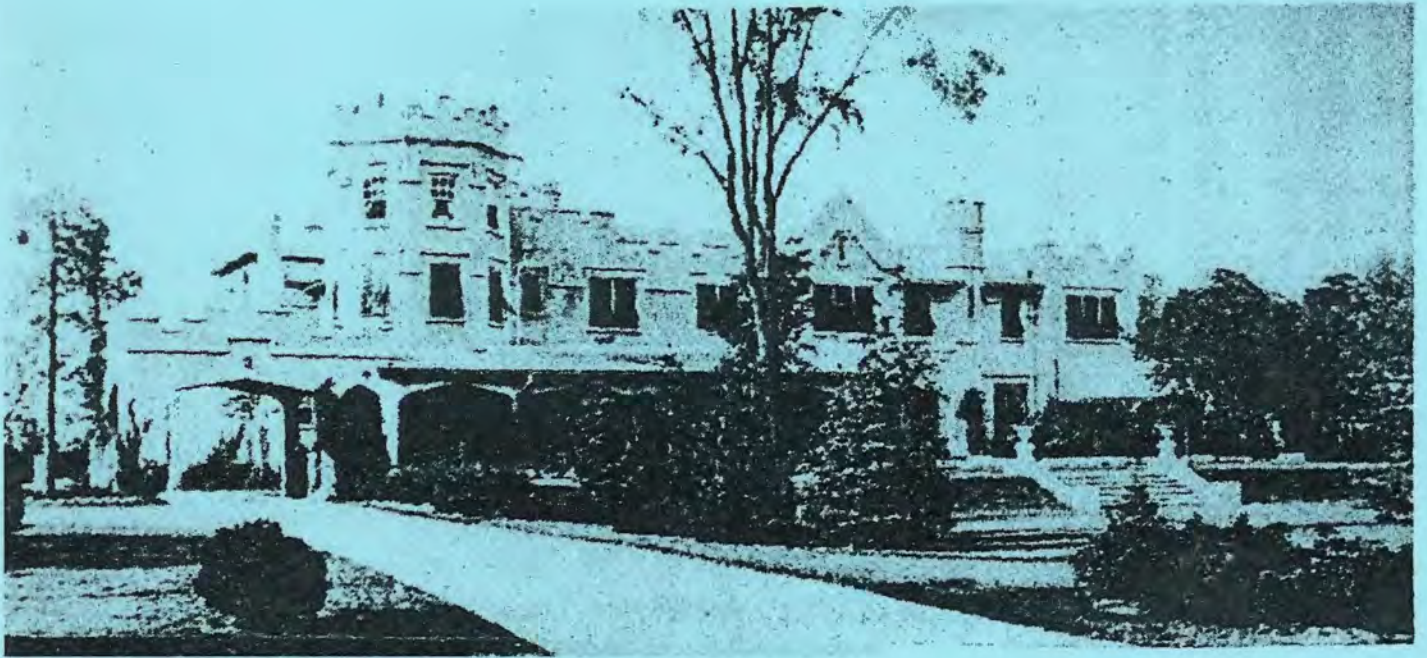
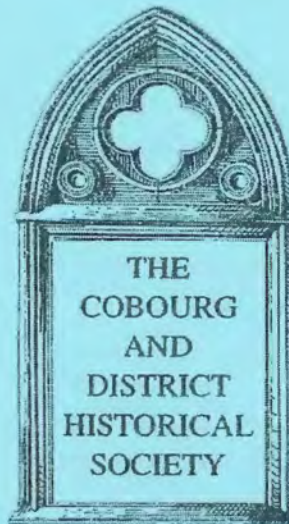


HISTORICAL REVIEW 22



2004



2005

**THE COBOURG AND DISTRICT HISTORICAL SOCIETY
PROGRAMME OF SPEAKERS**

2004 –2005

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Cover Photograph:

Bagnall Hall, King Street East, opposite East Collegiate (demolished)
(Cobourg – Early Days and Modern Times p.115)

The Cobourg and District Historical Society Archives 1987-2005

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CANADA'S HERITAGE FOOD

By
Dorothy Duncan

On September 28, 2004 at Victoria Hall, our fall meetings began with Dorothy Duncan speaking to us on **Canada's Heritage Food** and her involvement in researching, compiling and publishing stories about this topic. It was interesting to hear about how haphazard the measurements were in the older books. Dorothy has made a significant contribution in preserving these heritage recipes and has written for *Town and Country* and for *Century Home* magazines.



Dorothy Duncan during her presentation to the CDHS, September 2004

CDHS audience enjoying Dorothy Duncan's presentation, September 2004



**JUST PASSING THROUGH:
Princes, paupers, showmen and charlatans –
Visitors who made a brief impression upon us**

By
John Jolie

Good evening: When I offered to give this talk, I thought about a suitable title. There was none. The title announced in the newsletter was: JUST PASSING THROUGH: PRINCES, PAUPERS, SHOWMEN AND CHARLATANS - VISITORS WHO MADE A BRIEF IMPRESSION ON US. Now, not everything I say tonight will be exactly on topic. I'll often fly off on tangents occasionally, but I promise I'll eventually get you back to this room.

I will miss many visitors to Cobourg in my talk- I can't possibly cover them all.

You can go way back to 1615, when Champlain was in our area. He was hoping to acquire native allies and expand the fur trade – this was part of New France. On that expedition, he found himself at Rice Lake. There, he witnessed the massing of thousands of warriors of the Ojibway nation, preparing to attack their enemies south of Lake Ontario. Hundreds of canoes were collecting together, about to head south and do battle.

Now, you'll note that Champlain did not come down to Cobourg, but why should he? We hadn't put up our sign, yet. And you know, I don't think a sign, reading: Cobourg: population 0, would have an impact. Besides, this was a cedar swamp! Who would want to come? Slowly, very slowly, we did start to grow, mainly due to the Loyalists fleeing the U.S. We were not the prime destinations for the Loyalists. When the first visitors finally came, only a handful of settlers were here and we didn't greet the visitors. The opposite was true. We couldn't get rid of them fast enough!

The Irish. In June of 1832, cholera was sweeping the world. The disease had spread from Asia, into Europe and from there it crossed the Atlantic. No one knew what caused cholera or how to cure it. Cholera was a water-borne disease. Poor sanitation and hygiene caused a combination of diarrhea and vomiting, making victims waste away, quickly. It terrified people so much that no one wanted to interact with any strangers.

Cholera killed about 10% of the population each time it came through here – and it did return several times. The Colonial government tried to stop the spread of disease by restricting the movement of people. Immigrants were quarantined. Eventually, the survivors were allowed to leave. However, some still had the disease and brought it with them as they traveled up to Northumberland. Word reached Cobourg that cholera was coming our way. Our village officials did not know what to do. We wrote the government for funds to cover health, food and burial costs, but received no promises. That did not stop the boatloads of destitute, sick and hungry visitors from coming here. Now, some of those arrivals had planned to come to Cobourg, but most of the others were dropped off ships, originally headed to Toronto and Hamilton. In 1847, alone, 5400 emigrants landed right here! That number was bigger than our population. We did not want them! Our officials forced those boats to anchor outside our village, where the base of D'Arcy Street is now. Our first hospital, which was basically a shed, was built to care for the sick. That building was not a place for locals to visit. The journal of immigrant George Martin summed up the feelings of the population. He arrived in Cobourg in June of 1834. Martin's diary notes that cholera had taken hold in Cobourg on June 25th. He also became ill. He refused to be taken to that hospital because, as his diary states 'no one ever comes out alive'. (Today the site is on the grounds of the Cobourg water filtration plant)

The outbreak subsided and the boat people moved out from Cobourg's 'refugee camp'. At first, many simply moved to the beach and the area was covered in tents. Of the 5400 who landed here, about 500 stayed in this area. They built modest homes, with the biggest cluster on the east side, from Donegan Park towards Victoria Park. Long time Cobourgers still call that area, Corktown, after those Irish arrivals. Another Irish enclave was called Kerrytown, and was centred in and around Bagot Street. That name has faded faster than the Corktown designation. Meanwhile, the majority of those arrivals quickly moved on, with a large number going to Peterborough County.

John Franklin, the explorer who perished in the Arctic searching for the Northwest passage, was once in Cobourg, according to Walter Riddell, who wrote a book about The Township of Hamilton in 1897. Riddell wrote that Franklin was on one of his earlier expeditions across Canada. He and his party of maybe a dozen canoes with voyageurs and natives camped at the mouth of Factory Creek. Our earliest settlers came down and enjoyed hearing the stories told by Franklin and his group.

In a few years time, Franklin and the crew of his two ships disappeared in the Arctic, triggering the biggest search in Canadian history.

It is interesting to note that a Cobourg native, Major Burwash, a government official in the territories, spent some time looking for the Franklin expedition. This would be in the 1930's and 40's. He did find pieces of metal and sawn wood, signs of some modern visitor, almost certainly relics of Franklin's group. You have probably seen Burwash's retirement home, a large log cabin on the west side of 45, between Creighton Heights and Baltimore. But, I digress...back to the visitors.

I began compiling a list of prime ministerial visits to the area. That was a waste of time! They've all been here, for public occasions and private affairs. For example, last spring, I wrote in the newsletter about Edith Kerr Macdonald, who was possibly the first female municipal councillor in the country. When I mentioned her in the newsletter, I didn't know that Wilfrid Laurier had attended her wedding, held at the Maples. (The blue vinyl home on the north side of King Street East, just east of D'Arcy).

In 1911, Laurier held a big political rally at Donegan Park, when it was called Horseshow Park. But he was years behind John A. Macdonald, who also used that park in an earlier campaign. Then, it was called Boulton's Woods. Thousands showed up to see each leader. At another time, in 1865, if you had been standing at this window (in the Citizen's Forum) you would have been able to look down and see Sir John A. campaigning for our father of Confederation, James Cockburn. Macdonald was down there, nominating Cockburn to be a candidate in the next election.

P.T. Barnum made a few trips to our area. In June of 1852, Barnum arrived in Cobourg with his Grand Colossal Museum and Menagerie. He left the next day for Port Hope. There was no railroad yet. The procession along the road included 110 horses and 10 elephants that pulled the Car of Juggernaut. General Tom Thumb, weighing in at a reported 15 pounds, with a height of 28 inches, was one of the attractions that people paid 25 cents to see. Tom Thumb had his picture taken by one of the earliest photographers in town. By the way, I am sure you are wondering about the Barnum House in Grafton and a possible connection with P.T. Barnum. They were cousins.

Chautaugua. There were many circuses that came to our town for a day. Now, Chautaugua was a counter balance to the titillation found in the circus tents. In the teens of the century, this was different, a counter to hucksters and cheap thrills found in traveling carnivals.

It was to be a cerebral event. The week long Community Chautaugua arrived in Cobourg in July of 1919. Designed to bring culture to communities that lacked the sophistication of big cities, admission to the festival was \$2.75 for the entire week. Included were lectures, music, dance, plays and other forms of 'higher' entertainment. These events, originating in upper New York State, spread across the border and became popular in Canada during the early 1920's. It was Port Hope's turn in 1921 (August 1-3). There is a clue that the event was not as popular if one notes that the Cobourg event charged \$2.75 and in only two years, despite high inflation, the price had fallen to \$2 for the Port Hope Chautaugua.

Chautaugua didn't last. Just as this was being established, the 1920's also witnessed the introduction of radio and movies. However, there was another reason why these shows became onetime events. The promoters saw to it that the local organizers were responsible for any debts. Virtually every community was stuck with the bill after they hosted the festival.

Edward, Prince of Wales, son of Victoria, was, of course, the person who opened this building (Victoria Hall). Edward's grandson, also called the **Prince of Wales**, came to Canada in September 1919. Prince Edward (that's the one who abdicated in 1936) came by train. He was due to arrive at the Port Hope train station at 11:22 am. The principal of Port Hope High School walked with his student body down to the station. The prim and proper, uniformed students at Trinity School marched to the station soon after. The train slowed down, and without stopping, someone managed to hand a bouquet up to 'a gentleman' on board. As the train picked up speed, the Prince appeared at the back of the train and let out a wave.¹

Princess Louise. On June 9, 1880, hundreds waited on the wharf in Port Hope to welcome Princess Louise, daughter of Victoria. That wait was in vain. You see, she arrived, much later, by train and never left her train car! (She must have left a better impression elsewhere, because Lake Louise was named after her, as was the province of Alberta. (Princess Louise Caroline Alberta was the fuller name of Victoria's fourth daughter. She was married to the Governor General of the day).

King George and the Queen Mother. In 1939, King George and the Queen Mother came to Canada and were going from Ottawa to Toronto, by train. Although we were never told that a stop was in the works, we fully expected that they had to stop – after all, we were such loyal subjects! 'An immense crowd' stood for hours at the Cobourg station, waiting to greet the Royal Couple. Alas, the train did not stop. However, some thought they had spotted 'someone' through the train curtains.²

Excitement built up again in September of 1951 when Princess Elizabeth and her new husband, Prince Philip visited Canada. Travel plans were very fluid, partly because of the worsening condition of King George, but our towns fully expected to be a part of the royal tour. We 'knew' that if we wished hard enough, the royal couple just had to stop! Instead, the couple flew overhead from Trenton to Toronto. The paper noted the time that the Royal plane would pass over us. However, it just wasn't the same.³

Elizabeth II. In 1959, when the Queen was in Ontario to open the St. Lawrence Seaway, she landed in Trenton and was escorted along Highway #2 to spend the weekend at the Massey Estate.

¹ Cobourg Sentinel Star, September 7, 1919

² Cobourg Sentinel Star, July 19, 1951

³ Cobourg Sentinel Star, September 20, 1951

Local visits by the Royals improved considerably when Vincent Massey became the first Canadian born governor general. His estate, Batterwood, north of Port Hope became a place of rest for many dignitaries, including Queen Elizabeth. The Royal couple's church service at St. Mark's Church is long remembered.

Many loyal subjects lined Highway 2, waiting for the procession to pass by. The drivers of the Royal party had instructions to slow down, twice, in the downtown and in front of the training school. They returned through Cobourg at the end of the weekend. Given that the loyal Royalists saw so little on the way through here a few days earlier, crowds were somewhat diminished on the return run.

Grover Cleveland. On June 2, 1890, word spread around Port Hope that the U.S. President Grover Cleveland was in a vessel, sailing across Lake Ontario and coming for a visit. The townspeople rushed down to the harbour to welcome him. No one was sure about the time of arrival. There was one glitch to the story. No one told President Cleveland that he supposed to be in Port Hope. He never did make an appearance.

Chang-Eng, the United Brothers. Somebody else did show up. On September 4th, 1837, **Chang-Eng, the United Brothers**, appeared in Port Hope, at the Exchange Coffee House. Chang-Eng were the original Siamese twins. Norman Strong, owner of the coffee house, charged admission that evening. It cost one shilling to see the 'United Brothers'. That admission fee was possibly equivalent to a day's wages. The original Siamese twins, conjoined from their birth in 1811, toured extensively and lived until 1874.. Later, they went on tour with P.T. Barnum's circus.⁴

Gypsies The caravan of Gypsy wagons are long gone, but they were here, too. In 1925 the Port Hope paper commented on their activities. That August, they had camped at Gage's Creek. The reporter stated that there were about 40 Gypsies camped there, in 10 tents. The band was down to only 8 wagons, a drop from well over 30 wagons observed in past years.⁵

Visitors During the Great Depression. It was the Dirty Thirties and there were masses of people, mostly men, moving around, desperate for work. Being on the CNR, Canadian Northern and Canadian Pacific lines, as well as Highway 2, our town had a large number of transients. These jobless people, in addition to our own jobless, created a terrific strain on our communities.

One day, we hosted a group of 12 'guests'. Six of them were from the same family. The father was a veteran of the Great War, and down on his luck. He had lost his job in Toronto, then lost his home. Penniless, he hobbled together a cart to haul his children and whatever possessions they still owned. As he pulled the cart, his wife followed, pushing the baby carriage. They slept that night in Victoria Hall. The next day, house builder Reuben Jackson, the builder of those 'Jackson Style' homes, gave the family a ride to Shannonville. The trip from Toronto to Montreal was 334 miles.

Unfortunately, that story was repeated countless times. The paper reported that hundreds of hungry and workless men were stopping in Cobourg. Some slept in the jail, some slept in Victoria Hall. When spring came, the homeless were kicked outside. I was told that one Bennettborough was up D'Arcy Street, just north of the tracks. Another one was on Brook Road

⁴ Cobourg Sentinel Star, December 15, 1949

⁵ Port Hope Evening Guide, August 4, 1925

North at the tracks. Sometimes, the wealthy had fundraisers to buy food. They brought the food to the jail for distribution.⁶

Often, there was acrimonious debate in town council about the homeless transients. Some councilors believed that feeding them simply encouraged them to stay in town. In March of 1932, the World reported on the large number of hobos jumping off the freight trains the previous night. Five transients were immediately rounded up, while the others fled. While in jail, they set fire to the bunks. 1932 was not a good year.⁷

At one time, Cobourg owned a townhouse, located where Quigley's stood until 2004. The old firehall was across the street. One resident was the fire chief and some teamsters. Town teamsters also served as firemen, as wagon and truck operators.

Now, if you lived in Cobourg in the 1930's, you would see men standing outside that townhouse at 7 am and again at 1 pm. They were praying that the town had some job for them to do that day. Sometimes, over 200 men would be standing outside. Included in that group were men who had come to town, hoping that, just maybe, Cobourg would be the town that could give them a break.

The town paid the workers \$2 a day. Bud Barr told me that one project was to have a person assign street numbers to every building in town. In the days before mail delivery and in a time when everyone knew everybody else, addresses didn't matter too much. For example, newspapers would carry ads, locating the store as 'three doors west of the post office.'

In 1934, **Angus Walters** sailed into town during the first weekend in August. His boat was the original Bluenose. The ship was open for tours and cruises.

1937 was **Cobourg's Centennial**. Cobourg can put on some pretty good parties, and this was one. That year, a squadron of planes from Trenton flew along the shoreline of town. Besides the festivities in the air, the town had celebrations on the ground, too, including the opening of the band shell.

In 1970, on the 300th anniversary of the Hudson's Bay Company, a replica of the company's first ship, the **Nonsuch**, stopped in our harbour.

