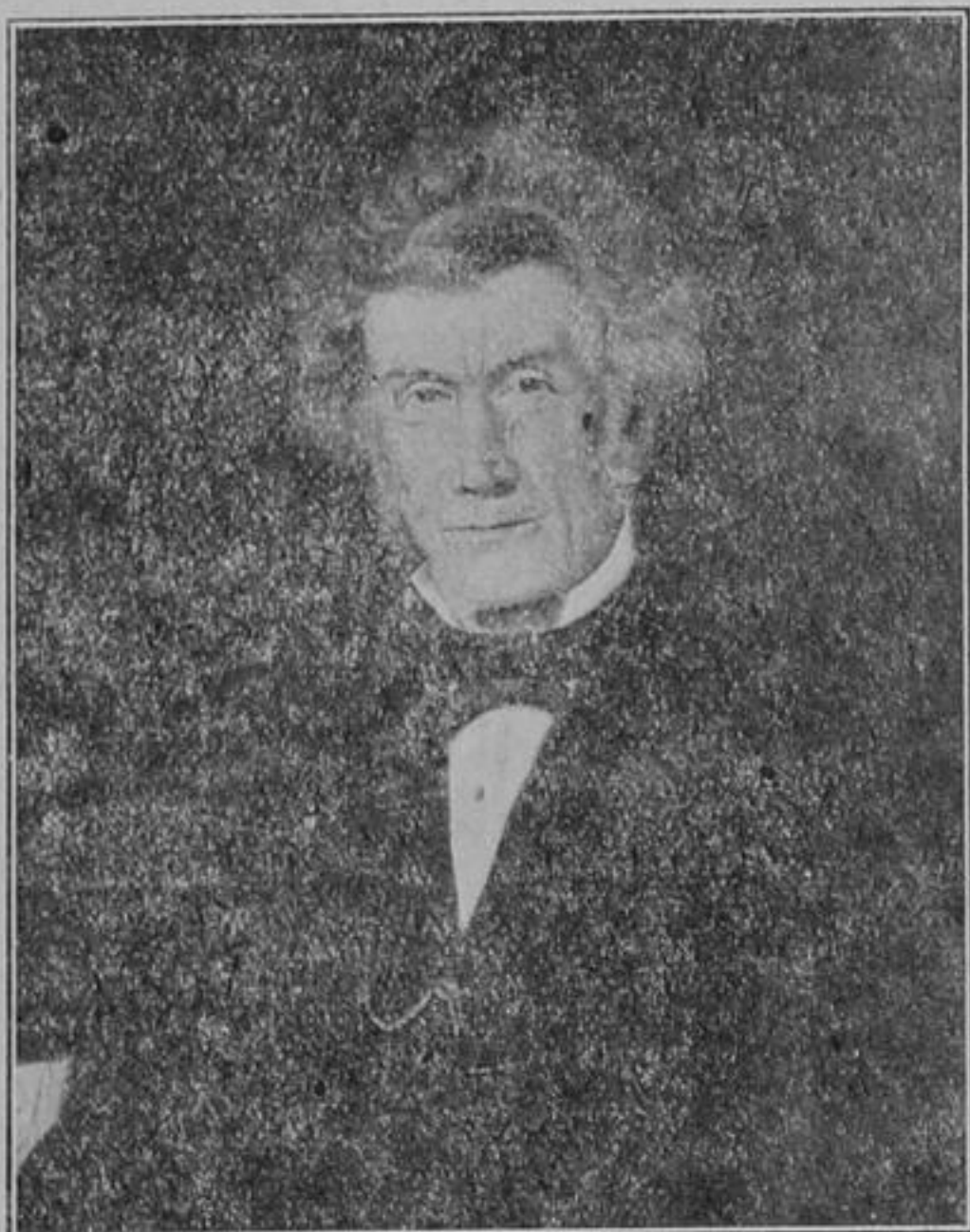


## YORK PIONEER AND PRESENT BY E. A. JAMES



ABRAHAM LAW  
First Reeve of the Village of  
Richmond Hill in 1873.

### Article No. 4 RICHMOND HILL

Richmond Hill was incorporated as a village in the year 1873 but thirty years before that the post-office of Richmond Hill was opened on January 6th, 1836, with James Sinclair as first post master. The name, however, is older than the post office.

In 1800 Abner Miles, a merchant of York, acquired large holdings in Vaughan and Markham along Yonge Street. At the time of his death in 1806 these holdings amounted to some two thousand acres.

It was but natural then that this community should be referred to as Miles' Hill. Some years after his death the community was known as Mount Pleasant and it was not until about 1819 that the name Richmond Hill was adopted.

