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A HISTORY OF THE SMITHS FALLS LOCK
STATIONS, 1827-1978

by Peter DeLottinville
1979

Volume II

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Reorientation, 1886-1923

When the Canadian Pacific Railway decided to locate their eastern divisional point at Smiths Falls in 1885, it caused future economic development to focus around railway transportation rather than canal transportation. The economic activities associated with the canal continued during this period, but the overall trend among them was decline. The purchase of the Wood's Mills by the Town of Smiths Falls in 1923 marked the end of the canal as a significant economic factor.

The main developments of this period fall into two categories. With the development of local utilities, which replaced the declining industrial concerns along the canal, municipal ownership became a new factor in the conflict between local industrial development and the Department's policy to maintain the canal as a transportation route. Where the canal authorities had previously been in conflict with local millers, they found themselves dealing more and more with the municipally operated electric and water utilities. The second development during this period was the reorientation of the canal area from an industrial site to one for recreation. The growth of boating, along with the establishment of local parks, pointed to new themes of development for the canal area.

The fundamental change in the way in which the canal was to be used by local residents was clearly evident by the way in which local boosters portrayed their town. During these years, Smiths Falls made an effort to attract outside developers to the town. Their most successful publicity tactic was to arrange for a feature story on the town's potential in the Toronto Globe. On 19 December 1892, two representatives of that newspaper presented themselves before the Town Council. They asked for Council's cooperation in "writing up" Smiths Falls. In exchange for a pledge to purchase one thousand copies, the Toronto Globe Company would report the be-

nefits of Smiths Falls as a site for development. The Council agreed and on 23 January 1893, a four page report, complete with pictures, appeared in the Globe.¹

The resulting story was useful not only because it provided information on various economic activities in the town but because it illustrated the image that local representatives wished to project. Within an overall scheme of development, the Rideau Canal had a clearly defined role. The Canal was briefly mentioned as an auxiliary trade route to the CPR, but another potential was dealt with at length.

In summer the scenery on the Rideau canal and Rideau lakes, nine miles up from here, is most varied and attractive, and it is not too sanguine a prophecy to look forward to a time, in the early future, when the lovely lakes of central Canada will be the Mecca of those seeking health and leisure. Here there are to be found good salmon and bass fishing in the lakes and scenery equal to the Thousand Islands in the St. Lawrence.²

The pastoral side of the Rideau Lakes area had really not been exploited until this time. The major emphasis on development had always been industrial and commercial. The town's economy was concentrated along the canal, and earlier accounts stressed the unused potential of the water power. By the 1890's, however, the canal system was seen as an escape from the pressures of urban and industrial life, and this was a theme which would continue to grow in the future.

Before discussing some of the early details of such development, it is necessary to examine the changes in the established land uses. During the last quarter of the nineteenth century and the first decade of the twentieth century, industry in Smiths Falls, as elsewhere, was undergoing some basic changes. The small, often family-owned, businesses were being replaced by larger and more industrialized companies. By the end of this period, most of the major figures in the development of local industry would be dead. Alexander Wood, after a successful career in agricultural machinery, would become a large miller in town, with the erection of the Woods Mill buildings on the site of Abel Ward's earlier mills. By 1923,

Wood would have been dead almost thirty years and his mills no longer in operation. Charles and Francis Frost both died before 1920, and the Frost and Wood factory taken over by the Cockshutt family of Brantford. William Frost, founder of the Malleable Iron Works, died in the early 1920's. With the passing of these men, a new economic order emerged.

The extent of this change is best illustrated by an examination of the statistics of industrial development between 1881 and 1911. Table No. 3 summarizes the changes.

Table No. 3. Smiths Falls Industries, 1881-1911

Year	No. of Establishments	Invested Capital (in \$)	No. of Employees	Salaries (in \$)	Product (in \$)
1881	33	274,533	399	86,381	363,415
1891	91	899,635	627	236,196	966,355
1901	11	2,164,003	793	376,500	1,397,075
1911	13	4,243,500	958	592,887	1,680,909

Source: Census of Canada, 1901, 1911³

The table indicates a number of developments. The growth between 1881 and 1891 was quite dramatic and probably suggested the increase in business due to the coming of the CPR. By 1901, the growth in all areas increased, though at a slower rate. The one area in which there was a dramatic decline was the number of industrial establishments. After soaring by almost three times in the decade between 1881 and 1891, the number of industrial establishments recorded by the census dropped from ninety-one to eleven. Yet during the de-

cade from 1891 to 1901, the totals for invested capital, salaries, product value and the number of employees actually continued to increase. By the turn of the century, an increased proportion of the town had become dependent on a few large factories. The three major industrial concerns in town were Frost and Wood, the CPR railway yards and the Malleable Iron Works. By 1901, several of the smaller factories which surrounded the canal banks had ceased to be recorded. There was no actual decline in the various categories of economic growth. The figures for 1911 show a healthy increase in industrial production, and jobs. The nature of industrial growth, however, had undergone some significant changes.

To complement these changes in the industrial situation, the local boosters were willing to improve the transportation facilities of Smiths Falls, both by rail and canal. In February 1889, about 670 local residents signed a petition asking the federal government to consider the enlargement of the Rideau Canal. Similar petitions were received from Hull and Ottawa.⁴ Nothing came of these petitions, but their existence illustrated the continuing belief in the canal as a local transportation route. Setting aside the problems with supplying water for the original canal, any plan to rebuild the waterways was doomed to failure because the expenditure could never be justified in economic terms. The old canal could handle all the traffic of the 1880's. As long as the improvements did not cost the citizens of Smiths Falls anything, they were willing to support such ideas. Coal continued to be brought into town by canal until the 1920's. The local steamboats were the only way for several cottagers to reach the summer homes in the Rideau lakes until the CNR built its railway line in 1914.⁵ Yet neither of these uses could justify the expansion of the canal.

While the canal's importance to the town was eclipsed by the CPR line, this did not signal the rapid decline of the volume of trade on the Rideau. Edward Bush's study on the commercial navigation of the canal pointed out that the new railway stimulated the carrying trade for a number of years, especially in bringing coal from Oswego to Smiths Falls. As a secondary transportation route, the canal continued to fulfill a necessary function. As Bush remarked,

In the latter days of the Rideau as a commercial route, its

forwarding trade fell victim to technological and regional economic change, a demise delayed, however, until the outbreak of the 1914-18 War. Indeed the quarter-century preceeding this watershed in the world's history witnessed high levels of traffic, passenger and freight along the Rideau. Indeed it may be said that the Rideau in the waning days of peace shared in the reviving national prosperity of the late Victorian and Edwardian eras.⁶

While this was true, one must look at this continuation of trade within a larger framework. By their actions, the Town Council also exhibited the desire to improve rail communications and were willing to back it with public funds. The Council realized that the trade of the canal was limited in type and tonnage while better railway links could aid industrial expansion.

Municipal funds were pledged towards better railway connections, but several of the schemes never went beyond the planning stages. In May 1886, the Town Council passed a motion to assist the Ontario and Quebec Railway Company by a grant of land and right of way and to issue debentures for \$ 25,000 if they would pass through Smiths Falls.⁷ In December 1888, a second by-law was passed granting the same amount to the Kingston, Smiths Falls and Ottawa Railway. When completed, the railway was to run one passenger train and one freight train from Smiths Falls daily. A railway shed and station were also planned for the town. The original agreement called for the completion of the line in five years but annual extensions were granted as late as 1896.⁸ The City of Ottawa backed the railway and granted a \$ 100,000 bonus in January 1893.⁹ The proposed distance of this ill-fated line was ninety-two miles, but it never reached Smiths Falls.

Further efforts to improve railway facilities were made in 1897 when the Council backed the Smiths Falls, Rideau and Southern Railway's application for a charter. In explaining their support, the Council stated that it believed, "the construction of this Railway will be of very great benefit to the Town, and to the section of country through which it passes".¹⁰ Later, permission was given to use one of the streets to lay track. The lack of success the Council had in their attempt to secure a second rail

line to the town indicated the instability of local railways. The CPR continued to be the main link between the town and outside markets. These ventures were still significant, however, because they showed the willingness of the local residents to improve railway connections in order to attract more industrial development.

Smiths Falls continued to be a market centre for the local farmers during this period. A market building was erected by the Town Council in the early 1890's to serve as a focus for agricultural trade. A more ambitious project organized in town was the annual poultry fair held every December. Dressed turkeys and other fowl were sold to American and Canadian dealers for the New York and Boston markets.¹¹ The annual fair was viewed by the local residents as an example of the potential of Smiths Falls. As one observer wrote,

It shows plainly that our town can be a great market centre and it only depends on the spirit with which we enter into the project. We have the country, we have the shipping facilities, and we have the people, and I am convinced that we have the experience and pluck to carry it out.¹²

In 1896, over ninety-seven tons of poultry were shipped by the CPR. Packing crates for the poultry were made by William Steele or the Beckett Brothers.¹³ The fair was more than just a benefit to local farmers; it benefitted local industry as well.

This fair was not without its problems. During the 1896 fair, a combination was formed among the buyers to drive down the selling price. Two of the buyers were later discovered to have used improper weights. The reputation of the fair suffered as a result of these irregularities, but the Town Council appointed two inspectors to prevent further difficulties.¹⁴

The success of the turkey fair did not coincide with a general increase in agriculture. Indeed, Edward Bush, in his Commercial Navigation on the Rideau Canal, 1832-1961, pointed out that farming in the area was declining.

In the Rideau corridor, however, with the exception of dairy farming, agriculture turned more upon small-scale general and subsistence farming, with those regions of shallower and less

fertile soil reverting to scrub bush.¹⁵

Bush's observation on the entire corridor was reflected in the closure of the local grist mills during this period. Competition from the larger flour mills no doubt contributed to the decline of mills serving a limited market. The abandonment of grain crops would increase the number of farmers relying on livestock and supplying the annual poultry fair.

The strongest contribution of the canal to the local economy, its industry, also began to leave the canal banks. Part of this change was reflected in the development of local utilities. Adam Foster began the water-works system in Smiths Falls and by 1890, the municipal authorities took over this operation. By 1917, the town established a Commission to operate the two private electric power stations along the Canal, the Citizen's Electric Company at the detached lock and the Smiths Falls Electric Company at Old Slys rapids. By the end of the First World War, the local utilities commissions were more involved with the canal water power than any private individual.

Though the water power of the river became part of the water and electric services of the town, this did not stop the basic conflicts over water control which originated with the canal's construction. The only difference in these conflicts was that the question of water supply became part of the confrontation between municipal and federal governments. The minor problems involving the use of extra stop-logs or the temporary shutdown of the water power due to canal repairs continued, but the basic conflict involved much more than these technical issues.

The problem caused by the use of water for the local utilities as well as transportation requirements came to a head in 1916. In October, the Mayor of Smiths Falls, J.F. Montgomery, raised the matter of water shortages in Council. Having just been through a typhoid epidemic, local authorities were worried that low water levels in the canal would lead to the contamination of the local water supply. Along with this concern over public health there was a suspicion that the W.C. Edward Company mills in New Edinburgh were taking more water than others on the canal. These mills had received special ministerial permission to use as much water as necessary. The fear of public safety combined with the hint of political favour

prompted the local Council to complain to the canal authorities.¹⁶

Unfortunately, there was little the Department could do. The dry weather during the year had lowered the Rideau Lakes system as much as the water used by the W.C. Edward Company, but the main reason for the low water at Smiths Falls resulted from the activities of the local electric companies and mills. Because of this, the Basin was often six to eighteen inches below the accepted level in the morning.¹⁷ Superintendent Phillips suggested that this was not an uncommon occurrence and the criticism of the Town Council stemmed primarily from a suspicion of favouritism.

