

# NEWSviews

*The Quarterly Newsletter of the Simcoe County Historical Association*

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## In this issue...

Annual Meeting Report .....	1
SCHA Memberships .....	1
President's Message .....	2
SCHA Executive .....	2
Young Historians' Adventures ..	2
Wardens of Power Film .....	3
Andrew Hunter Prize .....	3
Fort Willow: early history .....	4-6
SCHA April Meeting .....	7
Order of Ontario Recipient .....	7
Historica Fairs .....	7
Capsule Railway History ....	8-13
Young's Barrie Gaol .....	14
Camp X Stories .....	14
Huron Agriculture .....	15
Note from the Editor .....	15
Coming Events .....	16
September BBQ Information ..	16

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[www.simcoecountyhistory.ca](http://www.simcoecountyhistory.ca)



**Simcoe County Historical  
Association**

*Preserving the Past,  
in the Present,  
for the Future.*

## Annual General Meeting Report

Our Annual General Meeting took place on May 18 at the Bell Farm Banquet Hall, Barrie. As usual, the food was delicious and the surroundings enjoyable.

Our executive (see page 2) remained unchanged this year with the full slate re-elected. The presentation of the Andrew Hunter Prize for the first time was special (see page 3).

With Dan Needles as our guest speaker, humour was in good supply. Charles Cooper provided an entertaining introduction, recounting his personal history with Dan many years ago.

Dan spent nearly an hour providing an overview of his inspirations for writing, and numerous anecdotes (one about his horse sticks in my mind). He thinks of his Persephone Township as a wonderful place to live that should be used as a model for others. His readers couldn't agree more. He then took questions from the audience to the delight of his fans.

Don Ross of Manticore Books in Orillia provided a wonderful book table. Mr. Needles generously agreed to sign copies of his latest books for the membership.



*Charles Cooper (left) introduced his longtime friend, Dan Needles, to the membership.*

## SCHA Memberships

Memberships for 2004 are still available. Rates are \$10/individual, \$12/family. Send dues to Box 144, Barrie, ON L4M 4S9. Please do not forget to alert us if you change your address!

**THE ONTARIO  
TRILLIUM FOUNDATION**



**LA FONDATION  
TRILLIUM DE L'ONTARIO**

*With thanks to  
The Ontario Trillium Foundation  
for their financial support.*

## President's Message

Good food, good company, and good entertainment, these were the order of the day at our annual general meeting on May 18<sup>th</sup> at the Bell Farm Road Banquet Hall in Barrie.

Almost 100 were on hand, making this AGM one of the best attended in recent years. Moreover, for the first time in recent years, the banquet paid for itself. In fact, it added some \$400 to the funds of the Association. Thanks to award-winning author and playwright Dan Needles for his support and gentle, engaging good humour. I understand from membership chair Bill Packham that SCHA also added eight new members over the course of the evening. This brings our membership to 168 for the year – another recent highwater mark.

Add to this the generous increase in our operating grant by Simcoe County Council, our first-rate special programmes and projects and calendar of speakers, our steadily rising donations, and our outstanding newsletter, one cannot help but think that the past year has been a good one for SCHA.

Your Association presented the inaugural Andrew Hunter Essay Prize this year. Dave Osborne, a Laurentian University student enrolled in Georgian College's Institute of University Partnerships and Advanced Studies, is a worthy and generous recipient.

Yes, it has been a very good year for SCHA. The challenge before us now is to make next year even better. It is a challenge that your Board of Directors embraces thanks to your strong and continuing support.

Have a happy and safe summer. See you at our BBQ at Sheffield Park Black History & Cultural Museum, Collingwood, on September 18<sup>th</sup>.

## Simcoe County Historical Association Executive

Brad Rudachyk, President	726-7380	rudachyk@allstream.net
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### For Membership Information, contact

Bill Packham, Membership Chair      739-0906      wpackham2795@rogers.com

Does your society have an active correspondent who can provide reports on your activities?

Historical groups are invited to submit photos and articles regarding your significant event. Imagine your society on the cover! Photos will be returned.

**Deadline for the next issue is August 20, 2004.**

## Young Historians' Adventures in Simcoe County

### Where Amy Went

**N&V:** Where did you go this spring to check out another Simcoe County museum?

**Amy:** Mommy and I went with my sister Laura and my friends Jacob and Julia and their mommy to the South Simcoe Pioneer Museum in Alliston. There is a park to play in right by the museum!

**N&V:** What did you do there?

**Amy:** We played school at the old fashioned desks and looked at the ink wells Grandpa used to dip girls' pig tail tips in! We looked at the rooms they had set up with old furniture, a piano, books, and all sorts of stuff. They had a special display about nursery rhymes, and I read about Jack and Jill.

The lady in charge let us into the old log cabin they have there. Was it ever cold inside! They had a butter churn and

washboard and a very short bed. They also had a big basket of old fashioned toys we were allowed to play with! Julia really liked them.

**N&V:** What was the best part of your adventure?



**Amy:** We got to touch the big old school bell. It has a big ringer inside that you can reach up and bang against the side.

Is it ever loud! All four of us had a turn, but then Mommy said that was enough.

**N&V:** What was your least favourite thing?

**Amy:** They had a big dead bear skin that people used to use to keep warm. Yuck. It was on the back of the couch! Jacob thought it was cool.

Amy recommends taking lots of friends with you as you explore one of Simcoe County's great museums this summer. Amy plans on touring the newly renovated Orillia Museum of Art and History in late August or early September when they re-open.

This column features an interview with the editor's five-year old daughter who enjoys adventures at the museums of Simcoe County. The editor invites columns from other young historians.

# **Wardens of Power Film**

by Bill Packham

We hope you attended the SCHA's Show and Tell night March 16 at the Simcoe County Museum. One of the items featured was a ten-minute, 16mm, colour and sound movie produced in 1941 for the Hydro Electric Power Commission of Ontario to promote wartime hydro conservation.

This film resurfaced after 30 plus years when Bill Packham began a search through his personal archives recently. It was produced to be shown, along with newsreels, before feature films in movie theatres across the province. It promotes conservation by residents so power would be available for production of planes, tanks, ships, munitions, and other items to support the war effort.

Hydro One's archivist is pleased to have a complete copy of the film at last, as the National Archives' copy lacks some of the final footage and the audio track, and Hydro One's own copy was incomplete, lacking the final few minutes of the show. Bill says, "This just goes to show how valuable, archive-wise, some items in our possession may be."

## **Andrew Hunter Prize Awarded**

by Susan Downs



*President Brad Rudachyk congratulates recipient Dave Osborne*

The Andrew Hunter Essay Competition was initiated by the SCHA Board of Directors in April of 2001 and offered for the first time in 2002.

