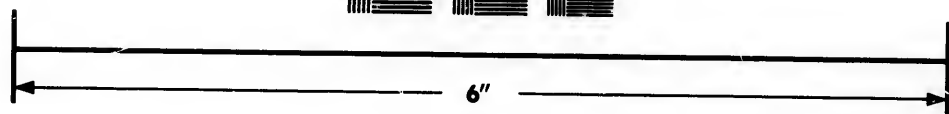
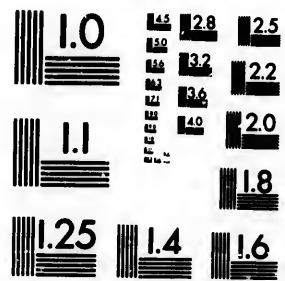


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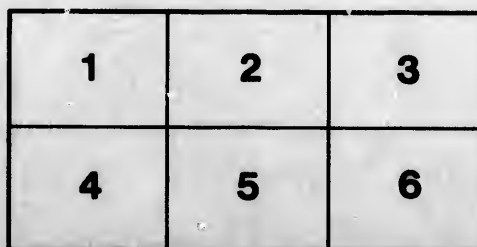
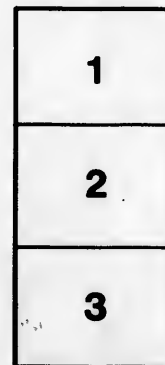
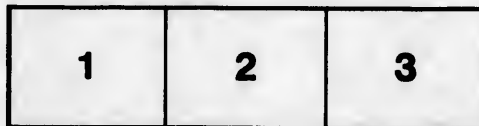
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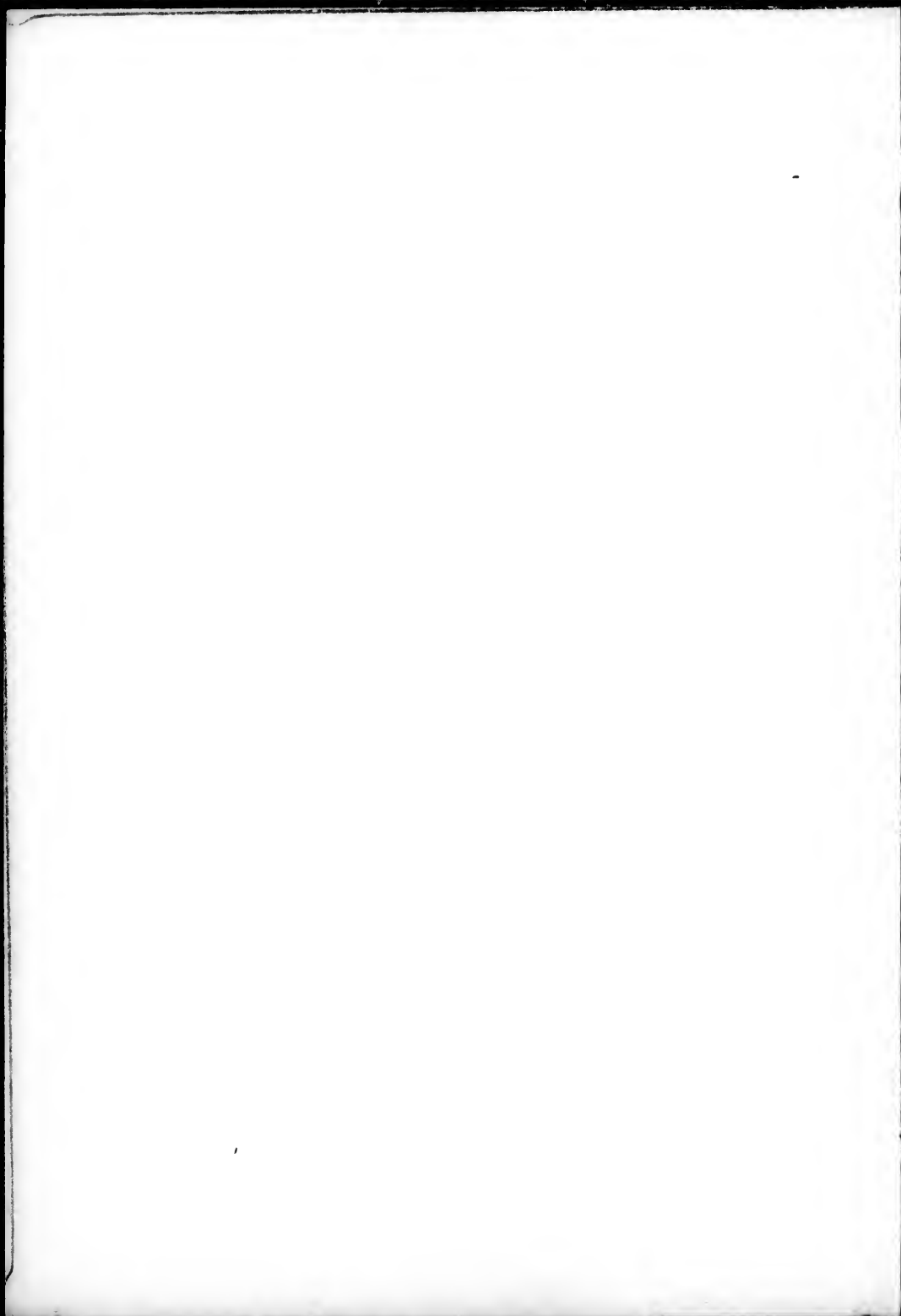
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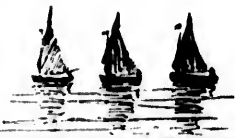


Brookville

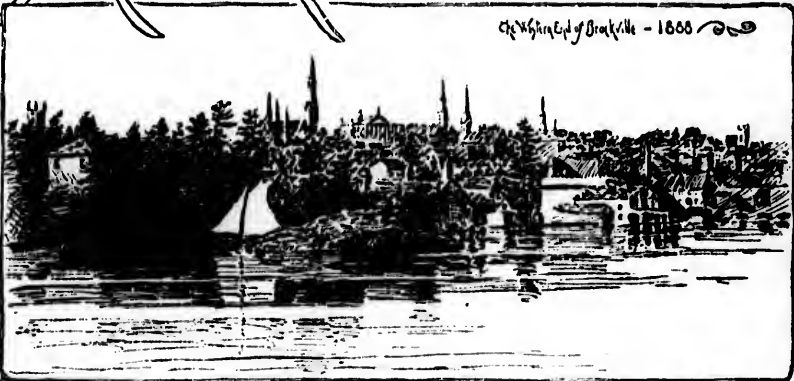


Southworth, Thomas.

# Brockville



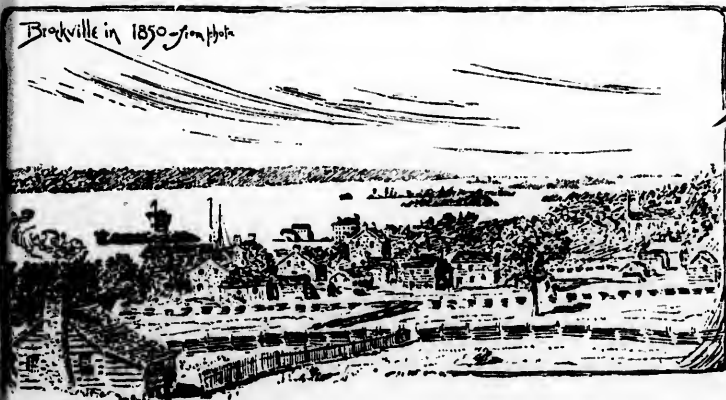
Chesley's End of Brockville - 1866



## The City of the Thousand Islands.



Brockville in 1850 - from Hotel



TEN SKETCHES  
By  
FRED C. GORDON, A.R.C.A.

1888



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## INTRODUCTORY.



THE PUBLISHERS in preparing this brief sketch of Brockville, the beautiful "City of the Thousand Isles," in writing of the beauties and advantages of this fairest of young Canadian cities, which they are proud to call their home, were engaged in a labor of love. Brockvillians are often considered "clannish" when away from home, in their expressions of love for their town, and certain it is that no citizen of Rome, in her palmyest days, was prouder of his citizenship in the Eternal City than are Brockvillians of their home by the mighty St. Lawrence. We feel, therefore, that we may be accused of being able to see only her beauties, while blind to her imperfections; but though our eyes may be those of a lover, we tell nothing that is not true, we make no statement that cannot be verified, and we point out no advantages we do not feel positive our city possesses.

There are in our country many people who, weary from a hard, though successful search for the "mighty dollar," are desirous of finding a pleasant home for their remaining years,

where they can educate their children and enjoy the advantages of a cultured and pleasant society; there are many, both in this country and across the imaginary border that separates us from the neighboring republic, who are anxious to invest their capital in a thriving business centre; and there is an ever increasing number in Canada and in the United States who are looking for a pleasant spot wherein to spend their well-earned summer holiday, where bustling life and the privacy of nature's solitudes are separated by but a very few minutes, or by a very few rods, where brilliant *toilettes* and lavish expense is not necessary. To all these classes Brockville possesses advantages shared by very few spots on this continent, and it is to make these great advantages better known that this little book is published.

The engravings are from pen sketches of scenery and objects of interest in and about the city, by MR. FRED. C. GORDON, A.R.C.A., whom the publishers are proud to say is a Brockville artist, and whose aid was invaluable.

