

Tourist Sites and New Media

Includes:
Final Report

By Allison Bradbeer and Krista Bucholtz

Completed for: County of Peterborough
Supervising Professor: Prof. Heather Nicol and Prof. Mark Skinner,
Trent University
Trent Centre for Community-Based Education

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The Promotion of Tourist Sites and New Media in Peterborough

By: Krista Bucholtz & Allison Bradbeer

Final Report

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Heather Nicol & Mark Skinner

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Abstract

This report explores four important tourist sites within the City and County of Peterborough. A new website is being designed by the County of Peterborough called *Trip-Click* where tourists can create their own self guided tour of the area. The website offers information on various tourist destinations within the City and County of Peterborough. The information provided for this report is disseminated through this new media website in the form of short narratives as well as in longer scholarly essays. The two main themes explored in this report are the military history and changing trends in transportation of Peterborough. Research was done to add four new tourist sites to the website; these included the Peterborough War Memorial, the Sabre Jet at the Riverview Park and Zoo, the Historic Chemong Portage, and the James A. Gifford Causeway in Bridgenorth. Information on these four sites was collected through interviews and archival research. The four sites chosen are all culturally, socially, historically and geographically significant to the City and County of Peterborough. With the new information provided in this report, tourists will now have an opportunity to learn about the importance of four additional tourist sites within the City and County of Peterborough.

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1.0 Introduction

1.1 Description

The *Promotion of Tourist Sites and New Media* project is intended to extend the tourist information of four tour sites located within the City and County of Peterborough through a participatory approach and extensive community involvement. The four sites were researched and compiled into effective narratives and scholarly essays include the: F-86 Mark 5 Sabre Jet, Peterborough War Memorial, Historic Chemong Portage, and James A. Gifford Causeway. Brief narratives subject to each site were developed for to the County's *Trip-Click* website for potential tourists to enjoy and later use to map out a route of desired points of interest within the tourist region. Scholarly essays are provided based on extensive research to offer an in-depth representation of each tour site.

1.2 Purpose

On behalf of Peterborough and the Kawarthas Tourism, the Corporation of the County of Peterborough is continuing to establish tour sites in the County and City of Peterborough for the website, www.trip-click.com. The purpose of this project is to provide the public with an easily-accessible listing and description of various sites located in the tourist region of Peterborough. The sites are selectable based on a pre-defined tour route or topic category on the website. The website includes a Google Map application where narratives of the tour sites can be printed or downloaded into a recreational GPS unit.

We have compiled research on selected tour sites associated with a certain geographical theme involving a historical, cultural, or ecological nature. These sites are relevant to the people, places, and/or events within the County and City of Peterborough. We have prepared a scholarly essay about each tour site. The intention of the essay is to provide individuals with a more scholarly interest, detailed investigation, and reference list regarding the tour sites. Concise,

interpretive narratives of each site have also been composed to capture the attention of the general public. The final project is intended to connect a diverse audience to the stories, through new media efforts, that will make the past, present, and future of Peterborough County and City come to life.

1.3 Research Objectives and Questions

The main goal of this project is to introduce tourists to four tour sites within the County and City of Peterborough through a new media approach. The interactive nature of the *Trip-Click* website provides a great opportunity for tourists to experience the many tour site opportunities available in the region. We established four research objectives to outline our research approach and guide us to complete the project.

- To identify the tourist sites that need more analysis and can later be used to increase tourism in the City and County of Peterborough.
- To research the tour sites through certain methods such as interviews, archival research, and field research.
- To write a brief, scholarly essay for each tourist site that provides a more in-depth understanding of each site.
- To creatively write narratives for each tour sites that can be uploaded to the Trip-Click Website.

We also outlined several research questions for each tour site. The conceptualization of these research questions provided a foundation for our research.

- F-86 Mark 5 Sabre Jet:
 - What is the historical and geographical significance of the Sabre Jet (at Riverview Park and Zoo) in relation to Peterborough's military history?
 - Who does it memorialize?
 - Who organized the resurrection of the memorial?
 - Who organized the refurbishment of the Jet in summer 2009?
 - Why is it important for tourists visiting this site to understand the military history behind it?
- Peterborough War Memorial

- What is the geographical and historical significance of the Peterborough War Memorial?
 - Who is it memorializing?
 - Who designed and built it?
 - When was it built?
 - Future of the site.
- Historic Chemong Portage
 - What is the historical significance of the historic Chemong Portage?
 - What are the physical geographic implications of the Chemong Portage?
 - What is the present value of the Chemong Portage?
 - James A. Gifford Causeway
 - What is the historical importance of the James A. Gifford Causeway?
 - What are the political implications surrounding the building of the historic floating bridge and the James A. Gifford Causeway?
 - How does the James A. Gifford Causeway contribute to the tourism industry in the County and City of Peterborough?

1.4 Study Area

The study area for researching our tour sites was located in the County and City of Peterborough. The County of Peterborough has a combined population of 58,000 people residing in eight local municipalities, cited in Appendix A.¹ The local municipalities include the Townships of Asphodel-Norwood, Cavan Monaghan, Douro-Dummer, Galway-Cavendish and Harvey, Havelock-Belmont-Methuen, North Kawartha, Otonabee- South Monaghan, and Smith-Ennismore-Lakefield.² Two of the proposed tour sites, the James A. Causeway and a portion of the Historic Chemong Portage are located in the Township of Smith-Ennismore-Lakefield, shown in Appendix B.

The City of Peterborough has a population of approximately 75,000 residents.³ It has a central location in the Kawartha tourist region in which a vast array of recreational activities takes place. The core of Peterborough is also comprised of a diverse industrial and commercial

¹ Statistics Canada, 2009 (<http://www12.statcan.gc.ca/census-recensement/2006/dppd/prof/92591/details/page.cfm?Lang=E&Geo1=CSD&Code1=3515014&Geo2=PR&Code2=35&Data=Count&SearchText=Peterborough&SearchType=Begins&SearchPR=01&B1=All&Custom>)

² County of Peterborough, 2005 (<http://www.county.peterborough.on.ca/government/index.php?sec=4>)

³ Statistics Canada, 2009.

base. Peterborough is only one hour from the Greater Toronto Area, allowing for a larger market population which has significant implications, especially for increasing tourism.⁴ Three of the tourist sites, the Peterborough War Memorial, the F-86 Mark 5 Sabre Jet, and a portion of the Historic Chemong Portage are located in the City of Peterborough. See Appendix C for a map of the City of Peterborough.

1.5 Structure of Report

The report is structured to encompass ten sections which describe to the overall research process. The sections include an: introduction, literature review, methodology, analysis, results (essays and narratives), discussion, conclusion, bibliography, and appendices.

The introduction states the description and purpose of the project and indicates the key research objectives, questions and overall study area. The literature review provides a substantial amount of background information which focuses on the broad sub-disciplines of human geography – cultural, historical. An in-depth consideration of military and transportation research within Peterborough is also provided; the two major themes within the report. The literature review section concludes with an explanation of new media describing the technology and activities used in the developing information world. The analysis provides a brief description of how the interviews and archival research were examined. The essays and narratives present the results of the report which include each a section for each tourist site. The discussion explains the results and analysis, including various themes that were established and the issues we experienced. The conclusion consists of an overall summary of the report, an explanation of limitations, and future research opportunities. A bibliography is included listing all references used to compile the report. An appendices is also attached which includes the research proposal, ethics approval, maps, transcription of interviews, and the Knowledge in Action Forum Poster.

⁴ City of Peterborough, 2009 (<http://www.peterborough.ca/Home.htm>.)

2.0 Literature Review

2.1 Introduction

The following literature review is meant to clarify how this report fits into the study of human geography through the sub-disciplines of tourism, cultural geography, and historical geography.

2.2 Geography of Tourism

Tourism is a major part of the discipline of geography. There are many different ways of studying tourism, and thus many different ways of defining tourism. The Dictionary of Human Geography defines the geography of tourism as “the activities of persons travelling to and staying in places outside their usual environment for not more than one consecutive year for leisure, business and other pursuits.”⁵ However, this definition of tourism has been challenged and redefined; a tourist in today’s modern society is someone who leaves home in order to experience some kind of “otherness,” with the main denominator being that travelling is an escape from the “normal” experiences of home and work.⁶

Tourism is strongly connected to geography because tourism is implicated in both the changing nature of place, and in shaping geographical imaginations and experiences of place on a global scale.⁷ Within the geographical study of tourism four foundational studies are focused on: places – where groups of people leave, visit, and pass through; the people – who is travelling; organizations – who makes these trips possible; and the people – who is encountered along the way.⁸

There are two types of tourists: “pleasure seeking” tourists looking for entertainment and

⁵ Cloke, P. “Cultural Geography,” 840 in *The Dictionary of Human Geography*, eds. R. Johnson, D. Gregory, G. Pratt, M Watts (Oxford, Massachusetts: Blackwell Publishers Ltd.), 840.

⁶ Ibid., 840.

⁷ Ibid., 840.

⁸ Ibid., 840.

relaxation, where the actual location is of no real importance; and “authentic seeking” tourists who seek travel experiences that can be conveyed as real or authentic. Local traditions and culture have become tourist spectacles; and tourism has become a commodity which is marketed and sold.⁹

Part of what “authentic seeking” tourists seek is heritage. Many places have strong cultural heritage backgrounds and capitalize off of that for the tourism industry. Cultural heritage tourism refers to “traveling to experience the places and activities that authentically represent the stories and people of the past and present. It includes historic, cultural and natural resources.”¹⁰ Tourists enjoy learning about the places that they visit, and as a result the historical and heritage sites of a place are very important for the industry. All of the sites selected for this project have a significant cultural heritage and historical context. Tourists will be interested in learning about the heritage of two very important historical transportation routes, as well as learning about Peterborough’s significant military heritage through two additional sites.

2.3 Cultural Geography

Culture is all around us. However it is a very ambiguous term. Cultural geography and its definition is a contested sub-field of human geography, and has been since the 1950’s.¹¹ One view of cultural geography is that it includes the idea that society cannot be divided between nature and culture, and thus all environments and landscapes are co-producers of nature-culture.¹² No place on Earth has remained uninfluenced by significant human activity. A major area of focus in cultural geography is the study of symbolism and meaning in cultural landscapes.¹³ One other definition concludes that cultural geography studies the relationship

⁹ Ibid., 841.

¹⁰ National Trust for Historic Preservation, 2009 (<http://www.culturalheritagetourism.org/howToGetStarted.htm>).

¹¹ Cosgrove, D. “Cultural Geography” in *The Dictionary of Human Geography*, 4th Edition eds. R. Johnson, D. Gregory, G. Pratt, M Watts (Oxford, Massachusetts: Blackwell Publishers Ltd.), 134

¹² Ibid., 134.

¹³ Ibid., 135.

between human communities and the natural world, and the transformations of the natural landscape into cultural ones.¹⁴ This is one of the major themes of cultural geography; how humans impact the Earth and landscape through use and thus create cultural landscapes.¹⁵

The cultural landscape represents the "combined works of nature and of man".¹⁶ Culture is the agent, the natural area the medium, the cultural landscape is the result.¹⁷ Under the influence of a given culture, the landscape undergoes evolution and development over the passage of time.¹⁸ The agency of culture is a force that has shaped the visible features of the Earth's surface. Elements of the physical environment such as topography, soil, watercourses, plants and animals, and built environment are to be incorporated into studies of the cultural landscape as they evoke human responses and adaptations, or have themselves been altered by human activity.¹⁹ There are three main sub-categories of cultural landscape, they are: organically evolved landscape, associative cultural landscape, and clearly defined landscape designed and created intentionally by man. The four sites we have chosen fall into the latter category. These sites were constructed for aesthetic reasons which are often (but not always) associated with religious or other monumental buildings and ensembles.²⁰

This is important for understanding the four sites that are chosen. The two transportation routes can be understood as people altering the landscape for improved and extended travel, and the two military sites can be understood as sites that alter landscape as a way to memorialize people who were important and who should not be forgotten.

¹⁴ Price, M., Lewis, M. "The Reinvention of Cultural Geography," *Annals of the Association of American Geographers* 83 (1) (1993), 1.

¹⁵ Cosgrove, D. "Cultural Geography," 136.

¹⁶ UNESCO, 2009 (<http://whc.unesco.org/en/culturallandscape>).

¹⁷ Cosgrove, D. "Cultural Geography," 137.

¹⁸ UNESCO, 2009.

¹⁹ Cosgrove, D. "Cultural Geography," 137.

²⁰ UNESCO, 2009.

Historical Geography

Historical geography is considered a central sub-discipline within human geography as it is concerned with geographies of the past and their relationships with the present. The themes studied by historical geographers include historical landscapes, cartography, spatial science, social identity, and human-environment relationships.²¹ While historical geographers have attempted to unfold the complex relationships between people and the environment, it is important to understand the places in which these stories may happen.²² For the purpose of this project, two historical sites were selected to be researched so that visitors coming to the City and County of Peterborough can become familiar with the stories associated with the people that once experienced the sites. In researching the James A. Gifford Causeway and Historic Chemong Portage landscapes will further establish sites within the study area for people to enjoy and learn more about the historical heritage.

Over the past two decades, historical geography has focused on various methods of study in grasping the historical significance of a place or of the people. For instance, Cosgrove argued that the landscape is a fundamental point of view to consider as a ‘way of seeing.’ The ‘mapping tradition’ is also crucial in uncovering historical landscapes.²³ This theme is related to our project as the purpose is to ‘map’ the various historical landscapes as a ‘way of seeing’ the sites in their historical setting.

Historical geography is also centrally involved with the contextual analysis of various landscapes.²⁴ It is important to understand that the historical significance of a place has meant different things at different points of time. As we uncover the historical stories relevant to the

²¹ Clayton, D., “Historical Geography,” in *The Dictionary of Human Geography*, eds. R. Johnson, D. Gregory, G. Pratt, M Watts (Oxford, Massachusetts: Blackwell Publishers Ltd.), 337.

²² Naylor, S., “Historical Geography: natures, landscapes, environments,” *Progress in Human Geography* 30(6) (2006), 792.

²³ Clayton, D., *The Dictionary of Human Geography*, 337.

²⁴ *Ibid.*, 337.

James A. Gifford Causeway in Bridgenorth, the Historic Chemong Portage, the Peterborough War Memorial, and the F-86 Mark 5 Sabre Jet, we must understand that these places had significant meaning not only for the recent past, but for many centuries ago. For the purpose of this project, it is important to make these historical landscapes come to life once again.

Military Significance in Peterborough

Two of the selected tour sites for this project are situated around the notion of military history in the County and City of Peterborough. The Peterborough War Memorial and the F-86 Mark 5 Sabre Jet are historical and cultural landscapes. In researching these sites, it is important to provide a context regarding the significance of the wars and the military history within the context of Peterborough.

Many hundreds of local people went to fight in the three wars, and many of them did not return. After WWI, on June 30, 1929 the War Memorial and Cenotaph was unveiled in Confederation Park.²⁵ This monument is considered one of the finest monuments in Canada, having been designed by noted Canadian sculptor, Walter Seymour Allward, the designer of the Vimy Ridge Memorial.²⁶ The cenotaph is a way of memorializing those that have died for this country. The cenotaph is a significant part of the cultural landscape because the military was such an integral part of society and the culture at the time. They are still significant today for those who still have strong ties to the military.

The F86 Mark 5 Sabre Jet that is located at the Riverview Park and Zoo is a specific memorial for those pilots who served and died from Peterborough and surrounding areas during war time. The RCAFA 428 (Peterborough) Wing was responsible for buying, erecting, and then refurbishing the jet. The jet was erected on June 5, 1971, bearing a plaque which reads:²⁷

²⁵ Jones, *An Historian's Notebook: 100 Stories – Mostly Peterborough*, 217.

²⁶ Peterborough Museum and Archives, 2009 (<http://www.peterboroughmuseumandarchives.ca/army.htm>).

²⁷ Peterborough Wing Air Force Association of Canada, 2009 (<http://www.428wing.ca/index.php>).

*Citizens, remember
That in another time
Young men become Airmen
To fly in foreign and hostile skies
Many returned
Some did not
Those who died
Are remembered
By those who live*

* * *

Erected in Memory
of All Airmen
of Peterborough and District
by 428 Wing
Royal Canadian Air Force Association
June 5, 1971

The military history and its importance and impact on the cultural landscape is very important within the City of Peterborough. These two sites provide important examples of how people have affected the landscape in order to create something that is culturally significant and memorializing.

Changing Trends in Transportation in Peterborough

Two of the selected tour sites for this project are situated around the notion of transportation in the County and City of Peterborough. The James A. Gifford Causeway and Historic Chemong Portage are historical landscapes within the study area. In researching these sites, it is important to provide a context regarding the changing trends and requirements of transportation in Peterborough.

Prior to early European settlement in the 18th Century, the region of Peterborough was densely forested. Water was the major form of transportation allowing many First Nations groups to locate in the area due to the accessibility to waterways. They settled into the area as they travelled along the Huron Route, a chain of lakes and rivers connecting Georgian Bay and

the Bay of Quinte.²⁸ Pioneer settlement also followed major water routes including the Trent River, Rice Lake, Otonabee River, and the Kawartha Lakes. While the region was lacking other forms of transportation, a network of portage routes was established so that First Nations and settler groups could travel around the region.²⁹ The Historic Chemong Portage, that links Little Lake and Chemong Lake, provided an important connection during the time First Nations groups travelled the Peterborough region, and later when Samuel de Champlain voyaged the settlement area.³⁰

One of the longstanding industries within Peterborough was canoe building, developing in the 1800s. As a result of high demands involving the use of the canoe for transportation and recreation purposes, the industry expanded greatly throughout the 1800s, and was considered a major staple in the city's economy up until the 1960s. In 1930, Peterborough was responsible for 25 percent of all boat building employees. The market grew through the Second World War as other boats were being produced including pontoons for building bridges, assault boats, RCAF crash boats, naval tenders, bomb loading dinghies and shell boxes. The Ontario Canoe Company, the Canadian Canoe Company, the Peterborough Canoe Company, and the English Canoe Company were among the many established canoe making institutions.³¹

The lumber industry, beginning in the 1840s, was also water-dependent as the waterways offered a cheap form of transportation. However, with the emergence of the railway around the turn of the century, Peterborough saw the lumber industry begin to decline.³² At that time, improvements in land transportation promoted rural population growth. The 1940s saw an

²⁸ Brunger, A., "The Cultural Landscape of Peterborough and the Kawarthas," in *Peterborough and the Kawarthas*, eds. P. Adams, C. Taylor (Peterborough: Geography Department, Trent University, 2000).

²⁹ Brunger. 2000.

³⁰ Pammett, Howard, "Chapter 5 Early Settlement, North of Rice Lake to 1825," in *Heritage Gazette* ed. Trent Valley Archives 6 (1) May 2001, 14.

³¹ Peterborough Museum and Archives, 2009 (<http://www.peterboroughmuseumandarchives.ca/canoe.htm>).

³² Taylor, C., "Rivers & Streams: The Hydrology of Peterborough and the Kawarthas," in *Peterborough and the Kawarthas*, eds. P. Adams, C. Taylor (Peterborough: Geography Department, Trent University, 2000).

increased dependency on the automobile because it became more accessible and affordable. For example, the development of the James A. Gifford Causeway symbolized a changing trend in transportation for Peterborough. The causeway was built across Chemong Lake, to connect the small towns of Bridgenorth and Ennismore, however prior to its establishment, a series of precarious floating bridges had been constructed in its place. A series of roadway development also continued to evolve.³³ The road network in the region, encompassing Peterborough, Oshawa, and Toronto grew from 4,300 km in 1945 to over 6,900 km in 1985.³⁴

Today, the Transportation Division of the City of Peterborough has been established to handle the city's transportation needs including parking, transit, traffic operations, and transportation demand management planning.³⁵ There is currently a four-lane divided highway that connects the City to Toronto to Peterborough and a municipal airport located in the study area.³⁶ A proposed high-speed rail service has also been studied since 2008 in hopes of increasing the methods of transportation for Peterborough.³⁷

Currently, transportation within Peterborough encompasses a variety of forms including bike, automobile, public transit, and plane. The boat building industry was established in the County and City of Peterborough due to the region's proximity to water.³⁸ The historical significance of the canoe industry in the area provided an important foundation for the development of transportation today. The study of the Historic Chemong Portage and the James A. Gifford Causeway will further establish the changing trends in transportation within the Peterborough region.

³³ Wilcox, H., *Bridgenorth: The Centre of the Universe*, (Bridgenorth: Smith Township Historical Society, 1998), 179.

³⁴ Brunger, 2000.

³⁵ City of Peterborough, 2009.

³⁶ City of Peterborough, 2009.

³⁷ Kalinowski, T., Teotonio, I. "Peterborough awarded high-speed rail," *Toronto Star*, 2008 – Feb, 28 (<http://www.thestar.com/News/FederalBudget/article/307725>).

³⁸ Peterborough Museum and Archives, 2009.

2.4 New Media

New media is one of the newest forms of the information economy that has been expanding throughout the past decade. The variety of activities associated with new media is heavily reliant on the internet which can produce digital, text, audio, and computer graphic material.³⁹ New media technology serves many levels of the information world including: advertising, communication, merchandising and/or distribution.⁴⁰

New media is linked to cultural geography in that it marks the new age of the computerization of culture. As new media has been introduced into the information economy, the concept is a result of an emergence of innovative cultural forms.⁴¹ While geographers are interested in place, we can consider the effects of the integration of new media on specific regions. In relation to our project, we will use the County and City of Peterborough as a point of reference to use a specific type of new media technology to convey the information obtained from researching our four tourist sites. The new media technology related to our project is the idea of applying specific tour locations to a GPS unit. The Trip-Click website is also a form of new media. The website allows visitors to learn more about the region by making each person their own self-directing tour guide. Points of interest are displayed on a Google Map where visitors can easily click on a desired site and learn more about its significance.⁴² The deliverables of our project are to write scholarly essays and brief narratives for each tourist site. This information will be presented on the Trip-Click website, in which a visitor can click on a specific location on a Google Maps location.

³⁹ Britton, J., Tremblay, D., Smith, R., "Contrasts in Clustering: The Example of Canadian New Media," *European Planning Studies*, 17(2) (2009), 211.

⁴⁰ Klein, R., "Evaluating the Potential of Interactive Media through a New Lens: Search versus Experience Goods," *Journal of Business Research*, 41(3) (1998), 195.

⁴¹ Manovich, L., *The Language of New Media*. (Cambridge: MIT Press, 2001), 35.

⁴² Peterborough County, 2008.

3.0 Methodology

3.1 Overview of Research

The purpose of the *Promotion of Tourist Sites and New Media in Peterborough* project is to provide the public with an easily accessible listing and description of various tour sites located in the tourist region of Peterborough. We have compiled research on four selected tour sites associated with a geographical theme including historical and cultural sub-disciplines. In completing this project we have developed four major objectives. First, we identified the tour sites that need more analysis to promote tourism in the County and City of Peterborough. The methodology used to establish our first objective was through the compilation of our Research Proposal and Project Agreement (Appendix D). Second, we conducted extensive research for each tour sites by researching secondary sources, performing interviews, and conducting archival research. The third and fourth objectives were to write a scholarly essay for each tourist site and to creatively write narratives for each tour sites that can be uploaded to the Trip-Click Website.

In addition to the objectives outlined in the report, a GEOG 4700 course requirement was to design a poster displaying key information, using Microsoft Powerpoint. The poster was featured at the Knowledge in Action Forum, hosted by the Trent Centre for Community Based Education (TCCBE). The poster is attached in Appendix E.

3.2 Data Collection

We used two primary sources of data collecting; conducting interviews and performing archival research. In order to begin collecting this data which involved undertaking human research, we attained ethics approval from the Geography Department Ethics Board at Trent University, outlined in Appendix F. The participants that we interviewed included Professor John Marsh from Trent University, Elwood Jones from the Trent Valley Archives, Connie Copps the past chairperson of the Friends of Chemong Portage, Bill Steedman, Bill Judge, and Bob Ough

from the 428 Wing. We conducted archival research at the Trent Valley Archives, the Trent University Archives, 428 Wing Archives. The types of archival research relevant to the project included newspaper clippings, community newsletters, historic maps, surveyor notes, and locally published books. Some of the information was also available online through the archive databases. The interviews were semi-structured because the questions were predetermined, however we allowed for flexibility in the participant conversation. Each interview was tape recorded as per the authorization of each participant and was approximately a full hour in length.

3.3 Data Organization

We organized the data from the interviews on digital voice recorders which were later transcribed onto our laptop computers. Once we collected the primary research from interviews and archival research we took necessary steps to keep the information organized, safe, and secure. The information was kept in two secured laptops.

3.4 Data Analysis

The information acquired from each interview was transcribed. Attached in Appendix F includes the transcriptions from each of our interviews with Elwood Jones and Don Willcock; Bill Steedman and Bill Judge; John Marsh; Elwood Jones; and Connie Copps. To evaluate the information from the archival research, we made extensive notes and coded the information to be analyzed. From the coded transcriptions and archival notes, the data was analyzed into major themes.

3.5 Essays

Scholarly essays were completed through rigorous research into four different tourist sites in Peterborough County. These essays are how our results are being disseminated. Each scholarly essay is approximately 1500 words in length and was completed using archival research and through interviews. These essays expand on the shorter narratives that tourists can

read/hear (on the Trip-Click website), and, if they are interested, they can learn more. The essays are here to offer individuals with a more scholarly interest in a given topic or site a detailed investigation and reference list. Through these scholarly essays, we are connecting a diverse audience to stories, which through various media will make the past, present, and future of Peterborough County and City come to life.

