

How many readers remember the large cantilever bridge which stretched 60 feet across the Scugog River at Wellington Street? A mechanical device was operated by the lockmaster and the long bridge was lifted straight up to the heavens in order to allow steamships to pass down the water to the town wharf. A long steel tube was placed at the east end of the bridge to stop vehicles and pedestrians from walking into the river 20 feet below. This bridge was antique and one of two or three to be found in Canada. A man named Makins was the bridge "tender" and paid by the Trent waterways organization or government department. He always wore a white peak cap and looked like a captain on a steamer.

Makins was by trade a machinist and the founder of a machine shop on William Street, now the location of McCrae's foundry. The original shop was located in a forsaken old frame house at the corner of Wellington Street. The original swing bridge was painted white and had to be swung open to allow steamers to pass through. There were a number of steamers and several tug boats used to tug or haul, big booms of logs from the distant lakes to Lindsay and many of the rafts of logs blocked the channel until they were finally drawn on a long mechanical chain up a long hoist and hauled into the Parkin or Carew saw mill. Thousands of logs passed through the Carew mill, and the yards were filled with stacks of lumber to be used in building homes and farm barns.

Another lockmaster named Dick Abercrombie was quite popular especially in the Loyal Orange Lodge and he was a familiar and popular member of a fife and drum band in the days when the celebration on the 12th of July was attended by thousands of people and the parade of lodges several miles long. When the new bridges were built across the river Scugog the service of a lockmaster ended although there is still a man in control at the

local locks on Lindsay Street. When vehicular traffic began to wear out the wooden planks on the bridge, they were covered with long strips of three foot steel and the next mark of progress took place with the introduction of bridge traffic lanes of concrete.

In the days of passenger steamers citizens of the town set their stem winding watches with the correct time, when they heard the boat whistles blowing.

These were great days when the big Esturion and the large Crandella paddle - wheeled their way to and from Lindsay to the lower lakes. Many business men with cottages on the shores of Sturgeon Lake, travelled by boat, passengers being picked up at Pleasant Point and Sturgeon Point. His Majesty's mail was carried by steamer.

Moonlight excursions by boat were popular especially when the Lindsay band happened to be on board. Weather conditions appeared to be more favourable in bygone

days, for it seldom rained on these moonlights and if there was a small dance band on board, all the better. The boat trips were excellent medicine to help and prevent the cares of business and other perplexing problems.

These were the days when people could relax when most of the problems were "little ones", the days when people seemed to shake off their troubles with a shrug of the shoulders and everybody or the majority, could whistle, sing and smile. The so called "rat race" did not seem to have many rats.