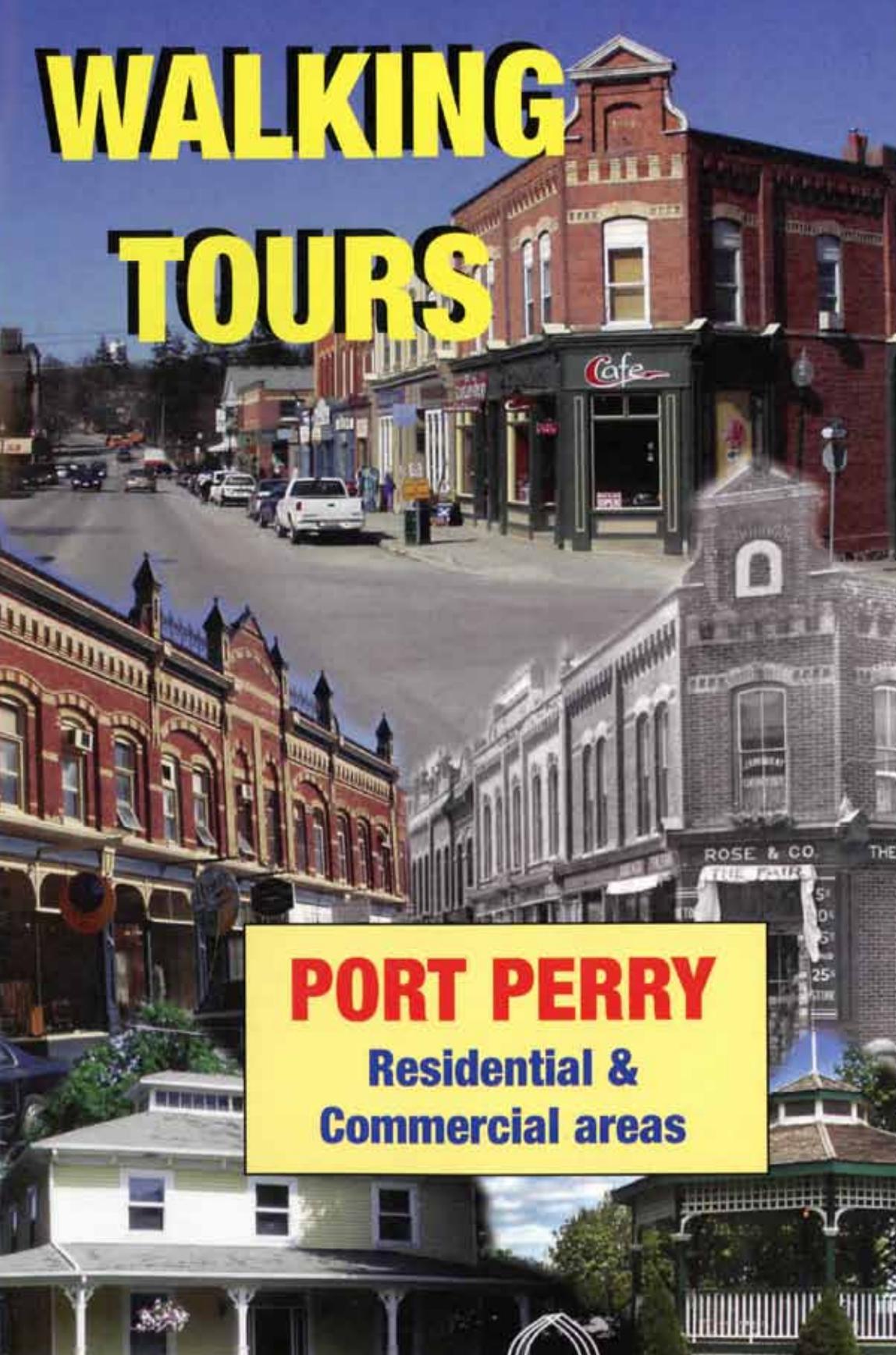


# WALKING TOURS



**PORT PERRY**

**Residential &  
Commercial areas**

**WALKING TOURS of PORT PERRY**

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for the Lake Scugog Historical Society

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# Introduction

## A Brief History of Port Perry

Port Perry is a Victorian connoisseur's delight. It probably has more architectural gems from that era than any other community its size in the country. Its restored main street rolling gently down to the lake, and the homes, from humble to grandiose, maintain the elegance of a century ago.

Its history stretches back to the days before Europeans ventured here, for this was the land of the Iroquois who had inhabited the region for over 4,000 years. When Champlain arrived in 1615, he encountered the Huron Nation in this region, since the Iroquois had moved to the south of Lake Ontario. Both Nations became embroiled in the white man's conflicts. The French-English-Dutch rivalries of the 1600's led to the destruction of the Hurons and, in their place came a quiet, peaceful people, the Mississaugas, a branch of the Ojibwa. They hunted for game and harvested the wild rice which grew in abundance along the shores of a small lake which they called Scugog, meaning "Valley of the Shallow Water". By 1720 they had full control of this region and their descendants live on Scugog Island today.