3.6 Narratives

The narratives are short, concise summaries, approximately 150-200 words, which contain the main points, about a particular site, taken from the scholarly essay. The narratives are written in a fashion that is attractive to the general reader, and uses language that would appeal to people of various educational backgrounds. They are written in an active third person voice, and have an upbeat and engaging tone, so tourists and other visitors will be interested in what they are reading/hearing. These narratives will be available in written form on the Trip-Click website, and on an audio file for downloading.

3.7 Website

Trip-Click is a dynamic travel website created to provide a quick and easy gateway into the wonderful and interesting world of Peterborough County and City through the use of a GPS system (Trip-Click Website). The website allows visitors to learn more about the region by making each person their own self-directing tour guide. Points of interest are displayed on a Google Map where visitors can easily click on a desired site and learn more about its significance. The research that is being done for this project, including the essays and narratives, will eventually be added onto the Trip-Click website for tourists to download. The information on the website will benefit the Peterborough County, because tourism interest should increase, and it should be beneficial to the tourist as well, because the information is easily accessible and very informative.

4.0 Analysis

4.1 Thematic Analysis

Conducting interviews was important to gain the interests, experiences, and views from the participants. Interviews allowed for in-depth conversation relevant to the research material (Valentine, 2005).⁴³ As opposed to information that would be obtained from academic sources, holding interviews with community leaders, archive curators, and professors allowed us to gain a more personal understanding of the tourist sites.

Coding is a form of analyzing materials derived from qualitative research. The material gained from these interviews was extensive and the transcription and coding of the qualitative data was important for the refinement of our ideas in the project.⁴⁴ We used our computer laptops to transcribe the interviews that were conducted with John Marsh, Elwood Jones, Connie Copps, Bill Steedman, Bill Judge, and Don Willcock.

4.3 Textual Analysis

The ability to research using archival sources added to the authenticity of data for this project. Relying on books, maps, publications, and surveyor notes allowed us to verify our data and enhance the research for our essays and narratives. The qualitative material obtained from conducting archival research was also coded, as a way of emphasizing the important themes presented in the transcriptions.

⁴³ Valentine, G. "Tell me about...using Interviews as a research methodology," in *Methods in Human Geography: A Guide to Students Doing a Research Project* eds. R. Flowerdew, D. Martin (Essex: Pearson Education Limited), 110.

⁴⁴ Flowerdew and Martin, "Analysis of data," In *Methods in Human Geography: Guide to Students Doing a Research Project*, (Essex: Pearson Education Limited), 190.

5.0 Results

5.1 Map of Tourist Sites



5.2 Peterborough War Memorial

History of the Site

Peterborough has a long and proud military history. Peterborough had responded to every call for arms since its founding: 1837, 1866, 1871, 1885, the Boer War and the Great War,⁴⁵ and has since responded to the Second World War, the Korean War, and to the war in Afghanistan. When the Great War began, Peterborough militia responded with great force. Soldiers from all sectors of the military were involved, and all were proud to be “Peterboroughians.” After the Great War, the City of Peterborough wanted to erect a monument that would commemorate the many people from the local area who had fought and died⁴⁶ It was decided a war memorial would be erected.

The Peterborough War Memorial is located on an old burial ground. This site had been Peterborough’s municipal burial ground from August 1825 until 1854. The municipal burial ground was bounded by McDonell, George, and Murray Streets all the way to the laneway just east of Aylmer Street. This was the only burial ground in Peterborough until the Little Late Cemetery began burials in 1851.⁴⁷

After the old city burial ground was closed in 1854, the site lay fallow until 1868.⁴⁸ The reason was that people of the day were bound by biblical injunctions regarding the implications that one’s body must not be interfered with after burial. People did not know how long to leave the land before it was safe to use, so no desecrations would occur. Eventually, however, the site was reused. In 1866 the Province of Canada decided it needed extra military strength to resist attacks along its border with the US.⁴⁹ The Canadian Government offered to build Drill Halls

⁴⁵ Elwood Jones, *An Historian’s Notebook: 100 Stories – Mostly Peterborough* (Trent Valley Archives Publishing, 2009), 218.

⁴⁶ *Ibid.*, 217.

⁴⁷ *Ibid.*, 46.

⁴⁸ Elwood Jones and Don Willcock, Personal Interview, 2010.

⁴⁹ Jones, *An Historian’s Notebook: 100 Stories – Mostly Peterborough*, 73.

(aka sheds) in all areas that had the potential to raise and train soldiers. The Government decided that Peterborough was entitled to two drill sheds, because of its past military help, one in Ashburnham, and the other in the town of Peterborough.⁵⁰ The most eligible site for the Peterborough drill shed was the former municipal burial ground. However, it would take an act of Parliament to allow new construction on the old burial ground because of the bodies that were still there.⁵¹ Permission was received to build, so a large treed area was cleared, and the drill shed was built. The Drill Shed stood until 1909, when it burned to the ground. This was quite convenient as the new Armoury was to be officially opened just a few weeks later.⁵² Figure 1 shows the location of the Drill Hall, in relation to where the fallow burial ground lay.⁵³

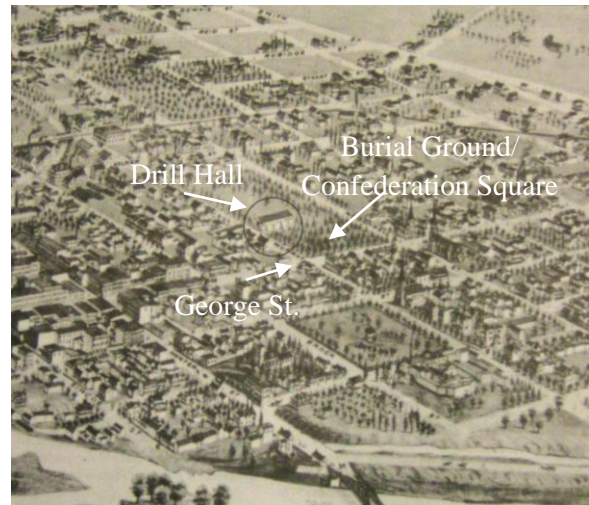


Figure 1: Location of Drill Hall. (Source: Jones, 2010)

History of the Memorial

As time passed, the WWI began and ended. Peterborough sent many people to the fight. After the war, the City of Peterborough spent close to a decade looking for the best way to commemorate the many people from the local area who died during the Great War.⁵⁴ Rather than choose a cenotaph or a cross, the Peterborough's Citizens' War Memorial committee had wanted to erect a sculpture and a piece of art.⁵⁵ The committee chose Walter Allward, pictured in Figure 2, to design and build the memorial. The committee chose him because he was a renowned Canadian sculpture, and they wanted a memorial that would be a sculpture and would have an

⁵⁰ Ibid., 73.

⁵¹ Jones, *An Historian's Notebook: 100 Stories – Mostly Peterborough*, 73.

⁵² Ibid., 75.

⁵³ Ibid., 75.

⁵⁴ Ibid., 217.

⁵⁵ Ibid., 217.



Figure 2: Walter Allward (Source: Cabbagetownpeople)

enduring memory.⁵⁶ The committee saw the way cenotaphs were being put up in many other places, and they would travel from town to town researching what was being erected; it was decided a war memorial would be best.⁵⁷ Many memorials that were erected in the 1920s in other cities and towns were all much simpler in concept than Allward's. Many of the memorials often featured soldiers, swords, or guns. However, the Peterborough war memorial is very different, and very special.

Water Allward accepted the Peterborough commission in July 1921.⁵⁸ The problem became that Allward was then chosen to be the sculptor for the Vimy Ridge Memorial, a project that consumed the next 15 years of his career.⁵⁹ The Peterborough committee did not give up on Allward, although they were concerned with whether he could work on both memorials at once. From 1921 to 1925 the committee corresponded with Allward while he was in France.⁶⁰

It was not Allward, however, who actually sculpted the monument. At the time, there was another sculptor living in England, a friend of Allward's, named Gilbert Bayes⁶¹, who Allward secured to help finish the Peterborough war memorial. Allward did design the war memorial; however it was Bayes that actually sculpted it. Walter Allward's son, Hugh Allward, an architect, was brought in to oversee the construction of the memorial for his father.⁶²

⁵⁶ Elwood Jones and Don Willcock, 2010

⁵⁷ Elwood Jones and Don Willcock, 2010

⁵⁸ Jones, *An Historian's Notebook: 100 Stories – Mostly Peterborough*, 217.

⁵⁹ *Ibid.*, 217.

⁶⁰ *Ibid.*, 217.

⁶¹ Elwood Jones and Don Willcock, 2010.

⁶² Jones, *An Historian's Notebook: 100 Stories – Mostly Peterborough*, 217.

Location, Unveiling and Dedication

The actual site of the war memorial in Confederation Park (aka Central Park or Confederation Square), was selected by Allward's son.⁶³ Walter Allward also preferred this site when he visited the city in 1921. There were a number of other sites proposed, however none were as central or within walking distance for the masses.⁶⁴ The site was also adjacent to the Armoury, where army recruiting and training occurred, which seemed appropriate.⁶⁵ The monument itself is situated in the middle of the park, and Allward's idea was to line the back of the site with trees to soften the effect of the monument. Since the site was so plain, this was an idea that would enhance the site without detracting from the memorial.⁶⁶ The position of the memorial is such that they could have a 'circus in the round', where people could be on each side of the monument and still have a good view of the monument.⁶⁷ Figure 3 demonstrates how this was achieved, when the memorial was unveiled in 1929.⁶⁸

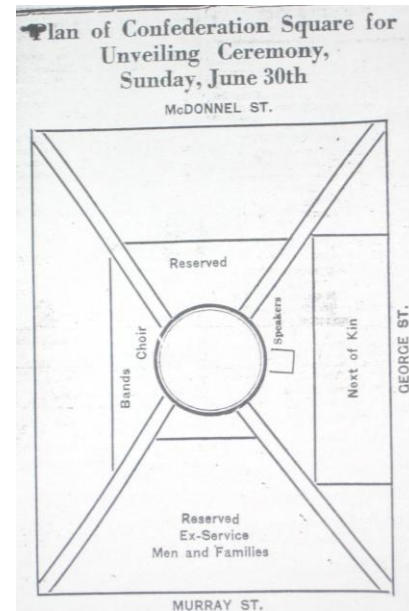


Figure 3: Plan of Confederation Square for Unveiling Ceremony. (Source: Peterborough Examiner)

The Peterborough War Memorial was completely funded by public subscriptions raised by the Peterborough War Memorial Committee. There were no government grants, and only a

⁶³ Ibid., 217.

⁶⁴ Elwood Jones and Don Willcock, 2010

⁶⁵ Jones, *An Historian's Notebook: 100 Stories – Mostly Peterborough*, 217.

⁶⁶ Ibid., 217.

⁶⁷ Elwood Jones and Don Willcock, 2010.

⁶⁸ The Peterborough Examiner, "Plan of Confederation Square for Unveiling Ceremony, Sunday June 30th", *The Peterborough Examiner* (26 June 1929): 19.

small donation by the City was made, as the City's position was that its contribution of the site constituted a major donation.⁶⁹

The war memorial was unveiled at Peterborough's Old Home Week in 1929; a week that celebrated Peterborough's 100 years of community life. The event attracted hundreds of residents and former residents. The unveiling was the most significant event of the Old Home Week. At the unveiling, the City of Peterborough was congratulated by Colonel Powell for commissioning a unique memorial designed by Canada's leading sculptor.⁷⁰ He said it captured the spirit of the 717 men being honoured, for "it symbolizes the moral [triumphing] over material and brute force".⁷¹

The Peterborough War Memorial was named "*Valour Defeating Barbarism*" and features two imposing figures, pictured in Figure 4, perhaps representing Mercy and Death. The concurring figure could also be Victory, Truth, Peace, or Mercy and the defeated figure could be the opposite: Ignorance.⁷² The defeated figure has dropped its sword and, the body language suggests, suffering and humiliating defeat. The conquering is a noble chivalric figure standing in calm serenity when faced with the "brute force of the enemy".⁷³ This war memorial is one that evokes emotion and pride.

⁶⁹ Don Willcock, Personal Interview, 2010

⁷⁰ Jones, *An Historian's Notebook: 100 Stories – Mostly Peterborough*, 217.

⁷¹ *Ibid.*, 218.

⁷² *Ibid.*, 220.

⁷³ Jones, *An Historian's Notebook: 100 Stories – Mostly Peterborough*, 217.



Figure 4: Mercy and Death. (Source: Flickr, Sean Marshall)

The concrete on which the memorial rests is where the dedication to the 717 veterans is located, and their names were originally etched into the monument.⁷⁴ Peterborough's Citizens' War Memorial Committee thought that each individual was important, and thus they listed each name, without rank, but with military honours noted.⁷⁵ Interestingly, in the original design that Allward envisioned, the etched names were supposed to fade away over time with the weathering of the concrete. However, the City felt that the names should last forever, and thus the design was changed to include bronze plaques that bared the names of those who had died.⁷⁶ The main message of Peterborough's War Memorial is that one soldier makes a difference.⁷⁷ There is now a new plaque on the memorial which states:

*In memory of the chivalry
of our men and women who
fought and died defending
humanity against aggression*

⁷⁴ Ibid., 217.

⁷⁵ Ibid., 219.

⁷⁶ Elwood Jones and Don Willcock, 2010.

⁷⁷ Jones, *An Historian's Notebook: 100 Stories – Mostly Peterborough*, 220.

THEIR NAME LIVETH FOR EVERMORE



Figure 5: Valour Defeating Barbarism. (Source: Flickr, Sean Marshall)

New Veterans Wall of Honour

The Peterborough War Memorial is a thing of beauty and demands respect. With Peterborough's military history continuing on from the Great War (WWI) to the Korean War, a new wall is being erected, called the Peterborough Veterans Wall of Honour. This new wall will honour those who are from Peterborough and have volunteered for the military. The wall will commemorate both men and women who enlisted in the Canadian Armed Forces or the merchant Navy and served in WWI (1914-1918), WWII (1939-1946), or the Korean War (1950-1954).⁷⁸ There has been a significant amount of controversy surrounding the new wall; however the majority believe that it is a reasonable progression and extension of the original memorial. The wall will be erected 10-12 feet behind the memorial. It cannot be pushed further back because only a small portion of the burial ground was excavated when the original memorial went up,

⁷⁸ The City of Peterborough, Wall of Honour, (2010) (http://www.peterborough.ca/Living/Arts_Culture_Heritage/Peterborough_Veterans_Wall_of_Honour.htm)

and there are worries about disturbing graves.⁷⁹ The new wall will be made out of black granite that will be delivered from India, and all the names will be sandblasted into the rock.⁸⁰ The Veterans Wall of Honour will be unveiled in June 2010, and will add to Peterborough's strong military pride.

It is evident by looking at cenotaphs and memorials from other communities, that the Peterborough War Memorial is very special.⁸¹ Peterborough has a long and important military history, and the war memorial captures the essence of what is being fought for by proud Peterboroughian's.

⁷⁹ Elwood Jones and Don Willcock, 2010.

⁸⁰ Elwood Jones and Don Willcock, 2010.

⁸¹ Jones, *An Historian's Notebook: 100 Stories – Mostly Peterborough*, 220.

5.3 F-86 Mark 5 Sabre Jet

Introduction

Peterborough has a long and proud military history. Peterborough had responded to every call for arms since its founding: 1837, 1866, 1871, 1885, the Boer War and the Great War⁸², and has since responded to the Second World War, the Korean War, and to the war in Afghanistan. In the early 1970s the 428 (Peterborough) Wing, R.C.A.F.A. decided that Peterboroughians who served in the RCAF deserved a memorial for their bravery and sacrifice. On June 5, 1971, 17 years and one month since its first flight, the jet was dedicated as a memorial to Peterborough's airmen.⁸³

History of the Aircraft

The 428 Wing bought an F-86 Mark 5 Sabre Jet through Crown Assets.⁸⁴ This Sabre Jet #23245 was decommissioned in 1970 and sold to a war surplus store near the base in Chatham, Ontario.⁸⁵ Upon hearing this, three members of the 428 Wing, Alf Dawson, Gord Wilson, and Vince Strano, went to see if the plane was what they were looking for as a memorial.⁸⁶ The Peterborough Sabre jet was the 1035th out of 1815 that were built by Canadair in Montreal. It is a Mark 5 model, which was the type that was used during the Korean War.⁸⁷ The jet first flew May 6, 1954 after being assembled at the Canadair factory, and six days later was transferred to the CFB (Canadian Forces Base) Clinton, Ontario base, where it was used to training pilots to use the new technology of radar.⁸⁸

⁸² Jones, *An Historian's Notebook: 100 Stories – Mostly Peterborough*, 218.

⁸³ 428 (Peterborough) Wing, *Sabre Re-dedication* Booklet, 2009.

⁸⁴ Bill Judge and Bill Steedman, Personal Interview, 2010.

⁸⁵ Bill Judge and Bill Steedman, 2010.

⁸⁶ 428 (Peterborough) Wing, 2009.

⁸⁷ Bill Judge and Bill Steedman, 2010.

⁸⁸ 428 (Peterborough) Wing, 2009.

This particular Sabre jet never actually saw combat. It was strictly an Operational Training Unit (OTU).⁸⁹ In April 1957 the aircraft was transferred to CFB Chatham where it was used to train pilots for actual battle scenarios. The Sabre jet packed a punch and had an arsenal of six 50-calibre machine guns, and eight 5-inch rockets or 2000 pounds of bombs. In the 1950s, the Sabre jet's design was considered to represent the best single-seat fighter jet in the western world.⁹⁰

When the three members of 428 Wing, Dawson, Wilson and Strano, were satisfied with what they saw at Crown Assets, they purchased the aircraft for \$4,500, much less than the \$360,000 it cost the government to build it.⁹¹ Interestingly the Sabre Jet's serial number originally was 23245, however when the Jet came to the 428 Wing RCAFA on October 26, 1970, it was renumbered as 23428, which corresponded with the Wing number.⁹² This was a bold and solid choice for a memorial that commemorated brave airmen that served.

The aircraft had to be taken apart for the trip from Clinton to Peterborough. The wings were removed and were loaded with the fuselage onto a flatbed tractor, donated by the manager of the Toronto-Peterborough Transport Company. The aircraft was stored at Reid's Transfer and was cleaned and fixed up by John Murray, a 428 Wing member. A local Peterborough company, Central Steel, made an adapter for the aircraft to mount onto the 15 foot concrete pylon that local company Eastwood Construction built.⁹³

⁸⁹ Larry Milberry, *The Canadair Sabre*, (Toronto, CANAV Book, Bryant Press Limited, 1986), 364.

⁹⁰ 428 (Peterborough) Wing, 2009.

⁹¹ 428 (Peterborough) Wing, News: History of 428 Wing's F86 Mark 5 Sabre Aircraft, (2010) (<http://www.428wing.ca/news.php>)

⁹² Robert Ough, Personal Interview, 2010.

⁹³ 428 (Peterborough) Wing, 2010.

Location of Jet

When the Sabre was brought to Peterborough the 428 Wing needed a place to erect the new monument. A debate ensued over the jet's location and Peterborough citizens weighed in with letters to the editor.⁹⁴ The proposed site by the Wing was on the property of the Filtration Plant Park and Zoo, now Riverview Park and Zoo.⁹⁵ The Wing presented a request to the Public Utilities Commission who was in control of the land at the Filtration Plant Park and Zoo, however they were stalled. Some citizens were for the proposed site, however others stated that it is a shame that the "Air Force Association would let them [the 428 Wing] even consider, let alone allow, such a ridiculous piece of scrap to foul the landscape of this beautiful parkland" and that "this monstrosity has no historical or sentimental significance to the people of the city of Peterborough".⁹⁶ Also, the mayor at the time, P. Douglas Galvin, agreed with many of the citizens and thought that the jet was a ridiculous piece of junk, and hated the idea of it as a monument⁹⁷, and thus proposed an alternate site at the Peterborough Airport. This site was unacceptable to the 428 Wing president Don Kingdom and with the acceptance of the Wing's request by the Public Utilities Commission to place the jet on the property, the Filtration Plant Park and Zoo was chosen as the jet's resting place.⁹⁸

⁹⁴ Kyle Griffin, "What's the deal with the Sabre jet at Riverview Park and Zoo?", *Peterborough This Week* (16 June, 2006), (<http://www.mykawartha.com/print/122011>)

⁹⁵ Bill Judge and Bill Steedman, 2010.

⁹⁶ Peterborough Examiner, no date

⁹⁷ Bill Judge and Bill Steedman, 2010

⁹⁸ Kyle Griffin, *Peterborough This Week*, 2006.

A plaque was put on the pedestal at the first dedication of the jet, and is still there today.

It reads:

*Citizens, remember
That in another time
Young men become Airmen
To fly in foreign and hostile skies
Many returned
Some did not
Those who died
Are remembered
By those who live
* * *
Erected in Memory
of All Airmen
of Peterborough and District
by 428 Wing
Royal Canadian Air Force Association
June 5, 1971*

Restoration and Re-dedication of the Jet

The jet stood strong for many decades, however over time between severe weathering and vandalism, the Jet started to look quite shabby. Thus in July 1991 the first restoration of the jet took place. The aircraft was acid washed and repainted by Kirby Paining and General Contractors at a cost of \$5300, however the paint only had a 10-15 year guarantee.⁹⁹ Once again with more weathering and vandalism, the two following decades were rough on the jet. This led to a group of 428 Wing members to start looking for help restoring the aircraft.

In 2007 a few 428 Wing members, including Bill Judge and Peter Ayotte, decided that the aircraft was in dire need of some servicing and repair. They started looking for donations and worked as a team for 3 years knocking on doors and travelling across the country trying to find enough money and services to restore the jet.¹⁰⁰ Nearing the end of the third year Judge took on

⁹⁹ 428 (Peterborough) Wing, 2009

¹⁰⁰ Bill Judge and Bill Steedman, 2010

two more essential people, Bill Steedman, now the president of the 428 Wing, and Alan Wilson from Mayor Dean Del Mastro's office. These two had some good influences with people and were able to secure many services needed to restore the Jet. The main company secured for the restoration was Flying Colours, a world class aircraft Outfitters Corporation located at the Peterborough Airport that would repaint the jet at no cost to the 428 Wing.¹⁰¹

The restoration of the jet began on October 9, 2008 with the removal of the aircraft from its pedestal, pictured in Figure 6. It took two days because the weathering of the metals had caused the bolts that connected the jet to the pedestal to corrode and fuse together.¹⁰² The



Figure 6: Removal of Jet. (Source: Bob Ough)

wings finally had to be cut away with torches and they along with the fuselage were loaded onto flatbed trucks and taken to Flying Colours.¹⁰³ Flying Colours not only painted the aircraft to regulation specs, but they also restored or replaced all the panels on the plane that had been corroded through weathering.¹⁰⁴ This is a picture of the aircraft being dismantled on October 9, 2008.

The jet's windshield had also been damaged while it was atop the pedestal, and the canopy was dilapidated and falling apart. Another 428 Wing member Bob Ough, who is still active in sales and aviation arranged for a company called Vintage Wings to give the 428 Wing a

¹⁰¹ Bill Judge and Bill Steedman, 2010

¹⁰² Bill Judge and Bill Steedman, 2010

¹⁰³ 428 (Peterborough) Wing, 2010

¹⁰⁴ Bill Judge and Bill Steedman, 2010

free canopy, and the Air Force was able to reconstruct a windshield to the exact parameters in their shop at Trenton, Ontario.¹⁰⁵

Flying Colours took almost eight months to paint the plane, pictured in Figure 7. This was due to the fact that they were doing the project pro bono and in their spare time. They started by painting the wings and fuselage, and finished with adding the decals on the side and tail of the aircraft. Here is a picture of the final decals being placed on the plane. Once the restoration was completed, the plane was reloaded onto two flatbed trucks and taken back to the Zoo.



Figure 7: Flying Colours Outfitting Corporation. Source: Bob Ough

¹⁰⁵ Bill Judge and Bill Steedman, 2010

Interestingly, the new paint design that the 428 Wing decided to use for the jet was chosen because it was another 428 Wing member's, Al Strode, former squadron colours when he was a Sabre jet pilot. Strode was part of the 430 Squadron and flew Sabre Jets in Grostenquin, France during the 1950's.¹⁰⁶ The following pictures, Figure 8 and 9, show how the aircraft looked before the restoration, and how it now looks after the completed restoration.



Figure 8: Sabre Jet before Restoration. (Source: Bob Ough)



Figure 9: Sabre Jet after Restoration. (Source: Bob Ough)

¹⁰⁶ Bill Judge and Bill Steedman, 2010

On June 6, 2009, after eight months of restoration, the F86 Mark 5 Sabre Jet was returned to its pedestal at the Riverview Park and Zoo, pictured in Figure 10. A re-dedication ceremony was held and Lt. Col. Laure Hawn, Parliamentary Secretary to the Minister of National Defence was a guest speaker. Nearly 400 Wing members, guests, contractors and public citizens attended the ceremony.¹⁰⁷



Figure 10: Sabre Jet Homecoming. (Source: Bob Ough)

There were also a number of former Sabre Jet pilots who came. A new plaque will be added to the pedestal next to the original that commemorates all who have served in the Air Force and lists all who contributed to the restoration. It reads:

*Restored and re-dedicated by
428 Wing AFAC in the year 2009
to the immortal memory of the
members of Canada's Air Force
who have selflessly served
Canada in war and peace
With Valour and distinction.
We honour their sacrifices.*

¹⁰⁷ 428 (Peterborough) Wing, 2010

The Employees of Flying Colours Corp.

