

A reader, formerly of Lindsay, now living in the U.S. was interested in hearing that at one time lumber was the main industry in Lindsay and district. Some of the lines which follow may have been read before, but for the benefit of newcomers to Lindsay and district they are worth repeating.

A tremendous change has taken place in Lindsay over the past century. Deep muddy streets, two-board sidewalks, gas lights, horses, cows and pigs have vanished and today everything is streamlined.

In the days when lumbering was the main industry, the local area "swarmed" with sawmills, shingle mills and barrel and stave or hoop mills. Fenelon Falls was the centre of the lumbering industry as booms of logs were brought down from the north from as far away as the waters around Dorset, a village located at the upper end of Highway 35. Huge rafts of long trees, or timber, were piloted through the lakes and rivers by expert rivermen and Lindsay was the destination.

Sam Parkin's mill was located on the west side of the Scugog near the end of Francis and Colborne Streets. There was also a small mill owned by a Mr. McNabb. When the Parkin mill was burned down, John Carew who operated a circular saw in the Parkin Mill, bought the old McNabb mill and built a large mill on the Parkin site. Sam Parkin Jr., built the present box factory, north of the town, now operated by Art Carew.

The Rathburn Lumber Company, from Gananoque, ran a mill at the north end of St. Paul Street where the Hodgson Chemical plant was located later. A man named Docet had a saw mill off Wellington Street, east side of the river. J. P. Ryley ran a mill near the Wellington Street bridge, west of the Queen Street Church.

Kennedy had a cooperage factory on Wellington Street near the bridge. Sadler and Needler operated a saw mill east of the old stone mill and later built the stone mill where J. D. Flavelle was owner for many years.

Rider and Kitchener had a mill on the river, south of the old iron bridge on Durham Street. There was a stave and barrelhead mill at the foot of Ridout Street.

G. H. M. Baker, at one time bookkeeper with the Rathburn Company, ran the Baker Lumber Company and for a time it was located at the corner of Lindsay and King Streets. A man named Brummell also operated a mill in the east ward.

As the years went by John Carew, who labored for many years in local sawmills, became well known as the owner and operator at the Carew Lumber Company. The Carew yards extended from Francis Street as far north as Pottinger Street and this firm was one of the largest in Ontario. John Carew was what might be termed, "a self-made man,"

and very much community-minded and after mounting the work ladder to the top he followed his interest in politics by becoming a member in the Provincial house. It should be noted that his son, Col. F. J. Carew, carried on this successful business for many years and that another son, A. W. Carew, still carries on the Carew activity and operates a sash and door factory on the north boundary of Lindsay.

Among the well known lumbermen of the day was John Coburn who brought down many huge booms of logs from Grace Lake and from as far away as the Lake of Bays. It was a common sight to see lakes, bays and rivers jammed with thousands of logs from shore to shore and the hum of the saw mill could be heard in many places, but particularly at Fenelon Falls and Lindsay.

They were great days for Lindsay and although the pay was not big, the lumbering industry employed most of the men, and most of them had large families to support. When the raw lumber season was over, the loggers returned to Lindsay with pockets bulging with money and the lumberjacks spent their money freely. It was a great era for Lindsay and the hum of the saws could be heard day and night.

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It is worthy of note that the Town of Port Perry at the head of Scugog Lake recently celebrated its one hundredth birthday, in an entire week of interesting and exciting events.

Earl Jackson, the popular owner and operator of Jackson's restaurant on Kent Street, was among the "Old Boys" to attend the big birthday party.

History records that Lindsay and Port Perry have much in common. Passengers steamers and tug boats once plied the water of Scugog Lake and River between the two towns. The largest steamer that used the home dock in Lindsay was built by a Capt. Crandell, who also built the large brick house on Colborne Street East, facing on Caroline Street.

The village of Port Perry was named after a resident of that time named Perry.

Lindsay and Port Perry were linked at one time by the late Madison Williams who ran a foundry at Port Perry, but was persuaded to move to Lindsay by the late John Carew. The Williams firm, managed by Madison Williams and his son Charles, operated a foundry business for making turbines, etc., in the building on Lindsay Street and later, disposed of the business and established the first agency for the Ford automobile in a new building at the corner of William and Wellington Streets, now the home of Manley Motors.

Mr. and Mrs. Charles Williams reside today in the lovely brick residence at the corner of Cambridge and Colborne Streets.

In bygone days there was

considerable keen competition between Lindsay and Port Perry in the games of curling and lawn bowling and this friendship still continues.

Earl Jackson has in his possession a well printed "Old Home" edition of the Port Perry weekly newspaper, a valuable historic issue which is filled with well written historical articles and many excellent pictures of the old and new Port, and pioneer articles relating to the town and prominent citizens of the past and the present day.

Congratulations to Port Perry on its Centennial celebration and to the editor of a very fine and highly informative special issue.