

History
of
Northern
Parry Sound District



by Everett Kirton
Powassan
November 15, 1962

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HISTORY OF
NORTHERN
PARRY SOUND DISTRICT

PROPERTY OF
MINISTRY OF CITIZENSHIP & CULTURE
MINISTRY OF TOURISM & RECREATION
RESOURCE CENTRE
QUEEN'S PARK — TORONTO

By Everett Kirton

Powassan

November 15, 1962

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H I S T O R Y
OF
N O R T H E R N
P A R R Y S O U N D D I S T R I C T

We owe a great debt to the pioneers who first settled the northern part of this District, and it is to perpetuate their memory that this history has been written. May the recording of some of their sacrifices and some hardships endured be our tribute to them. Many of the names of the first pioneers are mentioned in this history, but very many more are omitted. The names mentioned were just picked at random and does not mean that they are the ones who should get the most credit for opening up the country. All shared equally, according to their ability, circumstances and opportunity. Also the personal experiences related were just instances of what befell everyone. Volumes could be written, but space only permits the very briefest references to their trials, tribulations and struggles for survival. The authenticity of this history has been checked with all records available and we feel quite sure it is reliable.

In compiling this history we have followed what seemed to be the custom of the early lumber companies, whose timber license boundaries were usually vaguely defined. When a good stand of pine that could be easily logged presented itself, their operations were of times miles outside their legal confines. So, too, we are jumping Parry Sound District boundaries and are including brief sketches of the early history of Nippissing District immediately adjacent to the north and east of us, as settlement of this area co-incides closely with ours.

To the many people who assisted us in gathering the data relative to our early settlement we offer our greatest appreciation. We wish to especially thank the following:

E. H. Kelcy, Loring
Mr. & Mrs. William James Clarke, Restoule
Thomas Barber, Hotham
The late Richard Rowlandson, Powassan
Earl Gerber, Clerk, Nippissing Township
Rev. Fr. Lynch, Powassan, for information from
 Roman Catholic records
Powassan United Church
Mrs. Herbert Alkins, Callander
Maple Hill Women's Institute
Chisholm Women's Institute.

Powassan, November 15, 1962.

Everett Kirton

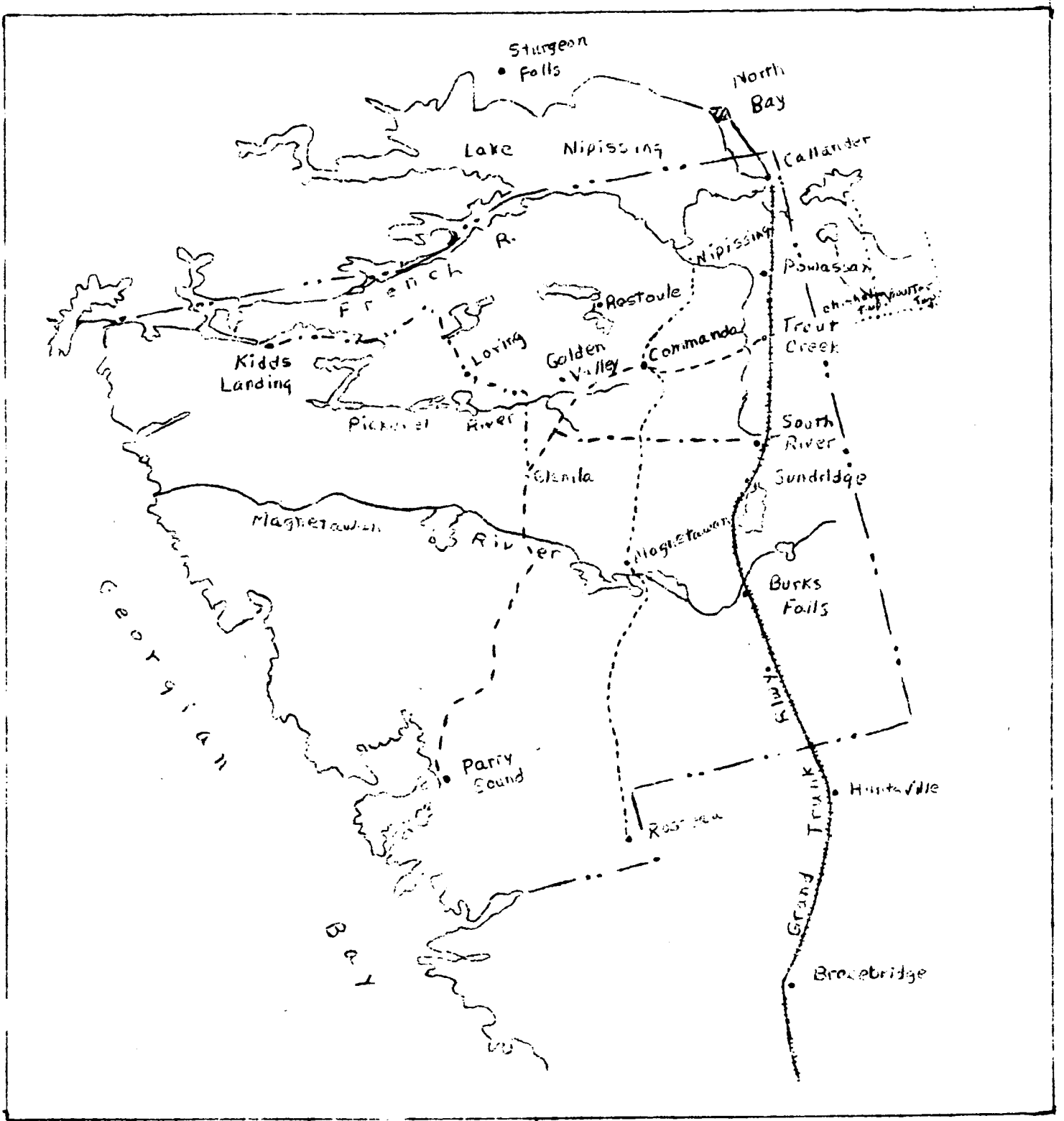
T H E P I O N E E R S

I love to hear the pioneer
Tell of their days of yore,
And why he left his native land
To seek another shore

To brave the breeze where forest trees
Were almost hid with snow,
And there to build his cabin home
Some eighty years ago.

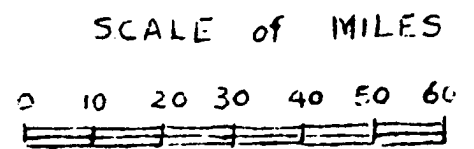
Where wolves and bears in packs and pairs,
And other beast of prey,
Prowled round their shanty every night,
Where Indians prowled by day.

Men risked their lives, their wee-sons and wives,
As I will try to show,
While clearing up this wilderness
Some eighty years ago.



EARLY PARRY SOUND DISTRICT

LEGEND:	Nipissing Road
	Pickeral Hills Road	-----
	Great North Road	-----
	Poor Man's Road	- . - . - .
	District Boundary	- . . - . .



H I S T O R Y
of
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P A R R Y S O U N D D I S T R I C T

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LORING, ARNSTEIN, GOLDEN VALLEY AREA

In all probability, Indians were the first inhabitants of the northern part of Parry Sound District and fur-traders would be the first white men to visit that area. No records are available as to their tenancy.

The first records we have are of the lumber companies and their operations. These companies came across the Georgian Bay and followed up the rivers, receding further into the wilderness each year in pursuit of timber. One of the first companies was the Walkerton Lumber Company which came to the mouth of the French River, then went up the Pickerel River. Their furthest operation upstream was at what was called Kidd's Landing. In 1882, Mr. H.H. Cook of Toronto organized the Ontario Lumber Company and bought out the Walkerton Lumber Company. Men and supplies for their camps were brought across the Georgian Bay in big paddlewheel boats to the French River, then in smaller boats or pointers, up the Pickerel River to Kidd's Landing which was the end of navigation. From there, tote-roads were built, penetrating ever further back into the virgin woods.

This Ontario Lumber Company operated till about 1910, acquiring further timber limits along the Pickerel River and its tributaries till they finally owned most of McConkey, Hardy, Mills and Lount townships. In the early days they established a depot camp at about Lot 30, Con. IX, McConkey township. Some ten or fifteen years later they moved their depot camp to Lot 13, Con. IX, McConkey. These depot camps were used as headquarters for supplies and for summer pasture for their horses.

Other lumber companies that started about the same time as the Ontario Lumber Company were the Turner Lumber Company, Holland-Graves (later Graves and Bigwood), Hardy Lumber Company, McCormack & Irwin and others. These held limits in Mackenzie, Mowat, Brown, Wilson, Hardy and Ferrie townships. Tote-roads were cut out from Byng Inlet following up the Still River as far east as Wilson township and up the Magnetawan River into Mackenzie township. After 1910, many of the above lumber companies went out of business and other companies took over their licences. The Pine Lake Lumber Company took over the Ontario Lumber Company's limits.

The Parry Sound Lumber Company operated in the South Half of McConkey. The Schroeder Mills and Timber Co. operated in Wilson and Brown Townships, later moving to Blair Township, and built a mill at Lost Channel. The Holt Timber Co. logged in Mackenzie and Manly Chew in Wilson and Brown Twps.

Compared with modern mechanized logging, the earlier operations were very primitive, the tools crude and the amenities of the lumber-jack's life very meagre. The first camps were of the camboose type--a big, low, log building, the men sleeping on pole bunks around the outer walls, a big open fireplace in the center of the building which provided heat and on which the cook made the meals that consisted chiefly of bread, molasses, beans, fat pork and tea. The bread was baked in iron bake kettles burried in the hot sand, and the pork and beans were cooked in huge iron pots hung over the fire. A hole was left in the roof for the smoke to escape. All the lumber-jacks carried a big jackknife which was also used as a table knife and their fingers substituted for forks. They filled their tin plates and tea dishes out of the pots at the fire, then went back and sat on benches attached to their bunks and ate their meals. Tables were not even provided. Later, when stoves came into use, a seperate cookery was built and the men had tables at which they ate.

The equipment used in logging was very crude and no effort was made to conserve manpower. The axes were good and the men were expert in their use, but the cross-cut saws were a far cry from the present day ones. The trees were felled with the axe, butted if necessary, and topped at the first limb with the axe. The cross-cut saw was only used for separating the trunk of the tree into logs. Instances can still be seen in the woods where the old-time choppers cut through a tree three times with his axe (felled, butted, and topped) and one saw-cut was made to get two logs out of the tree. Teams of horses skidded the logs to the main roads where they were rolled into skidways by men with cant hooks. Decking lines and jammers were not in use then. In the winter these logs were hauled on huge sleighs by horses to the nearest stream or lake, to be driven (floated) downstream the next spring to the Georgian Bay, then towed in big rafts to the sawmills. On the sleigh-haul the days were long and arduous--the lead teams leaving the camp for work about 3 a.m. and it was often 9p.m. when the tail team got back to camp. Coal oil torches were used in the woods to show light for loading the logs in the early morning.

One of the first projects which helped to open the country was a tote-road built by the Ontario Lumber Company from their depot camp, mentioned above, south to connect with the Great North Road at Glenila in the southern part of Ferrie Township, known as the Pickerel Hills Road. This gave them winter access to their camps from Parry Sound, Rosseau and Gravenhurst which was then the end of steel of the Grand Trunk Railway. Albert McCallum, nicknamed Mac, used to carry the mail from the Ontario Lumber Company's five camps. He would leave their depot camp in the northern part of McConkey Township in the morning, have dinner at Glenila, thence to Dinchurch,

pick up the mail and any other small necessities, (usually about fifty pounds) and return to spend the night at Glenila - travelling a distance of 62 miles. He would leave Glenila the next morning, arriving back at the depot camp at noon, another 35 miles. This was a weekly occurrence for Mac. While making this 100 mile trip he would not walk over a couple of miles. He had a lope that carried him at a wonderful speed and he never seemed to tire.

The first road to penetrate the northern part of Parry Sound District was the Nippissing Road from Rosseau to what is now Nippissing village, and was completed in 1870. Then the Great North Road was cut out from Parry Sound up through Dunchurch to connect with the Nippissing Road at Commanda. As soon as these roads were built, settlers took up homesteads along them. About 1870 a small community was started at Dunchurch. About 1875 settlers by names of Lorens, Brunne, Sinclair, Bain, Arthurs, Royal Willard, Miller Lawson, and Karl Zeihm (who later took the English version of his name, Charles Simms) homesteaded in Ferrie Township north of the Deer River and named it Glenila. This land was so sandy it was unsuited for agriculture, so they became dissatisfied and moved further north up the Pickerel Hills Road. (Incidentally the Pickerel Hills Road was named as far as the Hills part applied, but the work road was a mis-nomer.) Many of these settlers took land in what is now called Loring. Other newcomers also arrived--the Rogersons, Crosswells, Boyd, Hankins, Haggart, Robertson, Kirtons, Davis', Kelcey, Sweet, Forsythe, Wiley, Currie and others. The nucleus of this new settlement was at the corner of the four townships of Mills, Hardy, Wilson, and McConkey and for years was known as McConkey Corners--even after the official name of Loring was given to the postoffice started there. Andrew Sinclair was the first postmaster and he also was the mail carrier, carrying the mail on his back to and from Glenila, making a round trip in a day (a distance of forty two miles) giving the new settlers one mail a week. We do not know what his stipend was for these services, but when the post office was transferred to E. H. Kelcey in 1886, the postmaster's salary was ten dollars per year.

Col. W. E. O'Brien of Shanty Bay, Near Barrie, was the federal member of Parliament for Parry Sound and Muskoka, and about 1882 married a Miss Loring. When the settlement of McConkey Corners presented him with a petition for a post office he asked that the place be called Loring and the request was granted.

In 1885, E. H. Kelcey, built his first store in Loring, and another one was built by John Robertson in 1886 which was later sold to E. Forsythe. William Kirton had the first blacksmith shop, and John Paul was the first carpenter. John Haggart and John Robertson built the first pit and skidway for whipsawing lumber required by the new settlers. In 1890, Mr. McWhinney built a small sawmill on Wilson Lake just north of the present Port Loring.