<i>Adamson and Dobbin</i>	<i>Nurse Crane Rentals</i>
<i>Leland Trucking</i>	<i>Trent Fab</i>
<i>PUC Parks</i>	<i>ATESS Group 8 Wing</i>
<i>Vintage Wings of Canada</i>	<i>Rapidlift</i>
<i>Steve Matless Landscaping</i>	<i>Peterborough Concrete</i>
<i>Tony Stachiw</i>	<i>Ross Keating</i>
<i>Shane McShane Engineering</i>	<i>Battlefield Rentals</i>
<i>Coach Canada</i>	<i>Drain Brothers</i>
<i>City of Peterborough</i>	<i>Little Lake Cemetery</i>

428 Wing Air Force Association of Canada¹⁰⁸

Today the aircraft sits atop a 15 foot pedestal, banking slightly to the left, as if at the start of a 670 mile-per-hour turn; a visual reminder of, and a memorial to, all who served and died for Canada.¹⁰⁹

¹⁰⁸ Bill Judge and Bill Steedman, 2010

¹⁰⁹ 428 (Peterborough) Wing, 2010

5.4 Historic Chemong Portage

Introduction

The landscape of the Peterborough region encompasses a wide variety of geomorphologic features including a vast number of lakes and stream, marshes, drumlins, ridges, valleys, and agricultural land. For this reason, it is not surprising that portages were needed, following the contours of the landscape, to reach the many water bodies located in the region. One of the portage routes located in the County of Peterborough was intended to link the Otonabee River and Chemong Lake, depicted in Appendix H.¹¹⁰ It was approximately 15 miles in length and was useful for many travelers because it cut off a great distance.¹¹¹ Surveyor notes from 1790 by Samuel Holland and John Collins describe the Chemong Portage:¹¹²

“C D Carrying Place of Six Miles four Chains and one Perch, through a very good Country for making a road by opening this Communication you shorten the distance twenty miles, you avoid three Carrying Places, and a great number of Rapids of very Strong Water, many so very shoal that in the fall of the Year you have great difficulties to pass with light Canoes.”

Primary Habitants

Since habitation, the Chemong Portage had been a useful pathway for many native groups.¹¹³ The Hurons were the first Native groups to use the portage. They canoed the Kawartha Lakes in the summer months in search of rice and to hunt fish,



Figure 11: Historic Map of Chemong Portage and Lake Wabuscommough (Source: *Forgotten Pathways of the Trent*, 1973)

¹¹⁰ Connie Copps, Personal Interview, 2010.

¹¹¹ Elwood Jones, Personal Interview, 2010.

¹¹² Guillet, E., *The Publications of the Champlain Society: The Valley of the Trent* (Toronto: The Champlain Society, 1957), 138.

¹¹³ Connie Copps, 2010

deer, and waterfowl.¹¹⁴ Other Native groups, including the Mississauga and Iroquois, used the area for a hunting ground and the portage for hauling goods and canoes to and from their destination.¹¹⁵ The natives called Chemong Lake, Lake Wabuscommough meaning “lake of earth”.¹¹⁶ Figure 11 displays a map of other historic portages located in the Peterborough region, including the portage to Wabuscommough.¹¹⁷ Today, the Chemong Portage is among few forms of evidence in the area regarding early Indian existence.¹¹⁸

Samuel de Champlain’s Expedition

The Chemong Portage was a well established route by Native groups prior to the introduction of European explores to the Peterborough region.¹¹⁹ French explorer Samuel de Champlain, depicted in Figure 12, began to discover the Trent River System in 1615.¹²⁰ In his travels, he wrote about the landscape:



Figure 12: Samuel de Champlain
(Source: Canadian Geographic)

“This river is very beautiful and passes through a number of very beautiful lakes and river meadows, with which it is bordered, many islands and varying dimensions abounding in deer and other wild animals, many good fishing spots full of excellent fish, and a great deal of very good cleared land, which has been abandoned by the Indians on account of their wars.”¹²¹

Champlain’s initial claim to the Peterborough region was its geographical location as the head of navigation,¹²² and the fact that it encompassed beautiful lakes and land masses.¹²³ However,

¹¹⁴ Pammett, H., “Chapter 5 Early Settlement, North of Rice Lake to 1825,” in *Heritage Gazette* ed. Trent Valley Archives 6 (1) May 2001, 14.

¹¹⁵ Connie Copps, 2010.

¹¹⁶ Guillet, *The Publications of the Champlain Society: The Valley of the Trent*, xxxvii.

¹¹⁷ Frost, L., *Forgotten Pathways of the Trent* (Don Mills: Burns & MacEachern Limited, 1973), 70.

¹¹⁸ *Ibid.*, 70.

¹¹⁹ Elwood Jones, 2010.

¹²⁰ Pammett, *Chapter 5 Early Settlement, North of Rice Lake to 1825*, 14.

¹²¹ *Ibid.*, 14 (Translation of Samuel Champlain).

¹²² Elwood Jones, 2010.

¹²³ Pammett, *Chapter 5 Early Settlement, North of Rice Lake to 1825*, 15.

throughout his travels with the Hurons in 1615, between the Trent River and Rice Lake, Champlain wrote about his interaction with hazardous landscapes including “boiling rapids and broad falls.”¹²⁴ One of Champlain’s major expeditions with the Hurons began at the Bay of Quinte in southeastern Ontario to Georgian Bay. Beginning with a campout at the carrying-place at the mouth of the bay for six days, they travelled north to Rice Lake via the Trent River for two days. Crossing the ice of the north shore, they ventured up the Otonabee River, through the site of Peterborough, and using the old Indian communication trail, reached Chemong Lake. Champlain would have entered the region from what is now known as the town of Bridgenorth, crossing Mud Lake, and connecting to the old portage route.¹²⁵ The portage would then take him to the site of Peterborough. Then they travelled to Sturgeon Lake, Cameron Lake, Balsam Lake, and up the highly elevated land to Lake Simcoe. After 19 days of strenuous travel, they reach the Indian village of Cahiaque on December 23, 1615.¹²⁶

A Better Link

Following the use of the Chemong Portage by Native groups, and French explorer Samuel de Champlain, the necessity for a more developed avenue for transportation was needed to link the Otonabee River to Chemong Lake. The 19th century marked a period of time with increased settlement by the Colony Settlers (1818),¹²⁷ the Peter Robinson Family (1825),¹²⁸ and the Strickland Family (late 1830s).¹²⁹ As noted by Champlain and other settlers, the landscape surrounding the Chemong Portage was hazardous and poorly maintained. In 1831, the Communication Road in Smith Township, used by Ennismore residents to travel to Peterborough became an extremely difficult task to transport goods and livestock. The pass to Peterborough

¹²⁴ Pammett, *Chapter 5 Early Settlement, North of Rice Lake to 1825*, 15.

¹²⁵ Elwood Jones, 2010.

¹²⁶ Pammett, *Chapter 5 Early Settlement, North of Rice Lake to 1825*, 20.

¹²⁷ Dixon, L., *Forgotten Pathways of the Trent*, 15.

¹²⁸ Peterborough Museum & Archives, 2009.

¹²⁹ Jones, Eric & Dijkema, Jenn, “Research of Tourist Sites in Peterborough City and County,” *Geography 4700 Report* (Trent University, 2009), 38.

was horrendous even for an ox team to travel, encountering stumps, boulders, and other obstacles.¹³⁰ The development of a government constructed road began in 1837, located in the same vicinity at the Historic Chemong Portage, displayed in Appendix G. The roadway was needed to make travelling easier; however marshes, drumlins, and forested areas were still confronted during construction.¹³¹ Today, Chemong Road still acts as the major linkage between the City of Peterborough and the small town of Bridgenorth.

Recent Promotion of the Chemong Portage

Unfortunately, the use of the Historic Chemong Portage disappeared as result of misuse.¹³² The route of the Chemong Portage was not clear-cut, therefore as the City of Peterborough continued to develop, especially following the construction of Chemong Road in 1837, the once crucial link gave way to the new pressures.¹³³

In order to preserve the integrity of the Historic Chemong Portage, there are several actions the City of Peterborough can carry out. The Portage Place Mall is situated on Chemong Portage route. At one time, a display was set up exhibiting Samuel de Champlain; however a greater effort can be put into memorializing the travels of the French explorer.¹³⁴ Another idea to promote the Historic Chemong Portage is to erect signs along Chemong Road to celebrate the use of this historic route. Signs can also be posted along the trails that cross the same path as the portage. For example, Miller Creek Trail is believed to traverse the same route as the portage.

Conclusion

The use of the Historic Chemong Portage was crucial for hunting and gathering for the early habitants of Peterborough, including the Hurons, Mississauga, and Iroquois. When the French explorer, Samuel de Champlain entered the Peterborough region, he was able to write

¹³⁰ Galvin, C., *The Holy Land: A History of Ennismore Township*, (Peterborough: Maxwell Review Ltd., 1978),163

¹³¹ *Ibid.*, 163.

¹³² Elwood Jones, 2010.

¹³³ Elwood Jones, 2010.

¹³⁴ John Marsh, Personal Interview, 2010.

about his journey along the portage. His notes composed messages about the beautiful vistas of the area, as well as the hazardous landscape he encountered. Today, the markings of the Historic Chemong Portage have vanished as a result of urban development in the City of Peterborough. In order to preserve the antiquity of this Indian trail, we must celebrate it in every way possible. Taking action to erect signs and exhibits concerning the use of the portage will promote tourism development in Peterborough and commemorate the people that once inhabited the area.

5.5 James A. Gifford Causeway

Introduction

The story of how the James A. Gifford Causeway came to be is a lengthy one. The history of travel across Chemong Lake, or as it was initially named Mud Lake, dates back to the years when the Robinson Family settled in Peterborough. Because Chemong Lake was considered a natural barrier for accessing Smith Township from the Peterborough region, local citizens lobbied for viable

transportation across.¹³⁵ This effort began with a ferry in 1844, however after only a few short years, it failed to provide adequate transportation.¹³⁶



Figure 13: The World's Longest Floating Bridge, Chemong (Source: Peterborough Historical Atlas)

Following the operation of a scow to connect Peterborough and Smith Township, three floating bridges were built between 1870 and 1901. It was understood that the trek across, what was heralded as the longest floating bridge in the world (Figure 13), one mile in length, was often linked to misfortune and hazard. The bridge presented so much of an issue that a popular Canadian band, Tanglefoot, wrote a song about it.¹³⁷

Floating Bridge of Ennismore *written by Joe Grant*

*'Twas in the month of April the birds were all atune
The ice was off the lake and the meadows all in bloom
To see the cats and dogs out sleeping in the sun
Put me in mind a car to find to make our whiskey run*

*Old Harold and his motorcar soon did find employ
For me and Pat and Mack and Jack and fifteen other boys
To cross the floating bridge now that was our intent
To make it back with a jug intact before the day was spent*

¹³⁵ Galvin, C., *The Holy Land: A History of Ennismore Township*, 169.

¹³⁶ *Ibid.*, 169.

¹³⁷ Tanglefoot, 2009 (<http://www.tanglefootmusic.com/music/lyrics/fta.htm#bridge>)

*There's a blessing on the bridge but the taverns have been cursed
For bringing home the whiskey the time could not be worse
Waves are running high and the wind is bloomin' cold
To bring the whiskey over the blessing may not hold*

*To cross the bridge from Ennismore now 'twas a foolish feat
The ice had torn the railings down, the lake was cold and deep
Crossing in the morning that sunny springtime day
All full of pluck we trusted luck to guide us on our way*

*Dear old Father Kylety, God rest his priestly soul
Had put a curse on every place where liquor's bought and sold
Though the priest had blessed the bridge on which we must return
We feared the drink our car would sink and leave our souls to burn*

*The whiskey jug was safely stowed down behind the seat
Betwixt a jar of grease and fifteen pairs of feet
No sooner had we climbed aboard and fired her up to go
The sky turned black, the thunder cracked and the wind began to blow*

*The floating bridge was dancing wild upon the waves
Sunk up to the axle we could not see our way
I took that cursed whiskey and flung it o'er the side
The wind died down, the lake was calm, the sun began to shine
Old Harold he was crying now, "Let's go back for more"
Says I, "You fool we'll make for home and never drink no more."*

The use of a floating bridge across Mud Lake also failed due to the precariousness of the structures. Around the 1930s, extensive public and municipal support was brought forward to lobby for a causeway to be constructed in 1949, including the ambitious Reeve James. A. Gifford.¹³⁸ Today, the James A. Gifford Causeway still stands providing an efficient link between the small towns of Bridgenorth and Ennismore.

The Ferry

The construction of the ferry across Chemong Lake marked an important phase of transportation within the Peterborough region. Built in 1844, the scow ran from Galt's Landing

¹³⁸ Galvin, *The Holy Land: A History of Ennismore Township*, 175.

in Bridgenorth to Edmison's Landing in Smith Township.¹³⁹ In order to construct the ferry, the Council of Colborne District allocated 26 pounds.¹⁴⁰ However, the high winds across Mud Lake proved to be a determining factor for the course of the ferry and was only able to operate for seven months of the year. In the ferry's off-season travelers were forced to use the dangerous ice roads or take the lengthy route around the lake.¹⁴¹ The fate of the ferry only lasted a few short years and was discontinued due to the high cost to operate and extensive maintenance that was needed.¹⁴²

Three Floating Bridges

Community efforts continued to push for development that promoted travel across Chemong Lake. Building on the failure of the ferry system, the motion was in favour of a floating bridge to cross the lake that could be in operation all months of the year. In January 1866, a committee was formed by J. W. Gilmor appointing Reeves W. A. Scott, John Carnegie of Douro Township and M. S. Dean of Harvey of Smith Township, to formulate a more feasible connection across the lake.¹⁴³ The following year, on October 12, 1867, Bylaw 306 was passed that allowed the construction of a floating bridge to promote travel between the local townships.¹⁴⁴

¹³⁹ Ibid., 169.

¹⁴⁰ Galvin, *The Holy Land: A History of Ennismore Township*, 169.

¹⁴¹ Ibid., 169.

¹⁴² Ibid., 169.

¹⁴³ Theberge, C & Theberge, E., *At the Edge of the Shield: A History of Smith Township: 1818- 1980*, (1982), 96

¹⁴⁴ Ibid., 96.

Success was finally met on May 24, 1870, when the first of three floating bridges was constructed. The first bridge cost a mere \$1000 which was shared between Ennismore and Smith Townships.¹⁴⁵ The bridge was located in the same vicinity of the ferry crossing,



Figure 14: Chemong Floating Bridge in the Spring. (Source: The Holy Land: A History of Ennismore Township)

stretching from Colborne St. on the Bridgenorth side to approximately 300 feet adjacent to the present day approach in Ennismore.¹⁴⁶ William Trennum was appointed the supervisor of the bridge because of his knowledge of lumber and appreciation for the bridge.¹⁴⁷ Unfortunately, the prevailing winds across the lake and treacherous ice damage caused a continual setback for transportation across the bridge, pictured in Figure 14. To fix any meandering, a boom line was attached to keep it stationary.¹⁴⁸

After surviving only 10 years, the initial Chemong Lake floating bridge was rebuilt in 1880. The second bridge was anchored to the base of the lake, made with lighter materials, and attached by large chains to allow for a more flexible connection. The bridge provided a better structure than the first due to its ability to swing by a windlass, permitting boats to cross. Instability issues still caused havoc for transportation across the floating bridge and lasted only 20 years.¹⁴⁹

The third and final floating bridge was constructed in the winter of 1901 and was situated in the same location as the present James A. Gifford Causeway.¹⁵⁰ A steel swing was still

¹⁴⁵ Galvin, *The Holy Land: A History of Ennismore Township*, 169.

¹⁴⁶ Galvin, *The Holy Land: A History of Ennismore Township*, 169.

¹⁴⁷ *Ibid.*, 169.

¹⁴⁸ *Ibid.*, 170.

¹⁴⁹ *Ibid.*, 170.

¹⁵⁰ *Ibid.*, 170.

incorporated into the development, to allow boats to cross, and was operated by the Trent Canal System.¹⁵¹ Several local farmers contributed to the construction of the bridge including William and Ernest Telford who were paid \$1.60 for every cord of stone. James and George Mann also quarried stones and gravel from Kelly's pit located where the Bridgenorth Lion's Park is today.¹⁵² The bridge permitted only single-lane traffic with five bays to allow for oncoming cars to pass. The precariousness of the third floating bridge still prevailed. There were many occasions when a vehicle would stop to wait for an oncoming car to pass and the hubcaps could sink into the water.¹⁵³ Automobiles would also occasionally slide off the bridge. One time the owner of a lost car had instructed the hired diver to retrieve his vehicle, just where the car went off the bridge. The diver, without protest took his plunge, carrying a hook and a chain, only to surface moments later to wittingly ask the owner for the make, model, colour, and serial number.¹⁵⁴

The construction of the floating bridge had many advantages and disadvantages. It represented an important transportation phase in the County of Peterborough allowing for increased travel throughout the region. The bridge also provided an opportunity for community



Figure 11: Chemong Floating Bridge in the 1930s. (Source: *The Holy Land: A History of Ennismore Township*)

members to gather and fish, depicted in Figure 15. While the floating bridge was able to channel a substantial amount of transportation and allow people to reach Smith Township,¹⁵⁵ the

¹⁵¹ Wilcox, H., *Bridgenorth: The Centre of the Universe*, (Bridgenorth: Smith Township Historical Society, 1998), 136

¹⁵² *Ibid.*, 136.

¹⁵³ Galvin, *The Holy Land: A History of Ennismore Township*, 171.

¹⁵⁴ *Ibid.*, 172.

instability of the bridge resulted in many misfortunes. It was easily damaged by ice flows and there were many times when large sections of the bridge would dismantle and float down the lake, later to be retrieved by a crew and winch.¹⁵⁶ Vehicles, tractors, and sometimes cattle were needed to be retrieved from the water of Chemong Lake.¹⁵⁷ Even though the floating bridge lasted until the 1940s, similar to its predecessors, the bridge failed as a result of high maintenance costs and overall lack of safety. Pieces of the bridge were even incorporated into the Causeway Marina docks in Bridgenorth.¹⁵⁸

James. A. Gifford

The construction of a final measure to bridge the gap between Bridgenorth and Ennismore would not have been possible without the support of Reeve James A. Gifford, from Ennismore Township, depicted in Figure 16. Entering council in 1932, Gifford began his interest in developing a more feasible link across Chemong Lake by consulting engineers and Department of Highway officials in Toronto. Following the dismissal of an overhead bridge

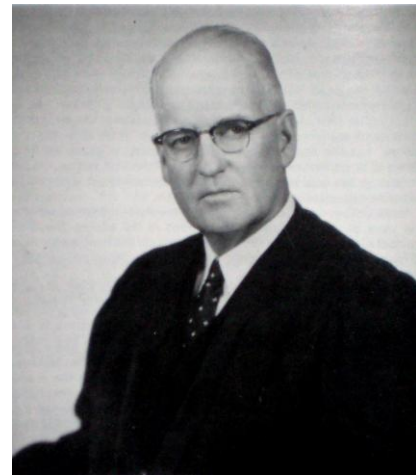


Figure 12: James A. Gifford (Source: *The Holy Land: A History of Ennismore Township*)

from the plans, due to high cost, the idea of a causeway resulted in the best option.¹⁵⁹ Gifford proudly represented the people of Ennismore and through extensive protest was able to convince the Department of Highway that a causeway was needed in the small town to allow for a more accessible route to Peterborough. A Chemong Lake commission was formed consisting of Reeves James Gifford and P. Mather of Peterborough; D. A. MacIver, County Engineer at the time; Alderman R. S. Cotton, representing the Allied Labour Council; J. J. Dorris of the

¹⁵⁵ John Marsh, 2010.

¹⁵⁶ Galvin, *The Holy Land: A History of Ennismore Township*, 172.

¹⁵⁷ *Ibid.*, 172.

¹⁵⁸ Willcox, *Bridgenorth: The Centre of the Universe*, 3.

¹⁵⁹ Galvin, *The Holy Land: A History of Ennismore Township*, 172.

Peterborough Chamber of Commerce; and Harold Scott, M.P.P., Minister of Lands and Forests. The members travelled to Toronto to meet with George Doucette, the Minister of Highways and later received positive feedback regarding development.¹⁶⁰

The development of the causeway was not fully supported by community members. Some were concerned about the cost to develop and manage the causeway. Others, including the Smith and Chemong Lake Cottagers Association, were apprehensive about disruption of the flow of the lake and that it would not allow boats to

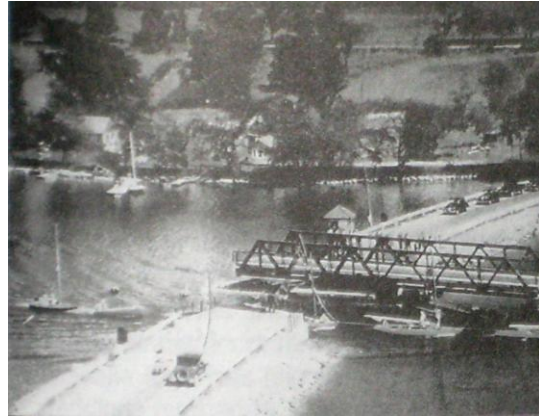


Figure 13: Swing Bridge at the Causeway (Source: Bridgenorth: The Centre of the Universe)

pass. Fortunately, Gifford proved his advocacy by consulting engineers who assured the free flow of the lake would persist.¹⁶¹ Also, a steel swing was acquired from the Welland Canal and installed on the Bridgenorth side (Figure 17), located where the overhead pass is today.¹⁶²

Several political implications also needed to be addressed prior to the development of the causeway. An issue arose concerning the construction and maintenance of the project, which was later granted to Thompson Construction and Engineering Company. The total cost of the causeway was budgeted as \$233,333. The project was initially going to be financed through the Department of Transportation; however construction was temporarily halted due to financial problems. The City of Peterborough later granted \$100,000 to the project. Following the success of a County Council vote, the construction of the causeway was granted by the Federal Government, Department of Public Works under the Navigable Water Act, in 1948.¹⁶³

¹⁶⁰ Ibid., 173.

¹⁶¹ Galvin, *The Holy Land: A History of Ennismore Township*, 174.

¹⁶² Ibid., 175.

¹⁶³ Ibid., 175.

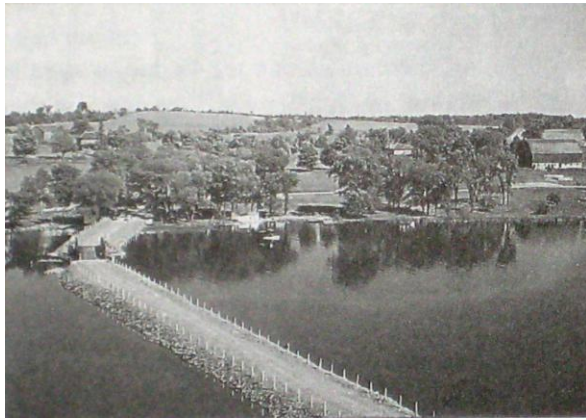


Figure 14: The Causeway in 1949 (Source: *The Holy Land: A History of Ennismore Township*)

An extensive amount of aggregate was needed for construction of the causeway. Located approximately half a mile from its approach on the Ennismore side, the Gifford Farm provided most of the quarried limestone.¹⁶⁴ Approximately 1900 loads were hauled in each day and the progress made was from 6 to 20 feet a day

depending upon the depth. Construction began on the Ennismore side and proceeded without havoc and on schedule during the winter of 1948-1949 (Figure 18). The roadbed was built to be 45 feet wide and 6 feet above the high water mark. Steel culverts also dug into the causeway to allow water flow. Crushed gravel was also added to surface the road and guide beams were installed along the edge of the road.¹⁶⁵ Construction was completed in 1949 with a total cost of \$255,058.36, approximately \$22,000 over the proposed budget.¹⁶⁶

The official opening ceremony was held on June 23, 1949. Motorboats, parachutists, planes from Rockland Airways, a Vampire Jet, and the Peterborough Ornamental Swimmers gathered to put on a show for the momentous event.¹⁶⁷ A quote from James Gifford announced how proud he was to provide to the community this enhanced link within the County of Peterborough¹⁶⁸:

“We hope and expect that the structure on which we stand today will justify in the years to come the foresight and good judgment of all those positions of trust...that this will prove to be another link in modern highway construction to add to the development of the community.”

¹⁶⁴ Ibid., 175.

¹⁶⁵ Galvin, *The Holy Land: A History of Ennismore Township*, 175.

¹⁶⁶ Ibid., 175.

¹⁶⁷ Wilcox, *Bridgenorth: The Centre of the Universe*, 179.

¹⁶⁸ Galvin, *The Holy Land: A History of Ennismore Township*, 175.

In 1994, the causeway was named in recognition after Reeve James A. Gifford in memory of his dedication to provide a successful communication link for the County of Peterborough (Figure 19).¹⁶⁹



Figure 15: The James A. Gifford Causeway. (Source: Bridgenorth: The Centre of the Universe)

Today's Causeway

The development of an 80 year old floating bridge and the James A. Gifford Causeway, indicate how transportation has evolved to promote accessibility in the County of Peterborough.¹⁷⁰ These developments were essential for settlement in the region including the small towns of Ennismore and Bridgenorth, therefore there is a great need to celebrate them.¹⁷¹

The problem with promoting the old floating bridge is that the redevelopment of the causeway has masked its presence in history. The use of the floating bridge is unknown to the average tourist; therefore we must find a way to increase the interest of this unique transportation structure. One idea came from the Bridgenorth Beautification Committee several years ago.¹⁷² The development of a boardwalk along the causeway seemed like a good idea to attract people to the area, increase interest to the causeway, and provide a safe place for people to fish.¹⁷³ Signage could have been provided along the causeway to feature the history of the site.¹⁷⁴ Unfortunately, the development of a boardwalk lost momentum; however community members are still interested in the idea.¹⁷⁵ The suggestion of a bridge tour has also been discussed to increase

¹⁶⁹ Wilcox, *Bridgenorth: The Centre of the Universe*, 179.