When Major Wilmot surveyed this area in 1809-1810, four trading posts had been established on the lakeshore by Europeans anxious to obtain furs. One of these posts was located on the shore north-east of what is now Water Street and Hwy 7 A. The lake which Wilmot surveyed was only half the lake we see today. A dam was erected by William Purdy at Lindsay in 1829, virtually doubling the size of the Lake, making it more conducive to water transport. At this time the north end of the lake was settled by farmers and by those interested in developing the lumber trade.

In the 1840's the need for lumber became the foundation of many fortunes. Elias Williams purchased a large parcel of land at the south-west corner of Lake Scugog. Peter Perry, leader of the Reform Party was defeated in the 1836 election. He left Bath, Ontario and settled in what is now Whitby to turn his attention to business ventures there. He established a store and purchased the harbour. Seeing the potential for expanding his enterprises by bringing lumber overland from Lake Scugog to Whitby and then shipping to other ports on Lake Ontario, he bought out Williams in 1844 and later established a store on the property (see St. Charles Hotel). In 1845, to attract other businesses, he drew up a town plan of "Scugog Village". It consisted

*This sketch of the lower or eastern part of Queen Street appeared in the 1854 issue of the Anglo-American Magazine. It shows Scugog Island and Lake Scugog in the background. On the right closest to the water is the Mason and Phillips Hotel, formerly Peter Perry's store, now Remax Realty. On the extreme left is Joseph Bigelow's store and Post Office where Panorama is located today.*



## Historic Port Perry



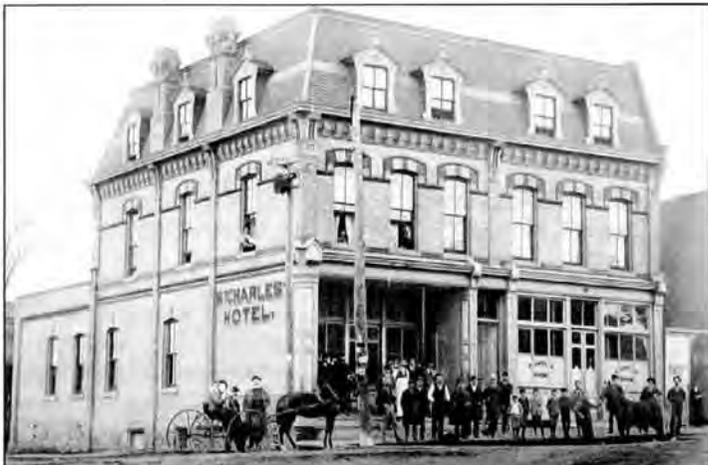
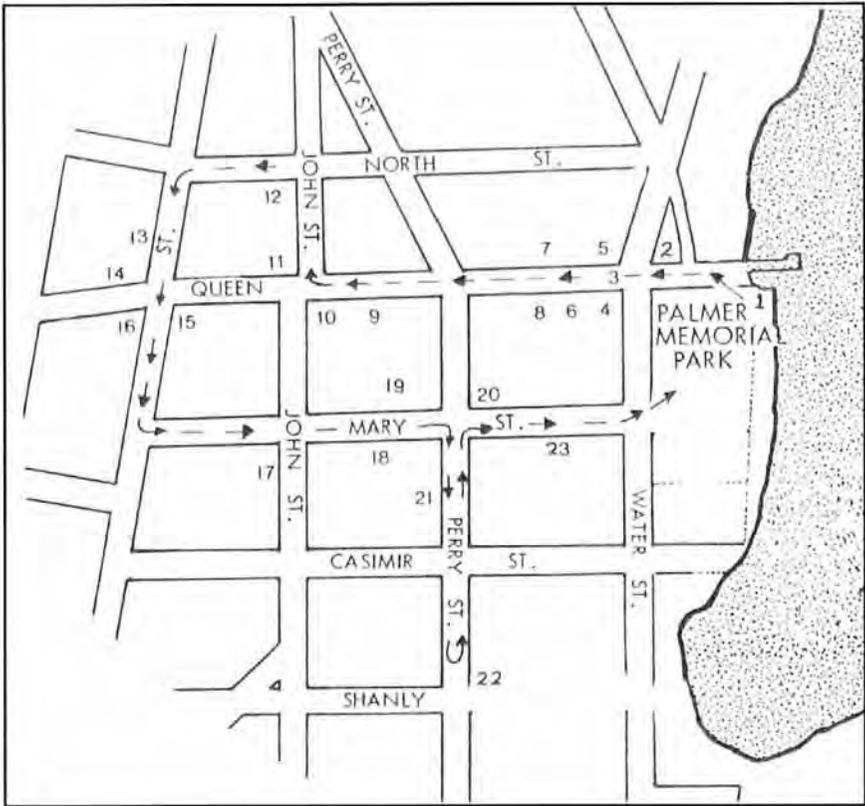
*This sketch from the Anglo-American Magazine shows a view of Water Street looking north from Mary Street. On the left is another view of the Mason and Phillips Hotel. All the other buildings are the various mills, which covered the lakelront in the area. On the right is the first steamboat on Lake Scugog, the "Woodman".*