Mrs. Davis and Mrs. Forsythe, accompanied by their small children, were the first two women to arrive at Loring. Other families joined their husbands there as soon as the most meagre accommodations permitted. So educational and spiritual problems soon presented

themselves. In 1885 a school-house of huge hewn pine logs was built. Our first teacher was Miss Tully, a sister of the Master of Titles at Parry Sound for many years. This school-house was also used for a Presbyterian Church for some years, and the first pastor was Rev. Mr. Steel. He only stayed during the summer, so services were conducted by various laymen of the community during the winter months.

Life was rugged in the pioneer days, hardships were many, amusements few and mostly of their own making. Many of the first settlers carried on their backs from Dunchurch what they needed to get a start in their new place of habitation. After the stores started in Loring, many times Tom Cain carried a 98lb. bag of flour up to his home on Sagamesing Lake--a distance of six miles. And when Tom would be away cooking in camps, Mrs. Cain would make that twelve mile round trip taking her family of six, ranging in age from ten years down, with her and carrying back home a half bag of groceries (about sixty pounds) as well as carrying the youngest child. This was no mean feat, especially when you consider that most of this road was a continuous knee-deep mudhole that never dried up.

Now, in a higher vein;-To celebrate the opening of his new store in 1885, E. H. Kelcey gave a Christmas Eve dance in the partially completed upstairs above the store. The dance was quite a success and everyone enjoyed themselves, but it was so cold there the fiddler was obliged to put his right arm around the stove-pipe which ran up from the stove in the store below and fiddle in that position. The first wedding was that of Mr. & Mrs. James Bain in the late 1880's and they had a wedding dance that night. The festivities lasted till break of day. Charles Simms then hustled home, changed his clothes, took the milk pail and stool and went out to milk the cow. A couple of hours later he was found still sitting on the stool fast asleep with the milk pail between his knees and the cow placidly chewing her cud over in the shade at the edge of the clearing.

Around 1882 to 1886 a new class of settlers began to arrive. They came direct from Germany. Some of these settlers were Italians who had gone to Germany to work in the mines and had married German Wives. They were seeking a land of greater opportunity. Most of these newcomers had only the bare passage money from Germany to Canada, so they were penniless on arrival. They took up settlement in the central part of Mills Township and named their postoffice Arnstein. Due to their poverty on arrival their hardships were severe for the first few years. But their traits of industriousness, frugality and good living persevered and in a few years they enjoyed some comforts and conveniences. Names of some of these settlers were Hampel, Parolin, DeBon, Haufschild, Dellandrea, Wagner, Bernardo, Sommacal, Odorizzi, Christoforetti, and Culin.

Other land seekers went further up the Great North Road settling along it right up to the junction of it and the Nippissing Road

at Commanda. Many others turned north at the boundary of Mills and Pringle townships and started the settlement of Golden Valley. Names of these people were Sutcliffe, Dobbs, Mainprize, Shortland, Whitehead, McNeil, Mann, Murphy and Moore.

In 1884-85 the Grand Trunk Railway was extended from Gravenhurst to North Bay and a road was built from Commanda to Trout Creek-- a station on the G.T.R. In the years 1886-87 the provincial government appointed Tom McGowan to oversee building a tote road from the McConkey Hills Road at Arnstein out through Golden Valley linking up with the Great North Road east of Golden Valley. This gave the settlers at Loring a road to Trout Creek, a distance of 42 miles. This shortened their route considerably from the 65 miles to Parry Sound.

This road to Trout Creek improved living conditions considerable. Merchandise was toted over this road by teams. It took three days to make the round trip and three quarters of a ton was a load on the wagon, but on sleighs in the winter a load was about twenty five hundred weight. The mail route was also switched to Trout Creek, horses were used and three mails a week was instituted.

In 1908 a road was made from Loring to Salines (now Drocourt) on the Parry Sound-Sudbury C. N. R. line. This was mostly used as a winter road, but it cut the distance from Loring to the railroad to twenty six miles. This road was never very satisfactory, as Salines was only a flag-station and only meagre accomodations were provided there. In 1913 Arthur Walton and Sons sold their steam-boats on the Magnetewan River and built a large shallow-draft boat on the Pickerel River and ran from Loring to Lost Channel; Freight was hauled by team from Mowat Station on the C. N. R. to the boat landing, thence by boat to Loring. In 1917 the Schroeder Mills and Timber Company Built the Key Vally Railway from Pakesley on the C. P. R. to Lost Channel and freight was brought into Loring area that way. About 1922 the Trout Creek-Loring road, with some changes, was widened, graded and gravelled to make it a motor road; so this became the link with the outside world and all the other roads and transportation methods fell into disuse.

As inferred previously, packing with tumplines and pack-straps was the first method of transportation. Then oxen yoked to a jumper or wagon replaced men's and women's backs. Next change was to horses. Sometimes this change was made gradually, as financial circumstances permitted; that is, often a horse and an oxen made a team--often hitched abreast and at other times hitched tandem, the horses ahead of the oxen.

RESTOULE, NIPPISSING, POWASSAN AREA

Soon after the early French became established at Quebec and

Montreal the more adventurous ones pushed on westward by canoes on voyages of discovery and exploration and eventually fur-trading. It is certain that Champlain and his party ascended the Ottawa and Mattawa Rivers and portaged over to Lake Nipissing. This route was soon established as one of the most important passageways for the fur-traders and became known as the Champlain Trail. So the part of Parry Sound District bordering on the south shore of Lake Nipissing was known for a great many years before permanent settlement began-especially the mouth of the South River. Trappers and furtraders used the South River to penetrate further into the wilderness in quest of fur-bearing animals. And in emergencies up the South River and down the Nipissing and Petewawa Rivers was sometimes used as a route from Lake Nipissing to Ottawa, as it was a shorter and more direct route than the Champlain Trail. But it was only used when speed was the prime essential, and this route never came into much prominence, due to the small streams to be traversed and the many rapids and portages which would not accomodate the thirty foot freight canoes.

In 1864 John Beatty with his wife and family came by canoe up the Ottawa and Mattawa Rivers and across Lake Nipissing and took up abode near the mouth of the South River. They have the distinction of being the first permanent settlers in this area. Mrs. Beatty became quite proficient in speaking the Indian language and often acted as interpreter when the Indians sold their furs. She also was the liason between Government officials and the Indians. For these services the Government gave her two hundred acres of bush land where the village of Nipissing now stands.

All supplies were brought in from Pembroke by canoe over the Champlain Trail until 1870 when the Nipissing Road was cut out from Rosseau to Lake Nipissing;--a mere trail it was-but it brought these early settlers to within seventy miles of the outside world.

About this time an effort was made to extend the railroad from Pembroke to the Georgian Bay. This would have given access to a vast new country and speeded up transportation between the Great Lakes and Montreal. So the survey was made to run south of Lake Nipissing the right-of-way was partly cut out, much of it graded and a large quantity of steel rails was stock-piled along the right-of-way. When John A. MacDonalld came into power he conceived the idea of a transcontinental railway and changed the line of the C. P. R. to run north of Lake Nipissing.

Next settlers to arrive after the Beatty's were Tom Thomas in 1868, then followed by Floyds, Chapmans, Armstrongs, Rowlandsons, and others. The township of NIPISSING was surveyed between 1874 and 1881. It was organized in 1888 and bylaw No. 1 passed at the first

meeting, March 10, 1888, prohibited bulls, horses, and pigs to run at large.

As new people arrived at Nipissing village they spread out to the west, south and east. In 1881 Wm. Campbell, James McVeety, Tom McKee, Tom Stevenson, and James Clarke came up from Pembroke to Nipissing, then south on the Nipissing Road to Commanda, thence by trail to what is now Restoule. Some came by canoe and others drove cattle up, taking two weeks to make the trip. They made log shanties with scoop roofs for themselves and log stables for their stock, cut beaver hay for their stock, carrying it home on poles. Many of these log shanties were used for a year or two before lumber and glass could be produced for windows. Commanda was their nearest source of supplies. It boasted a hotel of sorts, run by a man named Fitzgerald. James Arthur, who later became the Federal M. P. had the store. He had a team of horses which hauled the supplies from Rosseau, making around trip a week, bringing back about three quarters of a ton by wagon. On sleighs in winter the team would haul a little over a ton each trip. The settlers in Restoule would walk out to Commanda and carry their supplies home. Flour came in 200 lb. barrels, and many times Jim Arthur at Commanda had to open the only barrel of flour he had in stock and dole it out, about ten pounds to a family to tide them over till more was toted in.

In 1888 a log school was built in Restoule. Miss Kenny was the first teacher. The school also served as a church for a good many years. Mr. McGilvery was the first pastor. He came over from Sturgeon Falls and was always accompanied by a big dog. Several times a blizzard overtook them, so they would bury themselves together in the snow and wait out the storm, then get up and complete the hike. The next minister was Mr. Gander from South River. He travelled on horseback.

Other settlers went west from Nipissing village and took up land in what is now called Hotham. Names of some of these pioneers are Robert Barton, Joseph Steel, Sam Dowdall, John Barber, Andrew Fife, McConnell, Brown and Powers. These men cleared a small patch of ground, erected the log cabins and stables, returned to Pembroke and drove their cattle up. They then had everything ready to move their families in.

In fancy, let us follow John Barber's wife and family of small children to their new home. They hired a team to move them and left Beechburg (15 miles east of Pembroke) on February 20th. 1881, and followed J. R. Booth's tote-roads up the lakes and through the woods, across Lake Nesbonsing and around the south shore of Lake Nipissing to Nipissing Village, and then to their new log home in Hotham, arriving on March 1st. After such a harrowing

experience it must have been a great relief for that woman with her small children to reach her new home--humble though it was.

Equally frustrating were the trials that dogged Mrs. James Rowlandson's journey to her new home in the woods and the welcome accorded her on arrival was not as satisfying. They came out from England in 1882, crossing the ocean in a combination sailing and steam boat and stayed the following winter near Sharbot Lake. Rowlandson worked during the winter on the C.P.R. Construction between Mattawa and North Bay. The next summer he went in to Nipissing and took land in Christian Valley. Some of his neighbours helped him construct his log cabin. He sent word to his wife and children to come to the end of steel by train on a certain date and he would be North Bay. Mrs. Rowlandson and their eight small children boarded the train at Sharbot Lake on the appointed date and started the slow monotonous trip. It was a gravel train with one passenger coach at the rear. When the children got thirsty en route, a man would get off the front of the coach, fill a dish with water from a creek and climb back on the back of the coach as it was going by. Mrs. Rowlandson had the distinction of being the first white woman to enter North Bay by train. Construction of the railroad had proceeded faster than expected and she followed her husband's instructions to go to the end of the steel, which happened to be Sturgeon Falls. There was not a solitary place in Sturgeon Falls for Mrs. Rowlandson and family to stay, so they walked back down the track for five miles till they found an abandoned brush shelter for horses. Mrs. Rowlandson and children stayed there till located by her husband several days later. The children were all sick from exposure and lack of proper food. They worked their way back the twenty miles to North Bay, sometimes walking and on work trains, then took a boat to the mouth of South River. The river was full of logs, so the steamboat could not go up to Nipissing village. Some of the river-drivers took them up the river through the logs in a pointer-boat, poling their way with pike-poles. After resting in the village for a few days they went by oxen and jumper to their new home. Before Mr. Rowlandson left to meet his family he had the four logs walls of the shanty set up, and told the men helping him to complete it. They thought he was discouraged and was leaving for good and 'meeting his family' was just an excuse to leave and still save face. As soon as he was out of sight the men went home and did not complete the shanty. So the Rowlandson's home-coming was to four bare walls - no roof, no floor, no windows or door. That trip provided tribulations enough to last a lifetime, yet pages could still be written telling of subsequent loneliness and setbacks in their pioneering days.

Eager settlers kept pushing further back into the woods from Nipissing village. Soon a small settlement started at the Chute on the South River--a mile west of the present town of Powassan.

It soon boasted a water-power sawmill and grist-mill. They gave it the name of Powassan--the Indian name for Big Bend, The wide déviation in the South river.

As stated previously the Grand Trunk Railway extended their line from Gravenhurst to North Bay in 1884/85; but was not really completed till 1888. It was in September, 1888, that the first scheduled passenger train left North Bay for Toronto. About Callander the locomotive developed engine trouble and was delayed a long time. Mr. Frederick, who had bought a ticket for Powassan, got tired waiting, so got off the train and walked down the track, arriving in Powassan two hours ahead of the train.

The influx of people greatly increased after the railway was built. A station was built at Powassan and the sawmill and grist-mill came out to the railway, using the Genessee Creek which crossed the tracks there for water-power. Nipissing village lost its prominence as being the hub of the surrounding country. The Champlain Trail fell into disuse and the Nipissing Road from Rosseau no longer was a method of ingress, but was only used by the people living along it.

Two hotels, The Calabogie House and the Robertson Hotel, were built in Powassan. Stores were started by Sweezy, Gibson, Smith, Gorman, and Inglis. As the new settlers were busy clearing land and had no source of income, business was not too good. Porter & Co. started a store in 1888 and they deserve much credit for the development of the new town and surrounding country. They operated a credit, trade, and barter business and this proved beneficial to all concerned. They sold everything needed by their customers and bought hardwood fuelwood delivered to the railroad which was used by the wood-burning locomotives. They also bought tan-bark for the tanneries and wooden ties for the railroad. Previous to this the settlers had to burn all the trees when clearing land. Now they could clear the land and make a living by selling the forest products at the same time. Porter & Co. also bought butter and eggs from the farmers, and encouraged them to keep more and better stock.