¹⁷⁰ John Marsh, 2010.

¹⁷¹ Galvin, *The Holy Land: A History of Ennismore Township*, 169.

¹⁷² John Marsh, 2010.

¹⁷³ John Marsh, 2010.

¹⁷⁴ John Marsh, 2010.

¹⁷⁵ John Marsh, 2010.

interest in the region.¹⁷⁶ Tourists could travel through the County of Peterborough to view the regions unique bridges.

Conclusion

In the end, the history of the ferry, three floating bridges, and the James A. Gifford causeway form a timeline of evolving transportation methods within the County of Peterborough. Throughout history, the development of these structures have provided a communication link for the small towns of Ennismore and Bridgenorth and promoted community support, therefore it is important for the stories behind these developments to be heard. With the help of tourism development, various projects can be done to encourage appreciation of these events that encouraged growth of Peterborough.

¹⁷⁶ John Marsh, 2010.

6.0 Narratives

6.1 Peterborough War Memorial

The Peterborough War Memorial, located in Confederation Park on George Street, was unveiled in 1929. The memorial was commissioned in 1921, and was designed by famous Canadian sculptor Walter Allward, who also designed and built the Vimy Ridge Memorial. However, due to Allward's work on the Vimy Memorial in France, another sculptor, Gilbert Bayes, actually carried out the construction of the Peterborough memorial. This memorial is dedicated to all those who fought and died in either WWI, WWII, or the Korean War. The war memorial is titled "Valour Defeating Barbarism" and features two imposing figures, perhaps representing Mercy and Death.

6.2 F-86 Mark 5 Sabre Jet

The F-86 Mark 5 Sabre Jet, located at the Peterborough Riverview Park and Zoo, was bought and erected by the 428 (Peterborough) Wing RCAF in 1971. This particular jet never saw combat and was only a training aircraft. However, other Sabre Jets were used by Canadians during the Korean War. After 37 years the jet was taken down in October of 2008 for repairs and repainting. The new green camouflage colours and the eagle emblem, that are now on the aircraft, are the from the 430 RCAF squadron. This was chosen because a member of the 428 Wing flew in that squadron. Interestingly the number on the side, BH 420, corresponds with the 428 Wing that erected the jet. However, this was not its original serial number.

6.3 Historic Chemong Portage

A well-travelled route by First Nations groups and explorer, Samuel de Champlain, the Chemong Portage offered an important link in the Peterborough Region, connecting Little Lake and Chemong Lake. In a region comprised of hazardous landscape including lakes, marshes, drumlins, and valleys, the portage route was situated to follow the contours of the land and provide groups with an easily accessible means of transporting goods and canoes to and from their destination.

6.4 James A. Gifford Causeway

Within Smith-Ennismore-Lakefield Township, lies the James A. Gifford Causeway. From 1870 to 1901, a series of three wooden floating bridges, one mile in length, provided a link between the small towns of Ennismore and Bridgenorth, crossing Chemong Lake. The bridge was heralded as the longest in the world; however the hazardous trek across proved to be too much for the community to endure. In 1949, the support of Reeve James A. Gifford and community members led to the construction of a more secure and sophisticated connection. Limestone was quarried, steel culverts were installed, an overpass was included, and crushed gravel was added to form the new connection across Chemong Lake, costing a total of \$255,058.36.

7.0 Discussion

To ensure the rigour of the *Promotion of Tourist Sites and New Media* report, the information obtained from the interviews and archives was extensively analyzed. In doing so, two major themes were formulated, underlining important areas of study within the City and County of Peterborough.

The first theme is relevant to Peterborough's proud military history. Peterborough has responded to every call for arms since its founding, involving the 1837, 1866, 1871, 1885, the Boer War and the Great War (ELWOOD, Book), and has since responded to the Second World War, to the Korean War, and in Afghanistan. As a result, Peterborough has erected two very unique and stunning monuments to commemorate those who served. The War memorial honours all facets of the military (army, navy, air force), while the Sabre Jet specifically memorializes those who served in the air force.

The second theme, changing trends of transportation in Peterborough, was examined by researching the Historic Chemong Portage and the James A. Gifford Causeway. Both tourist sites outline an important timeline of the region's evolving forms of transportation and how it has promoted the development of communities in the County of Peterborough. From Peterborough's astonishing canoe history which emphasized the need for portages across the region, to the development of wooden bridges, to more sophisticated causeways and provincial roads, one can easily observe the forms of transportation have progressed over the years and promoted development in Peterborough.

8.0 Conclusion

8.1 Summary

Our results were achieved through the use of our methods, and we achieved our objectives and research questions through interviews and archival research. The County of Peterborough and the Trip-Click website will now have information pertaining to four important and significant tourist sites within the County of Peterborough. These include the Historic Portage Route, the James A. Gifford Causeway, the Peterborough War Memorial, and the F-86 Mark 5 Sabre Jet. Visitors to the county will now be able to access the information we have gathered, and through the Trip-click website, they will be able to download our essays or narratives onto their GPS system for when they are traveling around the area.

8.2 Limitations

There were a number of limitations that we encountered while doing this project. The first was the fact that although we thought we were choosing well known and historically significant sites within the County of Peterborough, it was hard to find easily accessible information on a couple of the sites, such as the Historic Chemong Portage and the James A. Gifford Causeway.

Another limitation we found while performing interviews was that only a one sided, biased perspective was given. Also, even before getting to interview, it was difficult to get in touch with some people who had valid information with regards to the Portage Route. We also found that even though there was an ample amount of information for other sites, it was difficult to fit in the time needed to travel between the numerous archives within the city. The information was spread out between a few different locations, and this was a problem when dealing with time management.

For other sites, there may have only been one book, and all the information had to come from there, which is not a very thorough source of information. It was more difficult to find information on the two sites that were no longer in existence, Historic Chemong Portage and the James A. Gifford Causeway, and is harder to promote tourism as a result of them being less assessable.

8.3 Future Research

This project is in its third year now, and only the tip of the iceberg of significant tourist sites within the County of Petersburg has been explored. There are many more sites that need to be researched so that tourists who come to the county are able to go onto the Trip-Click website and download the information regarding interesting sites. This would benefit Peterborough tourism greatly and would help people realize how special and important the County of Peterborough really is.

Future research regarding the Peterborough War Memorial may not be needed. There are extensive records about its conception and construction. On the other hand, more research on the 5-86 Mark 5 Sabre Jet could be beneficial, especially if its historical records could be found.

There is opportunity for future research regarding the Historic Chemong Route, as discussed in the results. The provision of signage along the current Chemong Rd. would increase interest to the tour site as well as promoting the sites historical use at the Portage Place Mall. The idea of developing a boardwalk along the James A. Gifford Causeway, as discussed in the results, would add to the appeal of the site and increase interest.

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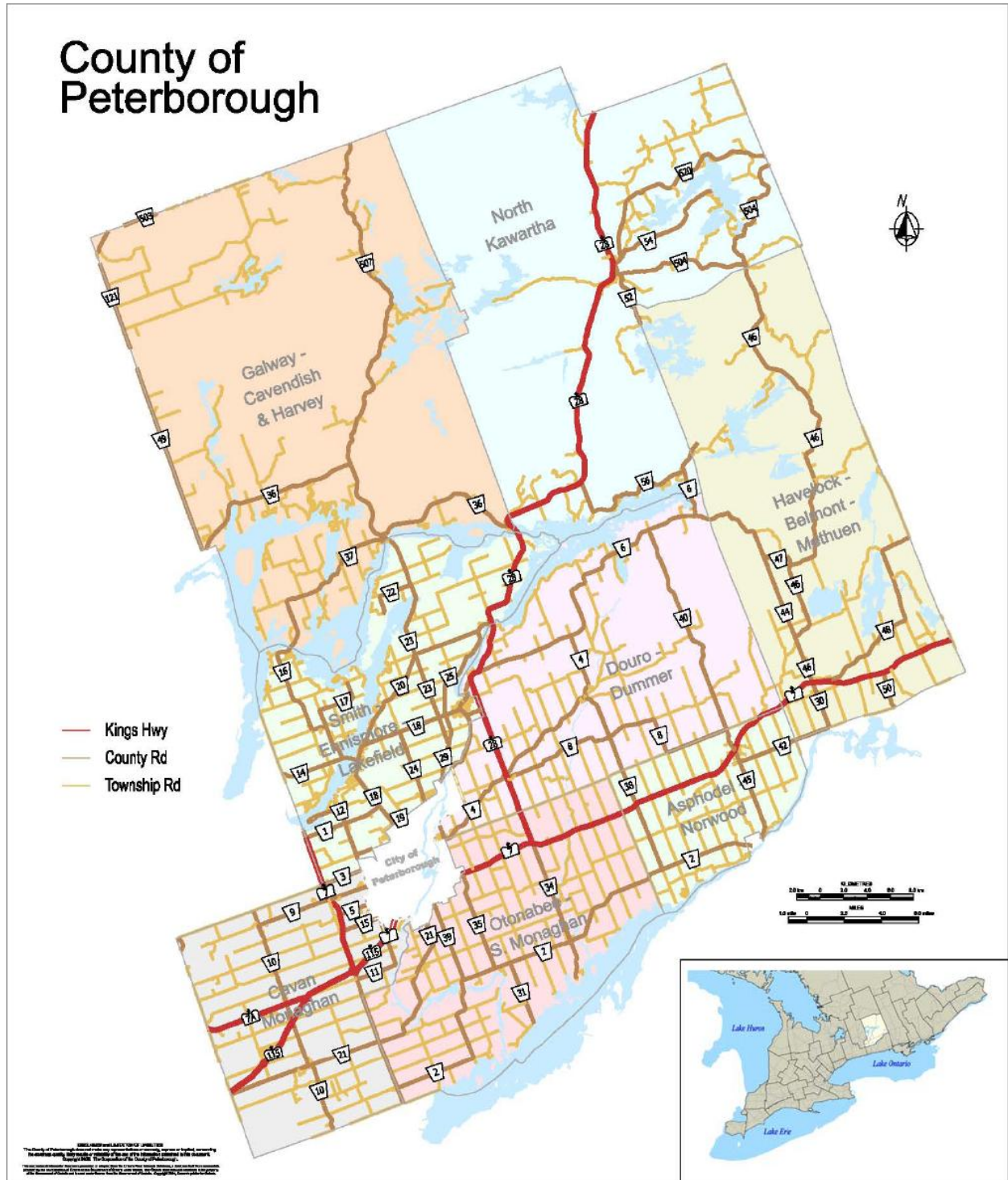
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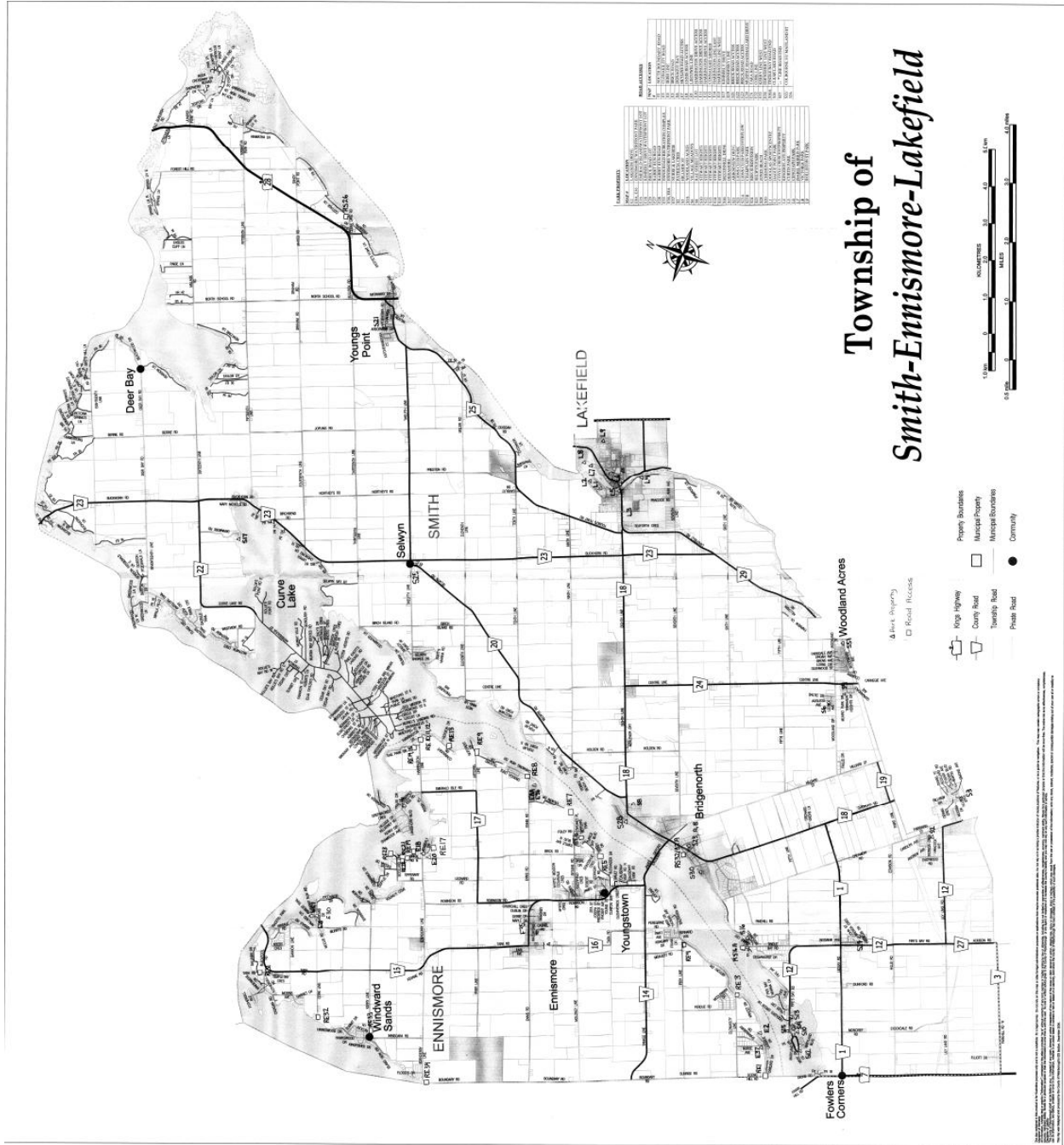
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10.0 Appendices

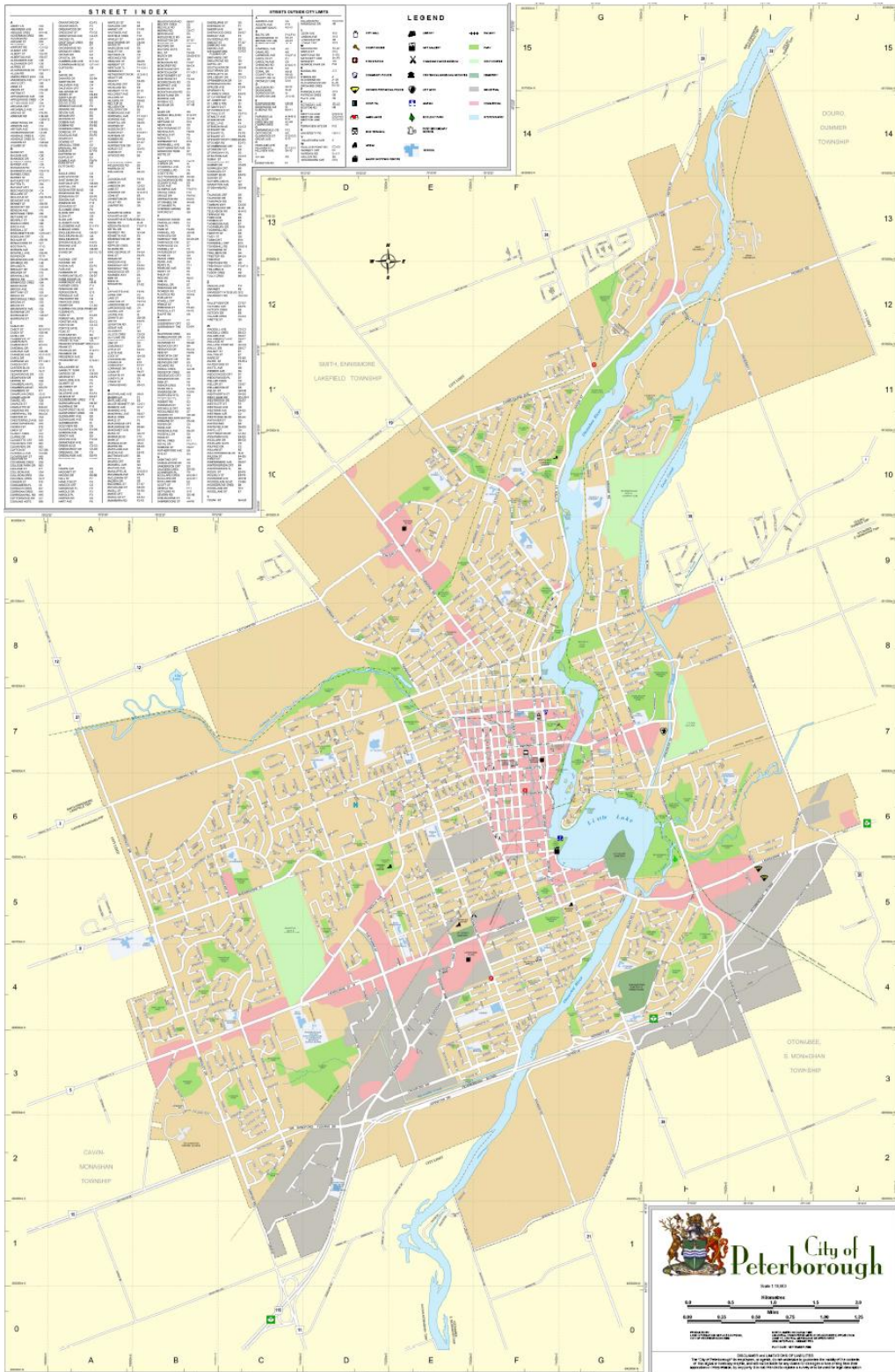
Appendix A



Appendix B



Appendix C



Appendix D



Centre for
Community-Based Research
93 Bobcaygeon Road
Box 655 Minden, Ontario K0M

Community-Based Education Program

Research Proposal / Project Agreement



292 London Street, Trill College
c/o Trent University
1600 West Bank Drive

Project Title: Tourist Sites and New Media

Course Code and Name: GEOG 4700 Research in Human Geography

Section A: Party to the Agreement

Student:

Name: Krista Bucholtz
Address: 30 Champlain Cres. Unit 30
Peterborough, ON K9L 1T1

E-Mail: kristabucholtz@trentu.ca
Phone: (705)761-4850

Student:

Name: Allison Bradbeer
Address: 163 Upper Canada Dr.
Toronto, ON M2P 1S9

E-Mail: bradbeer88@hotmail.com
Phone: (705)874-8441; (416) 616-6757

Host Organization: The Corporation of the County of Peterborough:

Name: Tammy Sikma
Address: 470 Water St.
Peterborough, ON K9H 3M3

E-Mail: tsikma@county.peterborough.on.ca
Phone: (705)743-0380 ext. 348

Trent University:

Name: Heather Nicol
Department: Geography

E-Mail: heathernicol@trentu.ca
Phone: (705) 748-1011 ext. 7101

Community-Based Education Program:

Christie Nash – Peterborough
292 London St. Peterborough, Ontario K9J 7B8

Email: christienash@trentcentre.ca
Phone: (705)743-0523

Section B: The Proposed Project

1. Purpose of the Project:

On behalf of Peterborough and the Kawarthas Tourism, the Corporation of the County of Peterborough is continuing to establish tourist sites in the County and City of Peterborough for the website, www.trip-click.com. The purpose of this project is to provide the public with an easily-accessible listing and description of various tour sites located in the tourist region of Peterborough. The sites are selectable based on a pre-defined tour route or topic category on the

website. The website includes a Google Map application where narratives of the tour sites can be printed or downloaded into a recreational GPS unit.

We will compile research on selected tour sites associated with a certain geographical theme including a historical, cultural, or ecological nature. These sites are relevant to the people, places, and/or events within the County and City of Peterborough. We will then prepare a brief, scholarly essay about each selected site of approximately 1,500 words. The intention of the essay is to provide individuals with a more scholarly interest, detailed investigation, and reference list regarding a given tour site. A concise, interpretive narrative of 250 words will also be arranged to capture the attention of the general public at a quick glance of a tour site. The final project is intended to connect a diverse audience to the stories, through new media efforts, that will make the past, present, and future of Peterborough County and City come to life.

2. Key Research Objectives:

- To identify the tourist sites that need more analysis and can later be used to increase tourism in the City and County of Peterborough.
- To research the tour sites through certain methods such as interviews, archival research, and field research.
- To write a brief, scholarly essay for each tourist site that provides a more in-depth understanding of each site.
- To creatively write narratives for each tour sites that can be uploaded to the Trip-Click Website.

Key Research Questions:

1. F-86 Mark 5 Sabre Jet:
 - What is the historical and geographical significance of the Sabre Jet (at Riverview Park and Zoo) in relation to Peterborough's military history?
 - Who does it memorialize?
 - Who organized the resurrection of the memorial?
 - Who organized the refurbishment of the Jet in summer 2009?
 - Why is it important for tourists visiting this site to understand the military history behind it?
2. Peterborough War Memorial:
 - What is the geographical and historical significance of the Peterborough War Memorial?
 - Who is it memorializing?
 - Who designed and built it?
 - When was it built?
 - Future of the site.
3. Historic Chemong Portage:
 - What is the historical significance of the historic Chemong Portage?
 - Use by First Nations and European Settlers?
 - What are the physical geographic implications of the Chemong Portage?
 - What is the present value of the Chemong Portage?
 - Traffic volumes?
 - Seasonality of route?

- Plans for future development?
- 4. James A. Gifford Causeway:
 - What is the historical importance of the James A. Gifford Causeway?
 - Methods of Transportation?
 - Local impacts?
 - What are the political implications surrounding the building of the historic floating bridge and the James A. Gifford Causeway?
 - Costs to build?
 - How does the James A. Gifford Causeway contribute to the tourism industry in the County and City of Peterborough?
 - Fishing Location?
 - James A. Gifford?

3. Key Research Terms:

Historical geography is concerned with geographies of the past and their relationships with the present. It has been embedded in the discipline and linked to a range of work on the spatially and temporality of social life and human identity (Clayton, 2000).

Cultural Geography is a contested sub-field of human geography, where any single or univocal definition of “cultural geography” would be misleading. It is marked by its distinct theoretical positions and methodologies. Major themes include the spatial diffusion of technologies and methodologies; and the impacts human use of the Earth and landscape. Landscape is one main methodology for cultural geography (the morphing of landscape). Cultural geography includes the idea that agency cannot be divided between nature and culture, so that all environments and landscapes are co-producers of nature-culture. No ecology has remained uninfluenced by significant human activity, and the global environmental impact of humans long predates modernity. A major area of focus in cultural geography is the study of symbolism and meaning in cultural landscapes. Cultural geography engages with transgressive and hybrid spaces in which cultures are negotiated, fluid and permeable. It is a vital and productive expression of current geographical imagination and concern (Cosgrove, 2000).

Fieldwork is a tradition means of data collection within geography, based on the assumption that reality is present in appearance and can therefore be directly apprehended through observation. In humanistic geography there is the view that fieldwork is associated with the discovery of meaning. This philosophy requires an approach more akin to the case study methods of anthropology than to the statistical generalization of positivistic social science. Within this tradition, fieldwork is preoccupied with the project of understanding and communication rather than with the goal of prediction and intervention. Some researchers aim to achieve this depth of understanding by emphasizing with their subjects and acquiring knowledge through immersion, while others prefer to conceptualize fieldwork as a dialogue driven forward precisely because shared understanding cannot be reached. The generalizations from qualitative fieldwork are not of a statistical nature, and the validity of the approach does not hinge on the randomness or

typicality of the cases selected for study. Such research often takes the form of individual or group interviewing (Smith, 2000).

Social geography is related to the study of social relations and the spatial structures that underpin those relations. It has an emphasis on the complex relationship between landscapes and way of life. It encompasses studies of crime and poverty, health and health care, and social movements. It is concerned with analysing the spatial incidences of social problems with an importance on places and space as the constitution of social life. It is very closely related to cultural geography via the study of iconography of the landscape and cultural politics of space and place (Jackson, 2000).

The **cultural landscape** is fashioned from a natural landscape by a cultural group. Culture is the agent, the natural area the medium, the cultural landscape is the result. Under the influence of a given culture, the landscape undergoes development and passes through stages. The agency of culture is a force that has shaped the visible features of the Earth's surface. Elements of the physical environment such as topography, soil, watercourses, plants and animals are to be incorporated into studies of the cultural landscape as they evoke human responses and adaptations, or have themselves been altered by human activity (Cosgrove, 2000).

Recreation refers to any pursuit, activity which is undertaken voluntarily during leisure time primarily for the purpose of pleasure, enjoyment and satisfaction. There are three categories of recreational activities: active recreation, physical involvement; formal recreation, the degree to which participation is formally organized; resource-based recreation, the degree to which activities rely on the natural environment or on planned facilities and attractions. Recreation is usually based on factors such as disposable income, personal accessibility, and social characteristics of age, health, class, and education. However, recreation implies a universally available experience of restoring and refreshing the mind and body; but there are fears that with the privatization of previously public-sector activities, the provision of recreation sites and facilities will become more unevenly distributed. Geographies of recreation need to be linked with a wider appreciation both of contemporary consumption and of the changing nature of the production of urban and rural space (Cloke, 2000).

