Burleigh Falls: A Land Use Study

Includes:
Final Research Report

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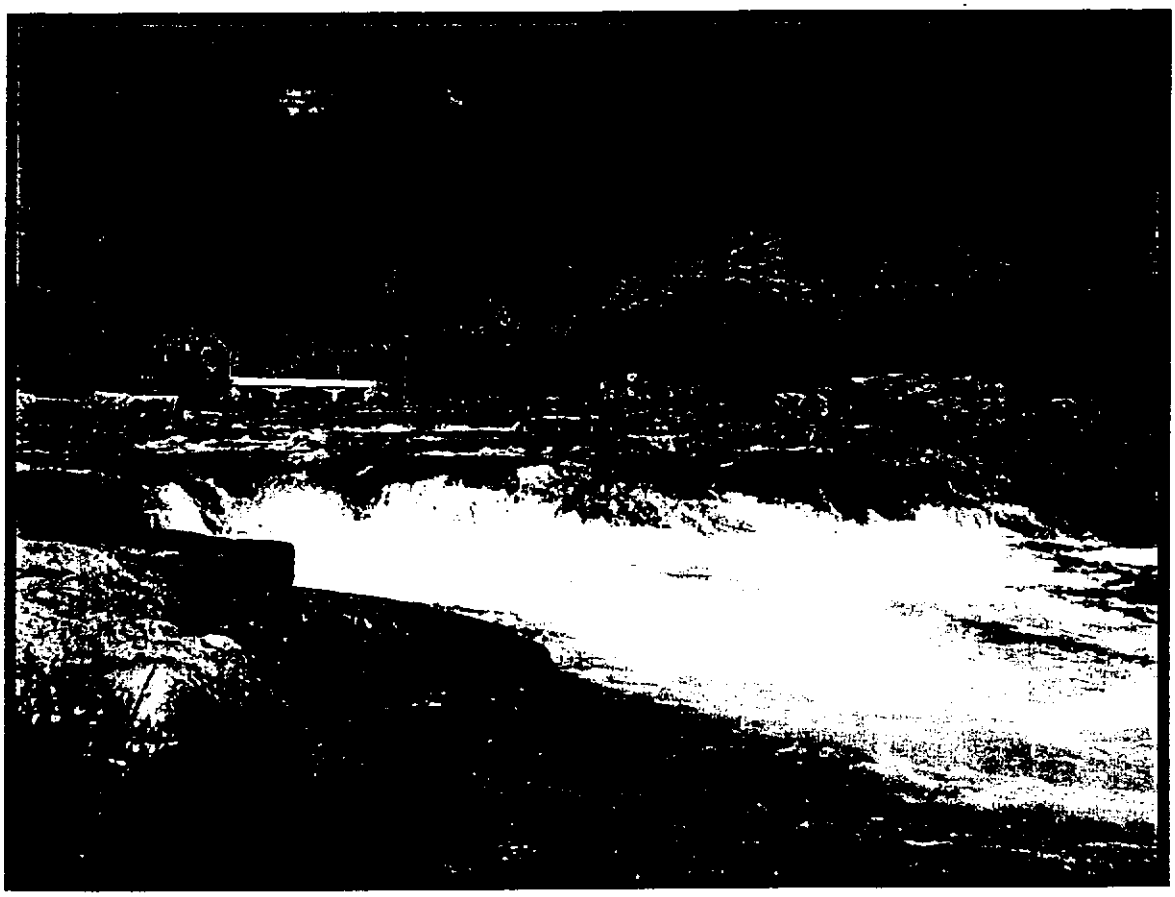

By Emily Alkenbrack

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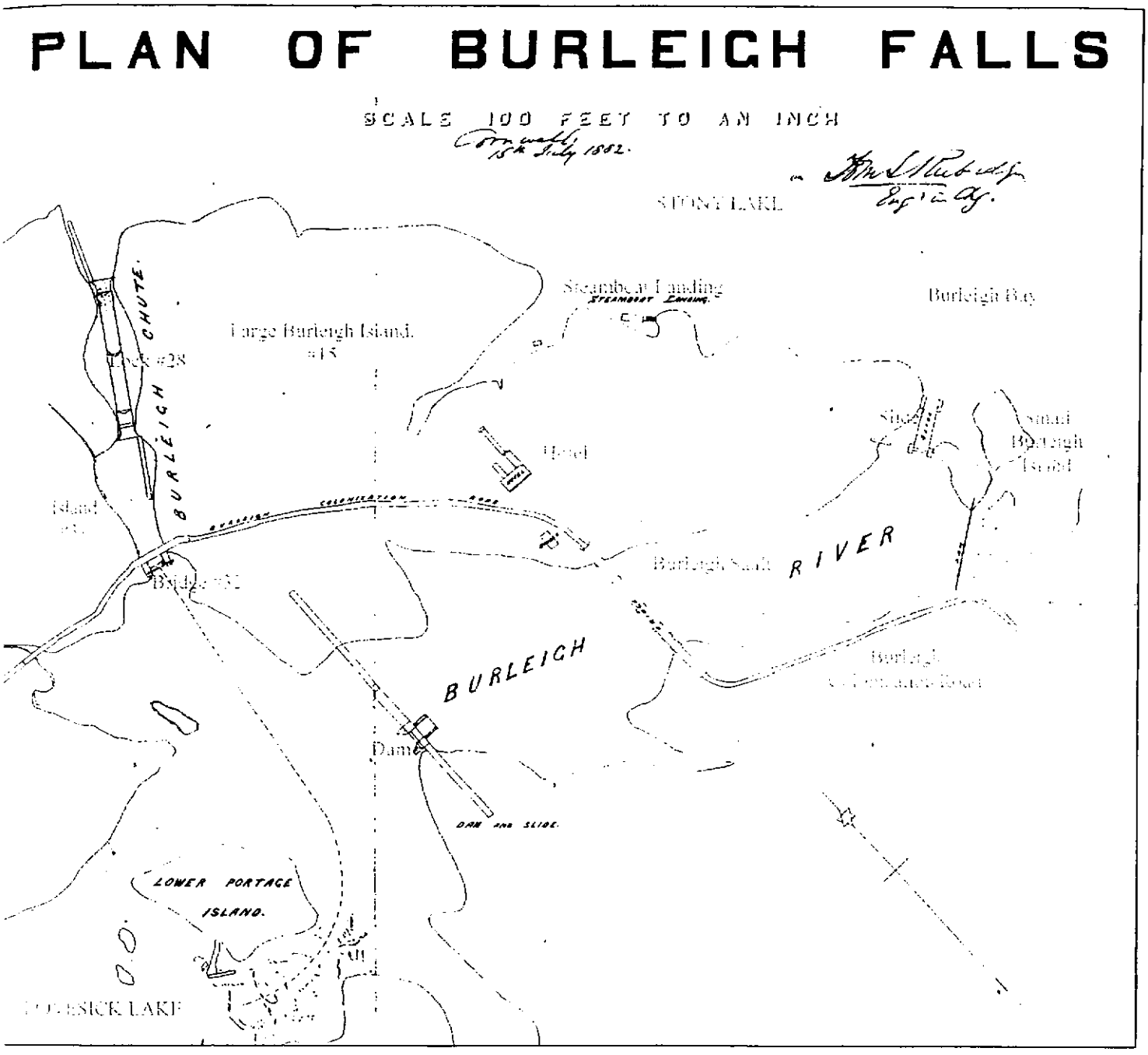
This land use study was completed as a joint project between the Trent (University) Center for Community Based Education and the Trent-Severn Waterway (TSW) in Peterborough. It could not have been completed without the aid and direction from Dennis Carter-Edwards, TSW Historian, Wayne Mitchell, TSW Realty Manager, Dimitry Anastakis, Trent University History Professor, and Ellen Justynski, TSW Archival Assistant. Thank you also to Thomas Basinger and Ernie Alkenbrack for their aid in picture taking, Nathan Andeweg and Iain Cruckshank for computer support, and to the gang at the TSW.

1. Map of Burleigh Falls Vicinity Under Study, c. 1882, Trent-Severn Waterway Archives



2. Burleigh Hotel, c. 1912, Archives of Ontario

Introduction

Burleigh Falls is located north of Peterborough along Highway #28. It is thought that Burleigh Falls is named after Burleigh Castle in Kinross, Scotland, or Lord Burleigh, an Engli aristocrat.[1] Intricately connected with Burleigh Falls is the Burleigh Island Lodge Resort. Royally appropriate and romantically situated on rising granite cliffs along thundering white rapids, the glamorous Burleigh Island Lodge Resort excels in luxury and comfort. A spa, fine dining, and lavish suites attract visitors seasonally to this location. The lodge promotes itself as "one of the most historic resorts in Ontario."[2] It would seem that this statement is true. When John Holmes first established the inn as a resting spot for traveling loggers in 1857, it would have been an isolated location, with nothing but a weekly coach and wild lumbermen passing through for company. Yet many men made their fortunes off the white pines surrounding Burleigh Falls.

The bounty of the timber trade expired after the timber supply was all but exhausted, and Holmes found means to switch his interests. It was not until the economic dependency on the timber trade failed that the tourism industry became more profitable. In the mid 1880s, Holmes transformed the tavern into a hotel, and in 1899, Thomas Darcy bought the property and renamed it The Park Hotel, "a fisherman's paradise and

[1] Edwin C. Guillet, "Ontario Place Names: Royal Names," *Dr. Edwin C. Cuillet Fonds*, Trent Archives: 74-003/2/6.

[2] "Let Your Vacation Adventure Begin at Burleigh Island Lodge," Burleigh Island Lodge, 17 June 2006, http://www.burleighislandlodge.com/.

summer resort."[3] One hundred and fifty years later, this site is still host to a prosperous hotel.

The story of the Burleigh Island Lodge Resort is in fact the story of Burleigh Falls. The operation of the hotel adapted and it changed as the landscape changed. The use of the falls and the land around them was also altered with the variable economic demands. This paper will demonstrate how the land was altered for the commercial benefit of entrepreneurial operations, like lumbering and tourism, rather than for settlement. This will be completed in four major sections; settlement, logging, locks, and tourism.

The emigration of the Peter Robinson immigrants in 1825 brought the beginnings of a new township in the Kawartha Lakes region and the town later known as Peterborough. Irish and British immigrants alike took an interest in the new opportunities that were offered in Upper and Lower Canada. Around 1800, the young colony excelled in three major staple trades: fur, cod, and pine lumber.[4] The Colonial Preference, a timber policy securing the timber trade in British Canada after War of 1812, saved the interests of timber merchants and profit-venturing immigrants.[5] Without the policy, the Canadian timber market would have suffered greatly from American and European trade tariffs, a tax too high for the average settler. The Colonial Preference lasted until the Tory administration of Sir Robert Peel in 1841, where it was phased out by an alliance of free-traders.[6] However, during the time of the Preference, the Canadian timber market had the

[3] "The Legend and History of Our History Ontario Resort," Burleigh Island Lodge, 17 June 2006, http://burleighislandlodge.com/resort-history.html
[4] R. Peter Gillis and Thomas R. Roach, *Lost Initiatives: Canada's Forest Industries, Forest Policy and Forest Conservation,* New York: Greenwood Press, 1986: 2.
[5] Ibid, 6.
[6] Ibid.

opportunity to grow and was influential on the markets in the East Coast, Quebec, and in Ontario, in the Ottawa Valley, and on the Trent.

Timber was and is after all the story of Burleigh Falls. The granite terrain prevented settlement and any possibility of farming. Therefore, initial development at Burleigh revolved around the timber trade. Around 1820, surveys were initiated by the Parliament of Upper Canada to determine the agricultural sustainability of land across the province. Burleigh was surveyed in 1823, 1834, 1854, 1859, and 1860. It was discovered that settlement was not as feasible as Parliament had hoped. Logging, however, was. As early as 1840, small logging companies were already exploiting the forests around Burleigh. The timber trade reached its peak in the 1860s and began to die out around 1870. It experienced a small boom in the late 1880s but was well past its most profitable period by 1900.

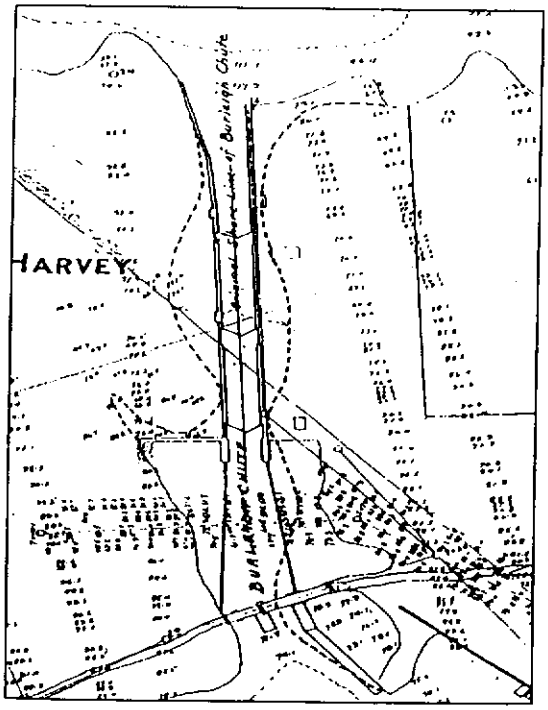
As immigrant populations swelled, the government was compelled to invest in transportation facilities to develop the Northern townships for settlement purposes. Construction on the Burleigh Colonization Road began in 1860. In the 1880s, the government of Ontario, pushed by the demands of steamboat operators among others, began construction to complete the 386 kilometer Trent-Severn waterway system that was initiated as a viable transportation route over fifty years before. In 1884, a lock was built at Burleigh and Young's Point to transport people and goods through the Trent Canal. Ironically, those who most benefited from both the road and locks were the loggers and steamship owners. Nevertheless, the government financially supported these ventures to increase development opportunities and settlement possibilities.

It is interesting to note the change in the technological advancements during these influential years of growth. The role of the logging business played a large part in the development of water transportation facilities and infrastructure at Burleigh Falls. In 1844, H.H. Killaly suggested that a slide be built at Burleigh Falls to increase the timber trade and consequently revenue for the young colony. A slide at the "Burleigh Rapids" appeared in an 1855 survey and cribwork and a retaining wall were also built in the "Burleigh Chute," the first hints of development in the area. Bridges were built and rebuilt as the Colonization Road stretched further and further along the rocky landscape, financed with the hope of increasing settlement and as a sign of civilization. The road and the bridges, however, like the hotel built in 1857, were largely used by lumbermen. By 1884, the double flight locks and new dams were introduced at Burleigh to transport material and control water levels. The infrastructure and technological devices built at Burleigh reflect a landscape void of civilization by the forms of a sawmill, gristmill or town hall and settlement, and rather confirm the suggestion that Burleigh Falls was developed for economic means.

Watercraft also experienced a technological change at Burleigh and is again, reflective of the logging and tourism trades. Where canoes would have initially transported upper class men to and from their wilderness excursions and hunting trips, the lucrative lumbering business would have allowed investment in steamers and tugboats to haul barges of logs to replace the rafts for river drives. The wealth of the Dominion in the 1880s brought cottagers and tourists to the remote and picturesque Stony Lake islands. It may not have been such a coincidence that the timber industry fades as the new technology of the steamboat is introduced as a fresh means of profit. It is evident

that changing role of technology largely increased the ability to maintain a consistent income from an otherwise baron and uninviting climate.

The landscape would have certainly changed a great deal from when Nicol Hugh Baird produced the initial Trent-Severn Waterway plan in 1833 to today. The discussion of technological advancements indicates the progressive role of the physical land itself and how dramatically it must have been altered to accommodate the changing facilities. A few bolts, the lock, and the dam are the only remaining pieces of evidence of the substantial material development that once was.

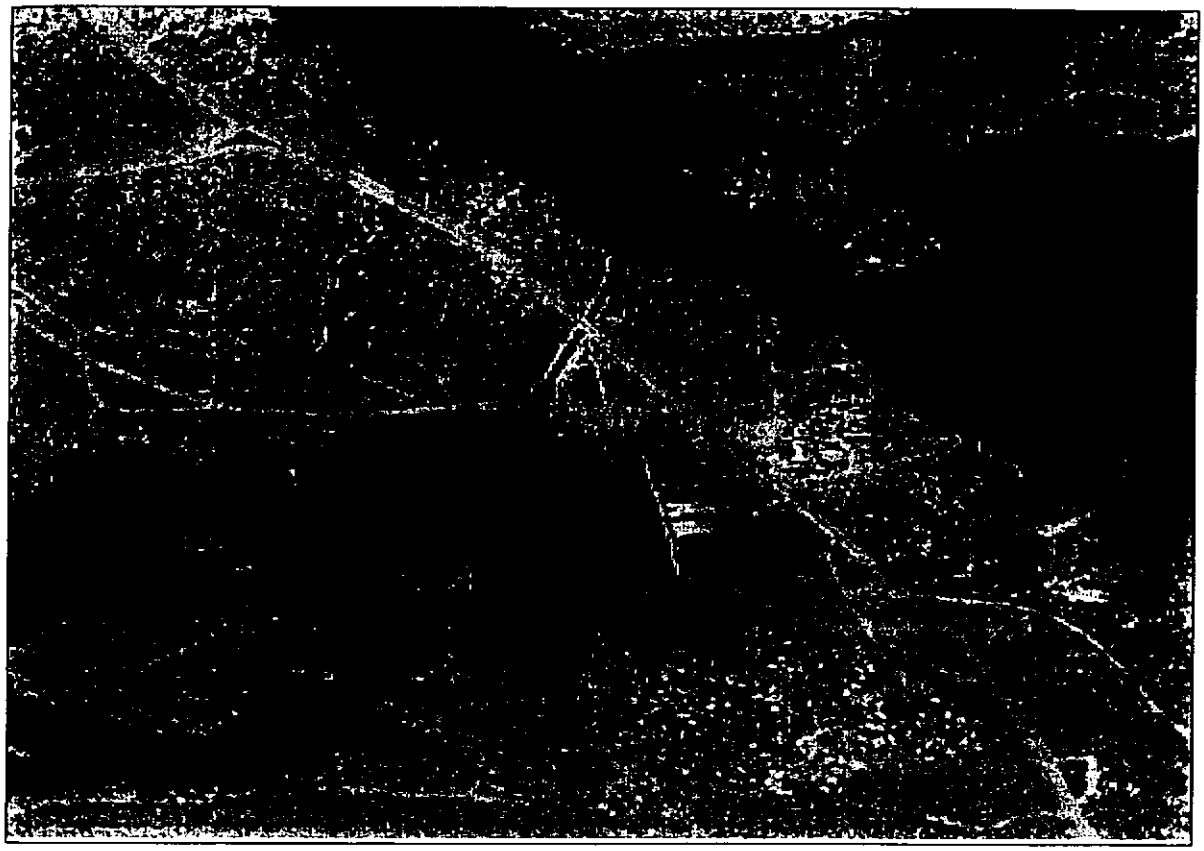


3. TSW Survey, c. 1880 – T22-428.07

One of the greatest impacts to the land was the construction of the lock. It is evident from this Trent-Severn Waterway Survey that the dotted 'original shoreline of Burleigh Chute' was redesigned considerably to accommodate the locks. A 600-foot canal cut was required over a distance of 2.25 miles to permeate the 26-foot falls, what Baird called the "dreaded iron-bound nature of rock."[7]

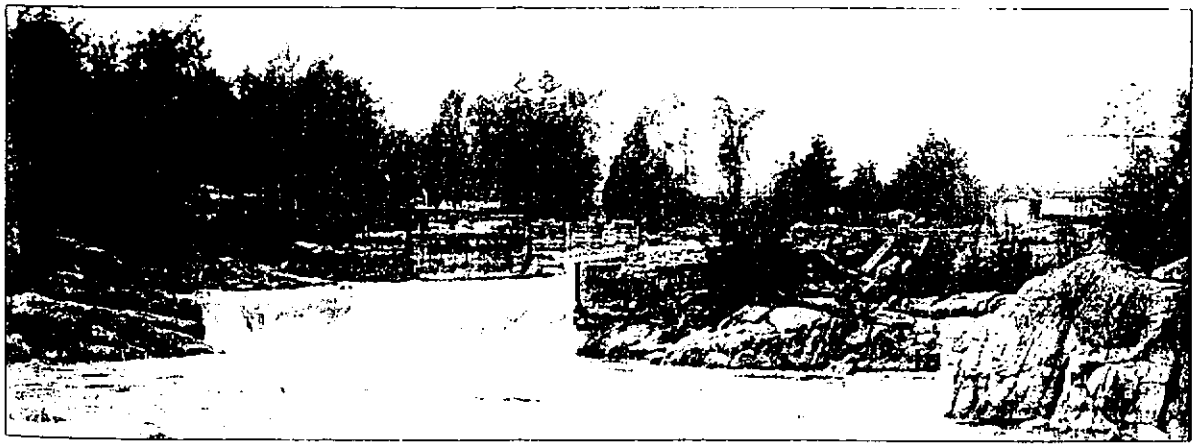
The construction of both the Burleigh Colonization Road and Highway 28 also significantly altered the land. It is evident from this next photograph how and where the land was cut for the passage of the old road and the new highway built in 1960.

[7] James T. Angus, *A Respectable Ditch: A History of the Trent Severn Waterway, 1833-1920*, (Montreal: McGills-Queens University Press), 174.

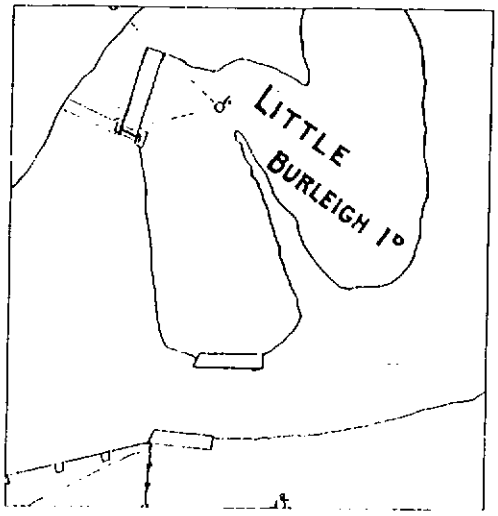


4. Flight Line Photograph of Burleigh Falls, 2005, TSW

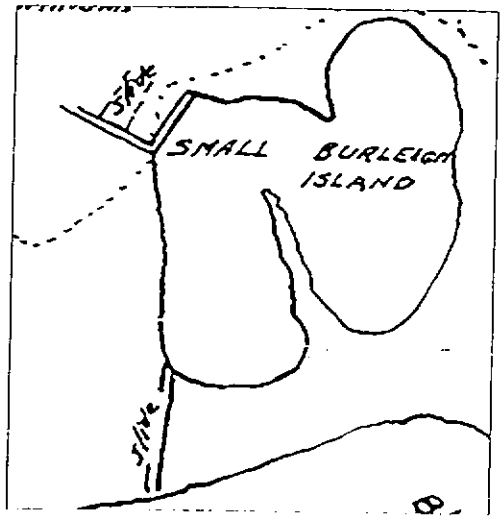
The cribwork at Burleigh Rapids that once made a striking visual impression on the landscape has all but disappeared on the rocky shoreline today. Some bolts, that are only seasonally visible, are virtually all the evidence that remains from this extensive wood work. Large timber cribs filled with stones once lined these shores.



5. Cribbing, c. 1912, Archives of Ontario



6 Cribbing, c. 1880, TSW Files T-22-428.07b



7 Slides, c. 1916, TSW Files T-22-428.24

The cribbing (shown in Fig. 6) and the slides (shown in Fig. 7) were based along the shoreline of Little or Small Burleigh Island adjacent to Burleigh Island 15 (the island on which the hotel is situated) down the Burleigh River in the area of the Burleigh Rapids. A dam was also in the same location as the slide in Fig. 6.

The lock was beneficial to the economic activity in the area for a number of reasons. The completion of the locks along the canal not only supported the lumber trade but also encouraged the tourism industry. The creation of necessary infrastructure for these trades was undoubtedly influenced by the men who maintained an entrepreneurial eye over the changing decades. The initiative, motivation, and investment from entrepreneurial families like the Boyds, the Reids, and most importantly the Stricklands who used economic independence and eventually political power to build their timber empires, were the drivers behind development for both the logging and the tourism industries. They were influential in opening up the back country and conquering the wild of the north. These men worked in fiercely competitive economic situations, and took

advantage of political situations when need be. Their stories weave in and out the transformational story of Burleigh Falls.