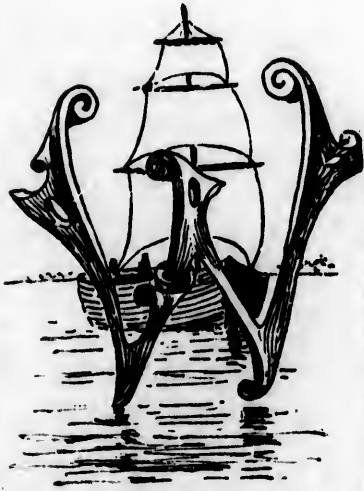
Relying upon the public spirit of our citizens to assist us in making our city better known as a summer resort and as a desirable and pleasant place to live in, which they can do by sending a copy of the book to their friends at a distance,

We remain,

The public's obdt. servants,

THE PUBLISHERS.

## HISTORICAL.



WHEN ADAM COLE, in 1784, leaving his home in the young republic, where the atmosphere had become uncongenial to one possessed of his strong British sympathies, sailed up the St. Lawrence with his little family and all his earthly possessions, in a French batteau, looking for a home in the Canadian wilderness, he, like so many others, made a very serious mistake. Landing in a small bay on the Canadian shore, the head of the little party looked the ground over, while the mid-day meal was being prepared. Not liking the appearance of the spot, which, we are told, was then very rocky and rough, he decided to seek further, and finally located six miles above what is now the site of Brockville, in a beautiful bay that is still known as Cole's Ferry.

The place where they had encamped for their dinner was very uninviting, and in his opinion unsuited for settlement. Yet the bay has been nearly all filled in and the rocky ground that looked so inhospitable to the pilgrims is now covered by the immense shops of the James Smart Manufacturing Com-



OLD FIREPLACE  
AND OVEN IN  
FINDLAY  
HOUSE

THE FIRST STONE HOUSE  
BUILT IN BROOKVILLE.  
ERECTED BY WEBBELL,  
THE FIRST SETTLER,  
IN 1820.

NOW THE PROPERTY  
AND RESIDENCE OF  
J. G. FINDLAY, Esq.



pany and in the very centre of Brockville, the "City of the Thousand Islands."

The place, however was not long left unclaimed, for in the following year WILLIAM BUELL, another U. E. Loyalist, arrived and "took up land" as it was termed. He was followed shortly by CHARLES JONES, who occupied a section directly east of MR. BUELL'S. In a short time it was made a distributing point for government stores, the British government supplying the settlers with certain provisions and implements. This soon gave the little settlement prominence in the surrounding settlements, and it began to grow. The township or district surrounding was called Elizabethtown, and the village was known by that name, and also Buell's Bay, for a number of years, until the residents thought it deserved a more dignified title. But right here trouble arose. MR. BUELL and his friends insisted on calling the place Williamstown after the first settler, WILLIAM BUELL, while MR. JONES and his followers were equally certain that the most suitable name would be Charleston or Charlestown, after CHARLES JONES. This caused a serious feud, and so bitter did the dispute become, that it secured for the hamlet the derisive but deserved name of "Snarlingtown," from the surrounding settlers. In 1811, however, MR. BUELL stole a march on the JONES section by having his property surveyed and laid out in town lots, which he offered for sale. A map was published showing a plan of the town, setting aside ground for a court house, public square, etc., and calling the place Williamstown. MR. JONES was averse to following suit in this matter, as he did not care to sell his property, preferring to become a large

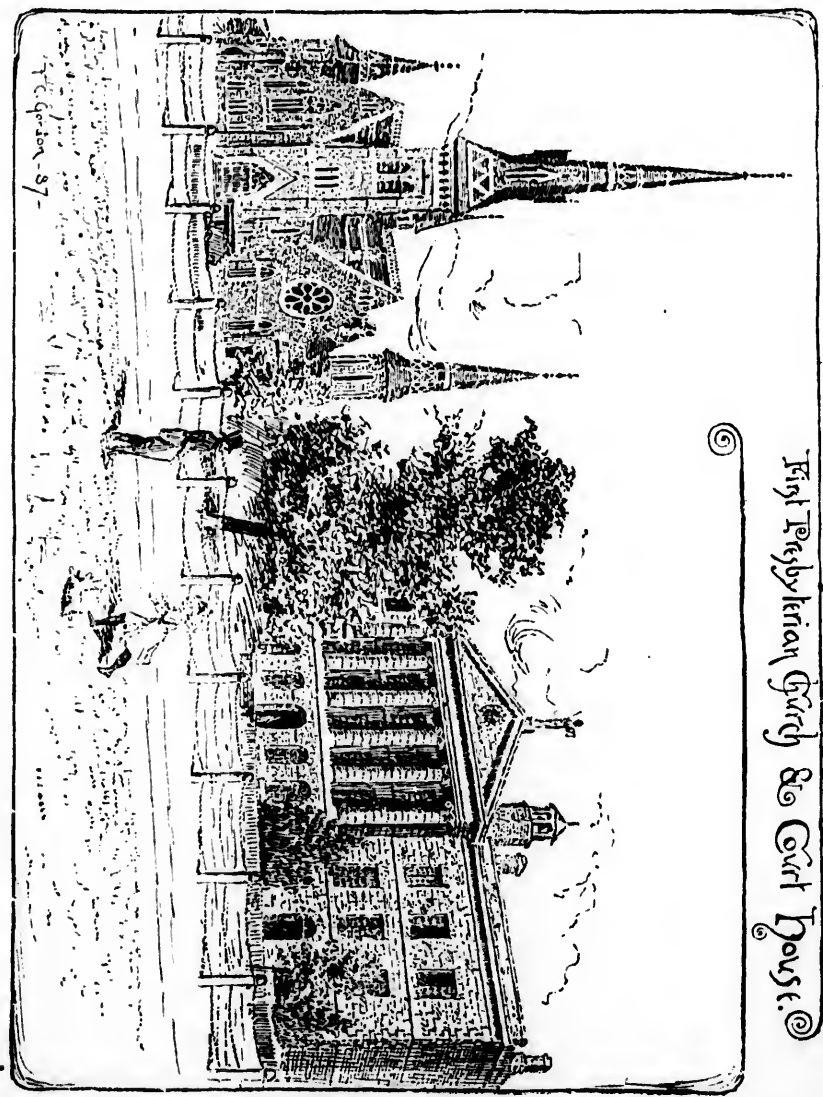
landed proprietor, and was quite opposed to the democratic notions of MR. BUELL. Accordingly the feud raged with fiercer intensity than ever until some time in 1812, when the Governor-General, GEN. SIR ISAAC BROCK, being in the place, was appealed to. He removed the difficulty by giving the place his own name, and it was henceforth known as *Brockville*. About this time however, events were transpiring that caused the opposing factions to bury their family quarrel and unite to face a common danger. The United States had declared war against Great Britain, and the vigorous and hardy settlers of the Canadian frontier were in arms at once.

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Among the earliest settlers of Brockville were ADIEL and REUBEN SHERWOOD, DANIEL JONES, HENRY SHEPHERD, CHARLES DUNHAM, ELNATHAN HUBBELL, ARCHIBALD KINCAID and JAMES HALL, all of whom have descendants still living here. The writer was informed by the centenarian, RICHARD HOLMES, in a conversation, on the one hundredth anniversary of his birth, that he was in Brockville when a young boy, and the only building that he remembered as being on what is now the Main street, was a small blacksmith shop run by PETE SEELEY, who was quite a celebrated character in his way and somewhat eccentric. This was about the year 1799. DANIEL JONES was a brother of DAVID JONES, who was the betrothed of JANE MCCREA, treacherously killed by Indians in 1777, while on her way to meet her lover, and whose tragic story has been so often told in verse and story. DAVID JONES, who never married, died near

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First Presbyterian Church & Court House.



Brockville. It is seldom in the history of any place in this new country that so many descendants of the original settlers are to be found on the site of the settlement, after the lapse of a century, as is the case with Brockville.