of the following streets; North, Queen, Water, Perry, Mary, John and Cinderella (now Casimir), the last streets named appropriately after his wife Mary, their first child Cinderella and their son John. In 1846, Thomas Sexton, William Paxton, Daniel Way and Samuel Hill built saw and planing mills at the waterfront of Perry's village and Hugh Chisolm of Whitby was persuaded come to Lake Scugog to build a steamboat, the "Woodman". Perry used his political influence to encourage the government to improve the two roads to the south; the "Plank Road" (Hwy 12) and Old Simcoe Road; so that lumber and other goods could move more freely to his store and harbour at Whitby.

Peter Perry died in 1851 before he could develop another of his ideas; the building of a railroad from his harbour at Whitby, through Scugog Village and on to Georgian Bay. That same year another enterprising businessman, Joseph Bigelow (see the Bigelow House and Queen St.) arrived on the scene to develop Scugog Village even further. His father, Hiram Bigelow had moved to Lindsay in 1844 where he ran a flour and saw mill.

The first permanent white settler in the area was Reuben Crandell who settled near what is now Manchester in 1821. Ten years later he purchased and homesteaded a 400 acre property which stretched from Simcoe Street, west to where the Beer Store now stands. The centre of the property was Queen Street and Old Simcoe Road and was called Crandell's Corners, this village later became known as Borelia. By 1850, Borelia was a thriving village with a hotel, a mill and many homes. The mill and many homes were destroyed by a Tornado in 1850 but the remnants of Hurd's 1831 mill pond still exist a few metres beyond the intersection of Hwy 7 A and the 6th Line. In 1851, a Post Office was opened in Borelia. After the death of Peter Perry, Scugog Village became known as Port Perry, continued to expand, absorbing Borelia and became incorporated in 1871. The arrival of the railroad (see Palmer Park) assured the future success of the community.

Today Port Perry takes pride in its High School, three elementary schools, a year round Museum and archives, numerous churches, cultural groups and service clubs, an excellent hospital and medical centre, prosperous industries, stores and other businesses and several residential developments. But its uniqueness lies in its residents' pride in the firm ties with the heritage and traditions of the past.



*The St. Charles Hotel at the southwest corner of Queen and Water Streets (now Remax Real Estate).*

# WALKING TOUR #1

## The Lower Town, Scugog Village

*Time required at a leisurely stroll; approx. one and a half hours.*

*Starting at Palmer Park.*

### 1. Palmer Park.

Named after Daniel David Palmer, founder of Chiropractics, born in Audley in 1845, but lived on Mary Street, Port Perry from 1855 to 1865. His statue is at the N.W. corner of the park. This park is the site of the railway centre and the docks. It included extensive sidings, a freight yard, cattle yard, loading areas and a large station. The original boat dock extended from where the tennis courts now stand. The first steamboat on the lake was the "Woodman" built here at the waterfront and launched in 1851. By 1880 as many as 8 steamboats moved people and freight up and down the Lake. The train started regular service from Whitby to Port Perry in 1872 and was expanded to Lindsay in 1876. It was established to carry lumber from Lake Scugog to Whitby from where it was shipped to



other Lake Ontario

ports and to Europe. Many homes in the Rochester-Oswego area of Upper New York State are built from lumber shipped from Port Perry. The train also brought holidayers and business people from Whitby and Toronto who could stay in one of the many hotels in the area, notably the Sebert House and the St. Charles Hotel directly across the road from the station. Lake



Scugog was popular for its many steamboats, which took picnickers to Seven Mile Island and Washburn Island. In the 1880's, the steamer "Anglo Saxon" sailed daily to Lindsay, stopping at Port Hoover and Caesarea. The train, affectionately called "The Nip and Tuck" last ran in 1939 when it took schoolchildren to Toronto to see the King and Queen (George VI and Elizabeth, parents of our present Queen). The tracks were torn up in 1941 and the steel used for the war effort. The main station building was turned 90 degrees and pushed west where it now forms the back section of 166 Water Street.