In 1919, **Captain Plunkett** came to this building. He brought his troupe, the **Dumbells**. Their signature song was "Oh, Oh, Oh, It's a Lovely War!" These troops were pulled out of the ranks to entertain our troops in the Great War.

Of course, many other people came through Cobourg. The Olympic flame was carried through Cobourg on its way to the Calgary Olympics in 1984. A short ceremony was held outside this building (Victoria Hall), in the pouring rain. Many of you will remember **Rick Hansen**, on his world tour 'Wheels in Motion' propelling his wheelchair through town, on his finishing leg of a trip around the world. **Wayne and Shuster** once came here to be the Grand Marshalls of our Santa Claus parade.

Involuntary Visitors. Port Hope was always a rival to Cobourg. Competition is a given for any two communities that live side by side. Anything that one town took pride in was viewed by the other community as unimportant, or as stolen. The accomplishment might be totally ignored in the other community. For example, if one looked at the listings of fall fairs over the years, the Cobourg paper might list twenty fairs across the province and ignore Port

⁶ Cobourg Sentinel Star, January 29, 1933

⁷ Cobourg World, March 1931

Hope's! Of course, the Port Hope paper reciprocated. The Evening Guide often referred to Cobourg as 'Sleepy Hollow'.

Port Hope was resentful that Cobourg always was a bit bigger. 'No wonder Cobourg is bigger', the Port Hope paper once complained. 'Cobourg has the County Jail. Cobourg has the Mental Hospital. Cobourg has the County Old Age Home. Cobourg has the Boy's Training School. Do you think any of those people actually want to be in Cobourg? They're all guarded, so they can't get out!'

The **Ontario Hospital** was located in the imposing Victoria College building up on University. That structure predates Victoria Hall by a generation. When early travelers came upon our village a 160 years ago, they were startled that such a structure could be built in such a little village. It certainly had to be an imposing sight rising out of the wilderness.

Now, let us fast forward 80 years, to the time of World War One. The building holding Victoria College was empty.

Many broken soldiers were returning from France, suffering from visible and mental wounds. Victoria College became a military hospital, set up to treat the shell shocked soldiers, men whose minds were destroyed by the relentless savagery of trench war. This was a new phenomenon and treatment was experimental. In June of 1916, the Victoria College building held 144 veteran patients, then that was upped several times, till numbers reached 275. The soldiers all had nerve or related disorders. On October 29th, 1917 more patients arrived. In January of 1919, 100 men arrived. On July 12, 1919, 60 more arrived. Some must have been discharged, but I don't know of those numbers.

The local papers carried stories of parties that various groups held for these men. Lawn parties were held on the spacious grounds of old Victoria College. All sorts of diversions were tried to entertain these men.

However, these occasions had to be surreal to these war victims. The Cobourg World gives a clue about the emotional state of those hospitalized veterans. If you scan the local papers over the following years, the paper has several, brief, but not infrequent news items about patients from the military hospital. It seems that some men would slip out and head north of the hospital. The tracks were just a few hundred yards to the north of the hospital grounds. There, they were hit by trains. Their minds could not be cured easily. Their war did not end when they came back to Canada. Think of them on Remembrance Day, too.

A dozen years after war's end, there was an article in the paper reporting that the local branch of the Canadian Legion asked the town council to ban the setting off of fireworks 'because the shell-shocked returned men suffer greatly from the noises'.⁸

Sandford Fleming. The father of time zones, the chief surveyor of the CPR and other railroads, was in Cobourg in his early years in Canada. One of the first jobs he landed in Canada was when he was hired to make a map of Cobourg, the first accurate map done of the town.

Dr. Bemus immediately garnered sympathy when he arrived in our area. A double amputee, wearing a metal arm and a wooden leg, he drew admiration from all who encountered him. Working for the Board of Health in Ottawa, his laboured movements were the focus of attention of all. In his many meetings with local officials he had the attention of everyone when

⁸ Cobourg Sentinel Star, June 25, 1931

his metal protheses made contact with the table. When his metal arm hit the table, no one was dozing off.

In Bowmanville, Bemus spent some time inspecting the treatment of sewage near the lake. He asked the proper questions. On visits to several farms, he stressed the importance of the pasteurization of milk, still not a universal practice. When a lawyer argued with him at the Bowmanville Rotary Club, the consensus was that the lawyer came out second best. The disabilities of Bemus did not hinder his effectiveness.

Then, Dr. Bemus moved on to Port Hope. Word was out about this big shot, this inspector from Ottawa. His address to the town council and private conversations with the mayor resulted in action. The Evening Guide noted that his visit 'produced the biggest cleanup in Port Hope that the town had ever witnessed 'and a new civic pride was born... more shovels, hoes, brooms were flying during his stay than for years before'.

Bemus' next stop was Cobourg. Again, he lectured the town officials. He stayed at the British Hotel. Again, he toured a milk plant, the Cobourg City Dairy. A remnant of the facility still stands on Ontario Street, just north of King West.

While Bemus was staying at the British Hotel, the mayor of Port Hope happened to encounter him again. This time, his suspicions grew. The mayor went to the Cobourg police and they investigated. Later, the chief of police confronted the man. He asked: 'Are you Dr. Bemus?' The man said. 'I am'. The chief replied, 'Well, you are under arrest. You are wanted back in Whitby asylum, from which you escaped two weeks ago'.⁹

A few years later, a fellow called Roy Beavis was arrested in Bala, in the Muskoka's. It turns out that Roy Beavis and Dr. Bemus were one and the same. This time, the imposter posed as an undercover officer, working for the RCMP. He was trying to clean up that district of bootleggers! Upon his arrest, the impostor broke down in hysterical laughter. He said that he was having the best time in his life!

This character bamboozled many people. Apparently, he had been a soldier in the World War, assigned to sanitation duties. He acquired a rudimentary knowledge about health matters when he had that job. The Port Hope Evening Guide ran a series of articles about him in 1926. There were articles about him arresting people in Simcoe, Ontario when he was impersonating a cop. On another occasion, he had the Toronto police investigate his story about a band of gypsies who were planning to raid the bursar at the Hamilton Hospital for the Insane. Needless to say, the police stakeout was fruitless.

Rumrunners. During and after World War One, the temperance movement swept the world. Alcoholism was a devastating social scourge. Governments, worldwide, tried to put restrictions on the consumption of liquor. Our area was no different. Booze was banned, but many people did not lose their urge to drink.

Simply put, American prohibition laws prevented people from making liquor. Canadian laws concentrated their efforts in keeping citizens from consuming booze. However, the industry was too valuable, so, along the Great Lakes, Canadian breweries and distilleries did a booming business – but all of our production had to be in the books as exports.

One of the biggest dealers in liquor was Sam Bronfman. He built a large empire based on booze that started just to the east of us.

⁹ Cobourg World, August 28, 1924

It was easy for the liquor to be labeled for export, loaded on boats and sailed off on the lake. However, at various points, the booze mysteriously returned to the north shore of Lake Ontario, when no one was watching.

Apparently it was no problem for the American Colony to acquire copious amounts of liquor for their summer mansions. Several older residents have talked about their fathers earning a little bit of money. They would be paid for helping to unload or load these 'whiskey boats'. One neighbour of mine, who as a youngster, helped some rumrunners load up their speed boat before it raced across the lake. He told me that they paid him in liquor, which he hid in the hayloft. After relating several of these stories, including finding the bodies of two rumrunners along the shoreline, he suddenly stopped and looked at me. Don't tell my family about that booze I hid, okay?

Although this area not as accessible to the U.S. as Windsor- Detroit area was, it also meant that the border patrols were not as concentrated, too. The Northumberland Forest hid many stills. The wealthy estates along the lake had convenient docks, open day and night.

Back in the early 70's a retired jail superintendent was reminiscing about his days in Cobourg. He related that he often did some off duty work, being a watchman at the large summer American mansions at the east end of town. He said that, one night, he was investigating a report that someone seemed to casing out those mansions. It was winter and during that season, many of those homes had no one living in them. Expecting to find a break and enter, the moonlighting watchman instead found himself talking to a man standing outside his vehicle. It was a Stutz Bearcat – not the typical vehicle used for break ins! According to the jail superintendent-night watchman, the person turned out to be Bugsy Moran, one of Al Capone's gang members. The two spent some time talking, reminiscing about old times. Bugsy stated that he had fled to Canada because 'too many double crossers were trying to kill him' south of the border. Apparently the gangster and our chief hit it off well. He was not clear as to why he was hanging around Cobourg that night. At this point, I guess we'll never know.¹⁰

Prohibition ended in Ontario before it was finished in New York State. This, too, made for an interesting situation over here. The Ontario Ferries, #1 and # 2 were obvious conduits for smuggling booze across the lake. When our prohibition days ended, there were frantic calls from Rochester regarding the availability of alcohol. The Rochester paper made phone calls to the Cobourg newspapers. 'How do American visitors get a hold of the forbidden product?' The pent up demand was so great that the Rochester reporter believed that only one outlet in Cobourg could never handle the needs of our thirsty neighbours across the lake.

Shoemaker Smith. In 1828, the governor of the day, Maitland, visited our area. Now, Maitland was around almost 200 years ago, so if you can't remember him, you are in good company. There was already a good deal of unrest in the province. The anger did not start when Francis Bond Head and William Lyon Mackenzie became locked in rebellion in 1837. It was festering for a long time.

We had many reformers in our area, even though Cobourg was believed to be a Tory stronghold. One such Reformer, no, let's call him a radical, was Port Hope's Shoemaker Smith. He was a firebrand, always ready to denounce the ruling class. Maitland knew about this 'red hot radical' and decided to bring his entourage to see Smith. (I believe the term would be to bait him) The party stopped outside Smith's shop. The shoemaker came to the doorway of his humble abode, looked at the entourage and shook his fist at the amused throng and thundered

¹⁰ Cobourg Sentinel Star, October 9, 1974

'Ye wud sell yer birthright for a mess of pottage'. Then he stomped back inside. The vice regal party, having gotten the laugh they came for, left.

Don't Blink! Sometimes, our visitors came and went so quickly that the anticipation of their arrival was far greater than the event. An example of that was on July 15th, 1894, the day of **The Great Sarnia-Montreal Bicycle Race**. This too, was a one time visit. Bicycling was becoming a fad. Someone dreamed up an idea – a relay race. Each segment of the relay consisted of two riders, (couriers, or wheelmen, the paper said). Crowds gathered along the Kingston Road to watch these men 'fly' by. The ride from downtown Port Hope to Cobourg took 25 ½ minutes. They covered the entire distance from Sarnia to Montreal in 33 ½ hours, a distance of 551 ½ miles. I don't believe that they were able to soak in the ambience of our town

Many governor generals have visited. The **Dufferin's** came here in the 1870's and spent many days at the Arlington Hotel. In the Arlington, there was one display showing an elaborate sculpture of a yacht. The sculpture was large enough that the two poles supporting the ceiling served as ship masts! Lady Dufferin impressed us so much that when we built a yacht to mount a challenge for the America's Cup, we named it for her – the Countess of Dufferin. Cobourg hosted quite a few sailing regattas a century ago. Some of the most successful yachts on the Great Lakes were built here.

Charles Dickens, as a young man, took a trip through North America. His book described his stops, including his landing in Cobourg. The book records his one sentence observation of our town – 'a pretty little town'. It is interesting to note that Dickens was paid by the word for most of his career. Knowing that fact and the very brief comment that seemed more like a filler as he recorded his travels, I wonder if we should promote his mention of our town. He did not stay in any of our hotels. He slept on the steamboat.

The Italian Tenor. Cobourg has an urban myth, firmly entrenched by years of storytelling. The story has been retold many times, including by myself. It goes like this: On a summer evening, the Salvation Army Brigadier Arthur Smith took his Army band down King Street. They were singing hymns in front of Cobourg's Arlington Hotel. This was some time around a hundred years ago. The 'Army' attracted a small audience, politely listening. Then, a guest stepped down from the verandah of the Arlington and inquired of the Salvation Army captain: 'Do you mind if I sing with you and your wife?' The hymns continued, but this time the tenor's vibrant tones filled the air. His voice was in a class of itself. A hush, which lasted until the hymn was finished, fell over the holiday crowd. Several more religious hymns followed. Mrs. Smith's tambourine was passed around the crowd to take up a collection and it quickly filled to overflowing. Mrs. Smith did not know until later who that talented stranger was. The story goes that it was none other than the great Italian tenor, Enrico Caruso.¹¹

Now, the story has endured because the wife of the owner of the Arlington Hotel was Madame Albertini, a former opera singer herself. She knew Caruso. However, I can find no newspaper reports from that time that confirm the story. It is possible that person in front of the hotel might have been Caruso's brother – yet another singer. Maybe, it was 'the real thing'.

Military Exercises I don't give much thought to being attacked here in Cobourg. I don't think that you do, either, but our predecessors sure did! Now, the uniformed visitors in the past were mostly our own, but their visits were frequent.

¹¹ Cobourg Sentinel Star, February 19, 1948

Cobourg has a military tradition. If you look at the town flag, there are two black donuts. These represent cannon, and link the long-standing military presence to our town. Our area has hosted countless military exercises for much of its history. The local militia had several periods of intense training, followed by spells of lethargy.

Of course, the Rebellion of 1837 divided our area. Troops were marching through here and our area supplies militia. Another concern a generation later was the threat of Fenian attack. The Fenians were a thorn in the side of this young country. This group consisted of segments of the Irish population living in North America, and fairly recent arrivals. Their hatred of the English was still very much alive and they wanted independence for Ireland. Stirring up trouble in the British colony was the only way to strike back and they undertook several raids from the U.S. to Canada. A local militia was established.

We frequently had training exercises with other militias. Militia camps, for a few days, or for a week would be held here. Cobourg had a training ground south of where the new library is today. Port Hope and almost every village had their militia units as well.

The Human Fly. It was July 24th, 1924. Babe White came to town. He was supposed to be headed up to Peterborough, but city officials up there warned him that he would be arrested as soon as he showed up in town. In Cobourg, people gathered in front of Victoria Hall to see him. Babe White had another name – the Human Fly. Famous for scaling buildings all over North America, he needed little introduction when he arrived. About 2000 watched the Human Fly survey Victoria Hall and then he began his ascent. Reaching the roof, he did a handstand on the corner of a ledge. A chair was passed up and he sat on it, as three of the four legs hung out into the air. He proceeded to scale the cupola, to the very top and waved at the crowd. He must have had a view that very few would ever get to have. On the ground, a coin collection was taken up for the acrobat. It must be pointed out that there were a couple of ‘human flies’ at the time. They had a tendency to have a habit of falling off buildings, so many cities banned them.

Jack Miner gave a lecture in Victoria Hall, February 26, 1927. He also visited on December 9, 1931, when he spoke on the need for each county to set aside 25 acres of land for a bird sanctuary. The paper called his talk a ‘splendid lecture’. He was credited with keeping the Canada Goose from becoming extinct. Maybe we could get his grandkids to come here and take some of them back to Kingsville.

KKK. In 1925, the Port Hope Evening Guide reported on rumours that the KKK was planning on establishing a branch in Port Hope. Apparently, they already had an Oshawa and Peterborough group.¹² There was a report that a burning cross lit up a hill outside of Campbellford. Then, Port Perry had a fiery cross, too, as did Armour Hill in Peterborough¹³. There was a Canadian law in place, one in which one was forbidden to wear masks after dark. That seemed to be the only law in place that they could be charged with breaking.

When an organizer of the Ku Klux Klan showed up in our area in February of 1926, the reception he received was not what he expected. He seems to have been a person who did not make friends very easily. He had already been kicked out of the KKK of Kanada. That led him to start up the KKK of the British Empire. When word reached Cobourg about charges he was facing for beating his wife while they were in Peterborough, he was arrested and spent time in Cobourg jail, awaiting transfer to jail back to Peterborough.

In February, 1915, Humorist **Stephen Leacock** gave a lecture at Victoria Hall.

¹² Port Hope Evening Guide, September 4, 1925

¹³ Port Hope Evening Guide, August 13 & 25, 1925

Lorne Green arrived in Cobourg at an interesting time. Years before he became Ben Cartwright on *Bonanza*, he read the CBC Radio news. During the war, before he joined the armed forces, his broadcasts about Hitler's successes earned him the nickname 'the Voice of Doom'.

Later, in 1950, Green was in town to talk to the Business Women at the British Hotel. He broadcast his national news program from that hotel. Now, a local controversy was erupting and Lorne Green made a Cobourg story a national story. The mayor of Cobourg was acting erratically and was taking to verbally attacking his growing number of critics. When the mayor gave the lease to operate the dance pavilion in Victoria Park, he gave it to a party offering the least benefits to the town. A Cobourger, of Greek descent, had submitted a better bid (for the town) to operate the pavilion. When challenged about that, the mayor stated that 'no Greek gets my vote'. This and several other outbursts finished the mayor's career. He was forced to resign. He died shortly after.

Easy Pickings. Sometimes it doesn't take much to put us locals in their place. The North American checker champion visited our area. His name was **Newell Banks**. His appearances were in October of 1926, and then he returned in December. He played both checkers and chess against eight opponents – all at the same time. He even played some games blind folded. In that case, the board had the squares numbered and the challenger's moves were announced to him. He upped the ante and played several matches, still blindfolded, all at once. The games were held in the meeting room of the curling rink, now the Lakeshore Automotive building, across from the Post Office. One local opponent he played was Bill Leonard, uncle of Paul Leonard. Paul told me that his uncle talked about that visit for years.

Toronto Maple Leafs. Cobourg had a tradition in the 1950's and 60's. We would hold an annual Young Canada Night. I mention these because they attracted the most excitement in town. The organizers were able to attract one or two professional players to come to the arena. I don't have a complete list of players who came to visit us on those evenings, but Montreal Canadien **Rocket Richard** showed up. In 1957, (Feb. 20) **Bob Pulford** and **Jim Morrison** came here. Frank **Mahovlich** arrived in 1961, **Dicky Duff** and **Eddie Shack** in 1964. We can talk about royal visits and the like, but the appearance those sports heroes surely made a much bigger impression on the younger set of our population.

