

# On The Main Street

with Ford Moynes

Recently a former inhabitant of Lindsay, now residing in Flint, Michigan endeavoured to find a copy of a well printed and well illustrated booklet issued regarding the Old Home Week of 1924.

In this connection it is interesting to point out that the book was produced by members of the O.R.B. Club, a young men's Literary group which met monthly at the home of the leader, Mrs. Wm. Flavelle. New residents of Lindsay and district, as well as readers in general, will find the following extract of interest:

"It was well over one hundred years ago that the Township of Ops was surveyed by Colonel Duncan McDonnell and in that survey lots twenty and twenty-one in the Fifth concession were reserved as a townsite but it was not until considerable time had elapsed that anything further was done towards the establishing of the Town.

"The history of most inland towns shows that the genesis of the town is to be found in a mill which sprang up beside a waterfall. Such is true in the case of Lindsay. The first settlers were men by the name of Purdy, father and two sons, who immigrated from the United States and settled on the Scugog in 1827.

There was a small rapids in the river just above where the modern plant of the Allen and Hanbury's Co. Ltd. was situated and the Purdys entered into an agreement with the Government to erect a dam, a grist mill and a saw mill. In return for doing this they were to receive a grant of 400 acres of land and a cash bonus.

After a great deal of inconvenience — for all materials had to be brought in from Whitby by way of Port Perry and from thence by boat in the summer and on the ice in the

winter, and after several mishaps to the dam, the Purdys completed their contract and in the year 1830 the grist mill and saw-mill commenced operating.

For some time the only settlement was that of Purdy's Mill, where a number of families had located and a small village grew up around this centre, just to the east of the originally surveyed townsite.

In the year 1834 the Townsite was surveyed into lots. An incident which occurred during the course of this survey gave the village its name.

## LINDSAY NAMED

One of the party of surveyors, by the name of Lindsay, met with an accident from the results of which he died. He was buried on the old McDonnell property, where the Royal Canadian Legion now stands. The man in charge of the survey marked the name "Lindsay" on the townsite and when the survey was adopted by the government that was the name by which it was designated.

In 1837 James Hutton moved in from the Township of Ops and opened up a store on Kent Street, becoming the first merchant in Lindsay. However, prior to this two or three small stores, a carding mill and a tavern had been started on the Purdy Estate which was later incorporated into the Town of Lindsay.

Owing to the fact that Lindsay at this time was an almost impenetrable swamp, settlement was slow and it was not until 1840 that Kent Street was chopped out of the swamp. Once the start was made other streets were opened up.

Owing to several unpleasant experiences to which he had been subjected, William Purdy decided to seek another place of abode. He was accompanied by one of his sons, leaving Hazard Purdy to carry on the operation of the mills. In 1844

has made a great change in this picturesque and enjoyable mode of outing. The once numerous river fleet has dwindled until at the present time the "Lintonia" and the "Stoney Lake" uphold the honor of the passenger service while one or two tugs take care of the heavy work. On the other hand motor boats and launches have become more plentiful.

All this time Lindsay has been growing — slowly, it is true, but none the less steadily. Following the opening up of Kent Street in 1840, other streets were opened up and industries began to develop. William McDonnell commenced a tannery, a potashery was established, an iron foundry came into existence, followed by stores, residences etc.

By the year 1851 the population had grown to 300. Transportation was exceedingly difficult and tedious as the only routes were roads which were practically impassable, or the river. A charter had been granted for the construction of a railway from Port Hope to Lindsay and work had been going on, more or less aggressively since 1854. In 1857 the steel reached Lindsay, coming by way of Millbrook and Reaboro. The track did not cross the river, but followed the east bank down to where the grain elevator is now situated on King Street, at which place the station was built. It was not until 1871 that the line was extended to Beaverton and eventually to Midland. At that time the river was crossed where the John Carew Lumber Company now has its mill.

With the coming of the railway the Town entered a period of more rapid expansion and in the year 1857 application was made to the Legislature for an act of incorporation as a Town. The necessary legislation was duly passed and Lind-

Hiram Bigelow purchased the 400 acres of land and the mills from him, paying the sum of ten thousand dollars. At this time the Government built a new dam and constructed locks for navigation purposes at a point further down the river, where the present locks are situated. Mr. Bigelow used the old dam for another year as no use was made of the locks for several years. He then tore down the Purdy Dam and constructed new mills on the site now occupied by the Flavelle Mill.

Navigation of the Scugog commenced in 1851 when a boat named the "Woodman" from Port Perry and the "Ogemah" from Fenelon Falls, came into service. To all who travelled the Scugog it will not seem strange that navigation was difficult. However, the lumbering industry was assuming large proportions and the number of boats rapidly increased.

It was not an uncommon sight to see five or six vessels tied up to the docks and the matter of steamboat accommodation was a live issue in the Councils and Boards of Trade forty years ago. Lindsay was a mecca for tourists and picnickers on pleasure bent and older residents will readily remember the time when excursion trains would steam into Lindsay and unload their passengers for a voyage down the Scugog to Sturgeon Point.

The advent of the motor car

say became an incorporated Town on June 10, 1857. The population at this time was 1,100.

When the Town was granted incorporation the area was increased from the original townsite of 400 acres to the present size of 1,600 acres by the addition of three tracts, each 400 acres in extent.

One of these tracts which was then taken in, was the old Purdy Estate lying directly east of the Townsite and consisting of the portion of Lindsay now bounded by Lindsay, Colborne, Durham and the eastern boundary. The limits were extended on the north by the addition of lots number 22 in the 5th and 6th concessions of Ops and on the south by lots number 19 in the 5th and 7th concessions. The present Town of Lindsay, therefore, comprises lots 19, 20, 21 and 22 in the fifth and sixth concessions of the Township of Ops.

This area is approximately one and three-quarter miles square. The Town was divided into the East, North and South Wards and with the exception of minor alterations in their boundaries, they were similar to the present wards. As they now are divided the portion of the Town east of the Scugog River in the East Ward and Kent Street divides the portion west of the river into North and South Wards.

(To Be Continued).