Looking north from this point you can see the Latcham Centre, the Grain Elevator and Scugog Memorial Library. Beyond the library is "Birdseye Park", named after "Birdseye Centre" the subject of a cartoon



series created by Jimmy Frise which appeared in the Toronto Star from the 1920's until after the war. A commemorative plaque to Frise is to be seen on the grounds of the Scugog Shores Museum on Scugog Island where Frise lived and attended school. The cartoon village locale was based on Seagrave just a few kilometres north of here.



**2. The Grain Elevator or Mill.** Built about 1868, it was owned by George Currie and later, William Ross. It was used to store grain until 1980. It is the only commercial building in the downtown area to survive the fire of 1884. The railway ran immediately to the east of the building.

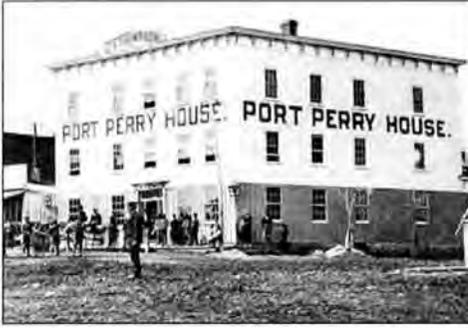
**3. Queen Street.** Port Perry's elegant main street is one of the finest Victorian streets in Ontario. It has been the shopping centre for the community since Peter Perry opened his store in the 1840's. In 1883 a fire destroyed some of the buildings on the north side of Queen Street. However, in July 1884, a disastrous fire consumed the entire street from Water Street to John Street. That fall and winter the citizens rallied and the street was rebuilt with brick buildings rather than the original wood. Today, as you walk in a westerly direction you will be attracted by the many shops that maintain the elegance and the craftsmanship of that Victorian time either through restoration or preservation. Pay particular attention to the second story brickwork detail, which in almost all cases is untouched since the bricklayers plied their craft in 1884-85.



**4. St. Charles Hotel.** Presently Remax Realty, this hotel was an elegant resting place for tourists and commercial travellers and it was the site of Peter Perry's 1840's store, which had been replaced by the first hotel in 1852. The present 1884 building retains its stylish roof and dormers and the attractive second story brickwork, but the magnificent glass and wood of the eastern half of the front entrance disappeared long ago. The western half of the front was the "Sample Room" where travelling salesmen came to display their wares.



## Historic Port Perry



5. **The C.I.B.C.** This is the site of another popular hotel variously named, The Port Perry House, Ruddy's Hotel, The Thompson House, The Oriental, and after the fire, The Sebert House, until it was torn down in 1971. This was where the 1883 fire began in November of that year, burning the buildings from here along this side of the street up to the Blong Block.

6. **#168, Brock's.** The eastern half of this building is the site of the Standard Bank but the western half of this building still has its original 1884 wood and glass storefront. Many of the interior details still remain. The Brock family has had a store on Queen Street since 1881.



7. **#177-191 Panorama** and adjacent shops. Shortly after Joseph Bigelow arrived in 1851, he opened a wooden, frame store on this site, which also contained the first Post Office, and later expanded it into a huge 3 story brick department store in which he sold everything needed by the citizens of the growing village, including a bank. He called his emporium the "Royal Arcade". In 1881 he sold out to a Toronto businessman, Jonathan Blong. In 1884, it was destroyed by fire and the present building was built on the site by Blong. This is the only Queen street building to retain a roof parapet in its original 1884 form. On many of the other buildings the decorative surmounting brickwork have recently been restored. Notice, on the second floor and the parapet, the use of detailed red brickwork using elaborate, varying patterns accentuated with contrasting yellow brick.





**8. #192 The Post Office**, built in 1912 on the site of Sinclair's Hotel. On July 3rd, 1884 the fire started in the sheds at the back of this hotel. The fire burned all that night and by morning the all of the business section of Queen Street had been completely turned to cinders. Fortunately no-one was seriously injured, as that section of town contained no apartments or living quarters as it does today. The Post Office is typical of the federal buildings of the immediate Post-Victorian era; solid red brick, grey stone sills and a dominating clock tower. The clock was built in Derby, England and shipped to Whitby in 1913 and has kept good time since. The building was slated to be demolished and replaced by a single story brick and aluminum building in 1971, however, members of the Lake Scugog Historical

Society collected signatures for a petition to save the building. As a result, the interior, the rear and west side were redesigned but the original exterior was retained, thus preserving the streetscape.

**9. #228, #230 and #250.** With variations on an "L" shaped plan and elaborate and detailed brickwork they reflect the confidence of their owners who built on the main street close their places of business at the turn of the century. It is interesting to note the brickwork details on the gables over the upper windows on #230 and #250 copying the style on Brock's store downtown. #228 was the home of J.W. Davis who ran a furniture factory and funeral parlour in the building directly to the east. #230 was the home of Dr. Rennie.