Professional medical services were non-existent for many years--the nearest doctors were at Bracebridge and Mattawa. Shortly after Robert Barton arrived in Hotham in the early eighties, he was terribly injured in the head by a falling tree. He was put astride the only horse in the community by two of his nearest neighbours and taken to Nipissing, thence by canoe across Lake Nipissing and down the Champlain Trail to Mattawa. Travel was very slow, as the canoe had to be carried over the many portages, then the injured man had to be assisted over them. It took these two men seven days to get the injured man to the doctor at Mattawa. But we are happy to report that Mr. Barton fully recovered and lived a very

good, long and active life in the new land of his choice.

In the winter of 1888-9 a real calamity hit the whole northern part of this District. It was a plague of diptheria. Almost every family lost at least one of its loved ones, and some families were nearly wiped out. It was indeed a year of mourning in all those backwood settlements-at least a death a day-no medical services and just a good neighbour to conduct the funeral services. In the cemetery of the little village of Powassan sixty four new graves were made that winter, and smaller settlements suffered proportionately.

Dr. Porter was the first doctor in Powassan, arriving in the late 1880's. He was here till his death in 1901. No records are available regarding his services, except that when he was needed out in the country, transportation had to be provided by the patient, otherwise he would not go. Dr. Harcourt and Dr. LeClair came to Trout Creek and set up offices in 1896. In a very short time Dr. Harcourt moved to Powassan. Dr. Dillane formed a partnership with Dr. Harcourt in 1908 which lasted till Dr. Harcourt's death in January of 1934, after which time Dr. Dillane carried on till his retirement in 1957. These doctors covered the whole area of northern Parry Sound District, and at times found it necessary to keep five horses to travel with. Volumes could be written about their wonderful work of healing in this section, their long trips in the dead of night and through winter blizzards to ease the pain and suffering of isolated settlers, often knowing in advance that thanks would be their only compensation.

Now, let us trace the educational and Spiritual life and growth of these communities. The first log school was built in Nipissing village in the early eighties. Other log schools were built at various cross-road places wherever enough children warranted them. In 1882 a log school was built on John Clarke's farm just west of Powassan. About 1890 a larger school was needed, so a large frame one was built. This building is still in use as a public school, but it has been improved and extended as necessity demanded. In 1928 a Continuation school was built. This has also been improved and a modern addition added lately. Nipissing now boasts a large up-to-date school. Many of the old log schools set among pine stumps in little log clearings have been abandoned and the children are now transported by buses to the larger central schools with modern efficiencies where they receive much more advanced education.

Clergy visited these out-lying settlements whenever time and circumstances permitted. The first Mass was celebrated at the home of James Barrett in Alsace Road in June 1877 by Bishop Jamot of Bracebridge. He made arrangements for a Catholic Church to be built in Alsace in 1878 where the cemetery now stands. Another

church was built on the Barrett Road on Lot 37, Con. VII, Himsworth Township in 1883. Fathers Joseph and Eugene Bloem were the first priests at these churches. In 1885 a frame church was built in Powassan on land donated by John Clarke, near where the present lovely church stands. One of Father Bloem's brothers was the first priest here. In 1883 a Catholic Church was built in Trout Creek by Father Nolan. It was enlarged in 1907. Father Kelly built a church in Loring in 1903. A new church was built in Powassan in 1905, and the log church was replaced in Alsace in 1909.

In 1877 the Knox College Missionary Society sent a student minister by the name of Wright to Nipissing for two months. His report was so good that another student was sent up for three months the next summer. He held services in houses in Powassan, Nipissing and Commanda, and reported walking 950 miles during his stay. The Presbyterians finally decided that they should build a church in Powassan. This was done in 1888 and Mr. Clarke donated the land for this church also. It was built entirely by volunteer labour and, when completed, it was fully paid for. Mr. Gilmore was the first pastor in the new church.

The first Methodist Church was built in Powassan in 1885. It was built of logs. The first pastor was Rev. Cummings. Previous to that, Rev. Mr. Huntington, affectionately called the 'Bishop of the North' whose pastorate field was from Mattawa to Sault Ste. Marie, made frequent calls at Powassan. A new frame church was built in 1892. In 1918 the Methodist and Presbyterian congregations united. Their present church was built in 1926.

The first Anglican service was held in the Nipissing school in 1880 by Rev. Mr. Crompton of Muskoka, and at rare intervals after that till 1883 when a Wycliffe student, Mr. Mcleod, was appointed to this field. He held services in Mr. Clarke's home till 1891, when the first Anglican Church was built. Rev. M. C. White was the first pastor in the new church. This church burned down and the present one was built in 1937.

Lumber companies arrived on the south shore of Lake Nipissing about the same time as the early settlers. The Hardy Lumber Co. was the first to start operations in the Restoule Lake area, about the year 1882. They brought in a steam alligator--a square boat with paddle wheels at each side--with them, coming up the Restoule River from French River, portaging it around the many rapids. That winter they put this alligator on the ice of Restoule Lake and winched the trees out full length to the lake. A horse was used to pull the cable from the alligator up into the woods where it was fastened to a felled tree, then the alligator engine

would pull the trees out on the ice and men there sawed them into logs. Waldie Lumber Co., Long Lake Lumber Co., and Beck Lumber Co. of Penetang soon followed and acquired timber limits in the Restoule area. These companies bought hay, oats, potatoes and turnips from the settlers, and also provided much work for them in the camps. Though the wages were small, it was a real boon to the settlers and helped to eke out their precarious existence.

The J. B. Smith Lumber Company was an early operator on the south shore of Lake Nipissing, and had a sawmill on Frank's Bay in Patterson township in the early eighties. They cut mostly long timbers up to eighty feet in length-for the export market. These timbers were hauled on sleighs with horses across Lake Nipissing from Frank's Bay to Sturgeon Falls and shipped by C. P.R. from there. In 1888 they built a large up-to-date- mill at Callander where it is still operating.

The J.R. Booth Lumber Company was one of the first lumber operators in the Northern Ontario, with their mills at Ottawa. They operated up the Ottawa River and its tributaries, receding further back into the wilderness each year. In 1880, and possibly many years before that, they lumbered on Lake Nesbosing in East Ferris township which is part of the headwaters of the Ottawa River. They also followed up Depot Creek a stream that flows into Lake Nesbosing, and logged the north east portion of Chisholm township and Boulter township. But much of their holdings in Chisholm township was in the Wistawasing Lake and Wasi River watershed, and this drained into Lake Nipissing and down the French River to Georgian Bay. Thus they were unable to get any of this timber to their mills at Ottawa. After much planning and deliberation they hit on a scheme. They built a railway from Lake Nesbosing to Lake Nipissing where the Wasi River empties. Thus they were able to operate on the Wistawasing Lake and the Wasi River right down to the south of Chisholm township and even into the northern part of Ballantyne township. They floated their logs down the Wasi River to the mouth at Wasi Falls. They put in a water-power plant at Wasi Falls and used the power derived from this to load the logs on flat-cars, then hauled them on their railway to Lake Nesbosing, dumped them there and floated them down to their mills at Ottawa. It took them two years to get their logs from the bush to their mills. By the use of this railroad of theirs they were also able to operate on Lake Nipissing.

In the early eighties J. B. Fraser built a sawmill at the mouth of South River and operated several years in this locality. Their lumber and square timber was taken by scows to North Bay, loaded on cars and shipped to market. They had a big warehouse in Powassan to house supplies and equipment necessary for their operations.

These companies were only interested in the pine forests. They could not float hardwood logs to their mills. There was little demand for hemlock, the price low and operating expenses high, so it was looked on as a nuisance species.

With the passing of the pine forests the above companies ceased operations and smaller outfits took over. With improved roads and more up-to-date logging facilities they were able to log the hemlock and hardwood at a profit. Small sawmills were set up at the source of supply. Odorizzi Lumber Co. had a mill at Restoule Lake and logged in Hardy township. The Trout Creek Lumber Co. contracted with small outfits belonging to John Barber & Sons, D Zurbrigge, Dobbs Bros., C. Simms & Sons, Empey Lumber Co., and W. Swanstrum, and bought their lumber. At first the lumber from these sawmills was hauled by teams of horses to Powassan. Later trucks were used.

HIMSWORTH, CHISHOLM, and BOULTER TWPS.

The township of Himsworth was surveyed in 1876 by Charles D. Chapman, O.L.S. and completed in 1878. The surveyor's report to the Surveyor-General regarding the township's topography, soil, timber resources and agricultural possibilities was very accurate in every detail.

The township was divided into two townships at the eighteenth concession, and called South and North Himsworth. South Himsworth was incorporated in 1890 with Reeve Wm. Charmichael, and councillors Wiggins, Weiler, McFaul and Carr. Secretary was Wm. McArthurs. At the first council meeting on April 2nd, 1890 their first bylaw was to appoint a secretary, an assessor, and a treasurer, whose salaries were to be \$50.00, \$40.00 and \$10.00 per annum respectively. Their second bylaw, passed at the same meeting, appointed a Board of Health who at their first meeting condemned, as unsanitary, the slaughter house in Powassan, and ordered it closed. Council was very busy the first few years getting things organized. School sections had to be laid out and defined, statute labour divisions had to be made and road commissioners and path-masters appointed for each division. Assessments, Courts of Revision, and numerous other problems had to be solved. A history of the early settlement of South Himsworth will follow.

North Himsworth Township was organized in 1886. Members of the first council were, Reeve George Morrison, and Councillors Ed. Fisher, Thos. Darling and Fred Kirby. W.E. Cronkite was first clerk. George Morrison was reeve for twenty five years between 1886 and 1915 and 1945-father and son were Reeves for forty four years of the first sixty years of the township's incorporation.

The first settlement in North Himsworth was at the mouth of Wasi River, where it empties into Lake Nipissing, started when Booth Lumber Co. built their logging railway from Lake Nesbonsing to it. Quite a small thriving village sprung up, the men working at the log-loading and other related work. Booth's also had a large boarding house there.

When the C.P.R. commenced extending their line west from Pembroke, many people thought it would run through what is now Callander, so they started building there. But the railway veered off to the north before reaching Callander and went to North Bay. That almost was the death-knell of this nucleus of a village. But the G.T.R. from Gravenhurst saved the day as it ran through Callander. When J.R. Booth's logging railway from Lake Nesbonsing to Wasi Falls on Lake Nipissing was abandoned, the village at Wasi Falls became deserted, due to lack of work, and Callander came into more prominence. Callander was first called South East Bay and the name stuck for years even after the first post-office was started in 1881, and named Callander after the birthplace in Scotland of the first postmaster, George Morrison. Several of the houses at Wasi Falls were floated on rafts of logs to new locations in Callander. George Morrison only kept the post-office for a couple of years. When his store burned in 1893 the post-office was transferred to Wilson's store which was newly erected. Hotels were erected in Callander by Geo. Morrison in 1883 and by James White in 1885.

The first school was started in 1886 where the Callander Hotel now stands. Twenty five children of all ages attended and Sarah Snowden was the first teacher. This school building soon proved to be too small for this booming settlement, so a new one was built at the present site in 1894. This school has been remodelled and enlarged many times since and is now a very up-to-date seat of learning. The first teacher in the new school was Robert McFarquhar.

The Spiritual needs of this settlement were not neglected. The first Presbyterian services were held in Shannon's home, started in June 1883 by Rev. Mr. Hamilton, followed by Mr. Hague, Mr. McLeod, and Mr. Wester-student ministers. Their church was built in 1892. The first Methodist services were in Mr. W. F. Ellis' house in 1883 by Rev. S. Huntington "the Bishop of the North". He was followed by Mr. Cummings, Mr. Hassold and Mr. Caldwell. The first Anglican church was built in 1890, the building materials donated by J. R. Booth Lumber company, J.B. Smith Lbr. Co. and J.B. Fraser Lbr. Co.'s and was erected by local volunteer labour. Rev. Mr. Gilmour was the first pastor. The first Masses of the Catholic faith were celebrated monthly by one of the Rev. Father Bloem Bros. alternating between J.R. Booth's boarding house at Wasi Falls and Mr. Hick's house in Callander. Their first church was built in 1892. It was destroyed by the Good Friday windstorm on March 21st,

1913. The present large church was built that same year.

Names of some of the early settlers were: S. Wilson, Tom Kingston, Capt. White, John Stone, C. Ricker, R.W. Graham, Tichborne, John McKechnie, Rivers, Bonsteel, Watt, The Kilby's, J.R. Moon, John Kervin, Ed Fisher, A. McKinney, Joe Coventry, and Wilson. Some of these people came up the Champlain Trail and the others came up the Nipissing Road to Nipissing Village, thence by boat or through the bush to Callander.

Lumbering was the first and most important industry in North Himsforth township. South East Bay was sheltered from the rough waters of Lake Nipissing, so it was an ideal place for sawmills. At various times mills were built on available sites ranging from Wasi Falls at the South right around the Bay to where J.B. Smith's mill now stands at the north side. This mill was first built in 1888, was burned in 1894 and 1934, but was rebuilt each time, making it larger and more up-to-date with each building. In 1891, W.F. Morrison built a shingle mill and it operated for several years. In 1892 McBurney and Leacock built a mill. This mill changed ownership several times. It also burned and was rebuilt on several occasions. In 1929 a mill was built by Payett Lumber Co. It burned in 1934. In 1888 Cronkrite built a water-powered woollen mill and tannery at Wai Falls and operated it till 1892, when he moved it to Thessalon.

As Nipissing was a large lake, large paddle-wheel steamboats were necessary for transportation and towing logs. In 1874 the Enter-Ocean boat was built at Nipissing village out of timbers and lumber whip-sawn from logs cut on the banks of Bear Creek, and was in use for a great many years. In 1880 the Sparrow was built at Lavassie Creek. It was purchased by J.B. Smith Lumber Co. in 1886 and towed scows of lumber from their mill on Frank's Bay in Patterson Township to North Bay. In 1887 the John Fraser was built at Callander for the Fraser Lumber Co. It was burned on November 7th, 1892 while taking men and scows of hay and provisions to their camps in Patterson Township, with a loss of twenty-seven lives including crew. Other boats were the Laddie built in 1894, and the Northern Belle and the Seagull, both built in 1905.

