

Scugog Experience

A Tour of the Scugog Countryside with Historical Anecdotes

Lake Scugog Historical Society

\$2

Scugog Experience

*The following pages will take you on a scenic
tour of the Scugog countryside.*

*However, there is another journey to
be taken here – a journey into Scugog's past.*

*The historical anecdotes provided in this booklet
are intended to give you a brief glimpse
of the time when the villages and
hamlets of Scugog were first settled.*

*As you take your tour, pause for a while
and picture what it was like
those many years ago when life was
at a much slower pace.*

*We wish you a most enjoyable and
imaginative journey.*

Lake Scugog Historical Society

Compiled by the Lake Scugog Historical Society July 2007

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Photos courtesy of Scugog Shores Museum
www.scugogheritage.com

**All directions are shown in bold print.
Please note that distances are approximate.
Estimated time of tour 2 hours.**

(Museum to Caesarea turn-off - 9.4 kms.)

Leave Scugog Shores Museum (16210 Island Road at Port View, Port Perry) and turn right (south) at the stop sign. Go to the traffic lights at Hwy. 7A and turn left (east).

As you reach the low level land you will see the canals belonging to the Osler lands. These canals were dug in 1927 to facilitate fishing and hunting on the more than 8,000 acres owned by the Osler family. The canals are dredged each year.

The roadway on which you are driving was first constructed as a bridge linking Scugog Island and the land to the east. It was first constructed as a permanent roadway in 1889. Over the years it has been continually improved.

Proceed through the next set of traffic lights and continue until you see the sign for Caesarea. Turn left here (Durham Rd. 57) and drive through to Caesarea.

CAESAREA

James, Job, Henry and Joseph Caesar arrived in Cartwright Township in 1836 and purchased 1,000 acres on the south-east shore of Lake Scugog. Joseph set aside two acres to be used as a cemetery.

Shortly after the Caesar's arrival, most probably in 1837, John Lasher arrived and purchased property on the waterfront adjacent to Caesar's holdings. Lasher built an inn and a small community grew around him. He built a sailboat and carried goods around the lake. His settlement became known as Lasherville.

When the community was big enough, a Post Office was opened and the community and the post office were named Caesarea. This was in 1853. James Caesar was elected as Reeve and remained in that office until 1859.



Main Street, Caesarea about 1914. At the right is Lakeview House and the small building at the end of the street was a change house for swimmers.



Hiawatha Resort, Caesarea, in the late 1800s.

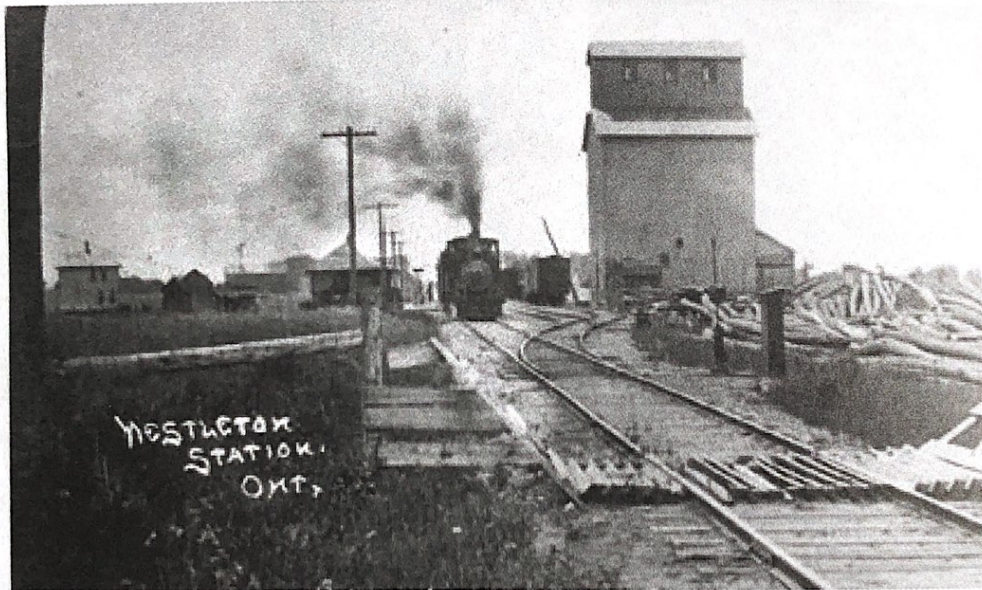
(Caesarea to Hwy. 7A - 2.8 kms.)