**10. #268.** For many years this was Beare Motors beginning in 1919. This is the site of Tummonds store that marked the western limit of the disastrous fire of 1884. William Tummonds sold groceries, flour and feed here. His was the only store to survive the fire.

**11. Port Perry Memorial Library**  
The former library was built in 1934. This was the site of Port Perry's second Post Office (after the 1884 fire). A new Library was opened at the waterfront in 1982. Directly to the west of the former library is Reflection Park.



## **Historic Port Perry**

**12. Church of the Ascension** (Anglican). Building began on the church in 1866 although services had been held at various locations for at least a decade. Before the first service was held, the building was destroyed by fire (Dec 1866) and then lost its roof in a storm (1867). The first service was held here in 1868. It is a copy of a church at Long Stanton in England that was chosen as the ideal small rural parish church and a model for Anglican churches to be built in North America. The bell tower came from a church at Greenbank, a village just north of Port Perry. The Rectory, next door was built in 1905.



**13. #15398 Simcoe Street.** A faithfully restored example of an 1870's middle class home. Its simple story and a half style with an elegant gothic window upstairs is typical of many to be found here in Port Perry.



**14. The Presbyterian Church.** This Church was built in 1870. Prior to that time the Presbyterians had held services in Prince Albert since 1856.

**15. The United Church** built as a Methodist Church in 1885, it is the first major red brick building to be built in Port Perry. Its bell tower provides a visual match with the Town Hall tower across the road.



**16. Town Hall 1873.** The main hall or upper floor served many functions; Council Chamber, Court Room and as an auditorium for entertainment. The bell in the tower rang daily at 7 a.m., noon, 1 p.m. and 6 p.m. It also was used as the village fire alarm. The lower floor held the horse drawn fire vehicles and the Village jail. During the 1920's it was used as a market. The building was slated for demolition in 1974, but a group of citizens, including many Historical Society members raised the funds necessary for its restoration for use as a public hall. The belfry was reconstructed at this time following the original design, but has since been removed for repairs. Inside the curved staircase railings, the balcony railing and supports are perfectly preserved along with the



## Walking Tours

elaborate and detailed plaster mouldings around the windows and ceiling. The exterior has many of the characteristics of Italianate architecture including the tower with its magnificent belfry. The stately windows with their circular glass and woodwork surmounted with elaborate brickwork are perfectly proportioned giving the building distinctiveness, and the tower emphasizes its prominence in the community.

**NOTE:** *As you walk through this residential part of the village, you will see many examples of simple, story and a half homes intermingled with their more substantial neighbours. Most of the more humble homes were built of wood in the period from 1850 to 1870 by and for the employees of Joseph Bigelow.*

**17. #96 John Street.** This yellow brick home, built around the turn of the century operated as Port Perry's hospital from 1922 to 1948.



**18. #234 Mary St.** The Jackson house. A stately home built around the turn of the century using all the characteristics of the late Victorian era: red brick construction, generous eaves, sturdy brackets, and extensive use of leaded and stained glass. It is one of the few homes which retains a complete and original stable on the property.

**19. The Allison House.** This was the home of C.H. Allison who operated the Drug store on Queen Street. The home was built in the 1880's but the two bay windows were added later.



## Historic Port Perry

### 20. The Old Flame Brewery.

This was the site of the Ontario Carriage Works, owned by James Emaney. Horse drawn vehicles were built here from the 1870's until the depression. This factory produced more vehicles than any other company in this part of Ontario until Sam McLaughlin ventured into those noisy, smelly, unreliable, internal combustion engines.



