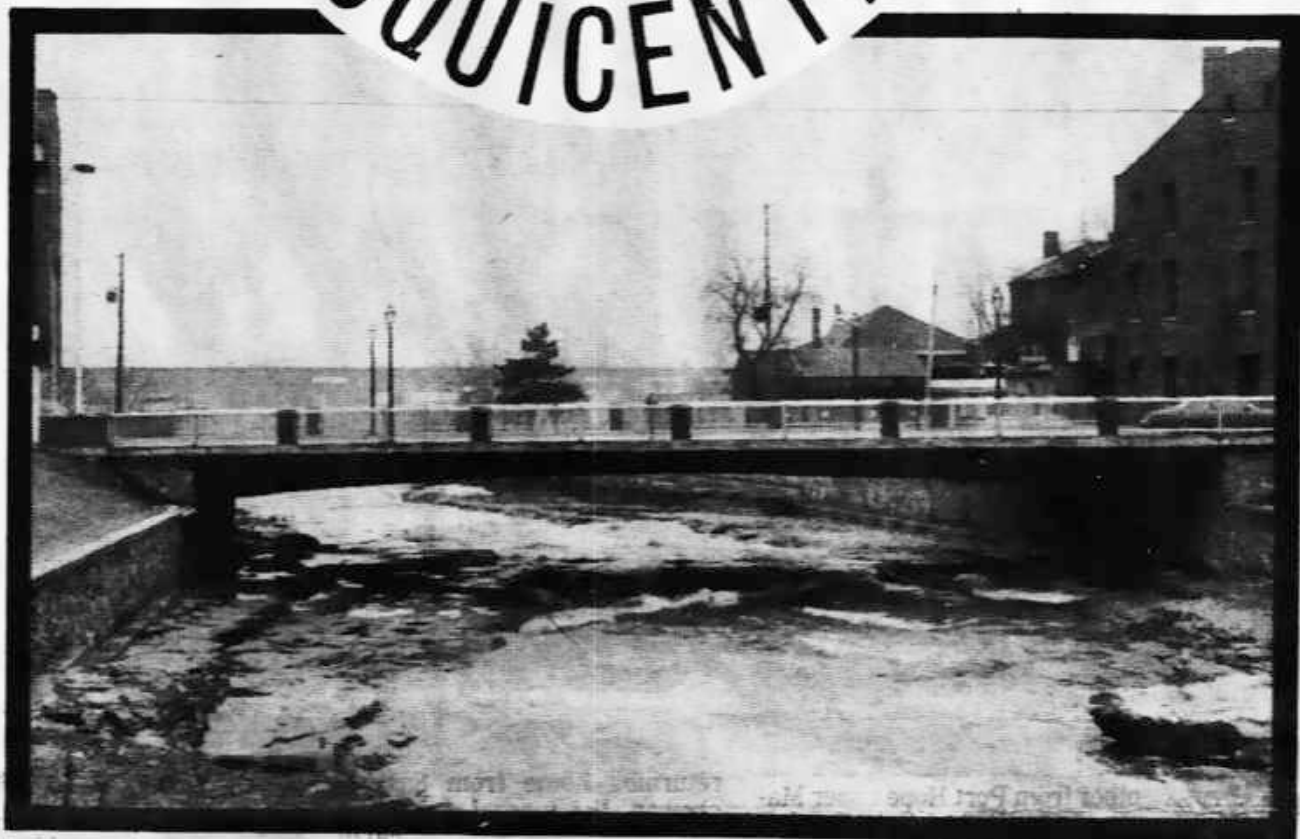
The trend is well established. Population and urbanization is increasing; there is greater concern for our environment and yet, greater demands by the public for higher levels of service often in conflict with technological, economic and political constraints.

Complexity and compromise characterize today's tasks frequently precluding the simple solution.

Since its beginning twenty-two years ago, Totten Sims Hubicki Associates Limited has been meeting the challenge by building an integrated, multi-discipline group now exceeding two hundred people providing services in urban and regional planning, resources management environmental, municipal and transportation engineering buildings and industrial engineering.

Offices are located in: Cobourg, Whitby, Toronto, Kingston, Bracebridge and Sault Ste. Marie, Brockville.

**Totten Sims Hubicki Associates Limited** in common with consulting engineering firms throughout Ontario is striving to ensure that its contribution to society has a meaningful impact on tomorrow.



# totten sims hubicki associates



# John Tucker Williams served Port Hope in many ways

**By Susan Robertson**  
John Tucker Williams, one of Port Hope's most influential citizens, was born in England in 1789. It was in England that he began his military career, as he fought at the Battle of Trafalgar under Lord Nelson.  
Commander Williams later fought in Canada as well, on Lake Ontario in the Battle of 1812 under Sir James Yoe. He served as a lieutenant on His Majesty's ships on the Lower Lakes until 1816. In 1817, the navies were dispersed and Commander Williams retired and returned to England.  
But his work and involvement in Canada were just about to

begin, especially his contributions and service to Port Hope. He was back in Canada in 1818 bearing a dispatch from the Earl of Bathurst to the Duke of Richmond for a land grant.  
It was for this reason that he arrived in the Port Hope area. In 1823 he bought a 200-acre lot from Ann Ridout, the wife of Thomas Ridout who was the Surveyor-General of Upper Canada. He paid \$1,000 for the lot.  
Commander Williams built his home at the south end of Victoria Street, on the west side. He had named the property Penryn after his native Penryn in Cornwall.