The primary documents that have been used for the researching of this paper have certainly been the greatest aid for discovering what was really on the landscape and how the landscape has visually changed over the decades. Photographs have provided the best evidence that is overlooked in written material. The surveys, the plans, and drawings for the slides and bridges are also proof of what is actually taking place. Paintings by Reginald Drayton in 1878 also offer some insight from a tourist's perspective of Burleigh before the locks, and also give clues of what was at Burleigh before photography.

The Trent-Severn Waterway collection of files provided an excellent base of primary documents, including correspondence, surveys, drawings, and photographs. The Archives of Ontario was extremely useful for examining the key names of people and families who invested time and money into Burleigh Falls. Other primary documents that were helpful included newspaper articles from Lindsay and Peterborough, the Ministry of Natural Resources land surveys, diaries and letters from Samuel Strickland, Catherine Parr Trail, W.T.C. Boyd, R.B. Rogers, financial accounts of the Gilmour mill in Trenton, census' and voter's lists, among others.

There have been a few sources that have already examined the colourful stories of the Burleigh Falls past. The recently published "Up the Burleigh Road....beyond the boulders" and "The Land of Shining Waters" both cover the social aspects of Burleigh Township, as well as the lakes and cottage stories from around Burleigh Falls.

8. Fishing Guides, TSW Archives

As this document will focus mainly on the Burleigh Falls area itself, exploring what actually took place at the falls, and investigate why works like the slide, dam, and locks were put there, a more thorough investigation was required. Authors like James Angus, George Richardson, Grace Barker, Peter Gillis and T. Roach, Bob Delledonne, Howard Pammett, David Spector, and the Laverys, also provided excellent background material for the development of the Trent-Severn Waterway and its infrastructure, the Boyds, the Stricklands, lumbering and forest policies, and local history for the Kawartha Region. As well, the article "History of the Burleigh Falls Métis Settlement" provided the information necessary for completing the Native history of the area.

Settlement - The first chapter of this Burleigh Falls story will look at the earliest history, including native seasonal residence and early Trent Severn-Waterway work. The second chapter introduces the "Agreeable Companions," the Stricklands and Boyds, among others, lumber barons whose enterprises changed with the circumstances, and whose interests permanently altered the environment of the Burleigh Falls region. *Logging* - The third chapter looks into the lumber tycoons who exploited Burleigh in the 1860s and 1870s, making their fortunes off Burleigh white pine and lumbering interests prove to be one of the main drivers behind development in the area. The township was surveyed and resurveyed in the 1850s and 1860s and eventually the Burleigh Colonization Road was put in, revealed in chapter five.

Locks - The middle chapters explore the difficulties in planning the lock in 1882. 'Timber Slides' explores the pressures upon the government from the Lumbermen's Committee to replace the damaged works imposed by the lock. The last chapter in this section discusses the construction of the dam and the possibility of waterpower in Perry's

Creek. *Tourism* - Upon the completion of the locks, the golden age of steam powered water travel arose, corresponding with the arrival of tourists, cottagers and campers alike who were drawn to the beauty of Lovesick and Stony Lake. The interlocking relationships of entrepreneurial and upper class men were necessary for ensuring adequate facilities for the various ventures at Burleigh. These were key in the prospects of development.

And so this story ends with a beginning. July 3 to July 12, 1920 marked the first voyage from Lake Ontario to Georgian Bay using the Trent Severn-Waterway lock system. This concludes the investigation of interest and inspiration in Burleigh Falls between 1820 and 1920, revealing the most influential relationships of men driven by profit and gain which transformed Burleigh from isolation into a landmark.

Settlement

Early History

Algonkian picture writing along caves in the Burleigh township date circa 1600 and suggest that Native occupation in the area has been going on for hundreds of years. Oral history, dating back to approximately 1830 according to 'A History of Burleigh Falls Metis Settlement', reveals that Native people of the Curve Lake Band were using the resources of the land for fishing, hunting, and trapping, and seasonally lived in the region of Burleigh Falls.[1] These Mississauga people were able to portage across Stony Lake after landing their canoes on Lovesick Lake.[2] They would set up camp on Island 31 during the summer months and return to their reserve in the winter.[3]

9. Picture Writing, Trent U. Archives

In 1823, surveyor Andrew Miller surveyed the area, as well as surveyor John Houston in 1826, and like other surveyors' diaries in the next 20 years to come, made no mention of Native residents. This furthered the idea that there was no permanent settlement of Natives in Burleigh. However, while searching for a line of road in 1859, Robert Strickland remarked that "Indians" had told him that the northeastern township of Burleigh was good country for passing through, and that it would be good land for a road.[4] It is unclear if the Natives Strickland spoke with were permanent residents or just

[1] "History of the Burleigh Falls Metis Settlement," Archives of Ontario: Pamphlet #146, 1978, Ref.#:L87-402, 1.
[2] Ibid, 2.
[3] Ibid, 6.
[4] "Burleigh Survey by Robert Strickland, 1859," Archives of Ontario: RG 1-59, Container #43.

passing through. However this is evidence that they were at least still traveling through this territory.

The construction of the locks in 1882 flooded many of the traditional hunting and fishing grounds that were used by the Mississauga Natives. By the mid 1880s, their traditional nomadic lifestyles were replaced by more year round employment that included logging, construction, ice cutting, and guiding which lead to a more stable residence in the area.

The early 1800s brought an explosion of British Isles emigrants into Canada and in 1825, the Peter Robinson Irish flooded into the Kawarthas. During this time, surveyors scrambled to map out the land for settlement. In 1840, the Act of Union established by the British Parliament joined the Upper and Lower provinces of Canada to form a single 'United Canada'[5]. This unification pressured the new government to populate and establish the young country. In some places like Lindsay, Buckhorn, and Hastings, agriculture and farming along the Trent Severn were already driving the economy. By 1854, the *Peterborough Review* was publishing articles in the newspaper to encourage settlement in the Kawarthas. Titled, 'Our Prospects and Our Duty,' the

10. Burleigh Sault, 10 July 2006

[5] 'Act of Union, Canadian Confederation', *Collections Canada*, http://www.collectionscanada.ca/confederation/023001-2954-e.html

Review urged men to "open up the back country," and to invest, be industrious, and prosperous off the timber and resources of the land.[6]

Burleigh never experienced this rush of settlement. John Huston's 1826 survey reveals the steep granite nature of the terrain, the "rough and rocky land"[7] which prohibited not only settlement but also agricultural growth. In July of 1856, surveyor John Reid stated "the country was so very difficult to travel through that I don't think it would be possible for the average man to travel more than about five miles per day," as Burleigh was "removed from any port, office, road, and settlement."[8] He later wrote that the "steep granite ridges, in some places totally void of vegetation" would have hindered settlement for pioneers as well as for natives.[9]

The rugged landscape of the Burleigh Falls region consists of the Pre-Cambrian shield and tough granite rock. Any topsoil that was there was removed with trees that were cut for logging. Clearing land for farming and the establishment of buildings meant much time and tedious labour. Logging bees among neighbours were organized to cut timber and one pioneer in the Asphodel area reminisces that in the 1830s, men were taking out logs "some of them 120 to 135 feet long and 7 to a 7 ½ feet diameter at the butt," a difficult job for the average settler.[10] Historian Howard Pammett claims that

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[6] "Our Prospects and Our Duty," *Peterborough Review* 2.1 (13 January 1854) Trent University Archives: 88-025/1/10.

[7] John Huston, "Survey Diaries, Field Notes, and Reports: Verulam, Exploration N.E., 27 Nov. – 27 Dec. 1826." Archives of Ontario: RG 1-59, MS 924, Reel 26.

[8] "Exploring Line From Burleigh Falls," Archives of Ontario: RG-1-524-2, Ref. 2., Box 8, Envelope: 1858 (1): 3.

[9] John Reid, "Report, Field Notes, and Diary - Exploring Line From Burleigh," Archives of Ontario: RG 1-59, MS 924, Reel 4.

[10] Howard Pammett, "A Survey of Kawartha Lumbering (1815-1965)," (Cornwall: Parks Canada, 1980) 4-5.

99.9% of the settlers that attempted to farm the area had moved out by the mid 1880s, having lost everything they had due to the difficulties of trying to farm on the rock.[11]

However, Burleigh Township Assessment Rolls from 1840 and 1841 reveal that approximately thirty-five families settled in the township. The assessment rolls indicate that animals were brought with them to farm, and by 1841, most residents had at least one quarter of their acreage cultivated. However, there is no indication that these settlers established themselves near the falls. In 1856, two residents are recorded as having received land on Island 15 in Burleigh. One is John Langton and the other John Holmes, who received a grant to clear land and to "put it into productiveness."[12] Productive he was and within the same year, the Burleigh Hotel and Tavern was established.

11. Peter Robinson, PCMA

The settling of the Peter Robinson immigrants brought over 2000 Irish immigrants to "Scott's Plains" renamed Peterborough after Peter Robinson[13]. By 1830, there were roughly twelve mills and twenty buildings in the town, including a post office and a doctor's office.[14] The continuation of a steady influx of settlers brought the compelling need for adequate transportation facilities[15]. As a result, in 1833, the Trent Severn-Waterway began as a government venture to produce a viable water transportation route. The purpose was to connect Lake Ontario to Georgian Bay by providing a shorter and

[11] Pammett, 9.
[12] 'Right of Way at Burleigh Falls, Oct. 24, 1856-Oct. 19, 1916,' Trent-Severy Waterway Archives: File 495, Vol.1
[13] "Historical Timeline of Peterborough," Peterborough Centennial Museum, <http://www.pcma.ca/museum_timeline2.htm>.
[14] Ibid.
[15] Angus, *A Respectable Ditch*, 7.

more protected route than the one available through the Great Lakes.[16] In the same year, Scottish Engineer Nicol Hugh Baird was instructed to produce surveys that proposed a route for navigation through the Trent River. This suggested the construction of 34 locks, with water being retained by a series of dams.

The "Grand Design", as it was known, generated a great deal of interest among the new settlers in the area. Many of the early entrepreneurs, prominent citizens of the young Peterborough settlement, met to discuss the project. Some of those included Col. Alexander McDonell, Thomas Need, James Grey Bethune, Captain Rubidge, Robert Reid, and Thomas A. Stewart. Even the young Catherine Parr Traill took interest, and wrote in a letter dated September 20, 1834, that the Grand Design "presents some difficulties and expense, but it would be greatly to the advantage and prosperity of the country, and be the means of settling many of the back townships bordering upon these lakes."[17]

Work did commence in 1837 to build the locks, but lack of funds from the Government suspended operations in 1839. The 1837 Rebellion took labour away from production and farms to fight. A late 1830s economic recession also interceded with the project. In 1841, H.H. Killaly, the Superintendent for the Public Works, evaluated the route and claimed it was "commercially unviable."[18] . Killaly predicted that the project would cost roughly $4.6 million, almost $850 000 more than Baird has predicted in 1833.[19] The House of Assembly continued to receive a number of petitions to improve the canal but little work was accomplished.

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[16] Angus, *A Respectable Ditch*, xi.
[17] Gordon Roper, *A Caddy Chronicle* (no publisher, 1998) 22.
[18] David Spector, "Early Water Control Efforts on the Trent-Severn, 1793-1850" (Corwall: 1987) 7.
[19] Angus, *A Respectable Ditch*, 80.

"Agreeable Companions"

The terrain that prevented the settlement of Burleigh was viewed with interest to those individuals who saw the exploitive potential of the backwoods in the timber that stood tall over the granite hills. These entrepreneurs that saw Burleigh Falls as a site of profitable pursuit in lumber and later in tourism are the key characters and drivers behind development at Burleigh.

There are some interesting connections behind these upper class settlers. Their relationships were not only business but also personal, and the marriages that joined them together as family and friends would have undoubtedly enhanced their political and industrial capital. The first settlers to break into the Douro wilderness were Robert Reid and Thomas A. Stewart.[1] Gentry brothers-in-law from Ireland, they were both granted 1200 acres in 1822 for settlement. Reid and Stewart were both assertive in pushing the government for the implementation of a Trent Severn navigational route in 1833.[2] Robert Reid's son, John Reid, became a Deputy Land Surveyor in 1837 and produced a number of surveys of the Burleigh area.

12. Samuel Strickland, Trent U. Archives

Colonel Samuel Strickland, author of *Twenty-Seven Years in Canada West*, came to Canada in 1825 and settled in Douro, close to the Reid family. He married Robert Reid's daughter, Mary. Robert and Samuel became close friends and built a sawmill together in 1844.[3] In 1832, Samuel's sister Catherine Parr Traill came to Canada, and

[1] Roper, 8.
[2] Angus, *A Respectable Ditch*, 45.
[3] Bob Delledonne, *Nelson's Falls to Lakefield: A History of the Village* (Lakefield: Lakefield Historical Society, 1999) 27.

was later joined by his other sister, Susanna Moodie, both of whom settled in Lakefield. Two of Samuel's twelve children, Robert and George, were also influential. In 1858, they engaged in a lumbering business, sending large rafts of timber to Quebec to be sent to England,[4] and in 1866, bought 12 000 acres of land for timber rights.[5] In 1860, Samuel founded the Strickland Canoe Company, renamed the Strickland and Co. in 1892 by Robert who took over the business. They also owned a shack approximately three miles from Burleigh Falls on Long Lake. The Stricklands promoted development at Burleigh through slides, roads, and locks to promote their businesses of lumbering and tourism. They maintained important political connections through the Slide Committee and personal relationships with R.B. Rogers, Trent Canal Superinentent.

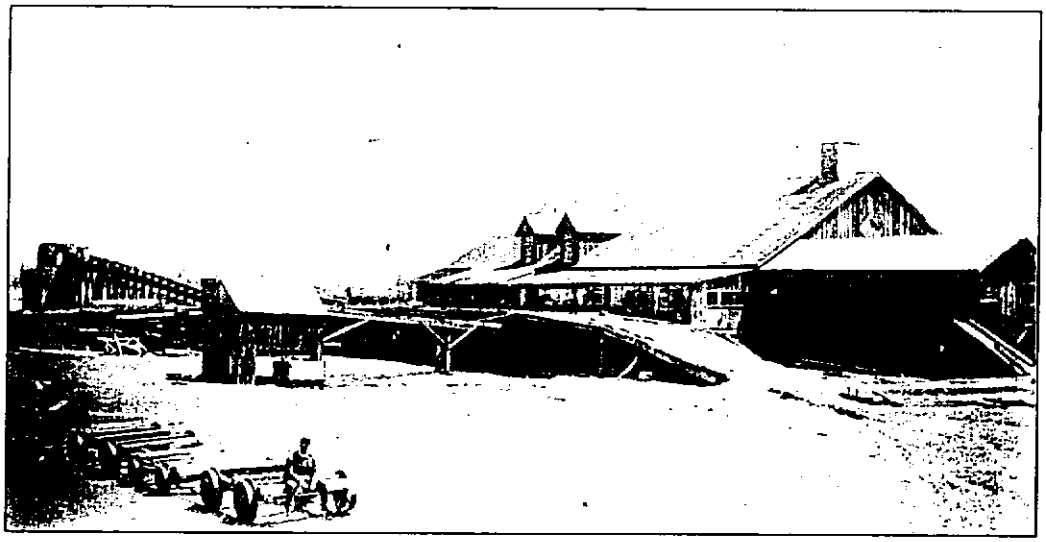
13. Strickland Shack, c. 1916, TSW Archives

Lumber baron was Mossom Boyd, named the "Lumber King of the Trent,"[6] was influential for the development of the timber economy across Canada. Boyd settled on Sturgeon Lake, in what is now known as Bobcaygeon. In 1837, when his partner Thomas Need returned to England, Boyd took ownership of the Bobcaygeon Mill, turning it into one of the most powerful and prosperous sawmills in

14. Mossom Boyd, Barker

[4] Delledonne, 45.
[5] Pammett, 14.
[6] Grace Barker, *Timber Empire: The Exploits of the Entrepreneurial Boyds* (Fenlon Falls: Dawn Publishing, 1997) 1.

the colony. By 1848, he had entered a partnership with John Langton and James Dunsford to drive white pine from the Trent watershed to Quebec City.[7] Friends and brothers-in-law, these men sent their first raft, containing 180 masts and spars, to Quebec in 1849. The Boyd mill was in operation from 1849-1904; after suffering several fires, it



15. Boyd Sawmill, Bobcaygeon, c. 1900, TSW Archives

closed and was never reopened. However, the Stricklands and the Boyds became two of the most significant entrepreneurial families in the area and by pursuing what they needed to develop their lumbering and steamship operations, were influential in building up isolated locations like Burleigh Falls.[8]

[7] Barker, 37.

[8] There are other men that are influential threads that weave together the fabric of the Burleigh developmental story. For example, James Cumming paid John Reid 16 pounds and 2 shillings to survey land in 1849 to conduct a survey on Burleigh Falls in 1855. Cumming was an entrepreneur, coming to Canada in 1844 as a lumber merchant and settling in Trenton where he established a sawmill. It was renamed the Gilmour Mill in 1873 and was recognized as "one of the finest mills in the Dominion", employing over 100 men. Cumming had a joint personal financial account and a Stony Lake Timber joint account with the Gilmour and Co., a large logging company based out of Montreal. The company was cutting in Burleigh as early as 1850. Cumming had also established himself as a lumber trafficker for large timber firms, such as T. Boyd in the 1850s, and later headed a lumberman's management committee. Cumming is just one example of many that would be too many to list here. See "James Cummings: Business," Archives of Ontario: F165, MU 760, File #2.

From an early period, these men were captivated the beauty and power of the Burleigh falls. Even before they were cutting timber to fuel their sawmills, they were escaping to the falls to fuel a separate sense of power, manhood. Conquering the Canadian wilderness was a common sentiment shared by the (mainly) British, Scottish, and Irish upper class Victorian men who immigrated to Canada. Camping and canoeing in the backwoods was adventurous and daring, and a lifestyle that they were not able to experience in their mother countries. The *Canadian Post* newspaper out of Lindsay in July of 1884 claimed Burleigh was an ideal location for such an adventure in the untamed backcountry: "The scenery is wild and picturesque - the river a succession of rapids – and to a canoeist a succession of portages most severe." [9]

16. Ketchum Hunt Club Camp, 'Roy Collection,' TSW Archives

Fishing and hunting were also favoured pastimes. Around 1835, Samuel Strickland wrote that these men regarded "hunting and fishing as the sole end and object of life."[10] The *Peterborough Examiner* in 1886 claimed that Burleigh Falls offered "first-

[9] "Using Up $192,000.00: The Trent Valley Canal," *The Canadian Post* [Lindsay] 11 July 1884, NHC FD #3, File #25.
[10] Roper, 26.

rate duck shooting."[11] Clear water, swift rapids, and dense bush made Burleigh Falls a paradise for sportsmen and expeditions into the 'wild' were not uncommon for upper class men. "Parties are now made yearly," Strickland wrote. "I do not know anything more pleasant than these excursions, especially if you have agreeable companions, a warm camp, and plenty to eat and drink."[12] Samuel Strickland was camping in Burleigh and recording it in his writings as early as 1835. In 1890, William T. Boyd, son of Mossom Boyd, was still writing in his diary of camping trips at Burleigh Falls.

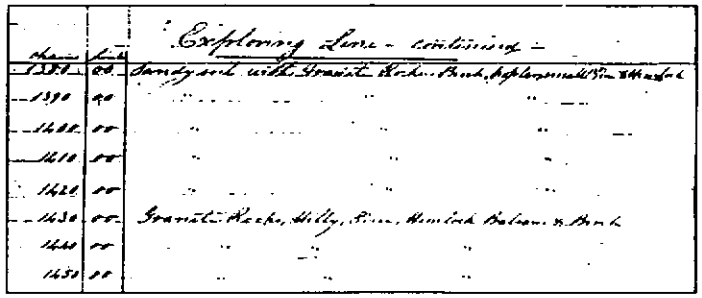
It is evident that Burleigh Falls was a destination of pleasure and of profit. The absence of settlement appealed to those adventurous men looking to escape to the falls for camping, canoeing, fishing, and hunting. When their rafts of timber and steamships full of tourists began to float down Lower Buckhorn Lake and empting into Stoney, these men were influential in the construction of slides, locks, roads, and bridges to accommodate their business needs. As we will see, the landscape was adjusted, manipulated, and even transformed in response.

[11] "The Burleigh Canal: A General Description of the Work," *Peterborough Examiner*, 23 August 1886, NHC FD#3, File #25, Works.
[12] Samuel Strickland, *Twenty Seven Years in Canada West: The Experience of An Early Settler*, 12 March 2006, <www.gutenberg.org/etext/15245>.

Logging

Lumber Tycoons

By the late 1840s, it was clear that lumber was the driving economic force for the young colony. The types of wood growing in the forests around Burleigh are revealed in early surveys and field notes. John Reid's survey in 1855 provides the best detail, reporting that pine and hemlock were the most common, but also balsam, birch, oak, cedar, maple, beech, and ash were present.[1]



17. Notes from Reid 1855 Burleigh Falls Survey, Archives of Ontario

Pine was the wood in the highest demand. Squared timber went from Quebec City to Britain and sawn lumber went to New York and other United States markets.[2] By the early 1850s, most of the best timber around the Burleigh area had already been stripped off the land.[3] The small pioneer operator phase of the lumbering industry was ending to be taken over by the next generation of lumber barons.

In 1854, Cumming sent J.S. Peterson, a surveyor, to investigate "Burleigh Shaute" land for purchasing lots. Peterson writes that "the line no. 5 is well timbered with white pine" while line 6/7 has "timber with maple, pine, ash, and there is a very fine grove of white oak of good quality about the center of this lot."[4] In the same year, Cumming was paying taxes on 700 acres of land in Belmont. Yet, a letter from Samuel Strickland in 1850 requesting a renewal of two Burleigh lots suggests that Cumming had already

[1] John Reid, "Report, Field Notes, and Diary."
[2] Barker, 2.
[3] Pammett, 8.
[4] "James Cumming: Business," Archives of Ontario: F 165, MU 760, File #2.

purchased lots in Burleigh before his 1854 investigation.[5] It also suggests that Strickland had been fueling his logging company with Burleigh timber since the 1850s.

Other interested men and companies had also purchased lots in Burleigh for cutting. John and Ira Cook were logging around 1850.[6] A.H Campbell, later Campbell and Hughson, and the Strickland Brothers, Robert and George, were issued licenses in 1854[7]. In 1856, John Langton took possession of Large and Small Burleigh Islands (Island 15 and a large rock in the center of the rapids), a total of 35.5 acres.[8] Shaw and Watt Lumber Company began logging in 1866[9] and Ullyott and Sadler in 1867[10]. The Municipality of Burleigh Voters' List in 1879 has Ross and Co. as well as Ullyott and Co. on the list of registered land owners.[11] Robert Strickland, accompanied by his brother George, produced a Crown Land Burleigh survey in 1859 for the colonization road in which he mentioned several shanties around the falls, including

18. Logs over Burleigh Falls, c. 1913, Archives of Ontario

[5] "James Cumming: Rogers, Misc. Letters," Archives of Ontario, F165, MU 760, File #6.
[6] Pammett, 7.
[7] Chris Curtis, "The Early Developments of the Timber and Lumber Industry in the Trent-Severn Region." Parks Canada, Manuscript on File.
[8] Trent-Severn Waterway Files – File 495:4.
[9] Letter to Dr. Dean Farrow from J.B. Williams, Peterborough, 16 December 1912, Trent University Archives: 77-1008.
[10] F.H. Dobbin, "The Story of James Lickley and Thomas Robinson Families," *Peterborough Examiner* 15 November 1921, Repeated in Heritage Gazette of the Trent Valley 6.4 (2003) 2.
[11] "1879 Voters' List: Municipality of Burleigh, Anstruther, and Chandos," *Peterborough: Tucker and Co., Review Steam Press, 1879*, Peterborough Centennial Museum and Archives: Retrieval # 1993-031.

Hughlison's Shanty, Crow's Shanty, Moony's Shanty, and Stone's Shanty, and in Mossom Boyd's 1879 diary entry, he claims that "Ulliot proposed 5 shanties in Burleigh."[12]

The logging trade was a fast paced and dangerous job. Loggers stayed in the shanties with a gang of about 50 men in a log shack that was usually around 30 or 40 square feet.[13] No liquor was allowed in the shanty so loggers stopped at nearby taverns for drinks. This would have benefited the Burleigh Hotel and Tavern, erected in 1857 for just that purpose. Loggers would build cribs, or booms, and large rafts of floating logs to 'drive' the logs down the river.