In Caesarea at the stop sign turn right (east) staying on Durham Rd. 57 and go to Nestleton Road. Turn right and head south on the Nestleton Road, through Nestleton North, and on to Nestleton at Hwy. 7A.

NESTLETON

John Hoople, the first known settler in Scugog, built his home just south of what is now Nestleton in 1816. However, Hoople didn't stay here and the first permanent settler in the area was George Hall who arrived in 1834. The community was later named Salem, but its name was changed again owing to another larger Salem to the south.

Nestleton Station came into being when the Canadian Pacific Railway built its railway through the township in 1904. After the station was built, stockyards, a grain elevator and a freight yard were added. The community around the station grew rapidly, but the railway line was not profitable and was torn up in 1933. The businesses left and the village became a quiet residential community.



Canadian Pacific Railway constructed a branch railway line from Burketon Junction to Bobcaygeon and it was officially opened July 28, 1904. This scene shows the Nestleton Railway Station and grain elevator.

At Hwy. 7A, turn left (east) and go to the Cartwright East Quarter Line and turn right (south). Continue south until you reach Edgerton Road at Cadmus. (2.8 kms.)

CADMUS

After this area was surveyed in 1816 by Samuel Wilmot, the land patent was granted to John Brewer in 1816. The grant was transferred to James Lynch in 1831 and then to his wife Catherine Lynch the following year. As far as we know, none of these people visited the property. John Brown purchased 150 acres of the area in 1837 and settled here, eventually building a carding mill. He sold 50 acres to James Fluke who built a grist mill and a saw mill. All the mills were powered by the water from the dammed up river. Fluke later (1889) sold 35 acres to William Brown.

This community was originally named Ambuay and the first Post Office was opened in 1871. John Hughes changed the name to Cadmus in 1873, naming it after the developer of the Greek alphabet.



Village of Cadmus looking west with the general store to the right – early 1900s

Go right (west) along Edgerton Road (2.4 kms.) to St. John's Cemetery on the right.

St. John's Cemetery

The original St. John's Anglican Church was built at the west side of the cemetery in 1851. This early church burned down in 1876 and

the new red brick church was built in the village of Williamsburg (now Blackstock).

Blackstock was originally called Tooley's Corners after John Tooley who is buried in St. John's Cemetery.

Continue on Edgerton Road and cross over Durham Rd. 57 to Blackstock. (1.4 kms.)

BLACKSTOCK

Originally called Tooley's Corners, the name was changed to Williamsburg in 1857, and finally to Blackstock in 1887.

The impressive Italianate home on the west side of the cemetery was built by Dr. John Montgomery in 1870. He set up his medical practice here immediately after graduating from what is now the University of Toronto. When Dr. Montgomery and his wife, Ada Drew, moved to North Dakota in 1877, the practice was taken over by Dr. A. J. Campbell. Since the succession of doctors used the house for their medical practice, including surgery, the house became known as the Medical Hall. The last doctor to practise in the house was Dr. John A. McArthur who died here in 1966.

There was a hotel at each of three corners; The Royal Hotel at the north-west, Tooley's Hotel at the south-west and The Exchange Hotel, sometimes called Australia House, at the south-east owned by James Fluke.

John Tooley's hotel was torn down in 1919 and the war memorial was erected on the site.

James Fluke also owned a large piece of land at the north-east corner of Tooley's Corners. He eventually gave part of that land to the Anglicans to build their new church at the east of the village in 1876.



The Royal Hotel in downtown Blackstock about 1800.

Continue west on Edgerton Road to the stop sign and turn left (south) at Old Scugog Road. Drive south to Durham Reg. Rd. 19 (Shirley Road) (2.8 kms.) and turn right (west) and continue through Purple Hill.

When you arrive at Simcoe Street (5.8 kms.), turn left and continue up the hill to the gas station and turn right. After about 200 metres the road drops into what used to be the hamlet of Cedar Creek. You are now heading north on Old Simcoe Road.

There were four main north/south routes of travel and commerce in this region. They extended north from the Lake Ontario waterfront at Whitby and Oshawa. These roads were:

1. Simcoe Street through English Corners, now Columbus; O'Boyles' Corners, now Raglan; Dayton's Corners, now Prince Albert; Crandell's Corners, now Borelia, and ended at the Nonquon River at today's Seagrave.