As stated above, their [sic] appears to be a great feeling of resentment amongst the people concerned in Smith's Falls, because the Edwards people are furnished with water, and I venture to state if it were not for this reason, the matter would not have been taken up as it has been: because the same situation has occurred many times in the past, and nothing much has been said.¹⁸

While this particular complaint appeared to be launched for that reason, Phillips realized the nature of the situation. In writing to local M.P., A.E. Hanna, Phillips stated,

It seems to me that the various corporations of towns along the Rideau should bear in mind that these dams erected for Canal purposes are intended to be used for canal purposes primarily; but complaints are made year after year, if we discharge or withhold water to suit the requirements of navigation, if such manipulation of the water conflicts in any manner with what the Corporation consider they require for their own purposes.

We endeavour in every way possible to combine the navigation requirements with the interests of those Corporations, but we cannot always do so, try as we may.¹⁹

The situation was one of long standing and without an easy solution.

Four years later, the Town again complained of the water levels but little could be done by the Department without seriously affecting the navigation of the Canal. This continual problem was partly caused by the Town's

unwillingness to update their facilities. When the waterworks were first built by Adam Foster in the 1880's, he drew his water from the flume beside his mill. In the next forty years, the increased population of the town put a heavier demand on this system. By extending their intake pipe into deeper water or by repairing some of the leaking dams around Jason Island, the Waterworks Commission could have conserved water.²⁰ Instead, the Commission followed a policy of continued expansion of their water rights by purchasing the Wood's mill property.

The arguments over water rights illustrated the continuation of certain problems throughout the history of the Rideau Canal in Smiths Falls. By the twentieth century, however, there was little either side could do to alleviate the conflicting water uses. The limited capacity of the Canal to provide electrical or water services was something municipal officials had to acknowledge.

The second major development during this period was the establishment of Victoria Park along the canal at Smiths Falls. In 1897, the Horticultural Society of Smiths Falls applied for a lease on all the canal reserve south of the canal in order to turn it into a public park. The Department could not allow all the land to be leased but did give the society permission to beautify the areas with trees and flowers between the combined and detached locks. The lease was granted, however, only on certain conditions. As usual, the Department retained the right to use any of the land determined necessary for canal maintenance. The lease also gave permission for boatmen navigating along the canal to have access to the property and shippers to have the right to pile materials to be shipped along the canal. The second condition indicated that parkland was a third rate priority behind canal maintenance and canal commerce. The land leased to the Horticultural Society was never requested as a location for industry and that was probably one reason why the authorities granted the lease. Another area reserved by the authorities was a plot of ground used by Lockmaster Richey as a garden. It contained two fountains and Richey was said to have spent over \$ 800 on its development.²¹

The creation of Victoria Park increased the involvement of the local municipal government in the canal area. The Corporation of Smiths Falls

had to sign the lease on behalf of the Horticultural Society and three members of Council formed a committee to oversee its management. One of the first actions of the Society was to build a bandstand at a cost of \$ 100. This bandstand was moved in June 1899 from low ground to an elevated position south of the swing bridge. The bandstand was fitted with electric lights.²² Weekly Sunday night band concerts soon became a regular event in the social life of local residents.²³

The establishment of this park was not the first recreational activity in the area because in 1879 the Smiths Falls Curling Club had obtained a lease to build a curling rink somewhere along the canal. The Club remained in existence until about 1898 when the lease was cancelled.²⁴ This was soon followed by other local clubs. In 1903, the Smiths Falls Boathouse Club obtained a lease to erect a boathouse and athletic grounds upon a quarter acre of canal reserve at the west end of Lock Island at the detached lock. During the first decade of the twentieth century, lockmaster Jones of that station received instructions for the regulation of such boathouses. The establishment of guidelines resulted from the dramatic rise in the number of leases sought. By 1908, the leases were so unorganized that the Smiths Falls Canoe Club, perhaps the same organization as the Boathouse Club, had built a clubhouse and made improvements to the ground only to discover the Department had lost their lease.²⁵

The Smiths Falls Canoe Club included both men and women within its membership and sent crews to canoeing regattas in all parts of the country. In 1902, the crew of the war canoe won the Dominion Championship at the Northern Division meet at Carleton Place. The Canoe Club remained a centre of sporting and social events for a number of years but interest gradually declined. New energy was put into local activities when the Frost and Wood Athletic Club renewed interest in canoeing in the early 1920's. The Frost and Wood Club purchased the war canoe of the old Canoe Club and held regular practices to rebuilt the local reputation for canoeing. The members of the canoe club would row as far as Rideau Ferry and back. Their efforts, however, were never rewarded with victory at local meets.²⁶

The organized sporting clubs represented only a part of the increased recreational role the canal was playing. During the winter time skating on

the canal was popular. James F. Delaney recalled his boyhood along the canal. A favourite spot for skating was at the foot of Fly Street near Jacob's Tannery.

Beside the inlet was a flatstone, which served as a seat while we boys screwed on the old-fashioned skates of 1885. When the ice on the river was clear and firm this access spot enabled us to convert the broad expanse of river into a huge open air skating rink that reached Goulds grove on the opposite side of the river.²⁷

In warmer weather, fishing was popular. Employees of Frost and Wood would take to their row boats on Saturday afternoon, their only time off besides Sunday, and row to Poonamalie and back, fishing as they went. Rowboats were very common before the small motor boats with two cylinders became popular.²⁸

The growing recreational nature of the canal should not be viewed as a development isolated from the major changes in the industrial nature of the town. Indeed, the growing factories of Frost and Wood or the CPR yards probably contributed to the desire to escape the noisy town environment for the more relaxed atmosphere of the Rideau Lakes area. With the increasingly complex and mechanized working environment and long working hours, local factory employees probably needed to recover their strength. The involvement of the Frost and Wood Athletic Club in the recreational activities of its employees suggested that the manager of that company saw a relationship between organized athletic activities and better working relations with its employees. It was through such organizations that the industrial and recreational aspects of the town were connected.

Reorientation, 1886-1923

- 1 Smiths Falls, Town Council Minutes, 19 December 1892.
- 2 Toronto Globe, 21 January 1893, p. 1.
- 3 Census of Canada, (Ottawa: King's Printer, 1904), 1901, vol. 3, p. 328; Ibid., 1911, vol. 3, p. 352; it should be noted that the increased concentration of industry in these figures is somewhat exaggerated because the definition of an industrial establishment was changed between the census of 1891 and that of 1901; in the former, any establishment employing at least one worker qualified for inclusion while in 1901 a minimum of five workers was required.
- 4 PAC, RG 43, B1(a), vol. 236, No. 37.
- 5 D. H. Grant Interview, 9 January 1979, p. 11-12; A. Gough Interview, 9 January 1979, p. 5.
- 6 E. Bush, The Commercial Navigation on the Rideau Canal, 1832-1961, Manuscript Report Series, No. 247 (Ottawa: Parks Canada, 1977), p. 151.
- 7 Smiths Falls Council Minutes, p. 373, 4 May 1886.
- 8 Ibid., p. 535, 3 December 1888; By-law No. 271, 20 December 1888.
- 9 Toronto Globe, 21 January 1893, p. 1.
- 10 Smiths Falls Council Minutes, p. 88, 22 November 1897.
- 11 Smiths Falls Public Library, Scrapbook, John McKechnie, "Recollections of an Olde Tymer", Record News, 19 September 1963.
- 12 Rideau Record (Smiths Falls), 24 December 1891, p. 1.
- 13 The Echo (Smiths Falls), 17 December 1896, p. 3; John McKechnie, op. cit.
- 14 Ibid., 22 December 1896, p. 1; Smiths Falls Town Council Minutes, p. 187, 5 December 1898.
- 15 E. Bush, op. cit., p. 152.
- 16 PAC, RG 43, B4(a), vol. 162, Letterbook No. 27, p. 119-22, Phillips to Yates, 19 October 1916.
- 17 Ibid.
- 18 Ibid., p. 141, Phillips to Campbell, 18 October 1916.

- 19 Ibid., p. 131-2, Phillips to Hanna, 11 October 1916.
- 20 Ibid., vol. 164, Letterbook No. 32, Phillips to Bowden, 20 August 1920.
- 21 Ibid., vol. 157, p. 528-31, Phillips to Schreiber, 2 June 1897.
- 22 Smiths Falls, Council Minutes, 1 March 1897, 2 May 1898, 5 June 1899.
- 23 Mrs. Gladys Haley Interview, 17 January 1979, p. 9.
- 24 PAC, RG 43, B4(a), vol. 152, Letterbook No. 2, p. 358, Wise to Smiths Falls Curling Club, 22 October 1899; vol. 162, Letterbook 24, p. 559, Phillips to Jones, 18 December 1914.
- 25 Ibid., vol. 160, Letterbook No. 1, p. 153, Phillips to McKimm, 16 November 1908.
- 26 Old Home Week Souvenir Programme, (Smiths Falls: Record News, 1925), p. 29; Mr. Arnold Gough Interview, 9 January 1979, p. 5-6.
- 27 Smiths Falls Public Library, Scrapbook, James F. Delaney, "Early Days", 24 October 1968.
- 28 Mr. Arnold Gough Interview, 9 January 1979, p. 4.

Economic Development, 1886-1923

Introduction

The following pages detail the industry associated with the Rideau Canal after the CPR created its eastern divisional point in Smiths Falls until the Wood grist mill closed in 1923. The material is organized according to the three lock stations and then sub-divided into appropriate sections. Together, the descriptions of these various industries give a clear view of the nature of the canal during this period. They do not, however, present a total economic history of the town of Smiths Falls.

Old Slys

Smiths Falls Electric Power Company

This company was located at Old Slys on the Wolford Township shore and formed in 1893 with a capital of \$ 60,000 subscribed locally. William H. Frost, the founder of the Malleable Iron Works, was president. J.M. Clark, a well-known merchant, was vice-president. F.A. Bethune acted as secretary and treasurer, a post which he also held for the Citizen's Electric Company.¹ Frost ran the system as a private company until October 1917 when he sold it for \$ 75,000 to the Smiths Falls Hydro Electric Commission.²

The first powerhouse was run entirely by waterpower. One waterwheel ran the incandescent light system in town and the other the arc system and the heaters in use in Smiths Falls.³ Owing to the uncertainty of water supply, in December 1911 Frost was forced to install steam power at a cost of \$ 3,500. This added expense, which Frost blamed upon the canal author-

ities, angered him and after 1911, Frost refused to pay his rent. Since the competitor of the Smiths Falls Power Company, Gould's Citizen's Power Company, was not in the government reserve, Frost was the only utility forced to pay rent. So he complained to local M.P., A.E. Hanna,

Now we feel that there is an unfair aspect in this case. We find that there has been no rent paid to the Government by any other user of water or land within the Town of Smiths Falls.