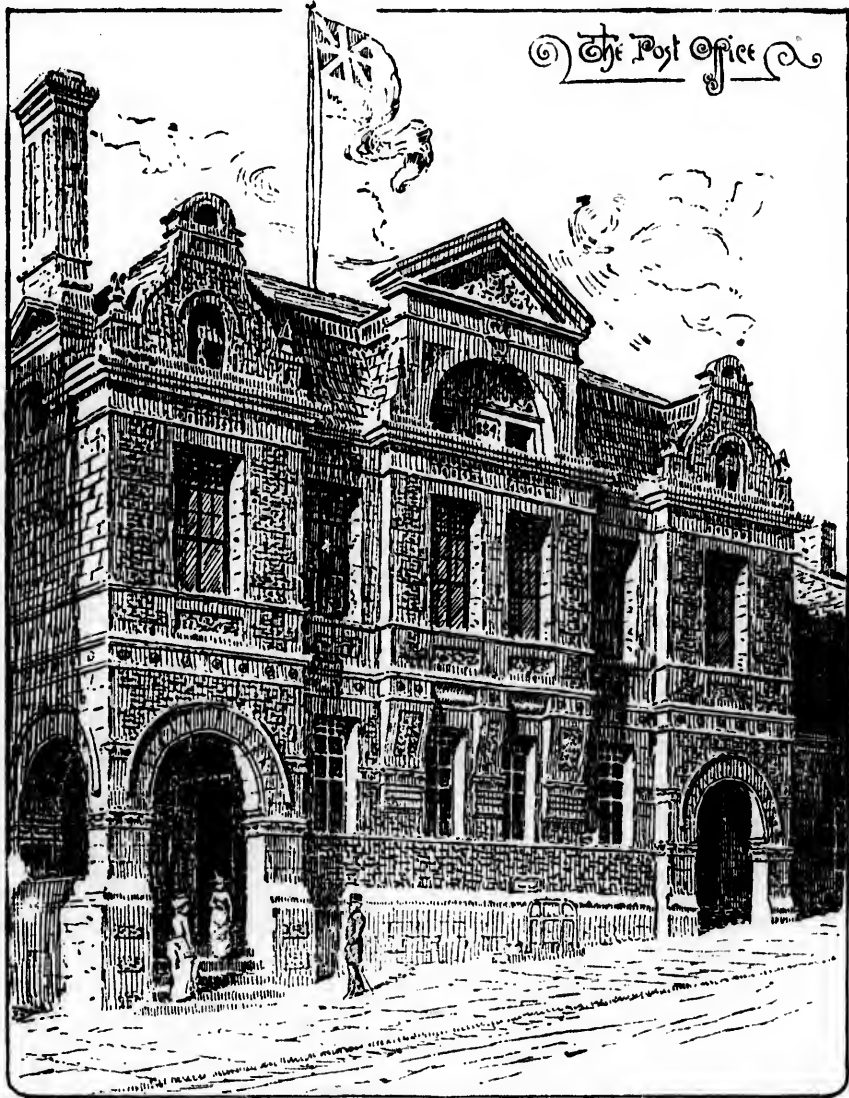
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In the troublous times of 1812-13, though very little blood was shed here, the residents of the hamlet had ample opportunity to show their loyalty to their country, an opportunity of which they did not fail to avail themselves, and at the first sound of war the whole adult population was in arms. From its position on the border, Brockville was in the midst of the turmoil of war; was bombarded by an American armed vessel on one occasion, and captured by the American Commandant at Ogdensburg on another. Soon after the declaration of war, it was reported that a fleet of schooners was being fitted out at Ogdensburg for a trip up the river and lakes. Early in July the fleet sailed up the river and passed Brockville, but when a short distance above the town they were overhauled by Canadian volunteers in small boats. Two of the vessels surrendered at once, their crews were landed on an island and the vessels burned. The rest of the fleet went back to Ogdensburg where consternation prevailed. After this three British vessels were sent down the river armed with ten, eighteen and ten guns respectively. On July 29th, 1812, the armed schooner *Julia*, from Ogdensburg, attempted to sail up the river but was intercepted by the British vessels, the *Earl of Moira* and the *Duke of Gloucester*, and ran into the bay at Morristown, opposite Brockville, where a battle

ensued, which lasted for three hours, resulting in great loss of —ammunition only. They fired at each other for three hours and then, it having grown dark, stopped by mutual consent. The warriors were doubtless tired. The *Julia* sailed back to Ogdensburg. The *Earl of Moira* was disarmed on her return to Brockville, and her guns placed in a battery on shore. After her engagement with the *Julia*, the authorities doubtless thought her unsafe to be at large, and armed, so near the town. This same year an American schooner, possibly the *Julia*, in passing Brockville, fired a shot at the town. The ball fell in the Court House yard. W. H. DENAUT, Esq., of Delta, whose grandfather was gaoler at that time, says he remembers it distinctly. He was in the yard with the servant girl, who was milking a cow. The ball came past him and he started to run after it to catch it. Fortunately it was too fast and he did not get it till it stopped rolling.

On the sixth of February, 1813, Captain FORSYTH, commanding at Ogdensburg, drove up the river road to Morris-town, one fine night, marched across the river on the ice and took possession of the town. He also took several of the prominent citizens prisoners, opened the gaol, seized some ammunition and other stores and marched back to Ogdensburg. Among the prisoners captured in this midnight raid, were two majors, three captains and two lieutenants, who were retired militia officers. Fifty-two prisoners in all were captured, who were afterwards exchanged or released.

Measures of reprisal were at once instituted, and it was not long before Captain FORSYTH was driven out of Ogdensburg to Black Lake, by the Canadian volunteers, under



① The Post Office ②

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Colonel McDONNELL. Fifty-two prisoners were taken and conveyed to Canada. The Americans lost five killed and eighteen wounded. The Canadians also seized a large amount of military stores and burned the barracks.

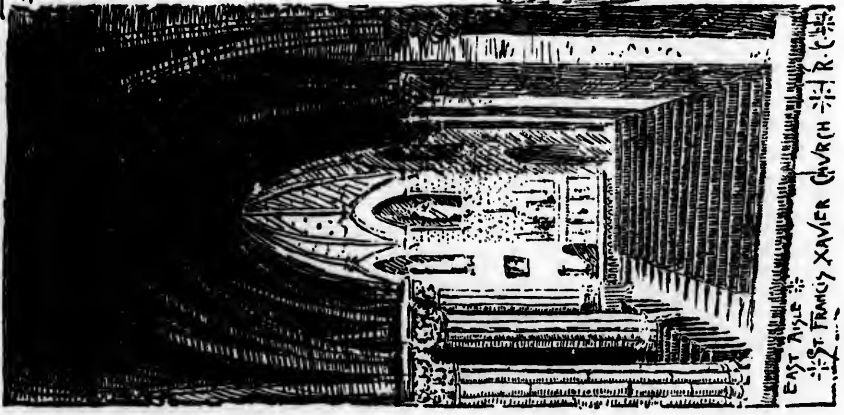
After the close of the war of 1812, Brockville settled down to the regular quiet of a provincial town, till in 1837, when what has been called the Upper Canada rebellion took place. Again Brockville was in arms, and the most important event in that brief struggle, the Battle of the Windmill, thirteen miles below the town, was fought. Once more, in 1866, the invasion of Canada by American Fenians caused great excitement. Brockville was one of the places threatened, and the volunteers were in arms for some time.

A very ludicrous occurrence took place at this time. All vessels passing the sentry on the dock were challenged, and one night a small scow was noticed passing up close to shore; she was challenged by the sentry, but he received no response from her crew. The sentry was ordered to fire by Captain POOLE, the officer in command, and the sentry being averse to doing so, the Captain took his rifle and fired at the scow's lantern. The shot smashed the lantern and cut the halter fastening a horse that was on deck, which backed up, fell into the hold and broke its leg. The scow then came to shore and proved to be a smuggler, which accounted for the desire of the Captain to escape close scrutiny. Capt. POOLE paid for the horse.

The first Act of Incorporation of the town was in 1834, when the town was divided into two wards—East and West. The first councillors were JONAS JONES and HENRY SHERWOOD



❖ ST. PETER'S CHURCH ❖  
 THE OLDEST CHURCH IN BROOKVILLE.



EAST ASIDE ❖  
 ❖ ST. FRANCIS XAVIER CHURCH ❖ R. C. ❖

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for the East, SAMUEL PENNOCK and JOHN MURPHY for the West. The Board selected DANIEL JONES for President. The first act of the new Council was to purchase a fire engine, the cost not to exceed £125. The first officers were GEORGE CRAWFORD, Treasurer; JOHN REID and DAVID FAIRBAIRN, Bailiffs; JOHN PRICE, Assessor; WILLIAM HAYES, Surveyor of Streets; DAVID FAIRBAIRN, Collector of Taxes; JAMES KENNEDY, High Bailiff; PHILIP J. MUSSON, Pound-Keeper; ALEXANDER GRANT, Captain and Engineer of the first fire company, which consisted of forty-eight men. WILLIAM SMITH was the first constable, but his term of office was short. He arrested JAMES HILLIS, ERASTUS HOLDEN, WALTER H. DENAUT, A. W. GRAVES and ORMOND JONES, for cantering horses through the streets. Failing to establish the charge, SMITH was promptly dismissed, from which we judge that the offending young men had more influence at court than the Constable. In 1849, a new Act of Incorporation was passed, giving the town further municipal powers and establishing three wards—East, West and Centre. At this time the town sent representatives to the Counties Council, and it was not until 1859 that a separation took place. In 1874 the town limits were extended to the present boundaries and divided into five wards—North, South, East, West and Centre.

Probably the most important event in the commercial history of Brockville was the building of the Grand Trunk Railway, in 1853-4. During the construction of this great highway, a season of prosperity set in for the town that sent it ahead very fast, and the establishment here of a divisional headquarters of the road has made the Grand Trunk a very



The Tunnel



The Pier.

The Tunnel  
through which  
the **C&E**  
reaches its  
river terminus  
passes  
underneath  
the town  
from north  
to south



important factor in Brockville's commercial prosperity. The pay list of the Grand Trunk here amounts to \$17,000 per month.