2. *Scugog Road (or the Centre Line road) from Windsor Harbour, now Whitby; Winchester, now Brooklin; Well's Corners, now Myrtle; Fitchett's Corners, now Manchester where it turned east to Lake Scugog.*

3. *Brock Road ran from present Whitby, Butler's Corners, now Ashburn; McKercher's Corners, now Utica; Jockey Hill, now Epsom, and ended at Gimlet Town on the Eleventh Concession, east of today's Greenbank.*

Continue north for approximately 4.4 kms. You will pass Prince Albert Public School on your left as you enter the village of Prince Albert.

PRINCE ALBERT

In 1821, Reuben Crandell and his wife Catherine and their children followed this route north, taking two days to hack their way through the bush from Oshawa to this point. In 1824, Abner Hurd and his family made their way to this intersection and bought land to the north-east and south-east.

When you reach the stop sign at the four corners, proceed north by making the slight jog left and go to the first street (Barber Street). Turn right and cross over Jeffrey Street to park in Prince Albert United Church (1862) parking lot.

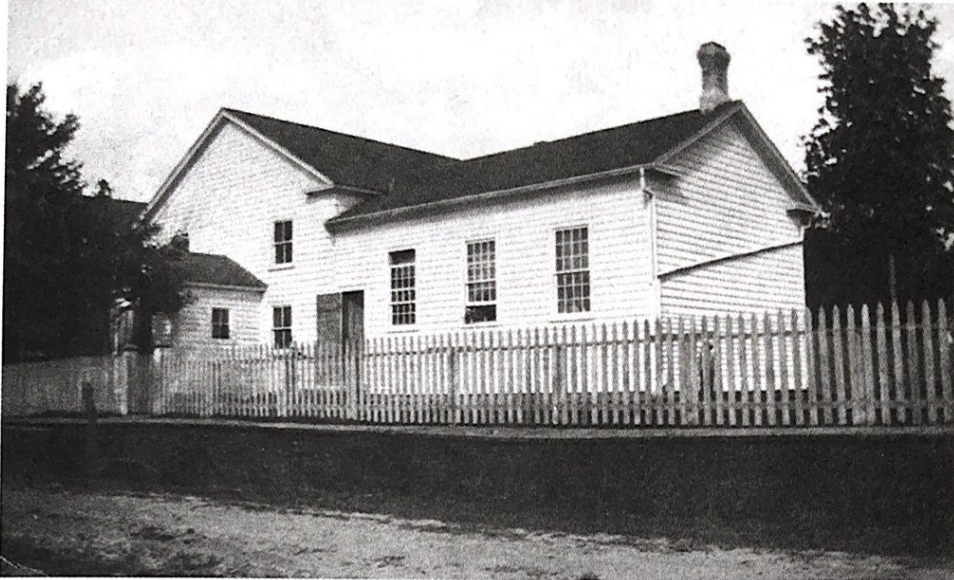
Walk across the road to Pine Grove Cemetery.

Abner Hurd originally owned all this land. When his wife Anna died in 1831 he buried her here, although the cemetery was not founded until several years later. A cemetery Board was established with Hurd on it. He arranged for the Board to legally acquire the land for this cemetery.

Prince Albert was originally called Dayton's Corners. When Queen Victoria married Prince Albert in 1840, the community celebrated by naming the hamlet in his honour.

By 1860 the community was the largest and most prosperous community in Reach Township with four hotels many stores and

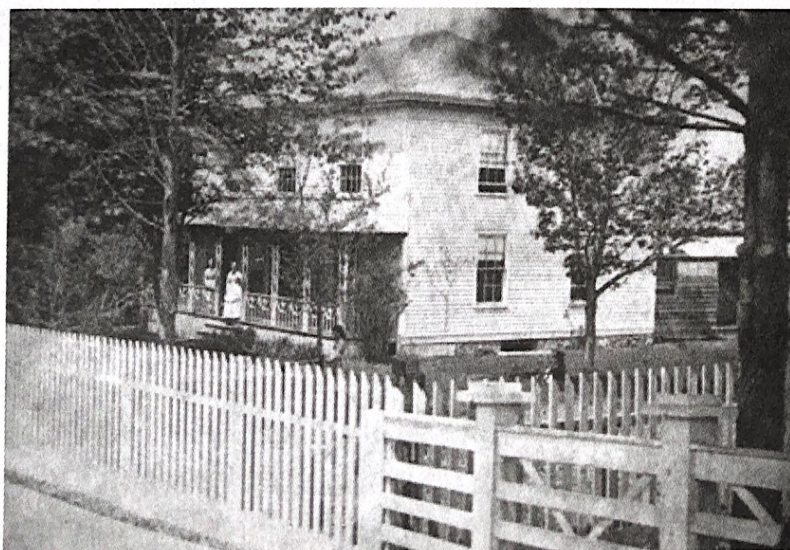
several industries. The first newspaper in the area was started here in 1857. Prince Albert was, by volume, the second largest grain handling centre in Canada. All the businesses left and moved to Port Perry when the railway was built in 1871.