Geography of Tourism - Tourism has been defined as "the activities of persons travelling to and staying in places outside their usual environment for not more than one consecutive year for leisure, business and other pursuits. However, this definition of a tourist has been challenged and redefined; a tourist is someone who leaves home in order to experience some kind of "otherness", with the main denominator being that travelling is an escape from the "normal" experiences of home and work. Tourism is implicated in both the changing nature of place, and in shaping geographical imaginations and experiences of place on a global scale. Four foundational studies of the geography of tourism are focused on: places – that groups of people leave, visit and pass through; the people – who are travelling; those organizations – who make these trips possible; and the people – who are encountered along the way. There are two types of

tourists: “pleasure seeking” tourists looking for entertainment and relaxation, where the actual location is of no real importance; and “authentic seeking” tourists who seek travel experiences that can be conveyed as real or authentic. Local traditions and culture have become tourist spectacles; and tourism has become a commodity which is marketed and sold (Cloke, 2000).

Cultural heritage tourism refers to “traveling to experience the places and activities that authentically represent the stories and people of the past and present. It includes historic, cultural and natural resources.”(National Trust For Historic Preservation, 2009)

Qualitative research requires asking questions such as how processes work, why people act a certain way, and what produces change in relation to the people and the society they live in (Bradshaw & Stratford, 2005). We will be using qualitative research methods to establish the historic, cultural, or ecological significance of a tour site. The specific methods associated with qualitative research include in-depth open-ended interview questions with individuals or groups, direct participant engagement with subjects, and the interpretation of various texts including archival materials, maps, scholarly literature, and visual images (Smith, 2000). This project will focus on performing interviews and archival qualitative research.

Performing an **interview** is a primary method of research which takes on a conversational form that can be unstructured and/or semi-structured. Each interview seeks to gain the interests, experiences, and views of the interviewees. As opposed to answering questions in a questionnaire, interviews allow for an opportunity to explore wide-ranging discussion of a variety of topics (Valentine, 2005). In this project, we will perform interviews with local residents, professors, advocates of the site, managers, etc.

Archival research is a primary source of research based on finding information from public archives or government departments. The information can be found in photographs, newspapers, company records, personal letters, minutes of meetings, maps, etc. It is important to have a background understanding on the issue before performing archival research. It requires extensive note-taking and referencing of quotations (Roche, 2005). We may conduct archival research at a variety of different archives including: the Peterborough Museum & Archives, the Peterborough Historical Society, the Trent Valley Archives Association, and the Chamber of Commerce.

New media is one of the newest forms of the information world that has been expanding for the past decade. The variety of activities associated with new media is heavily reliant on the internet which can produce digital, text, audio, and computer graphic material (Britton *et al*, 2009). It is expected that this project will draw the visitors who want to explore this ‘new media.’

Trip-Click is a travel website offered by Peterborough & Kawartha tourism. The website allows visitors to learn more about the region by making each person their own self-directing tour guide. Points of interest are displayed on a Google Map where visitors can easily click on a desired site and learn more about its significance (Peterborough County, 2008).

The City of Peterborough has a population of approximately 75,000 residents (Statistics Canada, 2009). The city is the central location of the Kawartha tourist region in which a vast array of recreational activities takes place. The core of Peterborough is also comprised of a diverse industrial and commercial base. Peterborough is only one hour from the Greater Toronto Area, allowing for a larger market population which has significant implications especially for increasing tourism (The City of Peterborough, 2009). Several of the tourist sites selected for this project will be located in the City of Peterborough.

The County of Peterborough has a combined population of 135,000 people residing in several municipalities (Statistics Canada, 2009). The local municipalities include the Townships of Asphodel-Norwood, Cavan Monaghan, Douro-Dummer, Galway-Cavendish and Harvey, Havelock-Belmont-Methuen, North Kawartha, Otonabee- South Monaghan, and Smith-Ennismore-Lakefield (County of Peterborough, 2005). These townships are small in population, but large in community spirit. Two of the proposed tour sites are located in the Township of Smith-Ennismore-Lakefield.

The Township of Smith-Ennismore-Lakefield is located in the County of Peterborough. The community is almost completely surrounded by water, bordering the City of Peterborough and the City of Kawartha Lakes. The municipality offers a large number of events, festivals, and attractions for visitors to enjoy (Township of Smith-Ennismore-Lakefield, 2009). The beautiful waters, parks, and green spaces offer an exceptional area for tourists to explore and learn more about the history.

4. Relevant Geographical Issues and Debates:

The geographical aspects of this research project include the geography of tourism, historical geography, recreation geography, social geography, cultural geography. This project is situated in the geography of tourism because it is looking at tourist sites within the County of Peterborough. It is situated in historical geography because we are going to be looking at the history behind specific tourist sites. The project is situated in recreation geography because tourism is a major part of recreation. It is situated in cultural geography because we will be looking at how the culture of the time and place helped to produce the proposed study sites. This project relates to the current geographical issue of increasing tourism and historical knowledge of the tourists in the Peterborough County area.

5. Relevant Literature

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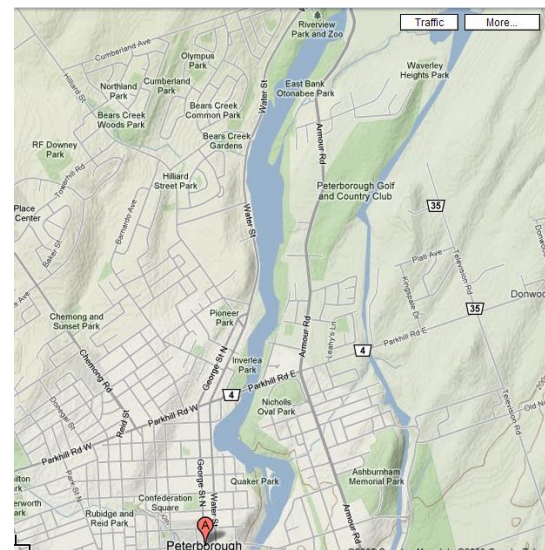
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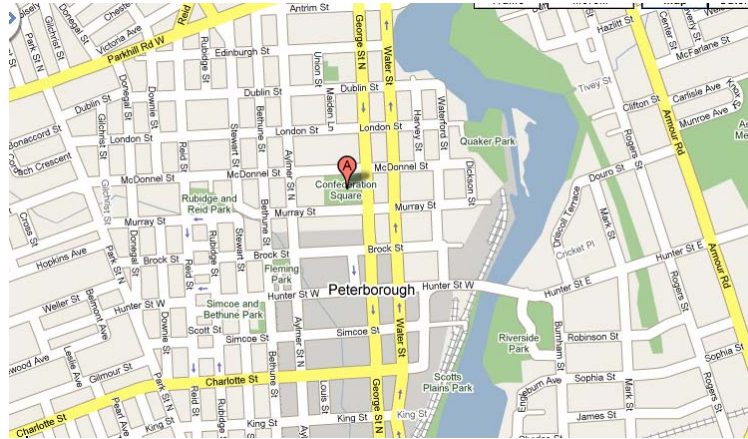
6. Study Area (Proposed Tour Sites):

The **F-86 Sabre Jet** is located in the City of Peterborough, Peterborough County, Ontario, Canada. It is displayed on the property of the Riverview Park and Zoo, which is owned by the Peterborough Utilities Group. The zoo and the jet are situated on the east side of one of main roads in Peterborough, Water Street, about 5km north of the downtown. The property, about 55.5 acres, also backs onto the Otonabee River, which is part of the Trent Severn Waterway. The jet itself is positioned atop a concrete pedestal, approximately 15 feet tall, on a flat piece of grass about 20 feet from Water Street, and about 5 feet from the zoo's service road. Just beside the jet is the zoo's miniature train station and steam engine. All who

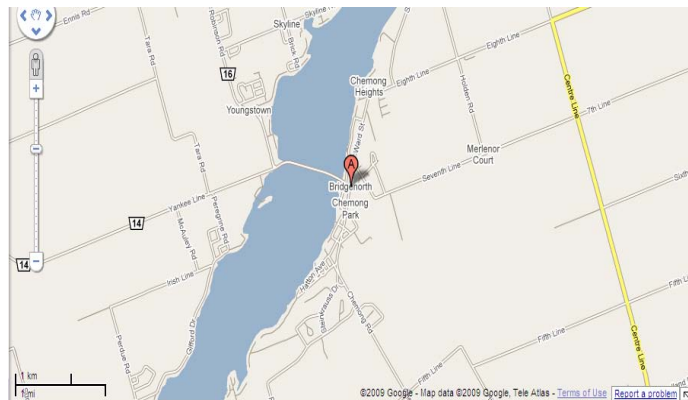


drive along Water Street on their way to the Zoo, Trent University Campus, Lakefield, Bridgenorth, or just the northern parts of Peterborough, must pass by the jet.

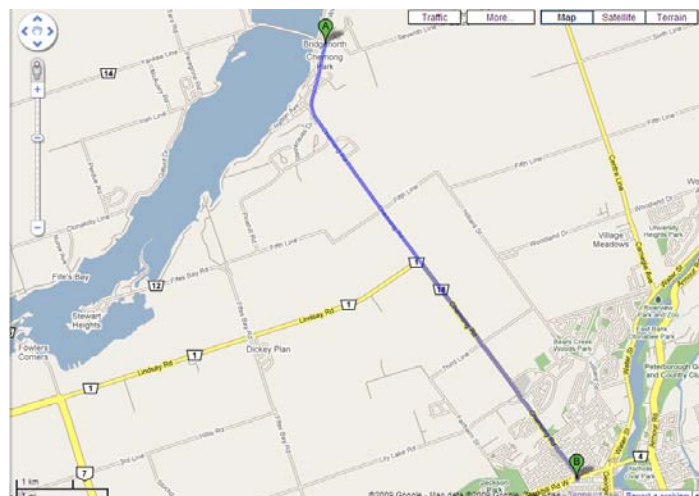
The Peterborough War Memorial is located in the City Peterborough, Peterborough County, Ontario, Canada. The sculpture is in the centre of Confederation Square, a park situated on the south-west corner of George Street, one of Peterborough's main streets, and McDonnell Street. The park is in front of Peterborough Collegiate Vocational School, and across the street from the City Hall. The cenotaph is a war memorial dedicated to local soldiers who fought in both the first and second world wars, and the Korean War. The topography of the land is very flat where the park is located.



The **James A. Gifford Causeway** is situated in Bridgenorth which crosses over to Ennismore. The study area will encompass the small town of Bridgenorth which is located 10 minutes north of the City of Peterborough. Bridgenorth is located in the Township of Smith-Ennismore-Lakefield.



The **Historic Chemong Portage** is an historical element in the City of Peterborough. It is believed that Samuel de Champlain travelled this portage route to reach Chemong Lake from Little Lake. This historical portage route is paralleled along, what we call today, Chemong Rd. which one can follow from the core of Peterborough to the small town of Bridgenorth. In researching this portage route, they study area



will encompass the City of Peterborough and the Township of Smith-Ennsimore-Lakefield.

7. Methodological Approach:

The students propose to use two primary sources of data collecting, which include conducting interviews and performing archival research. In using these methods, the interviewees and data from the archives will provide the students with interesting stories relevant to a particular site. The types of archival research relevant to the project may include reading newspaper, community newsletters, personal letters, government documents, maps, official papers, city and community plans, etc. Some of the information may be available online through the archive databases.

The methods proposed to analyse the information provided by the interviews will be to transcribe the information. To evaluate the information from the archival research, the students will make notes and formulate concise stories and relevant information that can be included in the final report.

In conducting an interview, there are various steps that must be prepared. The interviews will be semi-structured in that the order of the questions are somewhat predetermined but still allows for flexibility in the interviewer/interviewees conversation. An interview guide will be prepared prior to the interview so that all of the important information is covered. The general length of each interview will be half-an-hour to a full hour so that between eight and ten questions can be covered. If the informant gives permission, the interviewer will tape record the interview and if necessary take notes. Transcription of the interview may also be necessary in order to include the information in the final report.

In performing archival research, the students will begin by locating a variety of different local archives and historical societies that will provide enough information to analyze. Some important information may also be provided via the internet. The students will take sufficient notes when conducting the research and properly cite the material.

8. Ethics Application:

The project does involve human research (i.e., “any person who is a source of raw unformulated data and who is not acting as, or assisting, the principal investigator”, SSHRC).

The researchers will apply to the Department of Geography to undertake human research and adhere to all policies and ethical guidelines established by the University.

9. Duration of Placement:

The placement will begin on September 16th, 2009 and end on April 21st, 2009.

10. Project Timeline:

<u>Task, Activity,</u>	<u>Objectives</u>	<u>When</u>	<u>Who</u>	<u>Total Hours</u>
<u>Meeting</u>				
Meet the Host/Group Report Planning	To meet the host, Tammy Sikma and become familiar	Oct. 1	Krista Bucholtz Allison Bradeer	1 hour

	with the project requirements.		Tammy Sikma Christie Nash Heather Nicol	
Group Report Research	Group members to research discreet portions of the final product to become familiar with the tour sites.	Oct. 1-21	Krista & Allison	3 hours
Deadline – Project Report I: Research Proposal (5%)	To complete the Research Proposal/Proposal Agreement.	Oct. 21	Krista & Allison	10 hours
Reading Week		Oct. 26-30	Krista & Allison	
Selection and Approval of Tour Sites/ Signing of Project Agreement	Potential sites may be derived from preliminary research. Final approval of tourist sites by Tammy.	Nov. 2-6	Krista, Allison, Tammy, Christie, Heather	2-3 hours
Research of Tour Sites	To thoroughly research the history, local significance, and current influence (if any) of sites using academic journals, non-fiction literature, interviews, archival research, etc.	To begin after approval of sites.	Krista & Allison	30-40 hours
Research Progress Meetings	To have individual meetings with professors.	Throughout Term	Krista, Allison, Heather	10 hours
Deadline – Research Presentation I: Proposal (5%)	To present a progress report in-class outlining the proposal, relevant literature, methods, and completed research.	Nov. 18	Krista & Allison	10 mins
Relevant Literature Research	To research relevant literature to the project including a detailed outline of where the project is situated within the discipline of geography and appropriate research methods	until Dec. 9	Krista & Allison	10-15 hours
Deadline – Report Project II: Literature Review &	To complete paper outlining relevant literature and how the project is situated within	Dec. 9	Krista & Allison	3 hours

Methodology (15%)	the discipline of geography			
Holiday Break		Dec. 23- Jan. 9		
Winter Term Introduction	To overview progress & feedback on literature review and methods TCCBE/U-Links workshop: research project peer-support	Jan. 13	Krista, Allison, Heather, Christie	3 hours
Project meetings with professors	To meet and discuss with professor about progress.	Jan. 20	Krista, Allison, Heather	1 hour
Conduct Primary Research	Research history, local significance, and current influence of sites using interviews and archival research	Jan. 13- Feb. 24	Krista & Allison	30-40 hours
Tour Site Co-ordination Capture	Appropriate lat/long positions should be selected in the field to provide for the exact locations for visitors	before Feb. 24	Krista & Allison	2-4 hours
Tour Site Essay Writing	Research for each POI to be compiled into thorough +/- 1,500 words.	before Feb. 5	Krista & Allison	20-30 hours
Tour Site Narrative Writing	Compilation of short, concise narratives of +/- 250 words for each POI.	before Jan. 29	Krista & Allison	15-20 hours
Reading Week		Feb. 15-19		
Deadline – Project Report III: First Draft (5%)	To complete the first draft of the project.	Feb. 24	Krista & Allison	20 hours
Verbal Presentation of Final Reports to Advisory Committee	To present preliminary tourism findings and overview of each theme researched to Trip-Click Advisory Committee	??	Tammy, Krista, Allison	2 hours
Research Progress Meetings	Project-team meetings with professors to receive feedback on interim drafts	Mar. 3	Krista, Allison, Heather	3 hours
Meetings/ Phone Conferences with County Project Manager	To ask questions and receive feedback from Tammy regarding project requirements	Throughout duration of placement	Krista, Allison, Tammy	2 hours

Deadline – Research Presentation II: Poster (5%)	To complete poster for Community Research Event	Mar. 12	Krista & Allison	3 hours
Community Research Event	To display and present poster to community members.	Mar. 19	Krista & Allison	3 hours
Deadline - Research Presentation II: Findings Seminar	To present a final review of research findings to host organizations, research partners, advisors, and invited community members	Mar. 31	Krista & Allison	20 mins
Deadline – Project Report IV: Final Report	To complete final research report	Apr. 7	Krista & Allison	20 hours

11. Total hours required to complete this project:

The total number of hours required to complete this project is estimated at: 440.

12. Project budget and resources required:

Expenses/Resources Required	Estimated Cost	Paid by Who
Poster	\$50	“In Kind” – TCCBE
Printing: (Staples) - Photocopies (interview questions, first draft) (B&W) - Final report 1. Colour Pages 2. Black and White Pages 3. Binding (wireless, 60-90pgs) 4. Cover	\$0.10/pg = \$10 \$0.49/pg, 30pgs = \$14.70 \$0.10/pg, 60pgs = \$6.00 \$2.39 \$0.20/pg + printing = \$3 approx	“In Kind” - County of Peterborough
Travel expenses (gas)	\$15 approx	“In Kind” - County of Peterborough
Trent Valley Archives Membership	\$52.50	“In Kind” - TCCBE
Tape Recorder		“In Kind” - Trent Geography Department
GPS		“In Kind” - County of Peterborough
Staff Support		Prof Nicol, Christie Nash
Phone Access		“In Kind” - TCCBE, County of

		PTBO, Allison and Krista
Approximate Grand Total	\$153.59	

13. Project Deliverables and Dissemination of Findings:

Project Report I: Research Proposal

Research Presentation I: Proposal

Project Report II: Literature Review and Methods

Project Report III: First Draft

Research Presentation II: Community Poster

Research Presentation III: Findings Seminar

Project Report IV: Final Report

Site Narratives: This is part of the research project guidelines set out by the host organization, the County of Peterborough. These are to be scholarly essays about each site, with a list of references in APA format, and are to be written in first person, as it requires a complete understanding of the key message to present a topic in 200 words or less for an interpretive narrative.

Interpretive Narrative: This is also part of the research project guidelines set out by the host organization, the County of Peterborough. These narratives must be attractive to the general masses, while using language that would appeal to people of various educational backgrounds. They are to be written in an active third-person voice, with an upbeat and engaging tone. They are to be 200 words or less, and will be recorded into MP3 format by Trip-Click at a later date, for GPS downloading.

Verbal Presentation of Final Report to Advisory Committee: Approx 30 min group presentation of preliminary tourism findings and overview of each theme researched to be presented to Trip-Click Advisory Committee upon completion of project.

Maps: There will be at least 6 maps that will show the location of each site studied and its relative location in the County of Peterborough.

Section C: Responsibilities

Responsibilities of All Parties:

1. Each party to this agreement has the right to initiate renegotiation of this agreement if circumstances affecting the project change.
2. Each party has the right to terminate the placement if the conditions of the agreement are not being met. Because of the potential consequences to a student's program of study, a decision to terminate the placement must be made in consultation with TCCBE/U-Links.
3. The student owns the copyright for all work completed as part of his/her project, but the host organization may use all project reports or papers, in whole or in part, as it sees fit as long as the student is duly credited as the author. (If work is completed collaboratively between the student and staff of the host organization, copyright will be jointly held.) A copy of any report or paper completed as part of the project will be added to the TCCBE Resource

Centre, the Haliburton County Collection housed at U-Links, as well to the local public library system to be available to the community.

4. All parties must complete the pertinent section of the form entitled Work/Education Placement Agreement/Post Secondary, to enable the Ministry of Education to purchase workers compensation or private insurance coverage for the student.

Responsibilities of the Student:

1. Undertake the project conscientiously and with due respect to the expectations of the host organization and the University.
2. Keep his/her instructor and TCCBE/U-Links informed of the project's progress and notify them of any concerns about the placement or the host organization in a timely fashion.
3. Attend and participate in all necessary meetings (with his/her instructor, placement supervisor and/or TCCBE/U-Links.)
4. Ensure that the confidentiality of any information acquired in the course of his/her placement is strictly maintained, notwithstanding the host organization's commitment to make the results of the project publicly available.
5. Provide a copy(s) of the final product(s) of the project to the host organization and TCCBE/U-Links.
6. Upon the advice of his/her instructor, comply with ethical guidelines and review procedures.

Responsibilities of the Host Organization:

1. Orient the student to the organization and work site. Ensure the student understands any risks or hazards that may exist and the safety practices followed. Promptly report any incidents to TCCBE/U-Links.
2. Provide adequate direction, ongoing communication and feedback on the quality of work so as to enable the student to complete the project successfully.
3. Supply/provide resources listed above needed to complete the project.
4. Be available for occasional consultation and meetings with TCCBE/U-Links as needed for the purpose of monitoring the placement or refining the Community-Based Education Program. Cooperate in evaluation activities initiated by the instructor or TCCBE/U-Links.
5. Comply with policies and ethical guidelines governing research projects conducted in conjunction with Trent University and TCCBE/U-Links, as advised by TCCBE/U-Links, the instructor or the student.
6. Cover all project related costs such as lab fees, extensive photocopying, office supplies, long distance telephone charges, audio/video tapes and some transportation costs.

Responsibilities of the Instructor:

1. Ensure that the project, as described above, fulfills the requirements of the course listed on page one.
2. Provide guidance of an academic nature, advise on and monitor research methodologies employed. Evaluate the student's learning and grade his/her work.
3. Meet with the student at regular intervals, at least monthly, throughout the term.
4. Inform TCCBE/U-Links promptly of any missed meetings, breakdowns in communication, incomplete research/assignments or other incidents that may affect the success of the project.
5. Determine the need for the research project to be reviewed by the department's ethics committee. Alternatively, the TCCBE/U-Links Joint Ethics Committee may review the

project if more appropriate. (Protocol and Application for Ethical Review are available upon request.)

Responsibilities of TCCBE/U-Links:

1. TCCBE/U-Links will endeavor to ensure the instructor, the student and the host organization understand and approve of the nature of the work to be undertaken on the placement.
2. TCCBE/U-Links will serve a liaison function among these parties, will offer advice on best practices in Community-Based Education and assist in overcoming any difficulties throughout the project.
3. Where appropriate, TCCBE/U-Links may form and facilitate peer support and project coordination meetings for students working on projects, to enhance learning and coordinate projects.

Section D: Signatures

By signing below, you are stating that you agree to the above terms regarding this Community-Based Education Project. You have a full understanding of what the project entails and what your responsibilities are for the duration of the project. If any aspect of this agreement is altered, all parties must be notified, the agreement amended and re-signed by all parties involved.

Student(s):

Date	Print Name	Signature

Instructor:

Date	Print Name	Signature

Host
Organization:

Date	Print Name	Signature

CBE Staff:

Date	Print Name	Signature



Promotion of Tourist Sites and New Media in Peterborough



Purpose

On behalf of Peterborough and the Kawarthas Tourism, the Corporation of the County of Peterborough is continuing to establish tourist sites in the County and City of Peterborough for this project is to provide the public with an easily-accessible listing and description of various tour sites located in the tourist region of Peterborough.

Methodology

We conducted interviews with community leaders and professors. We also performed archival research at the Trent Valley Archives, Trent University Archives, and the 428 Wing Archives. We collected the research from newspaper clippings, community newsletters, historic maps, surveyor notes, and locally published books.

Essays: The scholarly essays show how our results are being disseminated. They are approximately 1500 words and were completed through archival research and through interviews.

Narratives: The narratives are short, concise summaries, approximately 150-250 words. The narratives will be available on the Trip-Click website.

Website: The website includes a Google Map application where narratives of the tour sites can be printed or downloaded into a recreational GPS unit.

Narratives

Peterborough War Memorial:

The Peterborough War Memorial, located in Confederation Park, was unveiled in 1929. The memorial was designed by famous Canadian sculptor Walter Allward, who also designed and built the Vimy Ridge Memorial. However, due to Allward's work on the Vimy Memorial in France, another sculptor, Gilbert Bayes, actually carried out the construction of the Peterborough memorial. The war memorial is titled "Valour Defeating Barbarism." A new Wall of Honour is being erected which will commemorate both men and women from Peterborough who enlisted in the Canadian Armed Forces or the merchant Navy.

F-86 Mark 5 Sabre Jet:

The F-86 Mark 5 Sabre Jet, located at the Peterborough Riverview Park and Zoo, was bought and erected by the 428 (Peterborough) Wing RCAF in 1971. This particular jet never saw combat and was only a training aircraft. Sabre Jets were used by Canadians during the Korean War. The jet was taken down in October of 2008 for repairs and repainting. The number on the side, BH 420, corresponds with the 428 Wing that erected the jet.

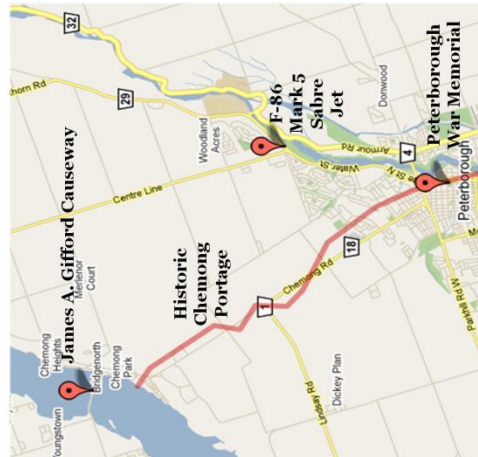
Historic Chemong Portage:

A well-travelled route by First Nations groups and explorer, Samuel de Champlain, the Chemong Portage offered an important link between Little Lake and Chemong Lake. In a region comprised of hazardous landscape including "boiling rapids and broad falls," the portage route was situated to provide groups with an easily accessible way to transport goods and canoes to and from their destination.