In 1829 he built his Penryn Homestead. The lumber used in the building of Penryn was sawn at a mill on the Ganaraska River from logs cut on the Penryn property. An interesting feature of the house is the oval room upstairs which Commander Williams built as a replica of a ship's after cabin with a gently sloping deck.  
He had married Sarah Ward, the daughter of an early Port Hope settler, Thomas Ward, in 1830, and thus he rushed to finish Penryn. However, because he did not allow the wood to age, the family could not move in the first winter.  
He and Sarah had seven children, the most famous of whom was Lieutenant-Colonel Arthur Trefusis Heneage Williams, the hero of Batoche who built Penryn Park House on the same property. Their eldest daughter, Augusta, married William Fraser, and Commander Williams gave the couple several acres of the family property on which the residence Dunain was built. The name Dunain is derived from

Fraser's ancestral home in Scotland; it means "Hill of the Birds."  
Williams served Port Hope in many other ways other than adding Penryn to the community. In 1828 he, along with John David Smith, John Brown, Charles Fothergill, David Smart and Marcus Whitehead, all illustrious Port Hopers, petitioned the government for authority to form a joint stock company for the purpose of constructing "a safe and commodious harbor and wharf." Eventually a Board of Harbor Commissioners was established to deal with the repair of the deteriorating harbor.  
In 1840 Commander Williams became the first Union Parliament member for East Durham. He was to serve as an MPP until 1848. One of Williams' first acts as an MPP was to introduce a bill which became law as 4-5 Victoria, granting the first copyright in Canada for a published book. The first two books to receive the copyright were by a Port Hope schoolteacher, Alexander

Davidson: they were a music book and one entitled The Upper Canada Spelling Book.  
Prior to his becoming a member of parliament, Williams had a chance to display his military prowess between December of 1837 and March of 1838, when he left Port Hope for York with local militia during the Mackenzie Rebellion. 1,000 Cavan Blazers were left behind and stationed throughout the town, but they never saw any fighting.  
Upon Williams' return, John Brown and a gang of men tried to burn the Penryn Homestead, but were repulsed. This incident makes it difficult to understand why Brown was elected as a member of the Board of Chief Magistrates in 1838!  
In addition to the attempted destruction of Penryn, Williams was also the victim of a robbery before the completion of Penryn. Those misfortunes withstanding, "1841 was the year of the Act of Union and John Tucker Williams R.N. retired with his Tory color of

naval blue" and involved himself in the affairs of Parliament as East Durham's first representative of the new province of Canada. (From the Echoes from the Minute Books by H.R.S. Ryan).  
In 1850, Commander John Tucker Williams became the first mayor of Port Hope, elected by council, when local municipal government was changed with the passing of the Baldwin Act. Williams was to serve two terms as mayor, one in 1850 and the second in 1853.  
He died at 65 years of age Sept. 9, 1854, at his beloved Penryn, having served both his native land and his new home in Canada to his utmost ability. He was buried in St. John the Evangelist cemetery, which is now St. Mark's.  
Williams left Port Hope with a great legacy in his contributions to the community, his descendants, (particularly Arthur Trefusis Williams), and his architecture, including Penryn and its surrounding property.



**THE BIG HOUSE** — Although it was Lt. Col. Arthur Williams, and not John Tucker Williams, who built the Big House at Penryn Park, the latter was responsible for acquiring the estate. John Tucker Williams built Penryn Homestead.

# HAPPY BIRTHDAY PORT HOPE



## HAPPY BIRTHDAY PORT HOPE

1834-1984



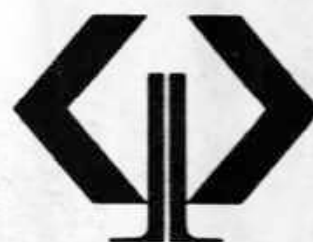
**DUNCAN**  
*Travel Centre*  
LIMITED

Zelda Kowal  
Manager

Madeline Wilfong  
Travel Consultant

Kerri Lynn Warren  
consultant

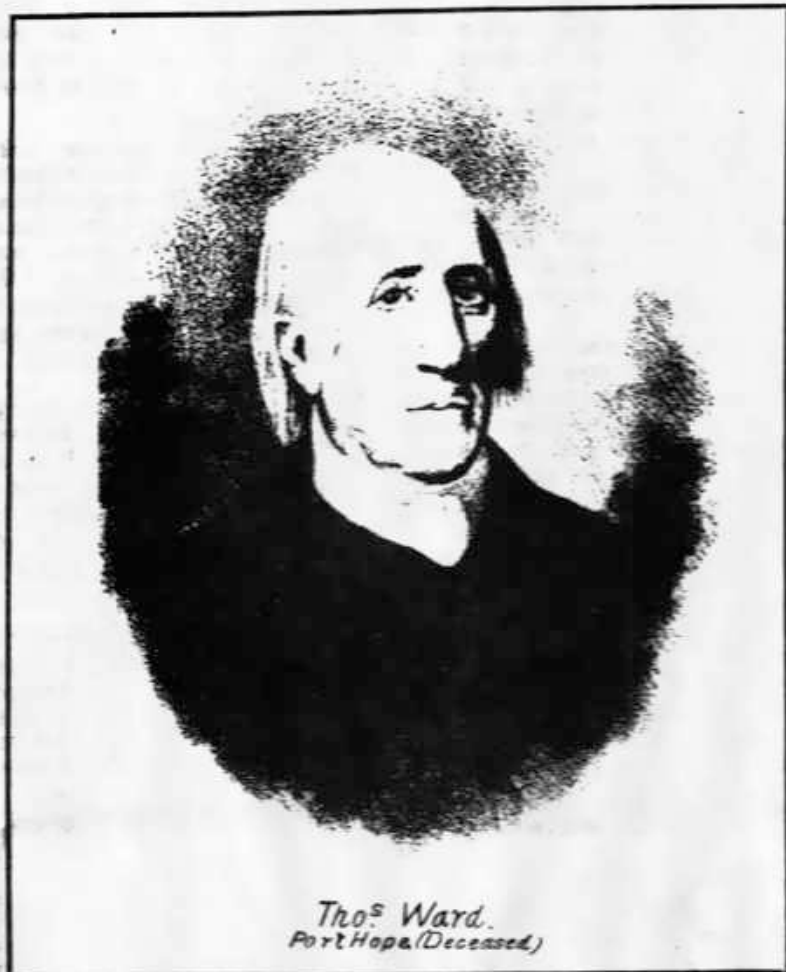
91 Walton Street, Port Hope  
885-6341



**CANADIAN IMPERIAL  
BANK OF COMMERCE**



# Thomas Ward was an early leading citizen



Thos. Ward.  
Port Hope (Deceased)

(From the Tom Long collection)

Thomas Ward, after whom Ward Street was named, was one of the earliest leading citizens of Port Hope.

He was born in London, England in 1770, but emigrated to Upper Canada in 1792 to serve as a barrister-clerk and secretary to Attorney-General White. When Mr. White died, Ward moved from Newark (Niagara-on-the-Lake), then the seat of government, to Northumberland County.