Our competitor, The Citizen's Electric Company, The Woods Mills Company, the Waterworks and Adam Foster, who sold to the Town the Waterworks, never paid any rent. Now the same water that flows through the wheels of our Competitor at Jones Locks flows through ours at Slys' Rapids and we are expected to pay rent.⁴

The fundamental difference, which Frost omitted, was that only the Old Slys site was owned by the government and all the other mills were on private land. Frost never did pay his rent and when the Smiths Falls Hydro Electric Commission took over the powerhouse, they were forced to pay the back rent.

The original powerhouse was a two storey brick structure approximately 125 ft. by 75 ft. Between the powerhouse and the river was a covered addition which housed the waterwheels. A photograph taken around 1900 showed a well maintained dam and retaining wall to channel the water through the powerhouse (see Figure 45). Another photograph taken around 1924 showed that the original brick structure had been lengthened and a one storey brick addition added to the powerhouse. This picture also indicated that the dam and retaining wall had not been maintained. This would suggest the powerhouse was run on steam, and the additions probably dated from Frost's 1911 installation of steam power⁵ (see Figure 46).

Smiths Falls Combined

Alexander Wood's Mills

When Alexander Wood retired as an active partner in Frost and Wood on 1 January 1886, he spent his time rebuilding the Ward mills on Jason Island. Wood had bought the property and mills in 1880 for \$ 20,000, but until he retired from Frost and Wood he made few major changes in the operation of his mills.⁶

During the first ten years of ownership, much of Wood's energy was involved in reclaiming part of his property which was used as a public street. When the canal authorities and Abel Ward reached the agreement on land claims, Ward was given title to all the land on the eastern part of Jason Island, except the street allowances. The official street allowance was then occupied by the storehouse of James Shaw and Chalmers blacksmith shop while the public used a forty foot wide street to the north of these buildings. This street had been in use for about forty or fifty years, but Wood felt that he should not be deprived of land rightfully his.⁷

Wood originally asked Council to close the street in 1881, but when they failed to do so two years later he threatened to fence in his property.⁸ The threat seemed to move the Town Council to action. An agreement was first reached in March 1886 in which the Town agreed to open a sixty foot wide street from the waste weir bridge to Lock Street running parallel to the combined locks. Wood would be given authority to close the old street and receive title to all lands on the Island not used for the new road.⁹ The negotiations were somewhat complicated by the stubbornness of Mr. Barnes to move his blacksmith shop, and final agreement was not reached until July 1899. The realignment of Canal or Basin street was the last step in the long process of untangling the title to land on the Island.¹⁰

The commercial potential of Ward's mills was proven in the last decade of the nineteenth century by Alexander Wood. Bringing his capital and financial expertise, Wood revitalized an industry which could have easily

declined. By July 1882, it was claimed Wood had improved the property by \$ 5,000 since he first purchased the mills.¹¹ His interests consisted of grist, oatmeal, carding and saw mills.

The saw or shingle mill was damaged by a fire in June 1883, apparently deliberately set. The Town Council offered a reward of \$ 100 for information leading to the conviction of the arsonist.¹² A larger mill later stood on this site and its construction might have dated from the fire. In the spring of 1890, Wood was ordered to remove a corner from this mill to allow room for the new bridge across the river. The original mill built by Ward was approximately forty foot square, and the new saw mill was approximately 100 ft. by 40 ft.¹³ This mill continued to operate until shortly after 1922 when it was destroyed by fire.¹⁴

The carding mill was listed among the Wood's mills only until 1884, and it was apparently demolished during the reconstruction that followed.¹⁵ In rebuilding the water supply system, Wood probably removed the carding mill and the small addition to the south end. The small shed which stood next to the carding mill was not taken down.

Most of Alexander Wood's efforts, however, were directed towards the grist and oatmeal mills. In 1887, he rebuilt the grist mill and by June the Rideau Record noted,

The new iron roof on Wood's grist mill is nearly completed and in about three weeks he expects to have all the new roller machinery in place ready for work. He will have one of the largest and best mills in this section, when done.¹⁶

This building was only part of Wood's reconstruction plans for in March 1890, he wrote to the Town Council,

stating that he contemplates erecting a four storey Oatmeal mill and affect some other changes as well as asking that the assessment at present upon his water power and buildings should remain the same for a term of years irrespective of these changes and additions.¹⁷

On 8 May 1890, Council limited the assessment to \$ 9,000 providing that Wood built the mill within a year. This by-law stated that, "he contemplates erecting a Four Storey Oatmeal Mill in the room and stead of the

Old Red Mill now owned by him".¹⁸ The "Old Red Mill" must have been the common name for the Abel Ward mill. The bridge previous to the stone bridge on Beckwith Street was known as the Old Red Bridge.

The erection of two mills within the space of three years certainly impressed travelling reporters. When the Toronto Globe wrote a special feature on Smiths Falls in January 1893, it stated, "Whenever the question, 'Who is the most enterprising man in Smiths Falls?' is asked, the reply invariably is Alexander Wood".¹⁹ While it is doubtful that Wood's milling business could seriously rival the Frost and Wood or Smiths Falls Malleable works, the new incentives Wood gave to that business were significant. The Globe continued,

Some fifteen years ago he bought what is known as Ward's Island lying just at the foot of the magnificent water-power afforded by Smith's Falls. There is a large roller mill on the island, and when Mr. Wood retired from the old firm of Frost & Wood, he devoted his whole attention to the milling business. The old mill had a capacity of 75 barrels per day, but under Mr. Wood's management the trade has grown that this year he was forced to increase the capacity to 200 barrels per day. The alterations have just been completed at an expenditure of upwards of \$ 30,000. The mill is now fitted with the full roller process and the latest improved machinery, furnished and put in by the North American Mill Building Company of Stratford, Ont. Adjoining the mill is the elevator with a storage capacity of 50,000 bushels, with a capacity of 100 barrels a day. All these buildings are of the most substantial character, the flour mill being five storeys high. All are of stone. Water power is used exclusively, the Falls furnishing a head of seventeen feet, and nearly 1,000 horsepower. A considerable portion of the oatmeal and rolled oats are shipped to the old country, while the output of the grist mill finds a ready sale in and around Smith's Falls. Mr. Wood is proud of the fact that no one makes better flour than is daily turned out of his mill.²⁰

Later maps indicated the oatmeal mill was approximately 38 ft. by 63 ft., with a shed 19 ft. by 30 ft. beside it, and the grist mill and elevator 93 ft. by 56 ft., with a 19 ft. by 25 ft. addition in the south end near the street.²¹

Wood had just succeeded in building up his property when he died on 25 January 1895 after several weeks of heart trouble. His obituary described him as "a man of wonderful enterprise, and his business capacity was also of a high order. Everything he touched turned out a success."²² Although mentioning Wood's long connection with Frost and Wood, the report dealt mostly with the milling business, and the new saw mill, grain elevator and grist mill were described as the "best monuments to his untiring energy. They are town history in a monumental form."²³ Wood left his property to be divided between his two sons, William and Stephen. Agnes Lamb, a niece of Wood's late wife, was given \$ 20,000 for the several years she kept house for Wood. Charles and Francis Frost were given the right to buy the real estate of Frost and Wood held by Alexander Wood.²⁴

To the day he died, Wood was planning some additions to his business. His obituary tried to stress the loss the town had suffered through Wood's death:

From a conversation with him a few weeks ago we found he had a large programme of improvements laid out for next summer. Among them were a new oatmill, a splendid bakery and several stores, and that his intentions to carry out these were serious as shown by the large quantities of brick and other material now on the ground. The Island and former improvements cost some \$ 125,000 and other improvements projected would have cost \$ 25,000 or \$ 30,000 more.²⁵

After his death some of these buildings were constructed.

After Wood's death, management of the mill apparently stayed within the Wood family. William Wood managed the mills in the early 1880's while his father was still alive. Partnership records recorded that Mary Chalmers Wood was the sole member of Wood's Mills Company in August 1905.²⁶ Local residents remembered Mrs. Wood's operation of the grist mill for a number of years. She probably did this in co-operation with William Park who was

the manager of the flour mills from 1907 to at least 1910.²⁷

By 1920, the United Farmer's Co-operative Company had taken over the mill. In May 1923, they sold the property to the Smiths Falls Waterworks Commission for \$ 35,000.²⁸ By 1924, the largest grist mill in town ceased to operate, drawing to a close an era on Jason Island. The Wood Mills were the finest mills to be built upon the location which first housed Abel Ward's grist mill in the 1830's. Their closing forced a reconsideration of the role of the Rideau Canal by the local residents.

By the 1920's, there were also a few other buildings on the property. To the south of the grist mill was Durant's Pool Room. This one storey frame building was built in 1909, and was approximately 75 ft. by 30 ft. with a 20 ft. by 12 ft. addition on the back end. The building was owned by Mahlon Durant, who worked for the CPR until he lost an arm in an accident and had to retire. The building remained there until 1925 when the Old Home Week Committee wanted the land for a park site.²⁹

South of the Pool Room was a bakery. The original construction date is unknown, but Alexander Wood had planned such a building before his death in 1895 and the building must post-date that event. It was a one and one-half storey frame building approximately 50 ft. by 25 ft. with a small addition on the south end giving an overall width of 42 ft. The bakery was connected with the grist mill and for a time was operated by Mrs. Wood. It was possible the building was removed at the same time as Durant's Pool Room.³⁰

Beside the bakery was a one and one half storey double house, approximately 50 ft. by 30 ft. During the 1920's, this house was occupied by Joseph Weeks and a Mr. Cartland with their families. Mr. Weeks had a trucking business, while Cartland worked in the Frost and Wood factory.³¹

Across the road from the bakery was a blacksmith shop. It was a rough one storey building approximately 60 ft. by 30 ft.³² The owner of the building is unknown.

Adam Foster's Mills

Next to Alexander Wood, Captain Adam Foster was the most energetic developer of Jason Island during this period. His interests extended into shipping,

milling and the local waterworks. Foster told the Globe reporter in 1893, "I tell you we've got a number one town, and we're just as good as they make 'em".³³ Foster was born in Grenville County and had left his family farm at the age of twenty-two to build a saw mill which he ran for five years.³⁴

Foster's grist mill was operated by Mr. S. Lockhart during this period. In May 1887, roller machinery was installed in the mill. By June the In-dependent noted:

Mr. Lockhart's new model roller mills are now running steadily and the flour that is being turned out is of a much superior brand to anything ever manufactured here before. His trade is rapidly increasing which is a good evidence that both old and new customers are well satisfied.³⁵

Wood also made improvements around this time in order to stay competitive with Foster. By 1893, the mill was equipped with a full roller process with a capacity of 75 barrels a day. The range of the mill extended from twenty to twenty-five miles into the surrounding farmland.³⁶

The planing mill to the south of the grist mill was apparently operated by George Steele from 1887 until at least 1910, and perhaps later. In June 1887, Steele advertised that he had recently refitted the planing mill near Gould's Foundry. The products of the mill included custom planing and sawing, sash, doors, mouldings, flooring and clap boards.³⁷ At the same time that Steele was refitting the planing mill, Adam Foster fitted up public baths under the mill. These were two rooms with a shower bath and a third with both shower and a plunge bath. Dressing rooms were connected with each room. These baths were apparently well patronized by the town.³⁸ An 1922 Map indicated that the planing mill was no longer standing at that time.