James A. Gifford Causeway:

Within Smith-Ennismore-Lakefield Township, lies the James A. Gifford Causeway. From 1870 to 1901, the world's longest floating bridge (one mile in length), provided a link between the small towns of Ennismore and Bridgenorth. In 1949, with support from Reeve James A. Gifford and community members, a causeway was constructed to provide a more safe and sophisticated connection.

By Krista Bucholtz & Allison Bradbeer
Trent University, Geography Department, GEOG 4700
Faculty Supervisor: Heather Nicol
TCCBE Rep: Christle Nash
2009-2010



Next Steps

Students will continue to research tourist sites in the County and City of Peterborough through community-based research. Researching points of interest in the region will benefit the tourism industry in Peterborough.



Appendix F



TRENT UNIVERSITY
Department of Geography Research Ethics Committee

STUDENT APPLICATION TO UNDERTAKE HUMAN RESEARCH

1. Submission Date of Application: January 20, 2010
2. Name of student: Allison Bradbeer and Krista Bucholtz
3. Student e-mail: bradbeer88@hotmail.com, kristabucholtz@trentu.ca
Student Telephone No. (705) 874-8441, (705)761-4850
4. Course for which human research is being undertaken: Geography 4700
5. Name of instructor(s) in the course overseeing this research, or in the case of Geog 401/402, the name of your thesis supervisor:
HeatherNicol (heathernicol@trentu.ca)
6. Title of the research project: Tourist Sites and New Media (Trip-Click)
7. Name of community/corporate/government research partner/host/placement organization (if any): The Corporation of the County of Peterborough (Tammy Sikma)
8. Source of project funding (if any): n/a
9. When and where will the surveys and/or interviews be conducted: Trent Centre for Community Based Education, Trent University Symons Campus, and/or the interviewees place of business.
10. Who is to be interviewed or surveyed in this project? : Community leaders, community residents, and university professors.
11. Are any of the research participants from vulnerable populations (e.g., intellectually disabled, persons under 18 years of age, persons under institutional authority)?
Yes ___ No Not sure _____ (explain: _____)

12. Are the risks to the participants' physical or mental health, reputation in the community, financial situation or personal privacy minimal?

Note: Minimal risks is defined by the REB as the reasonable expectation "to regard the probability and magnitude of possible harms implied by participation in the research to be no greater than those encountered by the participant in those aspects of his or her everyday life that relate to the research".

Yes No Not Sure (explain: _____)

13. How is the informed consent of participants being obtained? (Check One)

Verbal explanation and signed consent form prior to participation

Signed consent form prior to participation

Disclaimer on survey instrument implying consent

Verbal consent

Other _____

14. Please indicate the level of anonymity/confidentiality/privacy guaranteed to research participants. (Check One)

Names and identifying information will not be used in any reports of findings, will not be stored with the raw data, and will not be known to researchers.

Names and identifying information will not be used in any reports of findings and will not be stored with the raw data

Names and identifying information will not be used in any reports of findings

None (i.e., actual names of participants will be used in any reports of findings).

15. How will the raw data be handled, stored, and/or disposed of in order to adhere to the above level of confidentiality?

The data will be collected and stored in a password protected laptop.

16. Have you attached copies of the proposed project Consent Form (or statement of consent)?

Yes No

17. Have you attached copies of the statement introducing the research?

Yes No

18. Have you attached copies of the proposed project survey instrument (e.g., questionnaire)?

Yes No

19. If this is a resubmitted application, have you included a copy of the original application AND a brief statement outlining how you have addressed the committee's initial concerns?

Yes No N/A

Student Name: Allison Bradbeer & Krista Bucholtz

Signature _____

*Supervisor/Course Instructor: Heather Nicol

Signature _____

Faculty signature indicates that s/he has reviewed the application prior to submission.



TRENT UNIVERSITY
Department of Geography
Peterborough, Ontario, K9J 7B8
Tel: (705) 748-1011 ext. 7686, FAX: (705) 748-1205, E-Mail: geography@trentu.ca

HUMAN RESEARCH CONSENT FORM

Nature of the Project:

Tourist Sites and New Media (Trip-Click) project is a study to provide the public with an easily accessible listing and description of various tourist sites located in the City and County of Peterborough, Ontario. The project will compile information on selected tourist sites, including the Sabre Jet, the Peterborough Cenotaph, the Historic Float Bridge, and the Chemong Portage Route. Part of the study involves a series of semi-structure interviews, with community leaders, Peterborough and county residents, and university professors with knowledge of the significance of these sites. We hope to gain greater insight into the historical and geographical significance of each tourist site from participants in the City and County of Peterborough. The interviews are designed to take no longer than one hour each (four in total).

Researchers: Allison Bradbeer and Krista Bucholtz

Researcher Contact Information:

Student

Name: Krista Bucholtz
Address: 30 Champlain Cres. Unit 30
Peterborough, ON K9L 1T1

E-Mail: kristabucholtz@trentu.ca
Phone: (705)761-4850

Student

Name: Allison Bradbeer
Address: 163 Upper Canada Dr.
Toronto, ON M2P 1S9

E-Mail: bradbeer88@hotmail.com
Phone: (705)874-8441; (416) 616-6757

Trent University

Instructor's Name: Heather Nicol
Department: Geography

E-Mail: heathernicol@trentu.ca
Phone: (705) 748-1011 ext. 7101

Interview Questions

Allison Bradbeer

Sabre Jet Interview (a representative from Peterborough 428 Wing Legion)

1. Tell me a bit about yourself and your connection to the Peterborough 428 Wing legion.
2. Describe the connection between the legion and the Sabre Jet.
3. Do you have any personal connection to the Jet?
4. How did the idea for the jet as a war memorial come about?
5. Who funded or how were funds raised to get the jet?
6. How was the location of the jet decided?
7. What can you tell me about Peterborough's military history?
8. What important story might people not know about Peterborough's military contribution?
9. What other interesting facts can you tell me about the Jet and its history that would be interesting for tourists?
10. Are there any other individuals you can think of that would be beneficial to talk to regarding this cultural/historical tourism site?

Cenotaph Interview (with Elwood Jones and/or Kim Reid)

1. Tell me a bit about your connection to the cenotaph?
2. Describe the history of the cenotaph (Eg why and how was the designer selected?)
3. How difficult was it to secure the designer at the time the cenotaph was being erected?
4. How was the location for the cenotaph decided?
5. Who funded the building of the cenotaph? What costs were involved?
6. How is the Peterborough cenotaph distinguished from those in other communities? (larger, smaller, etc?)
7. What can you tell me about Peterborough's military history?
8. What other interesting facts or stories can you tell me about the cenotaph and its history that would be interesting for tourists?
9. Are there any other individuals that you can think of that would be beneficial to talk to regarding this cultural/historical tourism site?

Interview Questions

Krista Bucholtz

Float Bridge (*Potential Interviewees- John Marsh & Elwood Jones*):

1. Tell me about your connection with the James A. Gifford Causeway and its predecessor the historic Float Bridge located in the town of Bridgenorth?
2. Outline the local impacts that might have been imposed throughout the development and use of the causeway.
3. Explain the political implications surrounding the building of the causeway? (e.g., cost to build, who built it, when was it built, etc)?
4. Do you feel the causeway imposes significant historical importance to the County and City of Peterborough? Explain? (e.g., establishing the town of Bridgenorth)
5. Can you speak about the construction of the causeway? (e.g., local sources, reasons for construction, economic impact of the causeway)
6. What present tourist information can you tell me about the James A. Gifford Causeway? (e.g., Are tourists familiar with the historical significance of the bridge? What is the connection to Chemong Lake (boat use)? Is it a popular fishing location?)

Portage Route (*Potential Interviewees- Elwood Jones & John Marsh*):

1. Tell me about your connection with the Portage Route from Little Lake to Chemong Lake.
2. What was the historical significance of the Portage Route? (e.g., Who travelled it? When, why, and how did its use change?)
3. Why was the Portage Route situated in this area? What were the physical reasons for use of the route?
4. What do you think is the present-day value of the Portage Route? (e.g., traffic volumes, seasonality of route, etc.)
5. Explain potential future plans for the development of the Portage Route which could increase tourism to the site.

Appendix G

Transcription: Elwood Jones and Don Willcock

Jan. 27/10

...small talk...

Elwood: I think this is a good book, the other good thing about it is that I do a general into which is worth reading, it partly relates to this project too, that what happens when we have conflicting historical memories, and when people are saying let's be true to our history.

Now in this sense, what he have is a property that used to be a burial ground until 1854, and then it lays fallow until 1868,

Allison: Just a field or a park?

Elwood: Yeah, people just do nothing. You can argue that if we read the old biblical injunctions it says umm..."from dust to dust", so you say ok, so how long does it take for a dead body to become dust? You say, ok well we will give it 12 years, 15 years, then maybe that's enough...And that was the kind of thinking that was running through there.

Elwood: So what happens when they built the drill hall this starts then a new kind of sense of a history that comes through here. And you can see, well how much do you remember from 20 years ago?

Allison: Not that much since I'm only 21! Hahaha, ok

Elwood: Ok, so you can see what I mean by a sense of how a community memory can be quite short? If we start the history with the drill hall being built in 1970 and then we use it as a fairgrounds for the next 15 years, and then make it into a park, and then let it get used as a playground for the high school next door, and as a parade ground, for the armouries, that are next door, then we go and put some trees in, here to make the thing look nice, and neat. Well you can see then that a generation growing up from say 1920, would be very surprised if somebody said "this used to be a burial ground"...you see, because the amount of stuff coming through here.

Allison: Yeah, right, I see.

Elwood: So then what we have is, by the time war memorial comes through we now have a kind of a you might say from a historical point of view, completely comparable perspective here. Because the war memorial is in memory of people who died. And a cemetery is also in memory of people who died. So you have 2 different generations of people who died who are being remembered here. Lone generation buried here...one that is only commemorated in terms of the war memorial, but you still got this kind of sense.

Elwood: And then you get people coming every year for remembrance day to remember those who gave their lives in the first world war, and then it became for the second world war, and the Korean War. But we are going to get the same sense coming through here. So we have the new wall of honour being proposed here, then we had conflicting world views here that were about what we should expect and what we should not expect.

...man walks in...stop interview for a minute...

Elwood: We were talking about the contested memories, to me that seems like a big issue, but I guess when you are thinking about a tourism point of view they are probably going to be more interested in what the site is looking like now. But it is interesting to know how a place can change so much over time, even enough to sort of say “let’s do a then and a now”, but it is not really that, it is a “then, then, then, then, now”, you know!

Allison: Yeah!

Elwood: But is kind of funny how we so often think in “twos”, and I wonder what it would have looked like in the old days?

Allison: Yeah

Elwood: But there were a lot of old days! Haha

Yeah, well would that be considered a “palimpsest”? is that the right word?

Elwood: A what?

Allison: A palimpsest? Oh maybe? It is just something we learned in geography about a site that was once used for something and then was taken away and then used for something new. Yeah, that would probably be a good word for it. Ok!

Allison: Ok, so as I said some of my questions were pretty much answered in, do you know why they specifically chose Allward as the designer?

Elwood: The records of the committee are available actually. They chose him because he was a good sculpture, and they wanted a memorial that would be a sculpture. They did not want [a cenotaph], do you remember our earlier discussion about the difference between a war memorial and a cenotaph, they specifically did not want a cenotaph, and they saw the way they were being put up in a lot of places, and they would go around from one town to the next and just see what they had.

Allison: Yeah, you mention that in your book.

Elwood: So, they hired Allward precisely because they wanted an enduring memory, and I think that interesting that it is one of the rare moments where you go for quality.

Now what happens is, you get a sense of just how serious they thought about this is because Allward was then asked to do the Vimy Ridge Memorial. Now we know he's going to be tied down for 15 years doing the Vimy Ridge memorial . But the committee didn't give up. They didn't say, "Oh well that's it and we'll go for plan B", they still stuck with plan A, even though this was the case.

Elwood: Now this means that we have a rather interesting kind of a situation here, because, Allward does the design, but he didn't do the sculpting. You see, so we have...you know cuz he was too busy...

Allison: Yeah, yup,

Elwood: So, the committee says, we don't want to wait forever and ever, so there was this sculpture who lived in England actually, who was engaged to do the sculpting. Now Allward's son now because the person on site advisor. So the connection with Allward is kept, in all of these different ways. But as I say, they had to get somebody who could technically do it. Now it is Allward that is their key to making this link to the sculpture, because he wants someone who can execute his design and he wanted him.

Allison: Do you know that sculptures name?

Elwood: Yeah..it's in the book. But I can't remember it is, it is something like ... (looking in book)

Yes, I noticed that his son sort of took over...(looking through book)

Elwood: Gilbert Bayes. That is the architect, or sculpture who did it. Now the working that they have is "he assisted in carrying out the original design", but what it means is he did the actual work.

Allison: Oh! OK!

Elwood: But on the other hand, it is Allward's design, Allward get to approve it, Allward gets to do the sighting, working though his son. But Gilbert Bayes gets to do the actual sculpting.

Allison: OK!

Allison: So in your book, it says that he liked the site because it was a central site. Are there any other reasons for that specific site being chosen for the location?

Elwood: Well, it is interesting to think, he come for one day to tour around and they did show him places. He could have gone up on top of Armour Hill for example. You know, there is a war memorial of sorts up there: The Patriotic Women's League of Ashburnham did one there and sometimes lately there has been a resurgence to using that site for celebrating the Battle of Britain, in June. So that is a kind of a site that was possible. But when you get down to it, you start to realize the peculiarity about the piece of property, because even in the 1920s, Peterborough is a walking town, everybody expects that you are going to be able to walk to something that is important. And so when you look at it [Central Park], you not only have a place that you can walk to, but we already have the armouries right next door. And you sort of say "well you know, everyone of those bodies, that we are commemorating here who dies, gave their life, was recruited right next door." So you say, "well, you wouldn't give a lot of thought to going somewhere else", unless, you know it was all filled with houses and you needed to take all the houses out, which is what they did with where the city hall is, they tore down all the houses...

Allison: Oh I didn't realize that!

Elwood: And they put up city hall, but you see if you do that, when you are doing a big build and have lots of tax payer dollars paying for it...yah know. But you can see how it wouldn't be appropriate for the war memorial. But this park, at least it seemed that way, and the kind of sense that it had been a cemetery, wasn't an issue, at the point when they are doing it. So I think the sense centrality is important and it is interesting, when you walk...for example, people used to walk to work down town PTBO, because they had a big concentration of the work force was in the downtown area, but they would live up north. So you would have a lot of people walking down from Park Hill, down George St, on a daily basis going right past this place. So if you put is up at the top of Armour Hill, then the only time, you know thinking in 1920 terms, you would have to get a taxi caravans, or whatever to get over there, there were no street cars that crossed the bridge. We only had street cars until 1928, so after 1928, you would hear people talking about taking buses. But you can see that there is a lot to think about. A site has to be really, really powerful , to overcome all those considerations. So I think when he [Allward] was shown all the different places that were possible....and you can see that other places that were possible, he could have gone between the lot between Charlotte St and King St, and just off of George St.

Allison: On Louis St? I live in the old post office...

Elwood: Ah, well there you go, the Post office was put there in 1954, and the lot for that was still available in 1920.

(talk about possible site for city hall...not relevant for this interview...)

Elwood: If you were looking for a site for the war memorial now you might say lets up it along the Millennium Trail, but in those days that was all industrial. It was the engine shops for the CPR, the canoe works were down there, there at one point was a bridge works.

Elwood: Up on Ashburnham, there is a park there, just across from where the bridge is, and we had just built the bridge, the bridge was built from 1919 to 1921, the bridge that is there now. And they went and expropriated all the buildings that were there, it was an industrial park, of sorts, and they took everything out and put baseball diamonds and the tennis court ... so technically that is an area that is open. Except then you got to say ok, what we've got here is active use vs. passive use. If you are going to use this as a baseball field where are the baseball players going to go if we put a memorial here? And again, they are looking at the same kind of thing, because being a walking city, and the bridge is there, people can walk to that site, from a long part of the area. If you are within a mile it is a walking city at that time, but if you are beyond a mile, then...it is a trick. And so this is why you tend to have alternate centres of where people will do things.

Elwood: So it seems to me that it is a logical site in those kinds of terms. The issue in a way, from the point of view of Allward, is that the site is kind of plain. So if you go and put up the monument, then the question for him becomes how do you sort of make it work?

Elwood: So if it is this kind of a shape [rectangle], so you put the monument there [middle], what do you do to sort of pull the rest of the area together? Now the area will be good, because if you have a crowd you will have a place to put them, but there is a sense here that you have to do something to decorate it up without taking away from the memorial, and without making it look 'gooky' and over done. So his suggestion was to run with a row of trees that would go along the back. As trees grow they would have an effect of softening, if you pick the trees right they would have a sense of being appropriate to the site. And would block out the view of the school and the armouries and therefore all the focus would be on the monument and that would at least be a start. Then you would be in a position where you could have a 'circus in the round' kind of sense, people could be on each side of the monument, and would still have a good view of it, and it would be a dedicated kind of view. Now that is a hard thing to grantee, you see, a sculpture would be nice...but trees don't stay the same size, and they have a life expectancy that is shorter than the monument. So this is one of the issues that is still coming up, whether we should plant a new row of trees to sort of look better.

Elwood: Then you've got the sense that this isn't the only thing that's in the park, because we have the Brown monument, that Don was mentioning earlier, and there is a geological survey marker that's in there, not that it is a site, site thing, but it is there. Then they have a little bit of a monument that is there and it tell you about the Book of Remembrance which is in the lobby of city hall if you go across the street.

Allison: Is that on a big rock?

Elwood: Yes, the rock, tell you about it, but you go across the street to see it.
Yeah,

Elwood: So you sort of have competing things from an eye perspective. And now we are going to add the Wall of Honour, and this has been part of the debate, part of it has been related to the question of this being a cemetery, as opposed to a place of gathering. You see there are two different traditions here. I don't think that the Wall is incompatible because it seems to be like it is an extension of the idea that we are commemorating people, in this case people that who lived, that didn't die in the war, but who at least served. So it is an extension in principle.

Elwood: But now you've got the sense from a view point of view you have to make sure that it does not detract from the memorial, so the design that they are currently working with, will be the final design, is more along the lines of the trees thing. They have these big rocks that will go behind that will shorted the view and the war memorial should be more prominent.

Allison: So it would be closer to the fence and the parking lot of the school?

Elwood: No, because of the debate that they had about the cemetery, it has to be in the property that was dug up in order to prepare the war memorial. And so the thing is, is that they had to clean an area for the war memorial. And the bones that were in there were removed. So what they are doing now they are going on the perimeter of that area, is where they are going to build this. They are not going to be running into bodies or disturbing graves. So if you went all the way back, you wouldn't know. So it is defined within that circle. But it is still 10-12 feet back from where the war memorial is. So it should work.

Allison: So is that a definite go then?

Elwood: Oh it is opening in June, just this last week they ordered the rocks they are coming from India and they have hired the person who is going to do it, the rocks are costing something like \$600,000 to do it, and the person who is actually doing it is costing \$300,000 to do it, so it is a big commitment. But the hope is now that this has added an extra interest to the area that has the war memorial, so therefore it should be doubly a tourist site with the combination of those things, people are more likely to go and what to go there.

Allison: OK...

Allison: When the cenotaph [war memorial] first went up, who founded the building of it, and are there records of the costs that were involved?

Elwood: Yeah, the records are at the museum...Don!...

Elwood: She's got a question here that is really good for you. OK. She wants to know who paid for the war memorial when it was put up.

Don: it was public subscriptions, it was the city and county of Peterborough War Memorial Committee. They raised it, it was entirely public donations and subscriptions, there was no government grants or anything like that. I think the city did make a donation, and I think the county did make a donation too, but primarily it was the citizens.

Elwood: Yeah, and the donation from the city was quite late wasn't it?

Don: Yeah, and I think in fact it wasn't that big if I can remember because they were considering the use of the property as part of their contribution. And there is now an agreement that the maintenance is looked after by the city. Like the every 5 or 10 years they do the [fire] waxing and that kind of stuff. And there is problems with the back with oxidizing holes and stuff like that and the city is going to be looking after fixing that. But yeah, they were very proud of it, that it was entirely donation money.

Allison: Yeah, were would I be able to find records of these things?

Don: At the Peterborough Museum and Archives, of correspondents, and there may be a ledger book or two.

Elwood: The newspapers of the time would have a lot of information as well.

Don: Yeah, they did sort of keep running tally, and there is quite a good wrap up of the whole process in the November 12, 1928 [Peterborough] Examiner. It was first used for remembrance Day, 1928, although the official Grand Opening wasn't until the 30th of June 1929. And again there is a write up that is about that as well.

Elwood: Yes and actually the new papers are very good. The 30th of June '29, that's where I used to get a lot of stuff. Because what happens is, they are doing recaps, so you've got people who are reporters at the newspaper summarizing what they thought were the big issues.

Don: Not only that, but in both of those events Judge Hike(?) was asked to talk about the whole process, and he got up and made a talk. That [the speech] is in the newspaper, word for word, in the newspaper.

Elwood: I think that is in the November one,

Don: Yeah, I think it is the Remembrance Day one.

Elwood: So those are the two things. The first time it is used is the 11th of November, 1928. And the official unveiling is the 1st of July....

Don: No I think it was the 30th of June, and the report is on July 1st...

Elwood: And despite what you will read in some places. Sir Arthur Currie did not come. He was invited, and he sent his regrets, and he sent his speech to be read by somebody.

Don: It was read by ah...Ackerman, Col. Ackerman (spelling??). He was the oldest son of the Ackerman from the harness factory.

Elwood: I actually thought it was read by a guy from Ottawa, who had come as a representative.

Don: No it was Col Ackerman, he was the president of the Legion at the time. And I think he was sort of the MC. Yeah, Currie was actually printed on the official program as being there

Elwood: So that is why if you are only dependant on the archives and have the proceedings...well...in other words, he was supposed to be there.

Allison: Yes, you have written [in his book] "His [Currie] words were read by Col. Ackerman, the Ontario, Canada Legion."

Elwood: Ha, so Don remember what I have written.

Don; Ha, no I remember what I read

Elwood: He's done first hand research as well.

Don: Now there is a photograph of the opening in the legion at the museum and archives. It's like a 4x5 or whatever of who was at the podium. An official picture. I think someone from the legion took the shot with his "Brownie" (?)

Elwood: Ah, I see, so it is not quite official,

Don: It's not official, but it does show the official stand where the people were. It actually just looks like a platform with a table and the corner of it was draped.

Allison: And that is at the Peterborough Museum?

Don: Yes, that is at the Museum. It is in the Legion collection. But there are pictures in the paper too.

Elwood: Yeah, there are pictures in the paper too. You should be able to print them off from microfilm. I think there is a hard copy of the paper lurking around.

Elwood: We may have a hard copy of the paper here. That would be a good questions...

(mumbling about the paper...cannot decipher)

Elwood: But the microfilms are at the library, yeah at the Trent Library. You go on the second floor there just at the foot of the steps there and you go to the back where the microfilms are, and the newspapers are there.

Allison: That will definitely be a good picture

(Finish talking about where else to research and the project)

Transcription: Bill Steedman and Bill Judge

Feb. 6/10

Steedman: I am current president of the Wing...

(both talk about their connection to the Wing)

Judge: We started looking back in 207 [2007], looking for the refurbishment of it [the jet]. I don't know what kind of history you want about it...?

Steedman: Why don't we start with the year it was put up there.

Judge: Yeah, 1971, that's right. In June it was dedicated, it was dedicated in a park, with City Hall. We bought the aircraft for \$4,500

Allison: That doesn't seem like a lot, haha.

Judge: No not today...

Steedman: Bill has kept scrupulous records

Judge: These books were handed out at the rededication last summer to those who assisted with the project. And also to some people who were Sabre Jet pilots

Steedman: If you Google Sabre jet, you will find a lot from the Examiner

Allison: Yeah I have looked at some of those, they have some videos that you were in.

Judge: This is a little write up back in 1971, he is 92 now, his name is Al Dawson, he was on the committee along with...Eddy Redman, and we was with Toronto-Peterborough Transport at the time, and Eddy Redman arranged for the air craft ... they were responsible for bringing it ...the transport was free, but the Wing did pay the \$4500 for the aircraft. And it was purchased through Crown Assets and RCAF Clinton. Vince Strano of Strano foods at the time, ... now Sysco...he was a member here, and he and Eddy Redman were responsible for getting the aircraft here. Here this is a little write up about the history of the purchase, so I don't have to go through it...

Judge: Back in 207 [2007] we decided that the aircraft, where it was sitting on its pedestal was in dire need of some servicing and repair. It needed to be painted, and fixed up a little bit. We started out looking for dollar and cents which is tough to find in Peterborough. I took on another fellow named Peter Ayotte, and we worked as a team for 3 years knocking on doors and going around the country trying to find some money, which we didn't do. Nearing the end of the third year, we took on board the fellow beside up [Bill Steedman] who had some good influence with some people, along with another fellow, Mr. Wilson [Alan], from Dean Del Mastro's office [Mayor] and they got a hold of Flying Colours at the bottom end of the city. We had approached them before and said they couldn't do it but they said they would give us the paint at whole sale cost. But we didn't have any money. So Bill [Steedman] here who was the real spearhead of getting something for nothing.

Steedman: What was happening was, at the time I was co-chair of the Veterans advisory Committee

...

Steedman: Al Wilson was able to secure all that was needed to refurbish the aircraft. At no cost to the Wing. It was in excess of 150,000 dollars to refurbish the aircraft.

Judge: 8 Wing Trenton has refurbishing, but we could not get the money. We made four different trips there...