Andrew Hunter was born in Innisfil. His distinguished career encompassed many positions including editor of the *Barrie Examiner*; secretary for many years to the Ontario Historical Society, and archeologist. He also took part in the geographical survey of Canada.

He knew and wrote about every part of Simcoe County – his bicycle tours of the County are legendary. Although it is almost 100 years since it was first published, his *History of Simcoe County* remains the premier history of the County.

This year there have been a number of growth studies completed and the demographics continue to evolve: our County is changing rapidly. Your Board of Directors, in offering this Andrew

Hunter Essay Competition, hopes to foster a continued interest in local history. There are two prizes, one for \$750 and one for \$250. The 3,000 to 5,000 word essays must be written on some aspect of Simcoe County History to meet the requirements of a credited course. The author must be a full or part time student at an accredited university or college.

Although SCHA has advertised the prize across Ontario and beyond in *Ontario History*, The Ontario Historical Society's *OHS Bulletin* and the September edition of *News and Views*, this is the first year that a prize has been awarded.

This year's winner is Dave Osborne, a student at Laurentian University, Georgian campus, for his paper entitled "The Black Pioneer Settlement of Oro Township, Simcoe County: An historical summary, and comparison of contemporary accounts and the broader historical perspective of the only government sanctioned Black settlement in Ontario." Dave's paper was submitted to the Canadian History, Post-Confederation Course. Dave generously donated his \$750 first prize to facilitate the purchasing of books and materials for the study of history at Georgian College.

## **New Book for Stimulating Summer Conversation!**

“‘Barrie is the wickedest town in the Dominion’ said the YMCA in 1874. Several prominent nineteenth century Toronto newspapers also supported this viewpoint.

The story of Barrie between 1815 and 1885 is the tale of a community with a past soaked in whiskey. It has been stated that whiskey was its father and the British military was its mother. During its growth and development, the Town wrestled with the demon alcohol in almost every facet of its day to day life.”

Check out Larry Cotton's new series.

**VICTORIA HOTEL,**  
MARKET SQUARE, BARRIE.  
JUDITH H. JONES, Proprietress  
THE BEEHIVE,  
GOOD & CONVENIENT STATION,  
**WHISKEY**

AMERICAN HOTEL,  
100 BLOOR STREET, TORONTO,  
W. GORDON, Proprietor

THE RAILROAD HOTEL,  
BARRIE, ONTARIO, is especially  
convenient for the tourist, as it is  
located in the heart of the city.  
The proprietress, Mrs. C. W. Gaird,  
will be pleased to make arrangements  
for the comfort of all visitors.

**RASER'S  
MANGE HOTEL**  
AND  
RESTAURANT,  
The New Palace, 100 Bloor Street,  
Dundas and Galt,  
GARIBOLDI, C. W. Gaird,  
SER, after a brief respite  
in his public business (towing  
out of his hotel and removing  
it to a more convenient  
and accessible location),  
is now engaged in  
the manufacture of  
the best liquors and wines.  
He has now prepared in  
them, as formerly. It  
is his belief he has made  
and will keep preparations  
of the best quality.

**Barrie, Ontario.**  
Sellers, Soper, Co., 400  
Market Square, BARRIE,  
will be pleased to make  
all arrangements for  
public or private parties,  
at or, at reasonable terms,  
in their large hall,  
which is well lighted, in  
order and others, at a trifling  
various places.

The following establishment  
are well known for their  
drinks, will be found to  
best liquors, and wines.  
All to be found at  
SHERIDAN AND STANLINSKI  
GROCERS, and  
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1815 to 1885

**GREEN BUSH HOTEL.**  
KIRK B. TURNER, Proprietor

The above Hotel is situated about  
one-half mile from the Market House,  
Barrie, on the road to Penetanguishene,  
and is surrounded by the  
Muskoka Country. Parties taking  
cattle, &c., will find it in their  
interest to stop here, as the  
above Hotel is well supplied  
with the best kinds of horses and cattle.

**Larry D. Cotton**  
42 Charles Street, BARRIE, ONT.  
Barrie, November, 1885.

1885

# **Fort Willow Improvement Group**

*Dedicated to the Preservation, Improvement, Restoration,  
and Promotion of the Fort Willow Heritage Site*

*Proud recipients of the 2002 Ontario Heritage Foundation Achievement Award*

Article No. 2 in a series for *News and Views*



## **Fort Willow: early history up to the McDouall Expedition of 1814**

by Keith H.J. Bacon

In the previous introductory article in this series I promised to cover historical events relating to Fort Willow, as revealed by contemporary documents in the Simcoe County Archives. It is to the Simcoe County Archives in Midhurst, their extensive collection of fascinating documents, and the helpful, patient staff, that much credit is owed.

We have no written records of the early use of the Nine Mile Portage by the First Nations, although, long before the arrival of Europeans on the continent, it was a trading and communications route between villages and indeed nations. The first European record we have found is the map of the Western Part of New France by P. Coronelli, published in Paris in 1688, which shows the word "Portage" between "Lac Taronto" (Lake Simcoe) and "Lac des Hurons" (Lake Huron, Georgian Bay). This indicates that the portage was used by the French explorers and missionaries in the 17<sup>th</sup> century.

The next record we have is the notation "A Portage from hence of 9 Miles to the Notua Saque, which empties into the Iroquois Bay, Lake Huron" which appears at the end of Kempenfelt Bay on a "Sketch Map of a Route from YORK Town on Lake Ontario, to the harbor of Penatanyasheen on Lake Huron in Upper Canada by Lt. Pilkington, Royal Engineers, in the year 1793." This map is as an attachment to *The Simcoe Papers*, Vol. II, 1793-4, pp. 70-79. Pilkington accompanied Governor Simcoe on his expedition to find a deep water harbour on Georgian Bay in 1793.

The first significant involvement in the War of 1812 of Fort Willow (which at that time had not been developed) was probably the transit via the Nine Mile Portage of the parties travelling North from Fort George in the Summer of 1812, to warn the British Garrison at St Joseph Island that war had been declared by the Americans on the 18 June. It was this timely news that allowed the garrison's commander, Captain Charles Roberts, to lead a force of soldiers, voyageurs, and natives, to capture Fort Michilimackinac, the key post near Sault Ste. Marie, before its American commander Lt. Porter Hanks, knew that a state of war existed. To quote Mr. Punch in the Punch and Judy Show, "That's the way to do it"!

Surprisingly throughout the War of 1812 the fur trade flourished in Upper Canada, as indicated by the following returns of the North West Company: 1810, £85,000; 1811, £84,000; 1812, £84,000; 1813, £151,000; 1814, £144,000; and, 1815, £134,000. The portage was probably quite busy with this trade and as a communications route for the British.