At the extreme northern end of Jason Island, west of the waste weir, was a carding mill. Since 1885, this mill was operated by D. Allport under the name of Smiths Falls Woollen Mills. He had worked in the trade since the late 1850's. The production concentrated upon tweeds, blankets, flannels and stocking yarns. His stocking yarn was made for the wholesale market. The Toronto Globe reported the "mill is fitted up with the best machinery".³⁹

Allport continued in the business until around 1901. After this, the mill was operated by J.H. Gould who was president of the Smiths Falls Woollen Manufacturing Company.⁴⁰ It is not known how long Gould continued to operate the mill, but by 1922, the building was used by a Mr. Hubbell as a feed mill.⁴¹

In addition to these mills, Foster also controlled a shipping business which had a wharf on the Canal Basin. The original wharf was built sometime during the 1880's. Foster built a hundred foot wharf and a storehouse 20 ft. by 45 ft.⁴² In 1882, he was listed as the proprietor of the steam boat Olive, which suggested he was active in transporting as well as receiving goods.⁴³ In August 1893, Foster received permission to extend his wharf and erect a coal shed.⁴⁴ Foster operated this coal business for a number of years until he sold out to Murray Barry. In 1919, G.T. Bishop bought the coal business from Barry.⁴⁵ The coal was brought by boat from Oswego and then unloaded by hand into the coal sheds. Foster's was the largest coal business in town. One of his competitors, Mr. Mackenzie also had his coal brought by boat. The third coal yard operated by a Mr. Graham was located near the CPR tracks and his coal was brought in by train.⁴⁶ Bishop's coal sheds were 175 ft. by 50 ft. and 100 ft. by 28 ft. There was also a small freight shed at the southern end of the island 25 ft. by 25 ft.⁴⁷

Besides supplying coal to the local residents, Adam Foster also supplied the coal used by the Rideau Canal officials near Smiths Falls. In March 1911, A.T. Phillips recommended that this practice be continued.

Foster & Company have a wharf with a coal shed thereon in the Canal Barn at Smiths Falls; and they have supplied us with coal at that point for many years, and have always given us satisfaction, both regarding the quality of the coal and the manner in which they load our scow whenever she happens to call for it.⁴⁸

This practice seemed to be continued until 1920 when the last shipment of coal by water was made to Smiths Falls, since after that time it was cheaper to ship by rail.⁴⁹

Adam Foster was also the developer of the first waterworks system in

Smiths Falls. The works were probably started around August 1887 since during that month Foster began laying pipe under the streets of Smiths Falls. This activity continued for a number of years and in 1891, Foster made a ten year contract with the Town Council by which it could purchase his waterworks in August 1897 at the original cost plus 10 per cent.⁵⁰ In 1900, the Town bought the waterworks for \$ 34,500. The purchase included the pumping station and boiler house contained in the three storey brick building on the site of the present waterworks, all the machinery, plant and water power owned by Foster. At the same time as this purchase in January 1900, the Town passed a by-law to install 26,000 ft. of water main, 48 hydrants and 30,000 ft. of sewers.⁵¹ On 10 January 1910, the Council passed a by-law to purchase Foster's grist mill and water power for \$ 16,000. In January 1911, the Waterworks Commission raised \$ 10,000 to buy a pump and turbine waterwheel for the pumping station and make general repairs to the station. The water rights of the Commission were extended in May 1915 by the purchase of the water rights of William G. Wood for \$ 3,100. This gave the Commission the right to one half the surplus water of the Rideau River.⁵² In 1918, the system was updated with the purchase of two 1000 imperial gallons per minute pumps with 75 horse-power engines and one 1000 imperial gallons per minute booster pump.⁵³ The final expansion during this period was the purchase of the Wood's Mill in order to gain control of the remaining water rights on the waste weir channel in May 1923 for \$ 35,000.⁵⁴

The original waterworks building was the 50 ft. by 25 ft. three storey brick addition to Foster's grist mill. The three storey stone grist mill was 50 ft. by 40 ft. and was located directly opposite the Wood's mill building on the other side of the waste weir channel. The brick addition was on the south side of the grist mill.⁵⁵

Metal Industries

At first sight it might appear odd that with the Frost and Wood factory in town three small companies of similar nature, the Rideau Foundry, Johnston & McGregor and the Perrin Plow Company should survive. They did this by

catering to local trade and stressing the personal supervision of all aspects of production. Johnston and McGregor dealt mainly in stoves, and the Perrin Plow had a reputation as an improvement over other plows. It should also be remembered that a company like Frost and Wood created a labour force experienced in foundry work and agricultural machinery.

Frost and Wood

The years between 1885 and 1923 witnessed several changes in this agricultural implement factory. It continued to dominate the local industrial scene and remained one of the largest factories of its kind in Canada, but by 1920, it was no longer a locally controlled firm. The takeover of Frost and Wood by the Cockshutt Plow Company illustrated the fallacy of the arguments used by local boosters emphasizing the benevolent nature of the locally controlled company. Forced to compete on a national market, Frost and Wood could not afford to grant special favours to local employees simply because the Frost family controlled production.

The period opened with the celebration of the fiftieth anniversary of the Frost and Wood company in 1889. Their catalogue for that year illustrated the buoyant optimism of the company.

We feel warranted in saying broadly that no agricultural machinery in Canada has earned and sustained a better and more enduring reputation than our own. In no other implements in Canada are advanced designs and valuable improvements so conspicuous and at no other time in the history of our business has our trade reached its present proportions.⁵⁶

The improved machinery continued to roll out of the factory. The 1884 Daisy Reaper was replaced by the 1908 Simplex Reaper. In 1906 the Rear Cut Mower (known as No. 7) was built, followed in 1907 by the No. 8 built with the Internal Gear Principle and in 1909 by the No. 9, built for one horse. In 1904, the Giant Frame Mower was introduced and in 1909 the new No. 8 and No. 9 were built.⁵⁷

The mood of dynamic success was again promoted in the 1893 Globe story on Smiths Falls. Orders for 1893 were reported well above 1892 levels. In

raw materials, the factory used 1500 tons of pig iron, 450 tons of bar iron, 1200 tons of steel, 450 tons of malleable iron, in addition to lumber, paint, oil, nuts and the various other materials used in farm machinery. It was reported other towns had offered Frost and Wood \$ 60,000 to relocate in their town, but the Frosts were, "too loyal to their native town to think of deserting it".⁵⁸ The Globe reporter was also quick to point out the benefits of the company to Smiths Falls.

Its value to any small town is simply incalculable. It means just the difference between a slumbering village with unsaleable property and a growing and prosperous town. It represents large sums paid annually in wages and for other objects. It attracts other industries and gives the town a reputation abroad as well as at home. Smith's Falls owes much to a firm which for half a century has never closed its doors or stopped its machinery, and whose name is a household word today throughout the Dominion.⁵⁹

There can be no denying the fact that the Frost and Wood company held the economic future of the town within its control. It should be pointed out, however, that the benefits of full employment and high real estate values were counter-balanced by other factors.

Smiths Falls contributed to the financial security of the company through a policy of fixed assessment. From the 1870's, the assessed value of the factory had been held at \$ 30,000 and in 1901, this was raised to \$ 40,000. In the same year, however, a bonus of \$ 20,000 was given to the company to offset the initial impact of this rise in assessment. The \$ 40,000 assessment level continued until 1922.⁶⁰ The policy behind such assessments was based upon a trade-off between the direct tax benefits and the indirect benefits of increased wages and building. On a local level, such a policy made sense, but on a national level, such bonusing schemes created an inter-urban rivalry which did little to benefit the industrial development of the country. Instead of developing industry, local boards of trade and city councils attempted to get established firms, such as Frost and Wood, to relocate. To offset such offers, which went as high as \$ 60,000, the Town Council gladly reduced the assessment of the factory

and property of the company. By doing so, they also deprived themselves of much needed revenue to improve municipal services such as the waterworks or local electrical system.

The local employment situation could also suffer from the predominance of one plant. This was evident from the closure of the Frost and Wood plant in 1893. James F. Delaney reported that the financial crisis of that year triggered by the crash of Baring Bros. in the United States forced the Frost and Wood's shops to close tight. As Delaney explained,

The farmers of Canada suffered a terrible blow which in turn struck the long established and powerful firm of Frost & Wood a stunning blow. The business of Frost & Wood was exclusively with farmers, who bought on credit, giving notes for needed farm equipment. Frost & Wood deposited all these farmer notes with the Molson Bank as security for cash borrowed to run their business.

This worked well in good times, as farmers were excellent credit risks. But the panic of 1893 hit the farmers so hard that very many, in fact the most of them, couldn't pay their notes on their due date. The general Manager of Molsons Bank, Montreal, a Mr. Elliott, stopped credit to Frost & Wood and the entire amount they owed to Molsons Bank. Frank Frost, General Manager for Frost & Wood reacted with vigor instantly. With an impressive financial statement in his pocket, he took a train to Brockville, laid a convincing proposition to the Bank of Toronto, which the Bank accepted. F & W transferred all their banking to the Bank of Toronto.

F & W reopened their shops in 1894 and business gradually improve [sic] thereafter.⁶¹

The closure of the plant for an entire year must have seriously effected the local standard of living. The nature of the 1893 situation illustrated the inability of local forces to ensure the productivity of the company.

The existence of one large industry in a town like Smiths Falls also had certain social disadvantages. This was best illustrated by the history of James F. Delaney, a former employee of Frost and Wood. One of the major

turning points of his life came in 1890, when at the age of twenty-five he considered himself possessed of all the conditions of a happy life - good health and a large family. As Delaney wrote,

My office life in Frost & Wood had been well established by 10 years of faithful service. I had reached and held firmly the responsible position of accountant in charge of all the Sales Ledgers from coast to coast.

Nevertheless, my business life wasn't too happy. I had worked 10 years for Frost & Wood - quietly, steadily and faithfully. And, I had already lost two important promotions which I had rightly earned. Rightly or wrongly, I felt down in my heart that the office manager of Frost & Wood and also the executive general manager of Frost & Wood were no friends of mine. The executive general manager had given me several proofs of his concealed bigotry. He remembered that I, a member of an honest but poor Irish Catholic family, had maintained a foothold in the social circle that made up the Frost & Wood office staff. It wrenched my heart sorely to abandon my established office position, leave my own home and worst of all, it hurt me to have to leave my aging father, and mother and four living sisters.

But an inner urge to get away from prejudice that beclouded my business relations with the chief executive of Frost and Wood caused me to accept a better offer from the chief competitor of Frost & Wood by the Massey Harris Co. Ltd. It's a statistical fact that although Frost & Wood were in business for 116 years, I was the only office employee that the Massey Harris Co. ever lured and hired away from Frost & Wood.⁶²

The Delaney account is interesting for several reasons. It pointed out the limited job opportunities available in town. If one did not like the job available with Frost and Wood, leaving town became the best means of securing other employment. Delaney's case also illustrated the negative side of the paternal domination of the Frosts. Local prejudice became a part of

economic life as well as local loyalties. Also, the above story emphasized the company loyalty demanded by the Frosts. That Delaney should have been the only office member to be hired by a rival firm showed the extent to which the Frost and Wood company held power over its employees.