Orangemen. The ranks of the Orange Lodge are much smaller now, but the sheer size of the organization once gave them a significant influence across this province. Back in 1860, Edward, the Prince of Wales had to tread lightly when an arch, made by Orangemen was erected for him to pass under on his visit to Belleville. To pass under the arch would imply that Edward was in sympathy with the organization. The anti-Catholic feeling of many Orange members was a source of tension. Edward and the royal party skipped that town and sailed into Cobourg. The Orange Lodge remained a formidable group for several more generations. The Orangemen had large, annual picnics, and Port Hope or Cobourg hosted more than their share of regional gatherings. Thousands of Orangemen would visit here. One parade was stated to be a couple of miles long, as they marched to Donegan Park. Others were held in Victoria Park. Those annual gatherings were certainly a welcome diversion for the working class.

It is interesting to note that the Cobourg paper noted that the 1919 gathering was a very subdued event. The paper observed that the patterns of behaviour took on a different tone when the Orangemen came that July. You see, Prohibition had recently come into effect and the sobriety of the gathering was obvious to all!

The Union Army Comes to Cobourg. The American Civil War was long over, but Cobourgers had to wonder on Sunday, August 2nd in 1891. Townspeople at the town's north end were awakened by military music coming from the train station. It was coming from a passenger train, stopping to take on water and coal. Ten Pullman coaches, full of veterans, many sporting their old blue Union uniforms, were headed to Detroit for a Civil War reunion. Given the racket they created, it was obvious that the boisterous group was impatient to start with their reunion.

Motorists. After the highway was paved across our end of Lake Ontario, the number of tourists exploded. For the first time, many Americans were able to drive to Canada. The Port Hope paper reported that many U.S. vehicles were loaded with winter coats. The visitors were fully expecting to have to battle snow when they arrived that August.¹⁴

Summer Excursions. It was not until after World War One (and for many people, much later) that the six day work week was shortened. Sundays were the one day to escape. Until the mid point of the Twentieth century, cars were still a luxury. To get here from Toronto, most people would still take boats or trains. That would be a big outing! On many summer weekends, Victoria and Donegan Parks would be the site for company picnics. For most Ontarians, these visits would be what they remembered about this town. Even when more families had automobiles, the slow highway kept our area out of reach for frequent one day trips.

The Pavilion was in the vicinity of where the beach canteen is today. It had many uses, but dances were a frequent function. Dance classes were held on Tuesdays and Thursdays. Friday fees were 5 cents a dance.

Rice Lake. This area was one of the first resort areas in Ontario. Access to it was through Port Hope and Cobourg. Fishing, canoeing, summer camps and the relative closeness to the United States and to Toronto were key factors to its success. Even though the choice of destinations has expanded greatly, it has remained a favourite destination for Americans living not far from the border – especially the fishing fraternity. Did you know that Rice Lake has boasted of having has the highest catch rate, per area of water, than any other lake in Ontario – and we have 200,000 lakes! The group that made the most noise into getting paved roads north of us were the resorts on Rice Lake.

Centennial Year Celebrations During the end of July in 1967, seven large trucks, the Confederation Caravan, came to town for 6 days. They were parked in Donegan Park and were aligned so that one could walk from one trailer display to another.

In conclusion, we have had a great number of visitors. Some gave us jobs...some have entertained us. They certainly have provided a break in our day-to-day lives.

I hope they keep coming.

¹⁴ Port Hope Evening Guide, August 20, 1925

JUNO BEACH

By
Ann Matthews

I was fortunate to be able to attend the 60th anniversary of D-Day and the Battle of Normandy Commemorative Ceremony at the Juno Beach Centre, Sunday, June 6, 2004. Since our Travel Guild Tour was staying at the L'Esperance Hotel, we were up at 5:15a.m. to leave for the site, which was a distance away.

When we arrived at the bus check-in centre, everyone except our 2 veterans had to leave the bus with all our belongings for a security check. We were each given a special name tag to wear and a lapel pin. When we were on board, the bus was sealed. We were warned that if it were broken before arrival, we would have to return and repeat the security checks! Escorting us were 4 armed police officers. Along the route, we saw armed guards in the fields and at intersections. There was no other traffic except us!

At Juno Beach, a group of students helped us find our seats, and provided us with a 60th Anniversary Program and bottled water. Later, caps were given out, with a suitable logo on the front, and Tim Horton's on the back (but no coffee!).

It was a glorious sunny day. The veterans and their families sat in front of the stage, and behind that was our bleachers. A large screen gave us a close up picture of what was happening.

The Honourable David McCallum, Minister of Veterans Affairs, was the chair. Such notable guests as Queen Elizabeth, Adrienne Clarkson, and Paul Martin gave speeches. The Queen and Adrienne Clarkson both walked among the veterans, shaking hands and speaking to each of them.

This was followed by a flyover of two Spitfires and one Lancaster Bomber. We were then asked to allow the veterans a time of privacy on Juno Beach before joining them as the Skyhawks Parachute team landed on the Beach.

A reception was held for the veterans, and the Mayor of Courseulles presented them with the 60th Anniversary Memorial Insignia.

At the end of the day, I left with mixed emotions. As a Canadian, I was extremely proud. I regretted that some veterans might have been excluded from attending because of finances. One of the veteran's traveling with us, Len Balser, was able to attend because his community of Teeswater raised sufficient funds to send him and his buddy, Doug Hazelton. It was a moving and memorable experience.

HISTORIC RESTORATION

By
Robin DeGroot

In January 2005, Robin DeGroot gave an interesting talk about Historic Restoration. Robin and Evan Karras are currently working on restoring Sidbrook Hospital and the Empire Hotel. Robin related the efforts involved in bringing back the glory of old homes including his home on George Street.



PRESERVING YOUR PERSONAL ARCHIVES

by
Lisa Foucault

General Guidelines:

Personal or family archives often consist of a broad range of material such as paper, books, photographs, and audiovisual records. Preserving each of these media types can pose a unique challenge to the personal collector. This evening, I will outline some fundamental but effective methods you can use to preserve your own collections. I will discuss the importance of proper storage and handling, things to avoid and some of the issues you should consider when selecting storage enclosures. Paying attention to preservation basics like storage and handling can substantially increase the longevity of your family archives.

Proper storage is the best means of ensuring the preservation of your archives. Regardless of media type, all archival records benefit from a clean, stable environment that is cool and dry. Avoid storing archival material of any kind in basements, attics or garages. These areas tend to have very extreme temperature and relative humidity fluctuations. Basements tend to be damp, are subject to higher insect activity and often are prone to flooding. Attics tend to be very hot, especially during the summer season. They may also have higher insect or rodent activity and can be subject to water damage from roof leaks. Garages provide little protection from the environment. They are not usually heated or airtight so there is a higher risk of deterioration from damp conditions or infestation.

A damp environment should be avoided because it provides the ideal conditions for mould growth. Mould spores are always present in the air around us to varying degrees. They only need the right conditions to thrive. Mould will develop if the relative humidity is above 65%, there is little airflow, and a food source is present. All archival media is susceptible to damage from mould. It can completely destroy an archival record if left to grow unchecked. Insects such as silverfish are also much more prevalent when conditions are damp. Archival records provide a nice source of food for these types of insects. High humidity levels can lead to damage such as rust staining from corroding metal clasps or fasteners. Damp conditions can also affect water-soluble media on records, causing inks to bleed or run.

Heat is another source of deterioration that should be avoided. Many archival records consist of inherently unstable material. Paper created after 1850 often consists of ground wood pulp and is sized with alum rosin. Early plastic-based photographic negatives will be composed of cellulose nitrate or cellulose acetate. These types of records will naturally deteriorate over time due to the inherent instability of their component parts. This condition is known as inherent vice. Heat acts as a catalyst in these situations and accelerates the rate at which these chemical reactions occur causing your collections to deteriorate faster.

A general rule of thumb is to store your personal archives in the most environmentally stable areas of your home such as the main floor or upper levels, away from sources of heat such as fireplaces, heat registers and windows. Avoid storing them along outside walls, as typically environmental fluctuations tend to be greater in these areas.

Damage caused by light should also be avoided. Light damage is cumulative and cannot be reversed. Archival records should be stored in containers or protective enclosures to prevent light damage. Consider getting a copy made if you wish to display an item from your collection or request ultraviolet (UV) filtered glazing when arranging to have an original archival item matted and framed. Also, be sure to hang the item away from direct light sources.

Keeping your collections free of dust and other dirt is another easy way to ensure its preservation. Dust is often a source of food for both mould and insects. Over time it can disfigure records and be very difficult to remove. Soot from wood stoves or fireplaces can also be a source of deterioration and should be avoided.

These issues around the control of temperature, relative humidity, pests, light and dirt are commonly referred to as preservation at the macro level. Let us now turn our attention to preservation at the micro level.

Preserving Paper and Books

The most prevalent type of material in archival collections is paper. Early papers, especially those manufactured up to the middle of the 19th century, were made from cotton and linen rags. Most of these early papers are often still strong and durable. These papers owe their longevity to the innate stability of the raw materials and the length of the fibres used in their manufacture. Generally speaking the longer the fibre in a sheet of paper, the stronger the paper will be. After 1850, wood pulp was increasingly used as a substitute for cotton or linen rags due to its low cost and unlimited availability. Wood pulp was mechanically ground and then made into paper. Typically fibre length tends to be shorter in wood pulp papers that are mechanically beaten thereby resulting in a weaker product. In addition, the introduction of alum-rosin sizing during the manufacturing process contributed to the instability of papers manufactured after about 1850. Size is added to the paper so that writing and printing inks do not feather however in the presence of moisture, alum generates sulfuric acid and contributes to paper deterioration. The most obvious example of this type of paper is newsprint. In between these two extremes are papers made from wood pulp that are chemically treated with an alkaline reserve. This alkaline reserve which is most frequently chalk, acts as a protective barrier by neutralizing acids formed within the paper or absorbed from the environment before they have a chance to degrade the paper fibres.

Regardless of whether the paper in your archives is made of cotton rags or wood pulp, the best way to store it is in acid-free, buffered document boxes or in print file boxes. Individual documents can be stored in acid-free buffered file folders or envelopes, either vertically in document boxes or flat in print-file boxes. If you choose to store your documents vertically, be sure to fill the box so that the documents are supported enough to remain upright and will not curl over time. Spacers to prevent items from curling in a box that is under-filled can be purchased or made. Acid-free, buffered enclosures will protect paper documents by absorbing acids from the paper or the surrounding environment and slow down the process of deterioration.

Another alternative is to insert your paper documents into plastic protective sleeves. These sleeves can be purchased from archival suppliers in various sizes either with an 'L' seam or as an envelope with three sides sealed. Look for the trade name 'Mylar D' or 'Melinex' when shopping for good quality plastic sleeves. These plastics are inert polyesters that will not degrade over time. Other stable plastics are polypropylene and polyethylene. Ziploc brand plastic baggies are made from polyethylene and can be an inexpensive alternative to commercially available plastic enclosures.

The decision to use plastic or paper enclosures should be made based on the overall environmental conditions in which the collections are stored and how much handling your records will receive. Paper enclosures prevent unnecessary light exposure; they are porous which allows for good air circulation, easy to label with pencil and are relatively inexpensive.

repairs on your own. It is better to place a torn document in a folder or clear plastic sleeve to hold it together. And finally, feel free to call your local archives, museum or gallery for further preservation advice or a referral to private conservators in your area.

Many archival storage supplies can be purchased conveniently at art supply stores or photographic studios. Look in the yellow pages under “Artists’ Materials & Supplies” or call a local museum, archives or gallery to find a distributor in your area. The Canadian Conservation Institute also provides valuable preservation information online and a comprehensive list of links on how to care for your collections at the

Preserving My Heritage website,

www.preservation.2c.ca.

GHOSTLY ENCOUNTERS ACROSS CANADA

By
Terry Boyle

Terry Boyle gave a talk about ghost sightings in the province and the country. We have a few local contributions to add to the list of these apparitions.

Locally the Haunted Walks are held on a regular basis throughout the summer until Halloween. The Tour is as follows:

Location # 1 – Cobourg Jail

- Stories of sightings, strange occurrences and 'Henry' the ghost.

Location #2 – The Barracks

- Story of James Calcutt and the ironic assassin

Location # 3 – Marie Dressler House

- Some detail of Marie Dressler, and the home, as well as it's ties with the Field (Fisher) family

Location # 4 – Victoria Hall

- Story of Dr. King and stories of the 'Green Lady', Lenah Fisher and various other sightings

The tours are 1 hour in length and are outdoors, with the exception of a small indoor portion at the Jail in the dungeons.

In praise of Pratt's Pond

The enclosed poem was composed by my grandfather, Albert L. Howell in 1890. You will notice that he mentions Pratt's Mill and Pond. He asked in the poem that he would like to be buried in the cemetery overlooking the pond. He is buried there. He died in 1904 and was returned to Cobourg to be buried in the family plot.

Arnold Hare of RR 2 Baltimore, says his father, who was born in 1885, cut wheat on the property. (Oct. 2 *Cobourg Daily Star*). If so, he would be doing so before he was born. I am sure It was a mistake. Indeed, it must have been Arnold's grandfather. I am also saddened by the loss of the pond. I holidayed in Cobourg from 1927 to 1930 and spent the vacations with Mrs. Minnie Richards and Mrs. W.J. Crossen on George Street. The pond was always a gem in the Cobourg scene.

My great-grandfather, my grandfather and my mother were all born in Cobourg and my father's people were all from Cold Springs. I have more than a casual interest in the area.

I would like to see a fundraising drive to restore the dam and the pond. I have been a regular subscriber to your paper for many years and am always interested in your town.

Stan McBride
Peterborough

Sweet Cobourg, blessed be thy lovely name
My memory brings me back o'er hill and plain,
To thee, and thine when every spot could please;
The old hop farm and lawn of locust trees,
The willow hedge, the never failing brook,
The rustic seats that furnished every nook,
The orchard where the Bob-plant grew the best.
The meadow where the Boblink built her nest.
How often have I loitered o'er thy green.
Amid thy bowers all happiness was seen,
The old-Smith cow who waited by the gate,
And voices that would call when I was late.
The old swing pump stood by the kitchen door,
Its squeaky music I expect to hear no more.
But in all my wanderings round this world of care,
In all my griefs, (God. knows I've had my share),
I still have hopes while life is flowing past,
I may return and die at home at last.
And way back yonder on the neighboring hill,
Which overlooks the pond and busy mill.
I hope some useless space be given me.

Author: Albert L. Howell

Received by Lois Bertram who hoped to see her grandfather's poem and excerpt from her brother's letter in the Historical Society's publication.

April 1, 2005

STREETS OF COBOURG

By
Peter Delanty

Cobourg was founded in 1798 and was originally called Amherst, and sometimes Hardscrabble. In the 1820's the town was officially named Cobourg to honour the marriage of Princess Charlotte to Prince Leopold of Saxe, Coburg, Germany.

Cobourg was incorporated in 1837, and by the 1850's had grown to about 5,000 citizens. It was during this time that many of the prominent citizens of the town had streets named after them. This tradition lasted well into the 20th Century.

Through the years, streets and areas around town have had different names given to them. For example, in the 1940's when I was growing up there was Corktown and Kerrytown. Families were known by their district. The Bulgers were either "Corktown" Bulgers or "William Street" Bulgers. Kerrytown was that area of town west of Hibernia Street and up past the Factory Creek.

1837 was also the year King William IV died (June 20th) and his daughter, Queen Victoria, began her long reign (June 21st). This event also had a profound impact on street names in Cobourg.

Several streets in Cobourg owe their name to ancestral heritage - hence we have the name Hibernia Street after the Irish tradition. Calcutt, who owned a huge tract of property in this area, was of Irish descent. Tay, Tweed and Forth Streets have a Scottish connection.

Names of several streets were named after a business person on that street while others received their names because of their location.

Commencing in the latter part of the 20th Century, the Town Council formally declared that new streets should be named after mayors. Other authorized lists of names came from the Cobourg and District Historical Society and LACAC. Of course, many of our most recent streets derive their name from just being "nice" names - eg. Birchwood.

Let me state early on that I do not have a definitive answer to all the street names in Cobourg, but I can claim to have made a dent.

Let's look quickly at streets named for locations: 1st, 2nd and 3rd Streets - first 3 streets west of Division Street. Division Street - dividing line between east and west for house numbering. It was a major street connecting the pier on Lake Ontario to Highway #2, and connecting up with Highway #45. Water, Lake, Bay, Lakeshore, Bayview and Lakeview all are self-evident.

One of the earliest settlers in Cobourg was Samuel Ash, who arrived in 1797 (page #1, Early Days). Today we honour him with the street name - Ashland Drive in the Maplewood Estates. Several streets in Cobourg have disappeared from existence. For example:

- Scotland Street between Hibernia and Durham
- Northumberland Street and Hamilton Street on Ontario Street North
- Calcutt Street along Lake Ontario (Durham and Hibernia)
- Wellington Street - which ran north from University, west of Victoria College to the tracks
- Elm, Cedar and William were all streets off Division, north of the station.

Some streets have changed their names.

Examples:

- University Street was called Seminary Street in the early 1800's because the Upper Canada Academy, a Methodist school teaching young men to be ministers, was located on it. However, when Victoria College opened its doors in 1841 and replaced U.C.A., it was renamed University - after all, Victoria College gave out DEGREES.
- Fraser Street is now Gravely Street (where C.R. Gummow School is). I. Vance Gravely was mayor of Cobourg from 1880 - 1885.

Queen Street was named after Queen Victoria, while Albert Street was named after her husband, the prince consort. There is a Victoria Street in Cobourg, leading up to the Arena (Victoria Hall and College). William Street was named after William IV, Queen Victoria's father. Alice Street is named after Queen Victoria's daughter. Incidentally, Queen and Albert Streets were originally separated by a large plot of land between Division and 3rd Streets. This was purchased in 1837 from F.S. Clench by the newly incorporated town for a market site and town square. Only later were the streets joined!

The main street of Cobourg, namely King Street, was commonly called High Street, re-named King to follow a tradition in Upper Canada to name it either King or Queen. It is named after George IV who was King in the 1820's.

Cobourg in the 1800's was the centre of the high Anglican movement in Upper Canada (Bishop Bethune preached here). The name Church Street was in recognition of this. Chapel Street derived its name from the fact that a Methodist meeting hall was on that street. University Avenue and College Street both recognize Victoria College.

Staying in the 19th Century, let's look at some of the other interesting street names:

- Tremaine Street got its name from Winkworth Tremaine, whose home was at the end of the street. He had it built in 1843. It is now owned by the Sisters of St. Joseph's. He also built Mackechnie House in the middle of the Street. Tremaine was a partner in the woolen mill on the same street.