I now want you to take yourself back 190 years, it is the Fall of 1813. The British have recently suffered a serious defeat in the naval battle at Put-in-Bay on Lake Erie. The Americans now have total control of the lower Great Lakes. That route to the Upper Great Lakes and the north-west is now closed to the British.

The British successes and survival in the War to date, have to a great extent been owing to the crucial support of the First Nations. Central to that support, early on in the war, was the British capture of Michilimackinac. This post holds the key to the First Nations' support, to the control of the Upper Lakes and the interior of the continent, and to the Fur Trade on which the Canadian economy hinges.

The British garrison at Michilimackinac is now in dire straits. The Americans, still smarting from its capture at the outset of hostilities, are now in a position to concentrate on the Upper Lakes and seriously threaten the garrison. Food, clothing, and supplies are desperately short. The troops, commanded by Captain Richard Bullock of the 41st Regiment of Foot, total 110 men from the 10<sup>th</sup> Royal Veteran Battalion, the Michigan Fencibles, the Canadian Volunteers, and a detachment of only three artillerymen. They desperately need reinforcement. The American fleet is poised to attack, though fortunately that attack will be delayed until August.

Fort Willow and the Nine Mile Portage now come into their own and the heroic McDouall expedition to relieve Michilmackinac in the Winter and Spring of 1814, put them on the map for the next twenty years or so. This will be demonstrated by some glimpses at contemporary documents.

In this article we will look at two British military letters covering the formation of the expeditionary force.

**Extract from letter dated 4 February 1814, from General George Prevost, Commander in Chief of British Forces in Canada, at Quebec, to Lt General Gordon Drummond at Kingston.**

*I have the honour by the direction of the Commander of the Forces to acknowledge the receipt of your letter of the 28th ultimo concerning the substance of the report you had received from Deputy Assistant Commissary General Cruickshank's Office overland from Lake Simcoe from which it would seem that his original plan for the transport of stores and provisions to Penetanguishene Bay is impracticable, while the opening of the road to Nottawasaga Bay and Lake Huron, a distance only of 20 miles from Penetanguishene can with facility be effected. In as much to which I am decided to advise His Excellency in advance of your having ordered the latter route to be adopted, the former appearing to offer no hope of success.*

*With respect to the suggestion for sending from Kingston a foreman and such a number of artificers as shall be necessary for the construction of the Boats intended to be built at the shore of Lake Huron, it is a subject which has been debated upon between the Commander of the Forces and the Commodore and their conclusion was to forward from Kingston a Builder and a proportion of artificers to cope with everything required for building of the Boats intended to be employed on Lake Huron and Sir James Yeo undertook to communicate with you accordingly thereon, and their numbers will if possible be replaced from Lower Canada then this demand for ship-wrights who have been recently engaged for Kingston has been so extensive as nearly to expend this part of the country of that description of previous.*

(Signed)      Noah Freer  
                    Military Secretary

The above letter outlines the decision to improve the existing Nine Mile Portage, rather than build a new Penetanguishene Road, to provide an alternative route between Lake Ontario and the Upper Lakes. It refers to the advance party of boat-builders dispatched from the Kingston Shipyard.

**Extract from letter dated 8 February 1814, from General George Prevost, Commander in Chief of British Forces in Canada, at Quebec City, to the Right Honourable Earl Bathurst, British Secretary of State for War and the Colonies.**

*My Lord,*

*In order to maintain uninterrupted our intercomms. with the Western Indians, I have caused the greatest exertions to be made for the preservation of Michilimackinac.*

*The supply of Provisions which was forwarded for that post last Autumn by Lake Simcoe to Machedash on Lake Huron could not be transported further owing to tempestuous winter and the lateness of the Season. From this failure the Garrison must inevitably sustain great inconvenience during the winter, but as I am informed there are potatoes on the island and some cattle and with industry a considerable supply of fish may be obtained. I am in hopes they will not naturally suffer before they can be relieved in the Spring. With a view to afford this relief as early as possible and to secure the Garrison against the attempts with which the enemy have menaced it measures have been taken, and are now in Operation for conveying both by the Ottawa or Grand River, and also by a new route to Nottawasaga Bay on Lake Huron, a reinforcement of Troops and a large supply of Indian Presents, Stores, and Provisions.*

*Considering the great importance of the Post, more especially as regards our relations with the Western Indians, I have selected for the Command of it Lt Col. McDoual of the Glengarry Fencibles who is now in U.C. [Upper Canada] making the necessary preparations for proceeding as early as possible, with reinforcements and supplies, to his destination, and directions have been given for detaching from the Dockyard at Kingston, a Builder and a proportion of Shipwrights for the construction of the Gun Boats and Batteaux required for the conveyance of the reinforcements and supplies from the uninhabited shore of Lake Huron to Michilimackinac.*

*I am happy to find by these measures I have anticipated the wishes of H.M. Government and that should circumstances allow of their being carried into operation, there is a reasonable prospect of being able to retrieve the initiative, which has eluded our Squadron on Lake Erie and of effectively preserving our intercomms. with the Western Tribes of Indians so essential to the security of U.C. [Upper Canada]. Lt Col Harvey, the Dep. Adj. General proceeded from here yesterday with my final instructions to Lt Gen Drummond relating to the Operation contemplated in the correspondence herewith transmitted, and Your Lordship may rest assured that nothing short of the absolute impracticability of the undertaking will prevent its being attempted.*

*(Signed)      George Prevost*

In this second letter, Prevost outlines the desperate state of the Michilmackinac garrison and the plans for its relief. No record has been found of the use of the other routes mentioned. The letter covers the formation of the relief expedition commanded by Lt Col Robert McDouall of the Glengarry Light Infantry Fencible Regiment and refers to the advance party of boat-builders.

The next article in this series will cover further documents pertaining to McDouall's heroic relief expedition, including the diary of Richard Titus Willson who participated in the unsuccessful attempt to transport provisions in the Autumn of 1813, referred to at the beginning of the letter.

## SCHA April Meeting

At the April meeting of the SCHA, Christina Elliott, our First Vice President, presented some of the research she has compiled while completing her Masters thesis. She shared with the group how Simcoe County honours its local heroes through war memorials and through the online historical databases. The first is the database developed through the Innisfil and Bradford West Gwillimbury Public Libraries: [www.ibidnet.ca](http://www.ibidnet.ca). The other is Archivianet through Library and Archives Canada (formerly known as National Archives of Canada): [http://www.lac-bac.gc.ca/archivianet/0201\\_e.html](http://www.lac-bac.gc.ca/archivianet/0201_e.html).