Steedman: The Air Force did eventually come to the Party after all the community members They got it on to the flat beds and took it to Flying Colours. They are a world class outfit

Steedman: What had happened was that the windshield had been damaged while it was up there. We are not sure how it happened, vandalism or whatever, but it was damaged for a number of years. And the canopy was not very functional. So one of our members Bob Ough, who is still active in sales and aviation, and was a pilot himself, arranged for a company to give us a free canopy, but it had no windshield. The Air Force was able to reconstruct a windshield to the exact parameters using their shop in Trenton. It is a strong plastic material, you know...and they sent up some technicians to put pressure points on the aircraft so it could be lifted back on without damaging it. ...

...

Steedman: The design that we actually ended up using was, well we used it because one of our members, Al Strode, is a former a Sabre jet pilot. So this is his squadrons colours, we had to have some colours, so why not his? He is a very active member of the Wing, so why not use his? He flew them there, and he is also a past president. So we put his colours on the air craft.

Judge: The jet that is up there now was a training aircraft and never left Canada, and was never in a combat role. This design [how it is now with the green came] is one that we would have deployed during the Cold War, as a deterrent against Soviet aggression. And these were the roles that these were used in Canada. The Sabre Jets that were flown in combat in Korea were American aircrafts, although they had a lot of Canadian pilots served with American squadrons on exchange.

Judge: And American squadrons were silver. That is what was on the pedestal before. You probably remember, that was the colour that was on the states.

Steedman: Got the plane from Clinton Ontario

Judge: There as a video done (78s), that cannot be found anywhere, it is stated in write ups that there is a video, but we cannot find it. It was in the minutes...All I can tell you is that back in the 1970s, someone probably saw these aircrafts up for sale that you could buy, and the executive upstairs probably came up with the idea that we could have some as a memorial and it would be a good thing to have. And I am assuming that this is how it started off.

Steedman: It would have been a group effort. The Wing in those days have a very large membership and a lot were very distinguished people.

Judge: The mayor at the time did not what the jet up there. He called it a piece of junk.

Steedman: Talk to Ed Arnold from the examiner for pictures

Judge: Back in 1991 it was repainted for \$5300, a cheap restoration. Originally it was silver back in 1971. New paint will be much more resistant to the environmental effects

Allison: Why was that location decided? Why at Riverview?

Steedman: I don't know, it is city owned land... Peterborough Utility Services is city owned.

Judge: This was an effort between Veterans, this Wing, and along with the Parks people of the city of Peterborough, to put this up there. And along come these few people that say this is not going to enhance the park and blah blah blah ... there have been thousands and thousands of pictures taken of mums and dads and kids with the jet at the zoo...

Steedman: The wing did not pay anything for the refurbishment, just the original 4500 dollars for the actual aircraft.

Steedman: People donated goods and services, and Flying Colours was the biggest contributor. But we also got Vintage Wings, which is out of Gatineau, and they contributed the canopy. So we had the Air Force involved, the Drain Bros with two flat beds,

Steedman: We will have a new plaque, that will have all the names that contributed to the restoration

Judge: Here is what the plaque would look like...

Judge: The plaque that is there now was put up in 1971. It recognizes airmen, but now the new one will recognize both men and women.

Judge: The bronze plaque was made in Australia. It was donated by the Little Lake Cemetery Co. as a gesture to Peterborough veterans.

Judge: Each aircraft has its own serial number, specific to each aircraft, and documents its service...The logbook for this aircraft can't be found in the Wing archives.

Steedman: They [Flying Colours] didn't just paint the aircraft, when they got it down there was corrosion that we didn't know was there. Now have you ever heard of dissimilar metal corrosion...what happens is when you put one type of metal against another type of metal is the corrosion causes one stronger metal to draw parts of atoms from the weaker...and over time it will get pitted and will look like a white powder, and will eventually just disintegrate. In those days they didn't know as much about that ... so when they redid the aircraft, they had to take whole panels off and replace them which is not an easy thing to do. And then when they replaced them with bolts, they replaced them with today's standards, with aluminum on aluminum... In the old one, there were actually pigeons roosting in it...which the arm did not find amusing. So when people think that Flying Colours just painted it, well they didn't, they spend dozens of ours resorting every piece of metal. Also, the wings were damaged when it was being taken down, from the straps, and they fixed that. Oh and by the way, the paint for the aircraft as it sits now, was roughly \$300 a gallon...which gives you an idea of the cost...

Flying Colours has said that to keep it in its mint condition we have to wash it with soapy water and rinse it twice a year. Yeah, and actually the type of paint that is on it, if that could be flown, it is ready to go. It is for the pressure and they flying...

Steedman: When they took it down, by the way, the original undercarriage was never taken off, they left it there for structural integrity. One of the reasons that they wanted us to restore it was their fear was that it was maybe not structurally sound and it could fall off and it was an insurance issue. But the ironic thing is when they were taking it down, they had to torch it off,

because the pin they put up through the cement portion that went into the aircraft was so sturdy, and with the bolts being corroded, they had to cut it off with a torch.

Allison: Why was it repainted anyway?

Judge: That's what started this all was that the people at the Zoo...Mr. Sism (?) the manager of the zoo, called the wing back in 207 [2007], and asked us to come have a meeting with him, in relations to the stability of the aircraft, because people were always underneath taking pictures and the insurance people wanted to have something in writing to say that the aircraft will not fall down. And this is what started the whole thing back three years ago.

Judge: I think now it is up there being held on by six nuts and bolts...and they can take that aircraft down when they have the proper sling on it, they could take it down in three hours...you can undo these bolts the way it is designed now.

Steedman: The Air Force put pressure points in so it can be lifted off without damaging it...

Steedman: There are pictures and a description on our website: *****Link to 428 Wing website*****

Steedman: Bill [Judge] was part of Veteran Affairs Canada, which is an ongoing fund for memorials, that you can apply for to keep them in proper condition.

Allison: Did you get that for the Jet?

Steedman: No, unfortunately, aircrafts, tanks, vehicles, etc, are exempt that programme. Now the cement support, had we needed money for that, we probably would have gotten money for that, but they built it so good, that they did not need to ...

Judge: The Little Lake Cemetery cleaned the old plaque that was there

Steedman: Al Strode used to be a Don at Trent University, but he flew Sabre Jets too. The logo that is on the tail now, that is his squadrons logo.

Steedman: The original identification numbers [for the jet] were taken off, and our Wing number was put on, 428 RCAF. We had that put on, that has nothing to do with the aircraft, we just had that put on, our Wing identification.

Al Strode: I was at #2 Fighter Wing in France, the 430 Squadron, the CAF had 8 Sabre squadrons, ... this is in the 1950s,
My wife and I were dons at Trent from 1982-1993, she was a graduate studies officer.
It was a fighter aircraft, we were between wars, but we were there in case we were needed, Grostenquin, France.

Krista: Can I start by you telling me what your connection to the causeway is? I understand that you live in Bridgenorth...

John: Yes, but I have very little connection, other than an academic interest. I live on Tindlebay Rd., which is on Fife's Bay Rd., which brings you into Brealey and Parkhill and you don't need to go anywhere near Bridgenorth when I come to Trent or when I go downtown. And I don't go into Bridgenorth that often but I have some academic interest in the bridge. Part of a thing that has sort of materialized that has been at the back of my mind to do something that I was going to do the bridges of Peterborough County. I do think it's an interesting theme to pursue. As an identification of heritage, leading perhaps to the destination of certain bridges or the protection, maybe some plaquing of the most interesting ones, and then interpretation for tourists and school kids. And I like the idea of things that lead people to follow a route. And I don't think we've done enough of that here. I'm always getting these ideas from Britain, there always so much which has been done on history. Everything is researched and that's one reason why I'm so happier in Canada because there's still work to do. Everything there is linked into tour and has a brochure or something. And here we've gotten to the opposite thing where have done half enough. So this project with the tourism people that you're doing is really pretty good because, well now we've got the Liftlock and now you can go onto Ottawa or something. There's a lot more around here, but some things are not that interesting. They're only interesting when you go on a tour on several of them and see a progression of say, bridge technology. This is how they did it in the 1920s and then we discovered steel and different type of bridges. Some people are really interested in engineering. We get caught up on certain themes and nearly every community in Ontario picks up the 5 oldest houses or something and the railway. It's a bit tedious; you want to cover those things like they have in the trip-click. But if you want to keep people here and draw in people with very particular interests, then you've got to explore some of this other stuff. So I've done a lot of research in the last 5 years and a big inventory of barns and farmhouses. I've got about 600 photographs and I've done every single barn and farmhouse in Smith-Ennismore and I've gone into some of the other towns. There is a potential heritage/tourism interpretation, drive-route theme. For anyone who's interested, maybe a farmer or their parents were farmers or they're interested in the countryside instead of downtown Peterborough. There isn't enough good examples and variety. People can spend a day driving around these places. Liftlock is basically half an hour, you know, then what? You get people touring. It will take them all day to tour the barns and farmhouse or the bridges. And then they're learning more and you have grounds for protecting this stuff. And the place is going to make more money out of tourism. So I think this tie into the general idea of the bridges of Peterborough.

John: Research outside of Peterborough... for Trent Valley Archives.

If you think historically, I'm always trying to think how you organize historical information. There could be the native tour, which has already been done and promoted. You've got the Serpent mounds, you've got the Petro glyphs, you go to Curve Lake. And that's sort of the early

history. And then you might go onto the settlement, which Alan Brunger did some stuff, such as the Irish settlement Peter Robinson tour in Peterborough. Well it starts somewhere done the Otonabee River, then it goes to where they are and where they were first housed down the river in Peterborough. Then it takes you down to some of the places in Dummer/Duoro. And the odd church and the odd graveyard, and into Ennismore. And then you start to come up to things like road development and bridges and then you move onto farms and barns. So you have this historical sequence of sites that are linked into tours that people can bike or drive through. So the bridge thing or portages start to look at how people moved around. Well they walked originally and carried a canoe. So you go and see the portage and then eventually you had tracks and there are probably still places where you see a corduroy road, you know when they moved in the logs. Then things got more sophisticated, they had to get across lakes so they had this floating bridge thing. Then they think it sort of a pain so they fill in most of it as an embankment. Then you can go and see that, and then you end up on highway 115. So that's putting it all into a big context. But as far as the floating bridge itself. Because of this bigger project of bridges, I was starting to collect information and I went down to the county office. And it might be worth your while. There a guy on the roads and engineering department. This is county office up on the courthouse up on the hill. They have a three ring binder of the bridges of Peterborough County. It's the road bridges, the guy said oh if you want to come back sometime we have the specification of all the bridges that we maintain. So it would be interesting to know that in this binder, if there is a bridge part going down to the causeway. There would be all sorts of information.

Krista: Would that be historical or more present-day information?

John: Well I think it would probably say "built in.." But there's usually a picture. But I doubt there would be other historical information.

So when I was getting into this bridge project, I started by talking to him. Then started getting into the floating bridge stuff. The Bridgenorth Beautification Committee, which is still in existence. You probably should talk to somebody from there, they kind of without them knowing put me off pursuing looking at the floating bridge because they decided that after they did some of the beautification in Bridgenorth, they put in a little garden and there's a war memorial. Why not have a boardwalk along the causeway where the floating bridge was. And there were several motivations for this. One was that it would be an attraction. They could walk along the boardwalk because it's quite a long bridge. I thought it was a great idea because they could raise money and get grants to build this boardwalk and walk up and down it (13:08). The other motivation, which is more practical, is that there are a lot of Asian communities from Toronto that come and fish there and it's not very safe because they're walking on the road to get somewhere to go and fish. And there's nowhere good to stand. And there's a bit of a garbage problem. I'm not particularly blaming them; there are probably all sorts of people throwing things out of their cars as well. So I thought that the boardwalk would help because people would go up and down the boardwalk and do their fishing. Then they could have some sort of interpretation of the history of the bridge. So I thought oh well, well I don't want to duplicate any of that. I could help them. Then it fizzled, probably for financial reasons.

Krista: And when was this issue being talked about?

John: It was probably about 3 or 4 years ago. I'm sure there are people around and people tend to stick to these committees who could say 'ya, we tried to do that a few years ago'. I think it's a shame that sometimes these things take off then fizzle. I think a lot of people would give them some money to build. Sell a plank for 10 bucks and you get your name on it. And you hold some events and BBQ's. So maybe you can resurrect it at some point. They may have some information. And if nothing else they'll say "wow" if you interested in the floating bridge. Some would remember when it got washed away because of the storm. So you've got the guy in the county office and you've got these people to talk to and there are some local histories. All of which are in the TVA. Pretty good history of Smith-Township by Theberge. I think it's called "On the edge of the shield." And I think there's some reference to the bridge. There's one photograph that is constantly shown, of a model T4 coming along this precarious bridge. So there's these local histories that have 'snip-its' of information. The year it got washed away.

Krista: I didn't know that it got washed away.

John: Well, I think it got damaged by ice and snow. And then eventually they decided so fill it in so there's the whole history of doing that I suppose. Again I don't think there's any recognition of the route. I don't there's any sign of that.

Krista: Do you know why it's called the James. A. Gifford Causeway? Do you know who that is?

John: Some local. I think there's a Gifford Bay as well.

Krista: Is he still around?

John: I don't think so. I'm not sure, good question. Probably the history of Smith-Township. There's a lot of several little booklets of the lake and the bridge in Bridgenorth. They'll have all this at the TVA. (Diane Robling?). Beyond that and what I was starting to do, which is incredibly time consuming is the newspaper clippings. If you've got a date for or if there's a reference for when half the bridge was destroyed then it's not too time consuming to go and look in the newspapers for some more evidence. Peterborough Examiner, which is available at the TVA and the Trent Library. You really are on this one, where as with the Chemong Portage in the time you've got, is that you don't have to do a lot of research its more about how you use what research that has been done to tell a story for this Trip-Click thing. (17:49). With the floating bridge, you really are starting a research project. I'm not aware of any article on it. There is a Bridgenorth Historical Society. They're a bit of a closed group which tends to meet on their own family histories. They may meet once a month at the library. They can tell you at the township office if you phoned up the Smith-Ennismore Township office. They would tell you who the person was and who runs the Bridgenorth Historical Society. There's a chance some of them have memories or know where there's a bit of information.

Krista: That's good because I would like to find out about the local impacts. When it was built? And do you know who the farmer that had their land quarried because of the development of the bridge. I wanted to find out who he was so I could talk to him.

John: The Bridgenorth (Smith) Historical Society would tell you right away. I think you've probably in the time available get more out of talking to people. Over and above these accessible references and township history and I think it's going to be pretty hard to find all the written information.

One other thing that has interested me about that is also that they had a floating bridge in Omemee (20:18). I'm not sure why they had these floating bridges. The first one was down in the West Indies, Curacao. Still has a floating bridge across the harbor. That's the first one I ever went on, it's a bit precarious especially when cars go across it as well. The Omemee one must have been quite short going across the river and the north end of the lake. And I did read in the newspaper that floating bridges have been replaced by other bridges.

Krista: Actually the one in Bridgenorth is the longest in world, I think. It's about a mile in length.

John: Well that's quite a claim. You've kind of got this difficulty when some people come to see the longest floating bridge and it's not there.

Krista: Which is the difficulty if you're going to attract people to the bridge and now there's just a regular bridge. There's nothing to attract the tourism.

John: That's why I think you've either got to group the stuff around historical features of Bridgenorth so it's worth it. There is a good brochure on the guide to Bridgenorth. Lakefield has a much better sense of its history and there's a guy that does a lot of research (The Historical Society). I'd like to see a good brochure on Bridgenorth so you see the bridge the 15 mins. then you go onto the cemetery and then you see the site of the old Chemong Park and the site of the old Chemong Hotel.

Krista: And where was that located?

John: Right next to Tim Hortons. There is a whole interesting history. There was at one point a big hotel in the 19th century that stage-coaches came up and took people to the lake and stay at the hotel. Also a major dance hall from the era of the 20s and 30s. Also sorts of famous pop-stars came there. Now it's just been demolished and there's no sign of the old hotel and dance hall. So there really is some great stuff to research and write up for local and tourism consumption. And I think you've got a lot of potential people to talk to. I think you'll get some of the basic dates out of the township written history. Beyond that it's got to be oral history. So you really want to get them to fill in the form and tape record them. And gave a copy of the recording to the archives.

Krista: Do you know if the bridge established Bridgenorth? Or was Bridgenorth already an established town.

John: I suppose it channeled a lot of traffic through, but when people travelled they would get in their canoes. I haven't heard much a major archeological site in Bridgenorth. Probably there was hunting and fishing. I don't know if there was any settlement at all of native people. The road was built when Irish and Scottish settlement. This is why you get what is now called Chemong Rd. built. That took people to the lake where they could get a steamboat. It took them elsewhere on Chemong and through the other lakes. There was a sawmill, then people would go across by boat or they would drive over the ice. That route focused people either native people or settlers or tourists right up to the present. The bridge just further channeled people or made it easy for people who were already following that route.

Krista: What kind of transportation would have been used?

John: There is classic picture of Model T4 cars in 1914 going across it. I doubt that you could have taken a really having load. A horse and carriage would be fine.

Krista: And it must have been really low to the water if the ice was able to wash it away.

John: Yes, there are pictures on a rough day of the spray with everything totally soaked. Another key thing to note and the reason why they were able to replace it with an embankment is that because it was so shallow. And it would have been even shallower historically because Chemong Lake is even higher than it used to be. It was higher before they even put in the new bridge. I think the max. depth is about 5 m.

Krista: Is that just where the bridge was located?

John: No, that's the whole lake. It was once called Mud Lake because it was so shallow and muddy. So if had been deeper they would have had to retain either a floating bridge or it would have been a much bigger bridge.

Krista: I have one final question. At the end of my paper I wanted to include a few sites that would get researched around my sites. Do you have any ideas about future historical tour sites?

John: I think the tourism people have done a far job of identifying the main thing the average person would take an interest in. On the other hand, I see tourism as highly segmented and one way to compete in a pretty competitive business is to really communicate to smaller niche markets. I think we're missing a lot of niches that would give us an edge compared with just another rural county down the road, particularly if you want to call people in from a distance. The Liftlock isn't really that appealing to an awful lot of people. Some people think it's interesting and get out an walk around. But a lot of people are not that excited about it and that's our premier attraction. The TVA does a lot of research on an industrial research tour, but very little interest. Maybe it wasn't promoted right. Also the cemetery tour, which were very popular but has gone down.

There is the old railway route, which I didn't mention with the settlement of Bridgenorth. There was a railway from Peterborough through what is now the Peter Robinson College up past Hilliard St. then through to the east side of Bridgenorth and to the lake (36:48). It only lasted about 20 or 30 years. People thought I guess, because there was always the route to Lakefield that went right through here and lots of people would connect with the steamboat to get to their cottages and resorts. All these people would come in by the train and get onto the train to Chemong Lake. Whereas Lakefield had a cement plant and quarry I don't think there was any commercial traffic on a route to Bridgenorth. Interestingly, the railway didn't go into what is now Bridgenorth, it went a km east of Bridgenorth but the advantage of this is that you can walk part of it. It's a nice walk. It's owned by the Otonabee Conservation Authority. It's not well sign-posted. And it's difficult to find. It follows an embankment along a wetland and there's a trail probably a km along the embankment and then there's a bit of a loop that take you to a [platform and a second level where you can look out over the marsh for bird-watching. And the local naturalists have put in an interpretive signs. It's very underused and under-appreciated. There are a few other places along Hilliard, where there is evidence of it. The advantage of this is that it ties into the transport theme that you have. There's the portage route, eventually replaced by Chemong Rd. There was a railway route where you can go and see a nice section of that up near Bridgenorth.

Then there's the usual stuff around Bridgenorth. Cemeteries were good. Next to that is a little conservation park called Chemong Park which at least is a nice park and you can walk around and sit by the lake. And that was a major attraction in the old days. They came the hotel and the park and there where huge regattas. There was pavilion on the little island. So that is a significant historic site as well. The other thing in which there's a whole booklet about is the whole cottage community, arguable the oldest in this area. One or two are made out of stone or logs and so there is a whole lot of tourism history aspect to that area around the Tim Horton's that stands today.

The town of Ennismore is also interesting. There is a very nice historic cemetery which is very obvious (43:06). The church is very interesting and the old Sullivan country store. They bring in all this stuff from Ireland. It crystallized the Irish settlement. Bridgenorth is the Scottish and English settlement coming up Chemong Rd. The Irish went across the lake. The History of Ennismore called the "Holy Land." They were all Catholics, nowhere to get alcohol and still no pubs in Ennismore. I don't think we capitalized enough on the Irish history in this area. Another thing that is lacking is family history.

Have you seen Al Brunger's booklet of tours? He has 5 driving tours. His booklet which you'll get at the TVA or library, has little maps and drawings. "Guide to Driving Tours"

Between what is now Hilliard St. and the Chemong Rd is a tiny air-strip. The stone farmhouses are worth drawing attention to and telling the tale of the settle-men moving up. Communication Rd., now we call Chemong Rd. Maps from TVA on who settled along Chemong Rd. (because people would be travelling that way to see the bridge and historic site of the portage route).

Elwood: Previous conversation re: maps along Chemong Rd. You can see the contours of the map and so what you know is that the trail has moved around so that people can move around the hills and higher ground.

Re: Floating Bridge/Causeway

The cross in Ennismore- A lot of the villages in the township are post WW2. Ennismore was almost entirely rural up until the period of WW2.

Krista: And the town included a lot of Irish settlement too.

Elwood: Yes, it was almost entirely Irish when the Peter Robinson settlers came. They were distributed across a wide area. The best history of Ennismore is written by Clare Galvin called The Holy Land. He has certainly done related to both the sites you're looking at. The other book would be the one on Harvey Township again because the narrows go across from Harvey Township to Ennismore and there's a good history of that too.

Krista: Where is Harvey Township located?

Elwood: It's around Buckhorn. You travel from Ennismore to Harvey Township when travelling to Buckhorn.

The nice thing about the Clare Galvin book is that he has the concession lines clearly marked. (indicated the areas where the cross in Ennismore is)

Krista: The other thing I wanted to find out is who the farmer was that had his land quarried for the redevelopment of the bridge. I was destroyed by ice buildup and it got washed down the lake and when they wanted to redevelop it they had a farmer who was just adjacent to the bridge.

Elwood: Well they named the bridge for Gifford, I kind of wonder if he had something to do there. He was a municipal politician at the time and apparently had been a long-time advocate of it. But we can check that; if we have lot numbers or concession lot number we can do find out bridge stuff through the land records.

But the history of the causeway is a long one. They have been talking about building a bridge across there ever since 1840s but they actually for a while there offered a ferry and then they did a floating bridge which they claim was the longest floating bridge in the world. And almost every year you had to do some repairs on it because of the tides and winds that were going through. I didn't get a feeling that when they built the bridge that it wasn't because it got wiped out; it was because the causeway was too undependable. They needed to have something more permanent. I thought they just went slightly to the left of that. This is a book on Bridgenorth and it's possible that they mentioned whose land was taken up.

The Joppling Farm is mentioned here. "1971 the official plan for Smith Township was passed which underlined permitted use of buildings and lands. A highway bypass proposal was brought forward to take the traffic from Ward St., rerouted off to Chemong Rd. across the property of 6-10 owners including the Joppling Farm. This long-fulfilled plan had been discussed at length and objected to for over 20 years." But you can see that as you come into Bridgenorth there is the start of it. So the Joppings were at one end of it. (Pause while looking through book). So it says here that: "The floating bridge was moved from Coburn to Gore St. and rebuilt in 1901 at the eastern end of the Kelly property, about where the causeway joins the Bridgenorth shore today. To allow boats to pass a swing bridge was needed. A used one was obtained from the canal. The swing was operated at various times by...(names). Summer land traffic would be lined up the length of Ward St. waiting to get across." So people aren't happy. "So they're rebuilding the bridge occasion by the move required great quantities of stone taken from quarries in Ennismore.

Some of the pictures I've seen of the causeway, the most recent ones are that you get a slight widening of the floating bridge. So you can pull into the area to let the other person pass. I think there were about 3 or 4 of those. You'll also run into things where I've seen misdescriptions, they talk about the floating bridge at high tide. Well the thing is, is that the floating bridge is always at high water. That's the whole principle of a floating bridge. So you do have some kinds of confusions with people looking at it to know the difference between it. When they called it a causeway, is that it's really solid built in which you must maintain the ship traffic. You also run into other problems is that they would take up such a large amount of the waterway because it completely changes the ecology of the area that's in there for things like fish and marine life.

Referring to the Galvin Book: One of the people working on the project was Albert Chase. And it was the Chase property that was used as the Ennismore foundation for the Gannons Narrow's one.

Now the other book that you should expect to find stuff in for both those sites is the Smith-Township History. They had a group of local historians that gathered all this stuff together and they gave it to Theberge. (reference to classic picture).

Krista: Does it say how wide it was?

Elwood: Well, you can see a car on it. I would say about 10 ft. And you couldn't pass in any other pass unless you had a bicycle. And here's your good description: "Nearly ever December the crossing would be impassable for several days at a time. Every traffic would cause the structure to be frozen in to come loose from the ice and to be pressed down to the surface of the lake. The slush which accumulated around the whole in the ice made travelling over the bridge a challenge and daring." To this is a good description of what you want. "There ferry service across Chemong Lake had only operated for a short time. Initiation continued to mount for a direct route across the water to Smith-Ennismore. Without a reliable all-weather crossing, which would conveniently link up with Communication Rd., the people of Ennismore and other northern townships were forced to detour about 15 miles around the head of the lake along their journeys to Peterborough." Of course in winter, it was possible to cross over the ice, but that was

a little risky. "In 1854 a company was formed to build a gravel rd from Peterborough to Bobcaygen with the intention of having the route cross Chemong Lake. But the project was never carried out. Then in 1866, the brief of Monaghan Township introduced a motion and applying committee.