The company suffered a heavy loss in a fire which broke out before three o'clock in the morning of February 1906. The fire originated near the dry kilns and despite the presence of two watchmen, it spread before the alarm was turned in. The flames quickly spread to all parts of the main building, especially the carpenter and paint shops. Battling the flames in 6⁰ F below zero, the firemen worked until six o'clock before the fire was brought under control. The flames were so intense nearly every citizen came to offer help and several residents from the surrounding area believed the whole town was on fire.

The fire occurred at a bad time for Frost and Wood, since the factory was filled with machinery in construction and large supplies of materials. All the expensive machinery in the large machine shops and carpenter shops was destroyed. Not all of the paint shop was burned, however, and the coke and iron house was saved, along with the moulding shop. Damage to the blacksmith shop was minor. A large warehouse, only 40 feet across the street, was untouched along with \$ 250,000 of finished machinery. Some of the patterns for a new binder were destroyed, though many were saved because they had been moved to the Malleable Works to have castings made.

The 400 employees of Frost and Wood were thrown out of work, but Frances and Charles Frost began immediately to make arrangements to rebuild. Senator Francis Frost told the local Rideau Record, "We are hurt and temporarily badly crippled but we are not killed. It may have been far worse, bad as it is, and so we have that consolation. New buildings will take the place of the burned ones that will be bigger and better in every way".⁶³

The Record backed this determined optimism of the Frosts when it wrote,

While we all recognize that it is a bad night's work for the town, that it means a direct loss, not only to the Frost & Wood Company but to many others as well, there is no occasion for gloomy forebodings or dark discouragement as we have already said the town has an enterprising firm to rely on, with able

and energetic men managing it and when they are looking for the bright side the rest of us would do well to join them.⁶⁴

The local authorities responded to this appeal.

At an emergency meeting of the Town Council and the Board of Trade, a bonus was proposed to help the company rebuild. At the request of the company officials, however, this was changed to a \$ 150,000 loan for ten years with the Town and Frost and Wood splitting the interest. In March, the by-law was carried by an overwhelming 670 to 33 votes. The Record heralded this local support by writing, "It is expressed with trumpet tongue the confidence of the town in the Company and time will show, we are convinced that it has not been misplaced".⁶⁵ The Frost and Wood Company rebuilt their factory, but the generosity of the town could not ensure against the long term effects of such an event. Within a year the plant was back in operation with a factory considered one of the most up to date in the country.

When the Frost and Wood Company was incorporated in 1899, Charles Frost became president and was in charge of purchasing and production. Francis T. Frost became vice-president and handled sales and financing. In 1909, the exclusive control of the brothers ended, perhaps hastened by the large amount of capital required to rebuild their factory. In that year a sales arrangement was made with the Cockshutt Plow Company of Brantford, Ontario, by which each company sold the other's product in their respective territories, east and west. At the same time, Cockshutt acquired an interest in Frost and Wood, and the Hon. Henry Cockshutt became a vice-president. Charles Frost died in 1909, and when Francis died in 1916, Henry Cockshutt became President of Frost and Wood.⁶⁶ This marked the end of the agricultural implement company as a locally owned enterprise. After the First World War, the economic development of the town would be largely dependent upon the decisions made by the Cockshutt interests. Whatever role the local loyalties of the Frost and Wood, such factors ended with the death of Senator Frost.

The Frost and Wood Company made an impression outside of Smiths Falls. In an August 1906 issue of the Toronto Globe, Charles Frost was described as a man, "justly entitled by length of time and things actually accom-

plished to be styled the premier of the captains of Canadian industry".⁶⁷
The Globe remarked,

he has now to be counted among those older men of Canada who have done so much to lay broad and deep the foundations of the industrial enterprise which finds expression in the present day in the thousands of tall chimneys which are to be found everywhere throughout this great Dominion.⁶⁸

In that transformation into an industrial nation, Frost had also altered the nature of his home town. With the closing of the local grist and saw mills, Frost and Wood became the last major industry located on the banks of the Rideau River. The interests of the company became the fundamental concerns of the town. Into these concerns, the Rideau Canal did not enter. In contrast to the industrial growth of Frost and Wood, the Canal became more and more an area for municipal ownership and public recreation areas.

Smiths Falls Malleable Iron Works

Like his brothers' factory, William H. Frost's Malleable Iron Works continued to grow during this period. William Frost was quick to point out that his success was closely tied to the tariffs of the National Policy which fostered the growth of a national industrial economy in the last quarter of the nineteenth century. In 1893, the Globe reporter described Frost as, "an enthusiastic believer in the national policy now in vogue in Canada, and he boasts of the fact that his start in the present successful venture was made in 1878".⁶⁹ With a work force of 135 men and an annual capacity of 2000 tons, Frost's factory supplied several of the biggest manufacturing plants in Canada.

In 1891, Frost added a new moulding shop to his concern. This was a 250 ft. by 58 ft. building with an addition 36 ft. long. Special attention was paid to the ventilation system and the introduction of labour saving devices. This building complimented the existing 300 ft. by 58 ft. annealing room, a pattern shop, and a large store house (see Figure 33).

The most dramatic event during these years at the Malleable Iron Works was a strike by labourers and moulders in May 1896. That strike illustrated

the changing character of the town as it entered into the industrial growth which characterized these decades. The paternal relationships between industrialists and workmen which had functioned adequately during the years when milling was the prime activity of Smiths Falls were breaking down under the increased mechanization of factory work, the growth of an industrialized labour force, and the increased competition resulting from the growth of a national market. As the National Policy created larger industries, competition for the limited national market increased. Competition demanded low prices, and wages were a prime target for restriction.

The strike began in early May when forty-five labourers walked out of the iron works to back a demand of higher wages which was refused by William Frost. Frost was vehemently opposed to the demands of the striking labourers. The strikers issued a statement which read, "We went to Mr. Frost and asked for more than a dollar a day, but he hotly and flatly refused, telling us to go to Halifax and he would close up the shop first".⁷⁰ Frost claimed his wages were as high as in other factories, but this was disputed by the strikers.

The situation grew worse when William Frost brought in twenty-nine labourers from Montreal to replace the strikers. Frost carefully tried to elude the strikers by bringing the strike breakers in on the midnight train, and making them get off at the Atironto crossing. As soon as these new arrivals learned they were brought to break a strike, they refused to work. These men were without the return fare to Montreal, and after consulting the Mayor, the Montreal labourers asked Frost for the return fare but, "when they put the question as to how they were to get home, W.H. suggested that the walking was good".⁷¹ The Town Council also refused to repay their return fare, but most of these Montreal labourers were given work by the CPR at the Mountain Greve gravel pit.

The Town Council tried to convince the strikers to return to work, but they refused. A few days after the labourers went out on strike, they were joined by the moulders who demanded \$ 1.15 a day. The strikers, however, failed to move William Frost who planned to keep the factory open, and said he could wait without much injury. The local newspaper, the Echo, sympathized with the strikers' demands, but added,

Bread and butter and the breaking up of home in some cases are serious considerations however and we don't think any man would be looked down upon by any class of the community if he returned to work tomorrow morning.⁷²

The strikers, unable to seriously effect the iron works, accepted such advice and returned to work about a week after the strike began.

The incident pointed out the power of the local industrialists to impose their will upon the local workers. With access to outside labour markets, Frost could easily have continued production. While the first imported labourers refused to work, Frost could have brought in less sympathetic labourers if the strike continued. The conflict between labour and capital typified this late nineteenth century industrial development. The acceptance of large industrial ventures by the local residents also meant the acceptance of the problems associated with such developments. Solutions to these problems were not to be found upon a local level, but it is an interesting coincidence that the development of the Rideau Canal as a recreation area paralleled the growth of these local industries. It can be suggested that local workers escaped the pressures of an industrial society by boating or fishing in the natural waterways of the area made accessible to all by the Rideau Canal.

If William Frost was reluctant to grant the demands of local workers, he saw nothing wrong in seeking assistance from the Town Council himself. In October 1890, he asked Council to close Bay Street between Centre Street and the Rideau River to allow him to erect a building 250 ft. by 30 ft. This street had previously run between his two existing buildings. Frost also asked Council to submit a by-law to the electors to raise \$ 10,000 to aid him in erecting an addition to his present moulding shop on the east side which would give increased employment to the local residents. The Council rejected the \$ 10,000 bonus, but did agree to lease the street to Frost at a nominal rent for fifty years.⁷³ In February 1916, the Council again aided Frost by limiting his assessment in 1906 to \$ 16,000 after Frost revealed plans to enlarge his buildings.⁷⁴ Like the incentives to the Frost and Wood factory, such tax breaks were always approved upon the basis that indirect benefits outweighed direct benefits.

William Frost continued to control the company through most of this period, though in 1903 the concern was incorporated under the name of The Smiths Falls Malleable Castings Ltd. Frost remained president of the company and in the following years his sons Burton, Theodore, and George Frost and his nephew J. Edwin Frost took part in the plants' operation. During the influenza epidemic of 1918, Burton and Theodore were killed, and William Frost died on 10 March 1920. J. Edwin Frost died a year later. George B. Frost, the only surviving son, became head of the family firm. In 1906, local interests had begun construction of a malleable iron works at the north end of the town, but William Frost bought the entire plant and property which increased his capacity to 8,000 tons annually.⁷⁵ This allowed the Frost family to retain control of the malleable iron industry in town.

Rideau Foundry

J.H. Gould's Rideau Foundry and Agricultural Implement Works continued to operate throughout this period in the building formerly used by the Cossitt Brothers. The 1893 Globe report credited Gould with fourteen years in business and added,

the machinery turned out includes mowing machines, horse rakes, steel ploughs, sulky ploughs, cultivators, harrows, etc., and it need scarcely be added that all are made in the very latest style and of the best material. Special reference is due to his sulky plough, which is claimed to be as good as any made in Canada, and which is yet sold for the low price of \$ 20.⁷⁶

J.H. Gould continued to run the business for a number of years and was later succeeded by his son, Sim Gould. Sometime during the First World War, apparently the foundry was sold. In 1920, canal authorities complained of the deteriorating condition of the Gould foundry dam. This had been sold to the Tudhope Anderson Company of Orillia, and it is possible this company carried on the Foundry for a few years.⁷⁷

Johnston and McGregor Foundry

James Johnston and Duncan McGregor began their business around 1884. In May of that year, they bought land from Adam Foster on Jason Island upon which their foundry was built.⁷⁸ The business continued until at least as late as 1910 but not after 1922.⁷⁹ Their factory was located south of the waterworks building.

In the Toronto Globe special feature on Smiths Falls, the business of Johnston and McGregor was noted.

About ten years ago these gentlemen began business as foundry men as both had thoroughly mastered the trade as moulders they at once secured the confidence of their patrons by turning out first class work. They still give their personal attention to every detail of their business. Stove manufacture as a leading specialty, but a general business is done in other lines...The firm did not find it necessary to go far from here to secure a market for all they can make, and no agents are employed to add to the cost to the consumer.⁸⁰

From this description, it appeared that the foundry was not very large, but it was part of the redevelopment of Jason Island by Adam Foster.