19. River Drive or Log Boom, TSW Archives

River drivers were adventurous men, and loved to put on a show for spectators. It is said that there would be as many as 1000 loggers in Peterborough at one time.[14] It was an exciting time for residents.

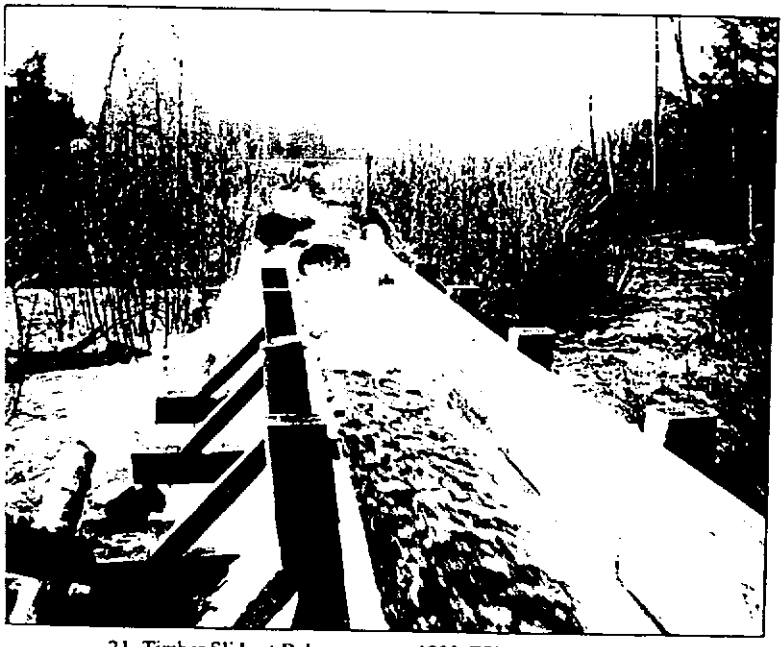
20. Log Drivers, c. 1890, TSW Archives

Around the turn of the century, Natives were also employed as lumbermen.[15] Lumbering provided them with a source of income during the winter months when hunting and trapping were less profitable.[16] Isaac Johnson and his family came from Curve Lake to camp at Burleigh

[12] Pammett, 21.
[13] Pammett, 17.
[14] Barker, 39.
[15] "History of the Burleigh Falls Metis Settlement," 22.
[16] Ibid.

with the intent of making a living by cutting lumber. Johnson worked for Mr. Strickland, and his son Dallas recalls, "My father cleared this whole area by himself working hard everyday. Some people from Curve Lake would often come and give him a hand...My father worked like hell for $2.50 a day."[17]

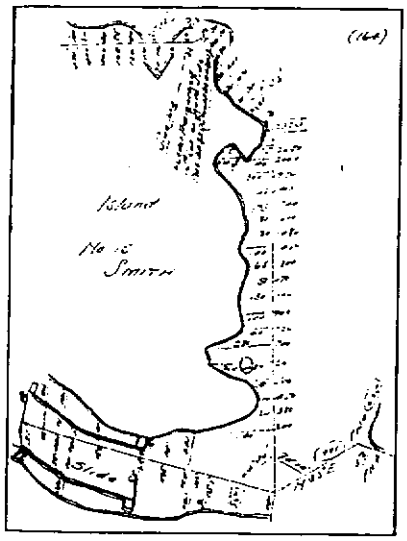
The 1857-1858 Canada Directory claimed that Peterborough had shipped out a three and a half million feet of lumber in 1853, but by 1854, this number was up to twenty million feet.[18] By 1855, the Peterborough Review reports that approximately twenty-five million feet of lumber was removed, and twenty-two million feet of that shipped to the United States.[19] The majority of this timber came from the Kawarthas and the land around Burleigh Falls. In 1854, the passing of the Reciprocity Treaty with the United States furthered the Canadian/British lumber trade. As well, the Civil War was a prosperous era for the Canadian lumber market. In 1860, about sixty million feet of sawn lumber was removed from the Kawartha district.[20]



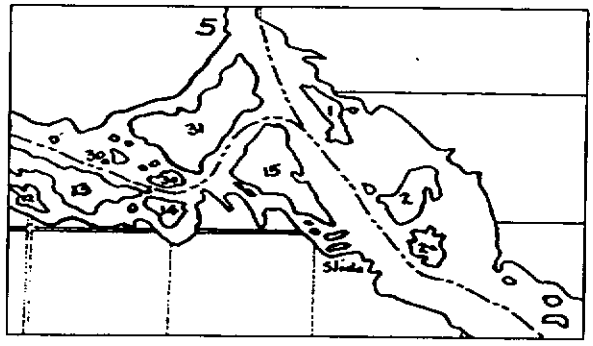
21. Timber Slide at Bobcaygeon, c. 1900, TSW Archives

[17] "History of the Burleigh Falls Metis Settlement," 23.
[18] Pammett, 10.
[19] *Peterborough Review* 3.15 (1855), Trent Archives: 88-025/1/10.
[20] Pammett, 12.

Timber was transported over rapids in a log chute, also known as a timber slide. When recording a 1849 Boyd river drive in his diary, John Langton wrote, "The next trip is Burleigh Rapids, which I have never seen in high water, but how a raft ever gets through there is a mystery to me."[21] As early as 1844, H.H. Killaly reported that a slide at Burleigh was needed for the passage of timber.[22] By 1845, the Newcastle Superintendent of Works, James Lyons, wrote that the "completion of the slides at Buckhorn and Burley Chute will ... open a tract of country not surpassed on this continent, 'affording almost inexhaustible forests ...the finest lumber tract in the province."[23]

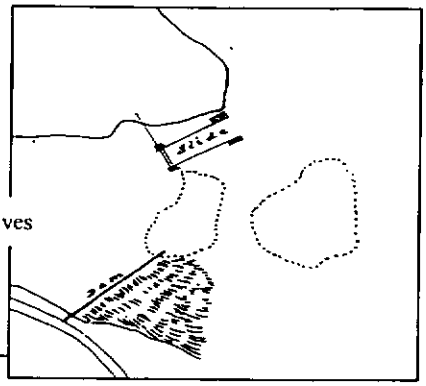


23. J.J. Haslett's 1855 Burleigh Falls Survey, TSW Archives



22. J.J. Haslett, 1855, TSW Archives

(Below)
24. Photograph of where Slide was located, 10 July 2006



25. 1885 Survey TSW Archives

[21] Barker, 38.
[22] Curtis, 3.
[23] Pammett, 8-9.

There is no record of when the first timber slide was erected but it appears in J.J. Haslett's 1855 survey.[24] It was most likely built by lumbermen. The slide was located in between Island 15 and what was known as Small Burleigh Island. A dam was built in connection with the slide on the shore opposite of Island 15 across to Small Burleigh Island. (Reference above illustrations)

In James Fitzgerald's report of the survey for Burleigh road in 1861, he describes the slide by the "Burleigh Sault" as one where "square timber is carried, the supply of water being regulated by what are denominated stop logs placed across the Sault."[25]

There were also logging works constructed in the Burleigh Chute. While building the locks, George Goodwin wrote of the bulkhead, cribwork, stoplogs, and piers that once existed there. The loggers had used this as a passageway for their logs to empty into Stony Lake. Goodwin wrote,

> the stoplogs in the bulkhead erected many years ago at the entrance to the particular channel of the River known as "Burleigh Chute" in which it is now proposed to built (sic) the Locks...The old bulkhead alluded to above has been so damaged by the passing drives of timber that it is impossible to replace the stoplogs in the cheeks. [26]

Goodwin would have like to use the stoplogs as a means to shut off the water from the chute, but the works were rendered useless. Besides this reference in Goodwin's letter, there is no further evidence of these structures being there.

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[24] Trent-Severn Waterway Archives: Survey "Dept. of Railways and Canals – Enlarged Copy of a Portion of Jno. J. Haslett's Plan of Islands in the Otonabee River and Lakes, 1833," T-22-409.26.
[25] James W. Fitzgerald, "Report and Survey of Burleigh Rd., Winter 1860-61," Trent Archives: 77-1015.
[26] Collection of Correspondence between George Goodwin (Contractor for the Burleigh Locks) and Tom Rubidge (Engineer in Charge) and John Paige (Chief Engineer of Canals), National Archives of Canada: RG 43, vol. 1061.

[26] Ibid.

By 1852, repairs to slides were also being done by the lumbermen themselves.[27] Two years later, a Lumbermen's Committee was established, headed by James Cumming to take over financing, maintenance, and repair of slides, dams, booms, and piers along the Trent for their benefit and the overall good of the trade.[28] As well, they collected tolls for two years at a rate of one cent per stick for the use of a slide, chute, or lock.[29] It seemed as though the government abandoned all responsibility for the works and by 1855 had handed over a total of nine dams, seven slides and two locks along the waterway to the Trent Slides Committee to maintain and repair.[30] The original committee was abolished in 1859, with the exception of Cumming, and the new members were Mossom Boyd and Alex Dunnistun. This committee hired George Ranney to be superintendent of the slides, and until 1867 these men kept the works in repair. Confederation brought a new dominion government which assumed control of "all the works on the Trent," but asked the committee to continue to manage the slides.[31]

[27] Curtis.
[28] Ibid.
[29] Barker, 40.
[30] Pammett.
[31] Baker, 41.

A Surveyors' Era

The explosion of immigrants coming to the new British colony in the early 1800s initiated the Commissioner General of the Department of Crown Lands to survey territory in Upper Canada.[1] Surveyors were commissioned by the department to map land for settlement. The initial in depth survey of Burleigh Township was completed in 1823 by surveyor Andrew Miller under the Surveyor General Thomas Ridout.[2] On October 28, 1820, John Huston was authorized by the government to assist in surveying the Peterborough and Halliburton area. He had worked closely with Peter Robinson in settling the Irish immigrants and was recognized as a "highly respected surveyor, as well as Captain in the Durham Volunteer Militia, and a Justice of the Peace".[3] Huston surveyed Burleigh in 1826 and again in 1834.

In 1854-55, John Reid produced a report in which he had George Caddy as an explorer and paid Robert Strickland to transport himself (Reid), Theodore Clement (Reid's assistant), and Reid's chainmen, along with the camp equipment, from Peterborough to Burleigh Falls.[4] Strickland had been using tugboats since the 1850s for hauling barges and rafts for his own sawmill in Duoro. J.J. Haslett also surveyed Burleigh Falls in 1855. Robert Strickland and his brother George later produced a survey for a line of road in 1859 and in 1860-61, James W. Fitzgerald was instructed to "make an examination of the country through which the Road passes to enable you to make a report on the capabilities as a field for settlement."[5]

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[1] Doug and Mary Lavery, Doug and Mary Lavery, *Up the Burleigh Road...beyond the boulders* (Peterborough: Trent Valley Archives, 2006) 1.
[2] Ibid.
[3] "John Huston Letter fonds – 1790-1845," Trent University Archives, 12 June 2006, <http://www.trentu.ca/admin/library/archives/77-1021.htm>.
[4] "Burleigh Rapids, 1855," Archives of Ontario: RG 1-524.2, Box 5, Envelope: 1855 (3).
[5] Lavery, 23.

House of Assembly
24 Feby 1863

The Honble
The Commr of Crown Lands

Sir —

I have the honor to draw your attention to the absence of all trace of the original survey of parts of Galway & Burleigh, thereby greatly hindering their settlement especially in the latter township —

I beg to be acquainted ~~what~~ with the assistance that may be expected from the Crown Land Dept in carrying out this service —

I have the honor to be
Sir
Your Obt Servant

Fre W. Haultain
County Peterboro

26. Above: Letter from Haultain to the Commissioner of Crown Lands, 1863, Archives of Ontario

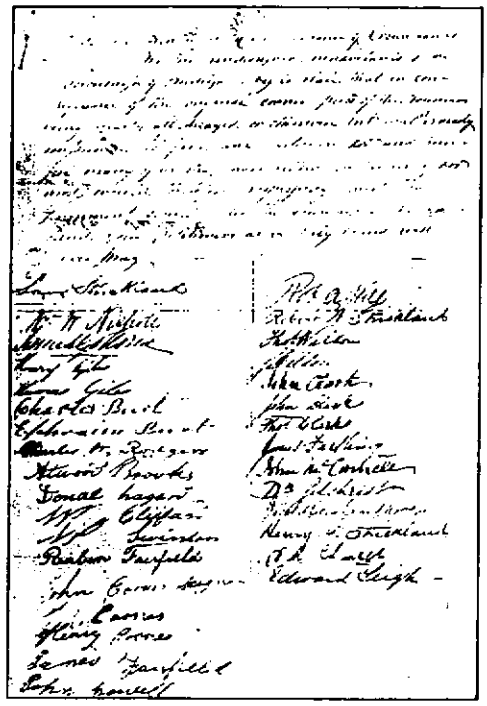
Around 1858-59, another survey was completed by Mr. Miller and Mr. Huston (not John Huston). Yet in 1865, Col. J. N. Haultain, Member of Provincial Parliament, wrote a letter to the commissioner of Crown Lands on February 24, 1863, requesting that a resurvey was necessary as there was "absence of all trace of the original survey of Galloway and Burleigh."[6] This was the survey that had been done by Miller and Huston. As Haultain was responsible for reporting settlement to the Governor General of Canada, he continued to argue that because the original survey was lost, it was what was "greatly hindering their settlement, especially in the latter township."[7]

In truth, the surveys by Miller and Huston were actually deceiving in regard to the mount of arable land at Burleigh. It is interesting that Haultain may have lied about the ocation of the survey in order to protect his own reputation for the townships not yet eing occupied; without a survey, the land could not be colonized, yet actually, the Miller/Huston survey was poorly completed, suggesting that Haultain could have also een covering for Miller and Huston's incompetence. A letter to the Governor General f British North America from the Municipal Council of the County of Peterborough in larch of 1863 revealed this fact, arguing that there was not the actual amount of fertile nd available for settlement that Miller and Huston had originally asserted. The unicipal Council stated that the survey had perceived the territory as "a field of gricultural development", suggesting that between sixty and seventy percent of the

Harvey and Burleigh Townships: 1863 (2)," Archives of Ontario: RG 1-524, Ref. 3, Envelope: 1863 (2).
id.

township was "well suited for settlement and for agricultural purposes," when this was obviously not true.[8]

A petition to the government from the land owner in Burleigh Township of Burleigh in 1863 supported a resurvey of the land. The posts dividing the plots were decayed and land owners needed to know their property boundaries. Included in the petition are the signatures of Samuel Strickland and sons Robert and George Strickland.[9] It is interesting that they were signing not as settlers but as timber exploiters. Here we can see the beginnings of how private enterprise was influential in governmental development at Burleigh.



27. 1863 Resurvey Petition, Archives of Ontario

It was the petition that eventually initiated the Townships' resurveys. A proposal recommended John Reid and his assistant Theodore Clemente conduct the work for Burleigh and Harvey. However, in March of 1864, William Fitzgerald was commissioned to resurvey Burleigh Township and Reid and Clement were sent to Harvey, Township.

In order to fix the Miller/Huston surveying mistakes, Fitzgerald commenced his resurvey immediately, and by June it was complete. Fitzgerald's report corrected the survey by appointing new lines and filling in data which was initially missed. Comments such as "no creek in notes on lot 13, a creek on plan," "small island not in same place on

[8] Ibid.
[9] Ibid.

plan and in notes," and several statements of "which is correct, notes or plan?"[10] indicate the frustrations Fitzgerald had in amending this survey. "In connection with your report on the quality of the soil," Fitzgerald reprimands, "you should have given a concise statement as to the manner in which you determined it." He concludes by remarking that they "do not give any astronomical observations, in the field book, see section 15."[11] The unreliability of the Miller/Huston survey proved to be an unacceptable product of a trade that was taken very seriously in this era.

Despite some conflicts, these surveys determined that the land at Burleigh Falls was unsuitable for agricultural sustainability. The surveys were the necessary foundations for laying out the settlements and development in northern townships even though they may have been used to assist the lumber industry more than settlement. The Reid and Fitzgerald surveys were crucial for the implementation of the Burleigh Colonization Road which began in 1860.

[10] "Burleigh Twp., 1864", Archives of Ontario: RG 1-524.2, Ref. 14, Box 14, Envelope: 1864 (6).
[11] Ibid.

Road and Bridge Construction

James Fitzgerald, Trent University Archives.

James Fitzgerald already had experience at Burleigh when he was awarded the resurvey of Burleigh in 1864. During the winter of 1860-61, Fitzgerald was instructed to select the best possible route for a road from Burleigh Falls to the Peterson Line by Buck Lake. Prior to construction, Fitzgerald announced, "I have no hesitation in saying that it is capable of becoming in course of a few years one of the most prosperous of any of the new Colonization Roads being now opened up for settlement in Canada."[1]

Construction on the road began in 1862; however it was only 36 miles North by 1866 and "rarely used."[2] Historian Howard Pammett claims that these Northern roads were justified by a push for settlement into the Kawarthas when actually "Colonization Roads profited lumbermen mostly, enabling them to 'cadge' supplies and take out their logs on sleighs and wagons."[3] However, money was voted in for the use of the road in 1860, 1861, 1862, and 1866.[4] Alexander Brown and his son Duncan, Scottish immigrants who settled in Burleigh in the 1860s, were employed on the construction of Burleigh Road around 1875.[5] This suggests that the road as of 1875 was still not yet complete.

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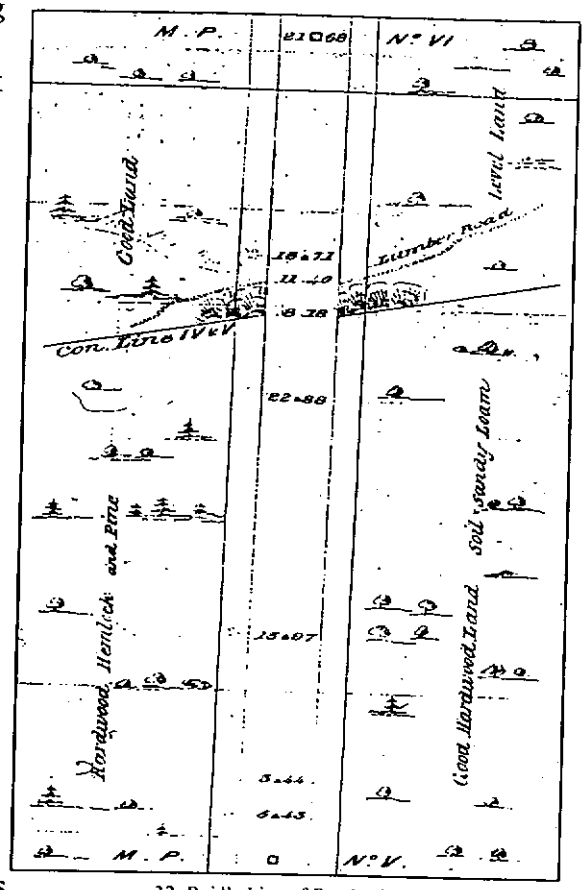
[1] Fitzgerald.
[2] Pammett, 12.
[3] Pammet, 13.
[4] George Richardson, *Bridges over the Trent Severn-Waterway: 1826-1978* (Cornwall: Parks Canada, 1978) 46.
[5] Ronald Borg, ed., *Peterborough: Land of Shining Waters, An Anthology* (Peterborough: City and Country of Peterborough, 1967) 67.

Given the nature of the land, finding a suitable path for a road through the thick trees, large boulders, treacherous cliffs, and white rapids must have been difficult. Luckily for surveyors it appears as though a primitive trail was already in place. Fitzgerald's notes indicate that he landed on Clear Lake "beyond which there is a waggon [sic] road – to Burleigh Rapids" and that he took his starting point at the centre of a bridge over the rapids.[6] Strickland also mentions following this "lumber" road, and a road appears in one of Reid's 1855 drawings.



32. Reid's Line of Road, 1855, Archives of Ontario

Fitzgerald provides the clearest description of the desired route for the road from Burleigh Rapids to the Peterson Line.

> In commencing again at the same starting point the Road runs in a Northwesterly direction about 1 mile to the head of Burleigh Bay passing in this distance over what is called "Burleigh Sault" being the principal outlet from one Lake into another, the minor but wider one being over which the bridge previously refereed to is constructed....[7]

The road continued from the head of Burleigh Bay to another crossing, where a "a small bridge of about twenty foot span will be required over the Stream."[8] It followed in a northern and northeasterly direction towards Eel's Creek, towards Anstruther to where it met up with the Peterson Road, one mile west of Buck Lake.

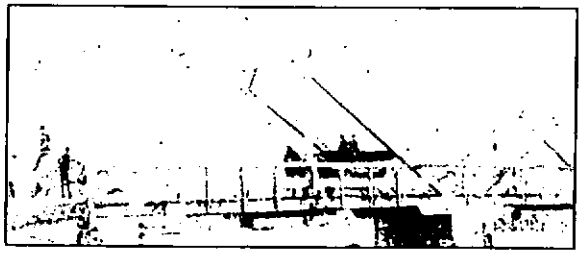
Fitzgerald.
Ibid.
Ibid.

Both Fitzgerald, Strickland, and Reid observed that the best agricultural land around Burleigh is in the eastern part of the township. It is there that a line of road would be most suitable. Reid reported that he:

> returned a considerable part of the way by Eels River, and had opportunities of examining the country through which it runs and found a considerable amount of Land fit for settlement to within a short distance of Burleigh Rapids. And I am convinced that is the only Route through which a Road Line can be found.

The road and bridges that exist now have changed since the 1850s and 1860s surveys. The direction of the initial Colonization Road followed is evident in Trent Severn Waterway flight line photographs. (Refer to Page 43 for flight line photograph and Pages 35-38 for map and chart of bridge and dam/slide locations.)

While Highway #28 follows a fairly direct route through Burleigh Falls today, the road once curved to the right off #28 about a kilometer before the bridge to a winding path called "Old Burleigh Road," which eventually drives parallel to the falls. Both Old Burleigh Road and Highway #28 cross the bridge over the 'Burleigh Sault,' which at one time was a crude wood bridge (the one used by Fitzgerald and Reid), built before 1855 and replaced by the



33. 'Burleigh Sault' Wooden Bridge, 1879, Trent U. Archives

wooden Kingpost Truss Pattern bridge, shown in this early photograph. It was built probably in the late 1860s and is rumuored to have been designed by Fitzgerald himself.[9] It was built with square timbers over cribs of stone. Most likely in the early 1880s, the Burleigh Sault Bridge was replaced by a wrought iron and wood bridge, 145 feet in length and 23 feet high.[10]

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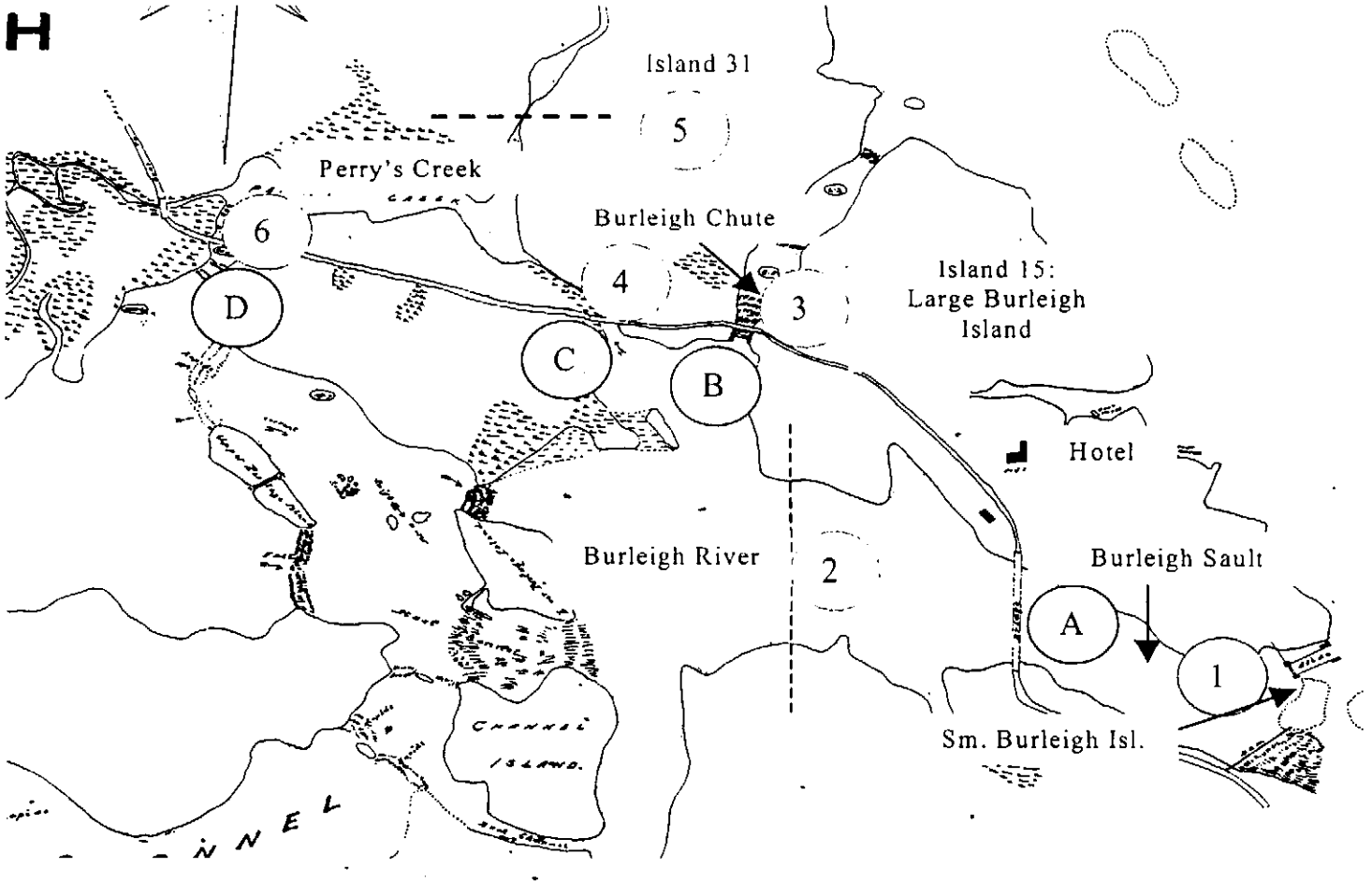
[9] Lavery, 14.
[10] "Central Iron Bridge Works, Peterborough, Ontario," NHC, Box 37, File 25.