He first lived in the village of Brighton, where he served as registrar of deeds. But in 1807, after having become one of the first statute lawyers in Upper Canada, Ward moved to Toronto-on-Smith's Creek — Port Hope. Here he served as registrar of deeds for Durham County, eventually becoming a county court judge and clerk of

the peace in the district of Newcastle, which included Port Hope.

Thomas Ward's name appears as one of the 27 petitioners in June 1918 seeking support of the Governor of Upper Canada to make Toronto-on-Smith's Creek a port of entry.

Ward married Mary Playter of York (Toronto) and settled down in Rosehill, the home he had built, which was where the Trinity College School Lodge now stands.

All of the children of Thomas and Mary Ward played an important role in the town's history.

Their oldest daughter, Sophia, married Marcus Fayette Whitehead, who became the town's first customs collector

and a president of the Port Hope Board of Police.

The second daughter, Sarah, married Commander John Tucker Williams, and became the mother of Lt. Col. Arthur Trefusis Williams, possibly Port Hope's most famous citizen.

The third daughter, Elizabeth, married a clergyman, Charles Bernard Fleming.

The fourth daughter, Mary, married Charles Brent of Kingston, who became a leading citizen of Port Hope.

The fifth and youngest daughter, Charlotte, married John David Smith, son of Elias Smith, one of the first settlers to come to Port Hope.

The Wards' son, George,

became a barrister at law and took over as registrar of deeds for Durham County upon his father's retirement. He held that position for 54 years.

George Ward married Harriet Amelia Brent, and the couple had a son named Henry Alfred Ward. H.A. Ward served as a member of parliament, a county court judge, commanding officer of the Durham Regiment, and mayor of Port Hope.

The story of Thomas Ward was written by Mike Wladyka or a speech which was reprinted in the June 10, 1980 edition of the Evening Guide. The above story borrows liberally from that article, and the Guide thanks Mr. Wladyka for his aid in finding it and helping with additional research.

## John Brown built the first brick structure

By Michael Wladyka

Among the founders of Port Hope a man of distinction was John Brown.

Born in County Cavan, Ireland, he left his native land along with his wife, Margaret, and two small daughters, Eliza and Rosanne, to make a new home in Upper Canada in the town of Port Hope. They arrived in the village in 1818 when it was still called Smith's Creek.

By 1823 he was so well-established that he had built for his family the first brick building in the village at the foot of Walton Street on the site presently occupied by the Port Hope Hydro. In later years it became the Hastings Hotel, the Churches Hotel and the Royal Hotel.

Brown was a businessman involved in many fields.

His cut nail factory advertised a wide assortment of high quality nails.

His distillery was well-known, even though it did create a nuisance at times for the local residents.

His Yellow Store was one of the town's early general stores.

One mile north of town he had built for himself a complex he called Brown Stone Mills, which comprised modern flouring mills, a sawmill, a blacksmith shop, a cooper shop, store houses and a granary.

In 1829 John Brown was president of the Port Hope Harbor Company, of which he was the principal owner and promoter. He displayed a keen interest in the affairs of his town and of Upper Canada. As a supporter of the Reform Party he was elected to the Upper

Canada Legislature in 1830 and in 1835 as member of Parliament for Durham.

The town of Port Hope was incorporated on March 6, 1834.

On April 7 Brown sat on the first duly elected Board of Police of Port Hope. Marcus Fayette Whitehead was chosen to be president of the board, a position he held for four years. In 1838 John Brown was chosen by the board to be president.

On Friday, Jan. 28, 1842, John Brown died at the age of 52 and was buried in the cemetery of St. John the Evangelist Church (St. Mark's). The Toronto Examiner reprinted his obituary on Feb. 9, 1842, taken from the Cobourg Star.

Both friend and foe sang high praises of this dynamic young man from County Cavan, Ireland, who in 24 short years accomplished so much in his new homeland.

Widow Margaret Brown and her four daughters and their husbands were to continue to play an important role in the history of Port Hope. The eldest daughter, Eliza Brown, married a young lawyer, Col. William Wallis; the second youngest, Rosanne Brown, married a young lawyer from Saratoga Springs by the name of James M. Andrews; the third daughter, Margaret Brown, married Henry Howard Meredith, whose buildings still enhance Walton and Mill Streets; and the youngest daughter, Ann Jane Brown, married yet another famous Port Hope native, F.H. Bruton.

John and Margaret Brown can truly be identified with the founders of this community.



# HAPPY BIRTHDAY PORT HOPE 1834-1984

Ron Best



Paul Bonner



Dave Kerr



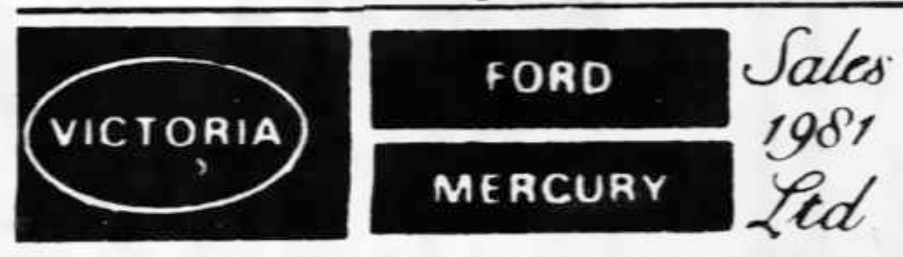
Wayne Symons

Happy Birthday Port Hope 1834-1984

Coleman Philp Electrical Company

Serving Port Hope for Over 40 Years

36 Walton Street Port Hope 885-4556



Highway 2 West Cobourg Just West of Burnham St.