A. McKenzie & Company, Coal dealers

This coal business was located at the foot of George Street and operated by Alexander McKenzie in partnership with his father Edward McKenzie, a physician. Apparently, this business was much smaller than Adam Foster's coal business. The earliest recorded date for the company was 1903, and the McKenzies continued in operation into the early 1920's.⁸¹

At the foot of George Street, there was a small 25 ft. by 12 ft. of-fice and an irregular shaped coal shed approximately 62 ft. by 62 ft. There was also a wharf by which the coal was unloaded.⁸² "Queen's Wharf", as it was known, was probably located on the same site as the wharf used by the tannery operators located in this site before McKenzie, namely Allen Templeton and Mr. Gourlay. In March 1915, McKenzie wanted to build a wall around

his wharf to stop the leakage but objected to obtaining a lease from the Department for this purpose. McKenzie claimed "squatters rights" as the wharf went back to 1834. This would suggest McKenzie was the last of a long line of businessmen using the wharf.⁸³

Matthew Ryan, Builder and Contractor

The career of Matthew Ryan began in 1876 and lasted until after the First World War. When Ryan died on 6 November 1929, local press remarked upon the loss of a valued citizen. Some years later, the Record News wrote,

"Ryan bricks" really built Smiths Falls. A contractor of exceptional ability, Mr. Ryan operated a large brickyard on the South east boundary of the town in connection with his contracting business and "Ryan bricks" are in practically every building of this type in the town of Smiths Falls. His brickyard it is generally conceded, resulted in the erection of many fire-proof homes and incidently in the lowering of local insurance rates.⁸⁴

Ryan started his career as a contractor at the age of nineteen or twenty and for a number of years had an office on Jason Island. He dealt in lumber and shingles, as well as bricks. In 1893, his costs in labour and material were said to be between \$ 70,000 to \$ 80,000. At that time, Ryan was also extensively involved in real estate.⁸⁵

Besides constructing several residences in town, Ryan was also responsible for the erection of the Malleable Iron Works Foundry, Wood's mill, the English church erected in 1893, St. Andrew's church and the Market building. Ryan was also active in the Board of Trade.⁸⁶

During the 1890's, Ryan converted his farm on Jasper Road into a public park. In 1924, "Ryan's Park" was acquired by a group of local citizens known as the Strathcona Park Association. The Association made extensive improvements by rebuilding the racetrack, and Grand Stand, refencing the track and adding stables. In 1925, the Association boasted "of having one of the best race tracks in Eastern Ontario".⁸⁷

Morris Tannery

This tannery was located on the south side of the Rideau River at the foot of the combined locks. The date of its construction is unknown, but since it was located on the ground awarded to the Gould family it must postdate that settlement, and probably did so by several years. The business was run by a tanner named "Hif" Morris who later sold out to another Morris before the tannery closed in the late 1920's.⁸⁸

The tannery itself, as shown on the 1922 Ordnance Map of the Smiths Falls Locks, was a 25 ft. by 40 ft. structure, with an addition on the east-side, 20 ft. by 20 ft.⁸⁹ Pictures of this structure indicated that it was a one storey stone structure which has since been removed.

Smiths Falls Detached

Citizen's Electric Light Company

This electric company was located at the detached locks upon the land given to the Gould family as part of the settlement of land claims. The company was founded by James Henry Gould in February 1893. Gould acted as the president, with Adam Foster as managing director, and F.A. Bethune as secretary treasurer.⁹⁰ The Gould family continued to run the powerhouse as a private concern until they were bought out by the Smiths Falls Hydro Electric Commission in October 1917 for \$ 60,000.⁹¹

The powerhouse was a one storey stone building with a frame addition upon the east side. The main building was 50 ft. by 50 ft. with a stone addition on the rear 38 ft. by 25 ft. Added to this was a 31 ft. by 19 ft. addition.⁹²

Like William Frost of the Smiths Falls Electric Power Company, the Goulds tried to get the canal authorities to compensate them for the ex-

penses they encountered during the times water supply was interrupted. In May 1908, James S. Gould claimed the Department should pay over \$ 300 for coal burnt to run his powerhouse while repairs were made at Poonamalie.⁹³ He was unsuccessful as his competitor in pressing his claims.

Beckett Brothers, Planing Mill

Robert and James Beckett's Planing mill was located immediately west of the Citizen's Electric power house at the detached locks. The earliest recorded date for the Beckett brothers was 1884 and they continued in operation until the turn of the century.⁹⁴ An advertisement for June 1887 reported that the mill had 250,000 ft. of lumber on hand. The range of products included sash, doors, blinds and other builders products.⁹⁵ A photograph taken around 1900 showed the factory to be a large two storey brick structure with a few frame outbuildings. The factory was later used by the Perrin Plow Company (see Figure 47).

Perrin Plow Company

This company was located in the Beckett Brothers old factory. The Perrin Plow was developed by Humphrey Perrin, but the President and General Manager of the firm was John R. Lavell. Lavell continued to operate the factory until 1907 when F.R. Oliver was appointed liquidator. Oliver then became the Manager by 1910. In 1907, F.R. Oliver was also listed as the Manager of the Rideau Stove Company, which suggested that it had some connection with Perrin Plow.⁹⁶ The exact closing date of the company is unknown, but the factory continued to run during the First World War.

Standard Fertilizer and Chemical Company

Robert J. Brodie continued to operate his chemical factory at the detached lock. The 1893 Globe edition on Smiths Falls reported Brodie had a complete plant for crushing and grinding phosphate and manufacturing fertilizer.

Sulphuric acid works were used and fitted with burners for either pyrites or brimstone. Brodie's factory manufactured large quantities of liquid acid phosphate, dry acid phosphate for baking powders and phosphate of soda. There was also a complete laboratory for analysing and testing materials.⁹⁷

Brodie was assisted in the management of the company by Mr. Harvie, of Brodie and Harvie, of Montreal who was secretary and treasurer. The business seemed to have stayed in Brodie's hands until the early 1920's.

Because of the location of the factory and the nature of his product, Brodie apparently used the Rideau Canal to ship some of his product. In the 1892 description of the factory the reporter remarked, "The works are on the Rideau river, which affords splendid shipping facilities during the summer months".⁹⁸ No doubt, chemical fertilizer was a bulk product which could be moved cheaply by water.

Icehouses

The first icehouse at the detached lock was built by Matthew Ryan. He obtained a lease from the Department in October 1895. A few years later, Frances Hourigan also received a lease to erect an icehouse. From 1897, these two icehouses operated as separate businesses until they were both bought by James Shanks. It is not known how long Shanks owned the business, but in 1918, John E. Joynt took over the ice business. During the early 1920's Joynt operated the only ice business in town.⁹⁹

Joynt's lease, which dated from June 1918 indicated that the ice house was a building 140 ft. by 30 ft. with a 40 ft. by 30 ft. addition in the centre. This was apparently the combined capacity of both Hourigan's and Ryan's earlier businesses.¹⁰⁰ There was also a 20 ft. by 32 ft. stable near the icehouse possibly used by the delivery horses. An illustration from the 1924 Who's Who in Smiths Falls showed the main building to be a large single storey frame structure.¹⁰¹

The ice was cut from the canal above the detached lock. A plow with a cutting blade attached to it was used to mark out the ice. The ice blocks, about two feet by three feet, were then cut out with a hand saw. Most of

the labourers for this annual event were local Indians and about twenty-five to thirty would be hired for the job. Once the ice was cut, it was pulled by team into the icehouse and stored for the year. At times, the quality of the ice was less than ideal due to the muddy condition of the Rideau Canal.¹⁰²

Boating Services

During the first two decades of the twentieth century, service businesses developed at the detached lock in response to the growing number of pleasure boats using the area. By 1922, there were 168 boathouses at this station, 103 of which were on the canal reserve.¹⁰³ While the area around the combined locks declined in economic importance, the detached lock at Smiths Falls became a boating centre for the Rideau Canal and lakes.

The increase in boating was partly in response to the improvement of the gasoline engine for motor boats. In April 1913, E.J. Ryan obtained a lease to install a Bowser gasoline tank and pump on the south side of the wharf above the detached lock. The tank was to be buried against the north side of Ryan's ice house, about 40 feet east of the slope of the Canal embankment. The tank was not to exceed 1000 gallons and the pump itself was built at the eastern edge of the wharf.¹⁰⁴

At the same time, H.B. Brownlee was granted a lease to install a 6000 gallon tank to be located 50 ft. from the foot of the embankment and 20 ft. south of the line from the south side of the ice house. He continued to operate at this spot until January 1921 when he was granted a lease to a location on Lock Island directly east of the CNR right of way. At this spot, Brownlee erected a workshop to repair gasoline engines and installed a 500 gallon gasoline tank to serve the boats in the area. Once Brownlee built these, he cancelled his lease for the gasoline tank on the south side of the River.¹⁰⁵

In addition to these two businesses, the Department also granted a lease to William H. Rowe in April 1916 to erect a workshop, south of the icehouse along the north side of Lombardy Road just west of Ordnance Boundary Stone No. 4. The 1922 map of the detached lock showed a 12 ft. by

20 ft. building on this location, and this could be Rowe's shop.¹⁰⁶

The establishment of these three businesses marked the beginning of a new period of development for the area. The boathouses were owned mainly by local residents and the services which grew up at the detached locks were caused by local demands rather than the tourist trade.

Smiths Falls Boathouse Club

This clubhouse was erected at the extreme western end of Lock Island at the detached lock. The original lease for this building was given in June 1903. In addition to the clubhouse, an athletic ground was constructed. As with other buildings at this site, the private members were responsible for the upkeep of the grounds and buildings.¹⁰⁷

The Club continued to exist until the early 1920's when it was taken over by the Frost and Wood Athletic Club, but it is unknown if the clubhouse was also used by the Frost and Wood organization.

The exact site of the clubhouse is unknown, but a surviving photograph of this structure indicated that it was quite substantial. It served as a centre for boating and canoeing activities (see Figure 63).

Economic Development, 1886-1923

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- 3 The Echo (Smiths Falls), 19 November 1896, p. 4.
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- 5 PAC, NMC, Plan of the Town of Smiths Falls, J.M.O. Cromwell, 24 December 1886.
- 6 IAND File 751-12-1-4-1-Wood. Wood to Tupper, 3 April 1883; Memorandum on Street in Wards Island, 24 July 1882.
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- 8 Smiths Falls Town Hall, Council Minutes, vol. 2, p. 208, 9 April 1883.
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- 27 Province of Ontario Gazetteer and Directory 1907-08 (Ingersoll: Union Publishing Co., 1907), p. 905; Ibid., p. 974.
- 28 PAC, RG 43, B1(a), vol. 104, No. 32, p. 313, Phillips to Foster, 3 November 1920; H.M. Styles, Who's Who in Smiths Falls 1924 (Smiths Falls: Record News 1978), p. 68-70.
- 29 RCSF, op.cit.; Record News (Smiths Falls), 21 July 1976, p. S 11.
- 30 RCSF, op.cit.; Frank Jones Interview, 16 January 1979, p. 8.
- 31 RCSF, op.cit.; Mrs. Gladys Haley Interview, 17 January 1979.
- 32 RCSF, op.cit.
- 33 Toronto Globe, 21 January 1893, p. 1.
- 34 Ibid., p. 4.
- 35 Independent (Smiths Falls), 10 June 1887, 6 May 1887.
- 36 Toronto Globe, 21 January 1893, p. 4.
- 37 Rideau Record (Smiths Falls), 2 June 1887, p. 2.
- 38 History of Smiths Falls (Smiths Falls: Smiths Falls Historical Society, n.d.), p. 82.
- 39 Toronto Globe, 21 January 1893, p. 4.
- 40 Ontario Gazetteer and Directory 1901-02 (Ingersoll: Ontario Publishing Co., 1901), p. 805; Ibid., 1910-11, p. 972.
- 41 RCSF, op.cit.
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- 86 Ibid.
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Decline, 1924-54

The thirty years between the closing of the Alexander Wood Mills and the closing of the Frost and Wood factory were characterized by two developments. As the town of Smiths Falls moved into the 1920's and 1930's, it began to gain a sense of its own history. This historical awareness can be seen in the work of Alice Katherine Gould, a local historian and poet, as well as in the Old Home Week celebrations of 1925 and 1950. During these years, the Rideau Canal was recognized as a historical landmark as well as a recreation area. The second major trend during these thirty years was the concerted effort on the behalf of the local Board of Trade and Town Council to attract industry to the town. The fact that this period is marked by the closure of two important industries indicates the need for such a campaign. From this campaign, it became evident the Rideau Canal played no direct economic role.

