

SANDFORD A. FLEMING
1827 - 1913
PERCY L. CLIMO



PLAN OF TOWN OF CORBODUIN

By Order of the Board of Police.

From actual Survey, Registered Deeds, and
the most correct information.

by _____
SANDFORD A. FLEMING, C.

SIR SANDFORD A. FLEMING K.C.M.G.; LL.D.

1827-1915



Sir Sandford Fleming

By: Percy L. Climo

*A short story giving a brief
outline of his life to
accompany the reproduction
of his 1847 composite plan
of the Town of Cobourg.*

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FLEMING'S MAP OF COBOURG

By advertisement in to-day's paper it will be seen that FLEMING'S MAP is now ready for delivery. It is decidedly the best work of art of its kind that has ever been executed in Canada, and reflects the highest possible credit on the artists who did it. We are sure no inhabitant of Cobourg will be so heedless of the progress of his town, as to refuse to buy a work which so faithfully sets her advantages, natural and acquired, before the public.

--- The Cobourg Star, November 17, 1847.

FLEMING'S MAP of the TOWN OF COBOURG

(Advertisement)

The above plan of late survey made by order of the BOARD OF POLICE, on a scale of 5 chains to an inch is now lithographed and ready for delivery at the Town Hall.

Price from 7s 6d to 4 Dollars.

Cobourg November 16, 1847.

--- The Cobourg Star, November 17, 1847.

SANDFORD A. FLEMING - 1827-1915

The citizens of Cobourg, past and present, are indebted to a young Scotsman who left us a portion of our history that otherwise would not have been recorded. In the year 1847, the Cobourg Board of Police engaged Sandford A. Fleming to draft and record a composite plan of the town. Copies of this map are still with us today. The streets of the town plus some interesting topographical features and the major buildings are drafted into position. A brief record of local history and a table of distances to other places is included. The plan is a valuable historical record. It is the second composite map of Cobourg, the first being completed in 1845 by W.G. Crofton. It is doubtful that the Crofton plan has survived.

Born January 7th, 1827, at Kirkcaldy, Scotland, which is located on the north shore of the Firth of Forth, Sandford A. Fleming attended Burgh School. He proved to be a good student with an aptitude for mathematics and creative drawing. At fourteen, he was apprenticed to John Sang, a local engineer and surveyor.

During his apprenticeship, Fleming assisted Sang on railway surveys between Edinburgh and Dundee. In this manner, the lad was introduced at an early age to railway construction along with the basic skills of surveying. This training proved to be a great benefit in his later railway construction projects in Canada.

Sandford, at the age of eighteen, accompanied by his brother, David, emigrated to Canada early in the year 1845. Leaving Scotland on the sailing ship Brilliant, they arrived at Quebec City after a stormy passage of six weeks. After viewing the Plains of Abraham where their grandfather had fought with General Wolfe, they continued their journey by boat. They moved on to Montreal, to Bytown (Ottawa), then by the Rideau Canal to Kingston and on to Cobourg where they arrived on June 17, 1845. After landing, the brothers travelled directly to Peterborough and took up residence with Dr. John Hutchison, a cousin to their father.

David Fleming soon found gainful employment but Sandford was less fortunate. Adept at making sketches, he sought employment with various Canada West architects. After travelling to several places, he returned to Peterborough unemployed. However, he obtained temporary employment as a draftsman with a local surveyor, Richard Birdsall, until February 1846.

Young Sandford, on his own initiative, conceived the idea of making a survey and producing a composite plan of the Town of Peterborough. He published and sold 235 copies of his town map at \$3.00 each. His fine work gained recognition. The Cobourg Board of Police hired him to do a similar work for the Town, which was made available for sale in November of 1847.

Sandford's adversity in not gaining immediate employment after coming to Canada, was turned about. This proved to be a "precious jewel"* for both Peterborough and Cobourg. Had Sandford obtained other employment elsewhere at that time, we would not have today the detailed historical record of 1847. This plan has now been re-printed from the best copies available.

While living in Peterborough, a general map of the Newcastle District was also produced by young Sandford.

Fleming next moved to Toronto and obtained employment with a survey company where he was given the task of drafting a plan of the city. In the year 1849, after taking the necessary examinations in Montreal, he gained the title of Provincial Land Surveyor.

It is interesting to briefly follow the variety of interests and occupations Sandford Fleming experienced during his lifetime. In 1849, he and some of his friends established an association of surveyors and engineers that later became the Royal Canadian Institute. By 1851, Fleming had set up his own office in Toronto. He designed Canada's first postage stamp, the Threepenny Beaver, which was issued on April 23, 1851.