Thus, Callander grew from zero to a bustling frontier village as so many places had. She probably would have remained so, if a sensational event of front-page headline importance had not happened to bring it world-wide fame on May 28th, 1934. What was this unusual occurrence-Yes, it was the BIRTH OF THE DIONNE QUINTUPLETS. These famous babies were born about two miles east of Callander and in Nipissing District, yet their advent brought Callander into great renown, due to its close proximity. Likewise, it brought

fame to Dr. Dafoe of Callander, an obscure country physician, who started his practice in Callander on January 9th, 1909. It was he who helped to bring these celebrities into this world. But one item of news, that has been almost overlooked and which had a vital influence on their survival, was the fact that at this time the Callanders Women's Institute were taking a Home Study Course in Sewing, so were able to supply layettes and other much needed articles to the Dionne's inadequate supply. And two women of Callander took charge at the Dionne homestead until the Ontario Government was able to supply the necessary care and professional nursing services.

As stated previously, J.R. Booth Lumber Co. logged in Chisholm and Boulter townships prior to 1880. The earliest records show they came to the North boundary of Chisholm about 1870 and logged on Depot Creek. They also logged on Sparks Creek in Boulter township. What should have been recorded was, that when they decided to log the Wasi River watershed, their plan was to build a dam at the outlet high enough to divert the water into Depot Creek, thus enabling them to drive these logs directly to their mills in Ottawa. The Government refused them permission to do this. So they just built the dam at the outlet of Wistawasing Lake high enough to hold a reserve of water sufficient to supply enough water to float the logs down over the rapids to Wasi Falls to be loaded on the railway they were obliged to build from Nosbonsing Lake. Building this dam flooded the land bordering Wasi River for a width of half a mile to two miles wide right up the centre of Chisholm township to the southern boundary. So the people living on the eastern and the western sides of the township were completely isolated from each other.

Booth's lumberjack's were mostly Frenchmen from Ottawa. They would come to the camps in September or October and not get home again till the following March or April. Some would stay for the log-drive, so they would be away from home ten or eleven months. This was not a very satisfactory condition, as the French are very devoted to their homes. After a year or two of this, they decided to move their families up nearer their jobs. They located lots in Chisholm and moved their families into logcabins on these lots, not with agriculture in mind, but so that they could be re-united on week-ends.

In the early eighties some of these lumberjacks started farming their lots in the summer, keeping a cow and growing vegetables for their own use, which raised their standard of living considerably. Most of this work was very primitive and crude and fell to the lot of the women and children. The men continued to work in the camps in the winter. New settlers arrived every year-those from up the Ottawa River homesteaded mostly in the eastern part of Chisholm township, the ones from Rosseau, Bracebridge, and later,

Powassan settled in the western part of Chisholm and the eastern part of Himsworth township. Lonliness, privation and hardship were the lot of these early settlers, similar to what was endured by the early arrivals in other parts of this area. But none would ever admit defeat. New-comers were invited to share, gratis, the one-room shanties and humble fare of the already established settlers, until they had built shanties of their own-sometimes a month, and often much longer.

Clergy of the various religious faiths quite early visited members of their flocks scattered over this vast area, trudging the many miles on foot through uncharted forests or over poorly-defined trails. Often darkness overtook one of these clergy before reaching his destination, so he would be most welcome at the first settler's shanty he came to, whether they were of the same faith or not.

After Booth's finished logging on the Wasi River the dam at the outlet of Wistiwasung Lake was removed and the water receded to its natural level. The Wasi River became a mere creek except in flood time. Roads were built across the township linking the long-seperated east and west sections, and passable roads were built to Powassan. As most of Chisholm township was well suited for agriculture, the settlers started clearing land in earnest. They kept more and better stock, and bought farm implements to assist them in their work. Log shanties and stables were replaced by modern homes and large frame barns. Small sawmills operated in various parts of the township, providing work and a market for sawlogs taken out by the farmers.

Some of the early settlers in Chisholm township were: Anderson's, Bessette, Millar, Labrecque, Topp, Chayer, Boxwell, Delorme, Butler, Ledoux, Cossar, Gagnon, Frederick, Laferriere, Graff, Larochele, Hodgins, Livingstone, Gauthier, Walsh, St. Jean, Smith, Mick, Owens, Rawlinson and Wraight.

The first Catholic Church was built at Chiswick in 1895, and was also used as a school till one was built there in 1897. Bishop Lorrain donated twenty five dollars to assist in building this church. This was just a mission to Bonfield; that is to say, there was no resident priest in Chiswick, but the priest at Bonfield held weekly services and attended the sick of the District. In 1901 Chiswick was changed to a mission to Astorville. The first resident priest in Chiswick was Rev. Father Gravelle in 1920, and served this parish till his retirement in 1951. During his long term as parish priest he built a residence for the priest and made very extensive improvements to the church building. He not only gave Spiritual Guidance to his parishoneers, but he was also their legal and educational counsellor as well. He took a keen interest in everything which improved conditions in the community and was

highly esteemed by everyone.

The Presbyterian's first Church was a log one, started in 1889 and completed in 1891, built by local volunteer labour and completely paid for when completed. Anglican and Methodist churches were built in Chisholm as soon as finances permitted. The people of Chisholm were very proud when they had their own worship were made possible. Previous to this, many of the travelling pastors had to walk miles to serve their small charges at such widely seperated places as Nipissing, Commanda, Callander, Trout Creek, Powassan, and Chisholm.

The first public school in Chisholm was built on lot 8, Con. VIII, between 1892 and 1894, of logs and the furnishings were all hand-made. Cash outlay was forty dollars for materials for the building and thirty dollars for materials for the furnishings. Very shortly after this, other schools were built in various places in the township, wherever needed.

Boulter township was logged quite extensively by J.R. Booth Lumber Co., floating their logs down Sparks Creek, Depot Creek, and from the upper reaches of the Wasi River and its tributaries. A few people located land on the western and northern parts of the township and cleared farms. But after a few years the thin layer of humus on top of the sand disappeared--was burned in land clearing, and what was left was washed away. So these farms were deserted and nature again reigned supreme. In later years the Ontario Department of Lands and Forests have carried out large reforestation Programs, planting millions of tree seedlings on denuded areas in the township--thus hastening restoration to its original state.

Let us now continue the history of South Himsworth township. Shortly after Charles J. Chapman, OLS, submitted his report on the township of Himsworth to the Surveyor Gen. in 1870 (as mentioned previously) the Ontario Government advertised the good land available in the township. A stampede of new settlers from many parts of the Southern Ontario, and also from the British Isles, started in 1879 and in the next ten years most of the best land in Himsworth township was homesteaded, as was also much of the poorer areas. These settlers converged on South Himsworth from all directions.. Some came via Lake Nesbosing and Chisholm township, settling in the eastern area. Others came up the Champlain Trail (Ottawa and Mattawa Rivers and Lake Nipissing) to Nipissing Village, thence by trail to Himsworth township. Others came up the Nipissing Road from Rosseau, branching off this road at Commanda, Alsace, and some came as far as Nipissing village before turning east in search of the land of their dreams. Lastly, after about 1885 the remaining ones were able to come by G.T.R. to Powassan and Trout Creek and fan out from there.

Let us pick at random a few of these settlers and relate some of their experiences.

About 1878 James Durrell, James Robinson, and John Johnston came up the Champlain Trail in a birch bark canoe and across Lake Nipissing to Nipissing Village, and spent some time looking over South Himsworth township. They located homesteads on the Tenth, Eleventh and Twelfth Concessions, west of Powassan, before returning to Pembroke. What they saw must have satisfied them, because next spring they left Pembroke on March 22nd for their new homes. They loaded their household effects, women and children on a sleigh and started for their new homes. The women drove the team and the men followed, driving their eight cattle. This trip took twelve days. Johnston farmed here the rest of his life. Durrell had a farm at the Chute, but spent most of his life logging. Durrell's Lake, west of Restoule, is named after him as he had one of his camps there.

After a winter in the woods he would bring his team of horses out to his farm at the Chute to pasture for the summer. He would also bring his equipment out for storage there. It was then that the women would wash hundreds of pairs of gray woollen camp blankets. The laundering method was primitive but effective. First they were boiled in huge cauldron kettles over fires outdoors to eliminate the vermin which infested them. Then they were put in lukewarm water in wooden tubs and the women tramped them till they were clean. Then they were wrung out by hand and hung on the rail fences to dry. Mr. & Mrs. Durrell raised quite a large family, lived to a ripe old age, and were highly respected by all who knew them.

James Robinson, called Beaver Meadow Jim to distinguish him from other Robinsons, only stayed here a year. He and his wife worked for J. R. Booth on the Quebec side of the Ottawa River for the next six years, but about 1886 they returned to South Himsworth and lived on lot 4 on the Tenth and Eleventh concessions which they had bought from a squatter for \$100.00. This squatter was supposed to build them a log shanty but left when he got the money without doing the building. Jim Robinson bought a team of horses and wagon from Booth at Nesbosing, the first in that area, and these strange animals hitched to that noisy contraption frightened the neighbours' children who had never seen the like before—only oxen and home-made jumpers.

Names of a few of the early settlers were: Weiler, Briggs, Oldfield, McDaniel, John and James Wiggings, Joseph Alston, M. Haggarty, Carmichael, Wallace, Henderson, Shields, Ferguson, John Bower, Josh Phillips, Butcher, Gough, Lawrence, Andy Gray, McQuoid and Holfaster. This Holfaster deserted the German Army and signed

on as a sailor, deserting the ship on this side of the Atlantic, settling finally in South Himsworth township. Some of the above people came direct from England and settled on the Eight Concession, which for years was called the English Line.

Some of the above settlers came as far as the end of the railway at Bracebridge where their possessions were unloaded. The men made jumpers in the bush nearby, hitched their oxen to them, loaded up, and began the long trek around the lake to Rosseau, thence up the Nipissing Road to Alsace, thence east to their destination. About fifteen miles a day was the average with these outfits, and when night overtook them they camped under the trees, the oxen foraging for themselves. When the wooden runners would wear off the jumpers from constant contact with rocks, they would stop and cut new ones from trees by the trail, make the necessary repairs, then continue on their journey.

Most of the above settlers took land on Concessions VIII, to XII, which is mostly a flat belt right across the township. This land was covered with heavy forest and was entirely devoid of roads. So the first requisite was a trail to their homesteads, then began the arduous task of clearing the land and erecting log buildings. But their toil and perseverance has paid handsome dividends. Now one can see large up-to-date farms with good buildings as one travels over the gravelled concessions and side-roads.

The southern section of South Himsworth township is interspersed with hilly sections with rocky outcroppings, some fertile areas, and some very sandy areas. These sandy plains were at one time cleared and good crops were raised on them,

but as soon as the top few inches of humus was used up or washed away, nothing would grow, so these farms were abandoned to daisies, buttercups and paint brush, the log cabins and barns staring hollow-eyed as muted evidence of frustrated efforts. But many good farms are yet to be found on the fertile areas.

Many of the first settlers to this area were Germans, coming from Kitchener-Waterloo. Names of some of these were Weiler, Hummel, Schlosser, Conrad, Lang, O'Shell, Grasser, Baechler and Daub.

These new settlers started coming ^{about} 1878 via Bracebridge, Rosseau, Magnetawan, thence through the bush on little better than a path, taking up homesteads west of the present town of Trout Creek. These, like all the other pioneers, suffered the varied hardships in their first years of settlement.

Ignatius Hummel, married to Johanna Weiler, in 1878 settled on

lot 22, Con. IV, South Himsworth. He often walked the twenty miles to Commanda, the nearest store, and carried home on his back the groceries for his family. On one occasion he walked to Commanda for flour, only to find none in stock. So he walked to Nipissing, only to find none there. But the storekeeper had some soda biscuits in a barrel, so Mr. Hummel took a quantity of these back with him for their two little girls who could not survive by living entirely on the rough fare of their parents. Their daughter Catherine was the first child born in this new settlement.

Andrew Weiler and his new bride came up at the same time as the Ignatius Hummel's. The first winter they lived exclusively on potatoes and turnips. Mrs. George Hummel came up the same year to join her husband who had come earlier to build a cabin. She walked from Rosseau to Trout Creek (60 miles) in two days, carrying her personal belongings. It cannot be stressed too often that these roads were through swamps and over high hills--just an incessant series of mudholes, roots and stones.

After about ten years of this primitive life these early settlers welcomed the Grand Trunk Railway as it wound its way around the hills through the dense forests heading for North Bay. A station was built and a small settlement came into existence nearby. It was first called Little Bend, but soon changed its name to Trout Creek, as Little Bend made it seem inferior to Big Bend (Powassan). And with the completion of the tote-road from Commanda about the same time, Trout Creek became the hub of a very large area. Many new settlers came by railroad and started farming. Merchandise came to Trout Creek by railway and was hauled by horses to such outlying places as Commanda, Golden Valley, Arnstein and Loring. And drovers bought the settlers' surplus cattle and sheep, drove them to Trout Creek to be loaded and shipped to Toronto. And lumber companies hauled their provisions and equipment from Trout Creek to their camps--even miles beyond Loring. Sometimes fifteen or twenty teams with their sleigh loads could be seen leaving Trout Creek in a string headed west to their various destinations. Situated in such a strategic spot it is no wonder that Trout Creek mushroomed to such a bustling settlement literally, almost overnight. Five years after its birth (1892) it boasted three hotels, the Peterborough Hotel, the Queen's Hotel and the Carr House. It had a butcher shop, watch-maker's shop, several stores, churches and a hall, and many houses. Twenty years later Trout Creek had grown enough to take on the status of a town. The first Council Meeting was held in Trusler's Hall on January 3rd, 1913. H. J. Pedden was mayor and councillors were T. F. Carr, F. J. Nigh, A. Sloman, J. Trusler, D. F. Quinlan and Wm. O'Shaughnessy. B. E. Green was appointed clerk at a salary of \$45.00 per year, John Schiech was constable at \$10.00 per year and sanitary inspector at \$3.00. M. Corkery was appointed treasurer at \$25.00 per year and Andrew Booth was paid \$10.00 per year as assessor. Dr. R.