372-0145



# Marcus Fayette Whitehead: the town's first customs collector

By Honor Sylvester  
 Marcus Fayette Whitehead is probably best remembered as being the first president of the Port Hope Board of Police (the predecessor of the town council) in 1834 and perhaps even for, being the oldest Port Hope citizen when he died in 1875, at the age of 80 years, with the ex-

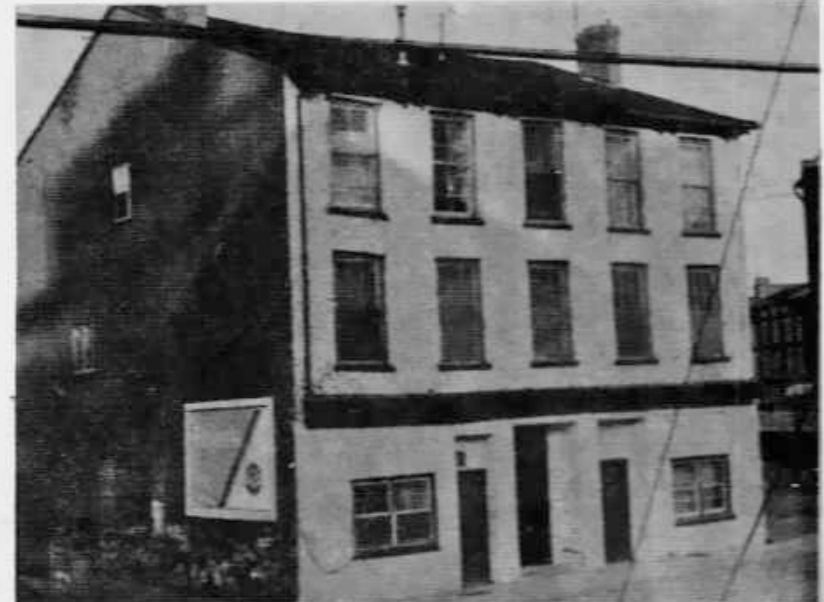
ception of Myndert Harris, who was not strictly looked upon as a citizen by town residents because he had been a farmer for many years in Hope township.  
 Whitehead was the son of Thomas Whitehead, the first president of the Canada

Wesleyan Methodist Conference.  
 A letter in the Guide, published in its weekly issue of May 8, 1875 as a follow-up to Marcus Whitehead's obituary (which had appeared the week previously), said that Marcus Whitehead, at the time, was the oldest resident of the town.

the law with the late Thomas Ward, Esq.  
 In 1819 the Governor made Port Hope a port of entry and Whitehead was appointed the first collector of customs. Whitehead was customs collector for more than 50 years, with the exception of a two-year period around 1831-32 when he was removed from office by the government because of accusations of improper conduct. Whitehead sued Charles Fothergill and John Brown for £2,000, damages for libel because of his dismissal.

and also as his clerk in the election campaign.  
 According to the Guide of Sept. 16, 1847, Marcus Whitehead was advertising a commodious merchant's shop in the north wing of the new brick block, east of the bridge. The ad said that there were also two very convenient offices on the second floor and that the rent was low. In the same advertisement, he said that he also had a very convenient dwelling house and out houses, with a garden and six acres of land on the Kingston Road, a mile and a half east of town.

family of Thomas  
 Marcus Whitehead had requested to be buried in the churchyard at St. Mark's, but a search of the graveyard could find no trace of his stone still in existence.  
 Woodbine Cottage, which now constitutes 4 and 6 King St., was originally built about 1820 as the original frame dwelling of Marcus Whitehead. The cottage was first built on land owned by Whitehead east of St. John's (now St. Mark's) Church as a frame home and was later bricked over. The house has been cut in half and moved to its present location by local historian Tom Long's grandfather, who obtained permission from town council for the move. It now sits on the opposite side of the street much closer to Ward Street.



FIRST CUSTOMS-HOUSE — Marcus Fayette Whitehead worked as Port Hope's customs collector in this building, still standing at 12 Mill St. S. Built in the 1840s, it has in recent years served as an apartment building. The Ganaraska Region Conservation Authority now owns the building.

The letter, signed O.S., stated that Whitehead had settled at Smith's Creek in 1818 and commenced his Canadian career as a clerk in the Post Office, situated where in 1875 stood Mr. Lelean's store (in the Quinlan Block) under Erasmus Fowke, Esq., Postmaster. (However, this letter would seem to dispute claims of some authorities that Charles Fothergill was the first Postmaster of Port Hope in 1818.)

The letter also stated that Whitehead commenced study of

Whitehead's cause was not in vain; he won his suit against Fothergill and Brown in what came to be one of Port Hope's more famous court trials.

He married Sophia Ward, the eldest daughter of eight children in the family of Captain Thomas Ward. The young enterprising barrister at law served as an apprentice in Ward's law office

## Charles Fothergill was the first postmaster and a great lover of nature

During the early months of 1817 an Englishman named Charles Fothergill arrived in the hamlet of Smith's Creek. Fothergill was on his way to York from Montreal and stopped at the hamlet overnight to rest at a local inn.

named Toronto, the name you have given to the village at Smith's Creek cannot be admitted of."

While in the area Fothergill also rode out to Rice Lake, and was much impressed by the countryside. So, while he did continue his journey to York, he later moved back to Smith's Creek, a place he would make a great impression on as an early settler and prominent citizen.

Nevertheless, the inhabitants of the village continued to use the name Toronto, and the post office was listed under that name until 1819.

Fothergill is known as the first postmaster of the village, and is generally credited with being responsible for the change of its name from Smith's Creek to Toronto.  
 According to historian Arnot Craik, "One may surmise that the name Smith's Creek did not appeal to a man of his esthetic tastes as a fitting designation for a place of such natural beauty."

However, it soon became necessary to establish a customs house at a port of entry so that U.S. ships could stop to discharge their cargoes and register them with the customs office. The citizens of Toronto (or Smith's Creek) sent a petition to the Lieutenant Governor of Upper Canada asking him to make their village that port of entry.

"Be this as it may," Craik continues, "the new post office was listed as 'Toronto' when opened during the spring or summer of 1817."

The request was granted, but on condition that the village be renamed Port Hope — which it was.

Difficulties with the new name arose when a letter from Fothergill found its way to the desk of the Administrator of Upper Canada in Council. Immediately Thomas Ridout, the Surveyor-General, was instructed to write to Fothergill to inform him that "as there is already in this Province and upon this Lake, a Township

But aside from his renown over the name controversy, Fothergill is remembered as a great lover of nature.

In the year 1817 he established a hunting lodge at the northern end of Rice Lake, where he was friendly with the Mississauga Indians. He also established a saw and grist mill at that site.

