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OLD PENETANGUISHENE.

Sketches of its Pioneer, Naval and Military Days.

By A. C. OSBORNE.

INTRODUCTION

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

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

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

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

CHAPTER I.

THE FRENCH PERIOD

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

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

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

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

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

CHAPTER II

THE BEGINNING OF THE BRITISH REGIME

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

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

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

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

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

* * * *

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

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

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

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

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

CHAPTER III.

THE WAR OF 1812-15

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CHAPTER IV.

EVENTS SUCCEEDING THE WAR

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

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

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

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

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



MAGAZINE ISLAND, PENETANGUISHENE BAY

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CHAPTER V.

NAVAL OFFICERS OF THE POST

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

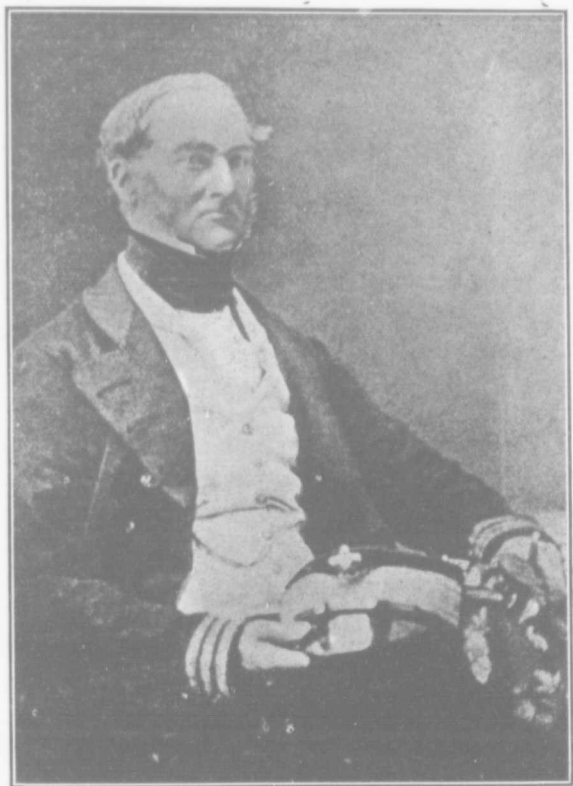
On the retirement of Admiral Owen, Cadet (now Capt.) Bayfield, his former assistant, was made Admiralty Surveyor in June, 1817, and by the end of 1818 had completed the survey of Lakes Erie and St. Clair and in the following year established his headquarters at Penetanguishene post preparatory to beginning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

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

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

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

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



ADMIRAL BAYFIELD

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

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

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

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

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

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

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

CHAPTER VI.

TRADERS AND OTHERS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CHAPTER VII.

EARLY ROADS AND MAILS.

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

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

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

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

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

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

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

CHAPTER VIII.

NOTABLE VISITORS OF THE EARLY DAYS

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

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

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

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

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

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

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

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

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

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

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

CHAPTER IX.

THE GARRISON AND ITS PIONEERS.

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

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

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

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



OFFICERS' QUARTERS.—Afterward a Private Residence.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

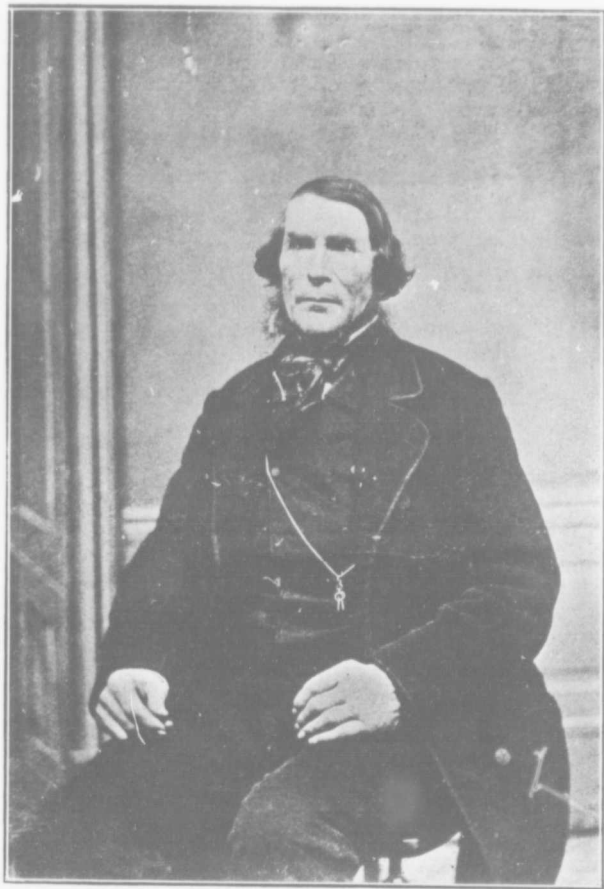
Mr. James Warren, builder of the old Magazine Blockhouse on the island, was born at Chambly, Quebec, in 1807. His father died when he was only six months old, and his mother, formerly a Miss Armour, re-married while he was very young, to Sergeant Santlaw Rawson who later joined the British forces at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

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

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

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

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



JAMES WARREN

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

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

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

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

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

[TO BE CONCLUDED.]