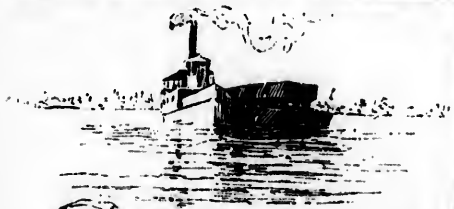
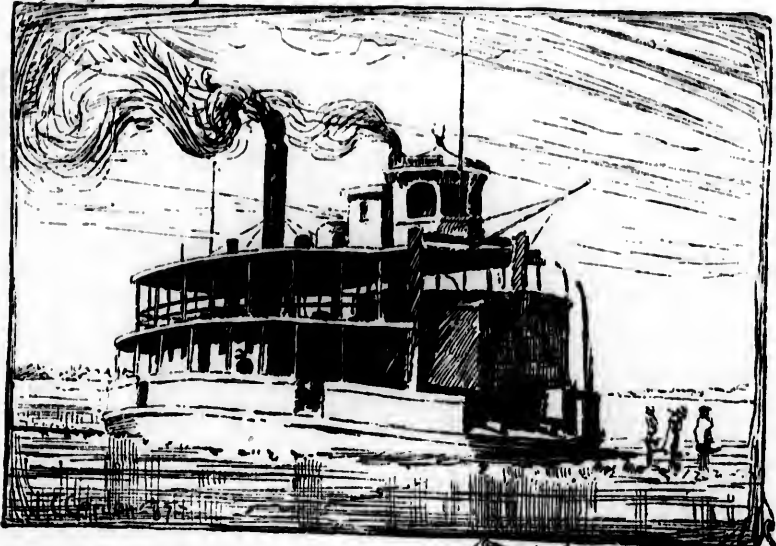
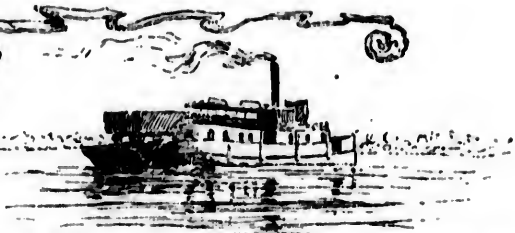
About the year 1853, the necessity of a railroad that would afford an outlet for the lumber of the Ottawa Valley was brought to the notice of the people along the line, and in 1855-6 the Brockville and Ottawa Railway was constructed from Brockville north, at first to Sand Point, afterwards to Ottawa and Pembroke, under the names of the Brockville and Ottawa and Canada Central. What was in those days a short local road is now, under the name of the Canadian Pacific, the greatest trans-continental railway in existence, spanning the whole northern part of the continent from the Atlantic to the Pacific.

The next railway to connect with Brockville was the Utica and Black River, which is in reality a branch of the New York Central Railway from Utica to Morristown, connecting with Brockville by a car ferry. To a Brockville man, Mr. Herbert C. Jones, now a resident of Toronto, is mainly due the credit of having this road built. It was completed in 1875 and is now a part of the Rome, Watertown and Ogdensburg system of railways.

The last, but not the least important of Brockville's railway connections is the Brockville, Westport and Sault Ste. Marie route. Some years ago a charter was obtained from the Legislature to build a railway from Brockville to Westport. Many prominent citizens took an active interest in the road, particularly the late MR. ALLAN TURNER, but the project was allowed to drop and the charter lapsed.



CARRYING  
 CARS ACROSS  
 THE ST. LAWRENCE  
 IN SUMMER  
 AND WINTER



During the open season freight  
 trains are ferried across the river  
 by the big Armstrong, and on large  
 scows towed by smaller steamers.  
 In winter the Armstrong smashes  
 her way through the ice and keeps  
 a clear course.

In 1884, MR. E. M. COLE, a native Brockvillian, now of New York City, who was interested in some mining lands near Westport, conceived the idea of reviving the old charter for a railway. Meetings were called, the various municipalities became interested in the matter and promised liberal subsidies. A new charter was obtained, not to Westport only but to Sault Ste. Marie, and in 1886 the contract to build the first fifty miles, from Brockville to Westport, was given to MR. R. G. HERVEY, another former Brockvillian, lately resident in New York.

The B. W. & S. Ste. M. is now practically completed to Westport, fifty miles from Brockville, and it will probably, in a short time, be finished to Sault Ste. Marie, making there a connection with the Northern Pacific, and at Brockville with the Utica and Black River and New York Central roads, forming the shortest and best line across the continent in existence. The section of road already built runs through a perfect paradise for sportsmen and into a mineral region, the value of which is very great. Allusion to the B. & W. route is found further on.

The growth of Brockville has been gradual and steady, and the city is marked by the sound financial standing of its business houses. While keeping up with all the improvements of the age in its municipal management, its legislators have never rushed into reckless bonusing of manufactures, nor have they undertaken any large improvements without first ascertaining their ability to pay without unduly taxing the people.

# Fishing

The fishing to be found in the waters of the St. Lawrence, near Brockville, would gladden the heart of every lover of the rod and the troll: 25 lb muskallonge are common enough, while they are sometimes caught weighing 40, and even 50 lbs. Not one in ten of our readers will believe the following story, but it is absolutely true and will be vouched for by hundreds of Brockville people who witnessed the incident:

Mr. W. S. Clouston, tinner of the Bank of Montreal, was sailing in a ship race when he was greatly startled by a huge fish leaping from the water and landing on his shoulder, whence it slid gracefully into the ship, wedging itself under one of the thwarts. Mr. Clouston lost the race by this incident, but he gained a magnificent fish that turned the scales at just 43 lbs!



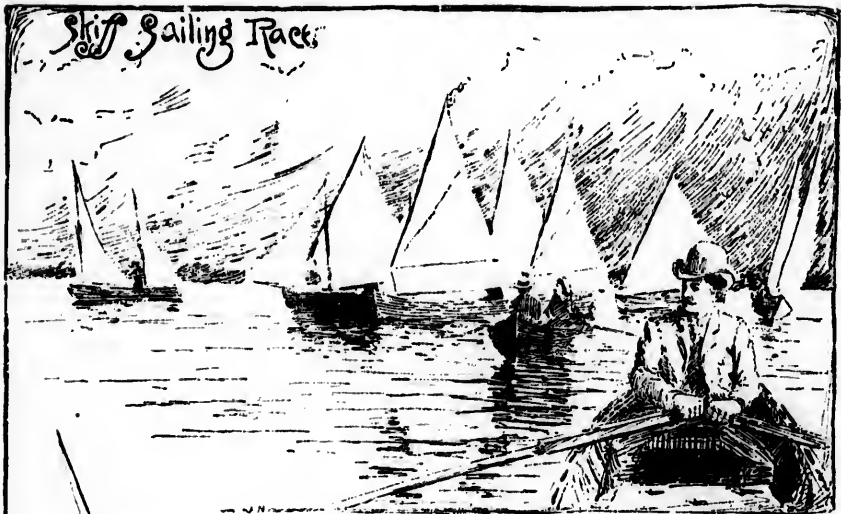
## LOCATION.

**C**ON a map of North America draw a line from Boston, on the Atlantic, to the nearest point on the Pacific, and it will pass through Brockville.

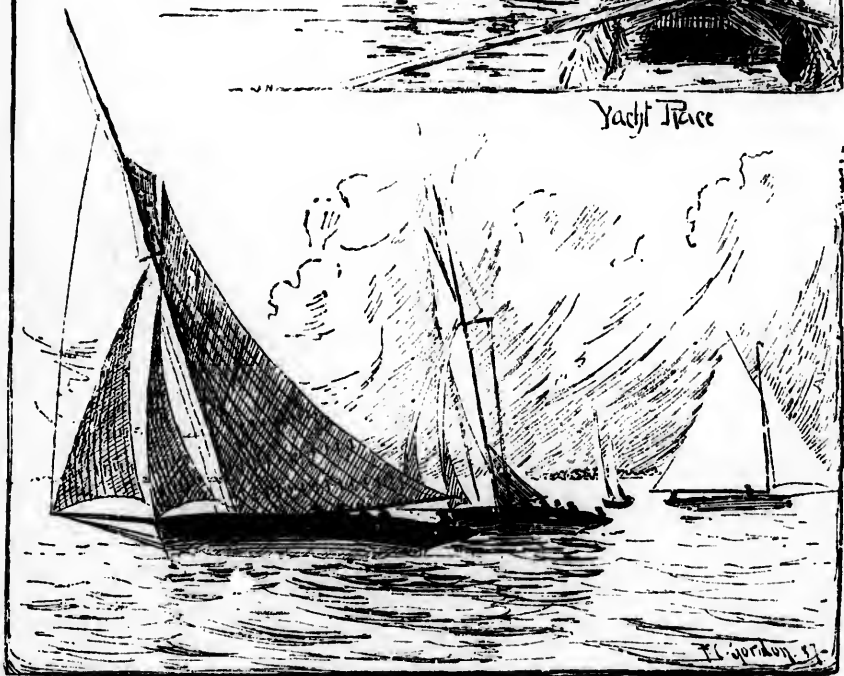
An imaginary circle enclosing the marvellously beautiful Lake of the Thousand Islands, St. Lawrence river, will pass along the river front of Brockville. It is midway between the rapids of the St. Lawrence and Lake Ontario.

The Canadian shore of the St. Lawrence river is in the main very bluff and in some places exceedingly high and precipitous, with occasional breaks or depressions in which the shore comes down to the beach in a gentle slope. In one of these depressions or openings Brockville is situated, rising to the higher ground on both sides and to the rear. This gives the place a very fine appearance from the river.

Several of the principal streets run to the water and the passer by on the river is struck with the cool and inviting appearance of these beautifully shaded avenues. At the East end of the town where some of our finest private residences are situated, the shore is about fifty feet in height, growing gradually higher as you go east until, at Picken's Point, below the town, the shore line drops again, and at the Point a shady and level beach is afforded, much frequented by picnic parties through the day and by bathers in the early morning and evening.



*Yacht Race*



At some distance above Brockville this rocky ledge runs back from the river edge several rods, leaving a low plateau between the river and the ledge. The rocks though in some places fully a quarter of a mile from the water, are evidently furrowed and creased by the action of the water, showing that in pre-historic times the St. Lawrence river must have covered a very large section of country, and was in fact an immense inland fresh water sea.

The cliff below the city is commonly called the High Rocks, and with its many small caves, overhanging shelves, clinging vines and wild honey-suckle, presents a charming bit of scenery that is not properly appreciated by Brockvillians, who almost invariably row up the river among the islands. There is one cave in the High Rocks of considerable extent, but as the opening is several feet down from the top in the face of a perfectly perpendicular wall, it is not visited very frequently.