In his journals, Fothergill wrote extensively about the wildlife around the lake.

In 1822 Fothergill moved out of the area to which he had contributed so much — back to York, where he went on to become the King's Printer and member of the Legislature. He died in 1840.

## HAPPY BIRTHDAY PORT HOPE

Long, Kerr and Elmsley  
 INSURANCE SERVICES  
 885-4504  
**LONG BROS.**  
 LIMITED REALTOR  
 885-4501

# HAPPY BIRTHDAY PORT HOPE 1834-1984

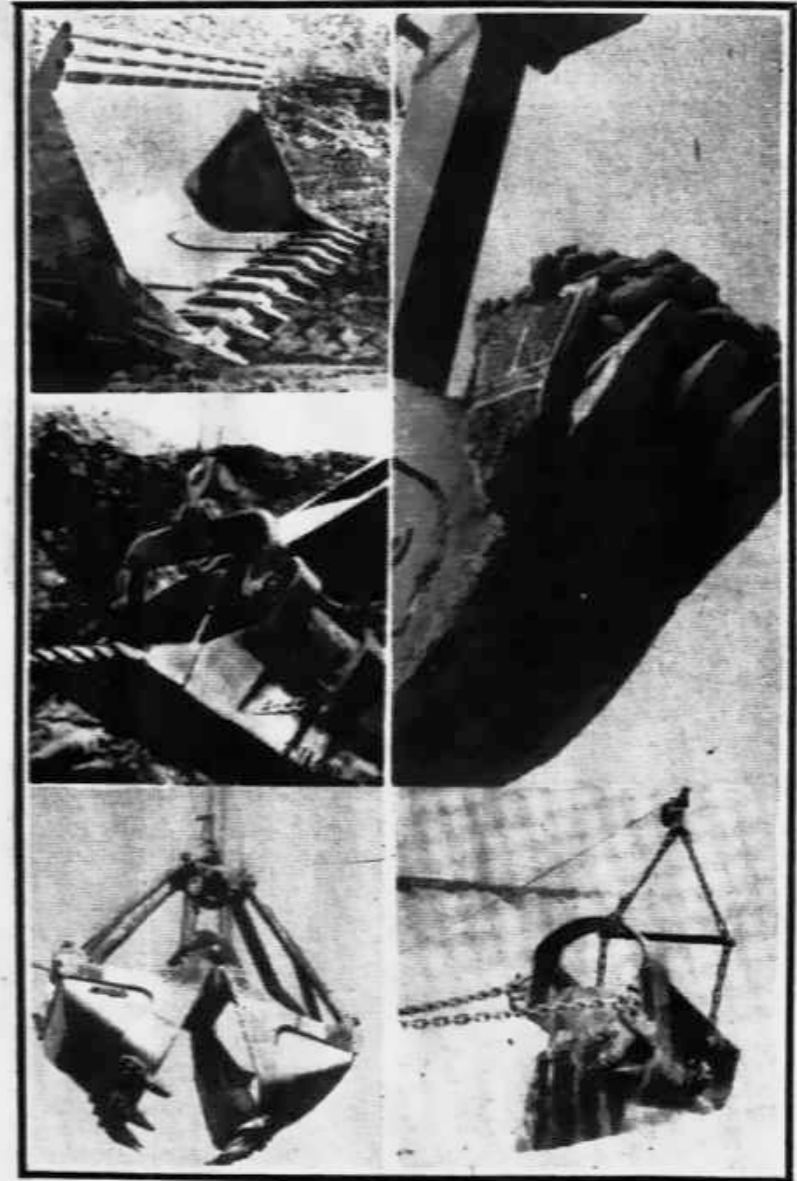


COMPLETE STEEL CASTING AND MANUFACTURING FACILITIES FOR REPLACEMENT PARTS USED IN:

- DIGGING
- LOADING
- CONSTRUCTION
- MINING & FORESTRY
- CUSTOM CASTINGS

FABRICATORS OF:

- HOE DIPPERS
- SHOVEL DIPPERS
- FRONT END LOADERS
- DRAG LINE BUCKETS
- CLAM SHELL BUCKETS
- SKIDDER GRAPPLES



ESCO®  
 MAKES  
 THINGS  
 BETTER  
 FOR YOU



HOPE STREET SOUTH 885-6301 PORT HOPE



# And today? Many people and organizations help to keep Port Hope's history alive

By Katherine Sedgwick  
Port Hope is fortunate indeed in having a number of residents and organizations who work hard to preserve the town's history. This sesquicentennial supplement which tries to present some of that history would not be complete without mention of those people and groups of people; it is in large part because of their efforts, and the help many of them have given us, that the supplement could be done at all.

Three names which always come quickly to mind in relation to Port Hope history are Tom Long, Cal Clayton, and Mike Wladyka. All three have graciously donated hours of their time and lent historical documents and photographs to the people who worked on this supplement.

Cal Clayton is a longtime Port Hope resident, having moved here with his family as a youth. Over the years he has accumulated a large personal collection of photographs, documents, newspapers, and other memorabilia, all about this town.

He is a familiar sight to many Port Hope people, as he walks throughout the town observing and mentally recording the changes which are always taking place. It's not uncommon for him to arrive on the site of a building restoration project with photographs of the building as it originally appeared, photographs which are often of invaluable assistance in restoration.

During the preparation of this supplement Cal was telephoned and corralled downtown many times for assistance on dates and historical details, assistance which he was invariably able to give with great accuracy.

Mike Wladyka has lent the Guide many valuable papers and photographs for this supplement. He too has a huge collection of historical information, and it's a collection which he is pleased and proud to show the

visitor interested in Port Hope's past.

Mike is known far and wide for his generosity with his collection. He has helped many people research family trees, and corresponds with descendants of Port Hope's first settlers whom he has contacted while doing his research.

Mike is extremely well-known to Port Hoppers because of his many years in town politics, including his several terms as

mayor. He is now manager of the Royal Canadian Legion, Branch 30, Port Hope.

If you have looked closely through the previous pages, you will have noticed that many of the photographs reproduced here are from the collection of Tom Long. It is difficult to express just how much Tom has helped us with this supplement. His beautiful historical photographs, we feel, make all the difference in the world; we

can write and write and write about a 19th-century event or building, but one photograph brings it all to life for our readers.