## Order of Ontario Recipient

The SCHA is pleased to recognize Mr. Arch Brown, a long-standing member of our organization who received the Order of Ontario this past March. Congratulations Mr. Brown and thank you for your outstanding support of numerous organizations and groups throughout our county.

## Happy 50th Anniversary Packhams!

On behalf of the membership of the SCHA, congratulations to our hardworking Membership Chair Bill and his wife Mariann, celebrating 50 years of marriage on June 12th!

## Historica Fair Report: History explored, stories told

by Pat Elliott

The second annual Simcoe County Historica Fair held at the Simcoe County Museum April 29th was a successful event because of the coordination of Kelley Jones, Education Director, the capable staff and the 'Friends of the Museum'. Participants from nine elementary schools enjoyed a day talking about and exploring the history of our county and country. Ninety-six students from around the county displayed their projects and took part in hands-on workshops. Participating schools were W.H. Day and Fieldcrest from Bradford; Innisfil Central; Codrington and Steele Street from Barrie; Harriett Todd and Orchard Park from Orillia; Worsley from Wasaga Beach; and Canadian Martyrs from Penetanguishene.

The projects took many forms. We watched the students from Harriett Todd perform a play under the direction of their teacher Mike Shillolo. These students took us back in time and introduced us to the history of Fort Willow, one of Simcoe County's best kept secrets. Students gave monologues of explorers that mapped our country. The World Wars were researched as well as local heroes, long forgotten county events, places and landmarks.

Senator Laurier LaPierre Medals went to Andrew C. from Steele Street for "Keeping people Moving"; Peter D. from Fieldcrest for "British Columbia"; Amanda M. from Canadian Martyrs for "Huron Indians"; Ross S. from Worsley for "WWI: Canada"; Jamie V. and Amanda W. from Worsley for "Fort Langley"; Sedona P. from Orchard Park for "The Avro Arrow"; and Carly F. from W.H. Day for "Laura Secord".

Worsley Elementary School has held a school history fair for many years. The County Historica Fair gave them the opportunity to take their research to the First Annual Provincial Historica Fair in Kingston from May 19-23. The Worsley students' projects were selected from over ninety displays at the Simcoe County Historica Fair. Topics included Schoonertown and built a model of it, a wagon built with a secret compartment and a flip chart about Black Canadian History, and Billy Bishop with a scale model of his biplane. Over the five days of the fair students from all over Ontario participated in activities at Queen's University and at Kingston area forts and museums. They experienced life during pioneer times and practised military drills. They were entertained by the town of Kingston and had a cruise on the St. Lawrence. They watched the locks on the Rideau Canal in action and visited the home of Sir John A. MacDonald. The highlight of the fair was the sharing of all the projects and models brought by the delegates. The Worsley representatives found it amazing to learn about the other students' heritages. Over 150 projects were showcased at this event. This fair and all events were sponsored by Historica Canada.



Hannah L.-B. and Jen H. from Orchard Park Public School were presented with the Hudson Bay Company Explorer Award for their Samuel de Champlain Project.

## A Capsule Railway History of Simcoe County

by Charles Cooper

### Background

Simcoe County, by virtue of its strategic location in providing access to the Great Lakes by means of Georgian Bay, was destined for early participation in the railway construction boom that occurred in the 1850s; once the plans for the construction of the Canadian Pacific Railway were afoot, the County became the gateway to Canada's North West. To recapitulate, following the Rainhill locomotive trials in Lancashire, England in 1829 that ushered in the Steam Age, there was a flurry of early railway charters in Canada in the 1830s and 40s, but only one railway of note was built during that period, the Champlain & St. Lawrence Railroad in 1836, a so-called portage railway just south of Montreal between the St. Lawrence and Richelieu Rivers.

Up until then, travel and the movement of goods had been primarily dependent on waterways, and to some extent on such trails and crude strips of dust or quagmire that passed for roads. Needless to say, both of these traditional modes of transportation relied very much on the seasons and the weather. Agitation for a more efficient mode for the movement of goods and people (in that order) had started to build with the news of the new-fangled railroad. However, the economic depression of 1837 and the years following were bad years for Upper Canada and for railway development, especially in view of the unsettled economic and political conditions in Europe in general and in England in particular, on whose financial houses the crucial investment in railway ventures depended. In 1849 the Province of Canada passed the *Railway Guarantee Act* which guaranteed the interest on loans for the construction of railways not less than 75 miles in length. It was this legislation that triggered Canada's railway building boom.

### From 1853 to 1888 – The Years of Development

This boom involved major railway builders and promoters, but also feeder lines to stimulate local trade and inflate civic pride. The early major players, the Great Western Railway (GWR), originally chartered in 1834, and the Grand Trunk Railway of Canada (GTR), incorporated in 1852, busied themselves with the construction of their lines: from Niagara Falls via Hamilton to Windsor; and from Montreal via Toronto to Sarnia, respectively. Before then, surveys had been talked about when Toronto was still York, and interest waxed and waned for two decades. The early portage trails through to Lake Simcoe and Georgian Bay had defined logical lines of communication; for Toronto, the availability of wheat and firewood were priorities for domestic survival, and transit traffic would be good for the local economy. So it was that the city fathers, aided by the innovative and energetic Frederick Chase Capreol, brought about, amid flamboyance and some scandal, the first steam railway in Upper Canada. Its first train chuffed forth from Toronto to Machell's Corners (now Aurora) on May 16, 1853, reaching Bradford and Allandale later in 1853, and entering Collingwood in June 1855.

Incorporated in 1849 as the **Toronto, Simcoe & Lake Huron Union Railroad** Company, it became the **Ontario, Simcoe & Huron Union Railroad** in 1852. Fortunately for its future, it acquired a chief engineer, architect and eventual general manager, Frederic W. Cumberland who guided the already informally known "Northern" to a prosperity and level of respect unrivalled by any other Ontario pioneer line. The OS&HU was formally reconstituted as the **Northern Railway of Canada** in 1858. While Simcoe County welcomed this new form of transportation, inevitably disputes arose, and it might be said that Simcoe County's honeymoon was definitely over with the fight over "the Barrie Switch," a

**Collingwood NCR** Archives of Ontario photo



campaign by the residents of that town for the construction of a spur from Allandale to downtown Barrie, which was not accomplished until 1865. Considering that the railway had cheerfully put in a spur to Belle Ewart in 1854, the Barrie cup of civic bitterness ran over, and there were the inevitable complaints about the tariff and the other injustices, real or perceived, inflicted by what was indeed a monopoly.