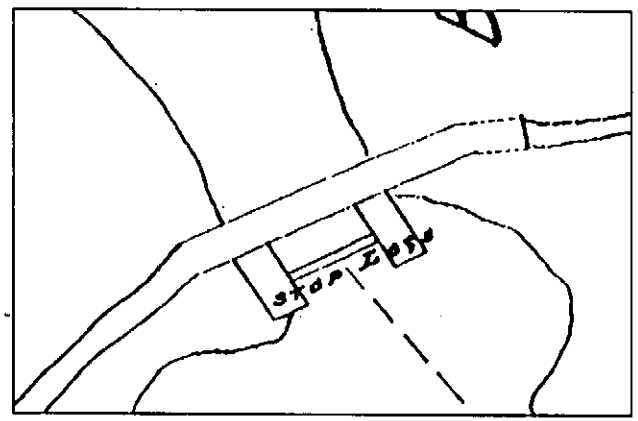


A map of the Burleigh Falls vicinity under study.
Survey from the Trent-Severn Waterway Archives, "Dept. of Railways and Canals –
Plan of River at Burleigh Before Construction of the Lock and Dam - General Plan, Pre-1882," T-22-428.28

	Bridge	Location	Date of Construction	Style
A	Burleigh Sault Bridge	-bridge over the Burleigh Sault/ Burleigh River/Burleigh Rapids -Fizgerald's starting point at center of bridge	- pre. 1855 - - - -1860s - - - -c. 1882 - - - -	-crude wooden bridge to accommodate loggers, would have been the bridge that Fitzgerald crossed - - - - - - - - - - - - - - - -Kingpost Truss Pattern – square timbers with cribs filled of stone - - - - - - - - - - - - - - - -Multiple Kingpost Truss Pattern built by Central Iron Bridge Works – steel with some wood beams and bridge decking - - - - - - - - - - - - - - - -concrete
B	TSW Bridge #32 or the 'highway bridge'	-bridge over the Burleigh Chute and over the liftlocks today	-pre-1880 - - - -1888 - - - -1937-38	-wooden swing - - - - - - - - - - - - - - - -Kingpost Howe Truss, swing – wood, painted white - - - - - - - - - - - - - - - -concrete overpass
C	Stop Log Dam Bridge or Perry's Creek Bridge	-the first bridge over Perry's Creek Dam	-Unknown	-low wooden bridge
D	Blind Dam Bridge	-the second bridge over Perry's Creek	-Unknown, possibly c. 1870s	-Queenpost Truss Pattern

	Dam/Slide	Location	Date of Construction	History
1	Burleigh Sault Slide and Dam	-slide built between Island 15 and Small Burleigh Island -dam built on opposite shore of Island 15 and Small Burleigh Island	-between 1845 and 1855 - - - -1886	-built by lumberman after H.H. Killaly reported in 1844 that a slide was needed for the passage of timber - - - - - - - - - - - - - - - -Rubidge drafts the new slide and dam upon lumbermen's demands after their works are lost to the construction of the locks, slide 30 ft. in length, built by lumbermen
	- - - - - - - - - - -Slide	- - - - - - - - - - -built on opposite shore of Island 15 and Small Burleigh Island	- - - -1916	- - - - - - - - - - -a TSW drawing shows a slide in the place of the dam (see Fig.6, pg.7)
	- - - - - - - - - - -Cribbing	- - - - - - - - - - -built on opposite shore of Island 15 and Small Burleigh Island	- - - -unknown	- - - - - - - - - - -may appear in a 1880 survey (see Fig. 7, pg.7) but begins to appear in photographs around 1912
2	Burleigh Falls Dam	-built across Burleigh River just below the chute	-1886 - - - -1916	-wooden dam was incorporated into Rubidge's plan when he built the locks, initially may have included a slide -600 ft. wide with purpose of drowning out Burleigh Rapids entirely - - - - - - - - - - - - - - - -replaced by concrete dam
3	Burleigh Chute Cribwork, Stoplogs	-in Burleigh Chute where the locks are located today	-unknown	-mentioned by Goodwin in a 1884 letter "the stoplogs in the bulkhead erected many years ago at the entrance to the particular channel of the River known as

	Burleigh Chute Stop Log Dam	-beneath the 'Hwy' bridge/Bridge #32	-unknown	'Burleigh Chute'" -appears in 1882 surveys to prepare for the locks (see Fig. 34 below)
4	Perry's Creek Dam #1		-unknown	
5	Proposed Site for Perry's Creek Water Power Dam	-Island 31, Perry's Creek	-1898 -May 19, 1901 -May 11, 1908	-first water power lease is applied for by E.D.H. Hall - J.A. (Alex) Culverwell finalizes deal with Ontario Power for 'Burleigh Falls Power' Company -Culverwell's lease terminated for rent passed due
6	Blind Dam, Perry's Creek Dam #2		-unknown	

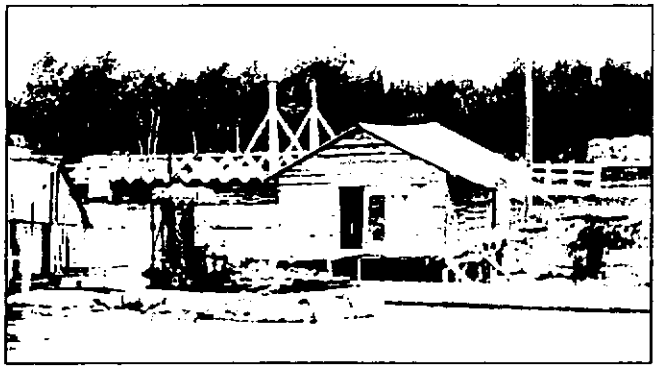


34. Stop Log Dam beneath Bridge #32, c. 1882, TSW Archives

35. Burleigh Bridge. c. 1898. TSW

The style of the 1882 Burleigh Sault Bridge is Multiple Kingpost Truss Pattern. It was later replaced by concrete.

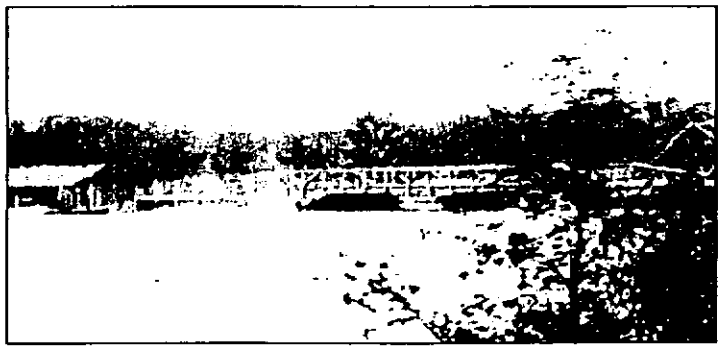
The Old Burleigh Road continued to run along the shore to the bridge over the 'Burleigh Chute,' today known as Bridge #32 along the Trent Severn Canal or the 'highway bridge' over the liftlocks. It was once a wooden swing bridge, replaced in 1888 by another swing bridge of the Kingpost Howe truss pattern.[1] It was painted white. In 1937-38, this bridge was replaced by a concrete overpass.



35. King Post Howe Truss Pattern Swing Bridge over 'Liftlocks, TSW Archives

36. Perry's Creek, c. 1890, TSW Archives

The old colonization road passed over two more bridges before heading northeast towards Eel's Creek. The first, called the 'Stop Log Dam Bridge' in an 1898 Department of Railways and Canals survey,[2] is also known as the Perry's Creek Dam Bridge.



37. Perry's Creek Dam Bridge, c. 1898, TSW Archives

[1] Richardson, 46.

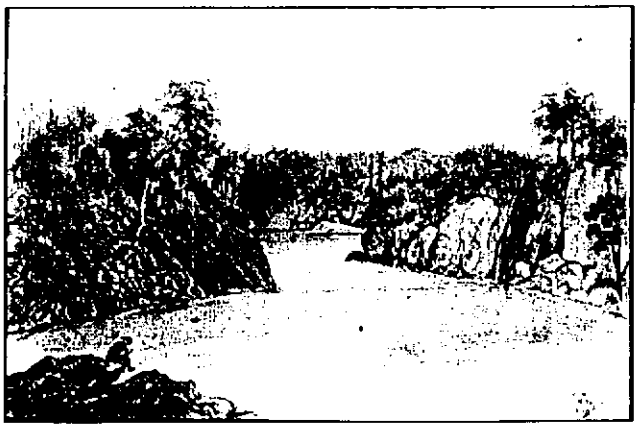
[2] Trent-Severn Waterway Archives: Survey "Dept. of Railways and Canals – Burleigh Falls Water Power, Perry's Creek," T-22-428.31.

This bridge appears in a photograph as a low wooden bridge. Dates for its construction are unknown.

The fourth bridge was the second bridge to cross Perry's Creek, and goes over what is known as the 'Blind Dam.' It is also unknown when or who built this final bridge in the Burleigh vicinity, but through a process of elimination based on a collection of photographs, the bridge may have looked like this. This is most likely a Queenpost Truss pattern bridge.[3]

38. Possibly Blind Dam, TSW Archives

For some of the more isolated areas, bridges were often the architectural representations of development. Many photographs and painting have bridges as the focal point in the landscape. This is true of many of the earlier pictures of Burleigh.



39. "Burleigh Below the Falls" by Drayton, 1878
Archives of Ontario

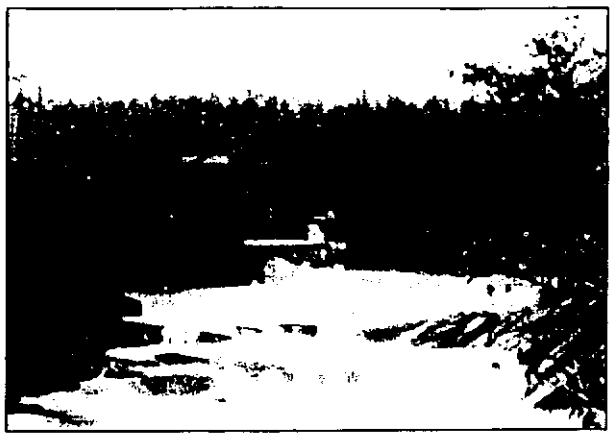
In September 1878, Reginald C.L. Drayton, who enjoyed a life of sailing, hunting, fishing, and trapping, camped at Burleigh Falls, painting three pictures along the way. Bridges were known as a trademark of civilization, yet Drayton's pictures maintained the illusion of seclusion still at Burleigh Falls at this time. The exaggerated cliffs and oversized boulders, each with the single man fishing that appears in every painting, provide a sort of touristy appeal to the art.

[3] "Truss Types," The Theodore Burr Covered Bridge Society, 29 June 2006 http://www.tbcbspa.com/trusses.htm.

Yet amidst their embellished landscapes, the paintings do provide clues to the past. From one painting titled 'Burleigh Bridge and Chute,' the iron 'Burleigh Sault' bridge stands between two romanticized towering cliffs.[4] "Burleigh Shoot" is even printed into the painting by Drayton himself; however, the stoplogs beneath the bridge and the design of the bridge itself suggests that this painting was actually of the 'Blind Dam' bridge. As well, blueprints for the Burleigh Sault bridge suggest that the Howe Truss Pattern bridge of a combination of iron and wood was built around the same time as the locks, c. 1882. Therefore, if the painting is dated correctly at 1878, the bridge that he states he is painting would not have been there yet.

40. "Burleigh Bridge and Chute," Drayton 1878, Archives of Ontario

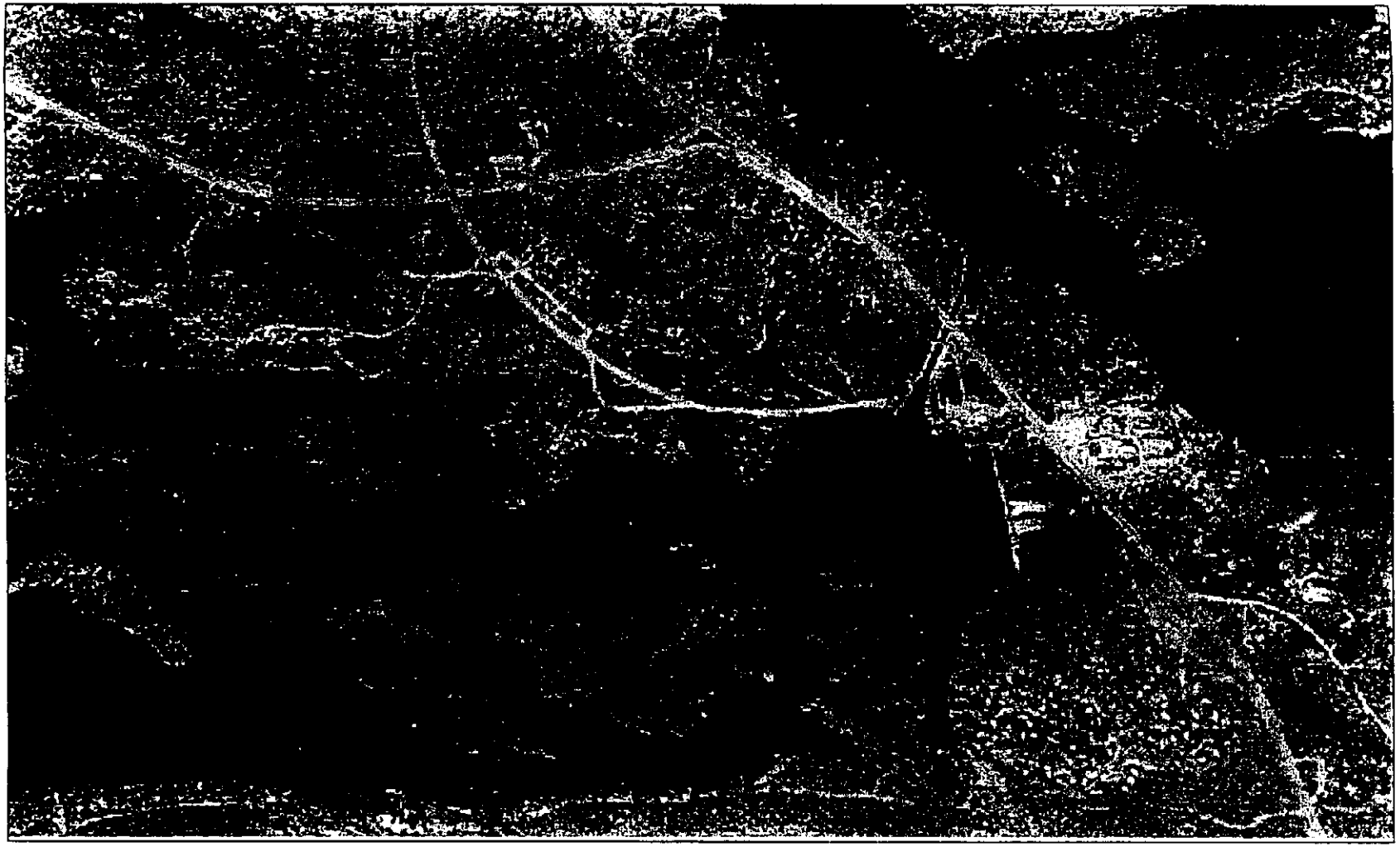
[4] "Burleigh Bridge and Chute, 1878," *Drayton family fonds*, Archives of Ontario: F671 - OAF671-1-1-0-32.



41. Possibly Blind Dam, TSW Archives

If this is true, then historians could date that bridge to having been there at least since 1878. However, other incorrect judgments on the Burleigh Falls terrain could also suggest that Drayton over-enhanced the wilderness landscape of the back country, including the bridges he was painting.

43. Perry's Creek Dam #1, c. 1940. TSW Archives



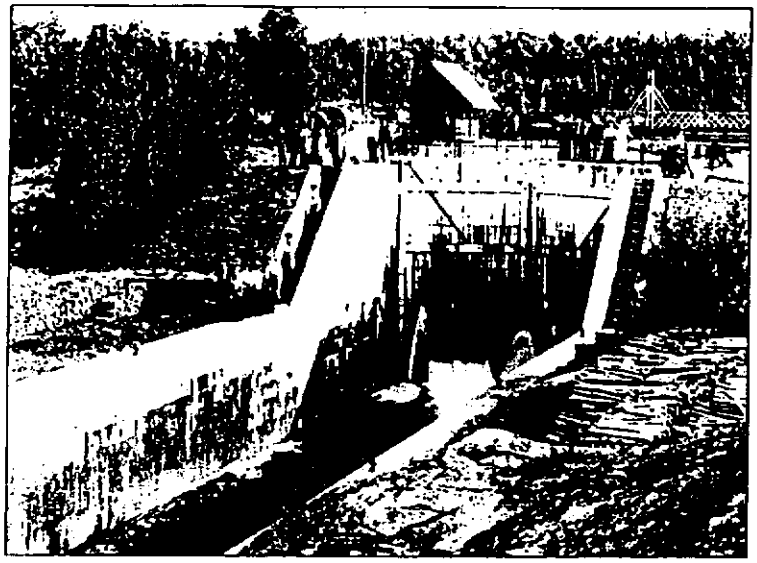
44. Flight Line Photograph of Burleigh Falls, 2005, TSW

It is evident from this aerial photograph how the course of Highway #28 differs from the Old Burleigh Colonization Rd. The Colonization Road is the narrower path that stays closer to the shoreline after crossing the Burleigh Sault.

Locks

Goodwin, Rubidge, and the Burleigh Falls Locks

The lock that was built at Burleigh Falls certainly was viewed as part of the larger vision of the Trent Valley Canal navigation system for earlier surveyors like Baird, politician Sir Charles Tupper, and engineer Commissioner Bethune. But like the lumberman pressuring for the roads, development of the canal was as well pressed by those interested in making money. Surprisingly, steamboat operators also had a voice in pushing for the locks, and it is certain that lumbermen also found them advantageous. The final decision to continue with the Trent Canal scheme after a forty year interlude was also the result of political expediency. John A. Macdonald called for a dissolution of government and general election in1882. On the eve of the election, he made an announcement that for tenders to finish the Trent Valley Canal, which James Angus said was "signaling a wish by the government to enter a pact with the voters: canal construction for votes."[1]

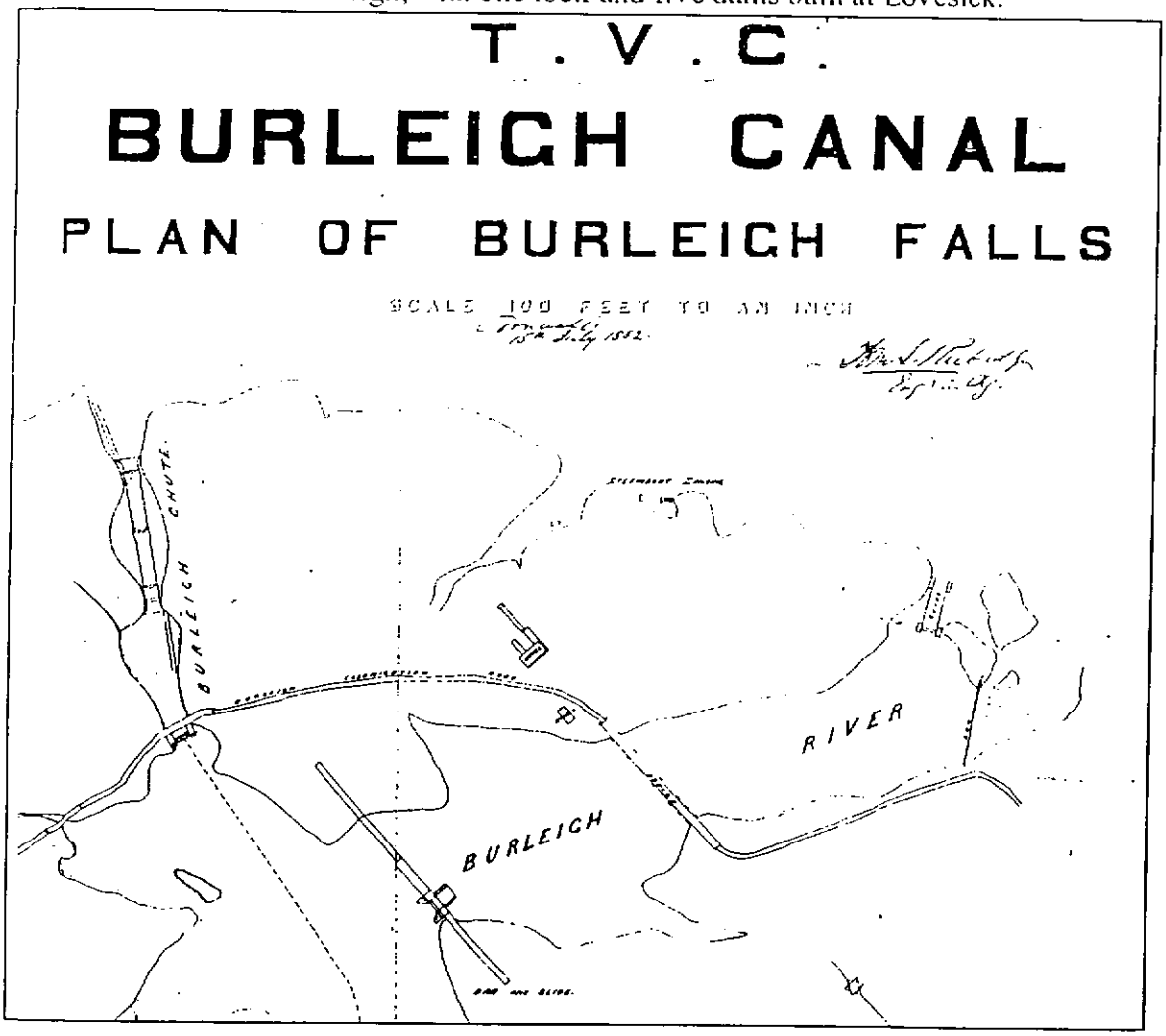


45. The Liftlocks, c. 1890, Lavery

Shortly after the election, Tom Rubidge (Superintendent of the Construction on the Works at Burleigh, Buckhorn, and Fenlon Falls) designed the plan for the locks. The lock would be used to bypass the falls and provide a transportation route from Stony Lake to Lovesick. To accomplish this, Rubidge designed two stone locks "in flight"

[1] Angus, *A Respectable Ditch*, 166.

through the Burleigh Chute canal. The Chute at one time was the natural channel of the river, emptying into the Burleigh Bay from Stony Lake. It was used for running timber through, with a dam at the head for shutting off the water.[2] The lock would have a lift of 14 feet, being 134 feet between the gates, and 33 feet in width.[3] In addition there would be two dams built at Burleigh, with one lock and five dams built at Lovesick.