The Ontario Woolen Mills was located in Cobourg at the corner of King and Tremaine Streets on the Cobourg Creek where the Cobourg Star building now stands. At its peak it was the largest industry in Cobourg. In 1848 it employed more than 70 men. It had begun as a small grain mill with Robert Henry (brother-in-law of James Bethune) and George Ham as the owners. Mackechnie had purchased it in the early 1840's. The main building was a monumental brick structure - 4 stories high and more than 100 yards long. Raw wool from the countryside was made into blankets, broadcloth, flannel and tweed. Dying of wool was done on the first floor, processing and weaving on the 2nd and 3rd floors, and spinning on the 4th floor. In 1858, the bank of Montreal foreclosed. The bank then leased the mill to Alexander Fraser, a young Scot who operated it for _____ years.¹

It would seem probable that Mackechnie was forced into bankruptcy by the collapse of the Cobourg and Peterborough Railway in 1858. The charter for construction of this railway became law on November 19th, 1852. The estimate for the cost of this project was 125,000 pounds - 85,000 pounds would be collected by cash or debenture, 30,000 pounds from the purchase of stocks by the Town of Cobourg, 15,000 pounds from the Township of Hamilton, and 10,000 to 15,000 through private stock. One could speculate that Mackechnie invested

¹ Source: *Victorian Cobourg*; Ed by J. Petrysh, Mika Publishing, Belleville, 1976)

heavily in this venture (perhaps) as at the first general meeting of the stockholders held in Cobourg on February 7th, 1853, S.E. Mackechnie Esq. was listed as the President.

The dream was that the Railway would be the corridor by which the agricultural and forest produce from the north would be brought down to Cobourg. It is possible that Mackechnie could visualize endless bags of wool arriving at his mill-site from the farms in the north. Here, at his mill on Tremaine Street, it would be washed, carded, spun, dyed and woven into the finest of blankets and full-cloth, and sent off to markets all over the world via the Cobourg harbour. All the ingredients for a success story seemed to be in place. However ... the dream was short lived.

The railway crossed Rice Lake on a trestle bridge to form the connecting link with Peterborough. This trestle bridge was one of the longest in the world with a total length that exceeded 2 ½ miles. The rail-line opened December 1853, and in 1861, the bridge that formed the connecting link in this transportation corridor sank into the weedy depths of Rice Lake. This sounded the death knell for the Railway. With it sank the dreams of the investors. Not only their dreams were shattered, but also their investment money was drained away. The bank foreclosed on his mill operation.

McGill Street is named after Peter McGill, the founder of McGill University. He was in the dry goods business and did a great deal of trade in Cobourg.

What about Perry Street? One of the most influential businessmen in Cobourg in the 1830's, 40's and 50's was Ebenezer Perry. He arrived in this area as a late U.E.L. in 1815. He lived at the Woodlawn. He was the first president of the Board of Police in 1837, and was a major investor in the Cobourg Harbour Commission, as well as a stock holder in a steamship. Mr. Perry lent money to, and invested in, the Cobourg-Peterborough Railroad, and fund-raised for the Upper Canada Academy. He was later a senator.

- Charles Street was named after Ebenezer's son.
- Spencer Street was named after Sheriff Spencer of the old Newcastle District.

The Boulton family was a famous and influential 19th Century family. Walton Street was named after Trevor Boulton's second wife.

D'Arcy Boulton was involved in the Cobourg-Peterborough Railroad, president of the Board of Police, Mayor from 1854 to 1857. His uncle George owned Northumberland Hall, south of King, and he owned the Lawn. D'Arcy Street received his name when he was seen riding about "booted and spurred" at 89 years of age.

Sheriff Conger (1840's and 1850's) was a principal force in the Cobourg-Peterborough Rail Road. Similarly, General Charles Fitzhugh was into mines and railroads.

Some streets got their names because people lived and worked on them...

- Elijah Buck owned a tavern where the Dutch Oven is now, and lived in a log cabin on Buck Street. (1808)
- Ball Street received its name from Joseph Ball whose shop was on the corner where the Baptist Church is now.
- Mathew Street is named after William Mathew, a carpenter who lived on that street.
- Mr. Orr, a carpenter, lived on Orr Street.
- Buchanan Street is named after "Dacent" Bill Buchanan, a tavern owner on Division Street on the other hand!
- Margaret Street was named after the wife of H.J. Ruttan, publisher of the Cobourg Star.

- Anne Street was named after D. Morton's housekeeper. Dr. Morton lived on that street.
- George Street is named, not after the King, but after George Strong, who kept a 19th Century tavern at King and George Streets.
- James Street is named after James Brown, who lived there.

- John Street is named after John Beatty, (Victoria College) the mayor of Cobourg (1858-1860 / 1866-1867), as is Beatty Crescent.
- Daintry Street is named after George Daintry, who was mayor between 1864-1865. He also helped establish the American Colony.
- Furnace Street is where William McLellan had a foundry.
- Green Street is named after a noted base Soloist in St. Peter's Choir.
- Havelock Street is named after Sir Henry Havelock, well know for the Relief of Lucknow in 1857.
- Cottesmore is named after an early residence of William Weller.
- Heath Street was named after the Heath family who came to Cobourg in 1843 from Scotland.
- Henry Street is named for Robert Henry, who owned a gristmill in 1825. He lived in the oldest house in Cobourg (Church and King Streets), now burnt down. He had a private bank and married the sister of Bishop Bethune.
- Henry Covert and Colonel John Covert, owned a farm east of the Kingston Crossing (19th Century, thus Covert Street)
- William Battell owned a tavern on Division Street (New Dunham Hotel)
- The Fields, Harry (1909-1910) and Currelly (1886) were in the dry goods and hardware business and were large landowners. Both were mayors, and the family was into provincial politics.
- J.D. Hayden was mayor in 1896-1898. He was instrumental in acquiring Victoria Park.
- Robert Sinclair kept a saloon just north of the Tauton Block on Division Street.
- John Swayne was a shoemaker (1840's)
- Tom Burke was a shoemaker and governor of the jail.

Several streets in Cobourg are named after Governors of Upper Canada:

- Sir Charles Bagot (Rush-Bagot Treaty)
- Lord Durham
- Lord Sydenham
- Lord Elgin
- Lord Monck

Burnham Street was named after Asa Burnham, noted early settler who influenced the building of the 1st Court House (Golden Plough) in Newcastle District in 1807. Prominent in 1837 in the establishment of Cobourg and mayor in 1861-1862, and President of B.of P. 1843-47-49.

I have often wondered how the streets in the northwest quadrant of Town, just west of the Burnham School, got their names. Several are girls' names: Shirley, Norma, Barbara and Ruth were the daughters of Mr. Horman, a partner in this development. I spoke to Paul Currelly before he passed away, who was associated with Cobourg Lumber (he married Marion Burt, Jim Burt's daughter and owner of Cobourg Lumber), and he said Cobourg Lumber was building homes in that sub-division in the 1950's. They were trying to think of names, and one day, the owner of the firm's architect's office in Oshawa, suggested at a meeting, to call two of the streets after his secretary - Elizabeth. A Mr. Vout, farmer, owned the property and it is said

that some of the other streets are named after his daughters.

Paul Currelly also related that Cobourg Lumber built the homes on Munro Street, just east of No Frills in the 1950's. It was just a swampy piece of land and he thought it was named after 'Pop' Munro who was the padre for the 47th Battery and for the Cobourg Legion.

As has been mentioned already, street names in Cobourg come from a variety of sources. The Town of Cobourg has an official list of names that developers may choose from. One list is that of mayors. There are only two mayors not having street names, and they are Joan Chalovich and Mac Lees. Another list is famous Canadian war heroes. Hence, we have in Cobourg, Rockingham Court named after Brigadier "Rocky" Rockingham, and Fred Tillison, who has a street named after him. Both LACAC and the Cobourg and District Historical Society have been asked for lists. Hence, we have Duffy Street named after Reverend Francis Duffy.

Francis Duffy, who was born in Cobourg in 1873 on King Street West, and was ordained a priest at St. Michael's on September 6th, 1896. He went to New York City where he was a pastor. During WW I, he was the Chaplain of the "Fighting 69th". There is a statue of him erected in Times Square.

Records reveal that other men who had been influential in the early growth period of Cobourg were wiped out financially. One of these was William Weller who was known as "King of the Road". William Weller, President of the Police Board in 1838, 1840, 1843, and mayor in 1850-1851, and 1863, and the proprietor of the Weller Stage Coach Line, operating between Montreal and Toronto, has Weller Court named after him. Tremaine had built both Makechnie House and St. Joseph Retreat in 1843-1844. The Retreat House was built by James Grieve of Warkworth for (John Tremaine). At the corner of Tremaine and Monk Streets it was known as "The Hill" - 445 Monk Street. The next owner was William Weller stagecoach operator. He earned the title "King of the Road". He was born in a small rural community in Vermont in 1798. He and his wife immigrated to Canada in the early 1820's. He had been educated as a lawyer and dabbled in land speculation. In 1829 he invested in a stagecoach line that was already operative between York (Toronto) and Kingston. In June 1830, Weller established his own stagecoach line from York to Prescott. The coaches left York every Monday and Thursday at 4 a.m. and arrived at Carrying Place in the evening (no time given). The steamboat "Sir James Kemp" transported the passengers the rest of the way, leaving Carrying Place at 4 a.m. on Tuesday and Friday, and arriving at Prescott before nightfall. The fare for the total was 2 pounds 10 shillings. This was a 163-mile route. The line was fitted up with good horses, new carriages and careful drivers. Weller bought controlling interest in the International Telegraph Line in 1834. The telegraph was in a decrepit state and was rejuvenated by Weller, which ran four circuits: Montreal, Collingwood, Hamilton and Buffalo. Weller also conveyed Her majesty's mail, which was lucrative but troublesome. The main focus of Weller's operation was the stagecoach. Although Toronto was a main depot for the stagecoach operation, Cobourg was the nerve center. Weller had a workshop on the corner of George and Orange Streets and later expanded to include a repair shop on Swayne Street. Many coaches were constructed in Cobourg. Weller took particular care in the quality and appearance of his stagecoaches. Mrs. William Radcliff, in writing to her husband in 1832, describes a typical stagecoach... "Very showy and by no means ugly in their appearance ... not unlike the Lord mayor's state carriage, except that in lieu of a profusion of glass are substituted curtains, which are sometimes looped up to admit the air."²

² (Notes by Grace Barker)

Sources of material included the following:

- 1858 Maps
- Cobourg - 1848-1948 (Guillett)
- Early Days and Modern Times
- Percy Climo's book - "Early Cobourg"

Cobourg, Ontario: Canada's Mason-Dixon Community

Presentation Given to at the Cobourg & District Historical Society's 25th Annual Dinner
May 24, 2005

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Abstract

In the years following the Civil War, Cobourg Ontario, a community nestled on the shores of Lake Ontario, emerged as one of the most popular resort communities in North America. Families from the southern United States found a summer respite in a cool and hospitable climate without needing to spend their vacation money in the northern United States. Somewhat surprisingly, at the same time, wealthy families from the northern United States--including Pennsylvania--also began making summer pilgrimages to Cobourg. The northerners initially came to Cobourg for business-related reasons but returned to partake of the area's reputedly high quality ozone. A number of the seasonal Cobourg residents later constructed large mansions throughout the town and its environs. Cobourg remained a popular destination for both southern and northern U.S. families alike until the early years of the 20th century.

"Nearly half a century ago Cobourg began to be the Mecca of American aristocrats and financiers in search of a place to spend the summer and some of their wealth. Palatial homes were erected on elaborate estates in the suburbs, and Civil War generals and Pittsburgh steel magnates hobnobbed with such Canadian visitors as could keep up the pace."¹

Introduction

In the years following the Civil War, Cobourg Ontario, a community nestled on the shores of Lake Ontario, emerged as one of the most popular resort communities in North America. Individuals from the northern United States, first attracted to Cobourg for various business-related reasons, soon brought along their families to enjoy the area's reputedly high quality ozone. At the same time, families from the southern United States also began making summer pilgrimages to Cobourg. For the southerners, Cobourg offered a summer respite in a cool and hospitable climate without the requisite need to spend their vacation dollars in Yankee territory (i.e., the northern United States). A number of Cobourg's seasonal residents later constructed large homes throughout the town and its environs. The town remained a popular destination for both southern and northern U.S. families until the early decades of the 20th century.

Drawing upon primary and secondary sources, this presentation provides a brief historical overview of the growth and development of Cobourg's summer colony and its populace from the late 1860's through the Depression years of the 1930's. Specifically, the

presentation addresses the following questions: 1) What were the origins of Cobourg's summer colony? 2) What specific factors contributed to Cobourg's popularity with both southern and northern U.S. families? 2) What types of economic and social relationships existed between Cobourg's seasonal U.S. residents and the town's permanent Canadian residents? and finally, 3) What factors contributed to Cobourg's loss of favor as a summer destination for Americans?

The Establishment of the American Summer Colony

Cobourg was naturally endowed with the attributes of a virtual summer paradise: moderate temperatures, a picturesque lake with an extensive beach, fresh air, and ample fishing opportunities. Nonetheless, individuals living beyond Cobourg remained largely unaware of the community's myriad natural assets until the decades following the U.S. Civil War. Indeed, early settlers to Upper Canada initially considered the area to be nothing more than a "cedar swamp" and therefore, largely avoided settling in the region.² When a permanent settlement was finally established some years later, the area's pioneer families were predominantly American in origin. Between 1815 and 1820, "... they were joined by emigrants from England and Scotland, most of them discharged half-pay army and navy officers whose services were no longer required after Waterloo."³ These new arrivals from the British Isles helped instill a strong military tradition in Cobourg.

In 1830, the Cobourg Harbor Company was formed and the town's harbor was improved to allow handling of passengers, freight as well as exports of lumber and grain.⁴ During the 1840's, George Daintry, the son of a wealthy British family arrived in Cobourg. Among his various enterprises, Daintry operated ferries on Lake Ontario, with one of the ferries plying the Lake between Cobourg and Rochester, New York. Daintry, who would later become Cobourg's mayor in the mid-1860's also would play a key role in the eventual establishment of Cobourg's summer colony through his ferry enterprise and other activities.

By the 1850's, Cobourg's burgeoning population reached 6,000 inhabitants, making it the fifth largest center in the province and the "... most important central Lake Ontario port." The opening of the Grand Trunk Railway in 1856 also further added to Cobourg's already good fortunes.⁵

By the 1860's, however, Cobourg's economic prosperity quickly turned to despair as the community teetered on bankruptcy. Cobourg's dire financial straits were largely due to the town's substantial investment in the failed Cobourg and Peterborough Railroad combined with the escalating construction costs of the new town hall. Despite the Civil War raging in the United States, many of Cobourg's residents opted to relocate to the U.S. where economic conditions were somewhat better.⁶

While many individuals in Canada and the United States endured financial and personal hardship during the early to mid-1860's, others became extremely wealthy thanks to the Industrial Revolution and the Civil War. Among this group of nouveau riche were western Pennsylvania's iron and steel manufacturers.

In order to satisfy their companies' rapidly growing needs, Pennsylvania's steel magnates scoured North America for new, easily accessible sources of iron ore. Their expeditions led to the discoveries of a number of promising ore deposits, including one situated in an area known as Mamora, located approximately 50 miles north of Cobourg.⁷ In the late 1860's, George K. Shoenberger and his Pittsburgh associates assumed control of the Mamora mines and formed the Cobourg, Peterborough, and Mamora Railway and Mining Company.⁸ Preparations for mining and shipping the Mamora ore required frequent visits to the area by the industrialists and their associates, with Cobourg serving as their base of operations.

During their Cobourg sojourns, the Pennsylvania businessmen delighted in the town's clean, fresh air and cool summer climate. Cobourg's environmental conditions stood in sharp contrast to the increasingly smoke and soot-filled conditions back home in Pittsburgh and elsewhere in the rapidly industrializing northern U.S. cities. Encouraged by the glowing reports about "the Cobourg climate," families and friends of the Pittsburgh businessmen began to accompany them on their northern forays. The Shoenberger family--principal owners of the Mamora mines--were among these early Pennsylvania visitors.

George Shoenberger, son of the late "Iron King" Peter Shoenberger quickly recognized Cobourg's potential as a resort destination.⁹ In 1873, Shoenberger in partnership with his brother-in-law William Chambliss--the first managing director of the Cobourg, Peterborough, and Mamora Railway and Mining Company--built the well-appointed Arlington Hotel.¹⁰ This establishment was the first of many hotels in Cobourg constructed to cater to a wealthy American clientele.

The Marketing of Cobourg as a Summer Destination

Shoenberger and Chambliss also launched a marketing campaign offering potential U.S. visitors to Cobourg a plethora of pleasures in healthful surroundings. Cobourg's myriad attributes, first heralded by Shoenberger and Chambliss, were echoed in the *Souvenir of Cobourg, Ontario, Canada* published some years later:

Cobourg is situated on a broad level valley, having Lake Ontario on its front, with green hills and fruitful orchards in the background. The summer climate of this region is unexcelled for its evenness of temperature and cool, bracing air, and is famous for the ozone, the quantity of sunshine, and freedom from fog, dampness or winds. The Lake affords good boating and bathing, and the surrounding country is unsurpassed for driving, riding and motoring. Maskinoge, bass and trout fishing can be had within easy driving distance. This is the best summer resort, and the healthiest and prettiest spot in
Canada.

... Splendid parks, churches and schools. Good train service on the main line of the G.T.R., and a Daily Ferry, winter and summer, between Rochester, N.Y., and Cobourg, makes it very accessible to New York and Pittsburgh. About twelve miles north of Cobourg is the far-famed Rice Lake, the sportsman's paradise, considered the finest fishing ground in Ontario, containing all kinds of fish and lots of duck and wild fowl.¹¹

Cobourg's excellent ozone was also highlighted in hotel brochures. "There is an abnormal amount of ozone in the air second only to the Alps in Switzerland," proclaimed one Cedarmere hotel brochure.¹²

Along with the print marketing campaign, Chambliss and a Cobourg physician embarked on an "Ozone Tour" to New York and other cities throughout the United States. At each stop, the two men touted the 'salubrious atmosphere' of Cobourg and informed audience members that Cobourg boasted the "second highest ozone content in the world."¹³ Although the Cobourg men's claims regarding the area's ozone levels do not appear to have been necessarily based upon scientific evidence, the public's interest in the health benefits derived from ozone made the claim an important selling point.