H. Dillane was medical health officer and his stipend was \$10.00 per year. Trusler's Hall was rented for council and court meetings for \$20.00 per year, with heat and light supplied.

To the first settlers the forests were a handicap. The trees had to be chopped down and burned to make way for the small fields in which they grew gardens and feed for the stock. But with the coming of the railroad these conditions changed. Sawmills were built in, and close to Trout Creek which provided work for the men. And the forests then became a source of revenue for the settlers, as these mills bought logs, as well as carrying on logging operations of their own. The lumber was shipped to outside markets by rail. Carr had a water-powered sawmill about a mile west of Trout Creek on the stream of that name. Barrett had a steam-operated mill closer to the village. Wm. Burk had a sawmill and planing mill just east of the railway. He also kept a stock of builder's supplies for sale. Laechler also had an interest in this business. Later it was sold to Merner & Son.

About two miles south of Trout Creek, Towner and Hess built a big sawmill about 1888 which also boasted a band-saw. Quite a village sprang up around this mill and it was called Glen Roberts. A log school was built and had an attendance of over forty pupils. Miss Laura Sharpe of Burks Falls was the first teacher. Most of the mill stock was shipped to their furniture factory in Hamilton. They also cut the best of the hardwood edgings into four foot lengths, bundled them and shipped them to the factory. This mill burned down and another mill was built by Anderson near the same location, and operated for quite a number of years. About 1905 the Standard Chemical Company bought this outfit, dismantled the mill, and concentrated on corwood for their chemical factory at South River.

Later, in 1913 the Dominion Wood and Lumber Company built a sawmill and factory just south of Trout Creek, east of the railway tracks. Besides making lumber, they also manufactured alcohol, charcoal and acetate which they shipped overseas. They logged east of Trout Creek in Laurier and Ballantyne townships, and built a logging railway to transport their logs and cordwood, reaching as far east as Mink Lake. This firm operated till 1926, when they were forced to cease, due to a slump in markets and excessive operating costs.

About 1890 pine forests were getting scarce in Michigan, so some of the companies operating there, looking for new limits, came to Ontario. Some of these came to Northern Parry Sound District and were mentioned previously. They sent their key men over to supervise operations. Dan McIntosh and Agnus MacDonald were two such men representing the Hardy Lumber Company-McIntosh as manager and

MacDonald as foreman. In September, 1892, these two men came over and brought a few of their crew with them. Their limits were the South East part of Hardy township. MacDonald's first camp was on a little lake named after him in Hardy Township. When he left, Alpena, Michigan, he told his wife and three small children that he would build them a home in the woods and they were to come as soon as it was built. The first letter this family had from him came about December 1st, saying for them to come, as their new home was ready. So they took the train from Alpena to Trout Creek, arriving there after dark on December 10th--tired, dirty and hungry. They were met at the station by MacDonald and taken to the Carr House where they had a good supper, a good wash, and a sound nights sleep. Before daylight next morning they started off with a team and sleigh driven by Bill Carr. At noon they arrived at Comanda, had dinner at Ever's Hotel, and started again. They stopped in the late afternoon at Bill Campbell's house in Restoule, fed the horses again, got warm and had a lunch. The last leg of their journey took them till long after dark, before lights from the camp windows beckoned a welcome to them through the trees. Their new home was a log shanty 16x18 ft., with one door and one window. The furnishings were a cook-stove, home-made bunks to sleep on, home-made table and benches and two shelves to put things on. The transition from city life to camp life in the woods was not a great problem for the three children and they soon became great favorites with the lumber-jacks--many of whom had small children of their own at their own homes far distant. And Mrs. MacDonald adapted herself to the bush life quite readily, making full use of the scant facilities and comforts. Some of the old-timers at this camp were Matt Stephen (blacksmith), Andy Grawbarger (handy-man), Alex Hall (cook), and Angus MacKay (scaler). The MacDonald family stayed in this camp for two years, and during that time they never saw another woman or child. As the children were then of school age they moved to Trout Creek and made that their permanent home.

It was at this same camp on MacDonald's Lake in Hardy township that a record was made that has not been surpassed before nor since, to the writer's knowledge. And conditions for making the record were far from favourable. After two days rain which left the trails very soft and froze the logs to the ground, Frank Tucker of Trout Creek with his own team weighing only twenty cwt. skidded 1163 logs on December 19th, 1885, and ran out of logs by 4p.m.--other-wise he could have skidded 1500 logs that day. To verify the teamster's count, the clerk J.F. Kelly counted them, and Angus MacKay scaled them and-certified the count correct. These logs measured 110,300 ft., Doyle Rule, so these logs were not hot-poles, but must have been mostly 16' in length and averaged fourteen inches in diameter.

SOUTH RIVER AREA

The South River was used for floating logs down to lake Nipissing

and thence to their ultimate destination for many years before any permanent settlers took up their abode in adjoining Machar and Laurier townships. The first lumber company we have any record of was the Fraser Lumber Company in Laurier township about 1866. They were the first to improve the South River, building dams and log slides to facilitate floating the logs over the many rapids and waterfalls. Their headquarters were at Big Bend on the South River (close to the present town of Powassan). Provisions and necessary supplies were hauled the twenty five miles to their camps in Laurier township by teams hitched to home-made jumpers. It was not even a wagon road. Other lumber companies to follow were J. R. Booth in Machar Township, South River Lumber Company in part of Laurier township, Turner Lumber Company in Paxton township in 1901, and Standard Chemical Company in 1904.

The first saw mill was owned by Charles Byrnes, located on the South River on lot 1, concession II, Laurier. McAdams built a shingle mill close by William Erb built a sawmill about a mile north, also on the South River, about 1884 and operated it for many years. These were only small mills, and cut lumber and shingles for the settlers who started to arrive about this time.

The South River Lumber Company built quite a large sawmill on the South River, just north of the present Hay & Co. Mill. They logged in Laurier township and sawed their logs into lumber at their mill. When the Turner Lumber Company started logging in Paxton township in 1901 the South River Lbr. Co. contracted to saw Turner's logs into lumber. So the mill was enlarged and modernized to cut one hundred and twenty five thousand feet per day, and ran day and night. They put in a steam-driven dynamo to light up their mill and yard. The lumber trolleys used to haul the lumber from the mill to the yard, were electrically operated. They also had a lath mill in connection with the sawmill and cut fifty thousand wooden laths per day out of the pine slabs. Besides sawing their own logs, the South River Lbr. Co. cut ten million feet for Turner's that first summer. Turners only took the best of the pine timber, so they were through logging in Paxton township in six years. The South River Lbr. Co. did not pay their men by cash or cheques, but used scrip which was just an order on their store close by. The men would take this paper to the store and get their groceries, tobacco and clothing.

In 1904 the Standard Chemical Company built a large sawmill and chemical plant in South River. They bought the land and timber from many of the settlers in the south eastern section of Laurier township. This area was very sandy and entirely unfit for agriculture, and the settlers considered the trees only as an encumbrance on the land. So they gladly took what the company offered for their holdings, loaded their belongings on the rail-

road and headed for the western prairies. The Standard Chemical Company also held the timber on the Crown lands in Laurier township under license. They made sawlogs out of the good trees and cordwood out of the poorer hardwood trees. This cordwood went to their chemical plant where charcoal; wood alcohol and acetate of lime were manufactured. South River became known as the "Charcoal Town". Later they bought the abandoned license of Turner's in Paxton township. In 1917 they built a logging railway 25 miles long, reaching from their mill in South River to Paxton township, using it to haul their sawlogs and cordwood. In 1946 they lifted the steel rails and converted the road-bed into a truck road. In 1951 they sold the timber limits and sawmill to Hay & Co. of Woodstock, and sold the chemical plant to the Dominion Tar and Chemical Co.

William Erb, a store-keeper in Kitchener, decided to try his fortune in the north, so in 1883 he loaded a big furniture wagon with his wife, children, and a few necessities and drove to South River, settling in the south east corner of Machar Township. His eldest son remained in Kitchener to look after the store. This son would send up a whole bolt of gingham to his parents at South River when occasion permitted. Mrs. Erb would make clothes for the children and herself, and shirts for Mr. Erb all out of this same kind of cloth.

Most of the westerly part of Laurier township was settled and some large farms cleared. But the sandy soil was soon abandoned or sold to the Standard Chemical Company, as noted earlier. A few farms on the first concession of Laurier had better soil and are still farmed.

James Brinen from Dunsford in the Bobcaygeon area was one of these settlers. He came north in 1886 and for a few years worked for the Fraser Lumber Company. In 1872 he brought his wife and family to lots 3 and 4, con. I, Laurier. He built a log cabin on these lots and for the first three years did not have a stove in it just a camboose, a fire in the center of the hut and a hole in the roof to let the smoke out. He then bought a cook stove in Magnetewan and carried it to his home east of South River on his back. On his next trip to Magnetewan, with the aid of a tumpline, he carried two 90 lb. bags of potatoes home on his back, and a side of salt pork under his arm. He was the first man to grow potatoes in Laurier township.

The Brinen school was the first one in Laurier Twp. built in 1888 of huge hewn pine logs. It is still standing, but not in use. A new frame school was built beside it later and is still in use. Annie Turnbull was the first teacher in the log school.

When Mr. Brinen donated the land for the first school he stipulated

that it was to be used for a church by any denomination. Mr. Gander, who has been mentioned many times in this history, held frequent services in this school. James Brinen's son and Martha Shields were married by him in this school, in 1894. Rev. Mr. Eaton held Methodist services in this school, and Rev. Findlay in 1906 was the first Presbyterian to hold services there. In 1909 the Brethern started a Sunday School in this school.

When the log drives came down the South River each summer, the cooks on these drives bartered flour, salt pork, beans, molasses, and tea to the settlers for eggs, milk, butter, buttermilk and vegetables--much to the advantage of both parties. The settlers were glad to get these food staples, and the farm produce was a welcome change to the river-drivers from the monotonous diet of bread, beans, black-strap and sow-belly.

Now let us shift our attention to the large area west of the present town of South River, commencing at the Nipissing Road. Settlers followed the cutting out of this road and located the land bordering on the road and for many miles on each side of it - mostly on the east side of the road, as this area appeared to these people to be better suited for farming. Practically all the land east of the Nipissing Road was claimed before 1900, and some as early as 1860. Many large farms were cleared and cultivated. When the farms were new, bumper crops were raised and large herds of cattle were kept. But the good soil was shallow, and after a few years these farms were nothing but sand, stones and rocks; so most of them were abandoned and are now commons or new forests. Many of these early settlers earned a few welcome dollars helping to chop out the Nipissing Road from Magnetewan to Lake Nipissing, and the colonization roads which the Ontario government built later.

Robert Galbraith homesteaded a lot adjoining the newly cut Nipissing Road about fifteen miles north of Magnetewan. As he was clearing a patch of land on which to erect his cabin he heard some Indians close by shouting "Mecanoma, Mecanoma", and they seemed to be very excited about something. So, taking his axe with him, he went over to the Indians and asked them what "Mecanoma" meant, and they replied, "We have found a road". When Galbraith was appointed postmaster a few years later, he called this place 'Mecanoma'.

Richard Mannering, a trapper, persuaded Alfred Russell to go north to spend a winter, as work was scarce, and they could trap and live cheaper out in the wilderness. So they went up the Nipissing Road about 15 miles north of Magnetewan and decided to stop at a camping place where the teamsters used to stay the first night after leaving Magnetewan on their way to Lake Nipissing. There were no buildings here whatever--just an opening in the woods beside the Nipissing Road. Here the teamsters would tether their horses or oxen to trees, and they would sleep under the wagon.

Richard Mannering was not much of a hustler, but spent most of his time loafing around when he was not trapping. So people nicknamed him 'Dick The Bummer'. Dick nailed a board sign on which was printed 'THE BUMMER'S ROOST' on a tree close to the cabin they built, I suppose to give the place status. Next spring a reporter for a Toronto newspaper, making a trip over the Nipissing road, gave a big write-up to the Bummer's Roost. Very few people knew this place by its official name 'Mecanoma', but it was known far and wide by its nickname 'The Bummer's Roost'.

Alf Russell saw great possibilities for a boarding house at this place to accommodate travellers, as it was mid-way between Magnetewan and Commanda. So he built a big log house and log stables. This was a licensed hotel for nine years, and was operated as a stopping place for many years afterward. The Russells cleared a large farm and were very industrious. They raised quite a large family. Their children and the neighbour's children got their education at Rye school house, three miles further up the Nipissing Road.

When the Grand Trunk Railway was surveyed through South River in 1882, the surveyors' supplies and equipment was hauled by teams and sleighs from Rosseau to The Bummer's Roost, thence by dog teams and toboggans over the low-lying lands to South River, crossing Dette and Eagle Lakes. Alf Russell made the toboggans for these dog teams.

Alf Russell was in charge of the men who cut out a colonization road from Bummer's Roost westerly to connect with the Great North Road south of the Pickerel River. Their equipment did not include even one cross-cut saw. All the trees were felled and cut into short lengths with axes, and rolled off the roadway with hand-spikes (pieces of hardwood saplings about three inches thick and about five feet long). These men worked long hours every day of the week and were paid ten dollars per month, by scrip--an order for groceries at the Magnetewan store. Due to the hard labour, low rate of pay, and method of payment, this road was always called the 'Poor Man's Road.'

In 1876 James Ralston and George Quirt came to Machar township, settling at the Narrows on Eagle Lake. A road was cut from The Bummer's Roost easterly shortly afterward to these Narrows and beyond. As there was no bridge over the Narrows for the first few years the oxen and horses forded the stream, and two rafts were used for foot travellers, one kept on each shore. Shannon had the first sawmill in this area, located at the Narrows. He cut lumber for the roofs and floors of the settlers' log cabins and stables.