46. Burleigh Falls Lock Survey by Rubidge, 15 July 1882, TSW Archives

[2] "Using Up $192,000.00."
[3] "The Burleigh Canal."

On October 27, George Goodwin's tender was accepted for the construction of the locks at Burleigh Falls and Buckhorn. Goodwin was an experienced contractor from Grenville, Quebec, who had already built locks at Grenville and Carillon on the Ottawa River.[4] Goodwin sublet the dam contract to Joseph Fillion.[5] They would soon realize that the nature of the granite at Burleigh and Buckhorn would pose some new difficulties. As quoted from The Canadian Post Lindsay newspaper in July of 1884, "At Burleigh, one of the most difficult pieces of work on the whole route of the canal will have to be accomplished. Nature seems to have had something in view when she bored out."[6]

Goodwin completed the Buckhorn locks before he started at Burleigh, and realized very soon into the works that his bid for Burleigh was too low.[7] The land, "being granite of the hardest and most difficult to remove of any to be found in the country,"[8] Goodwin claimed, would require large amounts of excavation. A collection of correspondence between John Page, Chief Engineer, A.P. Bradley, the Secretary of Railways and Canals, and Goodwin and Rubidge, who were not agreeable with each other, presents the difficulties and struggles Goodwin endured to construct the Burleigh Falls locks.

Initially, Rubidge wanted the canal unwatered by "caulking the stoplogs in the bulkhead."[9] Unwatering is an act which removes or keeps water out of a site, and joined with the bulkhead (the retaining wall) and stoplogs (usually large squared timbers placed in a weir, gate, or channel) the water level could be controlled. Goodwin argued in a

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Angus, Respectable Ditch, 172.
"The Burleigh Canal."
"Using Up 192,000.00."
Goodwin Correspondence, no date.
Goodwin Correspondence, 10 February 1887.
Goodwin Correspondence, 24 August 1884.

letter to A.P. Bradley on August 24, 1884, that "the old bulkhead alluded to above has been so much damaged by passing drives of timber that it is impossible to replace stoplogs in the cheeks."[10] Goodwin also claimed that due to "the very irregular formation of the bottom of the River, and the fact that it is unknown whether the rock is loose or seamy or otherwise, it is necessarily a difficult manner to estimate the cost of unwatering the works at this point."[11]

Waiting a response from Bradley, Goodwin suspended work on the canal in November 1884.[12] Chief Engineer John Page sent a letter to Bradley where he stated, "I believe there has been no work actually done on this section. The contract provides for the works being completed on or before 1st day of July 1885."[13] With much work left to accomplish, Goodwin was encouraged to take immediate action.

On May 9, Goodwin would not comply to commence work as he asserted the unwatering was unsatisfactory. As well, he had still not received a copy of the general plan from Rubidge. Goodwin also included in his letter a proposal for a new route through Perry's Creek, which suggested building only one lock and one, shorter canal instead of two, and fewer dams. It appears that this was an idea was suggested by the lumbermen, and once more the voices of the timber barons slip into the conversation of development. Goodwin writes, "The channel would in several aspects, be an advantage to the lumbermen, one advantage (being that) they would require to disband their drives of timber and saw logs only once in place of twice."[14]

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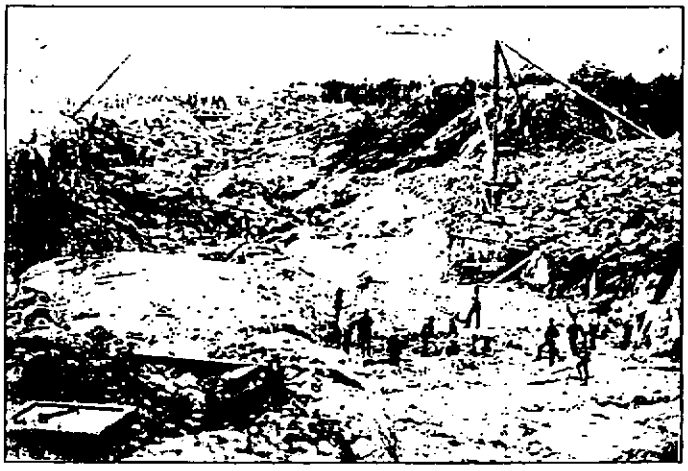
[10] Goodwin Correspondence, 24 August 1884.
[11] Ibid.
[12] "The Burleigh Canal."
[13] Goodwin Correspondence, 18 March 1885.
[14] Goodwin Correspondence, 9 May 1885.

Goodwin's route, which was also the route suggested by Baird in 1835, proved to have merit, and would have avoided excavation through more rock, saving time and money. Yet Rubidge did not want to budge and sent a telegram to Bradley, stating that if Goodwin intended to keep his contract at Burleigh, that "he should be required to go up at once."[15]

However, John Page looked into the situation more thoroughly. In June, 1885, Page made a trip to Burleigh where he met Rubidge and Goodwin to assess both of the plans presented. Since Goodwin's plan seemed reasonable, he ordered that Rubidge have the "line surveyed and carefully examined."[16] Rubidge grudgingly submitted his survey by July. As Goodwin wanted to adjust the rates upwards because he underbid at the beginning, the contract prices were set from $152 710.50 to $177 557 for Rubidge's original plan, and $193 683 to $238 433 for the Perry Creek route.[17] Although Goodwin's plan may have been more practical, due to cost, the original plan by Rubidge was carried out.



47. Lock Construction, Lavery

Goodwin commenced work in November. The fall and winter of 1885 were busy construction times at Burleigh. By the spring of 1886, however, Goodwin was facing trouble again. Rubidge, who's behavour was described as

[15] Goodwin Correspondence , no date.
[16] Goodwin Correspondence, 23 July 1885.
[17] Angus, *A Respectable Ditch*, 176-177.

irrational, vindictive, and abrasive, gave Goodwin constant grief.[18] He had little faith in Goodwin and sent two men from Cornwall to watch over him. J.H. Ramsey, the Inspector of Masonry, and H.S. Greenwood, a Rodman, were instructed to correct any engineering mistakes that Goodwin may have made. Yet it appeared like they were really just sent to harass him. In April of 1886, Goodwin complained that "Whatever the motives are, by which Mr. Ramsey is actuated in the unfair manner in which he has been performing his duty – with regard to my works – is unnecessary to conjecture."[19] Goodwin even attempted to speak with Rubidge about the situation but that as well fell through. He reported in a letter to Bradley, stating,

> I found him (*Rubidge*) so arbitrary, I was unable to arrive at any solution of the difficulty. The fact is he allows his men to embarrass me, as such they please and he then approves of their actions, what ever they may be.... I have been ordered to quit work and to replace Foremen etc. etc. and without cause.... I would respectfully request that the Chief Engineer be requested to visit the work at an early date, as in my opinion his personal observation is necessary.[20]

Finally, in desperation, Goodwin wrote a final letter on May 3, demanding that enough was enough. After Ramsey said to Goodwin, "You quit work here and what the Hell business have you to come back again," Goodwin declared "his conduct is inexcusable, consequently I have to protest against his being any longer retained by the Government, on my works."[21] Ramsey and his colleague, Greenwood, were indeed dismissed, as well as the conniving Tom Rubidge. George Hilliard, MP of Peterborough, saw that Rubidge's position on the works was becoming a political liability, and Rubidge

[18] Angus, *A Respectable Ditch*, 179.
[19] Goodwin Correspondence, 8 April 1886.
[20] Goodwin Correspondence, 30 April 1886.
[21] Goodwin Correspondence, 3 May 1886.

was replaced by David Stark from Ottawa, who completed the remaining works of the Trent Valley Canal that were under his responsibility.[22]

By May 31, 1886, Goodwin was requesting that the gates be prepared for Burleigh, to "afford an opportunity of moving the material by boats in place of waggons [sic]."[23] The gates were installed by a Mr. Powers, and in August, Goodwin had about 200 men working earnestly to complete the works.[24] By mid-summer 1887, the locks were completed. On October 26, 1887, the first steamer passed through the locks.

Despite the political exasperation and frustrations felt by Goodwin, the Burleigh Falls Locks were finally in place, completing a dream that had began more than fifty years before as a transportation route for passing timber. By 1887, it would be used little for this purpose, but remains an engineering feat for its time and represents a piece of our past that is still operable today, over one hundred years later.

[22] Angus, *A Respectable Ditch*, 179.
[23] Goodwin Correspondence, 31 May 1886.
[24] "The Burleigh Canal."

nber Slides

The completion of the locks was not entirely satisfying for everyone. Ironically, men who petitioned to have the locks put in were also the ones to complain of ding of their land. In 1885, Rubidge criticized these landowners, such as the Smiths, woodies, Hilliards, Youngs and Sticklands, who demanded compensation for ages done to shoreline property.[1] Rubidge strongly opposed the government paying the large compensation fees for riparian rights, and claimed "manufacturers, mboat owners and other private persons have no right to encroachment upon" the ernment.[2]

Even John Holmes, the admirable Burleigh Hotel owner and operator attempted to in some government compensation. Holmes tried to convince surveyors that a small behind his hotel should be excavated for the location of the lock as the Big Chute d not be able to accommodate one. He further went to say that he would request a 000 grant from the government to compensate for the loss of the right of way and lamages that might occur to his hotel and premises.[3]

Not only did the men complain about flooding, they also claimed that the locks hindering the logging trade. During the 1880s, the timber industry recovered for a time from its depression. The number of pine saw-logs increased from 133 000 in to 2 420 000 in 1881.[4] In June of 1881, the largest drive in history, belonging to tt and Saddler (who began logging in Burleigh as early as 1867), came down the

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s, *A Respectable Ditch*, 177.

g Up $192,000.00."
ıett, 25.

)tonabee River.[5] It is no surprise, then, that they were among a group of lumbermen rganized by James Irwin in March of 1886 to demand improvements on timber works at urleigh. Irwin was an excellent choice as leader of the group, as he was the Secretary of e Lumbermen's Association and had purchased the Canada Land and Immigration ompany from the province of Ontario in 1883. He had as well been involved in mbering since 1877 and was also in partnership with Mossom Boyd.[6]

The lumbermen were organized to petition for a new slide and dam at Burleigh lls in place of the existing works - "in order to render the descent of logs as safe and nvenient."[7] According to the Superintendent of the Works, R.B. Rogers, "the works re much out of repair."[8] A.P. Bradley, Secretary of the Railways and Canals, ordered bidge to prepare a survey for the construction of a wing dam and slide at Burleigh.

Prior to the development of the locks, the lumberman had been passing timber wn the Burleigh Chute to the Burleigh River where it went through a slide and out into Burleigh Bay. Beneath the initial 'highway bridge' was a stoplog dam, evident in ; 34 on pg. 38. The stoplog dam was used by the loggers to control the water level in ry's Creek for their timber drives. George Goodwin discussed the dam in a letter to idley in August 1884: "the bulkhead erected many years ago at the entrance of to the ticular channel of the River known as 'Burleigh Chute' in which it is now proposed to lt (sic) the Locks."[9] Goodwin would have liked to use the dam as a means to shut off water from Perry's Creek but the bulkhead had "been so damaged by passing drives

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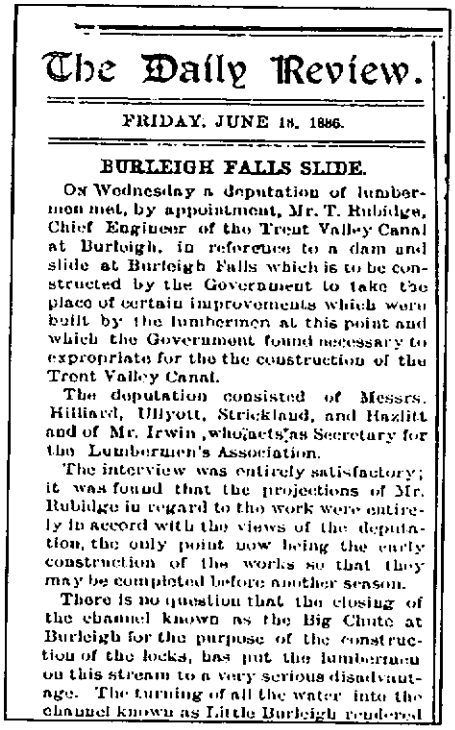
nmett, 23.
anadian Land and Emigration Company fond," Trent University Archives: 77-023..
nt-Severn Waterway Archives: File 011, Vol. 1: General, 41.
ent Valley Navigation: Report of Acting Engineer Rogers," *The Daily Examiner* [Peterborough] 29 h, 1886, NHC, FD#3, File #25, Works.
odwin Correspondence, 24 August 1884.

of timber that it is impossible to replace the stoplogs."[10] It worked for some advantage for the lumbermen then to push for the development of a new slide as their works of disrepair were eventually going to be removed and replaced with the lock anyway.

The replacement slide and dam were to be built in the Burleigh River. As previously mentioned, John Haslett's plan of the Islands in the Otonabee River and Lakes showed that a timber slide had existed in that location since at least 1855.



The Daily Review.

FRIDAY, JUNE 18, 1886.

BURLEIGH FALLS SLIDE.

On Wednesday a deputation of lumbermen met, by appointment, Mr. T. Rubidge, Chief Engineer of the Trent Valley Canal at Burleigh, in reference to a dam and slide at Burleigh Falls which is to be constructed by the Government to take the place of certain improvements which were built by the lumbermen at this point and which the Government found necessary to expropriate for the the construction of the Trent Valley Canal.

The deputation consisted of Messrs. Hilliard, Ullyott, Strickland, and Hazlitt and of Mr. Irwin, who acts as Secretary for the Lumbermen's Association.

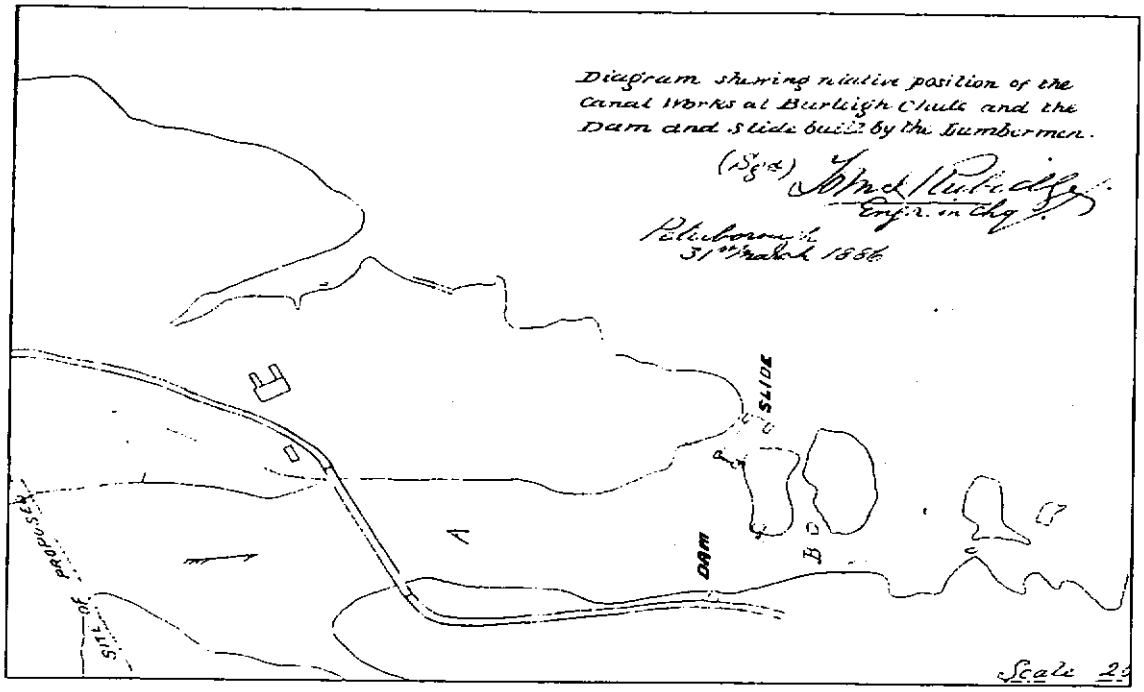
The interview was entirely satisfactory; it was found that the projections of Mr. Rubidge in regard to the work were entirely in accord with the views of the deputation, the only point now being the early construction of the works so that they may be completed before another season.

There is no question that the closing of the channel known as the Big Chute at Burleigh for the purpose of the construction of the locks, has put the lumbermen on this stream to a very serious disadvantage. The turning of all the water into the channel known as Little Burleigh rendered

48. TSW Archives

A meeting was planned to include Mr. Hilliard, Mr. Ullyott, Mr. Hazlitt, Mr. Strickland (most likely Robert), and representatives from the Gilmour and Rathburn Co., as well as Irwin. A newspaper clipping from the *Peterborough Daily Review*, June 18, 1886, reports that the meeting was "entirely satisfactory."[11] It claimed that the closing of the 'Big Chute' put the lumbermen at a disadvantage and that the government should fix their mistakes and put the works into productive uses. The newspaper continued to state that the lumbermen were satisfied with Hilliard's support and expected that the improvements drafted by Rubidge would benefit them.[12]

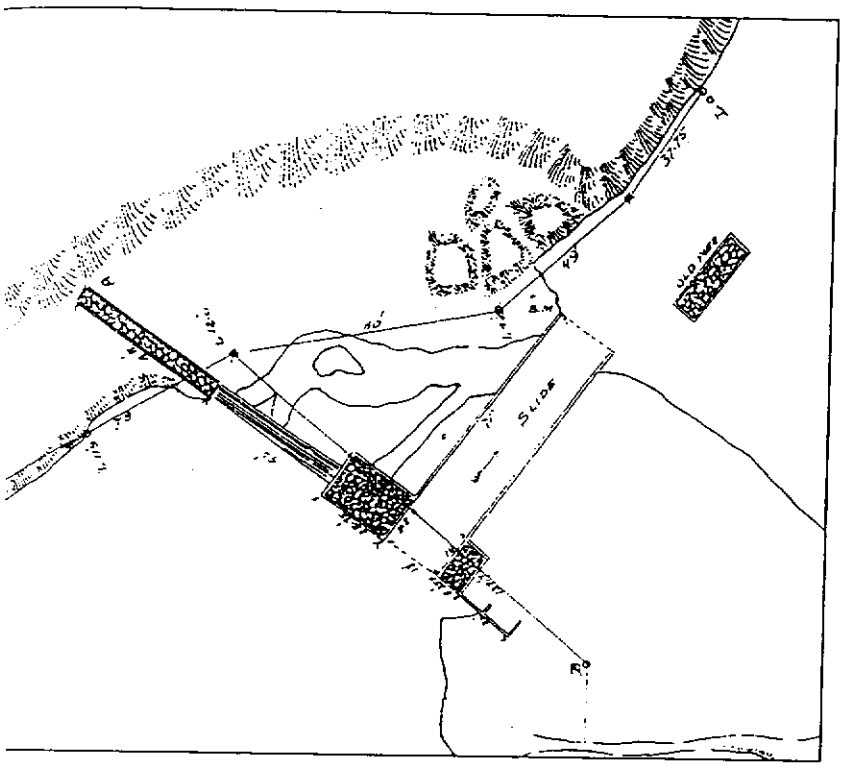
[10] Ibid.
[11] Trent-Severn Waterway Archives: File 011, Vol. 1: General, 47.
[12] Ibid.



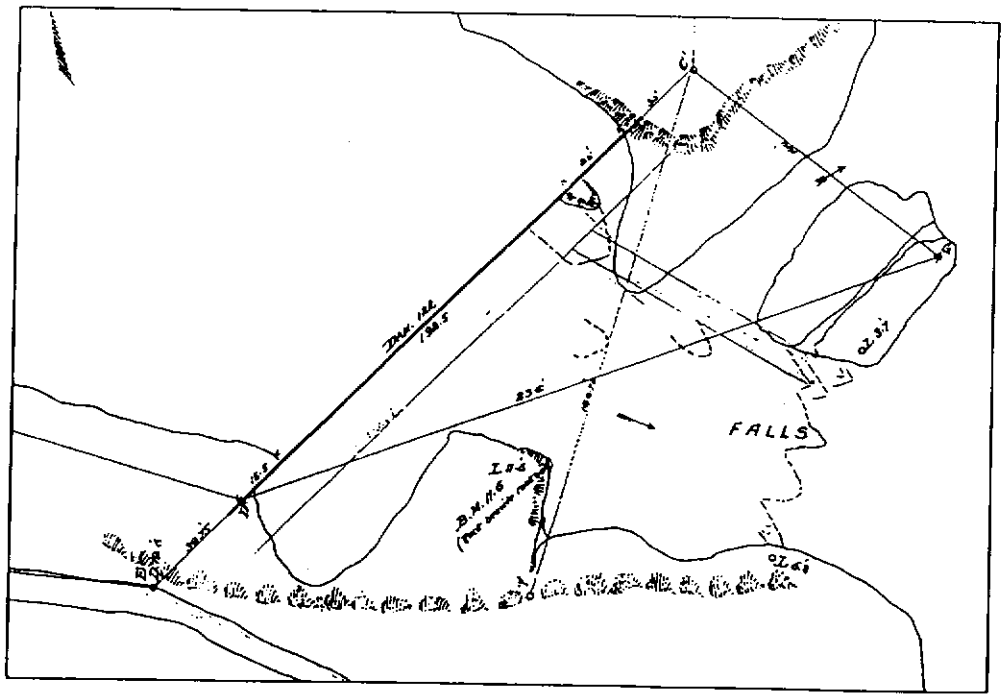
49. Rubidge's Survey, 31 March 1886, TSW Archives

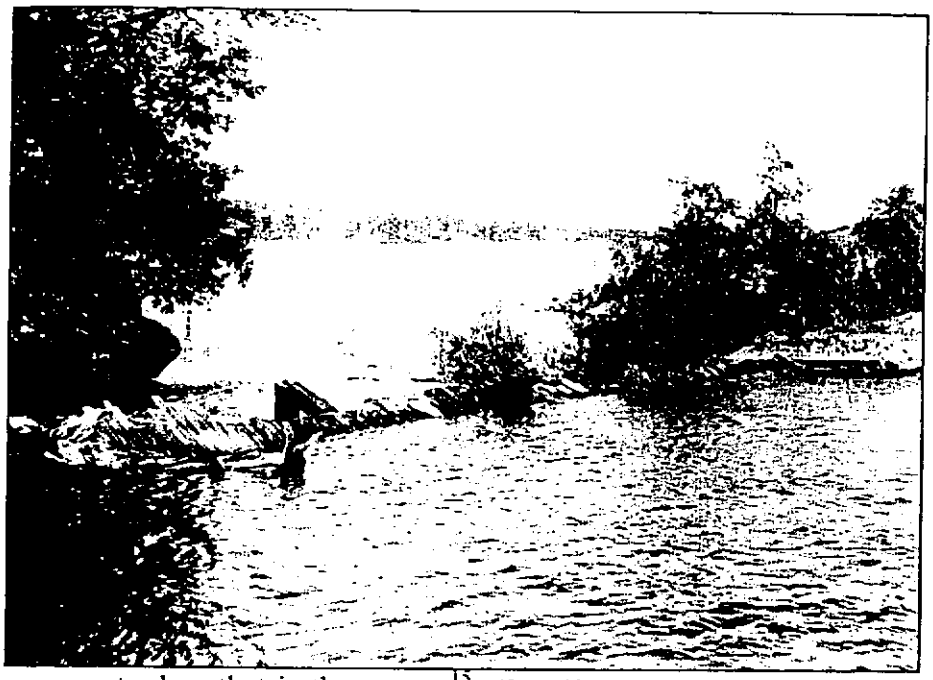
In a letter to Rubidge, Irwin stated that the lumberman were "satisfied with the manner in which you have projected the proposed dam and slide, and believe that it will answer the purposes of their trade."[13] With that, Rubidge drafted the specifications for the slide and dam. The slide was to be approximately thirty feet in width, "sufficient to meet all their requirements," and was to be constructed by the lumbermen.[14]

[13] Trent-Severn Waterway Archives: File 011, Vol. 1: General, 48.
[14] Ibid.