#### LEGEND OF THE HIGH ROCKS.

In one place where the face of the cliff is comparatively smooth, can be seen traces of a painting that is now nearly obliterated, but which until the last few years was visited every spring by a band of Indians who brightened up the picture with fresh paint. The picture represented a canoe propelled by Indians, out of which a couple of white men were falling. In the early days of this continent, when Canada was a Colony of France, and New England a Colony of Great Britain, there was a continual struggle between the French and English colonists for the alliance of the Indian tribes. The Algonquin



## From the High Rocks

The shore along the lower end of the Town, for about a mile, consists of precipitous limestone rock, in some places 100 ft. in height. (The west end of the town and far up the river is granite.) These High Rocks, with their overhanging ledges, and their quaintly shaped caverns worn by the action of the water, present a ruggedly picturesque appearance. Many beautiful residences with well-kept grounds occupy the plateau above, from which the eye may freely sweep the broad face of the lovely river.



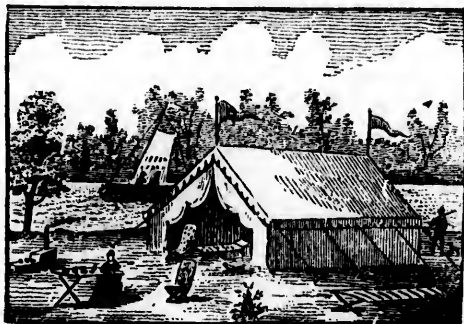
tribes of the east and the Hurons of the north and west were both allied with the French and traded with them. The Hurons were settled around lakes Huron and Superior, in the midst of the fur country, but to reach their market at Montreal and Quebec had to pass through the country of that wonderful confederacy of savages the Iroquois or Five Nations, who held themselves aloof from both French and English, but were the inveterate enemies of the Hurons and Algonquins. So great was the terror of the Iroquois among the French Indian allies that the *COUNT FRONTENAC*, then Governor of New France, decided to administer a course of discipline to these terrors of the forest. Accordingly a large expedition of French and their Indian allies sailed up the St. Lawrence. Although the French and English colonies were supposed to be at peace, it is pretty sure that the Iroquois received help from the English colonists in their fights with the French. *FRONTENAC'S* expedition was only partially successful. He sailed back down the river sorely crippled but with a good many prisoners. Among the prisoners were a couple of English officers who were being taken to Montreal by a party of Indians. Their canoe was heavily laden and when just above Brockville, a heavy storm having arisen, the two English prisoners were thrown over-board by their Indian captors to lighten the canoe. Even this sacrifice to the storm god did not suffice, for when the canoe was opposite the High Rocks it capsized, and its Indian occupants were drowned. Among them was a celebrated chief. The Indians thought the catastrophe was due to their cowardly action in throwing over-board the captives, instead of reserving them for sacrifice, and



a rough picture, commemorating the event was painted on the rocks where the canoe capsized. For nearly a hundred years the tribe came annually to re-paint the picture and go through some mystic ceremony.

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Brockville is about four hours by rail from Montreal, six from Toronto, three from Ottawa, and twelve from New York.



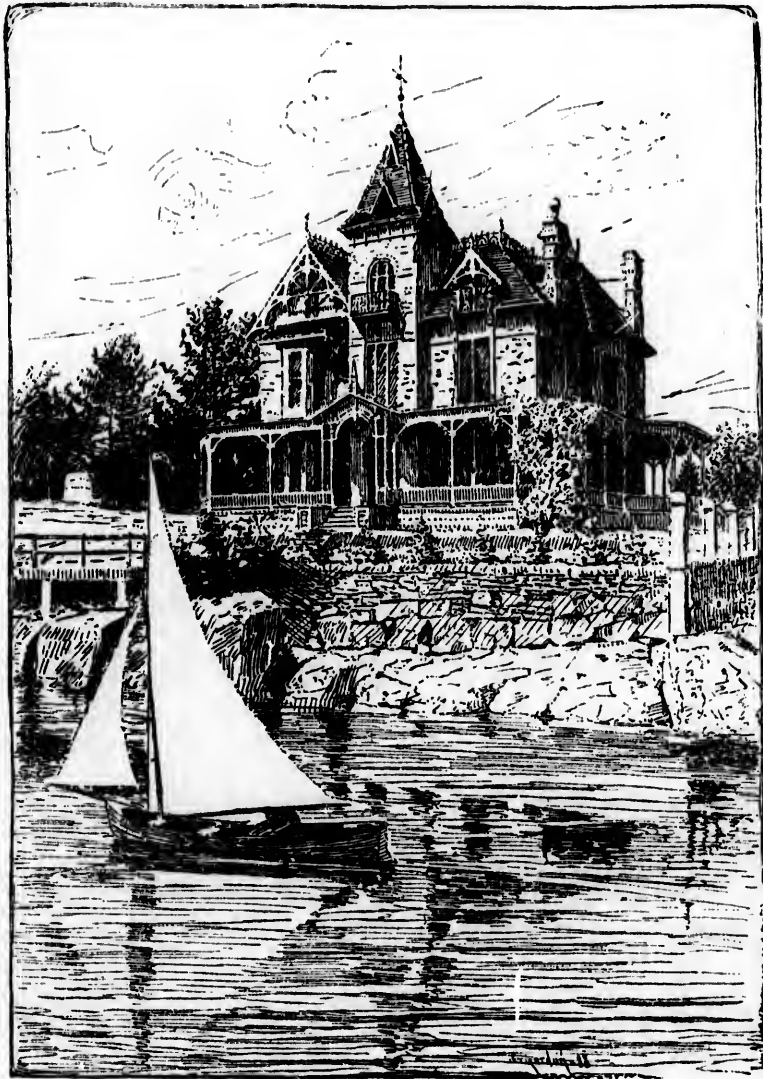
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## Idlewilde.

Residence of H. A. FIELD, Esq.

## BROCKVILLE IN GENERAL.

IN speaking of Brockville as a desirable place to live, it might be stated that the Island City does not claim to be a Summer Resort in the commonly accepted meaning of the term. We have no big "summer hotels," but solid structures of stone, fitted with all modern appliances for the comfort and convenience of the two hundred guests that each of the principal ones can accommodate. Brockville is a thriving and prosperous manufacturing and business centre, with shipping facilities unsurpassed by any place in the country, yet its situation, surrounded on all sides by the most charming and picturesque scenery to be found on the continent, makes its desirability as a place of residence in the summer better known every year. Though the city proper does not pose simply as a summer resort, it is the central and distributing point for a large number of distinctively summer resorts up the river, and new grounds are being laid out each year. The river shore, above the city, is fast being filled up with the summer houses of our citizens, and it will not be many years before the *summer* limits of the city will cover a river front of eight or ten miles. These summer houses are, for the most part confined to the main shore, the only island near the town at present built upon being Oriental Isle, (of which a sketch appears elsewhere), the summer residence of Lt.-Col. W. H. COLE, of Brockville, and Mr. DANIEL MCLEAN, of Toronto, the

© ORIENTAL ISLANDS



© 1911

other islands having been leased from the government by the city and kept as a public park for the citizens. In another place will be found sketches of "Idlewilde," the residence of H. A. FIELD, of Brockville; "Fairhaven," the residences of Mr. D. DERBYSHIRE and Mr. R. H. SMART, both of Brockville; and "Highbury," the property of Mr. ANSON JONES, of Toronto.

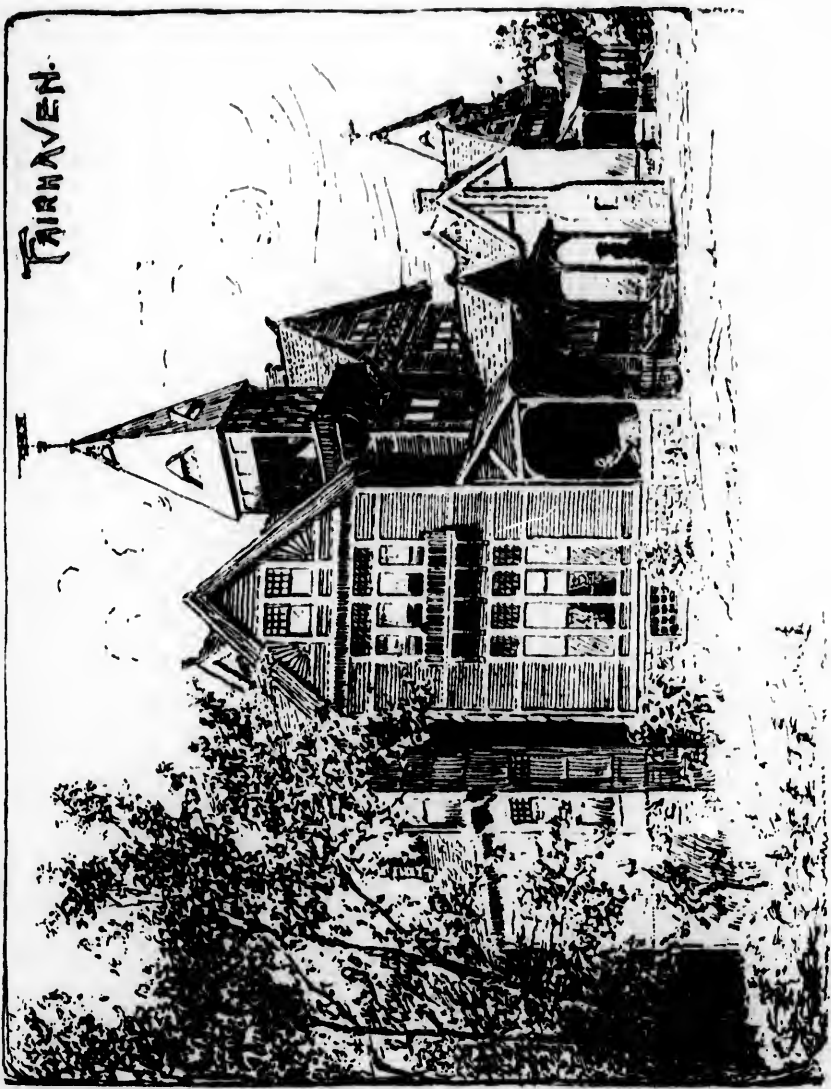
Of the Parks, the first in proximity to the city is "Bay View," a collection of cottages in a very pretty bay, about a mile and a half up the river.