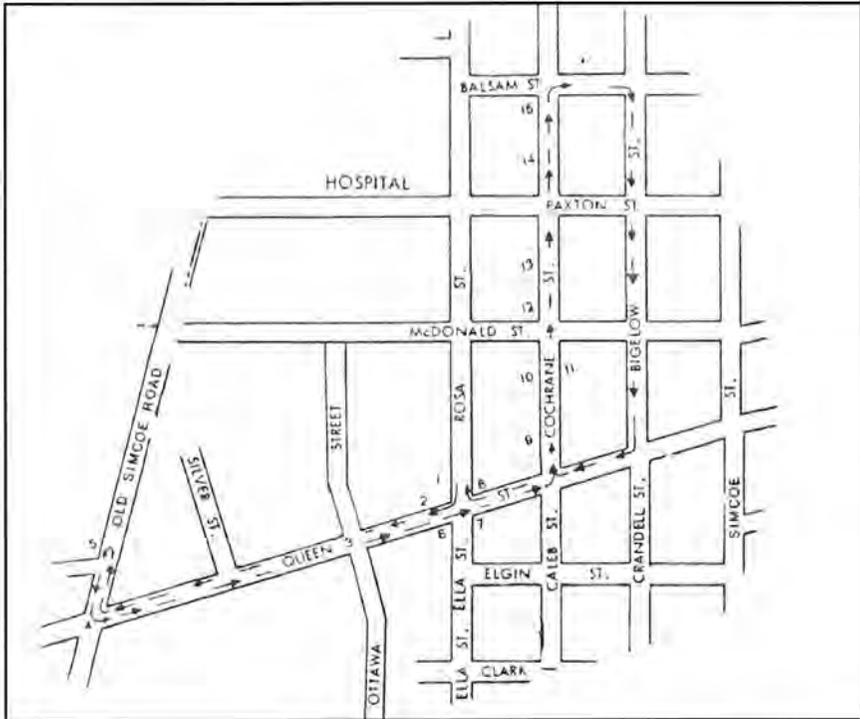
**21. #100 Perry Street.** This was the first home of Joseph Bigelow who arrived in Port Perry in 1851 and had this home built on Queen Street next door to, and directly to the west of his "Royal Arcade". He had the home moved to this location in the late 1860s, thus it survived the fire. The home was renovated, enlarged and restored in 2016 by a Bigelow descendant who now lives in the home.

**22. #53 Perry Street. The Burnham House.** Although its eastern section has been changed and added on to, the front half of this home is a well-maintained example of Italianate styling. The front woodwork details are extremely well preserved, notice the entrance porch and the iron crestwork. It was built in 1878 for J.W. Burnham, a longtime postmaster and Divisional Court Clerk in Port Perry and son of Judge Burnham of Whitby.



**23. #188 Mary St. The Star Building.** The first newspaper to be produced in this area was the "Ontario Observer", a weekly paper printed in Prince Albert in 1857 by James Holden. In 1866 the "Port Perry Standard and North Ontario Advertiser" began its life in Port Perry. In 1873, the "Observer" moved to Port Perry beginning an intense rivalry. The "Standard" won out and changed its name to the "Port Perry Star". Samuel Farmer purchased it in 1907. In 1963, Per Hvidsten purchased the paper and after retiring his son Peter operated the business before selling it in 2001. This building was opened in Jan. 1991.





## WALKING TOUR #2.

### Borelia and the Upper Town

*Time required at a leisurely stroll: approximately one and a half hours.*

*Starting at Port Perry High School.*

**ITALIANATE:** This style of domestic architecture came into Ontario in the 1860's as a contrived idea of what Italian homes were supposed to be like. It is characterised by ornateness; generous eaves with sturdy and elaborate brackets; windows and entrances displaying rounded or pointed brickwork, frames and glass; rambling verandahs and iron cresting to the bays, tower and the flat portion of the roof. It should be noted that all the Port Perry area Italianate homes have a tower over the front entrance. This feature is noticeably absent in many areas of Canada. Other distinctive characteristics of the Port Perry examples are that they are all non-symmetrical and each displays a joyous mixture of gable, hip and flat topped roof, generous verandah and substantial chimney stacks and tower, and all have an "L" shaped layout. All of Port Perry's examples were built from 1875 to 1883. The most notable examples are the Bigelow, Bruce, Burnham and Parrish houses. However there are more well preserved examples of Italianate homes in Port Perry than in any other comparably sized community in Canada.

## **Historic Port Perry**

**BRICKS:** The brick buildings from the 1850's to the late 1880's, including the Anglican Church, the Town Hall, The St. Charles Hotel and the homes of that era, including the Italianate examples, were built using a yellowish-white brick which mainly came from the Fox brickyard in Lindsay, but a few were made at the local brickyard of James Goode. After that period, increasingly, homes were built of red brick due to the diminishing supply of clay for the yellow bricks. The Queen Street stores were built from red brick but used yellow brick to add emphasis to the patterns.

**STREET NAMES:** Bigelow Street named after Joseph Bigelow; Ella, daughter of W.E.Yarnold surveyor of part of Port Perry in the latter half of the 19th century; Rosa, wife of Cameron another early surveyor (Cameron Plan, 1854); Cochrane, Joseph Bigelow's lawyer from Whitby; Caleb, Caleb Crandell, the first settler in Reach; Paxton, one of the first mill owners in Port Perry. Joseph Bigelow married Elizabeth Paxton in 1854.