The public school in Prince Albert was built during the 1860s on Jeffrey Street as a three-room schoolhouse. In 1934, the school was remodeled and moved back from the street.

Return to your car, turn left (south) on Jeffrey Street and then right (west) on King Street and through the intersection.

On your left, the south side of King Street, you will see a white two-storey clapboard house. This was Abner Hurd's home built in 1845.



After about 200 metres, you will cross a small creek. Immediately west of the creek, on the north side, you will see an old single storey barn. This building was one of the Prince Albert tanneries, the only remains of the once prosperous commercial centre.

Continue west.

After about one kilometre you will see, on the south side, a yellow brick farmhouse. Immediately to the west of the farmhouse you will see a green barn. This was the site of Reuben Crandell's log homestead, which he built here in 1821. Immediately after that you will see a red brick home, built by Frederick Graham in 1842. Graham bought this land from Reuben Crandell.

MANCHESTER

As the road curves just before Highway 7A, you will pass on your left what was once the old Methodist church and then, close to the church, the old Reach Township Hall, also known as the Manchester Town Hall, built in 1854.

Reuben Crandell settled just east of Manchester in 1821. By 1830 a few settlers had joined him in this area including Dennis and Rosetta Fitchett who built a hotel at the south-west corner of the intersection and the hamlet became known as Fitchett's Corners. The settlement officially changed its name to Manchester in 1849.

The Ontario Observer of Nov 7, 1867 had an article about the hamlet:

"Already there are three first class stores doing an excellent business, two hotels, two carriage factories, several blacksmith's forges, two boot and shoe factories, one or two tailoring establishments, a tinware factory and stove shop, and a grocery with a Town Hall and a very neat church, lately erected by the Primitive Methodists.

The large amount of business done and the vast quantities of grain purchased in this village is quite astonishing. We observe two or three new buildings now in the course of erection there."



Manchester about 1912. The dirt road shown here runs through the middle of the village and later became part of the 7A Highway. Note the cows at the right.



Crosier's store in Manchester, circa 1920. The store was located on the south west corner of Hwy. 12 and Regional Road 21 in the village of Manchester.

Turn left (west) along Highway 7A, cross over Hwy.12 and continue west to Utica.

UTICA

Utica started its existence as a settlement named McKercher's Corners, named after its first settlers in 1830. The stretch of road between Manchester and Utica became known as the "Scotch" Settlement because of the Christie, McDermid, Monro and McKercher families from Scotland. A hotel was built at the north-east corner of the intersection in 1852 and still exists as part of the present general store.



The girls of the Utica Blue Bird Club are standing in front of the Utica "Red & White" store during the summer of 1937.

At the Utica store turn right (north) at Marsh Hill Road and continue north to Epsom. (2.5 kms.)

EPSOM

This community was started by John Ensign who settled here in 1828 and occupied 200 acres of the north-east corner of the intersection. It was initially called Ensign's Corners. By 1845 it was known as Jockey Hill and in the 1860s the hamlet was renamed Epsom, nostalgically named by John Crothers (Carruthers) who had arrived here from England. By 1867 it had already begun to decline in size and importance as other communities around grew and the railway made its way into Port Perry. Many of the homes here date back to

pre-Confederation. The red brick schoolhouse that forms the basis of the present school was built in 1876.

Continue north and cross over Highway 47 to get to Cragg Road. (5.2 kms.) Turn right at Cragg Road and drive east to Greenbank.

GREENBANK

Cross over Hwy. 12 and park in the parking lot behind the Greenbank United Church.

David Cragg was born in 1769 in Lancashire in the north-west of England. Here he inherited a farm called Greenbank. When he became a widower he left for Canada in 1833 with his eight children. He bought 100 acres in the northern part of Reach Township. Later, his sons Timothy and Isaac divided the property, with Isaac keeping the western 50 acres with the homestead on it and Timothy took the eastern half and built his home. Isaac opened an inn in his home.