In the meantime, by 1869, both Toronto and Simcoe County business and civic interests, agitated for an extension of the Northern Railway to Orillia, which resulted in the incorporation in late 1869 of the **Toronto, Simcoe & Muskoka Junction Railway** to build from Barrie to Orillia and beyond to a terminal on Lake Muskoka. The line to Orillia was completed in 1872 and opened to Muskoka Wharf in 1875. Almost simultaneously, the Northern, which as a matter of Mr. Cumberland's policy was not in favour of branch line expansion, was pressured by the prospect of the Toronto, Grey & Bruce Railway (to Owen Sound) into the **North Grey Railway** that opened from Collingwood to Meaford in 1872.

**Orillia GTR** Charles Cooper Collection photo



The benefits of all this activity had not escaped the business community of Hamilton, who in 1872 had chartered the **Hamilton & North Western Railway** Company to build through Simcoe County to connect with the forthcoming transcontinental railway. The Northern, which had had a chronic struggle to remain financially viable, viewed this prospective competition with great concern, and endeavoured to stave it off with the concept of the **South Simcoe Junction Railway**, a projected line to branch off at King City in York County, and to serve the western portion of Simcoe County by way of Beeton, Alliston, Angus and Penetanguishene. Meanwhile a Simcoe County delegation put pressure on the Hamilton & North Western to build a branch from Beeton to Collingwood, and Simcoe County, fed up with the Northern monopoly and still smarting from such injuries as the Barrie Switch, voted its bonuses to the Hamilton railway.

It was not long after that a storm of civic anger broke in Simcoe County in 1879, when the Northern and the Hamilton & North Western announced a joint operating agreement to form the **Northern & North Western Railways**. There were a number of reasons for this merger, but the main one was the ambition of both railways to afford a connection at North Bay with the proposed transcontinental railway. Put concisely, there was no way that two competing railways could be financed through the then sparsely populated and geologically challenging Muskokas. Yet after all of the County's efforts to obtain a competitive tariff, this was a terrible blow. The realization that the railways now viewed Simcoe as a mere way station rather than a prized terminus was felt as betrayal, and the reaction ranged from caustic and bitter in Collingwood to reproachful but conciliatory in the railway centre of Barrie (having much more to lose by antagonizing the powerful Mr. Cumberland!). In all of this, those citizens of Simcoe who came to rely on their "Hog Special" between Beeton and Collingwood were very fortunate, because if news of the merger had broken a year earlier, the branch to Collingwood would never have been finished. The dust eventually settled, and Simcoe County's grievances, spearheaded by D'Alton McCarthy, Jr., did eventually result in the formation of a new Railway Commission in 1903 to hear disputes over preferences, discrimination and extortion, and to regulate railway matters, including those of right-of-way, location and the testy topics of tolls and tariffs.

Just before the Northern & North Western merger, Toronto business interests also incorporated the **North Simcoe Railway** "from a point on the Northern Railway" (Colwell) to Penetanguishene, built and opened in 1878. The North Simcoe Railway was constructed at the behest of the lumber interests in Flos Township, resulting in the incorporation and opening of the **Flos Tramway** in 1880. This spur ran from Elmvale to Hillsdale, south of Orr Lake, and was acquired by the Northern & North Western Railways in 1882. Lumber operations are believed to have ceased in the 1890s, but the track was not lifted until 1917, a portion of it as late as 1927. In 1883 another lumber line came into being, the **Medonte Tramway**, built from Coldwater (off the Midland Railway, see below) south for about nine miles,

also in the general direction of Hillsdale. Little is known about its disposition, but there appears to be agreement that it was lumbered out by about 1893.

While all this Toronto-Hamilton-axis activity was going on, Port Hope and Peterborough were busy with their own railway ambitions. The original 1846 charter of the **Peterborough & Port Hope Railway** became the 1854 **Port Hope, Lindsay & Beaverton Railway** that had an abiding belief in the superiority of the Port Hope harbour, and originally aimed for Lake Simcoe. When greater ambition beckoned, it then set its sights on Georgian Bay and changed its name in 1869 to the **Midland Railway of Canada**. Construction from Beaverton on Lake Simcoe to Midland began in 1872, but bogged down. The line entered present-day Simcoe County at Gamebridge and was completed to Atherley in 1873, to Waubashene in 1875 and on to Midland in 1879. Andrew F. Hunter, in his *History of Simcoe County*, records that the County's principal quarrel with that line seems to have been its intransigent failure to fence its right-of-way, resulting in considerable loss of livestock. Around the time of the completion of the line to Midland, Peterborough interests, under the directorship of its several-times mayor George A. Cox, took control of this railway, and when it had swallowed up some smaller neighbouring lines, got ready for ownership of the amalgamated entity to be assumed by the Grand Trunk Railway in 1893.

## Simcoe County – A Solid Grand Trunk Railway Preserve

With the acquisition of the Northern & North Western in 1888, and the Midland in 1893, Simcoe County had become the exclusive preserve of the Grand Trunk Railway of Canada by the turn of the 20<sup>th</sup> century. From a Portland – Chicago corridor, the GTR had gradually expanded in Ontario to the point of almost complete control within the province, let alone Simcoe County. A definite factor in the development of this virtual monopoly is the history of the railway gauge (distance between the rails) in Canada. Despite the fact that George Stephenson (the acknowledged father of railways), had opted for a standard 4 ft 8 ½ in gauge, which had become the most commonly adopted gauge in Europe and in the United States), Canada promoted a “broad” or “Provincial” 5 ft 6 in gauge. This came about when in 1851 the Province of Canada legislated that in order to obtain the financial benefits of the 1849 *Railway Guarantee Act*, any railway had to have the 5 ft 6 in gauge. The politics and reasons for this decision remain controversial among historians even today, but it proved to have enormous consequences for railway development in Canada. While this unfortunate legislation was repealed in 1870, the damage had been done.

The Great Western Railway, a major early railway in southwestern Ontario, had fallen victim to the Grand Trunk in 1882, while the Grand Trunk Railway of Canada itself staggered on until its demise (for other reasons as well) in 1923. The smaller railway enterprises had no chance at all. Both the Northern Railway of Canada (and its extension lines) and the Port Hope, Lindsay & Beaverton Railway started out as 5 ft 6 in lines, and the expense of eventual conversion to the standard gauge with its attendant related costs was a major factor in their eventual disappearance as independent roads.