**STREET PLANS:** A glance up and down Ottawa Street will reveal that it meets Queen Street at right angles but bends to meet Scugog Street and Macdonald Street at right angles and thus parallel to the other streets in this part of the village. In the lower or eastern part of the village, the streets were laid out in a pattern parallel to Water Street and Queen Street. This was Peter Perry's 1845 plan. As the village expanded, these original streets were extended to meet Scugog Street (Hwy 7A) and Simcoe Street at an angle. After 1851, the western expansion plans of Bigelow and Crandell were laid out parallel to either Scugog Street or Simcoe Street, this time, meeting Queen street at an angle. However, Crandell's plan for Borelia drawn up at the same time as Peter Perry's had streets laid out similar to Perry's, perpendicular to Queen Street, but the only streets so constructed were Silver Street and the parts of Ottawa Street close to Queen Street. As Bigelow's village moved westward with its street orientation, Ottawa street was included in the Bigelow plan and was continued to Macdonald Street and Scugog Street in a perpendicular fashion, the two conflicting phases of planning resulted in Ottawa Street's distinctive bend.

**1. Port Perry High School.** The first building on this site was a log schoolhouse built as an elementary school. In 1868, the upstairs of this simple cabin opened its doors as the Port Perry Grammar School (Secondary School) to 24 boys and 9 girls under the tutelage of James Youmans. An impressive new two storey brick building was built in 1873 with the elementary pupils on the ground floor and the secondary students upstairs. Mr.Dougald McBride was the new principal, a position he held until his retirement in 1910. The school burned down in 1926 and was replaced by the southeastern section of the present school. The stone portals indicating separate boys'



and girls' entrances can still be seen over the Rosa Street doors of the 1926 building. Elementary pupils continued to share the building with high school students until R.H.



Cornish Public School was built across the road in 1952. Additions to the High School were built in 1961 and 1967. Today the school has 1100 students in attendance. Some of the more notable graduates of the school include; Dr H.A.Bruce, founder of the Wellesley Hospital in Toronto and Lieutenant-Governor of Ontario 1932-1937; General Sir James A. McBrien, Chief of Staff of the Canadian Army in 1917, a founder of the Ministry of Defence and Head of the R.C.M.P. In 1987, a group of

students excavated the foundations of the 1873 building and constructed a small park containing a memorial cairn on the site at the south end of the school property.

**2. #429 Queen Street.** A good example of Ontario Classic, an architectural mixture; gothic peak over the front door with gingerbread barge-board but an Italianate round headed window. It has recently had modern siding applied but the original 1860's characteristics remain.



**3. See Street Plans re: Ottawa Street.**

**4.** At the intersection of Old Simcoe road and Queen Street you are standing at the centre of the settlement, which preceded Port Perry. This was the village of Crandell's Corners, later to be known as Borelia. It lay on the "Nonquon Road" which linked Oshawa, Prince Albert, Borelia and the settlements to the north, reaching to Lake Simcoe. It rivalled the "Centre Line" or "Plank Road" (now Hwy #12) which linked Windsor (now Whitby) with Manchester and, eventually, Lake Simcoe.



**5. The Palmer House.** For many years this was thought to be the birthplace of Daniel David Palmer, founder of Chiropractics. Later research proved that he was born in Audley but moved to Port Perry in 1855 and lived at 214 Mary Street. This home has been well preserved and is an excellent example of 1850's domestic architecture with its eyebrow window trim, return eaves and upper floor kneewall windows.

## Historic Port Perry



**6. The Currie House.** George Currie owned the mill and a store downtown. He had this house built in the 1870's although the tower over the front entrance was added at a later date, no doubt to keep up with the other more stately homes in town, particularly the Bruce House across the road. The house was later owned by Samuel Farmer, owner and publisher of the Port Perry Star and author of "On the Shores of Scugog".

**7. #404 The John H. Brown Home.** An excellent example of Italianate, this was built in 1882 for a cost of \$1400 for Manchester businessman J.H. Brown. It later became the retirement home of Stewart and Isabella Bruce, parents of Dr. H.A. Bruce (see P.P.H.S.). Although he was born in Cartwright, his parents moved to Prince Albert when he was 5 years old, so that he could attend school in Port Perry.



**8. #399 Queen St. - Daycare School** was the site of the Mechanics Institute. These Institutes were established in communities across Ontario as a precursor of the library and as a centre for lectures of a scientific or cultural nature. Port Perry's Mechanics Institute was built in the late 1850's. The building was purchased by the Baptists in 1863 who added a steeple and a vestry. Later the steeple was removed again and the entire building moved to the Fairgrounds. The original church building was recently removed.

*Cochrane St. was the address of the elite of Port Perry from the 1870s.*

**9. #156 The Adams House.** A stately wooden mansion with extensive verandahs, built in the 1870's for D.J. Adams a money lender, broker and fire insurance agent. When the house was built it had a smaller verandah with downward curving roof and ornate gingerbread ornamentation. The house also had a belvedere on the roof, but the present main structure and windows are original.