I have heard at least two versions of the naming of the village. The late Wm. Harrison of Richmond Hill, a worthy resident of the village who took a great interest in its early history, maintained that the place was named by Benjamin Barnard. Benjamin Barnard first taught at Langstaff removing to Richmond Hill in 1816 and teaching in private houses until the first public school was built in 1820.

Mr. Barnard was from Surrey, England. He had pleasant memories of the hills of Surry and the boat songs on the Thames and one song was with him a favorite and we reproduce one stanza.

#### "The Lass of Richmond Hill."

On Richmond Hill there lives a lass  
More bright than May-day morn,  
Whose charms all others do surpass  
A rose without a thorn.

He was so enthusiastic for his own town name of Richmond in Surry and so persistent in singing the river song "The Lass of Richmond Hill" that the name Mount Pleasant gave way to Richmond Hill.

My own impression however, is that Richmond Hill was named after Charles Gordon Lennox, Fourth Duke of Richmond, who was Governor-General in Canada in 1818 and 1819.

During the summer of 1819 he made a tour of Upper Canada including in that tour a journey by way of Yonge Street from York to Holland Landing.

This community then, as now, was anxious to display their loyalty to the British Crown and British Institution and for several hours entertained the representative of the British King.

The Duke of Richmond, a distinguished nobleman, impressed the people of the community by his dignified, yet pleasant bearing.

In August 1819 he was bitten by a tame fox and on the 27th of the month died of hydrophobia.

The awfulness of this untimely death recalled his visit to the district and to commemorate this visit and the name of a distinguished guest the Hill was rechristened in his honor "Richmond Hill." In 1846 it was spelled as two words and with a capital H in the postal guide of Canada. And in the postal guide it is so spelled although many write it Richmondhill.

Richmondhill was incorporated by the County Council of York on June 19th, 1872 on the petition of Abraham Law and Matthew Teefy Esq. appointed the first returning officer.

The election was held on January 1st, 1873 and the first council consisting of Abraham Law Reeve, and Councillors, William Warren, David Hopkins, Jacob Brillinger and William Powell.

Matthew Teefy was appointed Clerk and Treasurer. At the time of incorporation the population was 631 and the assessment \$114,900.00.

To-day the returns show a population of 1340 and an assessment of \$805,884.00.

On June 4th, 1844, I. Walsingham succeeded Mr. Sinclair as postmaster and the succeeding post masters were Matthew Teefy in 1853; Peter J. Savage, December 29th, 1911 and the present postmaster Armand G. Savage on October 31st, 1917.

### NEXT WEEK—BOND LAKE

N.B.—The writer welcomes comments, criticisms or corrections and he also hopes readers will forward descriptions of incidents connected with the County of York, of which they have particular knowledge.



J. LUNAU  
Present Reeve of the Village of  
of Richmond Hill

### TOWNSHIP OF NORTH YORK LOCAL IMPROVEMENT NOTICE Bathurst Street and Carmichael Ave. Watermain

#### TAKE NOTICE THAT:—

1. The council of the Corporation of the Township of North York intends to construct as a local improvement a 6 inch watermain on:—  
(a) Bathurst Street from Dunblaine Ave. to Carmichael Ave.  
(b) Carmichael Ave. from Bathurst St. to the east side of Lot 78, Plan 1831, and intends to specially assess a part of the cost upon the land abutting directly on the work.

2. The estimated cost of the work is \$3,539.00 of which \$305.51 is to be paid for the Water Area No.1. The estimated special rate per foot frontage is \$1.16. The special assessment is to be paid in thirty annual instalments.

3. A petition to the said council will not avail to prevent its construction, but a petition against the work or the manner in which it has been undertaken, may be made pursuant to Section 9 of the Local Improvement Act, to the Ontario Railway and Municipal Board, by a majority of the owners representing at least one-half of the value of the lots which are to be specially assessed therefor. Dated at Willowdale July 20th 1926. H. D. GOODE, Clerk.

### TOWNSHIP OF NORTH YORK Local Improvement Notice Don Boulevard Bridge

#### Take Notice That:

1. The council of the corporation of the Township of North York intend to construct as a local improvement a reinforced concrete bridge, over the west branch of the Don River on Don Boulevard and intends to especially assess a part of the cost of the land abutting directly on the work and upon the following land which is to be immediately benefited by the work:—both sides of Don Boulevard from 30th., Avenue, West, to the north limit of Don Boulevard.

2. The estimated cost of the work is \$3,000.00, of which \$1,500.00 is to be paid by the Corporation. The estimated special rate per foot frontage is \$0.75. The special assessment is to be paid in fifteen annual instalments of 10 cents per foot per year.

3. A petition to the said Council will not avail to prevent its construction, but a petition against the work or the manner in which it has been undertaken, may be made pursuant to Section 9 of the Local Improvement Act, to The Ontario Railway and Municipal Board, by a majority of the owners representing at least one-half of the value of the lots which are to be specially assessed therefor. Dated at Willowdale, July 14th, 1926. H. D. GOODE, Clerk.