## Into The Twentieth Century

On the other hand, the **Canadian Pacific Railway**, which by reason of its later birth escaped the gauge controversy, had started to make inroads into Ontario in the early 1880s with its cat's-paw Ontario & Quebec Railway (which gave it access to Toronto from Montreal). Its key acquisitions of the Credit Valley and Toronto, Grey & Bruce Railways secured footholds to St. Thomas and to Owen Sound respectively. At the turn of the 20<sup>th</sup> century, the CPR had therefore loosened the grip of the GTR's stranglehold, and by 1906 it was ready to build its own connection between Toronto and its transcontinental line. The CPR's route through Simcoe County was remarkably similar in parts to that envisioned by the Hamilton & North Western Railway in its original 1873 prospectus, except that Alliston was the only community of any size to have a station close to its main street, with the result that the major reliance for local traffic remained with the Grand Trunk.

The decade prior to World War I was one of feverish transcontinental railway construction in the anticipation of booming prairie settlement. One of the participants in this railway gold rush was MacKenzie and Mann's Canadian Northern Railway. To compete with the Grand Trunk and the CPR, it too needed Ontario links to its transcontinental plan, and this came to pass as what was renamed in 1906 as the **Canadian Northern Ontario Railway**'s line between

Toronto and Sudbury, originally chartered in 1895, and commonly referred to as the **James Bay Railway**. From the south, it began service through present-day Simcoe County in 1908 at Gamebridge, with stations at Brechin, Udney, Washago and Sparrow Lake.

Meanwhile, with an eye to the grain traffic on the Great Lakes, the CPR sponsored the **Georgian Bay & Seabord Railway**, also known as the CPR's Port McNicoll branch, to avoid the delays and the additional distance of shipping through Toronto. This line was opened in 1912 by building a line from the newly deepened Victoria Harbour, creating a community known as Port McNicoll, with stations at Tay, Fesserton, Coldwater, Coldwater Junction (intersecting its newly-built Sudbury line at a point called Medonte), then veering by Uhthoff and Tafton across to Orillia, passing across the Narrows to Atherley, then on to Uptergrove, and via Brechin across country to Lindsay, and thence to Bethany Junction on the CPR's Havelock line. The very lightly used passenger service was discontinued in 1932, and this road was abandoned from Orillia to Bethany Junction in 1937. The last regular traffic across the curved landmark-Hog Bay trestle between Port McNicoll and Medonte was in the mid-1960s. The only addition that the **Grand Trunk Railway** made to the County's railway network was a connection between the former North Simcoe (their Penetang branch) and Midland (their Belleville and Midland branch) railways, from a point three miles north of Elmvale, known as Birch, with a station at Wyebridge, connecting with the Midland line between its stations at Victoria Harbour and Tiffin at a point near Old Fort. It was opened in 1911.

### **Stagnation, Decline, Abandonment and Survival**

In retrospect, the 19<sup>th</sup> century was the golden period of what has now come to be known as the "Railway Age." It witnessed the rapid development of the most spectacular and inspiring means of day-to-day mass transportation the world has ever known. Railways captured the popular imagination, and their steam locomotives quickly endeared themselves as the most human-like machines ever invented. As with everything, this could not go on forever. Even before World War I, and the advent of the automobile, amalgamation, and hence rationalization of the ruinous competition and the spider-like railway network, was inevitable.

Arguably the fiercest railway competitors in 19<sup>th</sup> century southern Ontario, the Great Western and the Grand Trunk, were the subjects of the first major Ontario merger as the GTR finally took over its GWR rival in 1882. The impact of this acquisition on the railway world and the public in Canada was substantial, signaling for many communities the end of competitive railway service. For Simcoe County, this had occurred already in 1879 with the Northern & North Western Railways merger, but it became absolute in 1893 with the Grand Trunk's acquisition of the Midland railway. The new lines built through the County in the 20<sup>th</sup> century were really portions of transcontinental railways, not intended to service local traffic. So the "Railway Age" crystallized for the ordinary Simcoe County citizen with the Grand Trunk network.

Major railway expansion in Canada had slowed considerably as a result of the overbuilding of three transcontinental lines in the name of political ambition and in the hope of increased prairie immigration, this latter expectation being finally dashed by World War I. Actually, the ailing Intercolonial Railway (the amalgam of New Brunswick and Nova Scotia railways following Confederation) became the first constituent in 1897 of the "Canadian Government Railways System", followed by the federally-acquired PEI Railway in 1909, and the federally-built National Transcontinental Railway in 1915. When the ambitious Canadian Northern Railway joined this consortium of necessity in 1918, the entity then became known as "Canadian National Railways." The next arrival was the Grand Trunk Pacific Railway that went into receivership in 1919, followed by its venerable parent, the Grand Trunk Railway of Canada itself. By the end of January 1923, all of these enterprises could put their ambitions behind them and wrap themselves in the emblem of a new beginning as the government-owned **Canadian National Railways** system.

**Port McNicoll CPR** *Al Paterson Collection Photo*

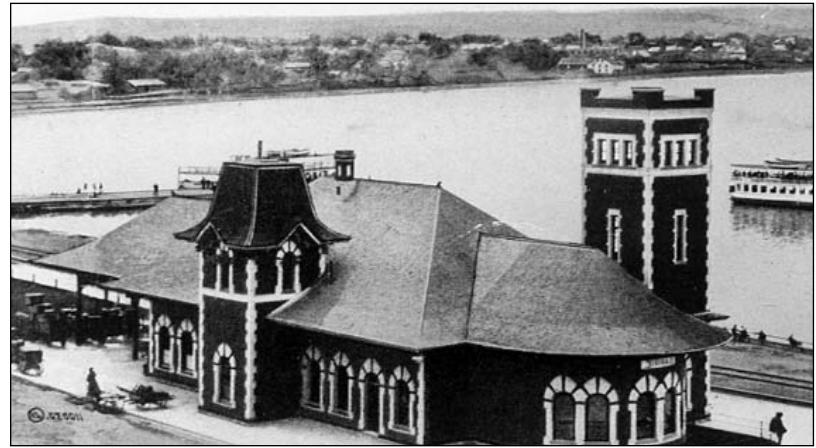


The CNR had assumed the Grand Trunk Railway network in Simcoe County intact. In the 1920s, while the advent of the automobile and the gradual improvement of the provincial road network were the “handwriting on the wall,” the railways continued to hold their own as the principal common carrier. The newly-constituted CNR hardly had a chance to take stock of itself, when the Great Depression stalked the land. The mainstay of railway revenue, with passenger and freight receipts very much “down,” remained the carriage of the mails and express. While the automobile had been on the scene for at least a decade, ownership of a car was not within the means of the population at large, and truck transportation development was tied to the state of the economy and that of the roads. Even so, now hardly anyone, automobile owner or not, could afford travel during those dreadful job-starved, money-starved years. The railways pruned service – those communities that had two daily “mixed” trains (a combination of freight cars and a passenger or combine car), now only had one. Surprisingly perhaps, the only abandonment casualties were the GTR Wyebridge connection (1932) and the Georgian Bay & Seabord section south of Orillia (1937) – and if the CPR had had a crystal ball and could have foreseen 1939, it is unlikely that it would have surrendered that Toronto by-pass.