50 Slide and Dam
Plans for Burleigh,
TSW Archives





51. Dam c. 1920
Burleigh Island Lodge Resort
Collection

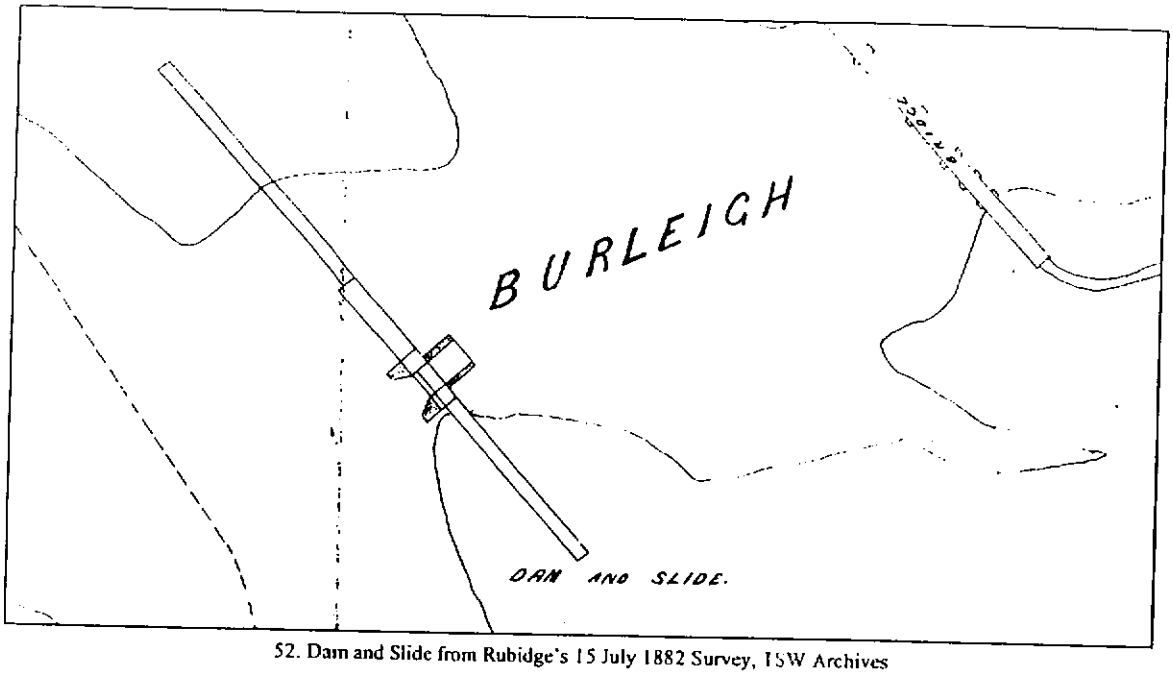
Anchor spikes and timbers from the 1888 timber dam and slide are still visible in the water downstream of the present concrete dam that is there now.[15] (See Fig. 3 & 4 in Appendix) Extensive cribbing and timber barriers along the same shores as the dam are found in photographs dating 1911/12. However, a survey which dates 1880 suggests that the cribbing was built around 1880. It continued to be built up between 1900 and 1912. (See Fig. 5 - 8 in Appendix) Timbers may also be found in the cribs that once existed by the Dam.

There is evidence that timbers were passing through the locks even in 1895, as the lockmaster records indicate that on October 3, 1895, that the slide was blocked because of logs piling up. As well, on June 3, 1896, the lockmaster wrote that McDonald and Rathburn sent drives down the slide. The slide continues to shows up in Burleigh Falls Department of Railways and Canal surveys until 1916

[15] William Beahan, "Historic Structures of the TSW" (Cornwall: Parks Canada, 1978) 11.

Dam Construction and Water Power

The completion of the locks was just one of the aspects of developing the Trent Valley Canal transportation route through Burleigh. In addition to the locks, Rubidge had also drafted a dam into his plan. It was to be built across the river at a distance of 600 feet wide, including a slide for the passage of logs.[1] It would raise the water level ten feet over its high water mark, with a wing dam to prevent water drifting out of Perry's Creek.[2] The purpose of the dam was to raise the water to drown out Burleigh Rapids entirely and deepen Lovesick Lake by six feet. The construction was completed by J. Fillion and his gang of about twenty men[3] in 1886.



52. Dam and Slide from Rubidge's 15 July 1882 Survey, TSW Archives

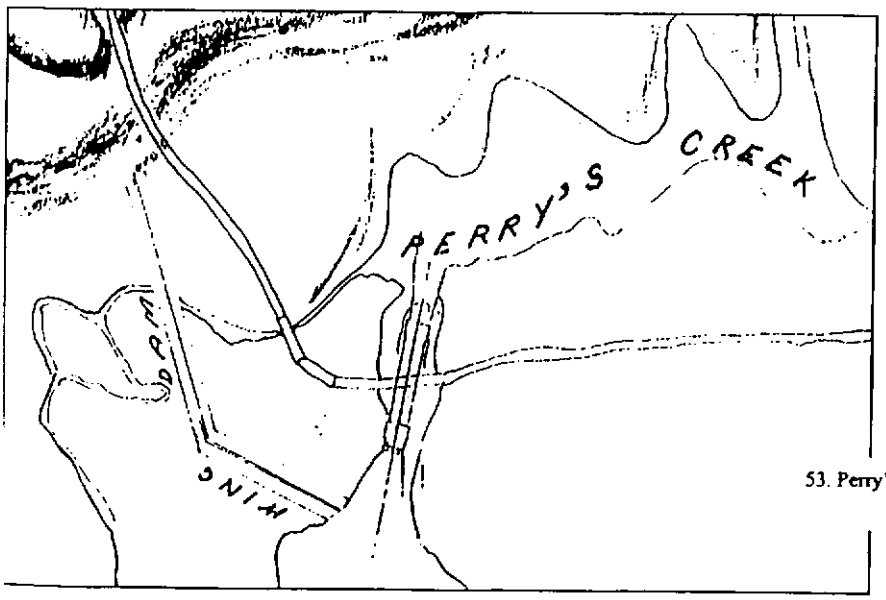
In October of 1897, nearly ten years later, C. Gordon conducted repair work on the dam. The task was quite demanding, including the drilling of 62 holes, seven feet

[1] "The Burleigh Canal."
[2] "Using Up $192,000.00."
[3] "The Burleigh Canal."

deep, made by blasting through the granite using 192 sticks of dynamite in just one day.[4] By March they had eleven men working at Burleigh, including a blacksmith and his helper, a fireman, and a cook, with four men on drilling and two men on blasting.[5] By the time the work was completed, sufficient upkeep was conducted to maintain the dam until a concrete dam would replace it nearly fifteen years later.

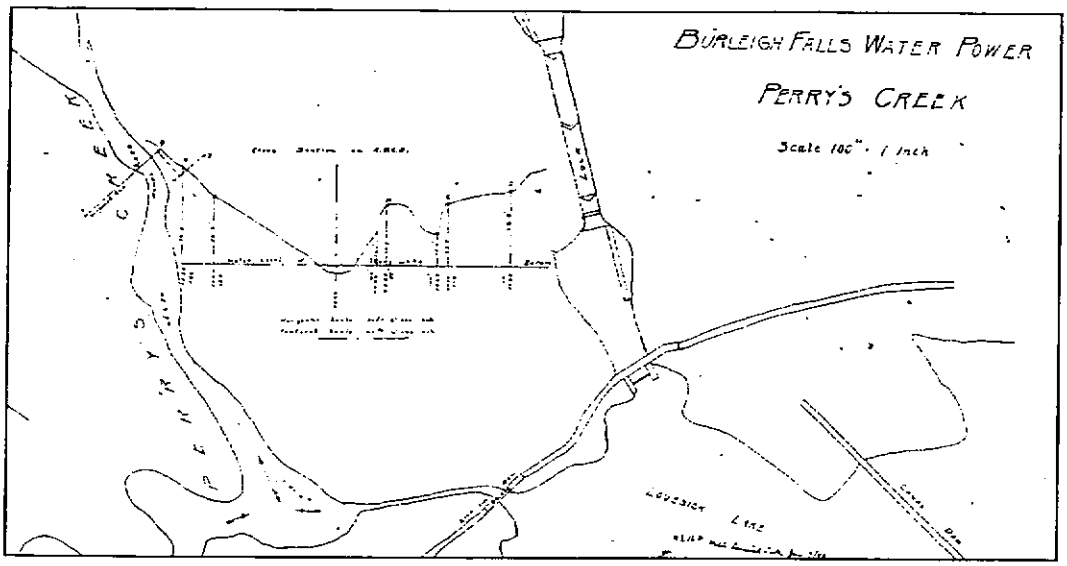
Around the turn of the century, the issue of waterpower at Burleigh was becoming an issue. On December 2, 1898, E.D.H. Hall applied for a waterpower lease for the main dam, and on January 9, 1899, a Mr. Fobson, Assistant Engineer of the Stilwell-Bierce and Smith-Vaile Co. (engineers and contractors for steam and power pumping plants) also inquired about the possibility of developing waterpower at Burleigh.[6] J.A. (Alex) Culverwell, an Electrical and Hydraulic Engineer from Toronto, was granted a lease of land for "certain water privileges" on January 2, 1900.[7] By January 5, Culverwell sent his draft to Rogers, signing "Managing Owner – Burleigh Falls Power."[8]

On January 17, he used Rubidge's 1885 survey to find a narrower and more suitable location for the Perry Creek power dam. By March, Culverwell had permission



53. Perry's Creek from Rubidge's 18July 1885 Survey
TSW Archives

to build and maintain a dam on Perry's Creek.[9] The deal was finalized May 15, 1901, with a power lease granted to Culverwell from the Ontario Power Company.



54. Water Power at Perry's Creek, 7 Jan. 1908
TSW Archives

However, the dream of capturing the force of the white rapids into electrical power at Burleigh Falls was short lived. On May 11, 1908, the Culverwell water power lease was terminated by the Ontario Power Company as a result of rent being 90 days passed due.[10]

By the early 1900s, the Department of Public Works continued to have control of the slides and booms for the passage of logs and squared timber. However, by this time most of the slides had ceased to exist, and the booms were transferred to the Department of Railways and Canals, with the exception of those at Fenlon Falls and Burleigh Falls, where the Public Works maintained the booms and continued to collect tolls.[11]

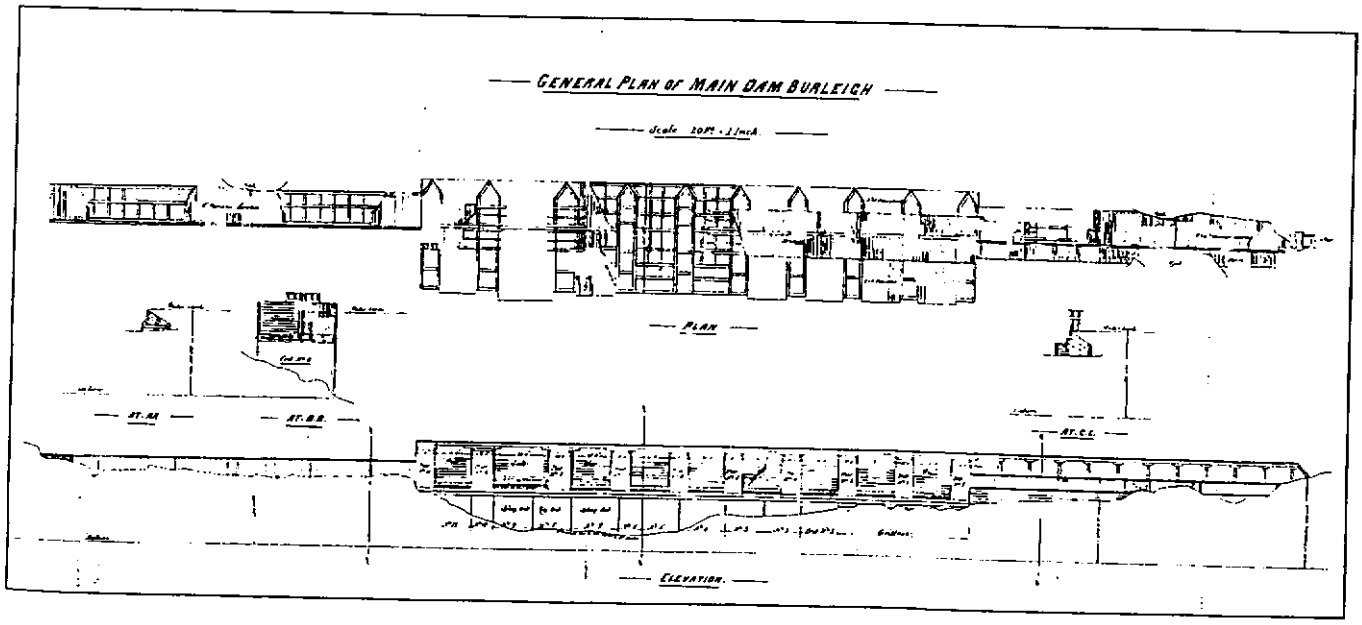
In 1909, the discussion of replacing the timber dam with a concrete dam began to arise amongst engineers. The concrete dam was to also eliminate the use of the lock and dams at Lovesick Lake, which would be raised to Deer Bay level. In a letter included as

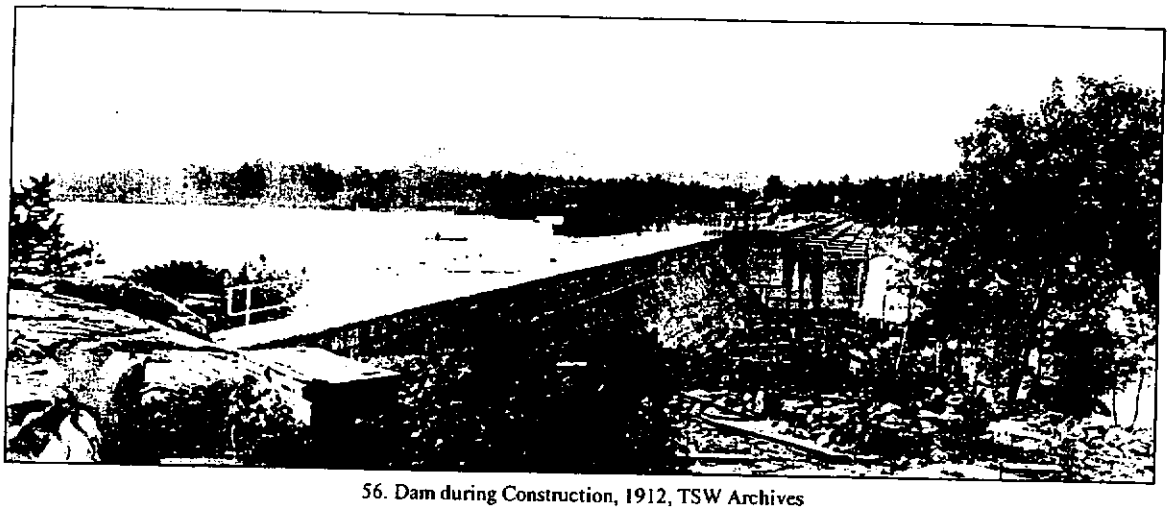
[9] Trent-Severn Waterway Archives: File 11.1, Vol. 1: Burleigh Falls Land and Damages, 9.
[10] Trent-Severn Waterway Archives: File 495, 3.
[11] "Report of A.J. Grant to W.A. Bowden, Chief Engineer of the Dept. of Railways and Canals," *Government of Canada, 21 August 1913,* NHC Box 37, File 23.

part of a memo to Mr. Killaly, the Director of Canal Services, M.J. Butler (Deputy Minister and Chief Engineer of the Dept. of Railways and Canals) wrote to A.J. Grant (Superintending Engineer) that "the dam at Burleigh (was) in a very unsafe condition" making it "practically impossible to make any repairs."[12] The plans had been made by Grant to update the dam and Butler requested that they include the raising of the lake. In September, Grant wrote to Butler that no arable land would be drowned, just granite rock. With this, the contract for the construction of the dam was awarded to Messers Bishop and Buchannan on December 14, 1909. The dam would need to raise the water level of Lovesick Lake to correspond to 797.83 sea level datum.[13]

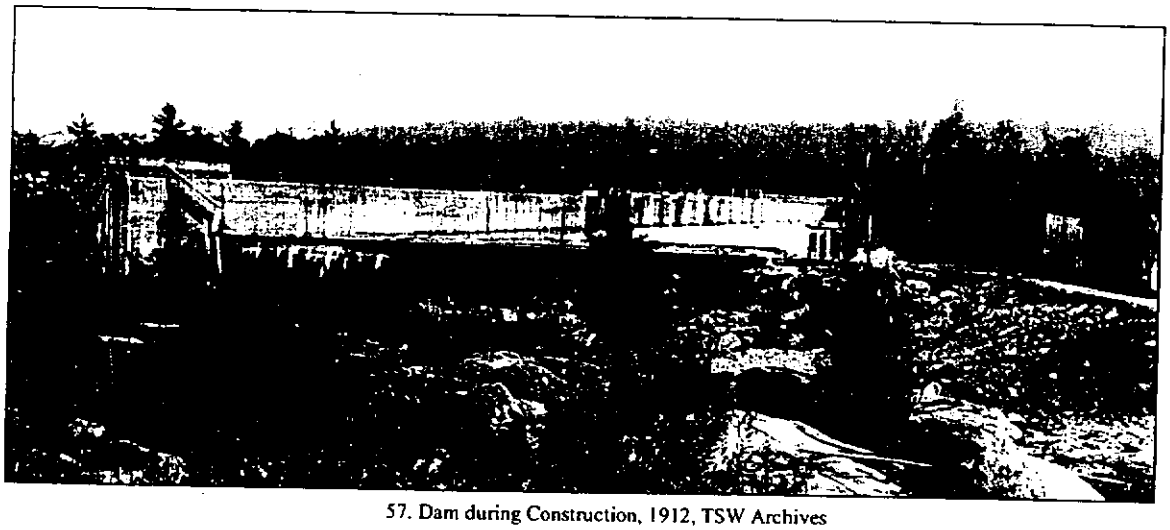
Speight and VanNostrand were instructed to produce a survey line at Burleigh Falls that would be required for the new dam. Plans were prepared for the dam and they also included a proposed location for a new lock, located to the rear of the Burleigh Hotel. The location contemplated was in Perry's Creek. Four sluices were also considered for the front of the present locks for potential waterpower use.[14] However, the plan was not carried out. Construction on the dam began in 1911 and was completed in 1912.

55. Plan for Main Dam, 1 October 1912, TSW Archives

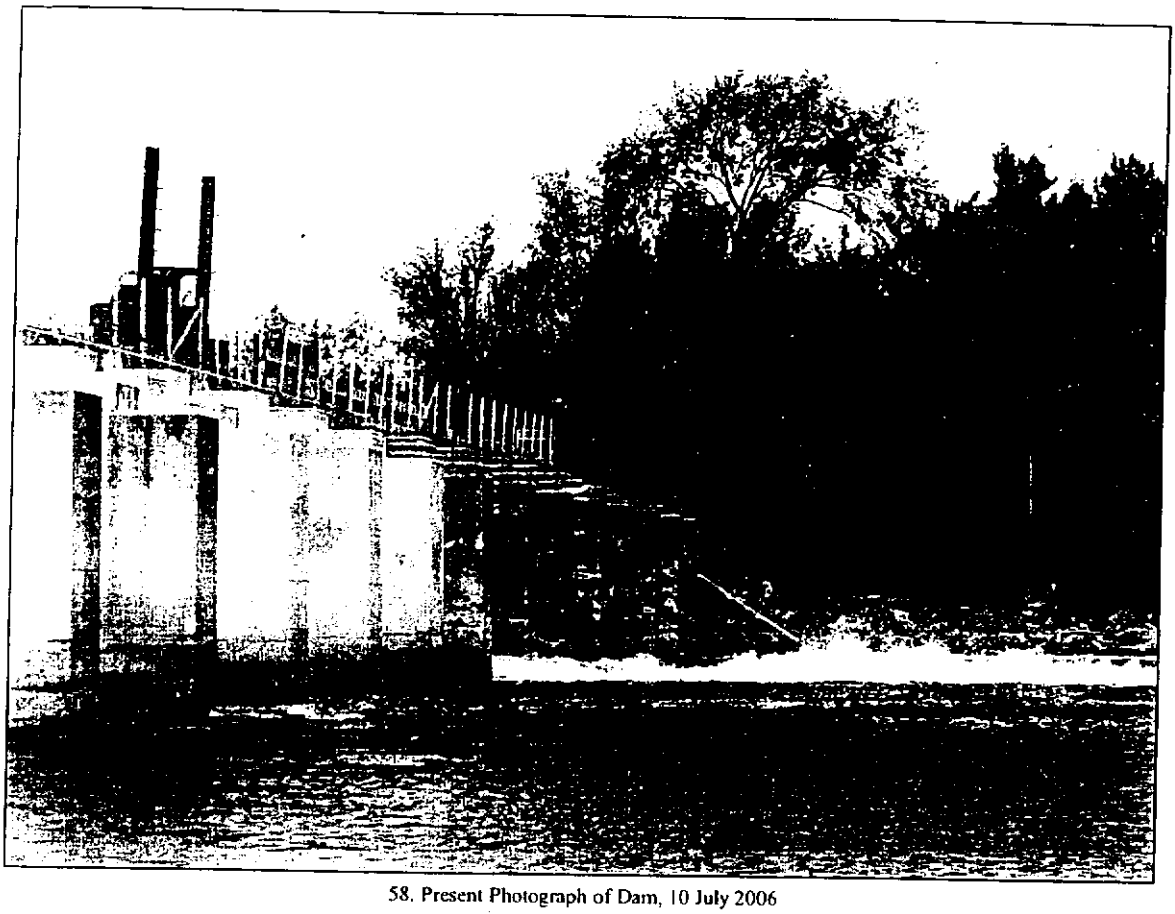




56. Dam during Construction, 1912, TSW Archives



57. Dam during Construction, 1912, TSW Archives



58. Present Photograph of Dam, 10 July 2006

Tourism

Tourism

By 1887, the Trent Severn Waterway was almost near completion. The use of this transportation route was encouraged by the implementation of the locks. By the 1870s, the timber trade was dwindling as the forests were beginning to show their depletion. The amount of sawn lumber sold dropped from 60 million feet in 1860 to 639 000 feet in 1871.[1] Things were slowing down for the lumbermen. In the 1880s, severe forest fires ravished the Burleigh pines, and other fires burnt Boyd's Squaw River Mill in 1876, and the Trenton Gilmour Mills in 1881.[2] Both were rebuilt, but this relentless destruction concluded the peak of the timber exploitation period.

However, the fall of the lumber trade may have fueled the development of another enterprise furthered by the opening of the locks: tourism. By the 1880s, the attention of the lumber baron had turned to the new possibilities highlighted by the steamship and it could be argued that the tourism industry emerged because of the collapse of the timber empire. The transition of interests would have been easiest for the men who already possessed the means to create the new venture. Many of the steamships that they used were once lumber barges.

One thing that made the area so profitable was the landscape. Burleigh Falls was and still is recognized as one of the most picturesque places along the Trent Severn-Waterway. In 1849, Samuel Strickland recorded his experience at Burleigh Falls.

> The Burleigh Falls are worth seeing. Viewed from Stony Lake, the landscape is one of remarkable beauty. The four cascades foaming and tumbling into the bay through lofty walls of granite, over-arched by the rich foliage, the more loftly pine, and gnarled branches of red cedar, whose roots are firmly fixed in

[1] Pammet, 12, 25.
[2] Pammett, 22.

> the deep fissures of the overhanging rocks present a picture whose varied features are not easily described.[3]

Reginald Drayton also enjoyed the beauty and the fishing at Burleigh Falls, leaving behind four paintings in 1878.