Tom also has a large collection of files containing most useful information on just about everything in Port Hope, and again he graciously lent them to us.

Tom is from one of the older families in Port Hope. He was a principal with the Long Brothers Real Estate firm for

many years, and he also worked with the Royal Bank in Paris. He is now retired.

Other area residents who are veritable experts on Port Hope's history include Edna Barrowclough and Foster Russell.

Mrs. Barrowclough, the Evening Guide's Wesleyville correspondent, has been very active in the East Durham Historical Society for many years. She has done much research on the old families of Port Hope and Hope township, and has a tremendous knowledge of the history of the entire area.

Foster Russell is well-known as the former publisher of the Cobourg Sentinel-Star, and also as the author of What a Friend We Have in Jesus, the story of one-time Port Hope resident Joseph Scriven. He too has been

active in the historical society for many years.

And speaking of the East Durham Historical Society, mention must be made of the hard work its members have put into keeping the past alive. The society has been responsible for the printing, or reprinting, of valuable historical information, including Belden's Historical Atlas and Arnot Craick's Historical Sketches.

There are two organizations in Port Hope primarily concerned with preserving the town's architectural heritage. They are the local architectural conservation advisory committee (LACAC), formed as a committee of town council in 1977, and the Architectural Conservancy of Ontario (ACO), of which there has been a Port Hope branch since 1964.



Historian and former Mayor Mike Wladyka has his architectural counterpart in A.K. Sculthorpe. While Mike works to ensure historical records and information about Port Hope are not lost, A.K. and the Architectural Conservancy of Ontario work to save historically significant buildings.



Cal Clayton now walks around town more than he bicycles, but he is very much a familiar face around Port Hope. He is an expert on dates and happenings from the town's earliest days to the present.




Tom Long, a former chairman of LACAC, has a vast collection of historic photographs and documents.

The Evening Guide has been most fortunate in having the assistance of a number of freelance writers for this sesquicentennial supplement. They are Jane Ashmore, a former Port Hope resident who now lives in Cobourg, Jane


Staunton of Hope township, who has worked extensively with Port Hope's LACAC, Susan Robertson of Hamilton township, Honor Sylvester of Port Hope, and former Guide editor Suzanne Stickley of Port Hope. Several ministers or

church members have aided us by writing the history of their churches, while Mike Wladyka has written some biographies of famous Port Hoppers. Guide reporter Celia Russell worked on the Calithumpian Parades article. Thanks to all!

**Happy  
Birthday  
Port Hope  
1834-1984**

*Susan Dewhurst* 

54 Walton Street, Port Hope  
885-6393

 **THREE WINDOWS**  
33 Walton Street, Port Hope  
885-8418

**Happy  
Birthday  
Port  
Hope**

**HAPPY  
BIRTHDAY  
PORT HOPE**


---

**ROSE  
Beauty Salons**

---

58 Toronto Rd. Port Hope  
885-4960

**Happy  
Birthday  
Port Hope**



**THE MAGPIE**

---

26 Ontario Street, Port Hope  
885-6973



**DON-LEN MOTORS**

156 Toronto Rd. Port Hope  
885-2366





# Port Hope Sesquicentennial CALENDAR OF EVENTS

## MARCH

**Founder's Month - a time to pay tribute to the men and women who have paved the way to 1984. Special celebrations for seniors will a part of this month.**

- 1-3 - Trinity College School presents the musical "Pirates of Penzance", 8 p.m. at T.C.S. auditorium. Tickets available at Watson's Drug Store, Walton St.
- 3 - Port Hope Figure Skating Club presents its Annual Carnival "Our Town, 1834 - 1984" at Port Hope Sports Complex. Performances at 1 p.m. and 7 p.m. \$3.00 adults, \$1.50 children and seniors.
- 4 - A special Sesquicentennial Service with guest speaker Bishop Desmond D. Hunt, at Port Hope United Church, 7 p.m. Ecumenical Service (All denominations welcome)
- 4 - An Evening of Olde Tyme Gospel Hymns, part of the Welcome United Church 150th Anniversary Celebrations, 7:30 p.m.
- 6 - Sesquicentennial Birthday Party at Greenwood Tower Inn. Come celebrate Port Hope's birthday. Giant 1000 pound birthday cake and refreshments. Sponsored by the Greenwood Tower Inn. 2 p.m., the Introduction of the Anniversary Issue of the Port Hope Evening Guide and the Official Cake Cutting. 7:30 p.m., Introduction of "Sesqui Song" and sing-a-long with "The Back Forty and Friends". Everyone welcome.
- 6 - 12 noon Church Bell Salute To Port Hopes 150th Anniversary.
- 7 - "The Permanent's Salute to Sesqui" - a historic display of banking memorabilia and photographs. Free draw for a framed picture and a Silver Sesquicentennial coin. 9 a.m. - 5 p.m. Refreshments. 113 Walton St.
- 10 - GALA SESQUICENTENNIAL FOUNDER'S BALL at the Port Hope Legion Branch 30. Cocktail hour, dinner and dance. Music by Bobby Gimby and His Society Orchestra. Advance tickets only. Port Hope Chamber of Commerce 885-4419.
- 11 - Friends of Music presents "An Evening of Opera" at the Port Hope United Church at 8 p.m.
- 21 - Friends of Music Sesqui Dessert Bridge, at Port Hope United Church, 2 p.m. and 8 p.m. \$5.00 per person. 885-4682 or 372-5534 for information.
- 31 - Legion District "F" cribbage at Branch 30, Toronto Road, 12 noon.