With the advent of World War II, the revived movements of people and goods sustained the railways during the war years and into the 1950s. With the advent of the automobile within the reach of most people in the burgeoning post-war economy, and the development of bus and truck service, the traditional railway service was doomed. The final blow was the cancellation of the lucrative post office bread-and-butter mail contracts in favour of the truck and aeroplane. The railway, as the generation of its time knew it, was finished. As a generality, the traditional “mixed” service ended on branch lines in the 1950s, local passenger service ceased in the 1960s, and the trackage destined for abandonment lingered on with way freight service during the 1970s at the latest.

In the case of Simcoe County, abandonment began with the lifting of track between Creemore and Alliston in late 1955. “Mixed” service to Penetanguishene ceased in the mid-1950s, and to Midland in 1958. The stub from Creemore to Collingwood was lifted in 1960, in the same year that the Hamilton-Beeton-Allandale-Collingwood-Meaford service ended. The Barrie station was demolished in 1962, heralding the cessation altogether of local passenger service on the former Northern and North Western network. The former North Simcoe Railway was abandoned north of Elmvale in 1975, and south of Elmvale to Colwell in 1985. The Port McNicoll-Medonte section of the CPR was abandoned in 1976, and the section from Medonte to Orillia in 1985. The former North Grey Railway was abandoned in 1985. The Hamilton line was abandoned from Cheltenham to Beeton in 1984, and the remainder as far as Highway 400, including the Alliston Spur, in 1990. Finally what had been the right-of-way of the former Toronto, Simcoe & Muskoka Junction Railway from Barrie through Orillia to Washago was abandoned in the 1990s as the CNR consolidated its transcontinental traffic onto the James Bay Railway line. At Allandale, one lone track now traverses the former division point complex, where the short line **Barrie-Collingwood Railway** now services the remaining railway customers on the outskirts of Collingwood and at the Highway 400 industrial area in Innisfil on the surviving “Beeton Spur.” In the expectation that even the track between Bradford and Allandale might be lifted, thus cutting off connection to the south, an interchange was secured with the CPR at Utopia in 1998. **GO-Train** service now operates to Bradford, and will perhaps in the fullness of time be restored to Barrie, as the wave of population migration continues to spread northward from York Region. Between Tottenham and Beeton, the **South Simcoe Railway** operates a vintage steam train during the summer months, an attraction that draws tourists, rail fans, and families who want to give their children (and savour for themselves) an experience from a bygone era.

**Barrie GTR (ex NRC)** *Charles Cooper Collection photo*



## Conclusion

Given the evolution in Canada of rail transportation over 150 years from a portage to a community-based transportation service, and now to today's long-haul non-stop bulk or intermodal freight transportation, one ought to suppose that Simcoe County should be honoured to host two such transportation routes: the CPR's MacTier and the CNR's Bala Subdivisions, but these non-stop operations are cold comfort for local transportation needs.

However, the emergence of short line carriers who in some respects function very much the same way as the pioneer lines of yore, such as the Northern Railway of Canada a 150 years ago, are an irony of rail transportation evolution – they are entrepreneurial and specialize in servicing a need in a particular area. Like that of their forbears, their infrastructure and equipment are often leased or “hand-me-down,” but they are ideal for providing a service in the right medium. Unfortunately not much track remains for the Barrie-Collingwood Railway to have a chance of expanding its operation. In the meantime the citizens of Barrie can keep their fingers crossed that they will see GO-Train service again, but until then, other than for those catching the commuter train at Bradford, the only local rail travel experience to be had is a nostalgic ride up and down the line from Tottenham to Beeton ...

The good news is that there is no final chapter to the saga of rail transportation – it continues to evolve – but at least Simcoe County can point proudly to its contribution to its pioneer railways that, notwithstanding its trials and tribulations, developed it both economically and socially.

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### for further reading:

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*News and Views* would like to thank Charles Cooper for sharing his wealth of railway knowledge. Please visit his website at [www.railwaypages.com](http://www.railwaypages.com) and pick up a copy of his latest book, *Hamilton's Other Railway*.

## Thomas Young's Barrie Gaol

by Dr. Tony Hopkins

The old gaol in Barrie is one of three similar gaols designed by Thomas Young that were built in Ontario in the 1839-41 period. The gaol in Guelph was demolished in 1911; the gaol in Goderich operates as a museum.

The three gaols share a basically octagonal design – the only ones in Ontario ever to have such an eight-sided footprint. They share also a massiveness of architectural conception and construction, all being built mainly of locally quarried stone blocks typically two feet thick. Like castles and cathedrals, they were built to last.

Thomas Young brought with him from England experience of penal structures which had grown from ideas generated from John Howard's investigations into English and Welsh prisons. In particular, Young brought the dominant model for English gaol/prison architecture in the early nineteenth century – the Radial Prison. Radial prisons/gaols typically feature an octagonal core housing administrative offices and guards' quarters, wings of cells projecting from

two or more sides of the octagon, several separate exercise yards, and a high surrounding wall. These arrangements are intended to maximize centralized control and observation of distinct and segregated categories of prisoners: men, women, felons, debtors. They are also intended to promote, through providing a controlled, peaceful, regulated environment, the moral reform of the inmates.

The gaols, and their associated courthouses, testify to important aspects of civil society in Upper Canada. Crucial is an emphasis on local, manageable municipal districts, the central role of the regular administration of justice and civic government, and, literally, the grandeur and magnificence of public governance, which is to be supported and displayed through majestic public buildings placed in prestigious and prominent locations.

The gaol in Barrie – which surely has one of the prime downtown locations in the city – continues as a monument to the civic heritage – and to the forward-looking magistrates – of Barrie, Simcoe County, and Upper Canada. It deserves to be able to continue in active use as a significant public building.

*Plan to be with us at our regular monthly meeting at the Simcoe County Museum, Midhurst, on Tuesday, October 19<sup>th</sup> at 8:00 p.m. when Dr. Hopkins will be our speaker for the evening.*



## Camp X Stories Make Exciting History

by Helen Yielding

Every once in a while there is a historic topic so important and so intriguing that truly, history comes alive. History did come alive to a standing-room only audience at the Tecumseth and West Gwillimbury Historical Society's May meeting when two local residents, Evelyn and Leslie Davis presented a talk on their experiences at Camp X, the spy training centre established on Lake Ontario in 1941.