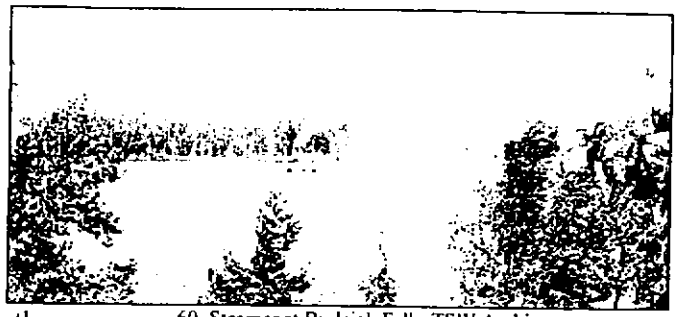
59. "Little Chute," by R. Drayton, 1878, Archives of Ontario

Campers and cottagers alike appreciated the landscape that had been taken advantage of by wealthy gentry for fifty years already. Captured well in the *Peterborough Daily Examiner* in 1886, the author quite eloquently promoted the site:

> Frequent and snowy the white gleam of the tents of campers breaks through or disappears among the enterprising trees that rise green from the scanty soil in the rock clefts, as the islands disappear astern or loom forward. There is an increasing interest developing in the lake region as a summer resort. Many of the islands are being taken up, and there are this season numerous permanent cottages being erected. The most these waters are known, the more they are appreciated.[4]

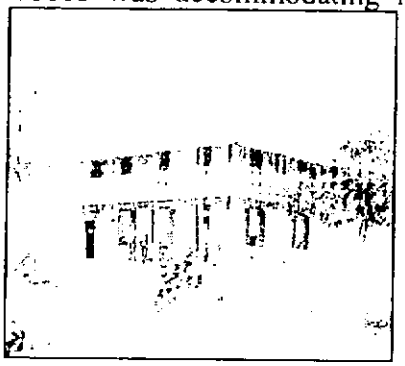
[3] Angus, *A Respectable Ditch*, 175.
[4] "The Burleigh Canal."

Travelers arriving at Burleigh often made the journey by rail to Lakefield where they were greeted a by a steamer and their captain, usually either Captain Eden and his 72 passenger vessel, 'The Cruiser', or by Captain Charles Grylls and his steamer, 'The Fairy'.[5]



60. Steamer at Burleigh Falls, TSW Archives

There they could lodge at the Burleigh Hotel, which by the 1880s was accommodating more and more tourists. John Holmes, the owner and operator, was described as "genial and hospitable" and provided fine dining and cozy rooms.[6] The Burleigh Falls Hotel was in fact respected as "the capital headquarters" for lodging at the falls, rated by tourists as "having the best of treatment and fare at very moderate rates."[7]



61. Burleigh Hotel, 1857-1899, Lavery

Another popular spot was the Mount Jilian Hotel, located on Stony Lake. Interestingly enough, Samuel Strickland built the hotel, also known as Julien's Landing, in 1865 as a lodging for passing lumbermen.[8] His son Roland Strickland converted the building into a hotel in 1873.[9] By the 1880s, Mount Julian became a regular stop for steamers and summertime travelers and later developed into a small settlement.

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[5] Delledonne, 105.
[6] "The Burleigh Canal."
[7] "The Burleigh Canal."
[8] Lavery, 51.
[9] Ibid.

Around 1890, the Natives in the Burleigh Falls vicinity were employed by the Burleigh Hotel and the Mount Julian as fishing and tour guides for American and Torontonian tourists. They would paddle from Curve Lake to Burleigh around the end of May, and camp near the falls for the duration of the summer. Initially, tents were set up on land west of the dam on Island 15 (Large Burleigh Island) and eventually were replaced by log cabins as Natives occupied land at Burleigh Falls because of employment opportunities such as guiding, as well as lock and dam construction.[10]

Native resident Russell Taylor recalled, "There was lots of guiding," and one Native woman remembers twenty-four guides working out of Burleigh Falls at one time, and still not meeting the demands.[11] One of the older residents, Horace Taylor, came to Burleigh when he was 12 and learned how to guide in 1909. He would assist his father, paddling a canoe for .50 cents a day.[12] Being a guide was a difficult job. Horace remembers,

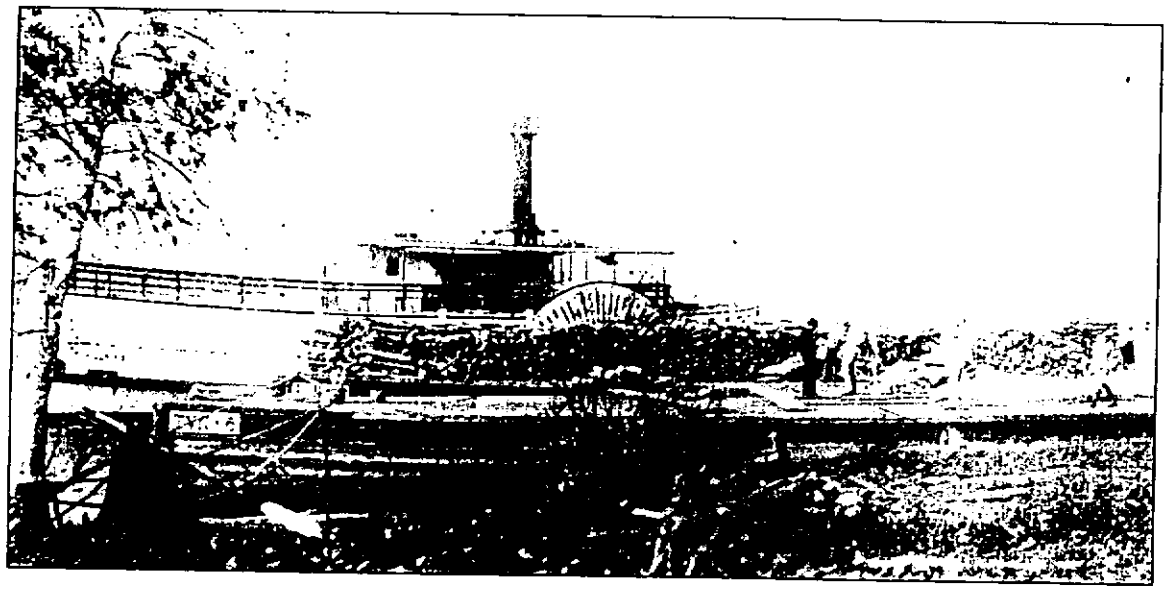
> It involved working from 8 a.m. to 6 p.m. daily, cooking the shore dinner, and setting up the table....we would always eat after the tourists were done, so that by the time we were finished eating dinner, the tourists were ready to go again, right back to work and no rest.[13]

Native tour guides would teach the tourists how to fish, and later prepare the catch on shore for a meal.

62. Tourists at Burleigh, c. 1912, TSW Archives

[10] "History of Metis Settlement," 15.
[11] Ibid.
[12] Ibid.
[13] Ibid.

Cottagers also enjoyed canoeing up to Burleigh Falls from Stony Lake or from Lovesick Lake to swim in the rapids. Stony Lake and Lovesick Lake were both desirable locations to a number of cottages belonging to prosperous Peterborough citizens. Like earlier excursions in the late 1830s and early 1840s, campers traveled with friends and neighbours in large groups. However, by the 1880s and 1890s, these parties now included women.



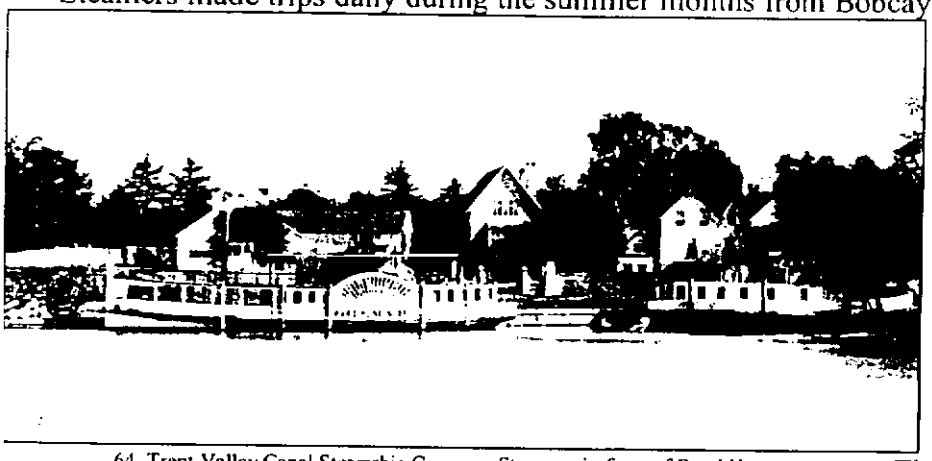
63. Ogemah, c. 1900, TSW Archives

The coming of the steamboat from Lakefield or Bobcaygeon was the great event of cottage trips, as it would bring new visitors and supplies. Steamers and tugboats had been used for hauling barges of lumber even before they were transporting tourists. Consequently, it was common for sawmill operators to also own many of the early steamers.[14] They could as well supply the lumber to run them. In fact, one of the reasons the locks were constructed was because Burleigh Falls posed an impediment for steamers. It was "in response from steamboat owners, among others," writes historian

[14] James T. Angus, *A Work Unfinished: The Making of the Trent-Severn Waterway* (Orillia: Severn Publications Ltd., 2000) 39.

James Angus, that "John A. Macdonald's government built locks at Fenlon Falls, Buckhorn, and Burleigh Falls in the 1880s, setting the stage for the golden age of the steamer trade on the Kawarthas."[15]

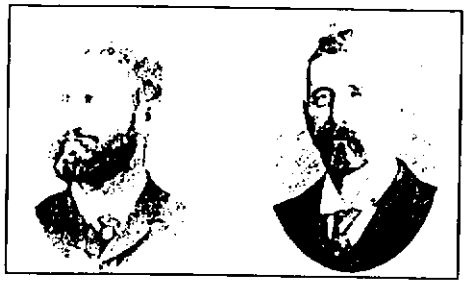
These petitions could have come from the private businessmen and their sons, whose enterprises changed in time as their means of making fortunes changed. Mossom Martin Boyd (Mossom's son) became a steamboat propetier who engaged in a navigation company. In 1883 the Trent Valley Steamship Company was founded, enabling steam navigation from Stony to Lovesick Lake, facilitating both passengers and carriages. Steamers made trips daily during the summer months from Bobcaygeon and Lakefield to arrive at Burleigh Falls. The Trent Valley Steamship Company owned a number of steamers.



64. Trent Valley Canal Steamship Company Steamers in front of Boyd Home, c.1900, TSW Archives

The 'Victoria' steamer was one of the earliest purchases, but it was partially burned in 1884. The event is recorded in W.T.C. (Willie) Boyd's diary. On March 25, 1884, he writes,

> Was awakened by Frank about 2 am saying the Victoria was on fire, wakened Mossie & went out & found her all in flames, went straight for the Church bell to give alarm then came & worked at the fire till we put it out (4 am)... Mossie asked all... to come down to house where we treated them to whisky till daylight.[16]

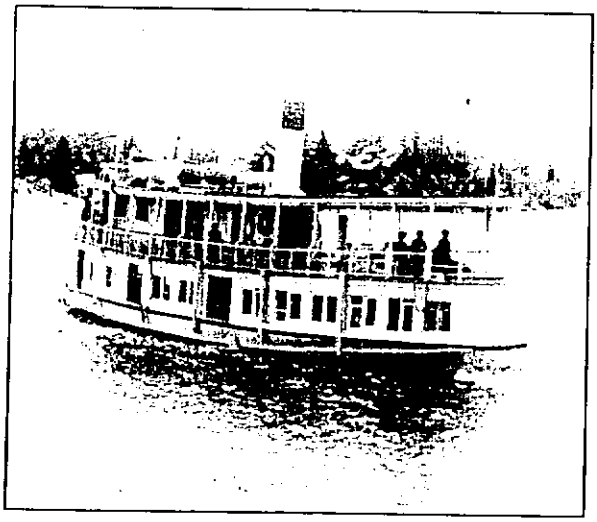


65. Mossom and Willie Boyd, Barker

[15] Ibid.
[16] 'W.T.C. Boyd Fond, 1859-1919," Trent University Archives: 01-019, 5 March 2006, http://www.trentu.ca/library/archives/01-019.htm.

By 1885 it was rebuilt and renamed the 'Esturion.' This ship carried passengers with freight from Lindsay to Bobcaygeon.[17]

From 1900-1904, Mossom's younger brother, Willie, became president of the operation.[18] Around this time the company increased the number of ships in their fleet. The 'Manita' was one, with its twin sister the 'Ogemah', a refitted tugboat making daily trips from Bobcaygeon to Burleigh.[19] The 'Sunbeam' traveled through the lower lakes and was replaced by the 'Empress' in 1903, purchased by Willie for $7000.[20]



66. 'The Empress' at Burleigh,' 'Roy Collection,' TSW Archives

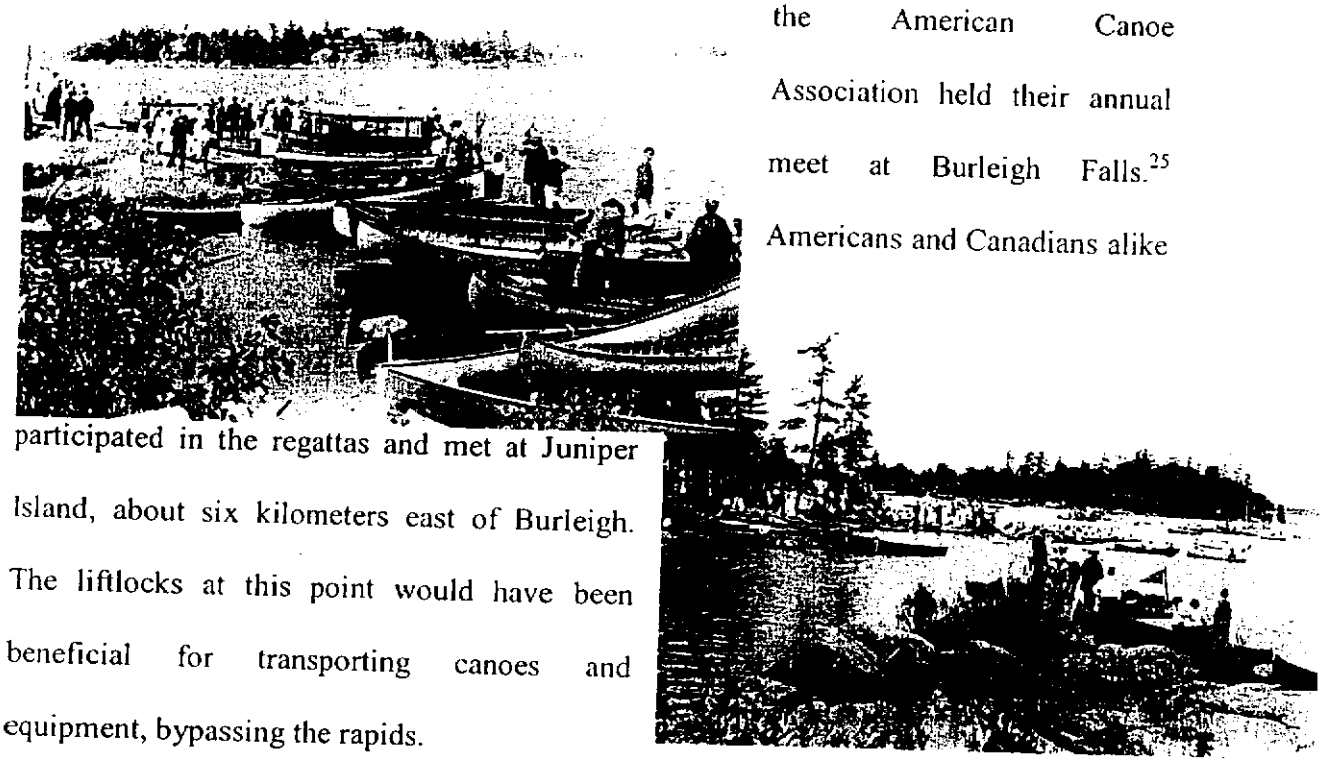
The Boyd's steamers continued to use the canal highway for the steamboats, paddle-wheelers, canoes, and yachts, excreta, that were a necessary component of the tourism industry in the 19th century. They accommodated the needs of the community as well. Completion of the locks in 1887 made this navigation through Burleigh Falls possible.

The locks would have also benefited Robert and George Strickland, whose thirty foot pleasure yacht[21], the 'Undine', went through the locks eleven times throughout the duration of the summer.[22] More importantly, in 1892, Robert took over his father's canoe

[17] Barker, 96.
[18] "W.T.C. Boyd Fond."
[19] Barker, 97.
[20] Barker, 97.
[21] Delledonne, 105.
[22] "Burleigh Falls Lock Log (1892-1894)," Peterborough Centennial Museum and Archives: Retrival #1968-053.

business, the Strickland Canoe Company, which Samuel founded in 1860.[23] He renamed it the Strickland and Co. and maintained an efficient business. The Strickland and Company. exported 600 craft between 1893 and 1898.[24]

The Stricklands were undoubtedly influential in canoe regattas which took place at Burleigh. In 1883 and 1887, the American Canoe Association held their annual meet at Burleigh Falls.[25] Americans and Canadians alike participated in the regattas and met at Juniper Island, about six kilometers east of Burleigh. The liftlocks at this point would have been beneficial for transporting canoes and equipment, bypassing the rapids.



67. Canoe Regattas. TSW Archives

Recognized as a valuable resource, the 'Burleigh Falls Log Book' kept track of vessels passing through the locks from August 1892 to August 1894 and provides clues about fees, operating times, and boat owners during this period.[26] The Lockmaster at the time, C.J. Fuller, was the collector. He was responsible for making the log book entries. From the book it is evident that the locks opened as early as April 19th and the last ship

[23] Delledonne, 16.
[24] Delledonne, 110.
[25] Guillet.
[26] "Burleigh Falls Lock Log."

went through on November 20. Mossom's 'Sunbeam' was the vessel that passed through the locks the most amount of times, twelve times between August 22 and October 24 1892, and twenty-five times in 1893. The 'Mary Ellen' steamer owned by P.P. Young went through the lock twenty-three times and the 'Golden City' owned by Samuel Reynolds went through twenty-one times. It appears that the lumbering business was also still using the locks for transportation at this time as it is recorded that the Lindon (Hildon) company sent 'cribbs, cookery, and booms' through.[27]

There is no doubt that the 1880s, '90s, and early 1900s represented a flourishing time for watercraft of all kinds. Although the Strickland and Co. became the Lakefield Canoe Co. in 1904, and the Trent Valley Steamship Company relinquished its charter in 1915, it introduced an era of popular steam powered transportation and highlighted the use of the long awaited Trent Valley Canal locks.

It is evident that the entrepreneurial eye of these men did not falter in the downfall of the their timber empires. They persevered and with their social charisma, political assertiveness, and the means already established to pursue the trade, they flourished in the tourism industry. The ability to maintain efficient businesses depended largely on the connections of the men who ran them. The upper class men within the Peterborough area were quite often present at the same social functions, related through marriage, and many were members with St. George's Anglican church in Peterborough[28].

One interesting interlocking partnership at Burleigh Falls was between the Boyds, Stricklands, R.B. Rogers, and to a certain degree, John Holmes. One can see how these

[27] "Burleigh Falls Lock Log."
[28] Roper, 22.

relationships worked to the benefit of these capitalists and why they were the key promoters and drivers for improvements.

Richard B. Rogers was listed as Acting Superintendent of the Trent Valley Canal on November 18, 1885. Rogers was in charge of maintaining the works and supervising the lockmasters. In 1889, the lockmaster at Burleigh Falls was William Young. Young and his associate, Bob Young, were assigned to tend to the repairs and operation of the locks. Due to frequent absences, Young was constantly feuding with John Holmes, Hotel and Tavern owner.[29] Without Young to operate the locks by letting vessels pass or by removing stoplogs to prevent flooding, Holmes' Hotel business suffered. For example, in November 1889, when Holmes wanted the locks raised, he wrote a letter to Rogers complaining that "Wm. Young is not ere [sic] and old bob is a dam [sic] fool."[30] By January 7, 1890, Holmes wrote another letter to Rogers stating that the water was very high. "It ain't dowing any damadges yet," claimed Holmes, "but should it rais 3 inches moor it would gow right over everything and drowned the government road [sic]."[31] Without Young there to assist, Holmes frustrations grew.

Holmes was not the only one annoyed with Young's lack of reliability. Four days after Holmes' second letter of complaint, on January 11, 1890, Bradley sent a letter to Rogers asking him to confirm as to whether Young "has yet resigned his position."[32] On September 23, Bradley wrote another letter to Rogers stating "notice has been given to Mr. Young that his services will not be required after the close of the current month."[33]

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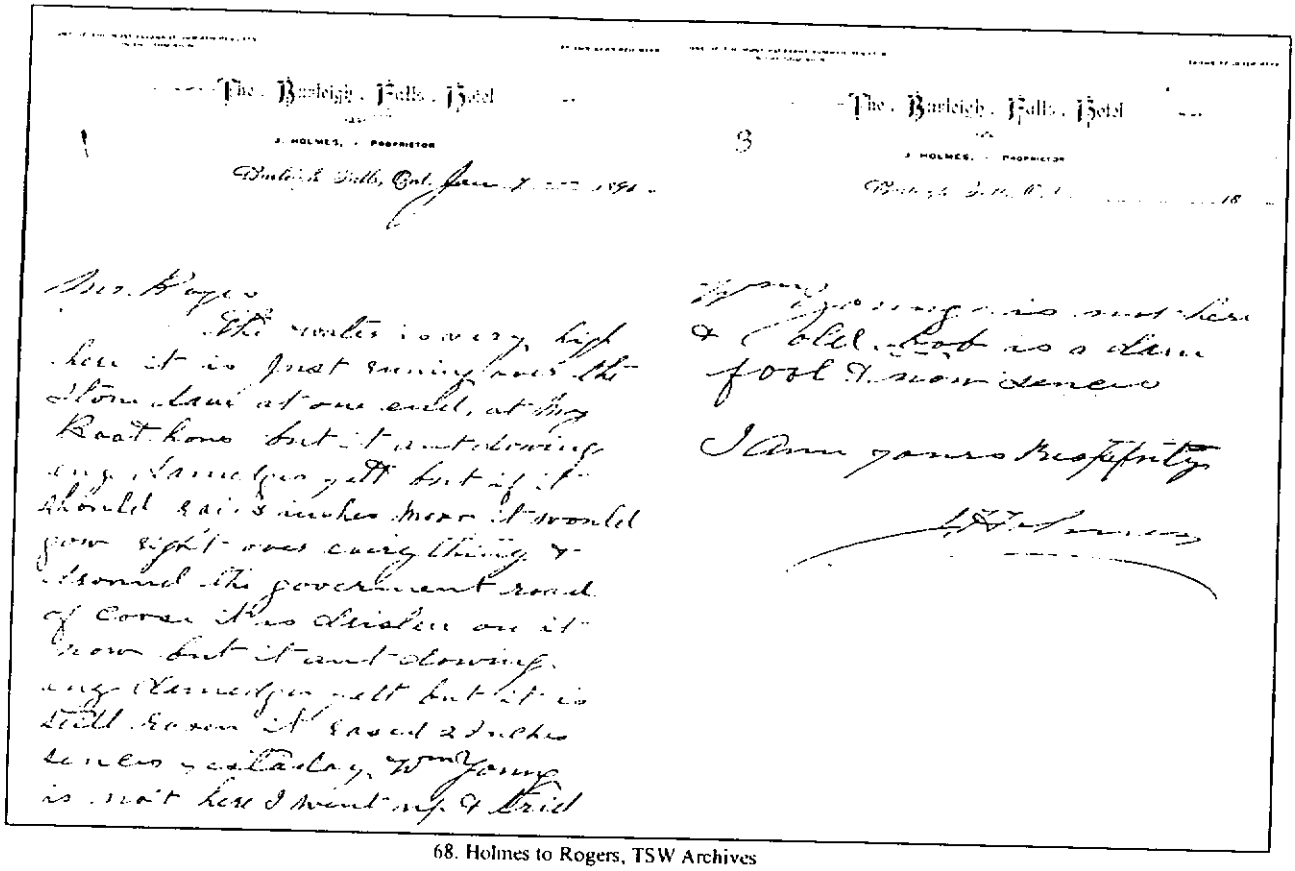
[29] Trent-Severn Waterway Archives: File 011, Vol. 1: General, 7
[30] Ibid. 7.
[31] Trent-Severn Waterway Archives: File 011, Vol. 1: General, 8.
[32] Trent-Severn Waterway Archives: File 011, Vol. 1: General, 11.
[33] Trent-Severn Waterway Archives: File 011, Vol. 1: General, 14.