### IN MEMORIAM

Brown—In loving memory of a dear husband and father Edmund Brown who went to rest one year ago Brown who went to rest one year ago to-day, August 1st. No one knows the heartache,  
Only those who have lost can tell,  
Of the grief that is borne in silence  
For the one we loved so well.  
"Oh for the touch of a vanished hand  
And the sound of a voice that is still."  
Sadly missed by Wife, Daughter and Sons.

## SOME INTERESTING TRAVEL TALK FROM DOWN EAST

Mr. G. R. Goulding, Newtonbrook, writes about beauties of the Maritimes.

### A Moose Seen On the Streets of St. John, N. B.

Rev. E. R. Young of Newtonbrook, has received a very interesting letter from Mr. G. R. Goulding, which contains some delightful descriptions of his trip through the Maritime Provinces and we herewith print a few selections from the same. The letter is dated, "Sackville, N. B., July 21, 1926."

"We have been in four provinces," says Mr. Goulding; "namely: Quebec, New Brunswick, Nova Scotia and, last Saturday, Prince Edward Island. This last mentioned place is reached by a railroad ferry from Cape Tormentine in New Brunswick across Northumberland Strait to Borden, Prince Edward Island. This particular ferry to me was one of the wonders of the world and one of the delights of this delightful trip."

The motor car was loaded on a railway flat car after paying the freight charge of \$4.00 each way and 45 cents a passenger, who were instructed to remain in this auto until they were on the ferry.

"There were five autos going over and seven or eight coming back. They have enough flat cars to accommodate the number of autos and you run your auto from one to another over a big plate of iron until you as far ahead as they want you so as to accommodate those coming behind. Then a locomotive connects with the flat car and away we go down a long pier, out into the waters of the strait.

This pier is built of stone, very large boulders, and is only wide enough to accommodate the railway track in most of its length; at some places it is wide enough to have a switch and in some places two switches. This particular piece of track

must be half a mile long and the ferry is at the end of it. This ferry is both wide and long. It has two railway tracks of Standard gauge and takes on box cars and flat cars as well as the regular railway passenger cars. It must be particularly strong in its steam power as it requires a number of engines to run the different parts required in landing and docking at the piers. This ferry has, of course, to be very strongly attached to the pier and the railway rails must meet exactly and be held tight in place to meet the rails on the pier.

Once you are on the ferry, you are allowed to get out of your own auto, climb down the side of the flat car and go up on deck. The boat is nicely furnished and well kept.

The trip across, nine miles, takes about 45 minutes. Coming to the pier at Borden you are supposed to be in your place in the auto and a locomotive connects with the cars and takes the whole train up the pier to the station, where the flat cars are shunted to a siding that ends in a place where the auto road is as high as the flat cars. They pull out the blocks that have been securing your car and go away on your own power on land once more.

Prince Edward Island resembles Ontario more than any of the Maritimes. The soil is darker than that of New Brunswick or Nova Scotia and looks to be more productive. I think they grow more grain than the other Maritime Province farmers. We went to Charlottetown, the capital, about 38 miles from Borden and returned in time to get the ferry and get back to Tormentine and Sackville, 35 miles, about 9.30 p.m.

We have been to Halifax, saw the devastated area, now mostly rebuilt.

We also saw an ocean liner come into pier No 2, and next morning were allowed to go aboard and look around, and it was worth seeing. We saw also the military headquarters, a neglected looking spot. Once it was a pretty strong fortification; now it could be blown to pieces very easily by the big guns from the harbour.

Among the freight to be shipped from the pier were 80 or 90 casks or hogsheads of Jamaica rum, containing about 115 gallons each. One of the men who handled the freight remarked that when they were loading these casks into the ocean boats, if anything happened to them, the crowd looking on would burst into tears! He said that even a bottle broken, brought tears to the eyes of any bystanders.

Truro has a nice park up the mountain side, a stream of water running close to a winding walk—beautiful scenery. Truro, N. S., also has a fine model and experimental farm and some lovely crops of hay—3 tons to the acre. Oats, out in head; corn, coming on fine and likely to mature in time for the silo, also great crops of potatoes and other vegetables. There is a big acreage of turnips, beautifully free from weeds. The model farm certainly leads in crops, far ahead of anything to be seen anywhere else.

Coming home, one evening about 7.30, we sighted a full-grown doe deer about 200 yards ahead on the road. She stood still for a few seconds as we approached, then suddenly glancing in our direction, she bounded away at full speed. I saw a fox on the road, away off, one day; also a medium sized black bear, that had just been shot. A moose appeared on the streets of St. John, N. B. one day recently. He went back into the woods after looking around a bit. Nobody molested him."

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