In addition to Chambliss's "Ozone Tour" and other sundry promotional efforts, geography and transportation factors also contributed to the growing popularity of Cobourg as a summer resort during the 1870's and 1880's. Cobourg's relative close proximity to rapidly expanding urban centers in the United States such as Pittsburgh, Cincinnati, Buffalo, and

Rochester combined with ready access from the U.S. by rail and/or water routes gave Cobourg strategic advantages over other potential resort competitors. The rail and water transportation infrastructure, originally built to convey coal, coke, lumber, and other goods between Canada and the United States were easily adapted to accommodate passenger traffic. The Buffalo, Rochester, and Pittsburgh Railway Company, the Ontario Car Ferry Company as well as other railway and ferry companies offered dual goods and passenger transport services between Cobourg and the United States.¹⁴

Cobourg's emergence as a summer resort helped bring the town back to prosperity. During the mid-1870's, Cobourg's permanent population grew by a rate of approximately 500 individuals annually. Meanwhile, real estate prices in the town also rose substantially during the period. "... [N]o good lots can now be had under \$1,000 per acre," noted a May 2, 1874 *Cobourg Sentinel* article.¹⁵ Moreover, the influx of U.S. visitors, the Arlington Hotel began requiring summer reservations one year in advance while other hotels were built and/or renovated to meet the rising demand.¹⁶

Cobourg's Summer Visitors

In addition to the Shoenberger family, a number of other wealthy individuals from the United States also began making Cobourg their summer home. These included Pittsburgh industrialists William L. Abbott, F. G. Kay, James O'Hara Denny, George M. Howe, George Tener Oliver, Wallace Rowe, and Charles Speer, among others. Industrialists, military figures (e.g., General Orlando Metcalf Poe, General Charles Lane Fitzhugh), and politicians from throughout the United States joined the Pittsburghers as well.¹⁷ Even Nellie Grant, daughter of General, and later President, Ulysses S. Grant established a residence in Cobourg. Table 1 provides a selected list of Cobourg's wealthy summer denizens. The list also includes, where available, the individual's permanent U.S. residence, their occupation, their Cobourg residence, and miscellaneous related notes.

Wealthy Americans and Canadians from cities throughout North America constituted the core component of Cobourg's summer colony. Nonetheless, many working class families from the United States also visited Cobourg on a yearly basis. While wealthy families typically remained in town for months, their working class counterparts' visits usually lasted only a few brief hours. During this time, the working class families could stroll downtown or relax and picnic on the beach. Despite the short duration of their visits, working class families welcomed the opportunity to enjoy a quick, easy, and relatively inexpensive getaway to a foreign country.

Beyond differences in economic status, Cobourg's summer clientele also represented diverse geographic and political backgrounds. As discussed earlier, families from Pennsylvania and other parts of the northern United States first came to Cobourg for business-related reasons and later brought along their families. On the other hand, for families from the former Confederate states of the southern U.S., Cobourg's allure was related both to climatic conditions and the town's geographic location outside of the northern United States.

Northern and southern U.S. families sharing a foreign vacation destination immediately following the Civil War is worthy of note. However, the fact that an appreciable number of these visitors were also veterans of the Confederate and Union Armies--representing every military rank from private to general--made Cobourg's summer colony truly unique.

The Summer Colony's Social Activities

Between 1867 and the 1880s, the summer colony's social activities largely centered around the Arlington and other hotels in town. Social activities of this period were generally

slower paced than the activities of later decades. "Hops," soirees, and other events often took place in the hotels with U.S. and Canadian families hosting and/or attending the festivities.¹⁸

During the 1880's at the height of the Gilded Age, Cobourg's summer colony underwent a significant transformation. Rather than staying in hotels as in years past, the wealthy U.S. summer visitors began renting or buying residences in Cobourg. A number of the Americans also began building stately homes in the town and the surrounding countryside. Among the large residences constructed in and around Cobourg included Sidbrook (William Abbott), Ravensworth (Fitzhugh family), Balmuto (Shoenberger family), and Cottesmore Hall (Wallace Rowe). Not surprisingly, following construction of the new summer residences, the colony's social life shifted its focus from the hotels to the estates.¹⁹

As Cobourg's summer homes increased in size and grandeur, Cobourg's social events accordingly became more elaborate and extravagant. The increasingly opulent events even taxed Cobourg's newspaper reporters as evidenced by an August 5, 1894 *Cobourg World* account of a recent book party held at the Arlington which was attended by over 130 guests "each representing the title of some book." In the article, the paper noted apologetically, "We are sorry we could not obtain a complete list of those who attended, this being an entirely new department for Cobourg in the way of entertainment."²⁰ Although dances and other hotel-centric activities continued to take place throughout the 1890's, these long-standing pastimes were gradually supplemented with regattas, horse races/shows, and lavish outdoor parties. The Cobourg Horse Show, established in 1905, exemplified Cobourg's new high-profile social activities. Considered one of the best equine events in North America, the show drew competitors and spectators from across Canada and the United States.²¹

Social and Economic Linkages between Cobourg's Canadian and U.S. Residents

As the years passed, members of northern U.S. families who summered in Cobourg increasingly married colony members hailing from the southern United States. Furthermore, both U.S. contingents of the summer colony also frequently married into prominent Cobourg families. The familial bonds among these groups were furthered strengthened over time as additional marriages took place each summer. Moreover, these nuptials became the social highlights of the colony's summer season as guest lists featured a veritable who's who of North America's rich and powerful. Not surprisingly, the guests frequently bestowed valuable gifts made of silver, gold, and/or diamonds upon the newlyweds.²² Arguably, the colony's largest and most notable wedding was the 1902 marriage of Vivian May Sartoris, granddaughter of Ulysses S. Grant to Frederick Roosevelt Scovel, a cousin of Teddy Roosevelt.²³

Together the Canadians and Americans "... established a social elite that was almost Bostonian in its exclusiveness."²⁴ Beyond intermarriage, Cobourg's elite jointly engaged in business ventures (e.g., railroads, mines) and recreational pastimes (e.g., the Cobourg Golf Club, yachting, and horse racing). They also worked together to build and improve Cobourg's infrastructure including the town's hospital, roads, and water system.

From the 1880's until the outbreak of World War I, Cobourg's summer colony remained largely unaffected and/or unconcerned by events beyond its economic, geographic, and social realm. However, World War I and its aftermath shattered the colony's genteel lifestyle and ultimately led to its demise.

During World War I, a significant percentage of Cobourg's male population was called for military service in Europe. Meanwhile, on the homefront, the citizenry contended with labor shortages, rationing, the shifting of industries from domestic to military production, and more. These events drastically altered the day to day lives of Cobourg's permanent and seasonal

residents. A subdued and somber atmosphere replaced the fun and frivolity of bygone summers. Even after the cessation of hostilities in 1918, the colony never again regained its pre-War magnificence or popularity.²⁵

The years following World War I marked the twilight of Cobourg's summer colony. Interestingly, both the colony's growth and decline are attributable to a similar set of factors--economics, transportation, and public interests. With respect to economics, the business world was becoming increasingly more competitive. Consequently, company executives could no longer afford to take multiple month vacations. In addition, the imposition of various taxes in the United States and Canada substantially raised the maintenance costs for large homes in both countries. Many individuals were unwilling or unable to should the new tax burdens and therefore opted to sell their summer residences. The second major contributing factor to the colony's decline involved transportation. Specifically, the rapid development and adoption of new modes of transportation (e.g., automobiles, airplanes) and the corresponding elimination of older transportation modes (e.g., car ferries, passenger trains). Automobiles and airplanes afforded Americans and Canadians access to new and more distant destinations which could be reached within a relatively short period of time. Moreover, an individual no longer even really needed to leave his/her domicile to escape the summer heat thanks to the invention of the air conditioner. Finally, changes in public tastes and preferences regarding leisure activities also occurred during this period.²⁶

In the early 1920's, the Arlington Hotel permanently ceased operations and over the course of the ensuing decade, the colony's size decreased drastically. Many American families who owned summer homes during the colony's heyday continued to spend their summers in Cobourg albeit the large-scale social events of years past no longer took place. However, it was the Great Depression of the 1930's that brought about the colony's final demise. During this period, many of the colony's "old" industrial families lost much or all of their accumulated wealth. Consequently, they were forced to sell or abandon their Cobourg summer homes. In addition, deaths of family members within the remaining summer colony also helped to hasten its demise. American excursionists continued to visit Cobourg for a number of summers following the exodus of wealthy Americans from Cobourg. Nevertheless, the cessation of the Ontario car ferries in the early 1950's and related events marked the end of Cobourg as an excursion destination as well.²⁷

Today, relatively few summer homes and other reminders of Cobourg's summer colony remain. Despite this fact, the unique role Cobourg played in the re-establishment of social and economic ties among northern and southern U.S. families in the years following the Civil War cannot be diminished. Moreover, the bonds established between Cobourg's permanent Canadian residents and its seasonal counterparts are also of historical import. Taken together, Cobourg's summer colony, its populace, and its economic and social activities provide an enduring historical legacy for both Canada and the United States.

Notes

The author would like to thank the Cobourg & District Historical Society, the Cobourg Public Library, the Archives of Ontario, and the citizens of Cobourg for their assistance with the project.

1. Edwin C. Guillet, (1945, June). "The Town of Cobourg, 1798-1945," *Canadian Geographical Journal*, 30 (June 1945): 288.

2. Ibid., 288.
3. Ibid., 289.
4. John R. Spilsbury, ed., *Cobourg, Early Days and Modern Times* (Cobourg, ON: The Cobourg Book Committee, 1981), 3.
5. Ibid., 5.
6. Ibid, 6.
7. G. C., "Trip to the Belmont Iron Ore Beds," *Cobourg Sentinel*, July 6, 1867.
8. Samuel Zimmerman, the millionaire railway contractor responsible for the failed Cobourg and Peterborough Railroad--including the infamous Rice Lake Bridge--was born in Huntingdon County Pennsylvania and came to Canada in 1842. Zimmerman's birthplace is in the same rural area of central Pennsylvania where the Shoenberger family lived for a number of years. In addition to the Cobourg and Peterborough Railroad, Zimmerman served as the contractor for the Welland Canal; built various other railways; and owned hotels, foundries, mills, utilities, real estate as well as a bank. According to J. K. Johnson, Zimmerman "... was said to have been the richest, or, if not, the second richest man in the province." However, to date, no evidence has been found indicating whether Zimmerman and Shoenberger knew each other either professionally or personally. For more information about Zimmerman and his various enterprises see J. K. Johnson, "One Bold Operator': Samuel Zimmerman, Niagara Entrepreneur, 1843-1857," *Ontario History* 74, no. 1 (1982): 26-44; John Thompson, "Zimmerman's Fast Moves," *Horizon Canada*, January 2001.
9. Dr. Peter Shoenberger was born in Germany in October 1782. In 1785, he arrived in Philadelphia, Pennsylvania with this family. Peter Shoenberger practiced medicine for a short time in Pittsburgh, Pennsylvania but left practice due to health reasons. Upon his father's death, Peter took over his father's Pennsylvania iron business where he accumulated a vast fortune through his ownership of iron furnaces throughout Pennsylvania's Juniata Valley. Peter Shoenberger eventually owned over 100,000 acres in timber, ore and limestone in central Pennsylvania. Peter Shoenberger had two sons, George and John, as well as one daughter, Elizabeth. Calvin W. Hetrick, *The Iron King: The Story of Dr. Peter Shoenberger, Early Ironmaster of Central Pennsylvania--His Industrial Empire, His Family, His Times* (Martinsburg, PA: Morrison's Cove Herald, 1961).
10. *The Arlington Hotel*. (S.l.: S.n., n.d.); "The Arlington Hotel," *Cobourg World*, May 5, 1899. The Shoenberger family was also associated with the Bedford Springs hotel and resort in Pennsylvania. Bedford Springs clientele included U.S. presidents and many other notable figures.
11. *Souvenir of Cobourg, Ontario, Canada*. Cobourg, ON?: A. J. Gould (issuer). Reprinted with additional text, 1980, by the Cobourg Chamber of Commerce.
12. [*Cedarmere Hotel Brochure*].(S.l.: S.n., n.d.).
13. John R. Spilsbury, ed., *Cobourg, Early Days and Modern Times* (Cobourg, ON: The Cobourg Book Committee, 1981), 110.

14. Ted Rafuse, *Coal to Canada: A History of the Ontario Car Ferry Company* (Port Hope, ON: Steampower Publishing, 2000).

15. ["Our Population has Increased at the Rate of About 500 a Year"], *Cobourg Sentinel*, May 2, 1874.

16. John R. Spilsbury, ed., *Cobourg, Early Days and Modern Times* (Cobourg, ON: The Cobourg Book Committee, 1981), 110-111.

17. Edwin C. Guillet, (1945, June). "The Town of Cobourg, 1798-1945," *Canadian Geographical Journal*, 30 (June 1945): 288; "Pittsburg's Millionaires: Fortunes that Have Resulted from the Protective Tariff," *New York Times*, October 20, 1888.

18. Edwin C. Guillet, (1945, June). "The Town of Cobourg, 1798-1945," *Canadian Geographical Journal*, 30 (June 1945): 288-.

19. "Ravensworth," *Century Home*, March-April 1983; *The Poplars*.(S.l.: S.n., n.d.); Robert Washburn, "Well-known Cobourg Figures Have Owned The Poplars," *Cobourg Daily Star*, June 26, 1996.

20. "The Book Party at the Arlington," *Cobourg World*, August 3, 1894.

21. John R. Spilsbury, ed., *Cobourg, Early Days and Modern Times* (Cobourg, ON: The Cobourg Book Committee, 1981), 114-115; *Souvenir of Cobourg, Ontario, Canada*. Cobourg, ON?: A. J. Gould (issuer). Reprinted with additional text, 1980, by the Cobourg Chamber of Commerce.

22. "Wedding at St. Peter," *Cobourg World*, July 12, 1901.

23. "Grant's Granddaughter Weds Frederick R. Scovel," *New York Times*, August 23, 1902.

24. Gray, 1992?

25. Edwin C. Guillet, "The Town of Cobourg, 1798-1945," *Canadian Geographical Journal*, 30 (June 1945).

26. Ted Rafuse, *Coal to Canada: A History of the Ontario Car Ferry Company* (Port Hope, ON: Steampower Publishing, 2000).

27. Ibid.

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*Member Barbara Garrick and Guest speaker Marsha Ann Tate
Examine items pertaining to Marie Dressler*

Annual Meeting
May 2005

Cobourg Ontario's Summer Colony: Selected U.S. Summer Residents Arranged by Last Name

Name	Home Residence	Occupation	Cobourg, Ontario Residence	Notes
Abbott, William L.	Pittsburgh, PA	Industrialist	Sidbrook	Former partner of Andrew Carnegie
Albertini, Chevallier de Diaz		Diplomat (At one time worked in Cuban embassy in Washington, DC). Around 1900, took over proprietorship of the Arlington Hotel.	"Interlaken"	Frederick Scovel Roosevelt's uncle
Albertini, Madame Bede		"Renowned singer who sang at composer Wagner's funeral at his request" (Souvenir of Cobourg, Ontario, Canada). Around 1900, took over proprietorship of the Arlington Hotel with her husband, Chevallier de Diaz Albertini.	"Interlaken"	Came from an old Detroit, MI family. "... at one time married to Richard Cornell, brother of Colonel Cornell, long time summer resident of Cobourg" (The Arlington Hotel, n.d.).
Allan (or Allen), Mrs. C. J. F.	Louisville, KY		The Arlington (Hotel)	
Allan (or Allen), Miss Ethel	Louisville, KY		The Arlington (Hotel)	
Anderson, Dr. Joseph and family	Washington, DC		"Heathcote"	
Andrews, Mrs. Sherlock	Rochester, NY		The Columbian (Hotel)	
Aull, Mrs. Robert, Miss Helen Aull, Master Robert Aull	St. Louis, MO		The Columbian (Hotel)	
Bache, Mrs. and daughters	Philadelphia, PA		The Columbian (Hotel)	

Name	Home Residence	Occupation	Cobourg, Ontario Residence	Notes
Baker, Dr. George M. K. and Mrs. Baker	Lancaster, PA		The Arlington (Hotel)	
Baldwin, Mrs. Layman	Detroit, MI		The Columbian (Hotel)	
Barnes, Mrs. Leonard	Chicago, IL		In 1901, purchased a cottage in Cobourg to use as a summer residence.	Daughter of Col. and Mrs. Irwin (Chicago, IL)
Barrole (or Barroll), Mr. and Mrs.	Baltimore, MD		The Arlington (Hotel)	
Bartlett, Miss	Baltimore, MD		The Arlington (Hotel)	
Barton, Mrs. J.	Detroit, MI		The Columbian (Hotel)	
Baxter, Mrs. and Miss	Washington, DC		The Arlington (Hotel)	
Belden (or Beldin), Mrs. and Miss	Chicago, IL		The Columbian (Hotel)	
Belknap, Mrs. and Miss	Louisville, KY		The Arlington (Hotel)	
Bell, E. P., Mr. and Mrs. and children	St. Louis, Missouri		Mrs. Roddick's residence	
Bingham, General J. D. and Mrs. Bingham		US Army officer	The Arlington (Hotel)	
Bird, Mrs. C. M.	Larchmont Manor, NY		The Arlington (Hotel); "White House" (Gore's Landing)	Accompanied Mr. and Mrs. Gerald S. Hayward; Master Kenneth Hayward (Larchmont, NY)
Bolles, Thomas N.	New York		The Columbian (Hotel)	
Bombaugh, Dr. and Mrs.; Misses Bombaugh	Baltimore, MD		The Arlington (Hotel)	
Bonbright, Mr., Mrs., and son	Philadelphia, PA	Poultry business	Gore's Landing	
Bonesteel?, Mr. and Mrs.	Brooklyn, NY		The Arlington (Hotel)	