It is difficult to mark exactly when the Rideau Canal began to emerge in the minds of local residents as a significant historical work. As early as 1880 when the Illustrated Historical Atlas of Lanark and Renfrew Counties was published, the history of the town and the canal was presented. The historical atlases, however, were directed as much towards the flattery of the living as the recording of their ancestors' deeds. It would appear that only after the deaths of the major builders of the town, and following the First World War that local residents felt the need to preserve and celebrate their past.

Alice Katherine Gould played a central role in this area. Descended from Jason Gould, Alice Gould wrote her history and historical poetry with a great deal of personal empathy for the early settlers. The background upon which these settlers moved was heroic, dangerous, and in Gould's mind probably much more interesting than Smiths Falls of the twentieth century. This emerged clearly through Gould's first historical essay of Smiths Falls, "Out of the Wilderness" published in the 1925 Old Home Week Souvenir Programme. Describing a record of the Court of Chancery proceedings between

Terence Smyth and William Simpson, Gould wrote,

Full of authentic data, its musty pages fairly palpitate with scenes of those ancient days when our now flourishing town with its broad streets shining in their newly-paved smoothness and humming with the tide of traffic, was blotted out by a dense [sic] tangled wilderness, and the only sounds, the roaring cataract of the Rideau, the shrilling of the water-fowl, or the hoarse howling of wild animals prowling through its fastnesses.¹

This romantic celebration of the past, particularly when it involved Gould's own ancestors, was uncritical and perhaps written to place the present residents of Smiths Falls in a tradition of respectability, achievement and material progress.

With strong influences from Loyalist history, Gould viewed the founders of Smiths Falls as larger than life, whose achievement must be equalled by the present generation if the town was to prosper. On viewing the construction of the new filtration plant on an old mill site, Gould connected the history of the town with its present vitality.

I gaze lingeringly on the ancient site, the scene of such noteworthy happenings and again my thoughts revert to those old pioneers. How they would rejoice in the advancement of the town today! What might they not have accomplished had they had the advantages of the scientific devices and inventions, in use at present! I [recall the] privations they endured, handicapped by the bitter cold, the limitless quantities of snow and ice, the isolation of the settlements, without churches, schools, newspapers or motors...How inestimable the value of their supreme efforts.²

While Gould's reverence for the first settlers has perhaps lessened in the following decades, her history remained the basis for all subsequent history written on Smiths Falls. The main themes of Gould's first history with all their omissions and errors continued to be reprinted in various forms including the latest History of Smiths Falls published by the local Historical Society.

In the history of Alice Gould, Colonel By received the same reverent-

ial treatment given to Abel Ward, and James Simpson. In her 1939 publication By the Rideau: A Tale of Smiths Falls in Song and Story, the Rideau Canal and its builders received a prominent place. The written history largely followed the 1925 version with some amplifications. Her poetry, however, reinforced the romanticized view of the early settlers. In "The Old Pioneers" she wrote,

Exhaustless in their strength and toil
 In that forgotten age,
 They wrested from the stubborn soil
 Our present heritage.
 Though grim Privation's hand assail
 Their dark and dreary days,
 Though danger loom, or fortune fail
 To bless their trackless ways
 They through the clearing saw the Light
 And heard Hope's message ring
 Above the engulfing powers of night
 "Fear God, and serve the King!"³

With the centennial of the completion of the Rideau Canal, Colonel By and his men were enshrined as well as this noble history,

A man of purpose high
 Was gallant Col. By,
 And worth the fame that to his name redounds,
 Tho' at the time 'tis claimed
 He was reproached and blamed;
 For his lavish pouring out of English pounds.⁴

The conflict between the early settlers and the canal officials had no place in such history.

The Rideau Canal had a special significance for Alice Gould primarily because it had survived the test of time. In the years which saw the decline of the canal as an economic area, the canal itself bore witness to the achievement of the settlers.

Striking example of man's mastery,
 Over these wilds, untenanted, unknown -

All little Bytown on its summit lone
Resounded with the praise of Col. By.

Today, few patriarchal souls remain
To attest its blessings bountiful and rare,
And what it meant to scattered hamlets there
Promoting life and commerce in its train.

And still the old Canal, a landmark stands,
The masonry of the deep flights of Locks -
Smooth, sloping walls of massive, granite blocks,
Solid as when they left the builders' hands -

A tribute to those Royal Engineers,
The Sappers and the Miners, all the brave,
Intrepid souls who of their talents gave
To shape this wonder of the bygone years.⁵

The historical picture presented by Alice Gould is significant because it embodied the same uncritical and progressive attitude toward Smiths Falls exhibited by the local Board of Trade in the campaign to attract industry. In a way, this celebration of the local heritage reinforced the determination to build Smiths Falls into an industrial centre. In the portrayal of the foundings fathers as solid, steady and successful men, Gould defined the characteristics which local boosters heralded as integral parts of the modern community.

The Old Home Week celebrations of 1925 and 1950 gave a practical illustration of this attitude. The week long celebrations in August 1925 were intended to draw back those who had left Smiths Falls and confirm the sterling qualities of local life. Mayor J.A. Anderson in his introduction to the Old Home Week Souvenir Programme welcomed people to "the best and liveliest town in this part of Canada".⁶ The local festivities were arranged to special themes, with each day designated as a special celebration of local communities, or the C.P.R. The Old Home Week was used as a landmark by which to measure improvements in town, and most major organizations and industries received attention. Part of the activities included a Historical

Pageant, and the opening of the Rideau Canal with Colonel By, his staff and the town fathers. The \$ 1,100 made from the events was used to erect a beacon light on the watertower which advertised Smiths Falls.

This first success prompted local residents to make Old Home Week a regular event. The second was held during July 1950 and followed the pattern set by the 1925 celebrations. Again, local historical and economical achievements were featured. The most recent Old Home Week was held in 1976. Though during the twenty-five years which separated these three celebrations the town underwent many changes, the continuation of the event illustrated the fact that Smiths Falls did have the energy and commitment to remind local citizens of their past. These celebrations also emphasized the tourist potential of the town.

Paralleling the development of an historical awareness of the town and sense of community which extended beyond the town limits, the local Board of Trade mounted a campaign to attract industry to Smiths Falls. While during the nineteenth century, local capital and expertise formed the main part of economic development, by the 1920's, local boosters felt the need to attract outside capital in order to maintain a healthy local economy.

The Board of Trade was established in April 1889 by local merchants and manufacturers. Founding members included most major figures of the day, James H. Gould, Francis T. Frost, William Frost, Charles Frost, Adam Foster among others. Part of their efforts was revealed in the 1893 Toronto Globe article on the town, but in 1924, a local publication Who's Who in Smiths Falls was much more ambitious. Published by the Record News, this book proclaimed to be,

A complete compendium containing facts and figures, in story and illustration, of the Town of Smiths Falls and its inhabitants, showing its present status and potential possibilities as an ideal place in which to live, thrive and be happy, and an unrivalled location for prospective manufacturing concerns to establish and prosper.⁸

Naming it the Railway Metropolis of the Ottawa Valley, the publishers remarked, "To place Smiths Falls definitely and indelibly on the World map in black and white is the prime objective of the Record-News".⁹ Copies of

this publication were distributed to all Canadian Trade Commissioners in all foreign countries.

The information in this Who's Who included facts on most of the major industries and businesses, as well as the advantages of the local situation. In style it was uncritical, materialistic and immensely flattering to those mentioned within its pages. Although catering primarily to the economic benefits of Smiths Falls, it did mention that there were many other reasons why life could be enjoyed in the town. Among these non-economic sections of the publication, the Rideau Canal appeared. The waterway was characterized as "a veritable channel of beauty" to the Rideau Lakes.

Stepping on the daily boat at Smiths Falls, this beautiful summer resort is reached in a short trip of an hour or so. Tourists from New York, Chicago, and many other American cities and towns, as well as from Montreal, Ottawa, Kingston and Canadian centres avail themselves of the privilege of spending their summer vacation on these charming lakes, excelling the St. Lawrence and its Thousand Islands in natural scenery.¹⁰

As the economic horizons of the local boosters grew beyond the local area, so did the efforts to attract tourists. By the 1920's the Rideau waterway was used by more than just the local residents. Battles originally fought between the Rideau and St. Lawrence as commercial routes were now transformed into competition for the tourist's dollar.

The tourist trade was the only economic potential for the Rideau Canal. Its commercial significance to the town had long since been eclipsed by the railway. As the 1924 Who's Who stated, "Smiths Falls is not only a railway town, it is a Canadian Pacific Railway town".¹¹ If tourism could not provide a solid economic base, the railway connections of Smiths Falls were regarded as the significant advantage over other local towns.

The economic state of the town appeared relatively secure until the end of the Second World War. While on a national level the country was enjoying a steady industrial growth, locally Chamber of Commerce members were becoming worried. On 25 May 1950, the Chamber of Commerce Minute Book recorded that one member, "was a little bit alarmed at the way things were

going in the Town, no new industries in the past three years building on the increase and more and more unemployment each day".¹² In November, another member remarked "that Smiths Falls offered many advantages, garbage collection, sewage disposal, etc. but we do not provide a man with a job so that he can earn the money to pay for this higher standard of living".¹³ This general fear was soon proven accurate.

