

night in the vicinity of Port Ryerse during the anxious days of that excitement, using the pier as our place of parade.

#### Past Industries

Whatever activities of the past there have been in the village, the one that stands out far ahead of all others is the shipping industry, including as it did all incoming goods and outgoing raw products of the forest, such as lumber, square and round, timber, spars, ties, staves, pailwood, and other products of a like nature; grain of various kinds from the farms of a large portion of the county. The aggregate was very large. The shipping industry was the foundation and superstructure of nearly all the prosperity the Port ever had. The manufacture of flour, grinding of land plaster and general milling business would come next. Hopes were frequently entertained that all this trade would result in a larger growth of the village, but for some reason it did not, and population remained quite stationary through all of it. Any further growth that may come to the village will in all probability be in connection with the summer resort business. It seems a misfortune that such a fine water power as it has should go to waste for so many years.

Of the many boats that traded at the Port, herewith follows a list of the various craft that were most frequently there and the names of the captains who were best known to the shipping interests. Among them were many competent, upright, moral men, who adorned their occupation:

Schooner Rebecca Foster, Captain Edward Raymond.

Schooner Ada, Capt. Henry Avichouser.

Schooner Britannia, Captain Samuel Baker.

Schooner E. P. Ryerse, Captain D. M. Foster.

Schooner N. C. Ford, Captain Jack Shaw.

Schooner Kate Kelley, Capt. Wesley Hazen.

Three-master J. S. Hustin, Captain Lewis Ryerse.

Schooner Rebecca Foster, Capt. Edward Newkirk.

Schooner Maria Shaw, Capt. Abram Leask.

Schooner Three Friends, Captain Spencer Phipps.

Schooner Bay Queen, Capt. William Allan.

Schooner David Sharp, Capt. Joseph McFell.

Schooner Eliza Allan, Capt. John Allan.

Schooner Erie Stewart, Capt. John S. Allan.

Schooner Snowdrop, Capt. Geo. Allan.

Schooner D. W. McCall, Capt. Alex. Begg.

Schooner E. Hall, Capt. Sutherland Simpson.

Schooner Saucy Jack, Capt. Orrin Ryerse; later Capt. Geo. Gillies.

Schooner Dauntless, Captain James Allan.

Schooner Persia.

Steamer Argyle, Captain Walter Hunter.

Schooner Enterprise, Capt. George Spain.

Steamer Georgian, Capt. John Burgess.

In writing this list many pleasant memories come to the surface of associations with and knowledge of the work of these men. Of this list of Lake Captains one only remains, viz., Captain John Allan, now living retired in Port Dover.

#### The Brick Industry

The first brickyard, in the Port was located a few yards east of the present farm owned by Mr. Geo. Smith. To Major Ryerse is due the credit for starting this yard. This was about 1835. The substantial brick residence where Mr. Smith lives, and owns, the old home of Major Ryerse, was built of bricks made in this yard. During the year 1854 Mr. Ira M. Wood established a yard on the flat north and adjoining the Port, which was quite successful. Several of the brick buildings in the Port and elsewhere were made of brick manufactured on this yard. Again in 1879 Mr. Wood made brick on the same spot. In 1863, Mr. Benjamin Young of Windham, and his brother, had a yard on the beach adjoining the harbor, and immediately west of it. In the early seventies Mr. Peter Mason, who came out from England, made brick close by Mr. Ira Wood's old yard. Later he and his son Charles moved to Simcoe, where they were engaged for many years in