Evelyn gave a brief history of the rationale for this type of undertaking. Britain, already at war, needed the support of a neutral U.S.A. It was William Stevenson, skilled and respected in intelligence circles, who succeeded in forging cooperation

between the two countries and who planned the facility known as Camp X on 275 acres near Whitby. More than 500 agents from Europe and the Americas may have trained there in utter secrecy.

Les was an amateur radio operator and proficient in Morse code when he was tapped for training at Camp X. Evelyn's skill was communications – transmitting and decoding code. Their families were unaware of their specialized status throughout the war years. In fact, secrecy was so strict that last names were unknown between co-workers and knowledge of other departments was also concealed. It is only now, after 50 years of sworn secrecy that they are

free to tell their stories.

Evelyn interspersed her speech with cuts from a video on Camp X featuring interviews with former agents including Les. The types of training, the communications networks and the scope of operations were truly mind-boggling. Afterward, both Les and Evelyn graciously and directly answered the many questions asked by their audience. It is their desire to ensure that the facts of Camp X, not the myths, are known. Hopefully, in the near future, the planned Camp X Museum will be open for all Canadians to see and appreciate this unique history. Thank you, Evelyn and Leslie, for your part in our wartime defense.

## Huron Agriculture – An Experiment at Replication

Dr. Brad Rudachyk

*As promised in the March issue, the following is the remainder of the lecture from our January speaker, Dr. Conrad Heidenreich.*

On the basis of documentary and archaeological evidence, Dr. Heidenreich explained how the Huron selected lighter sandy loam soils in well-drained locations such as the heads of small creeks and springs for their fields. Once a site was selected, the men would fell the trees and burn over the land.

Women planted the corn in mounds situated about one pace apart, ten seeds in each mound. After germination, they would leave the strongest three or four shoots standing. The mounds would be used year after year, until the soil was exhausted. Dr. Heidenreich stated emphatically that Iroquoian groups did not fertilize their mounds with fish – wood ash, perhaps, but never fish.

In studying an ancient cornfield found near Creemore in 1973, Dr. Heidenreich determined that the corn mounds measured between 35 to 50 inches in diameter and were situated about 55 inches apart on centre. He calculated that an acre of land would contain about 2,000 corn mounds.

In the face of inconclusive archaeological evidence, it was difficult to estimate crop yields. Dr. Heidenreich dismissed recent estimates of 14.5 bushels per acre based on 8- and 10-row cobs 3.5 inches long containing 145 kernels. Instead, he suggested that the average Huron corn cob was six inches long, had 8 rows and yielded about 200 kernels. At two cobs per plant and three plants per mound and 2,000 mounds per acre, he felt that a yield of 28 bushels per acre was nearer the truth. This was equivalent to what an early 19<sup>th</sup> century farmer would harvest planting in mounds, using wood ash as fertilizer. Nonetheless, he was quick to point out that quantitative data were pure guesswork.

What was required was for someone to try to grow corn, as it was done by the Huron at the time of first contact. Here Dr. Heidenreich shared the Masters thesis work of his former graduate student Lauri-Ann Attenborough-Deakin.

Over four growing seasons, and using pre-hybrid heritage Iroquois flour corn seeds, she planted, mounded, and tended her crop in two fields: one with wood ash and the other without. Her first year results were revealing. The cobs ranged in size from 5 to 12 inches with 8 to 10 rows, averaging

200 kernels per cob. With one to two cobs per plant, her yield was 54 bushels per acre for the ash field and 34 for the non-ash field. Yields declined in succeeding years; but, the corn planted in mounds fertilized with wood ash gave significantly higher yields. Clearly, yields of 28 bushels per acre by Huron farmers were realistic estimates.



*Huron/Ouendat woman with babe in arms and carrying a cob of corn. First published in Samuel de Champlain's Voyages to New France 1615-1618 (Oberon Press: n.d. [1619]), translated by Michael Macklem and introduced by Marcel Trudel.*

### A Note from the Editor

I hope that you enjoy this expanded edition of *News and Views* for June. You submitted so many worthy (and lengthy!) articles, that I just couldn't resist incorporating them all. Consider it my contribution to kick off your summer reading. My plan is to make our newsletter a regulated size at 12 pages per issue, with an added bonus each June.

In light of the many changes this newsletter has experienced these past months, the Board has decided to solicit advertisements to help cover the costs of production and distribution. We would like to give you, our subscribers, the first opportunity to participate. The cost will be \$250 per year for a business card sized ad (4" x 2.5"), four times per year in our quarterly publication, and once in our Annual Report. If you are interested in providing sponsorship of the SCHA in this way, please contact me, Jill Hynes, at Box 144, Barrie, ON, L4M 4S9 prior to August 20<sup>th</sup> for inclusion in the September issue.

## **C O M I N G   E V E N T S   o f   o u r   M e m b e r   S o c i e t i e s**

**Essa Historical Society – contact Olive Lee**

Call 458-9971

**June 12 – 25th Anniversary Luncheon and Program – Baxter Orange Hall – 11:30 a.m. start**

**Genealogical Society – contact Claudia McArthur**

Meet at Church of Jesus Christ  
of Latter-Day Saints  
79 Ferris Lane, Barrie – 2 p.m.

**Sept. 11 – David Lorente - The Home Children – The story of Bernardo Homes children and accessing information**

**Huronia Museum Huron Ouendat Village**

– contact Jamie Hunter, curator

549 Little Lake Park Road, Midland – Call 526-2844

**to June 20 - Hugh Niblock art exhibit**

**Innisfil Historical Society – contact Ross Wallace**

Meet at Knock Community Centre, 10th Sideroad at 9th Line, Innisfil – 2 p.m.

**June 19 – Brian Baker – Annual Bus Trip**

**Sept. 18 – Heritage Garden Dedication**

**Orillia Museum of Art and History – contact Ross Wallace**

Meet at St. Paul's United Church, Peter St. and Coldwater Rd., Orillia - 7:30 p.m.

**June 16 – Spring Social**

*Since many of our Member Societies take a holiday during the summer months, please see this space in September for more listings.*

***Join us for our  
Fifth Annual SCHA Barbecue  
Saturday, September 18, 2004***

*Hosted by the Sheffield Park Black History and Cultural Museum*

*Collingwood, Ontario*

*Explore their website at  
[www.bmts.com/~cookes/sheffield.htm](http://www.bmts.com/~cookes/sheffield.htm)*

*The day will include tours of the Museum, artifact displays and models as well as a delicious barbecue!*

**Details of time, cost and directions will be announced in the next issue of *News and Views***

Sheffield Park Black History and Cultural Museum is located on Highway 26, approximately 2 miles west of Collingwood on the shores of Georgian Bay



**Sheffield  
Park**



**At the foot of  
Blue  
Mountain  
on the  
shores of  
Georgian Bay.**