James Jones came at the same time as the Ralston's and located Lots 22, 23, 24, Con. III, Machar, on the south east shore of Eagle Lake. Jones cut and skidded about 500 pine logs on these lots to be cut into lumber at Shannon's mill, intending to take some of the lumber home for his buildings, and trading the balance of it to the mill owner to pay the saw bill. All pine trees belonged to the lumber companies, except the minimum needed by the settlers for building purposes. So the licensee, J. R. Booth, took nearly all Jones' logs, leaving him about sixty, and hauled and dumped them in South River with their other logs. Jones was not paid anything by Booth for the logs taken.

In 1878 Peter Shaughnessy built the first store and post office in Machar township. It was called Uplands and was about four miles west of the present town of South River. He also was the Justice of the Peace. He owned seven hundred acres of land and cleared a large farm. He had two teams of horses and hauled groceries for his store from Rosseau. Harry Robertson drove one of his teams of horses and wagons which he later bought when he located land and settled on the Eagle Lake road. Most of the running gear of this wagon may be seen at Rodger Robertson's farm yet.

The first log school was at Uplands, about a mile north of Shaughnessy's store and was used for many years. A larger one was built later south of the old one, and is now a summer home called Porcupine Lodge. Jack Armstrong built a cheese factory south of Uplands and operated it many years. Farmers drew their milk to the factory with their oxen or horses. Except for Porcupine Lodge, this area is now deserted. Nothing remains of any of the buildings, the farms are commons or grown up with trees.

The Muskoka Road was another colonization road built by the Ontario Government, running north from Bracebridge. It reached Huntsville in 1880 and shortly afterwards wound its way through Burks Falls and Sundridge to Uplands. Later it was extended north to join the Commanda-Trout Creek road at Granite Hill. The upper part of this road was not used as extensively as the Nipissing Road, and the arrival of the Grand Trunk Railway spelled its doom, except for the use of settlers living along it. Another colonization road was built joining the Muskoka Road and the Nipissing Road--running through the northern parts of Lount and Machar Townships. It was called the Jerusalem Road.

The second post office in Machar township was called Bray Lake and was just south of the lake of that name, near the north end of the township, and was kept in 'Red' John Taylor's shanty. Mrs. Taylor was post-mistress and mail carrier, on a bush trail, carrying the mail on her back, as well as groceries she would purchase at Uplands store. Each trip was a fourteen mile hike. The third post office was at Midford Bay at the north end of Eagle

Lake and was kept in William Smyth's cabin. This Mr. Smyth was more fortunate than James Jones when he cut and skidded more pine logs than the Booth Lumber Co. thought he needed for building purposes. When Booth's men and horses arrived to confiscate the logs, they found Smyth guarding them with a loaded gun and he meant business. He watched the logs day and night till the snow roads melted and Booth was unable to draw them away. That spring he had them cut into lumber at Shannon's Mills.

"Black" John Taylor, his wife and large family located on Lot 11, Con. VIII, Machar township. The first summer they grew some wheat and turnips. He threshed the wheat with a hand-flail, then pounded the kernels on a stump. Their whole sustenance that first winter was soup made out of the turnips and pounded wheat. They did not have any salt to season the soup.

Joseph McGirr, his wife and small child walked in from Rosseau, carrying their possessions with them. He led a cow that was given them by her father. Their financial resources on arrival was ten cents. They built a log cabin for themselves and a log stable for the cow. For quite some time they used a large block of wood, three feet long, for a table and shorter smaller ones for chairs.

James Hawthorne bought a team of horses and wagon in London, Ontario, and drove to Machar township, buying the land located to Dan Campbell at Silver Springs at the north end of Eagle Lake. Shortly afterward he sold the team and wagon to Mr. Holditch, and with the money received, he went back to Ireland and brought his two brothers out to Canada.

In 1894 another school was built in Machar township at King Lake, near the north part of the township. Miss Grinton was the first teacher in this school and all the settler's children within a three-mile radius were educated here.

Angus McLaren, John Bumstead, the Baumann's, Fred Kuehni, Chris Nixon, Bob Watters and others settled in the Marsh Lake area in the northern part of Machar. When the road was built from Commanda to Trout Creek, Mandeville postoffice was started at Marsh Lake. Postmasters at various times were: Longford, Nixon, McLaren and Kuehni. These postmasters would walk to Granite Hill and intercept the mail-carrier on his way from Trout Creek to Commanda and get the Mandeville mail from him. In 1908, and for many years later, Angus McLaren had a sawmill at Marsh Lake. He would haul his lumber on sleighs to Trout Creek where it was loaded on cars and shipped to outside markets. The children of the above settlers went to school at King Lake. The church at Rye was the closest place of worship, and every Sunday that weather permitted, these parents and children would walk the six miles following a blazed trail through the bush to attend church.

Rye was a bustling early settlement on the Nipissing Road midway between Bummer's Roost and Commanda. It was settled mostly by Germans. William Haufschild was the post-master. When other routes of travel were built, the Nipissing Road fell into disuse and Rye was isolated. This, coupled with the poor land, has caused this area to become deserted.

After the Grand Trunk Railway was built through this section in 1886, a settlement sprung up around the station and was named South River. In 1907 it was incorporated as a village. W.J. Ard was the first reeve and the first councillors were: W.A. Connolly, C.W. Miller, H.B. Naismith and J.C. Unger. H.O. Bourse was the first clerk and W.L. Lewis was the first treasurer. Some of the first business establishments were South River Mercantile Co. owned by W.J. Ard and Peter Cook; The Vincent Company with C.A. Jackson as manager; West End Supply Depot owned by H.O. Bourse; J.A. Strang's Bakery; A.E. Balland's Butcher Shop; The Queen's Hotel owned by James Prunty, (burned in 1907); King Edward Hotel owned by J.B. McCall, built in 1902, and has been enlarged and remodelled several times since then.

Many of the early residents have already been mentioned and it would require too much space to list all of them; yet they all shared equally, according to their ability, circumstances and opportunities, in opening up this vast area. We wish to add the names of a few more of the early pioneers, picked at random from the long list of them: Henry Tough, John Boyle, Andy Munro, the Dunker's, William Snow, Cole, Ibbotson, Parks, Tennant, the McCaig's, The Joy's, Armstrong, Schmeiler's, Stewart's, Sohm's, Pawson's, Fowke's, Detta's, Smalley's, Hearn's, Marshall, Carter, Brown, Bottomly, Downey, Noyes and McCollough.

MAGNETAWAN, SUNDRIDGE AND BURKS FALLS AREA

The Maganetawn River (original spelling is used) is one of the larger rivers flowing into the Georgian Bay and is the largest that drains Parry Sound District. Its Indian name means "Swiftly Flowing Water" and is aptly named. Its source is in Algonquin Park and it flows westerly through Parry Sound District, emptying into the Georgian Bay at Byng Inlet and has a drop of 800' from source to mouth. Many of its numerous rapids, such as the Needles Eye, the Burnt Shoot, Knoepfli Rapids, the Three Sny, the Dead Man, were dreaded by the early river-drivers and many unmarked graves along its bank are the last resting places of the unfortunate ones who tried to break the log-jams at these rapids.

This river, for ages before the white man came, was used as transportation routes by the Indians. This was one of their routes from Georgian Bay to the Ottawa River. And in the spring freshets they would go up the Distress River to Eagle Lake, thence over to King Lake and down the Commanda Creek to Commanda and Restoule Lakes and down the Restoule River to French River and Lake Nipissing. These routes were mostly used in their annual migrations in search of better hunting, fishing and trapping. In the upper reaches of the Maganetawan were large stands of maple trees and the Indians made maple syrup here.

The first record we have of white explorers on this river is of a party headed by Lt. F.H. Baddeley of the Royal Engineers in 1835. They canoed and portaged from Parry Sound up to Neighick (Ahmic) Lake and commenced from there. They explored much of the upper Maganetawan River and its tributaries up as far as Sand Lake in Proudfoot township and up the Distress River nearly to Eagle Lake in Machar township. The name "Distress" was given to this tributary of the Maganetawan River because this party lost all their provisions and equipment and were indeed in a precarious condition when help arrived.

The next record of white men in this area was a Geological Survey made by Alexander Murray, Assistant Provincial Geologist, in 1854. His reports on the River, its tributaries, the land and forests and general topography were so accurate that people to this day can pin-point the areas described by him.

Alexander Murray reported much good agricultural land in the Maganetawan water-shed--especially the flat land along the lower part of the Distress River and on both sides of Lake Cecebe. Much of the forested hilly areas looked fit for agriculture then but with the clearing of the forests and burning the brush, the shallow soil soon washed away--leaving nothing but rocks and stones, as many of the early settlers discovered to their sorrow.

Not all of this river was fast flowing. Some stretches were quite wide and afforded un-interrupted navigation, first for the Indians and fur-traders canoes and later for steam boats and motor launches. One such place was Sheesup (Cecebe) Lake from Burks Falls westerly for twenty five miles. Then there was a big rapids, then another calm section called Neighick or Ahmic Lake. The Indians had a portage around these rapids and the first white settlers reported wigwams along this portage. We have no records of a permanent Indian encampment here, so this portage was probably a resting place for the Indians on their annual migrations and they used these wigwams while they repaired their birch-bark canoes and replenished their fish and venison supplies before continuing onward.

The river here narrowed in to about seventy five feet in width and it was the only place for miles in either direction where the river could be bridged or forded. So it was the only logical place for roads to cross and it became the site of the settlement of Maganetawan

The surrounding township of Chapman was surveyed by Henry Little, O.L.S. in 1870 but white settlers had squatted in this area quite some time prior to the survey.

Samuel Armstrong (later of Parry Sound) had logging camps on the Maganetawan River about 1865. He cut a winter tote-road from Rosseau to his headquarters on the southern tip of Ahmic Lake and caded his supplies with teams and sleighs over this road. These supplies were taken the next summer to his various camps by rowing them in big pointer-boats. The lumber jacks for his camps walked in from Rosseau carrying their "turkeys" (bags containing their extra clothes) on their backs. Some of these lumber-jacks, who later became settlers, were Jim and Hugh Miller (1885), Hugh Irwin, John and Joe Flukerk, Edward Jenkins, Bob Elliott and Sam Best who later became Crown Lands Agent at Maganetawan.

In 1873, the Dodge Lumber Company cut out the Nipissing Road from Rosseau to Maganetawan, receiving in return certain timber privileges. This road was contained shortly afterwards from Maganetawan to Lake Nipissing and this was really the starting of colonization. Settlers began arriving over this road in increasing numbers. It was in this same year (1873) that Robert Sparks, O.L.S. mapped out the town plot of Maganetawan Village. This was necessary as several families were "squatted" on the land hereabouts already.

Up until 1876, however, the settlement of Maganetawan was comparatively small. This is obvious from the following extract taken from the "Guide Book and Atlas of Muskoka and Parry Sound Districts" published in 1879.

----- "The progress of Maganetawan Village has been simply marvellous. The first necessity was some means or mode of crossing the river, and the first bridge across the Maganetawan River was built of floating logs. A team crossing would sink the logs during the progress of transit and the bridge recovered its level after the load had crossed. This free and easy style of bridge has now been replaced with a permanent structure."

"To give some idea of the rapid progress of the settlement, we may mention that a gentleman who visited Maganetawan Village in September, 1876, reported the existence at that time of one store and no hotels, in fact, no stopping place except a sort of uncomfortable shanty, which gave ingress to the winds of heaven. He also mentioned Mr. Best's Crown Lands Office and Mr. Irwin's shanty. The place had no appearance of a village."

"Now, 1879, there are two licensed hotels, four general stores, tin shop, baker's shop, watch maker's, flour and feed store, school-house and three churches either built or in progress of construction, whereof one (the Presbyterian) is to cost \$ 1,500.00. There are also private residences, a grist mill and a sawmill, Crown Lands Office, Post Office and a temperance hotel. A steam-boat (Messrs. Best and Walton, proprietors) runs daily during the season between Maganetawan and Burks Falls, a distance of twenty-five miles, travelling through a well-settled country on both sides of the river, including the best part of Ryerson Township and some beautiful scenery on Cecebe Lake. A second steamboat from the foot of Ahmic Lake to Maganetawan is almost certain to be in operation for the opening of navigation in 1879."

The foregoing extract proves that between 1876 and 1879 the settlement and adjacent area grew very rapidly. It continued to grow steadily during the next few years. Lumbering was the most important industry. The men worked in the logging camps in the winter and on the log drives in the spring. As well as sawlogs, long square timbers were cut and floated down the Maganetawan River. These long timbers were destined for Portsmouth, England, and were used by the British Navy. The life of the lumber-jack was rugged and has been described earlier in this History. And the same hardships befell the early settlers here as elsewhere in Parry Sound District and much of the land hereabouts was the same as elsewhere--just a few inches of black soil with rocks underneath.

When the land was cleared and the fallows burned, these few inches of fertile soil also burned, leaving the flat rocks exposed. The amount of tillable land in many areas was not enough to provide families with the essentials of life.

In 1885, the C.P.R. completed its transcontinental railroad and glowing reports about the vast areas of fertile land in the prairies came floating in from time to time. In 1891, a C.P.R. Colonization Agent, Mr. D.L. Cavan, came to Maganetawan and gave glowing accounts of western farming. He gave free passes to a delegation of four responsible people and they went as far west as Red Deer, Alberta. The fabulous stories they told on their return had many of Maganetawan's settlers eager to move to this land of promise. As most of these emigrants did not have the means of financing the trip, the C.P.R. simplified that difficulty by taking a mortgage on their chattels. So in April, 1892, large numbers of settlers embarked on the train at Sundridge and took homesteads near Edmonton. Soon these people were sending back good reports of their successes and in each succeeding year, other migrations followed--some going to Alberta, some to Saskatchewan and some to Manitoba. Names of some of these migrants were Hackett, Campbell, Calvert, Flukers, McGee, Stafford, Pearce and Detta. These migrations from the Maganetawan area left the population considerably smaller than it had been.