Name	Home Residence	Occupation	Cobourg, Ontario Residence	Notes
Booth, Miss	St. Louis, MO		The Columbian (Hotel)	
Bosworth, Mr. Hobart	Denver, CO		Summer home at Rice Lake	
Bower, Mrs. R. F. and Miss A. F. Bower	Chicago, IL; New York		The Columbian (Hotel)	
Boylan, Miss E. S.	Cincinnati, OH		The Columbian (Hotel)	
Bradbeer, Mrs. J. C., Earl C., Brady and Isabelle Bradbeer	Detroit, MI		The Columbian (Hotel)	
Brandt, Miss	Baltimore, MD		The Columbian (Hotel)	
Brady, George Preston, Mr. and Mrs.	Detroit, MI		The Arlington (Hotel)	
Brent, Louise, Miss	Columbus, OH		The Arlington (Hotel)	
Brent, T. Lee, Mrs.	Columbus, OH		The Arlington (Hotel)	
Brent, Miss Winnifred	Columbus, OH		The Arlington (Hotel)	
Bright, Mrs.	Detroit, MI (or New Orleans)		The Columbian (Hotel)	
Brown, Mrs. Sidney H., Master Sidney Brown, and maid	Louisville, KY; Pittsburgh, PA		Lapp Cottage; The Arlington (Hotel)	Accompanied Mrs. Ferguson (Louisville, KY)
Bryant, Mrs. Livra H.	New Orleans, LA		The Columbian (Hotel)	
Burns, Miss	Baltimore, MD		The Arlington (Hotel)	
Burr, Mrs. and child	Columbus, OH (or St. Louis, MO)		The Arlington (Hotel)	
Butler, Mrs. Frederick E., children and maid	Detroit, MI		The Columbian (Hotel)	
Butterfield, Mr. and Mrs. O. W.	Chicago, IL?		The Columbian (Hotel)	
Butts(?), J. De Witt	Rochester, NY		Cedarmere (Hotel)	

Name	Home Residence	Occupation	Cobourg, Ontario Residence	Notes
Campau, Mrs. and Miss	Detroit, MI		The Arlington (Hotel)	
Card, Gen. B. C.	Washington, DC	US Army officer		
Card, Alice Mrs. and Miss	Washington, DC			
Carrington, Mr. Mrs., and Miss	Baltimore, MD		The Arlington (Hotel)	
Castles, Mr. and Mrs., and family	New Orleans, LA		The Arlington (Hotel)	
Chambliss, Col. William	Cincinnati, Ohio	Came to Cobourg in 1873 to become Managing Director of the Cobourg and Peterborough Railroad and Marmora Iron Mines.		Credited with coming up with idea of Cobourg as a summer retreat for Pittsburgh's wealthy. Established the Arlington Hotel.
Chisholm, Miss E.	Baltimore, MD		The Arlington (Hotel)	
Chisholm, Mrs. and Miss	South Carolina			
Church, Miss	Albany, NY		The Arlington (Hotel)	
Clark, Miss Helen	Detroit, MI		The Arlington (Hotel)	
Clarkson, Mrs. T. C. and Miss Clarkson	Pittsburgh, PA		The Columbian (Hotel)	
Clover, Mrs. Henry A., child and maid	St. Louis, MO		The Columbian (Hotel)	
Cobbs (or Cobb), Mrs. and Miss	New York		The Arlington (Hotel)	
Conner, Mr. and Mrs. B.	New Orleans, LA		The Arlington (Hotel)	
Connor, Mr.	Baltimore, MD		The Arlington (Hotel)	
Coole, Mrs. George William	Baltimore, MD		The Columbian (Hotel)	
Coome, Mrs. Henry	New Orleans, LA			

Name	Home Residence	Occupation	Cobourg, Ontario Residence	Notes
Cornell, Col. Douglas S.	Buffalo, NY		Purchased Colonel Chambliss' home in 1890 and renamed it Hatfield Hurst	
Cornell, Lydia	Buffalo, NY		139 Queen St. East Katharine Cornell was married in the house in 1922 (Souvenir of Cobourg, Ontario, Canada).	Daughter of Colonel Douglas Cornell Her niece was Katharine Cornell.
Cornell, Katharine		Stage star of the 1920's-1950's (Credited Cobourg theatre groups for spurring interest in theatre).		Daughter of Mr. and Mrs. Colonel Douglas Cornell (Buffalo, NY). Married at her aunt's summer home in Cobourg, September 8, 1921 (Spilsbury, 1981, p. 27).
Cornell, Miss Rebekah B.				
Cornell, Samuel G.				
Cragin, Charles H.	Washington, DC		The Columbian (Hotel)	
Craig, Charles G., Mr. and Mrs.	New York		'Glen Craig'	
Cromwell, Mr. and Mrs. Oliver	Washington, DC		The "Lapp Cottage"	
Dempster, Mrs. Charles W, child and maid	Chicago, IL		The Columbian (Hotel)	
Denny, J. H.	Pittsburgh, Pennsylvania		The "Brick Yard" (later named Cedar Hedge) Northeast corner of King St. and Rankin Blvd.	The "Brick Yard" was designed and built by Franklin Abbott, son of William Abbott of Sidbrook.
Denison, Mr. and Mrs. H. Marcus, child and nurse	Baltimore, MD		The Arlington (Hotel)	

Detrick, Miss Mabel	Baltimore, MD		The Arlington (Hotel)	
Detrick, Mr. and Mrs. W. H. and child	Baltimore, MD		The Arlington (Hotel)	
De Wolf, Mrs. Winthrop and Miss De Wolf	Providence, RI		The Columbian (Hotel)	
Donnell, Mr. and Mrs.	Baltimore, MD		The Arlington (Hotel)	
Donnelly, Charles	Pittsburgh, PA		"Strathmore"	
Doolittle, Chas. A., and wife; five children; two maids	Utica, NY		The Arlington (Hotel)	
Dorland, Mrs.	Washington, DC		The Columbian (Hotel)	
Dudley, Mr. B. W.	Lexington, KY		The Columbian (Hotel)	
Dudley, Mrs. M. B.	Lexington, KY		The Columbian (Hotel)	
Dun, Mr. and Mrs. James and maid	Chicago, IL		The Columbian (Hotel)	
Duncan, Mrs.	Washington, DC		The Arlington (Hotel)	
Duncan, S. B.	Vicksburg, MS		The Arlington (Hotel)	
Dunning, Miss A. F.	New York		The Columbian (Hotel)	
Earl, Mr. Edgar and wife	Rochester, NY		"Kensington House" (Gore's Landing)	
Egsmith, Mr., Mrs., and Miss Florence	Lancaster, PA		The Arlington (Hotel)	
Ellis, Col. P. H.		US Army officer	The Columbian (Hotel)	
Ellis, Misses	Columbus, OH		The Arlington (Hotel)	
Evans (or Evens), R. J., Mr.	Detroit, MI		The Arlington (Hotel)	
Ferguson, Mrs., children & servants	Louisville, KY		Lapp Cottage	

Name	Home Residence	Occupation	Cobourg, Ontario Residence	Notes
Fitch, Mrs. H. W., Miss Emiline Fitch, Misses Alexandrine and Henrietta Fitch	Washington, DC		The Columbian (Hotel)	
Fitzhugh, Gen. Charles Lane	Washington, DC	Attended the Military Academy at West Point and was the youngest Civil War brigadier-general in the Union Army" (Wright, July 15, 1988). "... Married to Emma Shoenberger, whose father, George K. Shoenberger had controlling interest in the Cobourg-Marmora Railway & Mining Company" (Souvenir of Cobourg, Ontario, Canada),	"Ravensworth"	"The Fitzhughs descended from a prominent Virginia family who later started the settlement that became Rochester, New York" (The Poplars, n.d.). "Before the [Civil] War, General Robert E. Lee was a close friend of the Fitzhughs and named his son after them" (The Fitzhughs, n.d.).
Fitzhugh, Carroll			"East House"	Son of Charles Lane Fitzhugh
Fitzhugh, Henry			"The Poplars" (Inherited from the Daintry family). Moved to Northumberland Hall after the death of his father in the 1950's.	Eldest son of Charles Lane Fitzhugh. Henry was married three times. His first wife was a Poe, daughter of General Poe. His second marriage in 1897 was to Miss Edith Daintry who belonged to an old Cobourg family... His third wife was another Poe, Betty, another daughter of General Poe" (The Fitzhughs, n.d.).
Fleming, Mr. and Mrs. Edwin	Buffalo, NY		The Columbian (Hotel)	
Fletcher, Mr. and Mrs. C. T.	Detroit, MI		The Columbian (Hotel)	
Fowler, Judge and Mrs.	Baltimore, MD		The Arlington (Hotel)	

Name	Home Residence	Occupation	Cobourg, Ontario Residence	Notes
Fowler, Lawrence	Baltimore, MD		The Arlington (Hotel)	
Frederickson, Mrs.	Pittsburgh, PA		The Columbian (Hotel)	
Gaillard, Mrs.	Washington, DC			
Garneau?, John B.	Baltimore, MD		The Columbian (Hotel)	
Garrett, Albert, Mr. and Mrs.	Bridgeville, PA		The Arlington (Hotel)	
Garrett, Mary, Miss	Bridgeville, PA		The Arlington (Hotel)	
Gayley, Mr. and Mrs. Chas. M., child and nurse	Detroit, MI		The Arlington (Hotel)	
Gillis, Miss M.	Cedar Rapids, IA		Cedarmere (Hotel)	Accompanied Mr. and Mrs. S. E. Sinclair, Miss M.(?) Maguerite Sinclair, and Miss Wetzel, all of Cedar Rapids, IA
Gillite(?), Mrs. J. F.	Chicago, IL		The Columbian (Hotel)	
Glazebrook, Rev. Otis, and family	Elizabeth, NJ		The Arlington (Hotel)	
Glazier, Mrs.	Montgomery, AL		The Arlington (Hotel)	
Gorman, Mrs. J. E. and son	St. Louis, MO		The Columbian (Hotel)	
Gould, Miss Adelaide M.	New York		The Columbian (Hotel)	
Gould, Mr. and Mrs. C. J. F., two children and maid	Baltimore, MD		The Columbian (Hotel)	
Gould, E. R. L.	New York		The Columbian (Hotel)	
Greenlees, Miss	Washington, DC		The Arlington (Hotel)	
Greenlees, Mr. D. A.	Washington, DC		The Arlington (Hotel)	
Gregory, Mr. and Mrs.	Detroit, MI		The Arlington (Hotel)	
Griffin, H.				
Griffiths, Mrs.	Indianapolis, IN			
Hair (or Bair), Mrs. Edward, three children and nurse	St. Louis, MO		Cedarmere (Hotel)	

Name	Home Residence	Occupation	Cobourg, Ontario Residence	Notes
Harris, Mrs.	Detroit, MI		The Arlington (Hotel)	
Harrison, Miss	Baltimore, MD		The Columbian (Hotel)	
Haskell, Mrs. Mary	Chicago, IL			
Haskell, R. G.	Boston, MA		The Arlington (Hotel)	
Hathaway, Capt. William	Rondout, New York; Buffalo, New York	Shipbuilder (General Superintendent of the Pennsylvania Coal Company)		Learned shipbuilding in New York City and went to Montreal and Cobourg, Canada as a young man (A Well-known shipbuilder dead, April 14, 1888). "... Constructed the first steamboat that ever run in Canadian waters" (A Well-known shipbuilder dead, April 14, 1888).
Haley, Thomas P.	St. Louis, MO		The Columbian (Hotel)	
Hayward, Col. G. A., Mrs. and Miss Hayward	St. Louis, MO	US Army officer	The Arlington (Hotel)	
Hayward, Gerald E. and Mrs.; Master G. Kenneth Hayward	Larchmont Manor, NY		The Arlington (Hotel); "White House" (Gore's Landing)	
Hayward, Mrs. L. J.	St. Louis, MO		The Arlington (Hotel)	
Henderson, Mrs. Warren and Miss Henderson	Louisville, KY		The Columbian (Hotel)	
Hess, Frank "Papa"	Philadelphia, PA			
Hewson, J. H.	New York		The Columbian (Hotel)	
Hickman, Richard Baylor	Louisville, Kentucky		"Ravensworth" (Purchased in 1926) Gerton Cottage (Purchased	His son, Richard Baylor Hickman, Jr. was a director of Churchill Downs.
Hilleir, Baron Fitz von	Pittsburgh, PA		The Columbian (Hotel)	

Name	Home Residence	Occupation	Cobourg, Ontario Residence	Notes
Holt, Mrs. George H., and maid	New York		The Columbian (Hotel)	
Hopkins, Mr. and Mrs.; Mr. I. A. Hopkins	Washington, DC		The Arlington (Hotel)	
Horsburg, Mr. Robert	Philadelphia, PA		Visited friend in Baltimore, ON.	
Howards, The			William Black residence (202 Church St.)	
Howe, E.				
Howe, George M.	Pittsburgh, PA			
Hurkamp, Mrs. Elizabeth M.	Fredericksburg, VA		The Columbian (Hotel)	
Husey, Miss	Indianapolis, IN			
Hutchinson, Miss	Chicago, IL		The Arlington (Hotel)	
Irvine, Col. and wife		US Army officer		
Irwin, Col. and Mrs.	Chicago, IL		In 1901, purchased a cottage in Cobourg to use as a summer residence.	Mrs. Leonard Barnes (Chicago, IL) was their daughter. Irwin served as the Vice President of the Cobourg Golf Club.
Janney, Mr. and Mrs. & two sons	Philadelphia, PA			
Jarboe, Mrs. Elanor, maid and child	San Francisco, CA		The Columbian (Hotel)	
Johnston, Miss H.	Washington, DC		The Columbian Hotel	
Johnstone, G.	Butte City, MT		"Kensington House" (Gore's Landing)	
Kay, Alfred	Pittsburgh, PA		The Columbian (Hotel)	
Kay, F. G. (or F. W.?) and Mrs.	Pittsburgh, PA		The Columbian (Hotel); Kay estate??	
Kay, Lucy and maid	Pittsburgh, PA		The Columbian (Hotel)	
Kenny, Miss	New York		The Columbian (Hotel)	

Name	Home Residence	Occupation	Cobourg, Ontario Residence	Notes
King, Mrs. C. B. and maids	Pittsburgh, PA		The Columbian (Hotel)	
King, S. H.; Mrs. King; and King, John H.	Baltimore, MD		The Arlington (Hotel)	
Kinney, Mrs. and Mrs. James B. and Miss Kinney	New York		The Columbian (Hotel)	
Kirkland, B. B. and Master Fred	Baltimore, MD; New York		The Arlington (Hotel)	
Kirkland, Miss E.	Chicago, IL		The Columbian (Hotel)	
Kirkland, Frederick R.	New York		The Arlington (Hotel)	
Kirkland, Mrs. Joseph	Chicago, IL		The Columbian (Hotel)	
Kline, Misses	Lancaster, PA		The Arlington (Hotel)	
Kohn, Mr. and Mrs. Gustave, Miss Kohn and Master Arthur Kohn, and maid	New Orleans, LA		The Arlington (Hotel); The Columbian (Hotel)	
Kollock, Miss J. J.	Savannah, GA		The Columbian (Hotel)	
Ladd, Haven			"Heathcote"	Son of William F. Ladd
Ladd, William F.	Galveston, TX		"Heathcote" ("... purchased and enlarged Heathcote, originally owned by the Heath family" (Spilsbury, 1981, pp. 111-112)	
Larcome, Miss	Washington, DC		The Arlington (Hotel)	
Latrobe, Miss Edna	Baltimore, MD		The Arlington (Hotel)	
Latrobe, Mary M.	Baltimore, MD		The Arlington (Hotel)	
Latrobe, Mrs. Stewart	Baltimore, MD		The Arlington (Hotel)	
Laughlin, Mr.	Pittsburgh, PA			

Name	Home Residence	Occupation	Cobourg, Ontario Residence	Notes
Leach (?), Mr. and Mrs.	Rochester, NY		The Arlington (Hotel)	
Longcope, W.	Baltimore, MD		The Arlington (Hotel)	
Love, Mrs. and Miss	Chicago, IL		The Arlington (Hotel)	
Lovett, Mrs. and Miss	Washington, DC		The Arlington (Hotel)	
Maison, Mrs. Jack	Baltimore, MD			
Mason, Mrs.	Detroit, MI		The Arlington (Hotel)	
Mason, Allen	Detroit, MI		The Arlington (Hotel)	
Maxwell, Mrs. Robert, two children and maid	New Orleans, LA		The Arlington (Hotel); The Columbian (Hotel); Later purchased a cottage in Cobourg area.	
McFarland (or MacFarland), Mrs. S. A.	Philadelphia, PA		"Lilac Lodge" (Gore's Landing)	
McGonnigle, Col. and McGonnigle, May Miss	Baltimore, MD		The Arlington (Hotel)	
McKinley, Mrs. and Miss Isabelle McKinley	Chicago, IL		The Columbian (Hotel)	
McMahon, Miss	Dayton, OH		Fairbank Cottage	
McMillan, Mrs. Gertie	New York		"White House" (Gore's Landing)	
Miles, Miss & Miles, S., Miss	New Orleans, LA		The Arlington (Hotel)	
Miller, Miss Ethel	New Orleans, LA		The Columbian (Hotel)	
Miller, Mrs. John and family	North Adams, MA			
Milliken, L. C.	Havana, Cuba		The Arlington (Hotel)	
Mines, Mr.	Baltimore, MD		The Columbian (Hotel)	
Mitchell, W.	Buffalo, NY			

Name	Home Residence	Occupation	Cobourg, Ontario Residence	Notes
Montgomery, Miss E.	Washington, DC		The Columbian (Hotel)	
Montgomery, Mrs. W. W.	Savannah, GA		The Columbian (Hotel)	
Moore (or Moors?), Mrs. and Miss	Denver, CO		The Arlington (Hotel)	
Morris, Joseph R.	Chicago, IL		The Columbian (Hotel)	
Mulliken, Mrs. and Miss	Washington, DC		The Arlington (Hotel)	
Noble, Miss	Baltimore, MD		The Arlington (Hotel)	
Offly, Mrs. C. N.	Washington, DC		The Arlington (Hotel)	
Oliver, George Tener (1848-1919)	Pittsburgh, PA	Schoolteacher; Lawyer (1871-1881); Steel and wire manufacturer (until 1901); United States Senator from Pennsylvania (March 17, 1909-March 3, 1917); Publisher of the Pittsburgh Gazette-Times and Pittsburgh Chronicle-Telegraph		"The Oliver's, originally associated with the steel industry, later expanded into publishing and at one time owned several leading Pittsburgh and area newspapers" (Souvenir of Cobourg, Ontario, Canada).
Osborne, Miss Charlotte	Rochester, NY		"Lilac Lodge" (Gore's Landing)	
Osborne, Miss Laura	Rochester, NY		"Lilac Lodge" (Gore's Landing)	
Page, Mrs. Harvey L.	San Antonio, TX		The Columbian (Hotel)	
Papin, Miss Eugenie	St. Louis, MO		The Columbian (Hotel)	
Papin, Miss Josephine	St. Louis, MO		The Columbian (Hotel)	
Papin, Mrs. M. F.	St. Louis, MO		The Columbian (Hotel)	
Parker, Col. and Mrs.		Colonel in the U.S. Army	The Arlington (Hotel)	
Parmalee, W. S. and wife; Parmalee, Miss	Elizabeth, NJ		The Arlington (Hotel)	