Re: The Chemong Portage

Elwood: The discussion usually with this is about Champlain, in 1615, in where he went. And we think the portage route was well established by that point. Now what you have to sort of imagine from my perspective is that Ptbo is at the head of navigation, that's the reason why Ptbo ends up becoming the town such as it is. You can argue, there's heads of navigation and there's heads of navigation, but the key here is that when you hit Ptbo, where Ptbo is now, the water at Lakefield is at 110 feet higher so we have a drop of a 110 feet between Lakefield and Ptbo in the distance of about 10 miles. Now if you're going to paddle up that, it's a bit challenging. And even paddling down it is also going to be a little challenging. You've got to steer more but you're still going to have problems. So that's where the navigation would come through. So the question is that if you were with Champlain and Champlain was trying to go with his leaders from the Huronia down to upstate New York, he would have the 2 choices. One would be to stick with the Kawartha Route. It comes down what's now the Otonabee River and if so, he'd go right past Champlain College. And so that's the reason why it's called Champlain College. It's sort of a recognition that it could have been possible that he came down the river. Now the more logical thing from my point of view is to say that he took a route analogous to the Portage Route. And it would have been established in Pre-Historic times. And it would go from about the foot of Simcoe St. up to Bridgenorth. And it more or less goes with the contour of the land. But it is interesting that when the surveys come here in 1818, (there were not surveys before 1818 because he hadn't signed treaties with the Indians) the first lines that heads off in an angle, which is called the Communication Rd or Chemong Rd. And it's analogous to the Portage Route. So you sort of get the sense that they're trying to go with the, what have been the established route going through here. Now it's not exactly right on top of it but its running close there.

Champlain would have been coming down from about where Bridgenorth is now. In those days they called it Mud Lake. And it would have come along the route. There is a bit of place where it would tie in with the creek coming across from the Cavan swamp. But there might be more than just one big portage but for all practical purposes, when you see the big picture, you can see that the portage is about well about 15 miles, but it cuts off a long distance. I think the route was partly established by then. Part of the reason we think that is because there's the Brock St. burial ground. But if you think about it, that's pretty close to where the portage would have been. They've dated the remains there to about 1200. They would be Woodland Indians which is what they generally call it, because it's not clear cut, like the tribes we associate with the 17th and 18th century. So that could be a campsite on the portage route. So it certainly seems as if it was there for a long time and as you read the Champlain materials, it appears that there's stuff there. The problem that you have when reading Champlain is that he doesn't know, say where the town of Peterborough begins. Because none of what we could consider landmarks existed then. This is

part of what people sometimes argue is the way in which the coming of the Whites alters the landmarks for the First Nations as well because the things they would have used in their points of reference are suddenly skewed.

Krista: Do you know who else would have travelled the Portage Route, just to name a few groups?

Elwood: No, but when I was writing this book, I did a story of William Telford. he lived on Chemong Rd. about across from where Portage Place is now. He talks about, in poetry, about the Morgan House and having a good drink. Now the Morgan House is on the corner of Water and Hunter St. where the Scotia Bank is now. It had had a fire and then they had rebuilt after the fire writing about the terrific improvement. Fires can be quite damaging but on the other hand there's new life that comes out of them. But it appears from the poem that he walks home to his place using the old Portage trail and I thought that was very interesting.

Krista: When would that have been?

Elwood: This is the 1870s. And it was still distinguishable enough. The best way to work it out is that it was like a country path. It didn't run along street lines. The portage went through his property. Telford is mentioned in the Smith Township book.

The length of it is the curiosity.

Krista: It's interesting that the streets are there but they would rather use the portage, sort of for convenience.

Elwood: We have a picture, Anne Langton painted a picture of Brock St. in 1854 and she was living in a house at the corner of Rubidge and Brock and its very interesting because of you go to The Historical Atlas. This is a map showing Ptbo that Sanford Fleming saw and its about 1846 and you can see that when you're looking at a map like this you can see how this is the foot of Simcoe St. and you can see that anything that developed, developed below that. Now was we start you get is the industries that develop about that because they're going to build raceways in there. And the raceways are built to control the speed of the water. Here's the route coming through here and you can see that there's some advantage to trying to stop short of the creeks, so you don't have to cross the creek. He even in 1846, you can see how straight the lines are, well those are the property lines, you see he's working from survey lines. But he's is this picture that Anne Langton does 8 years later. There are tree stumps down the middle of Rubidge St. and Brock St. looks like a mudslide. The tradition wisdom is that if you're travelling in this area, the best time to travel is in the winter. But in the spring and in the fall it's virtually impassable because it's so muddy. So if you look at it in that perspective, the streets still weren't great even when we're coming into this period. And in 1908 they started building cement sidewalks.

In this one (map), here's the Communication Line running down through here but again you can see the symbols here that are suggesting marshy areas. This is one of the reasons why it's not

developing. So the developments are working around that. They had to level off the tops of the hills and fill in the wet spots in the middle of Ptbo.

Krista: So the portage went through these marshy spots?

Elwood: Well I don't think it would go right through them, I think it would go to avoid the wet spots and the high spots. But somebody will come by here in 1818, a surveyor, will go as straight as they can because people have to be able to tell where the piece of property is.

Krista: So when and why did the use change? You go from using it as a portage to more of a convenience to move around the contours of the landscape.

Elwood: The way I look at it, it disappears because of disuse. But as long as there's people who want to use it, they'll use it. And you can say it's not a clear cut thing. You can't say that the first time a carriage came through, they stopped using the portage. The trains will go separate distances as well. I think part of the old Chemong Railway line went along the portage route, for the same reasons because trains also avoid the high spots and the wet spots. But the portage will become disused once you get this Communication Rd. in 1818 especially when you get to the point where you gravel it and pave it.

(Stories about the Chemong Portage in the Historians Gazette). There's a picture in the photographic collection called the Electric City collection that would have an 8X10 photo of the floating bridge. There is also probably a file in the Martha Kidd file.

Krista: What do you see as future plans for the Causeway?

Elwood: The causeway is well built for what it is. You're never going to expect 4-lane traffic here. Ennismore has changed a lot, but it's not as if there are any high-rises going up there, there's no big factories and there's nothing that is going to put extra heavy pressure on the bridge. So you wouldn't expect there to be a project to try to win the bridge. Also, someone might want to at some point replaced the bridge that went across Gannon Narrows.

The County should be one to do that, why don't you make an appointment to talk to the warden, Jay Murray Jones. They're very open on this kind of stuff and you just call the secretary and you can pick it up on the webpage for the County of Peterborough. Say that you just want to talk about the future transportation for the bridge in Peterborough and how it relates to the causeway.

I wouldn't anticipate anything because there's just not going to be extra demand that comes through here plus you're going to have environmental surveys that are going to be more rigorous now than they were when that causeway was built. The other problem of course is that it was called Mud Lake in the early days but not without reason and so the result is that when you go to build foundation there you can't put it in deep and you're going to disturb all the mud.

Krista: And what about the Portage? Do you think that at any point they would put up even a plaque to acknowledge it?

Elwood: Yes I think it would be good to do a plaque.

Krista: Do you think that it could be redeveloped into perhaps a trail or something that people can use?

Elwood: I don't know, what did John say about that?

Krista: He mentioned that it goes right through where the Metro grocery store is today, so it's kind of unique in that way. And he did mention that I should talk to the Manager of the Portage Place just to get some information on name of it.

Elwood: The reason why I was asking is that John is tied to the development of trails in this area. And the railway trail goes through the route to Bridgenorth and so it might not be a bad idea.

Krista: He talked about the Miller Creek rail trail; I've actually been on it. But other than that, there isn't a lot to see so he doesn't know if people would really be interested in walked the trail, except that they would know that Champlain travelled it.

Elwood: It's true, there is kind of a boringness to that kind of particular area.

Krista: But I think a plaque would be useful, if nothing else.

Elwood: And you don't think there already is a plaque?

Krista: And he also mentioned that at one point there was a display set up at the mall of Champlain, but it wasn't very accurate. So it would be interesting to promote another display just because it is called the Portage Place.

Elwood: Of course, the Ptbo Museum might be a better place because if they did an exhibit on the trail that would be better because it would give more space to it and a little bit more academic. They have a lot of pictures and the Roy Studio collection is for a 100 years (could be of the bridge).

Krista: Tell me about your connection with the Chemong Portage.

Connie: I was fortunate to live on Peterborough's northern city limits of Peterborough from 1992 - 2000. At that time, Portage Place Mall was in business, but there was still no "Towerhill Road" connecting Chemong Road to Hilliard Street. Little of the suburban development had taken place along the top of the ridge, or down the hillside to link up with pre-existing residential development. Chemong Road within the city had developed as an extended strip mall, backed by residential neighborhoods. North of the city, the highway is mainly agricultural properties to Bridgenorth, where the same pattern of development was found to the shores of Chemong Lake.

I brought with me to the northern end of Peterborough a sensitivity to landscape and geography. I suppose this perception may enhance my life due to my background in northern Ontario and southern interior B.C. At any rate, my experience of Peterborough was enriched by thoughts of the great inland sea that existed in the area in the distant past. Living on the lip overlooking the Otonabee Valley would have been beachfront property at the time. Moving forward in history, I could hear early settlers and their First Nations neighbors hauling goods and canoes up and down the portage trail. The vista from the top of the ridge overlooking the valley was stunningly beautiful and extremely evocative.

I was employed during this period at the Trails Studies Unit in the Geography Department of Trent University. I'm sure being surrounded by geographers and hikers also contributed to my appreciation of local history and regional geography. I was able to do some historical research on the portage at the Peterborough Museum and at the Provincial Archives in Toronto. I developed an extensive bibliography of sources, which I may still have on disc gathering dust. I became involved with a small group of residents in the mid 1990's and we arranged several annual social and cultural events.

Krista: What was the historical significance of the Portage Route? (e.g., Who travelled it? When, why, and how did its use change?)

Connie: My understanding is that the route was used as long as habitation was in the area.³ Why was the Portage Route situated in this area? What were the physical reasons for use of the route?

The route links the Otonabee River to Chemong Lake in the north. The topography of the route makes it ideally suited as a portage between the 2 bodies of water.

Krista: What do you think is the present-day value of the Portage Route? (e.g., traffic volumes, seasonality of route, etc.)

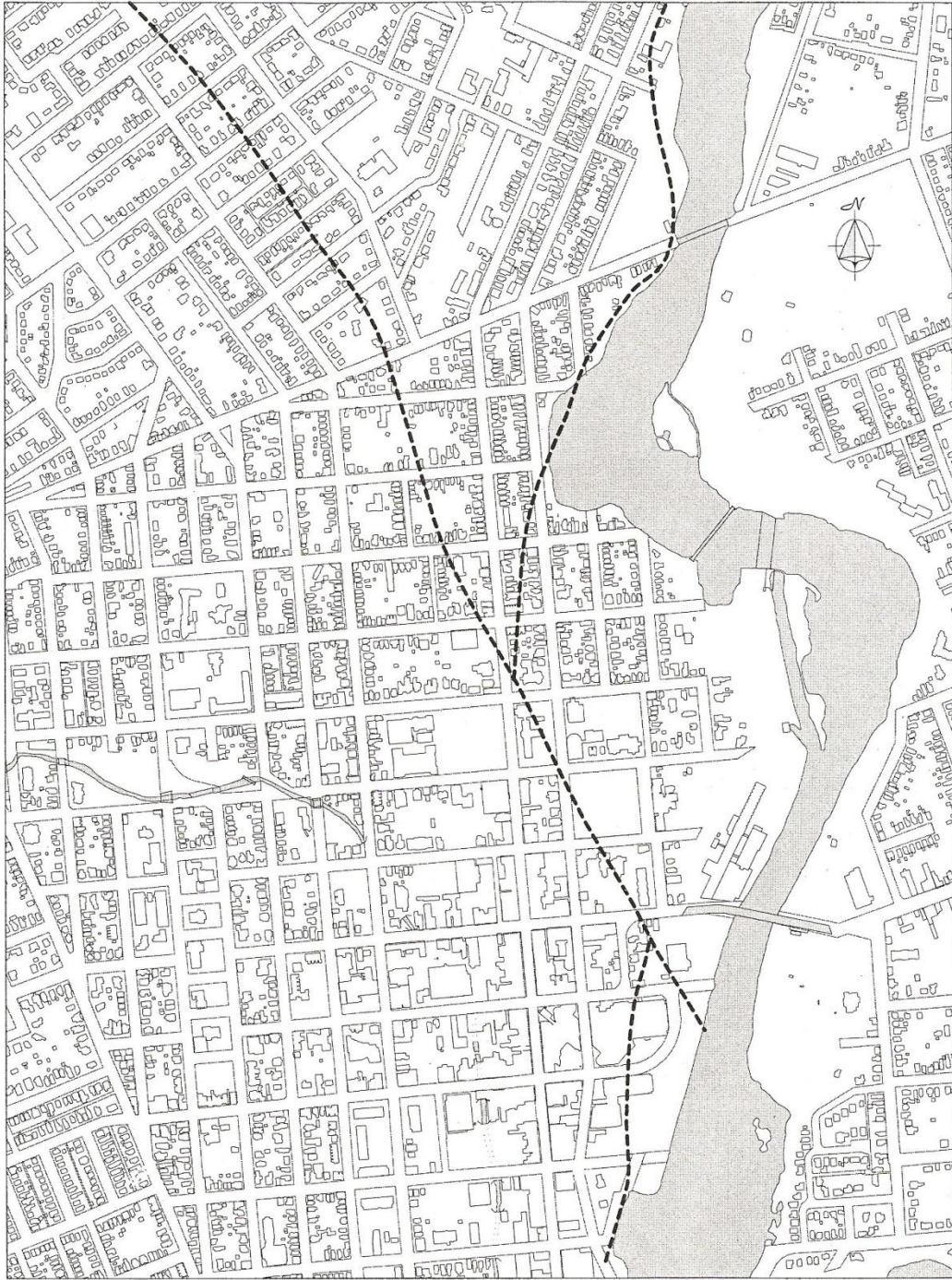
Connie: The route is a highway linking Peterborough and Bridgenorth.

Krista: Explain potential future plans for the development of the Portage Route which could increase tourism to the site.

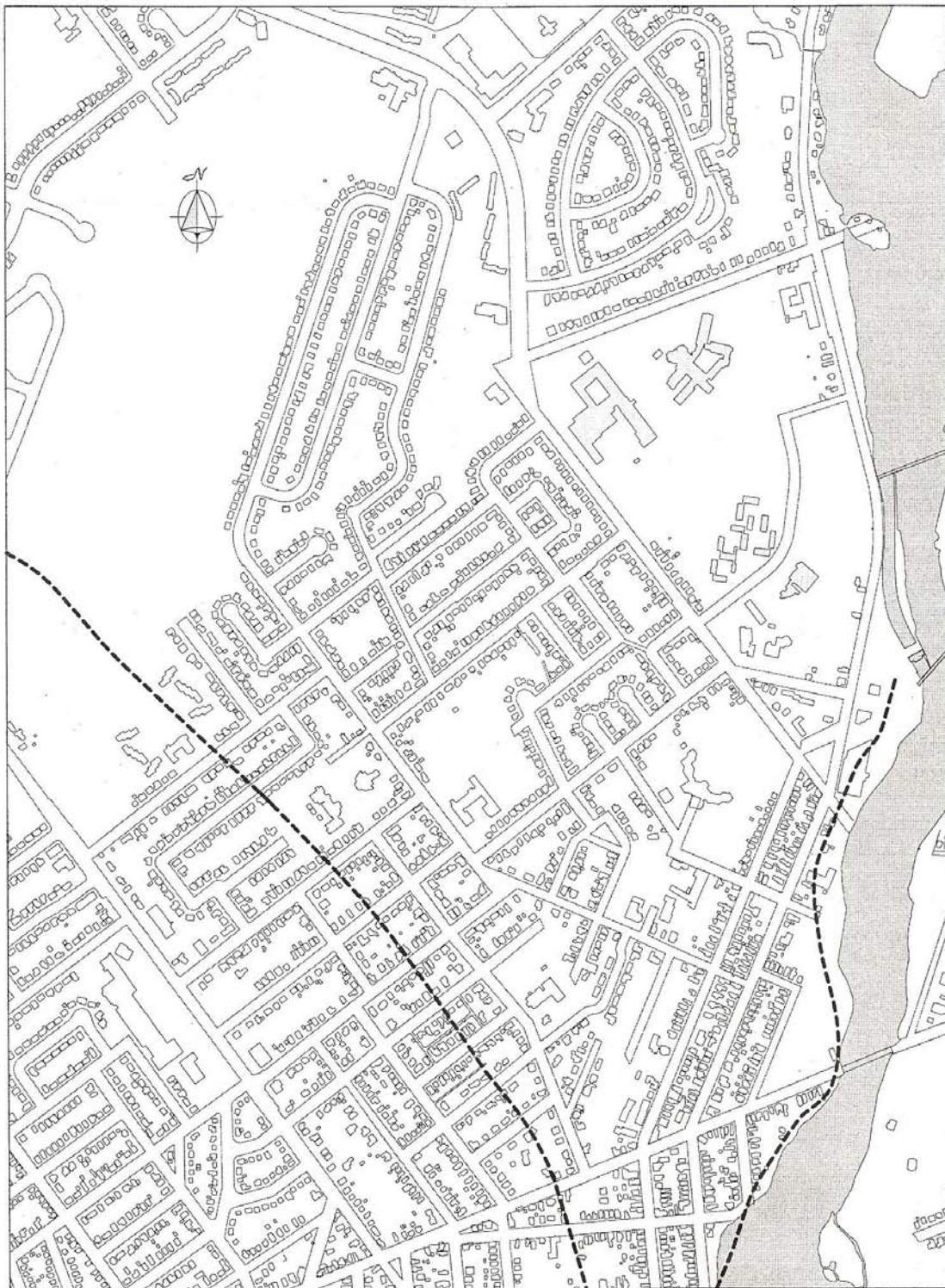
Connie: I am not aware of any potential future plans for the development of the Portage Route other than as a major arterial route. Since my move away from Peterborough, I have revisited the area frequently, and am very interested in any plans to increase tourism to the site.

Appendix H

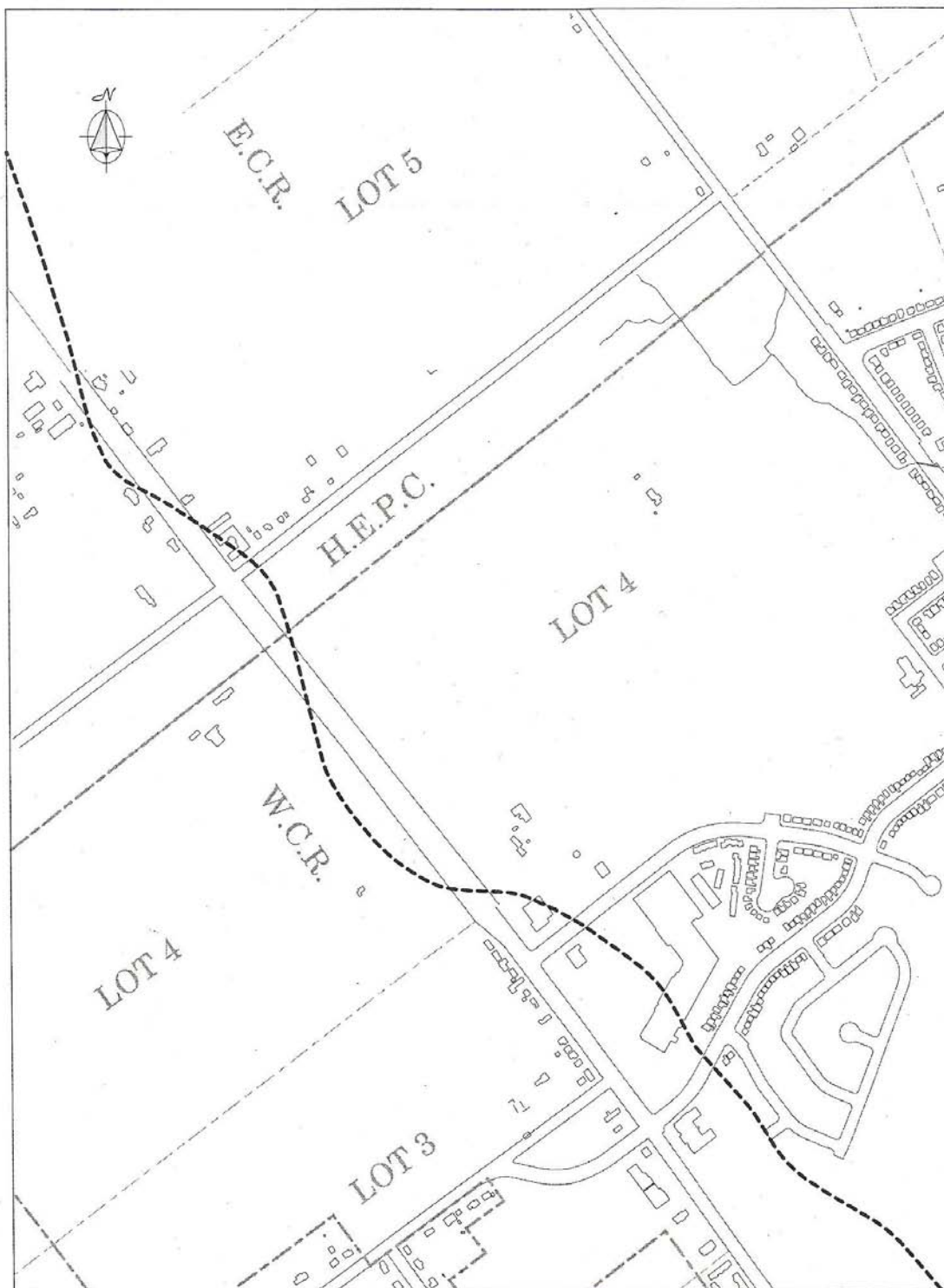
Appendix G



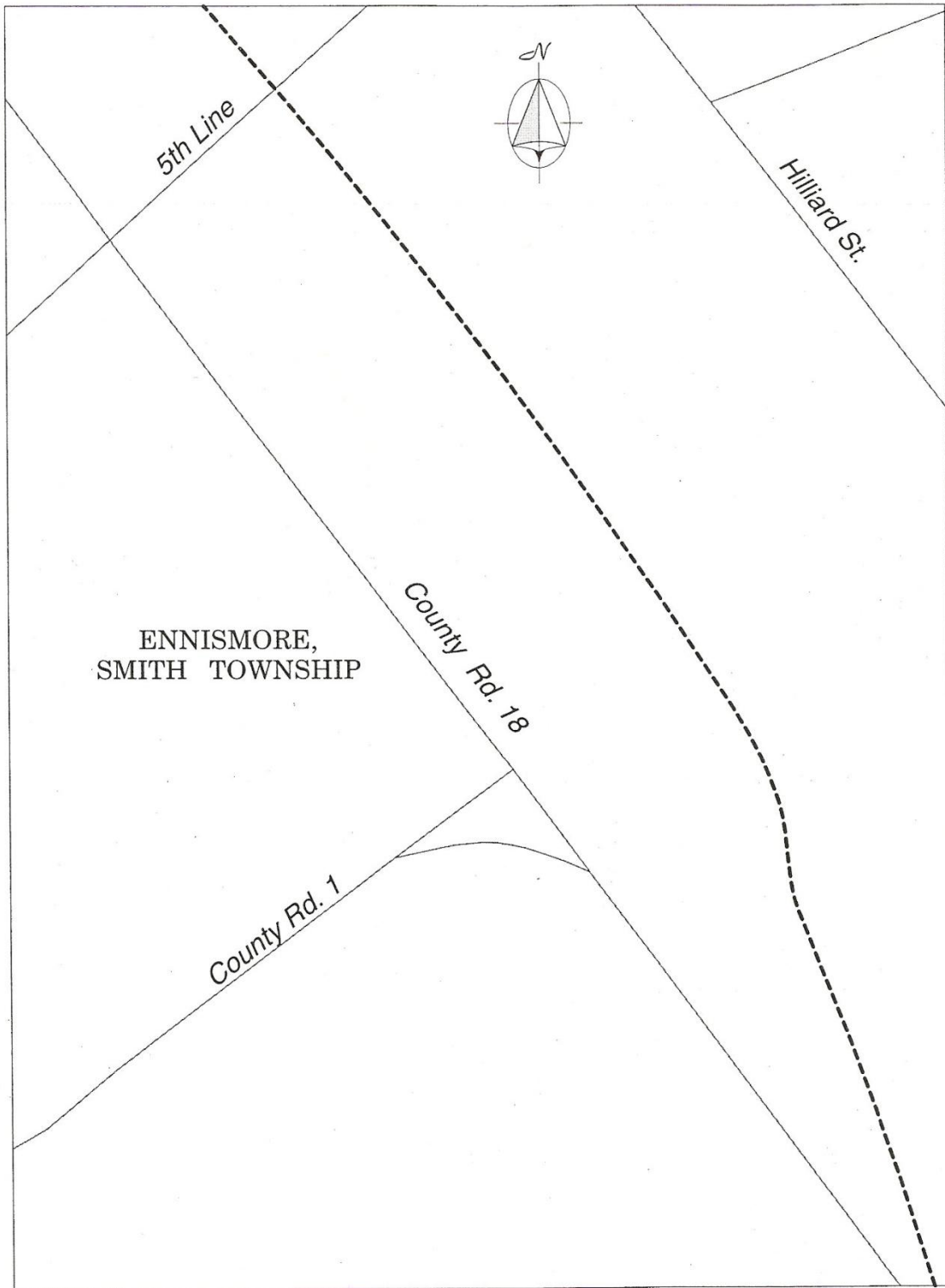
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