As previously stated, in 1879, two steamboat lines were running on the Maganetawan River--one from the head of the rapids at Maganetawan Village to Burks Falls and the other one west from the foot of the rapids to Ahmic Harbour at the foot of Ahmic Lake. In 1885-86, wooden locks were built at these rapids and thus the boats were able to run the entire route from Burks Falls to Ahmic Harbour. A lift bridge across the river was also constructed in conjunction with these locks. Allen Kennedy was the first lock-and-bridge-keeper but in the performance of his duties, he had the misfortune of falling off these locks in 1894 and died shortly afterward. His son, Charles, assumed these duties and continued till 1905, when he resigned. Later, he became one of Maganetawan's leading merchants. In the winter of 1910-11, concrete locks and bridge were built to replace the wooden ones.

Messrs. Best and Walton owned the first steamboat on the Maganetawan River in 1897. This boat ran between Maganetawan Village and Burks Falls. After the locks were built in Maganetawan, this boat ran the whole route from Burks Falls to Ahmic Harbour. Mr. Best soon sold out and Capt. Arthur Walton and his two sons, Capt. Edgar and Engineer Willam, formed the Company, Walton & Sons. Some of their steamboats on this route were: Pioneer, Emulator, Winona, Glenada, and Hamic. Besides running daily scheduled freight and passenger trips from Ahmic Harbour to Burks Falls, they towed rafts of logs to the sawmills and scows of tanbark to the tannery at Burks Falls. In 1913, Walton & Sons sold their boat-line to A.A. Agar of Burks Falls and moved to Port Loring where they operated a steam-boat on the Pickerel River. About 1921, the Province of Ontario became very road-conscious and roads were being built or improved everywhere. Motor traffic increased in the Maganetawan area and water transportation dwindled to zero.

In 1878, John Kennedy built the first sawmill and grist-mill in Maganetawan--operated by water-power. Some time later they burned down but were re-built. The sawmill was sold to Mr. McEachern who later sold it to Taylor Lumber Company, Hamilton. The grist-mill was sold to John Schade. Misfortune struck again and it was burned. But again it was rebuilt. A few years later this grist-mill was dismantled to make way for the Daley Electric Power Plant which harnessed the rapids to supply light and power for the surrounding area. Daley also operated a grist-mill, a small sawmill, a planer and a shingle mill.

The first log school, with the crudest furniture, was built in 1877 and had an attendance at times of sixty pupils, some of them being adult age. The three "R's" comprised the total curriculum and discipline was maintained by copious administrations of the birch rod. According to the voice of tradition, the birch rod did not always emerge from the conflict victoriously.

The earliest record of a school inspector was Rev. George Grant of Orillia. He was Inspector in the early 1890's and possibly before that. His Inspectorate was all of Parry Sound District and possibly Muskoka also. His transportation was a horse and buggy over rough trails through the woods to all out-lying schools. He continued to act as Inspector till 1911, when he was succeeded by Mr. J.L. Moore of Parry Sound.

The next school in Maganetawan was a frame building, erected in 1888. The first teacher in this school was Joseph Wilson and the attendance was often one hundred pupils. In 1907, this school was divided into two rooms and an assistant teacher was hired.

In 1918, the citizens of Maganetawan made application to the government to be incorporated as a village so as to be a municipality separate from the township of Chapman. Now, whether the local "City Fathers" had neglected their spelling or whether they entirely failed to appreciate the aesthetics of Indian phraseology, they inadvertently spelled the name minus the second "a" and so the village was incorporated as "MAGNETAWAN". So Magnetawan it will remain. The first reeve was George McKnight and the councillors were John Schade, Louis V. Smith, Alfred Paget and Thomas Langford. J.W. Troyer was the first clerk and treasurer but resigned after a few months, whereupon the council appointed G.J. Gruenig, which office he still holds in 1965, as well as being the assessor.

A history of the community would be very inperfect if it did not contain a brief reference to some of the out-standing characters of its early existence.

Dr. James S. Freeborne first came to Magnetawan on July 1, 1897. He was born in Bruce County and had lived in Markdale and Lion's Head. He received part of his medical training in Dublin University, Ireland. He helped to put down the Riel Rebellion in 1885. He had a very successful practice in Magnetawan and never spared himself when a call came for help. Only a man with a strong constitution and a great will-power for service could have played the part he did during the long years of horse-and-buggy calls

over practically impossible roads. Mrs. Freeborne, although a rather frail and delicate woman, was the guiding and controlling influence in every commendable plan of endeavour in the community. Dr. Freeborne passed away in November, 1937.

Robert Elliot was one of the early pioneers. He was secretary-treasurer of the school board and a trustee practically all his life from the time the first school was built in Magnetawan. He was a very successful farmer.

Donald MacMillan came to Magnetawan from Lucknow, Bruce County, in 1878. He was a druggist as well as a carpenter. In Magnetawan he started keeping a general store. Later he just sold drugs and kept the post-office. For many years before there was a doctor there, he was the medical advisor, and often the medical practitioner, as well, for the early settlers.

William Matthews was one of Magnetawan's early pioneers. He came before there was even a floating bridge across the river. Having some cattle with him, he had to force them to swim the river.

Edward Jenkins arrived in Magnetawan in 1870. He raised a large family of boys, most of whom settled on farms in the area, so the name of "Jenkins" is quite a common one hereabouts. One of Edward Jenkins' sons, Eldon, went west on the harvesters' excursion in 1897. While out west, he joined the North West Mounted Police and was posted to the Yukon Territory. The "Gold Fever" took hold of him so he resigned from the Police Force and went prospecting, struck it rich and returned east with a considerable fortune. He bought one of the largest and best farms in this area, about a mile west of Magnetawan, and was a very successful farmer.

Hugh Miller came in 1866. He raised a family of six boys who became some of the most successful farmers in Chapman Township. Miller is quite a common and respected name hereabouts.

A few of the other early settlers in Chapman township close to the village of Magnetawan were Hugh Irwin, John and Joe Fluker, Wm. and Abraham Finch, L.F. Kennedy, Geo. Wallis, Bob Pope, Wm. Hughes and Henry Boyes.

It was at about the same time as the influx of settlers into Chapman township via the Nipissing Road (1880) that the Muskoka Road, mentioned previously, was cut out from Bracebridge through Huntsville to Katrine and later crossed the Magnetawan River at the present site of Burks Falls and continued north to connect with the Nipissing Road at Alsace. So settlers started coming up this road, taking homesteads in Armour, Strong and Joly townships as soon as they were surveyed.

With this influx of new settlers, many thriving villages sprang up, with the usual amenities to serve the surrounding areas. Many of these villages, having long ago outlived their usefulness, have disintegrated and reverted to their natural state, save perhaps for a long-neglected cemetery or a few posts in the ground--grim evidence of the buildings they once supported.

One such village was Berriedale--about four miles north of the present town of Burks Falls and on the boundary of Armour and Strong townships. This was one of the main over-night stopping places on the Muskoka Road and midway between Katrine and Uplands--the next over-night stopping places to the south and north. In its prime, Berriedale boasted hotels, stores, church and post-office, as well as many private log shanties. Many large farms were cleared and operated close by. When the Grand Trunk Railway by-passed it, this village withered and practically nothing now remains.

About two miles to the north-west of Berriedale (just west of the present #11 Highway) at a waterfall on Bernard Creek, the village of Stirling Falls reached its hey-day about the same time as Berriedale. At its birth, high hopes were held that it would grow into a town-site showing the streets and numbered building lots and the plan of this town was registered at the Provincial Parliament Buildings. It was quite a busy village while it lasted. Milne operated a water-power sawmill, also a grist mill. There were two stores, a post-office, cookery and bunk houses for the mill employees and quite a number of private homes. A school, between Stirling Falls and Berriedale, served both communities. A few posts that supported the sawmill is all that remains to mark the spot where Stirling Falls once had been. Some of the early settlers at these two villages were: Pete Lamb, W.L. Nicholls, J.S. Duke, Tom Sutton, Sam Kent, G.T. Church, John Mather, John Moore, Harrison, Stewart, Spears, John P. Smith, Albert and Wm. Brimacombe, Young, Madden and John Flynn.

To hasten the demise of these two villages, the Highland Lumber Company built a huge sawmill on the Magnetawan River about a mile south-east of Berriedale on the Grand Trunk Railway. They built company-owned houses to rent to married employees and had cookeries and bunk-houses for single employees. This mill ran day and night for many years. The site of this mill was called New Berriedale to distinguish it from the settlement on the Muskoka Road.

The early settlers coming up the Muskoka Road knew that the railroad would be extended north of Bracebridge within a few years, as survey crews were already laying out the right-of-way. They knew it would cross the Magnetawan River at the present town of Burks Falls, but none knew which side of Bernard Lake would be the right-of-way. Many of these early settlers were sure it would pass on the east side of the lake, so they also turned east at Berriedale and nearly all of Joly township and even part of Paxton township were homesteaded. Several villages in Joly township were built up with their schools and post-offices. The first one was Hartwell or Pevensey at the adjoining corners of Strong, Armour, Joly and Proudfoot townships. The next gathering of settlers was near the center of Joly township. The post-office was called Vavasour and was kept in James Harkness' shanty. This was the site of S.S.# 2, Joly, and the school was built in 1886. Some of the teachers in this school were Maude Kernick of Burks Falls, Jennie Milsap of Pearceley, Miss Holton, Miss Rankin, Minnie Olton of Sand Lake and the last teacher was Margaret Blain of Doe Lake. The school closed in 1902, due to lack of attendance.

The next settlement was on the tenth concession of Joly and was called Lynch Lake (the lake was named after one of the early surveyors). S.S.# 1, Joly, was situated here. The first teacher in this school was Carrie Brown who received a salary of \$ 250.00 per year. The last settlement was on Con. XIII and XIV, Joly, and was called Brinen, named after James Brinen who settled in Con. I, Laurier, and is mentioned in the South River section of this history.

The township of Joly was surveyed in 1878. It was organized on April 21, 1890. The list of officers were: Francis H. Trudgeon, Reeve; Peter Milne, Matthew Colville, Charles Cunningham and John McGreggor, Councillors; James Stanacombe, clerk, at \$ 40.00 per year; W.F. Jarvis, Assessor, at \$ 25.00 per year. The first council meeting was held on May 17th of that year. Peter Murdock, George Cook and James Harkness were appointed fence viewers; and James Harkness and Wm. Cook as pound-keepers; and James Winters as constable. The rate of taxation for that year was set at seven mills and the sum of \$ 100.00 was borrowed to tide the township of Joly over for the first year till taxes were collected.

Some of the early settlers in Joly township were: Wm. (Buckskin) Wilson, Wm. Lee, John, James and George Harkness, Charles Cunningham, Kent, Foster, Joe Peacock, George Frost, Christie, Valentine, Smith, Shaw, Tom Winter, Chris Allan, Buchanan, Kemp, Mark Hall, Frank Haggart and John Bird.

It was a great disappointment to these pioneers in Joly township when the railroad went to the west side of Bernard Lake, leaving them so far from lines of communication and transport. Also, the land did not prove to be as fertile as first predicted. After the land was labouriously cleared of trees and brush, the top soil was burned or washed away, leaving a bed of sand and rocks. So, after ten, fifteen or twenty years of endless struggle with its many frustrations and heartbreaks, the great majority of these early settlers pulled up stakes and joined the great trek to the prairies--there to start life anew. The only people living now in Joly township are on Cons. X and XI, and a few on the west side adjoining Strong township.

Settlers converged on the north west part of Strong township from two directions. The first came east from the Nipissing Road, north of Magnetawan. A trail was cut through the bush and was called the Distress Road as it crossed the Distress River, The present highway # 124 follows the general trend of the Distress Road. Later, the new settlers came up the Muskoka Road from Bracebridge. Soon enough people were in this area to warrant a post-office. John Paget lived at the Junction of the Distress and Muskoka Roads (at the present site of Ten Gables Golf Course), and this junction of these roads seemed the logical place for the post office. Early one morning, Paget was looking out of his shanty door at the beautiful sunrise over Lake Bernard, noting especially his small clearing bathed in the beauty of the early morning sunshine, so he decided that the place should be called "Sun Ridge" or "Sunny Ridge". But through some unexplained error, the postal stamp was made to read "Sundridge" and so it has remained. After the railroad was built, a village grew up around the station and the post office was moved into the village.

Some of the early settlers at Sundridge were: Dunbar, Paget, Gibbons, Elijah Prior, Tottrell Duke, Sandy White, Wiloughby, Wm. Black, Anderson and Alex McMurtry.

Samuel Crocker arrived March 22, 1872, from Wellington County. He was a pump-maker by trade. He made the pumps out of wood and bored the sections with an auger. For years it was a status symbol of the settlers over a wide area here to be able to display a Crocker pump in their well beside the shanty, instead of a home-made windlass or well-hook.

John Tripp was the first Sundridge mail carrier--making weekly trips on horse-back to Bracebridge and return. Quite frequently he would bring back a hundred pound bag of flour on the horse's back. He carried a tin dish which held about two pounds of flour and he would ladle it out to settlers in need of flour en route. Sometimes he could only spare each needy family one or two dishes of flour and sometimes that would be all the poor people would have cash to pay for.

Mr. Black came from Alliston in 1885. He came by train to Gravenhurst, thence by boat to Rosseau, thence up the Nipissing and Rosseau Roads to Sundridge. His wife and children accompanied him--the youngest child was only three weeks old at this time. Take a moment to consider this. Mrs. Black endured the discomforts of primitive train and boat travel for two days, then sat in the bottom of a wagon-box, no springs, for three days over those terrific roads and with a baby only three weeks old.

Other early items of interest in Sundridge are: Anderson had a sawmill close to where the present Castle Inn is situated. It burned in 1895.

Tookey had a planing mill close by. The boiler exploded in 1890 killing one man and injuring several others.

The first Masonic Lodge Meeting was in 1888.

The cemetery was staked out in 1888 on land donated by Adam Bannerman.

Strong township was organized in the early 1880's.