**10. #178 The Bigelow House.** Joseph Bigelow (see Queen Street) had this house built in 1877 by H.R. Barber of Oshawa when his first home was no longer adequate (see 100 Perry Street). It is probably the finest and most complete example of pure Italianate in this part of Ontario (see note on Italianate). In 1854, Joseph married Elizabeth Paxton who was influential in certain features within the house; she had the summer kitchen located in the basement and the winter kitchen located at back of the house and the maids' quarters located on the second floor. She also had many of the fireplaces sealed up because she complained about the soot and smoke they created. It was only in the last two decades that the fire places were revealed. Mr Bigelow died in 1917 after a long and prosperous business career, for not only was he involved in merchandising, he was a prime mover in bringing the railway to Port Perry and became the village's first Reeve in 1872.



**11. #177 The Cyril Jeffrey House.** This is the only 1870's house in this area with a Mansard roof, a French architectural design which gave more room to the upper floor than the normal gable roof. Although the main floor has seen some window location changes and the original verandah on the north and west sides of the house have been removed, the roof and upper windows remain intact. Mr Cyril Jeffrey, who was the son of Samuel Jeffrey

(see # 220 Cochrane) moved here in 1913 after returning from a two year stay in Montreal where he met Ethel Gauld who became his wife.

**12. #196 The Ebbels House.** This home, built in 1867, is one of the oldest remaining houses on Cochrane Street. It was built for a lawyer, Hubert Ebbels. In 1917 it was purchased by the Carnegie family and remains in their ownership today.



## Historic Port Perry



**13. #220 The Sam Jeffrey House.** He had this home built around the turn of the century. An extensive use of coloured, leaded glass can be seen in the windows and entrance areas. The covered driveway was added at a later date and adds considerably to the sense of size and elegance. Mr. Jeffrey made harnesses and saddles for the retail trade from 1854 until 1887 when he formed a partnership with T.Courtice and together they expanded into the wholesale business employing more than 20 workers.

**14. # 258 The William Tate House.** This beautiful rambling home was built by William Tate, partner in the Paxton and Tate foundry here in Port Perry, which made agricultural implements, pumps and turbines. Charles Jones, a highly successful Queen Street general merchant, bought it in 1899. The store that he owned with his brother was located on the site between what is now Luke's Country Store and Panorama.



In the last decade the house has been extensively restored and an addition put on the western side, but the main 1870's house is unchanged. This home was in the Aldred family for many years. The Aldreds were a pioneer family on Scugog Island.

**15. #280 The Parrish House.** This home was built in 1881 for James Dryden as his retirement home. Unfortunately he died before the work was completed and his son John became the owner. He sold the home to William L. Parrish who owned a hardware store on the north side of Queen Street, where Luke's Country Store now stands. It is another of the excellent examples of Italianate. In 1959 it was bought by Dr Matt. Dymond, Minister of Health in the Davis Government.



**BIGELOW STREET.** This street contains a variety of homes a little more modest than those on Cochrane street. Bigelow street didn't exist on the earlier maps of the village, however, Mr. Bigelow, who owned this land was persuaded by his lawyer, Mr Cochrane to put in a road at this point, to create more residential lots. Many of the homes were built by his workers and show the details and designs which were popular in the 1860 to 1880's.



**1. Port Perry - Queen Street 1854**

This sketch, above , of the lower or eastern part of Queen Street appeared in the 1854 issue of the Anglo-American Magazine. It shows Scugog Island and Lake Scugog in the background. On the right closest to the water is the Mason and Phillips Hotel, formerly Peter Perry's store, now Remax Realty. On the extreme left is Joseph Bigelow's store and Post Office where Settlement House is located today.



**2. The North side of Queen Street looking east toward the Lake.**

Taken before the 1884 fire it shows, from the left, Currie's grain store (today-Guardian Drugs), Parrish's Hardware (today - Luke's Country Store), Jones Brothers (Emmerson's), and then the Bigelow Arcade (Panorama), but just between Jones' and Bigelow can be seen the corner of the roof of Mr. Bigelow's first house (100 Perry Street). In the distance can be seen Currie's Mill.

### *Historic Port Perry*



**3. Queen Street** after the July 1884 fire. This photograph was taken from the roof of Tummond's store looking east. The only building to survive was Currie's Mill, seen in the background.



**4. The North side of Queen Street** in August 1900. The centre of the picture is the Blong Block (now Panorama). Brock's are now located on the south side of Queen Street.



**The Railway Station in Port Perry.** This photograph taken in 1872, shows the station buildings with hotels behind, and Currie's grain elevator.

**The Railroad House,** a hotel run by J. Dewart who also ran the stagecoach which went twice daily to Whitby, prior to the arrival of the railway in 1871. Mr. Dewart is standing in the foreground apparently after a successful hunting expedition.



**The Crandella Steamboat,** 122 ft. long, built by George Crandell in 1891. It was one of many steamboats which operated on Lake Scugog during the late 1800s.