Name	Home Residence	Occupation	Cobourg, Ontario Residence	Notes
Poe, Mrs. Elenor				
Poe, Gen. Orlando Metcalf (1832-1895)		Engineer		<p>1856 graduate of West Point. Graduated 6th in his class.</p> <p>During the Civil War, Poe served in the infantry and as an engineer.</p> <p>"Most of his career was an engineer. A large part of his work was in the Midwest. The Poe Locks at Sault Saint Marie are named after him. This is where he fell while inspecting them and sustained an injury that led to his death" (Everette, 2003).</p>
Polms, Misses	Detroit, MI		The Arlington (Hotel)	
Pope, Mrs.	Baltimore, MD		The Columbian (Hotel)	
Pope, Mr. P.	Baltimore, MD		The Columbian (Hotel)	
Power (or Powers), Mr. and Mrs. Edward	Philadelphia, PA (i.e., Rochester, PA)		"Lilac Lodge" (Gore's Landing)	Mr. Powers' sister, Mrs. Bonbright, resided at 'Lilac Lodge'
Prenderville, Misses	Chicago, IL			
Reid, Mrs. and Master Hugh Reid	Chicago, IL		The Arlington (Hotel)	
Riley, Miss M. A.	Washington, DC		The Columbian (Hotel)	
Robinson, Miss	Baltimore, MD		The Columbian (Hotel)	
Rogers, Mr., Mrs., and Miss	Rochester, NY		The Arlington (Hotel)	
Rogers, H.	Rochester, NY		The Arlington (Hotel)	

Name	Home Residence	Occupation	Cobourg, Ontario Residence	Notes
Roller(?), M. C.	New York		Cedarmere (Hotel)	
Rowe, Wallace H.	Pittsburgh, PA	President of the Pittsburgh Steel Company. Rowe was associated with all Pittsburgh Steel allied concerns: Pittsburgh Steel Products Co; Monessen Coke and Coal; Oil Fields; and Ore Mines. (Monessen Daily Independent, Feb. 1, vol. 17 #92??, p 1). (Greater Monessen Historical Society).	"Cottesmore Hall" (The largest summer home erected in Cobourg). Northeast corner of King St. and Cottesmore Ave. Built in 1910; Architects were Ruttan and Russell of Pittsburgh.	
Sartoris, Nellie Grant			"The Hill"	President U.S. Grant's daughter. On August 23, 1902, Nellie Sartoris' daughter and U.S. Grant's granddaughter Vivian May Sartoris married Frederick Roosevelt Scovel, a cousin of President Teddy Roosevelt in St. Peter's Church, Cobourg.
Sartoris, Rosemary Miss	Washington, DC			
Sauers, Dr. and family	Washington, DC		Port Hope	
Scanlan, Mrs. and Miss	St. Louis, MO		The Arlington (Hotel)	
Scellogg, Mrs. L.	Chicago, Illinois		The Columbian (Hotel)	
Scott, Maj. Douglas W. and Mrs. Scott	Washington, DC	US Army officer	The Columbian (Hotel)	
Scott, Mrs. William L., and Miss Julia F. Scott	Washington, DC		The Columbian (Hotel)	
Scovel, R. B. Mr. and Mrs.	Washington, DC		"Interlakin"	

Name	Home Residence	Occupation	Cobourg, Ontario Residence	Notes
Seymour, Mrs. J. C. W.	Washington, DC		The Columbian Hotel	
Shallenberger, Col. George and daughter, Miss Ella	Washington, DC		"Lilac Lodge" (Gore's Landing)	Relatives of Mr. W. S. Bonbright,
Shallenberger, Mary Miss	Washington, DC	Daughter of Hon. General Shallenberger, assistant Post Master General Washington, DC	"Lilac Lodge" (Gore's Landing)	Relatives of Mr. W. S. Bonbright,
Shemble(?), Capt. and Mrs.	New York		The Arlington (Hotel)	
Sherrill, Miss	Washington, DC		The Columbian (Hotel)	
Shippen, Dr. and Mrs., Lloyd Shippen, and maid	Baltimore, MD		The Arlington (Hotel)	
Shoenberger, Emily			"Balmuto" (King St. East)	Daughter of Judge for the United Counties George Boswell. Married William Hamilton Shoenberger (eldest son of George K. Shoenberger).
Shoenberger, George K.	Cincinnati, OH	<p>Pennsylvania "Iron King"</p> <p>George K. Shoenberger and his son-in-law held controlling interests in the Cobourg, Peterborough and Marmora Railway and Mining Company.</p>		<p>Son of Peter Shoenberger</p> <p>George K. Shoenberger, along with his son-in-law, Colonel William Chambliss, who first came to the Cobourg area and persuaded Charles Lane Fitzhugh to join them. "It was these men who laid the cornerstone for the growing popularity of Cobourg as a summer resort for wealthy Americans" (Wright, July 15, 1988).</p> <p>Wife Ella (Later Mrs. Ella Harris)</p>

Name	Home Residence	Occupation	Cobourg, Ontario Residence	Notes
Silbey (or Sibley), Miss Alex	Detroit, MI		The Columbian (Hotel)	
Silbey (or Sibley), Kate D. Miss	Detroit, MI		The Columbian (Hotel)	
Silbey (or Sibley), Miss Sharlotte	Detroit, MI		The Arlington (Hotel)	
Sinclair, Gen. and Mrs.		General in the U.S. Army	The Arlington (Hotel)	
Sinclair, Mr. and Mrs. S. E.; Miss M.(?) Maguerite Sinclair	Cedar Rapids, IA		Cedarmere (Hotel)	
Soria, Madame	New Orleans, LA		Mrs. T. J. Field's residence (South Ontario St.)	
Sparks, Mr. & Mrs. E. K., child and maid	Philadelphia, PA		The Columbian (Hotel)	
Speer, Charles E.	Pittsburgh, PA	Banker and financier		
Spreckelson, T. Von	Baltimore, MD		The Arlington (Hotel)	
Stanley, Mr. and Mrs. Edward	Baltimore, MD		The Arlington (Hotel)	
Stanley, Miss Mary	Baltimore, MD		"White House" (Gore's Landing)	
Stanley, Miss Sara	Baltimore, MD		"White House" (Gore's Landing)	
Steele, Mr. and Mrs.	Kansas City, MO			
Steele, Mr. and Mrs. Franklin, Jr. and Miss Steele	Washington, DC		The Arlington (Hotel); The Columbian (Hotel)	
Struthers, Mrs. and Miss	New York		The Arlington (Hotel)	
Stuart, V., Mrs.	Columbus, OH		The Arlington (Hotel)	
Sullivan, Miss A. T.	Washington, DC		The Columbian (Hotel)	
Sully, Miss Jeanne	New Orleans, LA		The Columbian (Hotel)	

Name	Home Residence	Occupation	Cobourg, Ontario Residence	Notes
Sully, Mrs. Thomas	New Orleans, LA		The Columbian Hotel	
Swan, Mr., Mrs. and Miss Donald; Swan, Miss Belle	Baltimore, MD		The Arlington (Hotel); The Columbian (Hotel)	
Talcott, Miss	Utica, NY		The Arlington (Hotel)	
Taylor, Mrs.	Washington, DC		The Arlington (Hotel)	
Throop, Bennett Mr.	Detroit, MI		Cotemore Ave. while his own house was rented until fall (May 15, 1903)	
Tidball, Rev. and Mrs.	Philadelphia, PA		The Arlington (Hotel)	
Tracey, C. B. Mrs.	St. Louis, MO		Cottage on "Hamilton House" grounds	Daughter-in-law of Mrs. Erastus Wells
Trick, Miss Geraldine	Philadelphia, PA		"Lilac Lodge" (Gore's Landing)	
Trick, Mr. Raymond	Philadelphia, PA		"Lilac Lodge" (Gore's Landing)	
Walker, Mrs. and Miss	Chicago, IL		The Arlington (Hotel)	
Valle, Miss Elizabeth	St. Louis, MO		The Columbian (Hotel)	
Valle, Miss Isabel	St. Louis, MO		The Columbian (Hotel)	
Valle, Dr. Jules J.	St. Louis, MO		The Columbian (Hotel)	
Villiers-Stuart, Mr. and Mrs.	Columbus, OH		Owned summer cottage on Henry St.	
Wadsworth, Mrs. T. W. and Miss Wadsworth	Chicago, IL		The Columbian (Hotel)	
Walton, Dr., wife and family	Annapolis, MD		The Arlington (Hotel)	
Warder, Mr. and Mrs. Robert	Washington, DC		The Columbian (Hotel)	
Warner, Mr.	New York		"White House" (Gore's Landing)	
Waterbury, Major William and Mrs.	Washington, DC	US Army officer	The Columbian (Hotel)	

Name	Home Residence	Occupation	Cobourg, Ontario Residence	Notes
Watson, Mrs. M. E.	New York		The Columbian (Hotel)	
Wells, Erastus Mrs.	St. Louis, MO	Wife of St. Louis transit magnate (President of the Missouri Railway Co.) Erastus Wells also served as a Representative in United States Congress from 1869 to 1877 and from 1879 to 1881 (Tate, 2003).	"Hamilton House" (Bought and renovated in 1895)	Wells built the first street railway west of the Mississippi River--located in St. Louis. Wells' son Rolla Wells was a mayor of St. Louis mayor.
Westcott, Mr. L. H.	New York		The Arlington (Hotel)	
Wetmore, Mrs.	New York			
Wetzel, Miss	Cedar Rapids, IA		Cedarmere (Hotel)	Accompanied by Mr. and Mrs. Sinclair, Miss M.(?) Maguerite Sinclair, and M. Gillis, all of Cedar Rapids, IA.
Whistler, Mr. and Mrs. Ross W., and child	Baltimore, MD		The Columbian (Hotel)	
Whitney, Mrs.	New York		The Arlington (Hotel)	
	Washington, DC		The Columbian (Hotel)	
Williams, Maj., wife and family	Washington, DC			
Wood, Messrs. H. and O., and nurse	Birmingham, AL		The Arlington (Hotel)	
Woodward, Miss C. V.	Washington, DC		The Columbian (Hotel)	
Wright, Florence, Miss	Detroit, MI		The Arlington (Hotel)	
Wright, H. A., Mrs.	Detroit, MI			
Zylam(?), Miss	Boston, MA		Cedarmere (Hotel)	

Sources: *Cobourg World*, 1873-1903; Spilsbury, 1981; *Souvenir of Cobourg, Ontario, Canada*; *The Arlington Hotel*, n.d.; Wright, July 15, 1988; *The Fitzhughs*, n.d.; Climo, 1967.

THE COBOURG AND DISTRICT HISTORICAL SOCIETY

By
Peter Greathead

The Cobourg and District Historical Society is twenty-five years old this year. Kudos to all the founding members and to those who have sustained its existence since then!

Twenty-five years is not a long time, but it is significant in the life of a volunteer community organization. Ken Brown, as President of the Cobourg Heritage Association, chaired a meeting of twenty-five people on 10 March, 1980 to discuss the establishment of a museum or an historical society in Cobourg. This meeting was held in Victoria Hall; although it would not be officially reopened for another three years, the foyer was sufficiently restored to accommodate public meetings. Two guests were present: Philip Baker, Heritage Development Officer, and Alan Barnes, Museum Advisor- both from the Heritage Conservation Department of the Provincial Government. Since the meeting favoured organizing an historical society, a steering committee was formed consisting of Marion Hagen (Chair), Lois Anne Verney, Louise Connelly, Peter Greathead and Rob Mikel. This committee was to organize a public meeting later in the spring, write a draft constitution, and suggest a name for the new organization.

A public meeting was held 1 May, 1980 in the meeting room on the second floor of the old library on Chapel Street. Two Heritage Canada films were shown to the forty people present. Marion Hagen distributed a draft constitution with by-laws and led a discussion. Since we wanted to include the surrounding area, the name chosen was The Cobourg and District Historical Society. Fees were set at \$5 an individual and \$7 a family. A nomination committee of Lenah Field Fisher, Charles Hagen, and Peter Hustler was struck. The next meeting took place on 2 June, 1980 with Peter Delanty as Acting Chair and Jane Greathead as Secretary *pro tem*. Marion Hagen presented a revised constitution, and the report of the nomination committee was accepted. The Executive was: President: Peter Greathead, Vice-President: Marion Hagen, Recording Secretary: Laura Irvine, Corresponding Secretary: Lois Anne Verney, Treasurer: Peter Delanty. Later Tony Weatherby as Membership Chair and Diane Kennedy-Barr as Program Chair were added to the Executive. The Program for the evening was an illustrated talk by Rob Mikel on the "American Summer Colony" in Cobourg.

Thus, The Cobourg and District Historical Society was up and running. Programs that first year included: "The Furniture of F. S. Clench", "The Cobourg Harbour and the Car Ferries", "The Barnardo Children", and "Local Breweries and Distilleries". The year concluded with a banquet on 19 May, 1981 at the Cobourg Motor Inn (now the Best Western), with 150 members and friends in attendance. The speaker was Stanley McBride, the Sheriff of Peterborough County and former Mayor of Peterborough, who had strong Cobourg roots including his great-grandfather, Stanley Howell, Cobourg's Poet Laureate.

Although the decision had been made not to start a museum, some artifacts were donated; in due course, an Archives was established with Marion Hagen as its first keeper.

The first newsletter was distributed in October, 1980 and has continued to inform our membership up to the present month with the publication of number 196. The membership was invited to suggest a name for the newsletter and then vote for one of the seven names submitted. Marion Hagen's suggestion "Historically Speaking" was chosen and has been the name since issue number three. John Jolie has edited over fifty issues and frequently includes interesting pieces of his own research.

The first issue of the HISTORICAL REVIEW was published in 1982 and was dedicated to the memory of Lenah Field Fisher. A student from Clark High School, Judy Rhodes, was responsible for much of the work as part of the school Co-operative Education Program. Judy enhanced the publication with many of her own sketches. Charlotte Cockerill did the editing and the grade 10 typing students at CDCI-East did the printing and duplication. Since then, thanks to several members- Peter Greathead, Valerie Scott, John McLaughlin, Norma Martin, Jim Leonard and Cath Oberholtzer- much of the information presented at the Society's monthly meetings has been preserved, and Issue Twenty-two is currently under production.

Since its inception, The Cobourg and District Historical Society has provided the community with a point of focus for matters, topics, and themes of interest that relate to the heritage of the community. That heritage also includes written and photographic records, objects and items of utilitarian interest and historical significance.

In addition to its emphasis on the heritage of the immediate locale, through its monthly meetings, the Society provides a forum for its members and casual visitors from the community to hear speakers with a variety of experience in a wide range of historical subjects. It encourages discussion of subjects and topics beyond those limited to local history.

In 1991, the Society donated \$10,000.00 to the fund-raising campaign for the construction of the C. Gordon King Centre, little knowing four years later, the Archives would find a permanent home there.

Currently, The Cobourg and District Historical Society every year publishes brochures and pamphlets on subjects of historical interest and the HISTORICAL REVIEW on papers presented at Society meetings. It provides the James Cockburn Room, in Victoria Hall with knowledgeable attendants as well as period furnishings. It maintains archival material for Cobourg and district and provides the public with access to the Society's archives. It presents awards to local collegiate history students. It participates in cultural activities such as Heritage Fairs, sponsored by others, and an information booth at the annual Cobourg Waterfront Festival. Lastly, it appoints a representative of the Society to the Cobourg and District Library Foundation and to the Corporation of Cobourg's Committee for the Arts in Public Spaces.

Society meetings, open to the public, are held in the Citizens' Forum, Victoria Hall, on the 4th Tuesday of each month September to May at 8 p.m.

Happy Birthday!



President Diana Cunningham

*Guests at May Annual Meeting
listening intently to
Marsha Ann Tate*



*Peter Greathead recounting the
history of the Society to the
audience*

*President Diana Cunningham thanks Jane
Greathead, Past President, for her
contribution to the Society*



HISTORICAL SNIPPETS

By

John Jolie

Editor, Historically Speaking

☞ September 2004 – Number 189 – The Rouge Hill

One might wonder why this landform, well outside our area, merits mention in this newsletter. The historical fact is that Rouge Hill had been an ordeal to local travelers moving along the west shoreline of Lake Ontario.

Mention of the Rouge Hill will cause blank stares today. In the past, that was not the case. The Rouge River is the boundary line between Toronto and Pickering. The eastern slope of the river valley, the Pickering side, is steep. That bank was called the Rouge Hill. It was formed by the river cutting through glacial deposits as it cut towards Lake Ontario.

Today, engineering feats have disguised the hill. The 401 and #2 easily span the river valley and the grade of the Rouge Hill is barely noticed. However, it was an ordeal dreaded by travelers when they approached the steep eastern bank. In fact, it was a killer.

Cobourg's stagecoach magnate, William Weller, constantly battled that hill when his carriages tried to navigate that slope. His frustration resulted in a petition to the province to construct a better route up the hill. Weller received the contract during 1833-4 to do the work, but the work was so costly, he had to petition for more funds. His efforts helped, but scaling that hill was still worrisome to all travelers.

The first Catholic priest in Cobourg, Father Kernan, died from his injuries after his carriage overturned at the base of Rouge Hill. That was in 1842.

In December of 1923, Dr. McKinley of Port Hope tried to climb Rouge Hill in one of the new automobiles. The incline was slick with mud. Twelve vehicles overturned on the hill that day alone, including Dr. McKinley's.

Now, Rouge Hill has been engineered so that it is almost unnoticed. The name has fallen out of use. However, I hope you take notice of that old obstacle on your next trip to Toronto.