Wm. Dunbar and Ella Trupp were married on July 27, 1885.
Robert Woods and Susan Harkness were married on July 22, 1885.
Wm. J. Kent and Mary Hannaford were married on Dec. 25, 1885.

The village of Sundridge was organized on March 23, 1889. The population was then six hundred and fifty persons.

The first meeting of the Council was on January 30, 1890. The officials at that time were: Wesley McCallum Brisbin, reeve; Wm. Faulkner, Wm. Anderson, Wm. Lang and George Didiwand were councillors; B. McDermott was clerk at \$ 40.00 per year and to supply his own postage. Archie McDonald was first assessor of the village at \$ 11.00 per year. Wm. Hall was tax collector at \$ 15.00 per year. D. Shields was first constable. Wm. Lang rented his hall to council for meetings for \$ 20.00 per year.

One of the by-laws passed at this meeting: "Any person driving or riding a horse, mule or other animal at a furious or dangerous speed within the village limits was liable to a fine of \$ 2.00 for the first offence and \$ 5.00 for each subsequent offence". (There must have been some gay young blades in Sundridge in 1890).

As was customary in all early settlements, as soon as a few cabins were built, schools and churches were high on the priority lists. So Sundridge soon had two little log schools close by-- one on the Muskoka Road, a mile west of the present town and another one east of town. In 1888, a two-room school was built in the village and both log schools were abandoned.

The earliest records we have of churches in Sundridge are of the Methodist church built in 1870. In 1890, it was raised higher and a stone foundation was built under it, replacing the cedar posts. Some of the early pastors were: Rev. Holmes, Morris and Baker. We have no record when the first Baptist church was built, but in 1890 it was sold to the Presbyterians and they held services in it for many years. The first Anglican church was built in Sundridge in 1888. Rev. George Gander, who has been mentioned several times previously, was the first pastor.

The above dates refer to the times churches were built in Sundridge but old letters and diaries tell us that, previous to this, devoted pastors of many faiths trudged the weary miles over back-woods trails carrying the Gospel Story to small assemblies in settlers' shanties scattered over this vast wilderness.

The early history of Burks Falls is lost in antiquity. It is at the head of navigation for large boats. The water-falls necessitated portaging the canoes of the Indians and early explorers and fur-traders. This place was a tenting ground for the early river-drivers while they directed the logs over the falls into the calm waters below. Here they lashed many boom-sticks (long timbers) together to form a crib (floating floor) on which they piled their supplies and erected their tents, following the logs down the placid Lake Cecebe to the next rapids at Magnetawan Village. A short distance above Burks Falls, the Magnetawan River divides into the North and South branches and these penetrate further east great distances, sub-dividing many times to drain the myriad lakes in this vast area.

The first permanent settler here was David Francis Burk from Oshawa in 1876, who built himself a log shanty which served as post-office, church and general shopping place, as well as home. So it is very fitting to name this place Burks Falls. Shortly afterward Matthew Simpson built his log shanty here. In 1878, Mr. Scarlett of Huntsville sensed the business potential of this new country and built himself a branch store (log) at Burks Falls and put Mr. Copeland in charge. Thus the nucleus of a thriving town originated. Many of the land-seekers, after negotiating the torturous Muskoka Road from Bracebridge, decided to cast their lot in with the others at Burks Falls, rather than proceed onward into the unknown. Possibly the precarious ford through the Magnetawan River immediately above the turbulent falls helped to deter these people from proceeding further. At any rate,

Burks Falls grew by leaps and bounds. In 1885, the railway came and the station was built half a mile east of the main street through the village. Burks Falls now boasted several good general stores, three hotels and several houses. The three hotels were owned by D.F. Burk, Trimmer and W.F. Thompson.

Previous to 1885, Magnetawan was the metropolis of the north and the steamboats went from there to the out-lying places of Burks Falls to the east and Ahmic Harbour to the west. But with the arrival of the Railway, Burks Falls superseded Magnetawan as the place of foremost importance and Magnetawan assumed a lesser role.

The first Presbyterian church was built in Burks Falls in 1885 and was followed the next year by the Methodist and Baptist churches. The first Anglican church was built in 1882, burned in 1884, re-built in 1885, was burned again in the big fire of 1908, and was rebuilt again in 1909. The Catholic congregation of Burks Falls, under the pastorate of Rev. Fr. Fleming of Kearney, bought the old Presbyterian church in 1898 and dedicated it to the Blessed Trinity. This church has been enlarged and improved much since that time.

In 1884, D.F. Burk sold the water-power rights and eight acres of land to John and Samuel Armstrong. They built a dam and erected the first sawmill in Burks Falls. This was sold a year later to Saunders and Train. It changed hands again shortly and was acquired by Walter and Henry Knight and as Knight Brothers, this sawmill was the main-stay of Burks Falls. This mill provided much work for the residents of the village and lumber camps were in operation over a wide adjacent area. The Knight Brothers also bought saw-logs from the farmers. In 1925, they sold the mill to Thompson-Heyland.

The settlement of Burks Falls separated itself from the township of Armour in 1890 and was incorporated as the Village of Burks Falls. The first council meeting was held on May 12th of that year. James Sharpe was the first Reeve and Edward Bazett was the first clerk. The land within the confines of the village boundaries was very precipitous, so much of the council's deliberations concerned levelling portions of it so that roads (later to be called streets) could be built to connect the various parts of the village. Wooden side-walks were built on the main street.

On October 10, 1885, the Arrow was born, an event of importance, for this newspaper has been the voice of Burks Falls ever since. W.A. Kelsey of Dunchurch was the first editor (of the single sheet). Following editors were: J.D. Reid and the Fawcett's who erected the Arrow Building (now the Dempster Store). E.A. Warner was the editor from 1922 to 1949. (In 1924, the Sundridge Echo was added). After a short interval, Harry May and Harold McComb took over and modernized the paper. In 1963, they sold to the Magnetawan Publishing Co. Ltd. with M.M. Barr as editor.

In 1895, a new public school was built, replacing the inadequate, out-dated, log school that was built in 1880.

In 1897, J.B. Tait's sawmill burned.

In 1898, a hook and ladder fire brigade was formed.

In 1898, R.J. Watson started the Magnetawan Tanning & Electric Co.

And so Burks Falls kept growing. The shanties and log houses were replaced by good frame houses and new arrivals came to make this a nice place to live. In 1902, the streets were lighted with electricity and in 1903 and 1904, the village water-works were started.

The night of June 20th, 1908, calamity hit Burks Falls. At 3:00 a.m., a fire started in the drying kiln at Knight Brothers mill. There was a strong westerly wind blowing and most of Burks Falls went up in smoke. Two of the hotels, the Anglican church, most of the stores and many residences fell victims to the flames. After the holocaust, the townspeople surveyed the ruins and with one accord decided they would rebuild Burks Falls and make it "Bigger and Better" than before. A look at the present up-to-date thriving village convinces us that this was no idle boast they made. And the same words echo from our lips that were exclaimed by Dr. B.A. Watson of Jersey City, N.J. on Sept. 29th, 1884, when first he beheld Burks Falls "THIS IS INDEED A SPORTSMAN'S PARADISE".

CONCLUSION

In compiling the foregoing history of the Northern and Eastern Portion of Parry Sound District, mention was sometimes made of exceptional personal incidents. Yet very little was said of the ordinary life of these early settlers. So as a tribute to the early pioneers, the following is appended.

The first year or two of their occupancy were the worst as the settlers did not have enough land cleared to grow sufficient to feed themselves. Many eked out a precarious existence on the few turnips they grew and the deer they shot or snared and the fish they caught. Eventually they would have cleared a few acres and possessed a few live-stock. So every little farm would be a self-contained unit in which bread, cakes, scones, and pies were baked from home-grown wheat; oatmeal porridge was cooked; milk, butter, meat, eggs and wool for spinning were obtained from their small herds of cattle and flocks of sheep, and their geese and chickens. Strange as it may seem, there were very few wolves and bears to molest the domestic animals. Deer in the woods and fish in the lakes were plentiful and settlers were allowed to kill these for food at any time of the year.

In the winter time, they made wooden troughs and spiles to tap the maple trees as soon as spring came. It made a lot of work to gather the sap and boil it down in a big iron kettle outdoors to make the supply of sugar and syrup needed for dessert and baking. And sometimes they had to use it for preserving the wild raspberries, strawberries, blueberries and cranberries that grew profusely around the edges of their clearings or wherever a bush fire had been.

Potatoes and turnips were always a bumper crop on the hardwood land. As few people had cellars, the potatoes and turnips were put in root-houses till spring. They were so good when brought out in the spring, either as fresh as when put in, or if they had been a little too cool, but not frozen, they were deliciously sweet.

Nearly everyone, especially those with high land, planted some apple trees. And the flower gardens close by the shanty door with all the well-loved perennials from their former homes were a joy to behold.

Some of the farms had good land but most of the people did not clear the low lands or swamps because frost came too early on these areas and the crops did not mature. Most of the clearings were made on high land and much of this was stoney and the top soil very shallow. Many of these settlers, after battling unsuccessfully against unrelenting nature for years, were forced to give up the struggle and move away--many going to the prairies, as mentioned previously. Even to-day many of these abandoned farms can be seen, some are commons and others have grown up in forest; the stone piles and relics of stone and rail fences are grim reminders of wasted effort and frustrated ambitions.

One would surmise that these early pioneers led drab, dreary lives but the truth is that they were very happy and cheerful. And they did not try to hide their happiness but advertised it far and wide. Their methods of doing this is now a lost art and the world is much the poorer because of this. The women, in the shanty, or garden or wherever she was, sang at her work and loudly too. And the men continually whistled at their toil. Some of these people were not too musically inclined but they made up in volume what they lacked in finesse. Others were real artists at putting numerous variations and quivers into the simplest tunes. And young boys seemed to puff up big when they suddenly discovered they could whistle and did not hesitate to advertise this fact by giving a perpetual demonstration.

Their pleasures were barn and house raisings (most of the first buildings were of log construction), dances in the homes, taffy pulls, picnic and quilting bees. Many of the younger people thought nothing of driving their oxen and jumpers or even walking, five miles to a dance. Later, most of the homes where there were young people would have a dance once a year. And quite often dances were held in the log schools. There was always a dance after the Christmas concert, wedding dances and farewell dances for favourite school teachers. They danced quadrilles, reels, waltzes, schottisches and later, fox-trots and two-steps. Music would be supplied by some local fellow with a violin or mouth-organ (harmonica). These dances usually started about 8:00 p.m. and lasted till about 3:00 or 4:00 a.m. A young man or woman went to these dances with their special friend or with members of their own family but they did not dance all evening with one partner. This was considered very bad taste. So one might dance with many different partners during the evening and all had a good time.

From the tiniest settlement to the larger villages, a picnic was an annual event and was patronized by almost everyone. These were

held in a good hardwood bush, preferably on a lakeshore. It would begin with a bountiful lunch prepared and served by the ladies of the community from the baskets of food brought by all who came and tea made in the huge iron cauldron over an open fire. The older men sat and chatted on the logs provided for seats. The younger men treated their lady friends to home-made ice-cream and lemonade, candy or oranges at the booth; and the children made good use of the swings and home-made merry-go-rounds. After dinner, there would be a programme of music and speeches (usually humorous) and then the sports--races, contests and a football or baseball game if a suitable field was available. At about 4:30, the parents gather up their children, count them and start for home to do the evening chores, have supper and get ready for the dance which will be starting promptly at eight o'clock.

At their supper this is a good time to bid "ADIEU" to the early settlers. Let us, in fancy, visit them there. The baby has been fed and is now asleep in its home-made cradle in the corner. The rest of the family have just finished eating their simple fare and are still sitting on their benches. The children are all talking at once, relating in detail the events of the picnic. The older people are only giving them fragmentary attention. Their thoughts are mostly centered on the light-hearted jollity anticipated at the dance this evening and possibly a few fleeting thoughts about the mundane problems that would face them on the morrow. Before stooping to pass out the shanty door, we turn to take a last look at them. The setting sun is shining through the small window lighting up on the opposite wall the chief tenet of their lives--a home-made frame around these words "GOD BLESS OUR HOME".

EXPLANATION OF PARAGRAPH ON PAGE 23

On page 23, an incident is related about Frank Tucker skidding 1,163 logs in one day at a camp on McDonald's Lake in Hardy township. I think a few words of explanation should be given, as anyone ever connected with the logging industry knows that skidding 1,163 logs is a week's work--not a day's work. So the following explanation is given.

The previous winter, a record was made for cutting sawlogs in a camp south of here - the details I have forgotten and do not think it necessary to relate here. These logs were all small swamp pine so it was not such a big feat. So at McDonald's camp they decided to set a skidding record.

A mound of three to five acres was chosen as the site for the job. This was heavily timbered with fairly large pine trees. The sawyers felled all the trees by cutting them at near ground level - leaving no stumps to impede the skidding. For three days before the actual skidding, about ten men cleared and piled all the brush and tops in out-of-the-way spots. They also built several skidways around the lower outer edge of this mound. On the eventful day these same men accompanied Tucker and his team to assist him. Tucker's team were very high-strung and excitable and he was much the same way. He just drove the horses - never touched the whiffletrees, chains or tongs whatever. The other men took turns at doing that - as well as rolling the logs on the skidways. So we can see that these horses never stopped for more than a second to be hitched to, or un-hitched from, the logs. I do not know how hard these logs were frozen to the earth, but skidding the logs would loosen the others that were to be skidded.

These logs would be counted by the sawyers as they were cut and by the rollers as they were piled on the skidways. And the camp clerk, J.F. Kelly, also counted them. Angus McKay measured them so he would have an accurate count of them as each log was represented by a dot on his tally-card. I knew Angus McKay well in later years. He was a very reliable person and a great stickler for accuracy. The statement that 1500 logs could have been skidded that day - had they been available - that is just a boast made by Frank Tucker. We will let that slide and just concentrate on the fact that he did skid 1,163 logs.

This paragraph on Page 23 was copied from a clipping from a Toronto newspaper, printed about that time.