* *"Sweet are the uses of adversity,
Which like the toad, ugly and venomous,
Wears yet a precious jewel in his head;"*
-- Shakespeare, "As You Like It."



Above is an enlarged photostat of Canada's first postage stamp, the 3-penny Beaver, issued April 23, 1851.

Monday, February 24, 1851.

Breakfast at Ellah's Hotel
with Mr. Rutten & Hon. Mr. L.
Morris Post Master General
Designing postage stamps
for him

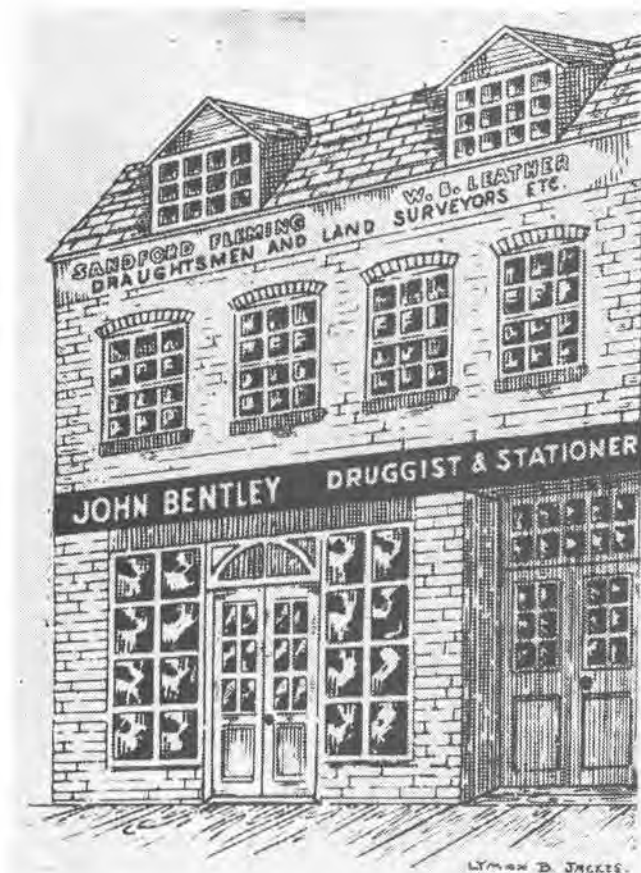
Above is a notation from the personal diary of Sir Sandford dated Feb. 24, 1851. It reads: "Breakfast at Ellah's hotel with Mr. Rutten and Hon. James Morris, Postmaster-General. Designing postage stamps for him."

In 1852, he was made Assistant Engineer for the Ontario, Simcoe and Huron Railway, and surveyed the line from Barrie to Georgian Bay. By 1855, he had become the Chief Engineer of the same railway. Moving on, in 1863, he was appointed the Chief Engineer for the construction of the Intercolonial Railway, taking up residence in Halifax for five years, then on to Ottawa in 1869.

Fleming married Ann Jean (Jeannie) Hall, of Peterborough, January 3, 1855. They had nine children, but three died in infancy.

Fleming's active mind envisioned a great railway for Canada that stretched from coast to coast. He spoke about this idea before an audience at the Port Hope town hall in 1858. The idea was nurtured by politicians from time to time and bore fruit when British Columbia joined the Canadian Confederation in 1871. Prime Minister Macdonald sought Fleming's help to get the great undertaking started. Survey parties were sent out to work east from Victoria and west from the Upper Ottawa River under Fleming's direction.

Fleming and three others, including the Reverend George Grant, set out from Toronto on a long overland march to the Pacific Coast on a personal review of the route the new railway might follow. After 103 days, the party reached their western objective. The great Canadian story of the building of the Canadian Pacific Railway to the west coast involved Fleming as Chief Engineer and later as a Director of the company.



Drawing of building at 112 Yonge St., between King and Adelaide Sts., where Canada Trust Building now stands and where 3-penny Beaver was designed.

This great man had other achievements to his credit such as the invention of Standard Time, the promotion of the Pacific cable, etc. He received many honours in recognition of his services to Canada and the world. Although he had never studied for a university degree, the honour that greatly pleased him was that of being chosen Chancellor of Queen's University at Kingston. Later, he was given honorary degrees by three other universities in addition to Queen's. In 1897, he was knighted by Queen Victoria.