Next comes "Fernbank Park," in some respects the most charmingly picturesque place on the river.

The property at Fernbank was purchased a couple of years ago by a syndicate of Brockville gentlemen, cleaned up, laid out in lots and streets graded. The lots were taken up very fast, and there are now some twenty-five very handsome cottages there, nearly all owned by Brockville people. A long, narrow bay cuts off a large part of the Park in a long peninsula, the lower part of which has been reserved by the syndicate for a Park on which it is expected to erect a large hotel next year—1889.

Next above Fernbank is "Hillcrest Park," a small park originally laid out and owned by Mr. WM. SHERWOOD, of Brockville. This park, while not very large is a very picturesque spot and has a good hotel, too small, however, to accomodate the guests that apply every season for quarters. We illustrate a section of the bay and rocky shore at Hillcrest. Hillcrest is a very pleasant and inexpensive summer resort. The cottages are owned by Brockville people.

FAIRHAVEN.



Above Hillcrest, at Cole's Ferry, is the "St. Lawrence Central Park," the largest and most important park in the vicinity. Originally established as a religious camp meeting ground by the Methodist Episcopal Church, it was this year (1888) purchased by a joint stock company, with ample capital, and is to be at once put in the front rank with the best river parks. A good system of water-works has been put in, drainage is now under way, and arrangements are completed for a large summer hotel to be built this year (1888). The grounds cover a very large acreage, and except at the wharf, the shore is from seventy to one hundred feet above the river, rising straight up, except that along its front runs a narrow ledge about six feet in width and a few feet above the water. This ledge is reached from the low ground near the wharf and as it is wooded affords a delightful walk. On the upper plateau, at the outer edge, the land for some distance has been reserved as a public park or promenade ground. Small squares through the grounds are also reserved as public parks. The whole property is thickly wooded except where it has been cleared away for the numerous cottages, and it is generally conceded to be the finest place for a park on the St. Lawrence river. There are already some fine cottages there, the best being that of Hon. C. F. FRASER. One of the features of this Park is a never-failing spring of pure water.

All these parks are connected with Brockville by a first-class steamboat service. The *Island Queen*, a fast and safe steamer (built in 1887 for this route) makes frequent regular trips every day, calling at all these places on each trip.





C. G. ...



Ferry Dock  
from the bay.

On the American shore of the river, opposite Brockville, is "Terrace Park," a very pretty spot with a good summer hotel, where several Brockville people have cottages.

It is not necessary to say anything about the glorious beauty or the bracing effect of the ozone laden air of the St. Lawrence river and its marvellous Lake of the Thousand Islands. Every writer who has visited the enchanting territory has returned home to praise it and it is said we Brockvillians are prone to not fully appreciate it owing to our familiarity with it. This we deny. It is estimated that there are at least one thousand skiffs owned in Brockville, one for every ten of the population, which is proof that the finest river in world is appreciated by us, and the hundreds of boats out in view of the city on a calm evening, prove that we use the advantages nature has favored us with to the fullest extent.

Brockville is surrounded with beautiful drives, yet so great is the attraction of the river that very few people know any thing about them. The drive to the village of Lyn, five miles, is excelled in picturesqueness by very few drives in the country, while the drive to Fernbank Park is simply beautiful. The one drive that is well known and patronized, is the twelve miles to Prescott, which runs along the river bank the whole distance.

The cottagers above the town vie with each other in illuminating their premises with a startling variety of colored lights in the evening and the scene to a passer-by is like a glimpse into fairy land.



One of the features of summer life on the St. Lawrence at Brockville is when the cottagers unite for an illuminated flotilla, which is a night trip of skiffs and canoes towed by steam yachts, all carrying lanterns of various designs and colors, accompanied with displays of fireworks. The puffing steam yacht with its long, fiery, snake-like tail, makes a weirdly beautiful scene baffling description.

Daily lines of steamers connect the city with Ogdensburg, Alexandria Bay, Thousand Island Park, Westminster Park, Clayton, Kingston, Gananoque, and all other river points, while numerous steam yachts daily convey fishing and picnic parties to various points up or down the river. Notwithstanding the vast number who pursue the art piscatorial every year, the fishing in the St. Lawrence has been, owing to the strictness with which the close seasons are observed, yearly growing better. The principal game fish are black bass, pike, pickerel, and the king of fresh water fish, the maskinonge.

One very desirable location near the city is not yet taken up, that belonging to Mr. WM. SHERWOOD, near Devil's Rock and Rivers' Cliff, the property of Mrs. RIVERS, adjoining. Both these lots, with fine river frontage, are inside the city limits.

The Lake of the Thousand Islands covering about fifty miles of the river, is fast becoming one vast summer resort, and the only purely Canadian resort of any prominence is Brockville and its system of river parks. Strangers here do not find the extravagant prices that obtain at most of the American resorts. There is not so much ostentatious display



THE ST LAWRENCE IS  
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F.C. Gordon

in the way of elaborate toilettes, but every body seems to come here to rest and enjoy a quiet and delightful summer holiday.

**BROCKVILLE, WESTPORT AND SAULT STE. MARIE RAILWAY.**

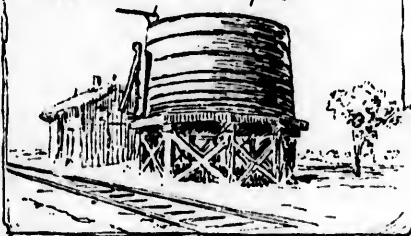
This new railway, intended to form a route 275 miles shorter than the present line between Duluth and the Atlantic coast, is now under construction and the first division from Brockville to Westport, 45 miles is, as we have said, already built.

This division serves a very thickly settled country that has been, heretofore, without railway facilities, passing through Lyn, Seeley's Corners, Glen Buell, Unionville, Elbe, Farmersville, Delta, Elgin, Crosby, Newboro and Westport, and there are a number of other towns and villages near the railway.

The line runs through magnificent scenery, interspersed with lovely lakes, and furnishes ready access to some of the most beautiful points for summer resort in Ontario, and will have special attractions for the disciples of ISAAC WALTON.

Eighteen miles from Brockville the line passes near Charleston Lake, which has been for several years preserved by the Canadian Government, and now teems with black bass, salmon trout and other fine fish. At Newboro the railway passes over the Rideau Canal on a steel bridge (which we illustrate), and from this point the angler can reach by boat a number of lakes that afford as fine fishing as can possibly be desired. The rare sport to be had here and at Upper and Lower Beverly, Rideau, and a number of smaller

WATER TANK AT FARMERSVILLE

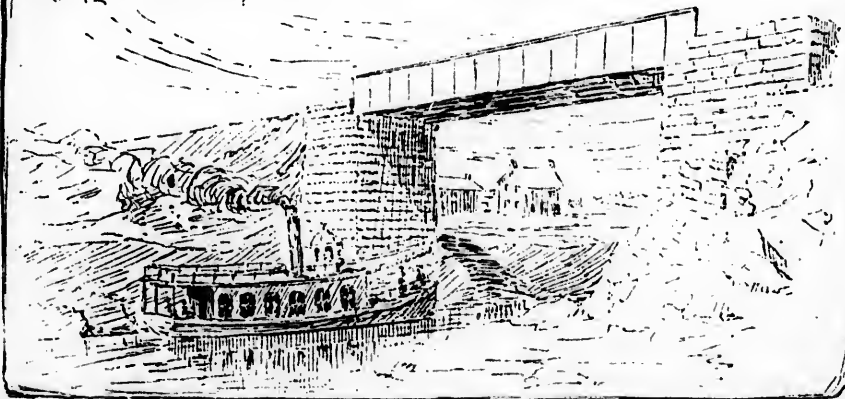


SKETCHES ON THE BROCKVILLE,  
WESTPORT & SAULT STE. MARIE  
RAILWAY —



STATION AT VANDERBILT,  
AND WORK TRAIN —

STEEL BRIDGE OVER RIDEAU CANAL AT NEWBORO. —



lakes, has already made this section a favorite resort for some of the best known anglers of New York and other places, and here you will frequently meet members of the Manhattan, Olympic, Phoenix and other clubs camped out or living luxuriously on steam yachts.

Westport, the terminus of the first division, is beautifully situated on the lake shore, and all the fine fishing grounds are accessible from this point as well as from Newboro. Clean, comfortable and well kept hotels are to be found at both Newboro and Westport, (as also at Farmersville, where the angler leaves the railway to go down to Charleston Lake,) and a number of summer hotels are projected at different points on the line.

The railway company also purpose having private cars to lease to fishing parties, fitted up with beds, cooking range, etc., and accompanied by a cook. The cars can be furnished with all the eatables and drinkables a party may desire, and kept supplied during their excursion.