## APRIL

**Ganaraska River Month - a time to acknowledge the significant role the river has played in our history.**

- 1 - The Friends of Music presents Erewon Theatre featuring two children's plays at the Port Hope Lions Centre at 2:30 p.m. \$2.00 per person.
- 6 - "Float Your Fanny Down the Ganny" pre-race party at Greenwood Tower Inn from 9 p.m. - 1 a.m. Race Registration at Greenwood Tower Inn from 7-9 p.m.
- 6 - "Float Your Fanny Down the Ganny" River Race. Annual spring craziness on the Ganaraska River. Canoes begin at Canton and rafts and crazy craft begin at Sylvan Glen. Early Bird Main Street Breakfast by the A.C.O. and Early Bird Sylvan Glen Breakfast by the Kinsmen. Prize giving and street party after the race on Walton Street. Entry forms available at the Port Hope and District Chamber of Commerce.
- 9 - Horticultural Society Plant Auction at St. Paul's Presbyterian Church, 8 p.m.
- 14 - St. Paul's Church Women's Auxiliary Rummage Sale.
- 15 - Friends of Music presents Maureen Forrester in recital at Port Hope United Church, 8 p.m.
- 21 - Greenwood Tower Inn Sesqui Easter Party and Easter Egg Hunt.
- 27-29 - Rotary Trade Fair at the Port Hope Sports Complex. Noon on the 27th to 6 p.m. on the 29th.
- 28 - Salvation Army Parade and Flag Raising. Parade at 3 p.m. beginning at Ontario St., to Walton to Queen, to the Town Hall for the flag raising.

## MAY

**Youth Month - a time for our youth to shine by becoming involved in programs that will complement our anniversary.**

- 5 - "Christian Youth In Action" 2-10 p.m. at the Port Hope High School and the Port Hope Sports Complex.
- 6 - Anniversary Service with Rev. W.T. Wells, of Peterborough, 11 a.m. at the Welcome United Church.
- 6 - Legion Ladies Auxiliary Convention in Port Hope.
- 9 - St. Paul's Presbyterian Church Annual Auction Sale, 7 p.m.
- 11 - St. Paul's Church Women's Auxiliary Spring Tea.
- 16 - The Great Canadian ParticipAction Challenge - all the citizens of Port Hope are encouraged to "participAct" for at least 15 minutes and then register their activity and time spent at the Sesqui Office, 25 Queen St.
- 19 - Official Opening of Dorothy's House Museum and plant sale 10 a.m. - 4 p.m.
- 21 - Special Victoria Day Celebration - "Toronto - Toronto Day" with special guests Mayor & Mrs. Art Eggleton, picnic in the park, fireworks and plans are underway to have Bobby Gimby and local children and seniors participate in the celebration.
- 26 - Port Hope and District Horticultural Society "Spring Splendor" flower show at St. Paul's Presbyterian Church Hall. Show and Tea room 2 - 4:30 p.m. \$1.00.
- 29 - Presentation of Library Short Story Awards. 4:15 p.m. at the Library.

## JUNE

**Performing Arts Month - entertainment programs will be developed that will showcase our local talent as well as remembering the contribution made by our performing artists over the years.**

- 2 - Sesqui Balloon Challenge
- 3 - Branch 30 Legion sponsored Yukon Wing No. 718 of the Air Cadets Annual Inspection.
- 3 - Special Bicentennial/Sesquicentennial Friends of Music Concert - 8 p.m. at the Port Hope United Church. Tickets \$5.00, available at the Maggie and at the door.
- 4 - Welcome United Church Olde Tyme Picnic at 12 noon.
- 9 - Port Hope and District Horticultural Society Pot Luck Picnic at Garden Hill Conservation Park 3-5 p.m. Rain date, June 10 same time. 885-5577 for information.
- 10 - Dorothy's House Museum 2nd Anniversary party 1-4 p.m.
- 13 - Port Hope and District Chamber of Commerce "Sesqui Golf Tournament" at Dalewood Golf Club. 885-5519 for information.
- 16 - Port Hope to Cobourg Yacht Race. Starts in Port Hope at 12 noon. Port Hope Harbor is protected and has full facilities.
- 22 - "Jail Bird Jamboree" - put your best or not so best friends in jail. Fines paid to "escape imprisonment" will help to defray the costs of Canada Week.
- 23 - Hope Township Rate Payers Association salute to Port Hope Sesquicentennial at Bert Bartholomew's Farm on concession road 7, at 6 p.m.
- 24 - Brockport, N.Y. Yacht Club VS. Port Hope Yacht Club Annual Race. Starts at Port Hope Yacht Club at 11 a.m.
- 28 - Friends of Music Summer Concert Series in Central park bandshell at 8 p.m.
- 30 - Dorothy's House Museum Strawberry Tea from 2-4 p.m.
- 30 - Dude Hills "Open" Horseshoes at Branch 30 Legion at 10 a.m.

## JULY

**Salute to the waterfront - our harbor has played a significant role in our past as it opened up new frontiers and water is a part of our world today. This month will be a month to officially honor our Bicentennial as well as our Sesquicentennial.**

- 5 - Friends of Music Summer Concert Series in Central Park Bandshell at 8 p.m.
- 2 - Special Canada Day Celebrations featuring the largest Calithumpian Parade in Southeastern Ontario, family activities, fireworks, beer garden and special celebrations in the Agricultural park that may include a band competition. For further details contact the Chamber of Commerce 885-5519.
- 7 - Legion Zone F-2 horseshoes at Port Hope Branch 30 Legion.
- 7,8 - Ontario Horticultural Society "Festival of Flowers - Celebrating Together", flower show at Port Hope Town hall. Saturday 1-5 p.m., Sunday 1-4 p.m.
- 12,19 - Friends of Music Summer Concert Series in Central park Bandshell at 8 p.m.
- 21 - Dorothy's House Museum Yard and bake Sale from 10 a.m. to 4 p.m.
- 26 - Friends of Music Summer Concert Series in Central Park Bandshell at 8 p.m.
- 28,29 - Special Bicentennial/Sesquicentennial Salute sponsored by the Kanawa International Museum and Port Hope Sesquicentennial Committee. VOYAGEUR CANOE CUP RACE - open to canoes 20 feet in length and over. A two day event with a stop over. Starts from Harbour Front in Toronto on July 28th and finishes in Port Hope on July 29th. The Voyageurs will be met and welcomed by dignitaries on the beach including the Lieutenant Governor of Ontario. There will be a public picnic on the beach and entertainment. Prize giving and special dinner in honor of the Lieutenant Governor John Black Aldr at Trinity College School.