**☞ October 2004 – Number 190 – Hurricane Hazel**

Hurricane Hazel hit here, too. The 50th anniversary of Hazel is this month. Our area was on the edge of that storm, causing us to have less rainfall and winds than the Toronto area. No one died here. Nevertheless, it still was a notable local experience.

Early on, Hazel caused death and destruction in the Caribbean. Then as the storm moved along the southern Atlantic States, it did not turn to the Atlantic, as most hurricanes do. Instead, Hazel veered westward, over the Appalachians, causing more loss of life in the U.S. Then, the remnants crossed Lake Ontario. On October 15th, 1954, Hazel hit Ontario. Northumberland missed the full force of the storm, but even that passing blow did create a mess here.

Locally, the wind driven rain was stronger than anyone could remember. Gusts were estimated to be 80 mph (120 k). Trees fell and power lines toppled. By 10:30, the telephone lines to the west were silent and the power was off. Road traffic, usually headed to Toronto along Highway 2, came to a standstill as travelers sought shelter. The local hotels overflowed with stranded motorists.

Up from Victoria Park's beach, we once had a dance pavilion (approximately where the new water play area is). During that storm, waves were washing up to within a few feet of the dance pavilion. Four cars in the pavilion parking lot were hit by falling trees.

At the harbour, a storage structure was blown into the lake, and the Harrison Coal shed lost its roof. The Cobourg Star sent a reporter to take a picture at the foghorn, on the pier. The darkness, the winds and driving rain were so fierce that the reporter stated that he couldn't even see the pier to get onto it.

All over town, never had so many trees fallen over. Four trees fell on each of Victoria Park, Queen Street, the golf club (where McKeen's is today). More trees fell on D'Arcy, Orange, Division, Albert, Bagot and at the Training School. Donegan, then named Kiwanis Park, had its canteen damaged by a toppled tree. Everett Winter's house, on Bagot, narrowly escaped a large, falling tree. A summerhouse on Creighton Heights was blown down. A new store on D'Arcy, near the tracks (now a variety store), had a wall collapse. The fire hall in the army base (Industrial Park) had its roof blown off. Four lights in Victoria Park were destroyed. In fact, one could see damage on every street in town.

The death and destruction created by Hazel in the Toronto area overshadowed our experiences, but this area was certainly not immune.

Main source: Cob. Sen. Star Oct. 21, 1954



☞ November 2004 – Number 191 –The Military Hospital

The Ontario Military Hospital was located in the imposing Victoria College building up on University Avenue. That structure predates Victoria Hall by a generation. When early travelers came upon our village 160 years ago, they were startled that such a large building would exist in such an insignificant village. That building remains an imposing sight, even though the College moved to Toronto over a century ago.

Let us fast-forward eight decades, to a period of only 85 years ago. It was the First World War and many soldiers were returning home suffering from physical and mental wounds. The old College building was converted into a Military Hospital, tending to the shell shocked men, uncured by time. Treatment was uncertain, experimental.

In June of 1916, the hospital had 144 veteran patients, then that was increased several times, up to 275. All had nerve or related disorders. On October 29th, 97 more patients arrived. Then, in January of 1919, 110 more came, followed by 60 more on July 12th. (Some must have been discharged, but I do not have those numbers.)

The local papers carried stories of parties that various groups held for these men. However, these occasions had to be surreal to these war victims. The Cobourg local paper, over the next few years gives a clue about the emotional state of those hospital patients. If you scan the local paper, it carried brief, recurring notices on patients from the hospital. Some men

seemed to slip out and head north of the Hospital grounds. There, they were killed by trains. Their minds could not easily be cured. Their war did not end when they returned to Canada. Think of them on Remembrance Day, too.

(Climo, *Cobourg 1914-18*)

A dozen years after the War's end, there was an article in the paper reporting that the local branch of the Legion asked the town council to ban the setting off of fireworks because the shell shocked returned men suffer greatly from the noises.

(*Cobourg Sentinel Star, June 25, 1931*)



☞ January 2005 – Number 192 – Before Victoria Hall

Cobourg was incorporated before Victoria Hall was built. Port Hope also was incorporated before they erected their town hall. So, the question that I have had for many years is: 'Where did town officials meet before these buildings were put up?'

Their problem was to find a building that could hold a large number of people. That criteria considerably narrowed the possibilities. In fact, the best place to meet was in the taverns. Many Port Hope meetings were held in Strong's Hotel. Cobourg had the county court house, up on Golden Plough Hill, erected in 1832. It replaced a building on the east side of Burnham Street. Cobourg officials could meet there. However, the courthouse and jail were far too crowded to hold a town council chamber, too. Even the court functions were crammed. When trials by jury were held, the deliberations took place in the nearest tavern, hardly a place for sober thought!

In 1837, the first town election for the Police Board took place in the three wards. Each ward election was in a tavern - the South Ward in Brown's Inn, East Ward in Wilder's Inn and the West Ward in Battell's Inn. 1837 was, of course, the year of the rebellion and tensions were very volatile. The election elicited no comment from the Cobourg Star, probably figuring that silence was the safest strategy.

There is little data of the first town hall. We do know, that in June of 1838, three buildings, which stood where Victoria Hall now is, were bought by the new town. Part of one of those buildings was used for their meetings. (*Early Cobourg, Climo p. 97*).

Eventually, a building had to be built for town and county meetings as well as a courthouse - Victoria Hall.

Municipal meetings in taverns were more common than one might think. Occasionally, some interesting outcomes came from these shared locations.

In Metropolitan Vancouver, there is a suburban city called Richmond. It sits on a delta island at the mouth of the Fraser River. The island has an interesting name Lulu! In the early years of Vancouver, one task that the municipal council had was to chose names to put on the blank spaces on the map.

Naming things was not usually very contentious, so they continued their meeting in the tavern, enjoying the night's entertainment. With the blank map before them, they gave names to places that would forever identify them. This was relatively easy, so the council sat back and downed their drinks in the inn, looking for inspiration. Now the performer that night was a dancer named Lulu. The town fathers were so impressed (or maybe drunk) that they decided to

immortalize her, too. They decided to name an island for Lulu, Today, Richmond, one of the richest communities in Canada, is built on Lulu Island.



February 2005 – Number 193 – The Tiny Creek in our Downtown

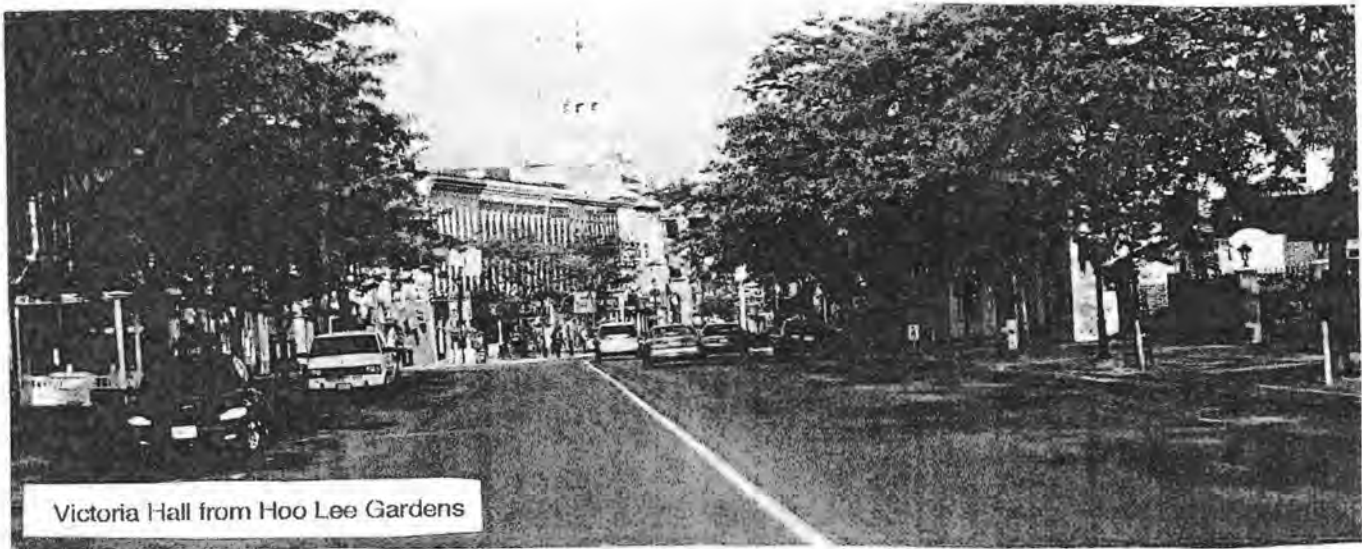
Victoria Hall, in itself, is a magnificent building. However, there is something else that puts the structure in a class by itself. Strangely, it has to do with a little creek that cuts through the downtown, exiting at the harbour.

Midtown Creek is virtually invisible today, flowing beneath some stores on King Street West. That low profile, little creek is responsible for a stunning vista as one travels downtown.

As you travel from the east, (St. Peter's Church, for example) look down the street, towards Victoria Hall. The town hall rises above the other buildings and the cupola can be seen right down the middle of the street! This is interesting because this building is set back from the rest of the structures. And, if you are near the Dressler House, make the same observation - stand next to King Street and look down the street. From this viewpoint, the 'Grand Old Lady' still rises above the middle of the street. If there are any other town halls in the entire country that are placed like that, I do not know about them.

There are no records around that show Kivas Tully's thoughts about his positioning for Victoria Hall, but surely, it cannot be a coincidence.

Now, this stunning alignment is partly caused by that little Midtown Creek. In Cobourg's earliest days, people travelling on King Street had to deal with spanning that inconvenient watercourse. They crossed it at right angles to make the gap shorter. The path of the road was therefore bent, almost unnoticed. This minor adjustment gave Tully the opportunity to let Victoria Hall rise over the streetscape, despite the fact that Victoria Hall was placed back from the surrounding buildings!



Victoria Hall from Dressler House



Midtown Creek has created problems, too. There have been floods downtown and basements have been hit. Much merchandise has been lost in basements that were too close to the creek. Streamway Villa, two streets up, had to be evacuated in March 1980, when the creek threatened it, too. In rarer incidents, King Street itself was flooded when water overwhelmed the drainage channel.

It ends its journey at the harbour, little more than a ditch. If you walk down there, you can still see a few large steel beams. They supported some of the tracks that once crossed over that minor watercourse. Our harbour was full of tracks, sheds and coal piles, only a generation ago.

From the west, past Victoria Hall, another complication produces the same vista of the town hall. King Street is a concession road, but west of town, it begins to run into the lake. Therefore, William Street, the only **old** road that cut across the grid pattern of streets, was constructed to move east-west traffic up to the next concession Elgin Street. Elgin was once called Baseline Road (There's a good trivia question to impress people with).



☞ March 2005 – Number 194 – Streetscapes

The Lawn , the showpiece of a cluster of buildings, was torn down a few years ago. It was a magnificent structure, home for some very prominent families, including D’Arcy Boulton and colonel Dumble. The Lawn was one of the gathering spots for high society. Today, a vacant lot exists behind what was once a large carriage house.

The carriage house, on the south west corner of King Street and D’Arcy, was converted into a substantial home. However, in this newsletter we will focus on Perry Street and those houses connected to the Lawn. (The property of the Lawn went down to Perry Street)

The owners of the Lawn needed several staff to keep their home operating. Therefore, D’Arcy Boulton built homes for them, on the north side of Perry. Unlike most rows of homes built for workers, these are different. Each has a character of its own. They are easy to overlook – they were servants homes, after all!

The first home, 226 is the only house built after 1858! 230, 234 and 240 are a century and a half years old!



The property behind 240 Perry, the home shown below, has a backyard equipped with buildings that serviced the needs of the Lawn. From Perry Street, the greenhouse stands at the top of the driveway. The Lawn never lacked for flowers. Immediately behind the house, a large outbuilding with a gambrel roof is visible. This is where the coal supplies were kept for the mansion. Behind that, is the root cellar, the low roofed structure, lined with limestone. To enter it, one needs to descend a steep ladder to get down to the cool dirt cellar. I assume that blocks of ice were cut from the lake in the early days to further decrease the temperature. I thank the Publicover family allowing me to show off their yard.



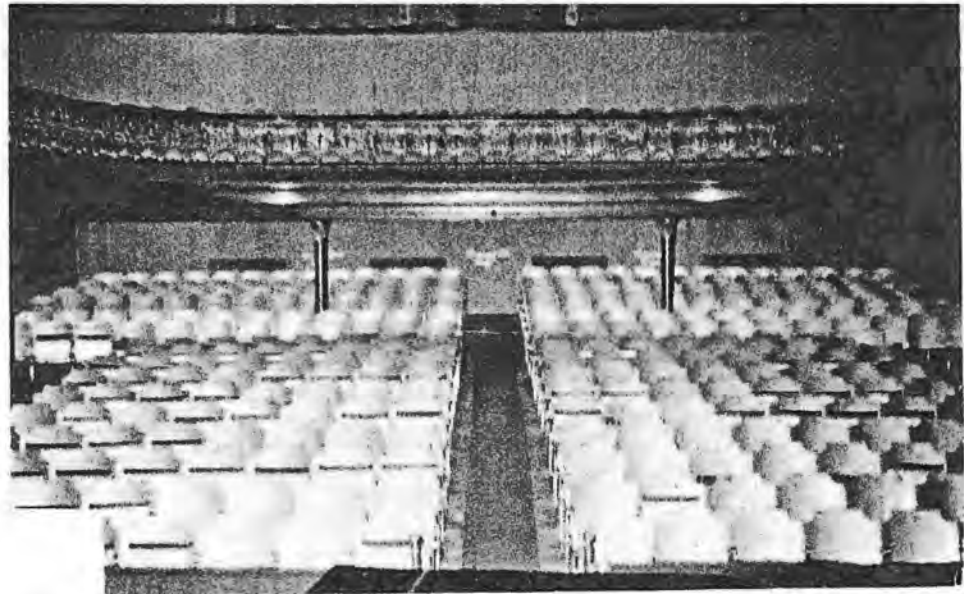
*This is the view from the back of the property (240)
The Root cellar is on the front left, the greenhouse in the centre
And the large coal shed between the root cellar and the house.*



☞ April 2005 – Number 195 – Postcards of a Hall

The following pictures may be foreign to you. The top picture shows a balcony and a sloping floor, set in a rather plain room. The bottom scene shows the same room from the other

direction – a stage and a VIP box to the right. This is what the Concert Room of Victoria Hall once looked like!



These postcards illustrate parts of the evolution of a building that is almost 150 years old. Victoria Hall is magnificent, but it has always needed renovations. It took four years to build it. During that time, the unfinished building was exposed to water, snow and temperature changes. The wood was therefore destined to decay much sooner than it normally would. Then, inferior materials (The best there were back then) failed to protect the roof from leaking. Another, steeper roof was built (it is gone now). The restored ceiling that we see today was hidden for a century above a dropped ceiling. When the original ceiling was rediscovered, a few precious remnants allowed the restorers to replicate what was once there. It was an unexpected delight to uncover the work.

The story of the ballroom floor ‘bouncing’ during dances, was true. The long, pine beams were replaced by stainless steel rods during the reconstruction. The inclined floor was put in before 1900 (seen in the pictures) and removed when the hall was restored.



☞ May 2005 – Number 196 – When Cobourg Ran the Queen's Plate

The Queen's (or King's Plate, depending on who was monarch) is associated with Toronto's Woodbine Racetrack. However, according to Guillett's book, Cobourg 1798-1948, we hosted that famous race, twice!

This happened in the earliest days of the Queen's Plate. We had many wealthy horse fanciers in our area and they decided to build a circular racetrack, one mile around. It was on King Street East. Today, there is no trace of that track, but it was in the area occupied by Brookside Training School.

The Northumberland Turf Club, or Cobourg Turf Club, (depending which date of the paper you read) was set up by notable local horsemen and they built the track, including grandstand, paddocks, refreshment stands, etc.

The races were widely advertised and considering that there were not even railroads running back then, the event was significant enough that Pindar, a champion horse from Long Island, showed up at our event.

The Queen's Plate was not the most important race of the meet. The **Cobourg Plate** offered a prize of a hundred Pounds. The **Innskeepers Plate** had a prize of 50 Pounds and the **Queen's Plate** was worth only 25 Pounds. There were stipulations on who could compete in the Queen's Plate. That screened out the lower classes.

1. *The owners had to be bona-fide subjects of Her Majesty for at least two months before the race*
2. *Only 'Gentlemen Riders' could compete.*

Each of the races in Cobourg had qualifying heats. For example, Pindar, the entrant from Long Island, ran in eight separate mile races. I think the riders and horses of 1841 would consider our horses and jockeys to be pampered.

The races that preceded the Queen's Plate on that first day caused confusion and anger at the officials. The starts were chaotic. The horses were brought out to the starting area and the official would stand and simply shout 'Go'. If there was a false start, there was no system in place to stop the race. Some jockeys and horses ran the entire race, flat out, and were then told that the race would have to be run again. Frustration increased as the races proceeded. Some owners took their horses home, in protest. The Innkeepers' Plate had only three competitors, despite the big prize.

The newspaper concentrated on the more important races - the Cobourg Plate and the Innkeepers' Plate. The Queen's Plate just did not have the stature that it has today. It is interesting to note that the *Cobourg Star* took the news of the races from the Toronto Commercial Herald. Perhaps we had no sportswriter back then.

The Queen's Plate had seven competitors in the running. The 'gentleman' riders and their horses were:

1. J. Crawford riding Tom Noble
2. H. Blaine on Sir Charles
3. C. Gates on Limber Jim
4. A. Grant, riding Tom Ladloc
5. R. Howard on Lady of the Lake
6. S. Sherwoods on Ploughboy
7. William Weller, riding Sir Archy.

The paper reported that the start 'was as good as was ever seen'. Sir Archy led for the first quarter, with Sir Charles in hot pursuit. At the half, Sir Charles and Tom Kendle were fighting for first. Then, William Weller, on Sir Archy, lost a stirrup, which caused them to pull out. The frontrunners were 'furiously whipped' in the final stretch. Tom Kemble won by a length, becoming Cobourg's Queen's Plate winner.

The next day, June 24th, the horses were entered in the next event. This was for the Cobourg Plate, the race that officials had botched on the first day. Tom Kemble won the heats and race. The Cobourg Plate prize of 100 Pounds gave him four times the amount he had received for winning the Queen's Plate.