Isaac expanded his holdings by buying land on the west side of today's Highway 12. In 1861, this settlement officially became known as Greenbank, after their father's farm in Lancashire. Timothy Cragg held many offices at one time or another including head of the Greenbank Temperance Union.

The first purpose built church in Reach Township was the Methodist Church built on Isaac's land in 1848.

On the south-east corner of Greenbank stood the Cottage Hotel. It was the only tavern in Greenbank to receive a licence to sell liquor. In 1878, the Sons of Temperance succeeded in getting the liquor licence revoked, but the owner continued to sell liquor.

In 1880 James Thomson became the owner of the Cottage Hotel. Thomson ignored all the restrictions and served liquor in his Hotel. He was put on trial in 1882 and the case became the centre of huge publicity. The trial was a farce and a few months later Thomson re-applied for his licence and received it.

When the Methodists decided to build a bigger and more substantial church, Timothy Cragg thought that it would be a victory for Methodism and the Temperance movement if they bought the Cottage Hotel, tore it down and built their new church on the property. The Methodists, under Timothy's leadership, became the owners of the Cottage Hotel in the fall of 1895.

Walk around the church and find the cornerstone that was laid in 1896.



Greenbank Methodist Church, 1909

When you walk outside the front of the church you will notice that the concrete slabs have never been level. All attempts to level them have failed. There are those who to this day say that this is the work of the devil, still restless below the church, angry over the fact that his house of liquor was overthrown.

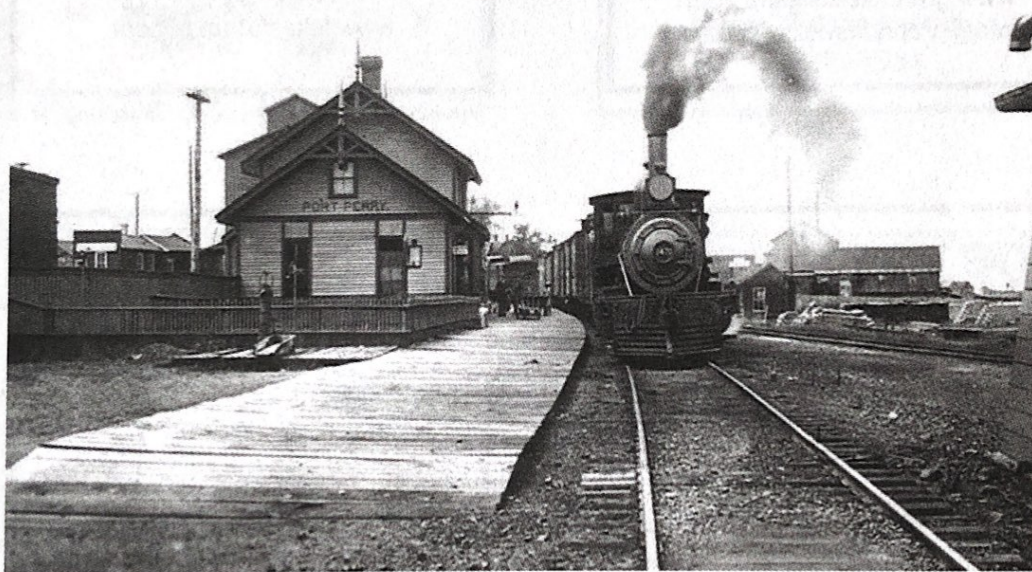
Timothy Cragg died in December 1916 in his seventy-first year.

From Greenbank drive south on Highway 12 to return to Port Perry. Turn left at the first traffic light and go along Reach Street. Proceed through the lights at Old Simcoe Road and at the next light turn right. You are now on Simcoe Street and heading south into Port Perry. When you arrive at the next

traffic light (Queen and Simcoe Streets), on the south-west side you will see Town Hall 1873, now a theatre. Park in the vicinity of the theatre. (There is also parking behind the building). Walk around to the front of the building to read the interesting plaque.

Drive down Queen Street to Lake Scugog. Park your car in the area of Queen and Water Streets and check out the Daniel David Palmer statue at the north-west corner of Palmer Park.

Port Perry Railway Station was located in Palmer Park where the Rotary Gazebo now stands. The first train arrived in 1871 and eventually the lakefront became entirely commercial, with grain and lumber mills, railway station and docks for the steamboats.



Port Perry Railway Station around 1912

Drive south along Water Street then turn left at Hwy. 7A. Proceed along Hwy. 7A over the causeway and turn left at the first set of traffic lights (Island Road) to return to the Museum grounds.