The railway company will take especial pains to see that the wants of excursion parties along the line are promptly cared for including forwarding every day mail. Newspapers and any supplies ordered by mail or telegram. Full information can be had by addressing the manager of the railway at Brockville.

Passengers from New York take tickets by trains either of the Hudson River or New York, Ontario and Western Railroad to Morristown, N.Y., whence they cross by ferry to Brockville in a few minutes.





Every-day Scenes on the River.

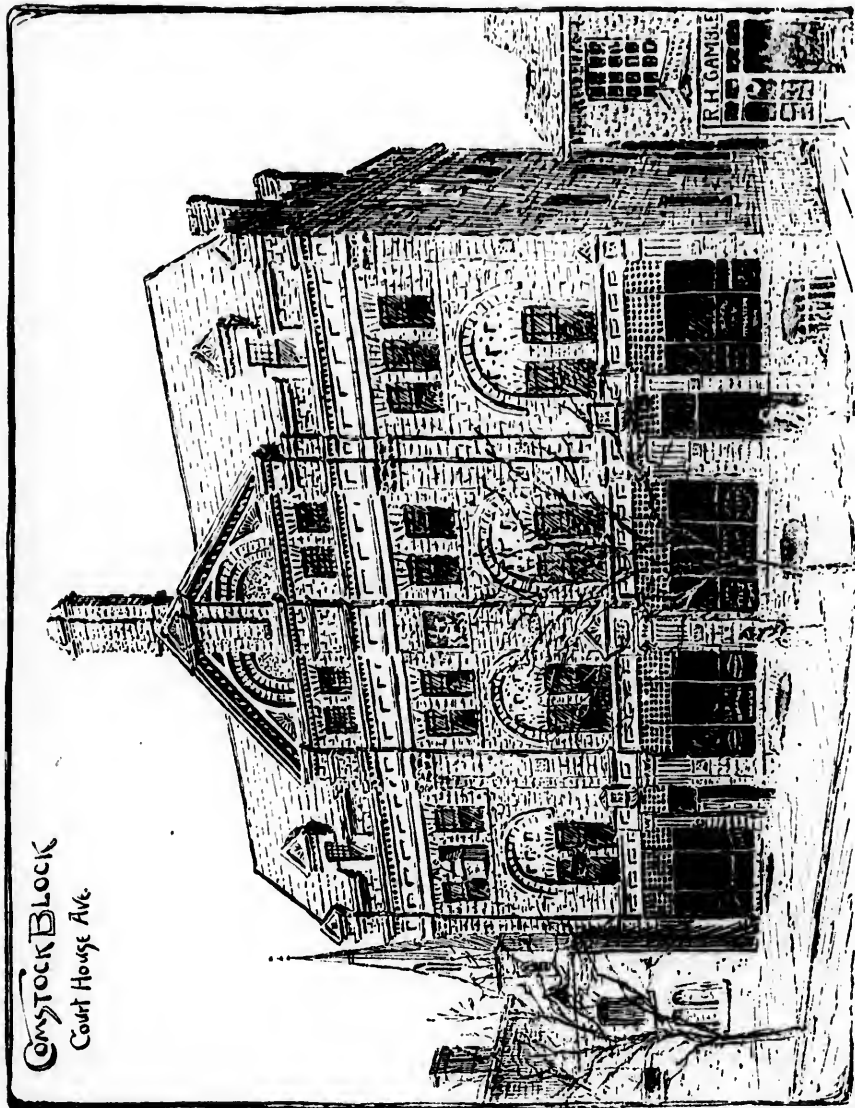
## COMMERCIAL.

THE solidity that characterizes the commercial history of Brockville, is evidenced by the substantial, solid structures of stone on the principal business streets. The prevailing material in the commercial buildings is blue limestone, than which no handsomer or massive looking building material is to be had. All our public buildings—with the exception of the Opera House and one church (both brick)—the principal hotels, and many of the mercantile blocks are of this stone. Three buildings that have been erected recently, the Post Office and Custom House, Comstock's Block and Fulford's Block, we illustrate, as fairly showing the more recent style of architecture of our business blocks.

All the streets intersect at right angles, and rows of maples shade most of them except the business streets. So general is the distribution of shade throughout the city that a view of it from the high ground back of the city shows nothing but trees with the church spires and a few tall towers showing through.

In a sanitary point of view Brockville stands high. Built on a slope rising gently from the river, it was many years before any ill effects were felt from the impregnation of the soil with surface impurities. A few years ago, however the citizens lost confidence in the quality of the water supply

COMSTOCK BLOCK  
Court House Ave.



obtained from wells, and a first-class system of water-works, on the celebrated Holly plan was put in, covering the town well. The pumping house is situated at the foot of Orchard street, and the intake or supply pipe runs about two hundred feet into the river, where the water is thirty-five feet deep. This insures a pure supply of water.

A system of sewerage on the latest approved plan is now being constructed under the superintendence of WILLIS CHIPMAN, C. E.

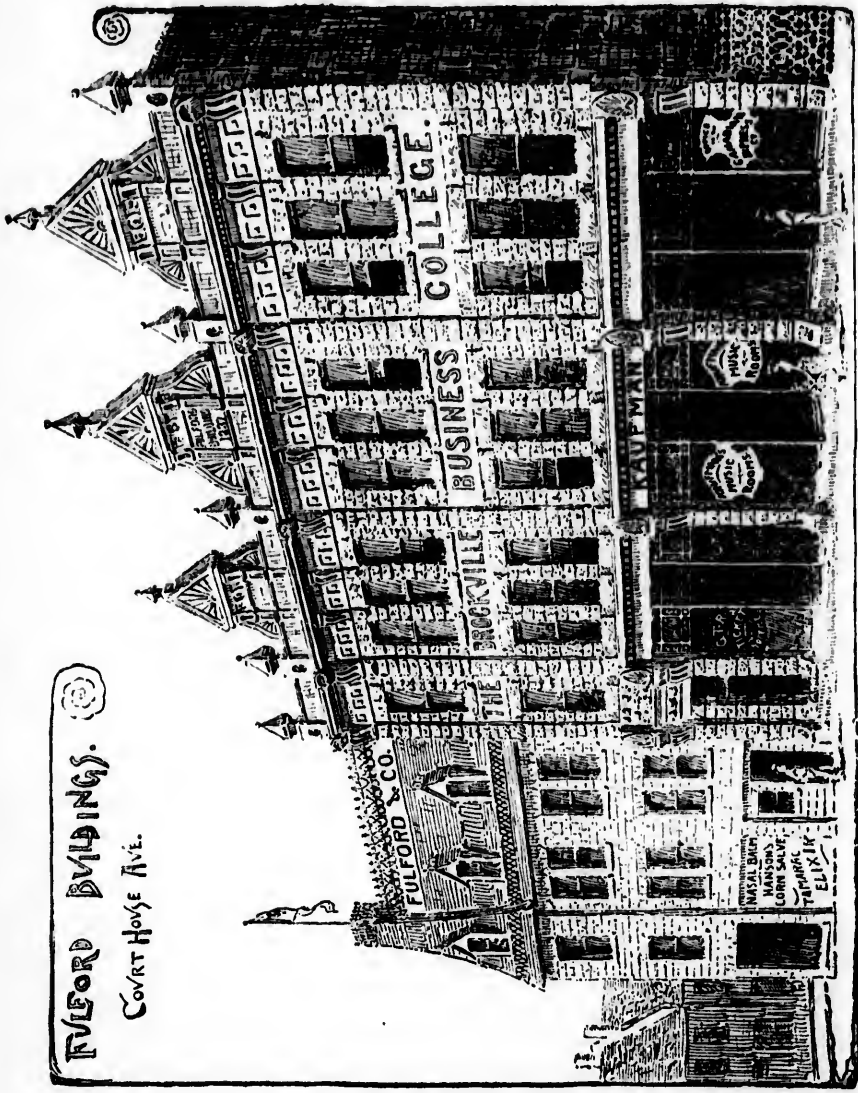
The city is well lighted with a combination of gas and electricity.

It will be remembered that the first act of the municipal council of Brockville was to purchase a hand fire engine. The feeling that actuated our legislators then has remained with our municipal government ever since and to-day Brockville is pronounced by Mr. ALFRED PERRY, Inspector for the Underwriters' Association to be better protected from fire than any other city in the Dominion. There are eighty hydrants distributed through the city limits, giving a fire pressure of eighty pounds to the inch. The fire department consists of four men constantly on duty at the central station besides the police force, with three horses, and a volunteer hook and ladder company consisting of thirty men. The alarm system in use is the Utica fire alarm telegraph, with sixteen signal boxes and an automatic striker attached to the bell on the Court House. As a reserve system there is also a steam fire engine and a large hand engine.

The taxation of Brockville is low. While the assessment is kept down to about three million dollars the rate of taxa-

# FULFORD BUILDINGS.

COURT HOUSE AVE.