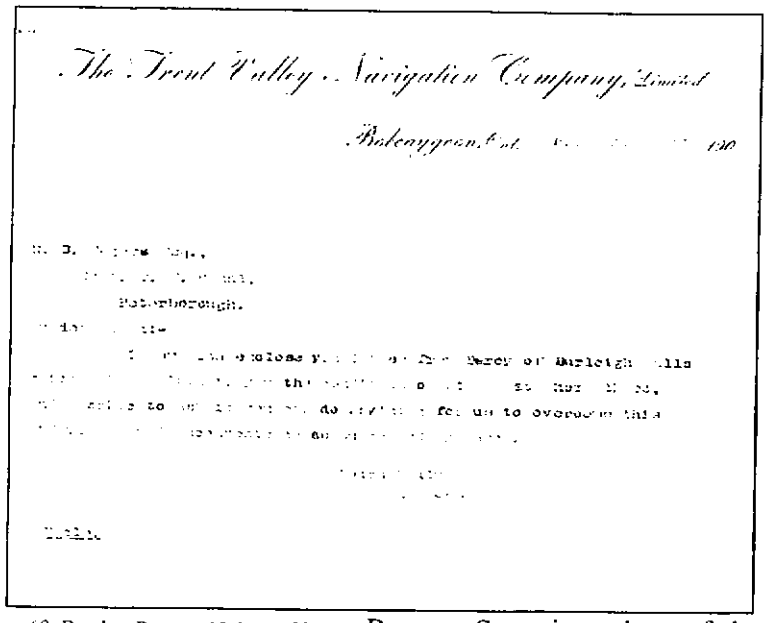


68. Holmes to Rogers, TSW Archives

On November 12, 1890, Charles F. Fuller was appointed to be the new Lockmaster.[34] Throughout the correspondence between Fuller and Rogers, it is apparent that Fuller maintained the locks and water levels well. He replaced logs, painted the bridge, repaired leaks, and fixed the sluices, stoplogs, dam, slides, piers, and whatever else was necessary for the job.

In 1890, Thomas Darcy bought the Burleigh Falls Hotel from Holmes and turned it into 'The Park Hotel'. In 1903, W.T.C. Boyd sent a copy of a letter by Darcy to Rogers about the poor condition of the steamboat wharf, stating, "I write to ask you if you can do anything for us to overcome this difficulty and inconvenience."[35]

[34] Trent-Severn Waterway Archives: File 011, Vol. 1: General, 8.
[35] Trent-Severn Waterway Archives: File 011, Vol. 1: General, 97.

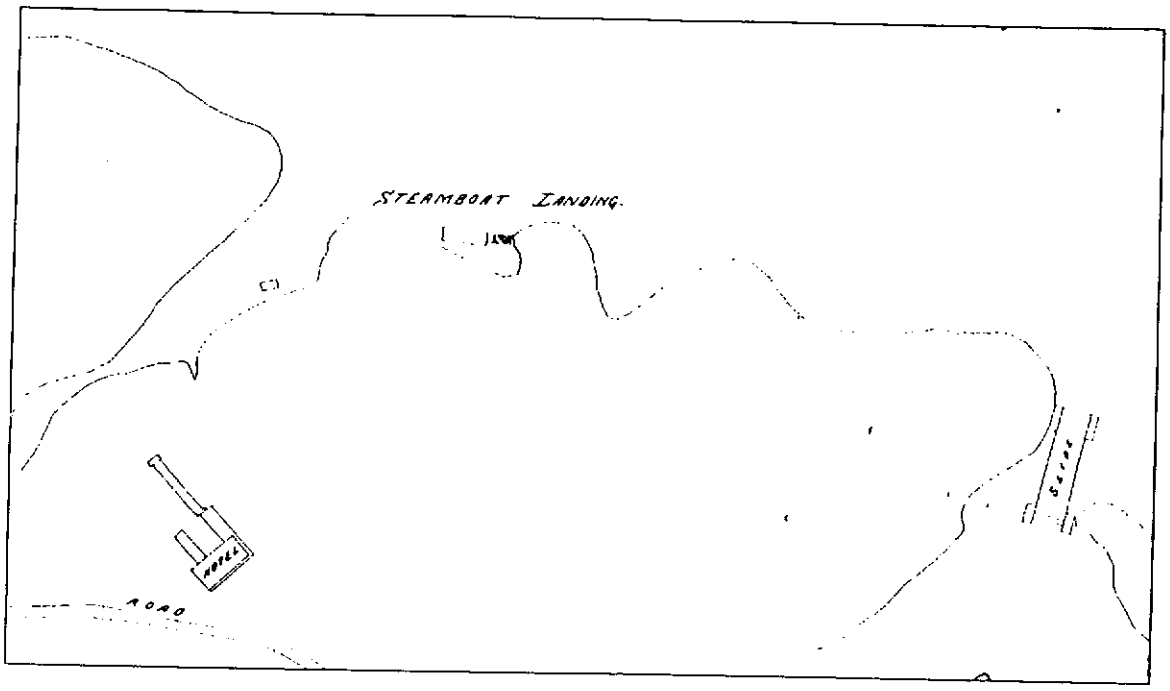


The Trent Valley Navigation Company, Limited

69. Boyd to Rogers, 13 June 1903
TSW Archives

Boyd commenced the letter with "My dear Dick," suggesting a more personal relationship between the two. With Willie as a steamboat proprietor, and Darcy in the hotel business, it is not difficult to believe that Rogers, Superintendent of the Trent Valley Canal, was also part of the divine circle of these entrepreneurial men. In fact, Willie made mention of Rogers several times in his diary, including August 27, 1886: "Took two canoes...arrived at Burleigh Falls about 1:30 p.m. where we met Dick Rogers, Alf Belcher & Mr. Aylmer (a Government Engineer),"[36] and September 5, 1888: "R. Rogers up tonight with the new government steamboat "Empire" on her first trip."[37] Roger's diary also indicated a close relationship, writing on June 3, 1896, that he "went in Strickland's boat to Burleigh," and on May 27, 1896, he "had dinner with Boyds."[38] Due to the nature of their relationship as "agreeable companions", it is suspected that the steamboat wharf was indeed fixed.

[36] "W.T.C. Boyd Fond."
[37] "W.T.C. Boyd Fond."
[38] "Richard Birdsall Rogers - 1886 Diary," Trent University Archives, 5 March 2006, <http://www.trentu.ca/library/archives/zrdiary6.htm>.



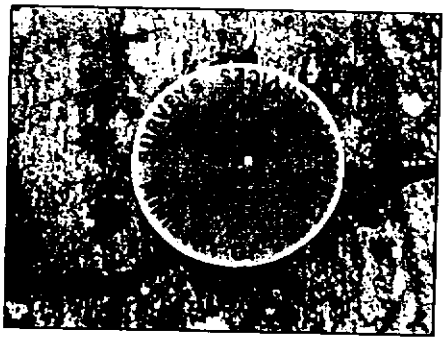
70 Steamboat Landing from Rubidge's 15 July 1882 Survey, TSW Archives

The tourists at Burleigh Falls were important because they brought attention to the need to develop adequate transportation facilities to and from Burleigh Falls. With the increasing use for steamships came an increasing need for alike amenities, such as the initial completion of the locks themselves, the steamship wharf, and also a required lockmaster. The watercraft industries of the Boyds and the Stricklands fostered a business that replaced a dying timber trade and brought income to the northern Kawartha Lakes. It employed locals and natives as fishing guides and canoeists. It also increased local business for the Burleigh Hotel and surely brought more travelers along the Burleigh Colonization Road. With a new lock, more consistent upkeep of the old road, and the bustle of a prospering hotel and tavern, the small community of Burleigh Falls looked more and more attractive to the average settler and after 1910, settlement at Burleigh Falls flourished.

Conclusion

> What a difference a few years make in a new country like Canada! With the aid of a compass, or by following the course of some unknown stream, with much toil and difficulty we make our way back for miles, through dense forests, swamps, and creeks; scale the rocky precipice, or launch the light bark-canoe on some far distant lake. We travel the same route twenty-five years afterwards, and the forests have bowed their lofty heads--the swamps are drained--the rivers bridged, and the steamer ploughs the inland wave, where shortly before glided the canoe of the hunter. Such is no over-coloured picture. I have seen it in my day many a time.[1]

Samuel Strickland was right. Within a hundred years, the landscape at Burleigh Falls was altered considerably, forever changing the face of the white rapids and granite boulders. All that remains today from development by the timber empires are some anchor bolts and a surveyors bench mark.



71. Surveyor's Bench Mark, 2006

These last few pieces of historical evidence signify the decades of now long past. The logs that dominated the rivers of the Kawarthas, along with the cribs, slides, and booms, have slipped to the bottoms of the waters they once drove on. The powerful empires that arose died along with the barons that created them. Even the steamers that rode so triumphantly along the navigational waters of the canal found their final resting spots beneath the shores.

Burleigh Falls was witness to each of these short lived ventures which helped mold Canada to what it is today. Timbers from Burleigh were sent to Quebec where they made masts for ships in England; ships that would transport people and supplies to the

[1] Samuel Strickland, "25 Yrs.," pg. 112, <http://www.gutenberg.org/catalog/world/readfile?pageno=112&fk_files=172635>.

new British colony. Wood also went to the United States, fostering the markets of the fast growing cities, and commencing a timber trade that continues to this day.

It began with surveyors who were instructed to produce surveys for settlement. As Burleigh was obviously unsuited for agriculture, the drawings and, consequently, the lot divisions, mainly assisted the lumbermen locate the most profitable timbers. The construction of the roads and bridges were also of assistance to the loggers. By 1882, the locks were a put in as a response by the Department of Railways and Canals ensuring adequate transportation facilities for settlers. For the most part however, they served to fuel the tourism industry. It is no coincidence that the owners of the steam powered ships also had a strong voice in pressing for the completion of the locks.

The entrepreneurs and proprietors of private endeavors were undoubtedly influential in instigating development designed to bring settlers to Burleigh Township. The roads, the locks, even the hotel were all established because of demands from private enterprises. Men like Mossom, Mossom Martin, and W.T.C. Boyd as well as Samuel, Robert, and George Strickland were active in pressing the government for change to promote and improve their businesses whether it be logging (a new slide) or tourism (a new steamboat landing). James Cumming, head of the Lumbermen's Management Committee and owner/operator of the Gilmour and Co. mill in Trenton, is a perfect example of how closely connected government ventures and private interests were. The interlocking relationships between these men and government employees like Rogers and Reid generated the necessary manpower and public subsidization to establish the works for profit and for progress. They were key in establishing the works that existed once and

still today at Burleigh Falls. Without these men and their enterprises, the rough and rocky terrain may have prevented any settlement at Burleigh at all.

Illustrations and Descriptions

1. Map of Burleigh Falls under Study - Trent-Severn Waterway Archives: Surveys, Survey "T.V.C. Plan of Burleigh Falls, 1885," T-22-428.27.

2. "Hotel from Dam, c. 1912" – Archives of Ontario: C.W. Eddis fonds, C-317-4-2 (10026310)

3. TSW Survey showing the original shoreline of Burleigh Falls - Trent-Severn Waterway: Surveys, Survey "Plan of Burleigh Falls and Perry's Creek", T-22-428.07.

4. Flight Line Photograph of Burleigh Falls - Trent-Severn Waterway: Surveys, 2005.

5. "Burleigh Falls from Below, c. 1913" – Archives of Ontario: C.W. Eddis fonds, C-317-4-0-2-1 (10026311)

6. TSW Survey showing the original shoreline of Burleigh Falls - Trent-Severn Waterway: Surveys, Survey "Plan of Burleigh Falls and Perry's Creek", T-22-428.07.

7. Double Slides - Trent-Severn Waterway: Surveys, Survey "Burleigh Falls Section, 1917", T-22-428.24.

8. "Fishing Guides Mark McIlmoyle and son Clarence prepare shore dinner in Gilchrist Bay, Stony Lake, c. 1930," Credit: Clarence McIlmoyle – Trent-Severn Waterway Archives: Photograph Collection, Misc. #28.

9. "Petroglyphs in Burleigh Township" – Trent University Archives: Dr. Edwin C. Guillet fonds, 74-003/3/2, #24.

10. Blue Heron – Taken by Emily Alkenbrack, 10 July 2006.

11. "Only known image of Peter Robinson" – Peterborough Centennial Museum and Archives: The Peter Robinson Immigration, 1823-1825, http://www.pcma.ca/robinson.htm.

12. "Col. Samuel Strickland, founder of Lakefield, Ont." – Trent University Archives: Strickland photographs and clippings fonds, 83-1003.

13. "Strickland Shack, Long Lake, Oct. 6, 1916, Strickland Shack end of road taken from position near shore" – Trent-Severn Waterway Archives: Photograph Collection, Roy Collection.

14. Mossom Boyd – Grace Barker, *Timber Empire: The Exploits of the Entrepreneurial Boyds*, pg.8.

15 Boyd Sawmill in Bobcaygeon, c. 1893 – Trent-Severn Waterway Archives: Photograph Collection, Logging, C 18594.

16. "Ketchum Hunt Club at Camp on Ketchum Lake" – Trent-Severn Waterway Archives: Photograph Collection, Roy Collection.

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51. Photo of Dam Above Slide – Burleigh Island Lodge.

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58. Dam – Taken by Emily Alkenbrack, 10 July 2006.

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63. "Steamboat Ogemah" – Trent-Severn Waterway Archives: Photograph Collection, Misc. #79.

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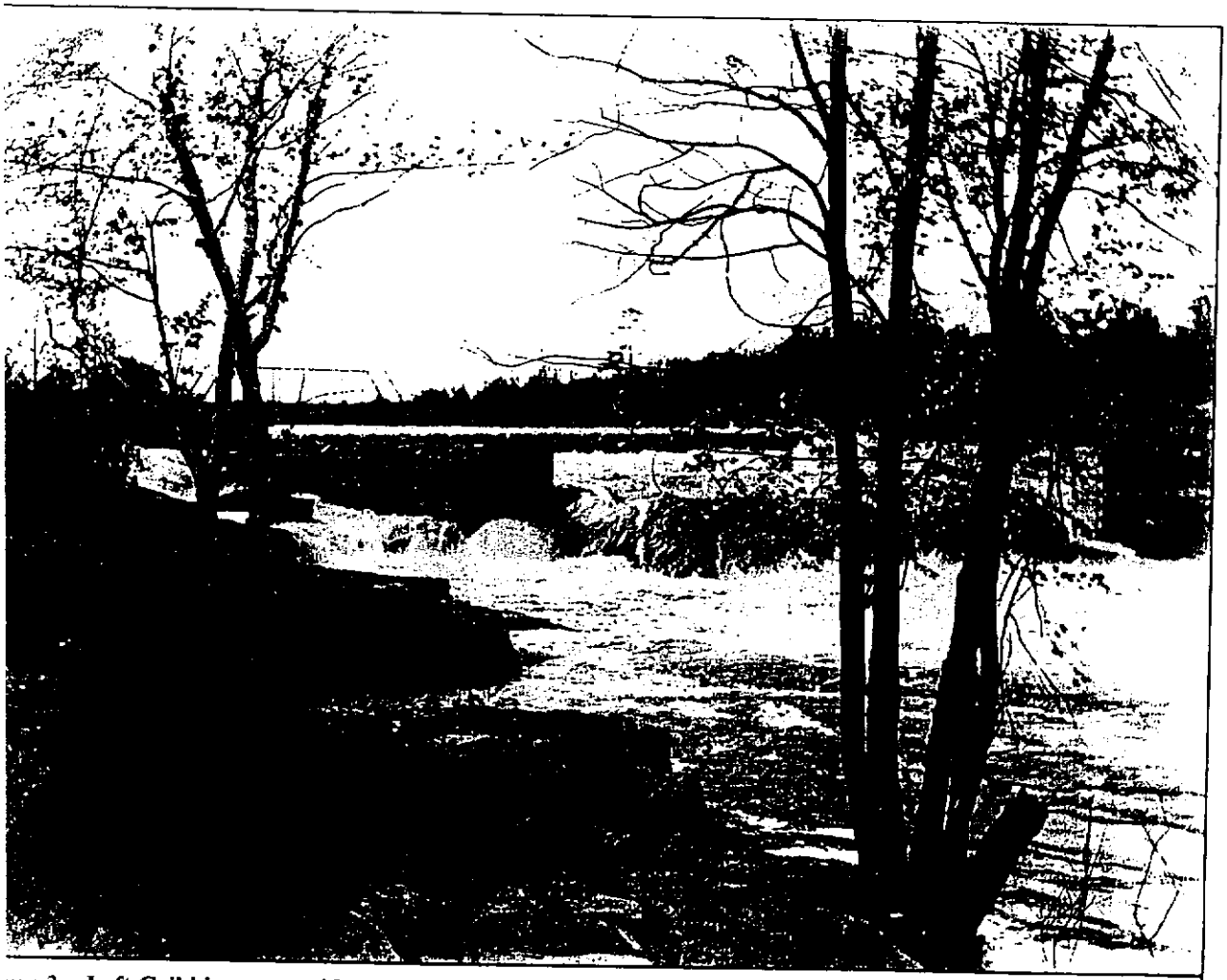
70. Steamboat Landing from Rubidge's 1882 Drawing – Trent-Severn Waterway Archives: Surveys, Survey "Trent Valley Canal, Burleigh Canal, Plan of Burleigh Falls, T. Rubidge, 15 July 1885," T-22-428.27.

71. Surveyors Benchmark, Burleigh Falls - Taken by Emily Alkenbrack, 10 July 2006.

Appendix

Figure 1 –Logs over Rapids, c. 1913
Note the absence of cribbing along bank where logs have piled up
Archives of Ontario: "Falls 1913," C.W. Eddis fonds, C-317-4-0-3 (10026312)

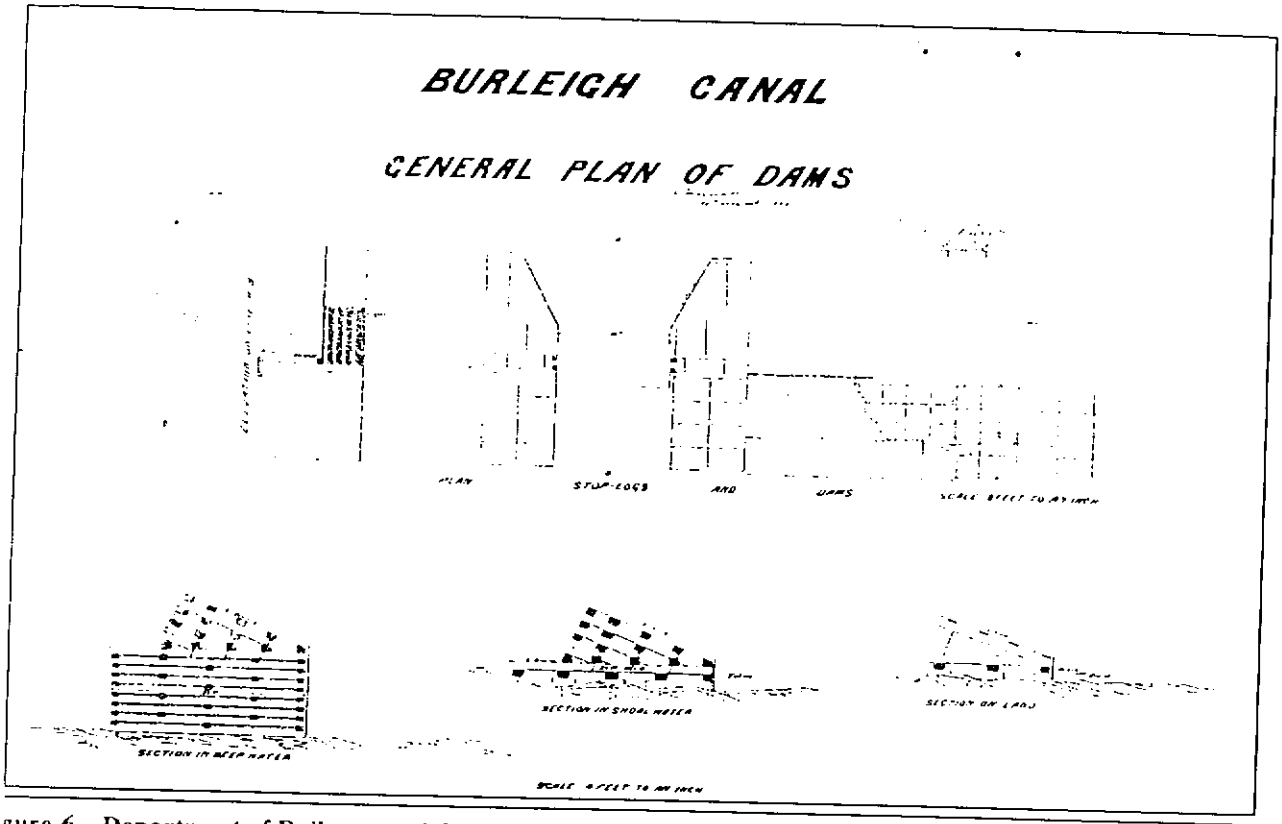
Figure 2 – Cribbing starts to appear in Photographs, c. 1913
Timber cribs filled with stone along right bank. No crib on left bank. Concrete Dam is evident in foreground of photo.
TSW Archives: Burleigh Falls (Lock #28) 22-115



ure 3 – Left Cribbing now evident, Dam above rapids is also visible, c. 1913
hives of Ontario: "Falls 1913," C.W. Eddis fonds, C-317-4-0-5 (10026313)

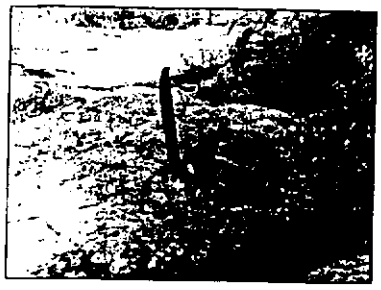
igure 4 – The most extensive cribbing along the banks is evident, Concrete dam in foreground is visible in this
ıotograph as well, c. 1916
ote how there is no longer cribbing on the left bank by the falls.
he purpose of this cribbing is uncertain. The slide located to the upper right of the rock in this photo (Small
ırleigh Island), which poses the question of why cribbing along the banks would be necessary.
rchives of Ontario: "Falls 1916," C.W. Eddis fonds, C-317-4-0-4 (10026311)

Figure 5 – Present Day Photograph of rapids.
23 July 2006

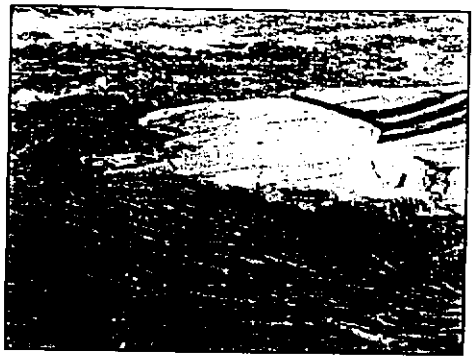


gure 6 – Department of Railways and Canals Burleigh Falls General Plan of Dam
'afted by Rubidge 8 August 1882
ıe Burleigh Falls Dam was to be built across the river at a distance of 600 feet wide, including a slide for the
ssage of logs.
W Archives: T-11-241.6

Fig.7 - Anchor Bolts that Remain from Cribbing along Burleigh River



Anchor Bolt #1



#2

#3

#4

#5

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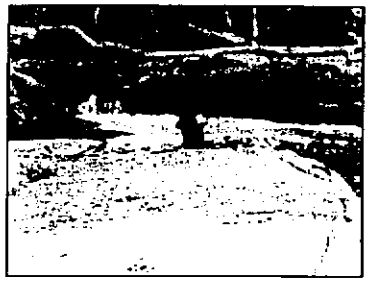
#7

#8

#9



#11

#13 – At Base of Rapids

Fig. 8 - Anchor Bolts at Slide

Anchor Bolt at Slide, 1b

Three Anchor Bolts, 2b

Two Anchor Bolts, 3b

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22-113 – Shorefront
22-115 – Rapids
27-209 – Boathouses
37-830 – Cottage
212-118 – Landscape shot with bridge and falls
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7 – Driving Logs
C 18594 – Boyd saw-mill, Bobycaygeon 1893
C 27178 – Timber slide near Bobcaygeon
C 27212 – Timber slide, Bobcaygeon
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