

As an illustration regarding old and modern methods of transportation it is interesting to note that back in the year 1867 the Lindsay, Oshawa and Beaverton Stage Lines advertised in the Lindsay Post that until further notice a stage would leave Boynton's Hotel, Lindsay every lawful morning at 6:00 o'clock reaching Manilla in time to connect with the stages for Oshawa and Beaverton and in the late afternoon would leave Manilla on the arrival of the stage coaches from Oshawa and Beaverton arriving at Lindsay at 8 o'clock.

The fares quoted were Lindsay to Oshawa \$2 one way and \$3.50 return. Way fares were given as reasonable. At Oshawa passengers from the north would be conveyed to the cars at Oshawa free of charge. It is presumed that this meant to the Grand Trunk Railway station. The stage line also stressed "comfortable conveyances and careful drivers". The advertisement was signed by Thomas and Coulthard, Proprietors.

Well over 100 years ago the village of Lindsay became a town, on the banks of the Scugog River where original settlers had built a mill years before, giving the settlements its first name, Purdy's Mills.

The River Scugog played an important part in the early growth of the town. Before highways became useable and before railways had developed fully, the Scugog was the main avenue of commerce and pleasure for the citizens of Lindsay.

The river connected Lindsay with other centres on the Kawartha Lakes, as well as the towns to the south via Lake Scugog. In early times, the most direct route to the shore of Lake Ontario lay through the Scugog River and Lake Scugog, then overland to Oshawa.

After more modern means of transportation made the role of the river in trade less important, pleasure boating came into its own and many senior citizens of Lindsay recall with nostalgia the regular sailings of steam boats and cruisers from the town wharf to various resort areas.

The turning basin at the Lindsay locks used to be crowded with boats bringing Lindsay residents back home from their cottages.

Readers will be interested in learning that Pleasant Point is located on what was,

once known as the Hay's farm and that the first store at Pleasant Point was located at the first Government Wharf and that the late R. L. Morgan, son-in-law of Mr. Hay, erected and operated the Pleasant Point Inn close by the present Government dock. This same gentleman was the owner of a variety store on Kent Street immediately west of the Royal Hotel. The word "variety" is well chosen because the merchandise included everything from gold fish in a large glass tank and bundles of toilet tissue in the window to a couple, at that time, modern pianos as well as graphinolas, mouth organs, guitars and even tin whistles. Morgan's Store was also known for handling patent medicines and pills particularly the item known as Morgan's Brownies. At the same time the store carried many brands of patent medicines and even the old-time coal oil lamps. This same business man at one time operated a passenger steam launch between Lindsay and points on Sturgeon Lake.

In the days when Lindsay was known as a railroad town, A. C. Babcock, once a railroad man, established a lucrative grocery store at William St. south of the Central Hotel. This public spirited citizen became a member of the town council but his diversified type of living also included the hobby of collecting old coins. For several years the store business was carried on by two sons. Being a railroad man he was patronized by railroaders and at the time there were upwards of fifty or more families depending on the railroad for a living.

An article dating back to 1893 tells the story of muddy streets and quadmires as follows: The station at that time was located on Victoria Avenue between Glenelg and Melbourne Streets but to drive to the downtown section the bus went around by William Street. It was a common sight to see vehicles mired in mud at the corner of Glenelg St.

This was right at the corner of William and Glenelg and the building at the north-east corner was the first financial bank in the town. At the time the sidewalk was a board one with the boards running lengthwise and as the planks were not fastened down very securely the planks were used to get ladies out of buses so they could get over the mud.