Fleming's wife, Jeannie, died suddenly in 1888 and this great Canadian passed away on July 22nd, 1915, at the age of 88 years.

His was an active, productive life of great benefit to many people. Fleming exhibited boundless industry and great perseverance, with a capacity for handling large scale projects. His vision and faith in Canada's future, his broad sympathies and wide interests generated great respect. He knew his capabilities and used them to the full. This outstanding engineer of his day is classified as an Empire builder. Cobourg is fortunate in having this remarkable man contribute a small part of his life's work towards the town's rich history.

SANDFORD A. FLEMING'S PLAN OF COBOURG

A FEW REFERENCES:

"The Life of Sandford Fleming" by Elizabeth R. Farquharson, The Cobourg and District Historical Society.

"Ocean to Ocean" - Sandford Fleming's Expedition through Canada in 1872. - By the Reverend George Grant of Halifax, N.S., Secretary to the expedition. Published in 1873 by James Campbell, Toronto. Reprinted by Coles Publishing Company, Toronto, 1970.

An earlier issue of the Engineering Journal, published by the Engineering Institute of Canada. (October 1930).

"Peterborough, Land of Shining Waters" - Published by the City and County of Peterborough, 1967.

The Toronto Globe and Mail Saturday April 21, 1951.

The plan contains no date, but a Cobourg Star newspaper story of November 17, 1847, dates the plan in an announcement that copies are available for sale by the Cobourg Board of Police.

The plan also includes the following:

"HISTORICAL DESCRIPTION OF COBOURG"

"In the year 1797, the Country all round and within the present limits of Cobourg was a forest; the following year the number of Settlers amounted to 8. One Saw and two small Grist Mills were erected in 1801. A Frame District Court House and Gaol were erected in 1806. In 1812 at the Commencement of the last American War, the houses numbered 15 (added note by P.L.C. - in the local area).

Improvements in the Town went on slowly, until the Harbour was commenced in 1828. The following year the Harbour Company was incorporated. This work cost upwards £10,000 and several improvements are still in contemplation.

Since that time, the Town has been on the increase and particularly since it was Incorporated by Act of Parliament in 1837. At that time the Inhabitants numbered about 1500. The Act of Incorporation was revised and amended in 1846.

The present Court House and Gaol, substantially built of stone, was erected in 1831.

Percy L. Climo
April 25, 1988

The Town contains within its limits, which are about 2 miles square, a Population of about 3,500, 4 Flouring Mills and 2 Saw Mills. An extensive Woolen Factory, one of the first in the Province, 1 Brewery, 3 Distilleries, 3 Tanneries, 2 Foundries, 6 Churches and Chapels, 11 Schools and Seminaries including Victoria College. The latter was founded by the Wesleyan Methodists and cost nearly £10,200.

Plank and gravel roads are now being constructed through the Town to be extended to Rice Lake, Port Hope and Grafton.

"Note: In the Plan only the Best Buildings are laid down. Proposed Streets marked thus = = = = = = = =".

Also:

"TABLE of DISTANCES"

Cobourg to Toronto.....	71 Miles
Cobourg to Oshawa.....	31 Miles
Cobourg to Bowmanville.....	29 Miles
Cobourg to Newcastle.....	23 Miles
Cobourg to Newton.....	19 Miles
Cobourg to Port Hope.....	7 Miles
Cobourg to Peterborough.....	24 Miles
<i>(by Plank road and Ferry across Rice Lake)</i>	
Cobourg to Peterborough.....	37 Miles
<i>(by Plank road to Gore's Landing & River)</i>	
Cobourg to Peterborough.....	31 Miles
<i>(Across the Plains by Bewdley & present travelled road)</i>	
Cobourg to Gore's Landing.....	13 Miles
Cobourg to Bewdley.....	13 Miles
Cobourg to Grafton.....	7 Miles
Cobourg to Colborne.....	13 Miles
Cobourg to Brighton.....	23 Miles
Cobourg to River Trent.....	32 Miles
Cobourg to Belleville.....	44 Miles
Cobourg to Kingston.....	100 Miles
Cobourg to Montreal.....	290 Miles

Gratitude is expressed by the author to Peter Greathead for his kindness in reviewing the manuscript of this booklet, and for his excellent suggestions that enhanced the story.



Sir Sandford Fleming, Chancellor of Queen's University LL.D. (served 1880-1907)

K.C.M.G. = Knight Commander of the Order of St. Michael and St. George)
LL.D. = Doctor of Laws - Honoris Causa.