



Chapter # 185
Charter Date
February 23, 2007

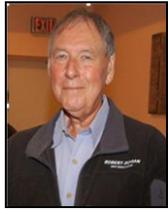
The Men's Probus Club of Lindsay Probus Banner Newsletter

EDITION 95

April , 2016.



Mike Catling
President



Bob Doran
Vice - President



Irwin Brown
Treasurer



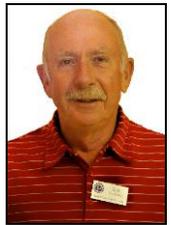
Harry Newton
Secretary



Brian Devan
Director, Membership



Richard Graham
Director, Programs



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Club Services



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Gerald Brown
Director, Communications
Editor, Photographer
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Meeting Highlights :

- President Mike Catling called the meeting to order; followed by a group singing of "O Canada".
- He questioned the group to see who was interested in attending the luncheon after the meeting at the Kelsey's Restaurant.
- Mike continued by calling upon Director of Programs, Richard Graham, to come forward and introduce the morning's guest speaker, Dennis Carter-Edwards.
- Dennis Carter-Edwards is the President of the Peterborough Historical Society and he previously served as the Historian at Parks Canada. With his strong background in management of cultural assets, interpretative programs and policy issues for Parks Canada's Ontario Regional presence, Dennis was appointed in 2008 as the Cultural Resource Specialist for the Trent Severn Waterway (TSW) National Historic Site.
- His presentation was called, " Steaming up the Scugog ", and here is a brief outline of it :
 - He commenced his presentation by stating that this time he was going to redirect his focus from the building to the actual use of the Trent Canal or at least a part of the waterway, primarily on the Scugog River and the central lakes of the Kawarthas.
 - he stated at the beginning, the Scugog River was a shallow, marshy, slow moving body of water that flows north from Port Perry through the town of Lindsay to Sturgeon Lake;
 - to encourage settlement, the government of Upper Canada offered incentives of free land and water rights to entrepreneurs to build the necessary grist and saw mills;
 - due to these incentives this watercourse was changed dramatically thanks to the efforts of a man named William Purdy and his sons;
 - in 1828 William Purdy received 400 acres on the upper Scugog River plus 1/12 of the grain ground at his mill in return for building a saw and grist mill;
 - by 1834 the Purdy's had met the requirements and received legal title to his land;
 - Purdy built a dam approximately 10 feet high which was high enough to back up the river all the way back to Lake Scugog, to create a mill pond to run the machinery in his mill;
 - however raising the level of water, it created flooding, and by one account, some 60,000 acres of land was under water due to that;
 - a small community grew up around the mills creating a demand for improved communication on the river;
 - in March 1836 the government passed AN ACT TO IMPROVE NAVIGATION ON THE INLAND WATERS OF THE NEWCASTLE DISTRICT and set aside £16,000 to carry out the work;
 - one of the projects was the construction of a lock at Purdy's Mills, and Nicol Hugh Baird, a Scottish engineer was dispatched to survey the site and layout plans for a lock and dam;
 - the following spring tenders were called for building a wooden lock and dam 134 long, 33 feet wide and having a lift of 7 feet; and H. Hecox of Cobourg got the contract and immediately began work.

Health and Welfare

Please notify
RON MORGAN

(705) 324 - 2318

**if you have knowledge of a member
that is experiencing health issues
at any time....**

Next Guest Speaker

TUESDAY, May, 10th



Bob Hunter

**"Lindsay Airport today & its' future
potential".**



**Membership Director, Brian Devan (L),
thanking guest speaker Dennis Cater –
Edwards for his presentation.**



**President Mike Catling (R) officially
welcoming new member Ward Levine into
our Club.**



**Club member Don Huff (R) welcoming
new member Richard Poersch into our
Club.**

**Any corrections, comments or additions
regarding this banner can be forwarded to
the attention of the editor at :**

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- once again, problems bedeviled the project;
- the outbreak of the 1837 Rebellions and subsequent border raids by American sympathizers diverted funds from canal projects
- without funds the contractor couldn't pay his men and eventually abandoned the work and fled the country;
- also the residents who suffered flooded lands and an outbreak of a deadly fever attributed to the marshy miasmas caused by the dam, decided to take matters into their own hands;
- In 1838 they raided the small community and chopped away at the dam;
- shaken but undeterred, Purdy rebuilt the dam, though this time at a lower height;
- with the creation of the Province of Canada in 1841, the new Minister in charge of Public Works, H.H. Killaly, took a tour of the various canal projects and decided only a few of the stalled lock projects should be completed;
- Purdy's mill was one of those; day labourers were hired and the work pushed forward to completion in 1844;
- initially wooden scows and elaborate row boats ferried settlers and goods along the river;
- in 1850 two merchants from Port Perry, James Rowe and Thomas Cotton, hired Hugh Chisholm to build the first steamer to sail on the Scugog, the *Woodman*, a 110 foot sidewheeler with a 25 horsepower steam engine that could reach speeds of 8 miles an hour;
- this spritely steamer continued her run from Port Perry to Lindsay until she caught fire in 1854;
- the owners sold the boat to George Crandell who refurbished the vessel and, with himself as captain, sailed to Lindsay as well as Bobcaygeon and Bridgenorth;
- this was the start of the very successful Crandell fleet of steamers that sailed through the Kawarthas;
- Dennis continued by talking about additional steamships businesses to follow that were built and cruised up and down the waterway, for business or pleasure operations;
- Ogemah, Lady Ida, Anglo Saxon, Commodore, Champion, Novelty, Mary Ellen and the Ontario to name a few of other steamship vessels mentioned above;
- In closing, Dennis stated that he could talk a lot more about this waterway and the important role that it played in our area, but hoped that we had a little better understanding of this era in time.

- Mike called upon Director of Membership, Brian Devan, to come forward and thank Dennis on behalf of the Club members, for his very informative presentation.
- Following a short break, Mike proceeded with the "Club Business" part of the meeting.
- He asked Ron Morgan (Health and Welfare) to come forward and he informed the membership about club member Ron Wysynski's recuperation progress following his recent back/spine operation.
- Mike informed the membership that the Management Committee held an April meeting and following items were discussed :
 - a voted was conducted and an agreement passed to hold this year's Christmas Luncheon at the Lindsay Golf and Country Club;
 - a new policy regarding new member applications;
 - club policy regarding endorsement of speakers - to be declined;
 - anniversary invitation from the Newmarket Probus Club.
- Next two new members were inducted into our club; Ward Levine and Richard Poersch.
- Mike called upon Vice President Bob Doran to come forward and talk about the up-coming Management Committed elections this fall.
- Before adjourning the meeting and the members making their way to Kelsey's Restaurant for the luncheon, Mike read a little humorous story regarding a posting on a golf course in Scotland.