## AUGUST

**Physical Fitness Month - a wonderful chance to salute our athletes past and present. Featuring summer sports.**

- 4 - Mammoth horseshore tournament at the Legion Branch 30 to celebrate and honor Port Hope's 150th Birthday.
- 2,9 - Friends of Music Summer Concert Series in Central Park Bandshell at 8 p.m.
- 11 - Molson's presents THE PORT HOPE GRANDE PRIX OF CYCLING - sanctioned as a national event, top riders from across Canada will compete in the one lap spring and the 50 mile criterium. Special novice and celebrity races will be included.
- 18 - Port Hope Sesqui Night at Kawartha Downs. - tickets and dining room reservations available at the Chamber of Commerce, 885-5519. Dining room reservations to be made by August 11.
- 25 - Special Sesquicentennial Regional Swim Meet hosted by the Port Hope Aquatic Club, 64 events, special guests, 8 a.m. - 6 p.m. at the Port Hope Sports Complex.
- 26 - Legion Zone F-2 Drumhead Service at Port Hope.

## SEPTEMBER

**Agricultural Month - Agriculture has played a vital role in our community from its beginning. This is a time to highlight the agri-industry past and present.**

- 1 - Dude Hills 2 person cribbage tournament at Branch 30 Legion.
  - 3 - Dorothy's House Museum B-B-Q and Barn Dance at the farm of Bert Bartholomew on concession road No. 7 at 5 p.m.
  - 8 - Port Hope District Horticultural Society Junior Gardeners "Early Autumn" flower show at St. Paul's Presbyterian Church. Show and Tea room from 1:30 - 4 p.m. Admission \$1.00.
  - 8 - LAKESHORE SHRINE WESTERN WEEKEND featuring a Full Rameses Temple Shrine Parade at 11 a.m., the LAKESHORE SHRINE SESQUI RODEO in the Agricultural Park from 2 - 4:30 p.m. Western Dance in the Agricultural Park from 9 p.m. to 1 a.m. 6:00 p.m. Bar-B-Q.
  - 9 - LAKESHORE SHRINE WESTERN WEEKEND featuring a Lakeshore Shrine Sesqui Cowboy Breakfast at the Greenwood Tower Inn, the LAKESHORE SHRINE SESQUI RODEO from 2 - 4:30 p.m. in the Agricultural Park.
  - 13-16 - Port Hope Annual Agricultural Fall Fair at the Agricultural park. Exhibitions, midway, games fun.
  - 16-22 - Legion Week in Canada with something each day at the Branch 30 Legion.
  - 22 - St. Paul's Women's Auxiliary Rummage Sale.
  - 22 - Port Hope and District Hospital special Sesqui salute to our health care services - "Health Care through the Ages" 11 a.m. - 4 p.m. Displays, demonstrations, games and rides depicting the history of health care in this area.
  - 28 - Choir Concert at Welcome United Church, 7:30 p.m.
- T.B.A. BIG BROTHERS SESQUI SOAP BOX DERBY sponsored by Petro-Canada Products Inc.

## OCTOBER

**Architectural Heritage Month - a time to pay tribute to our visual heritage - featuring our 19th century street-scapes, our historic homes, our C.N. Station, and other key buildings.**

- 6 - Architectural Conservancy of Ontario, Port Hope Branch presents the Annual Historic House Tour featuring the Town's rich architectural heritage. The Bluestone, 1834, promises to be highlight of the 84 tour.
- 6 - "Architecture Across Canada" presented by John de Visser, Greenwood Tower Inn 8:00 p.m. Cost \$3.00 per person.
- 13 - The Sesquicentennial Committee presents a one act play "Sam's Tree" written by Marion Garland and directed by Olga and Derrick Kershaw. To be followed by a historic slide presentation from Tom Long's collection. Trinity College School gymnasium at 8 p.m.

- 13,22 - Historic Architectural Bus Tour of Exteriors only - departure from Greenwood Tower Inn 1:00 a.m. @ 2 p.m. Time of Tour 1 1/2 hrs. Cost \$3.50.
- 20 - Official opening of Port Hope C.N. Station a Sesquicentennial Restoration Project of the Port Hope Branch of the A.C.O. Inc. The Ministry of Citizenship & Culture @ C.N.

## NOVEMBER

**Visual Arts Month - Special thanks to the men and women and boys and girls who contribute and have contributed their creative skills to our community. A series of special exhibitions will feature both work of past and present artists and artisans. Events will feature a book-binding exhibition, children's murals. Locations: Public Library, Queen St., Greenwood Tower Inn, Highway No. 2 and other places to be announced.**

- 2-4 - Hope Lodge Masonic Homecoming Weekend at the Masonic Temple, Toronto Road. Friday: Special Guest Speaker, the Deputy Grand master. Saturday: Dance and Reception at the Masonic Temple. Sunday: Masonic Church Parade at St. John's Anglican Church.
- 9 - St. Paul's Church Women's Auxiliary Fall Tea and Bazaar.
- 3 - Holly Berry Bazaar - St. Mark's Church.
- 21 - United Church Annual Christmas Fayre - 1-4 / 7:00 - 9:00 p.m.
- 30, Dec. 1,2 - T.B.A. OLDE TYME CHRISTMAS Antique Show and Sale at Greenwood Tower Inn. Ontario dealers offering a wide range of antiques and collectibles including furniture, china, jewelry, and folk art.

## DECEMBER

**Port Hope's Olde Tyme Christmas - for 12 years the Town of Port Hope has been turning the clock back during the month of December to recapture the warm feeling of 19th Century Christmases. Cedar decorations, red ribbons, cranberry and popcorn chains are carefully placed around our beautiful 19th Century shops downtown; lights are white, red and green and horse drawn vehicles ply the streets. The atmosphere is perfect for community activities which bring people together in the spirit of sharing and caring which Christmas had before commercialism took over our most enjoyable and sacred festival.**

- 8 - Port Hope and District Horticultural Society Senior and Junior Gardeners "Ho Ho Ho" Christmas decoration show and sale. Show and tea room 1:30 - 4 p.m. Admission \$1.00.
  - 8 - Olde Tyme Christmas darts, euchre and cribbage at the Branch 30 Legion. Registration at noon, \$2.50 per person.
  - 15 - Grande Winter Ball - The social event of the season. Dress olde tyme or formal. Location: Greenwood Tower Inn.
- Other activities throughout the month include: carol singing and a Santa Claus Parade with olde tyme floats and marching carollers.  
For a detailed calendar of December of Events call 885-5519.