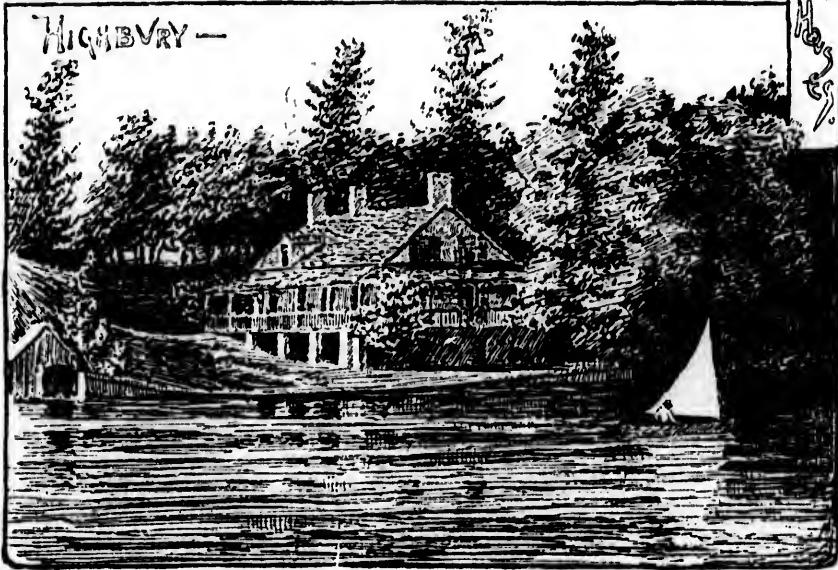
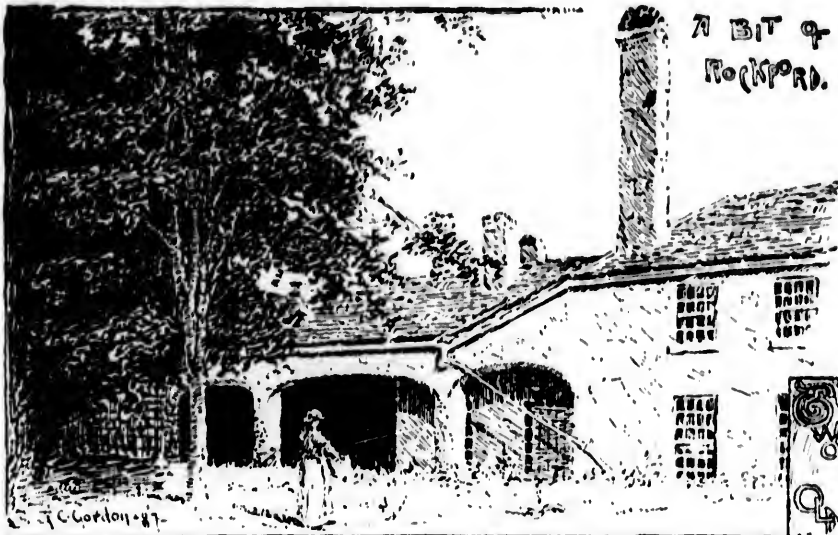
tion never exceeds seventeen mills. Of this a large proportion is for our schools.

#### EDUCATIONAL.

In the way of schools we have three ward schools, the Central Victoria School, and the Roman Catholic Separate School. The old High School building not being in keeping with other public buildings will in future be used as a public school, a fine stone Collegiate Institute building being now in course of construction. In addition to these schools there is the Convent School of the Sisters of the Congregation de Notre Dame, and last but not least the Brockville Business College, a flourishing institution that annually issues diplomas to a large number of graduates who come from all over Canada and United States. So high is the standard of this College becoming that now a diploma from it is considered, among the business community, a sure guide to the business capacity of the holder. Its graduates hold some of the most honorable positions in commercial life in this country and in the U. S. The principals, Messrs. AUSTIN, BRESEE & LADD, are all men of sterling integrity and no unimportant element in the success of the college is the watchful care they exercise over the associations and the moral conduct of their pupils.

#### MANUFACTURING INDUSTRIES.

The numerous manufacturers who have selected Brockville as their field of operations have not done so because of bonuses offered them—Brockville does not bonus manufacturers—but because they saw the superior shipping facilities



offered them here by the competing railway lines and by the various boat lines on the river. At the head of these manufacturing institutions is The James Smart Manufacturing Co., manufacturers of stoves and hardware, the largest concern of the kind in the country, employing a large number of hands. The enterprise of this firm is shown by their course in the line of stoves. Instead of adopting American patterns, as most of our stove makers do, they have been getting out their own inventions in this line, and in some cases have sold their American patents to the makers there.

Next in size is the Agricultural Implement Works of G. M. COSSITT & BRO., manufacturers of mowers, reapers, horse rakes, harrows, etc. The Messrs. COSSITT have one of the finest factories in the Province, and employ a large number of men.

The Ontario Glove Works of JAMES HALL & CO., also affords employment to a large number of men and girls. This institution has grown from a small tannery, started by Mr. HALL, a number of years ago, to a large concern sending out a number of travellers, and shipping goods from the Atlantic to the Pacific.

The J. W. Mann Manufacturing Company, makers of Mann's seeder, elliptic spring harrows, etc., employs a large number of skilled mechanics. Their machines are known and sold all over the Dominion.

The Biscuit and Confectionery establishment of ABBOTT, GRANT & BUELL, employs a large number of skilled hands and sends out several travellers. Their goods are well known and enjoy a high reputation over a large territory.



A Favorite  
© Winter Sport.



QUEEN'S UNIVERSITY LIBRARY

The Victor Wringer Works of HARDING & SHERIFF, employ a large staff making clothes wringers, children's bicycles and velocipedes, carpet sweepers, lawn rakes, and other novelties. Their out-put of velocipedes is very large.

There are also G. A. RUDD, manufacturer of carriage tops and harness, wholesale; MCCRADY & SON, manufacturers of leather and mittens; the extensive brewery of BOWIE & SON; WOODS & POULIN's cigar factory; BOURKE & MOONEY'S aerated water factory; three sash and blind factories; three extensive boat works; and the Canada dye wood mills of MCCORMACK & TAYLOR, grinders of various woods used for dyeing purposes, the only mill of the kind in the country.

Among the various successful men and businesses in other lines are W. H. COMSTOCK, proprietor of Morse's Indian Root Pills; FULFORD & CO., proprietors of Nasal Balm, catarrh remedy; T. GILMOUR & CO., wholesale grocers. The Canadian Branch of THE CHAS. A. VOGELER CO., proprietors of St. Jacobs Oil, is also located here.

Brockville has two daily and two weekly newspapers. The Evening *Recorder* and Daily *Times* are among the brightest newspapers in the country. Always active in supporting any measure that will lead to Brockville's advancement, the prosperity of the place is in no small degree due to their enterprise, push and public spirit.

## POINTS.

**B**ROCKVILLE is a fine city to live in, because—

It has a first-class band.

It has a fine Opera House.

It is lighted with electric light.

It has unrivalled shipping facilities.

Its taxes are low and its debt very small.

It has fine schools and numerous churches.

It has beautiful drives and handsome parks.

It has first-class hotels and genial landlords.

It has the finest fire protection in the country.

It has one of the best lacrosse clubs in Canada.

It has the best and purest water supply in Canada.

It has some of the most talented singers in Canada.

It is delightfully situated on the Lake of the Thousand Islands.

It has the finest business street of any city of its size in Canada.

It has, or will have in a few months, a perfect sewerage system.

It is the most important centre of the dairying interest in Canada.

It is the county seat of two of the most wealthy counties in Canada.

It has a fine brewery that turns out a large quantity of ale and lager beer.

And it is noted for having more pretty girls than any city of its size on the continent.

Trusting this pamphlet will accomplish its object and assist in putting our city's advantages concisely before our readers, We remain,

The public's obedient servants,

THOS. SOUTHWORTH,

FRED. C. GORDON,

*Publishers.*

JUNE, 1888



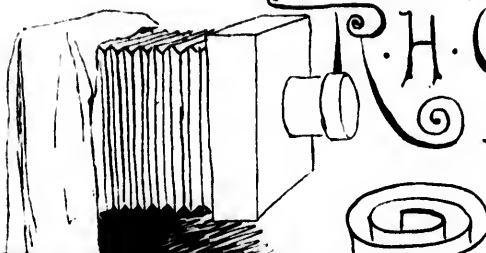
Among the Water Lilies in Jones' Creek.

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**R. H. GAMBLE**  
 THE PHOTOGRAPHER.  
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**A. C. MCINTYRE.**  
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 AND BOUGHT FROM THE MANUFACTURER DIRECT.

LADIES' FINE FURS OUR SPECIALTY.  
 MANUFACTURING AND REPAIRING  
 DONE ON SHORT NOTICE BY COMPETENT WORKMEN.

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 GENTS' FURNISHING GOODS OF EVERY KIND.  
 GARMENTS MADE TO ORDER AT SHORT NOTICE AND PERFECT FITS GUARANTEED.  
**MERCHANT TAILOR.**  
 2nd. DOOR EAST OF CENTRAL HOTEL.  
**BROCKVILLE - ONT.**

# THE STANDARD LIFE

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ASSURANCE COMPANY,

OF EDINBURGH, SCOTLAND.

ESTABLISHED 1825.

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HEAD OFFICE FOR CANADA :

STANDARD COMPANY'S BUILDINGS,  
MONTREAL.

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AN IMMENSE MONETARY INSTITUTION.

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Annual Revenue, - - - - -	4,400,000
(or over \$12,000 a day.)	
Invested Funds, - - - - -	33,000,000
Canadian Investments, - - - - -	3,500,000
Bonuses Distributed, - - - - -	22,000,000
Deposited with Government at Ottawa, for Canadian Policy-Holders, nearly - - - - -	1,000,000

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Policies issued under all systems, including their RESERVE BONUS PLAN under which very *large profits* may be anticipated.

**ABSOLUTE SECURITY.**

**REASONABLE RATES.**

**PROMPT SETTLEMENTS.**

**LARGE PROFITS.**

**UNCONDITIONAL AND NON-FORFEITABLE POLICIES.**

CHAS. HUNTER,

Supt. of Agencies.

L. W. BURKE,

Inspector, Brockville.

W. M. RAMSAY,

Manager for Canada

\$25.

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