To understand the reasons behind the difficulties experienced by the Frost and Wood agricultural implement factory in the 1950's, it is necessary to state the general conditions of the implement industry in Canada. In 1909, when the Cockshutt Plow Company of Brantford bought 8,874 of the 33,030 outstanding shares of the Frost and Wood Company and established a sales arrangement between the two firms, these companies produced a complete line of agricultural implements. Previous to this, the Cockshutt firm lacked a line of harvesters. Frost and Wood benefitted from the arrangement by retailing Cockshutt's tillage equipment east of Peterboro.¹⁴

Even after the Cockshutt interests assumed control of the Frost and Wood plant after the death of Francis T. Frost, both factories functioned well under the new arrangement. The introduction of the farm tractor, however, revolutionized the implement industry, making horse drawn implements obsolete. In 1928 Cockshutt reported,

The rapid development in the use of tractors and tractor-drawn implements in Canada has to a large extent revolutionized the implement industry. The staff of our Engineering Department has been largely increased and heavy expenditures have been made on our plant and equipment to enable us to keep up with the demands of our customers.¹⁵

Following the Canadian tradition of employing American patents for the domestic market, Cockshutt formed an arrangement with the Allis-Chalmers Manufacturing Company in 1928 to sell its tractors in Canada. When this arrangement was terminated in 1930, a similar arrangement was made with another American firm, Oliver Farm Equipment Company.¹⁶

In 1944, the tariff protecting Canadian agricultural implement factories was lifted. In the face of American competition, the Canadian companies began to specialize along certain lines in order to sell their pro-

duct on an international market. In the decade before 1944, Cockshutt had sold 83 per cent of their product in Canada, but once the tariff ended, they began to enter the American market. In order to compete, Cockshutt began manufacturing tractors and combines to satisfy the great demands in the United States during the immediate post-war years.¹⁷

By entering the American market along specialized lines, Canadian firms hoped to escape the seasonal fluctuations of the Canadian market. Specialization made the necessity of producing a complete line of implements obsolete, and created a peculiar situation in the industry. As W.G. Phillips explained in The Agricultural Implement Industry in Canada,

This, of course, has given rise to an unusual situation wherein the tendency is for the bulk of the implements purchased in Canada to be imported, and the bulk of those produced in Canada to be exported. Canadian producers have striven to escape from too great a dependence on the unstable Canadian market and have done this through a reliance on export markets. American manufacturers have a larger and more diversified domestic market than the Canadian manufacturers and thus one which is more stable both seasonally and cyclically.¹⁸

This new orientation of the Cockshutt company and the domestic market made the Frost and Wood factory unnecessary. The production of tractors and combines for export could be better handled in Brantford and the American factory of Cockshutt Plow than in Smiths Falls. Not only was Brantford closer to the American market, but it contained the Cockshutt tractor factory.

In November 1954, the Frost and Wood agricultural implement plant announced it was closing down and explained the market conditions forced a reduction of overall production. Previous to the actual shutdown, the Cockshutt Company had rearranged production so that the castings made in Smiths Falls were assembled in Brantford. Eventually, some of the patterns for machinery were removed and the moulding shop closed. Once that occurred, the Smiths Falls operation ceased to be a fully independent manufacturer of equipment. When the Frost and Wood plant closed, the Brantford plant assumed its production.¹⁹

Local delegations from the Town Council and Chamber of Commerce met

with officials of the Cockshutt Company about reopening the plant or at least finding a new tenant for the building, but were unsuccessful. Suggestions to reverse this trend of economic slump ranged from the hiring of an industrial manager to a massive advertising campaign to inform prospective tenants of the plant's vacancy. The closure of the factory, however, had to be accepted. 350 workers at the plant were without jobs and the future did not look bright. With the closing of the Frost and Wood plant, almost all local industry was located away from the canal.²⁰

During the thirty years from 1924 to 1954, the entire mood of the town had changed. That buoyant optimism of the 1920's had faded by the 1950's as the town received a major economic setback. The long valued security offered to the local economy by its railway connections was no longer justified. With the improvement of road and rail transportation, Smiths Falls could no longer count upon a steady growth rate. These economic difficulties, however, did not affect the basic recreation role filled by the Rideau Canal. The new appreciation of the historic significance of the waterway simply added to its value.

Decline, 1924-54

- 1 A.K. Gould, "Out of the Wilderness", Old Home Week Souvenir(Smiths Falls: Record News, 1925), p. 15.
- 2 Ibid., p. 20.
- 3 A.K. Gould, "The Old Pioneers", By the Rideau: A Tale of Smiths Falls in Song and Story (Smiths Falls: Record News, 193-?), p. 12.
- 4 A.K. Gould, "The Canal Builders (1827-1832)", By the Rideau, p. 11.
- 5 A.K. Gould, "The Rideau Centenary, 1832-1932", By the Rideau, p. 17.
- 6 Old Home Week Souvenir Programme, op.cit., p. 2.
- 7 Smiths Falls Chamber of Commerce Records, Smiths Falls Board of Trade Certificate, 27 April 1889.
- 8 H.M. Stiles, Who's Who in Smiths Falls 1924 (Smiths Falls: Record News report, 1978), p. 1.
- 9 Ibid., p. 3.
- 10 Ibid., p. 12.
- 11 Ibid., p. 77.
- 12 Smiths Falls Chamber of Commerce, Minute Book, p. 334, 25 May 1950.
- 13 Ibid., p. 347, 14 November 1950.
- 14 W.G. Phillips, The Agricultural Implement Industry in Canada (Toronto: University of Toronto Press, 1956), p. 63.
- 15 Ibid., p. 65.
- 16 Ibid., p. 66.
- 17 Ibid., p. 86-6.
- 18 Ibid., p. 161.
- 19 Mr. Frank Jones Interview, 10 January 1979, p. 16-17.
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Economic Development, 1924-54

Old Slys

Smiths Falls Hydro Electric Commission

The Commission continued to control the two local power plants in Smiths Falls. The old Citizen's plant at the detached lock continued to operate during these years, but the Old Slys power house was demolished.

By 1927, the Smiths Falls Electric plant at Old Slys was termed a "white elephant" by local officials. Because of the local Commission's contract with the Provincial Hydro Commission, the water power at the site could not be used. The Ontario Hydro transformer, Q-2, located on the Jasper Road, went into service in 1928, and served the requirements of the town. The local Commission wanted to sell the Old Slys's property to Frost and Wood, who wanted to rebuild the old dam and use the electric power to supplement their steam power. Unfortunately, no satisfactory agreement could be worked out to suit the canal authorities.¹

In 1939, the Old Slys powerhouse was demolished by James Brothers of Perth. For some years after that, canal authorities had difficulty in making the town clean up the debris left by the demolition and fill in the wheel pits. Finally, these difficulties were cleared up in 1945. The power plant itself had been unused since the 1930's.²

Smiths Falls Combined

Frost and Wood

During this period, the Frost and Wood factory continued to be a major part

of the local economy. The management of the company was under the control of the Cockshutt Plow Company of Brantford but much of the daily operations were supervised by J.E. Ruby. Born in Port Elgin, Ruby began his career with Frost and Wood in June 1889 as an accountant in the Smiths Falls office. His abilities were soon realized and he was sent to Winnipeg as a manager of the western branch of the company, directing its affairs during a time of great expansion in western farming. In 1909, when Frost and Wood began its association with the Cockshutt interests, Ruby returned to Smiths Falls to become general manager. He was rapidly promoted within the company becoming a director in 1917, a vice-president in 1926 and president in 1936.³

The hundredth anniversary of the company in 1939 provided an opportunity to survey the extent of the Frost and Wood - Cockshutt business. Together they employed 2,000 in their plants in Smiths Falls and Brantford as well as their extensive sales operations. Their western sales branch had offices in Winnipeg, Regina, Saskatoon, Calgary and Edmonton, while the eastern sales were managed from Brantford, Smiths Falls, Montreal and Truro. A separate Montreal branch was incorporated as Frost and Wood Quebec Ltd. and the Truro branch as Frost and Woods Maritime Ltd. Through their thirty-one transfer warehouses and several thousand local dealers, orders for the Canadian market were filled.⁴ In the United States, Oliver Farm Equipment Sales Company and Eureka Mower Company carried the Frost and Wood line. Internationally, the farm equipment was sold in Great Britain, Belgium, Denmark, France, Holland, Italy, Norway, Sweden, Bolivia, Algeria, Tunisia, Tasmania, Egypt, Uruguay and Mexico.⁵

With a market international in scope, the company paid many local salaries. Between 1919 and 1938, Frost and Wood distributed to its Smiths Falls employees \$ 7,333,926, with the peak year of 1926 distributing \$ 557,443 alone. In 1938, the total pay was \$ 498,346. In 1939, the factory manufactured \$ 1,921,500 worth of machinery and this increased to \$ 7,500,000 ten years later.⁶ In 1949, 830 men were employed making \$ 1,921,500 in salaries and wages.⁷ During the factory's centenary, the Record News published a history of the company. Mentioning the \$ 7 million in wages paid over the last twenty years, the paper wrote,

And this fact alone should indicate most clearly the important

part the Frost and Wood Company plays in the general prosperity of this old-established Lanark County town. For the Company founded by Ebenezer Frost and which is now celebrating its one hundredth anniversary has been a mainstay of Smiths Falls through the years and the success of the town has been closely associated with the growth and advancement of the great manufacturing concern.⁸

The importance of the company continued into the Second World War when it made hand grenades and artillery ammunition trailers in the factory.⁹

During the post-war period, however, sales of the Frost and Wood-Cockshutt network dropped and future prospects looked unfavourable. In November 1954, E.J. Ryan, Sales Manager, explained the situation and announced that the factory would be closed. More than four hundred men were thrown out of work when the factory closed its doors in the spring of 1955. A local committee, led by Mayor Desmond Code, co-operated with the Cockshutt main offices in Brantford in an attempt to find new tenants for the factory. Yet by 1955, no buyer for the site could be found. The plant was divided into three parts to increase its chances of sale. No acceptable offer was received by the Cockshutt Company and in January 1961, Kopic Wrecking Company of Brantford began to demolish the building. More than 350,000 square feet of factory space in the multilevel building was wrecked during the next six months.¹⁰

Part of the difficulty with the 1906 factory was that few industries wanted a multi-storey factory. The main factory located immediately north of the Rideau River and south of Center Street contained a four storey brick building 243 ft. by 63 ft. and another 103 ft. by 63 ft. East of the main building was a one storey 81 ft. by 185 ft. building. Also in the main factory area was a two storey dry kiln 30 ft. by 30 ft. and a single storey fan house 21 ft. by 22 ft. North of Center Street were three large warehouses, a four storey 136 ft. by 64 ft. building, a two storey 169 ft. by 64 ft. building and a third 153 ft. by 63 ft. building of three storeys with a basement. The offices were north of the warehouses in a 59 ft. by 66 ft. building of two storeys and a basement. Connecting the offices and warehouses was a four storey 56 ft. by 114 ft. building. Next to the offices was

a time office.

East of the time office was the two storey stone powerhouse. South of the powerhouse and west of the main factory were a blacksmith shop, oil storage building and billets building. Besides these main structures there were several storage sheds. Much of the southern end of the factory was built on land reclaimed from the Rideau River.¹¹

Smiths Falls Malleable Castings Company

The years between 1924 and 1954 were troubled ones for the Malleable Works. In the years following 1929 the company ran into financial difficulties. The factory might have closed had not a group of local citizens reorganized the business. In September 1932, W.H. Kerfoot, M.H. Henniger, H.H. Layna, J.S. Lewis, John A. Clark and B.H. Soper purchased the business with George Frost as General Manager.

This group of citizens continued until a fire gutted the plant on 24 April 1947. George Frost then secured an option on the entire assets of the business which were sold in April 1947 to a group of Montreal industrialists. These new owners were Thomas Arnold, F.O. Peterson, E. Redford, Keith Notman, Fraser Keith and T.T. Arnold, Jr. George Frost was made vice-president and the factory reopened in January 1948. The products of the firm consisted of castings for agricultural implements, railway freight and passenger cars, locomotives, motor cars, trucks, hydro electric and general construction equipment.¹²

By 1947, another of the local industries had passed into the hands of outside capitalists. It was coincidental that both Frost and Wood and the Malleable Iron Works came under the control of outsiders after major fires. There was not enough local capital to finance the rebuilding of the local factories.

The factory consisted of two main buildings. The 90 ft. by 260 ft. building next to the Frost and Wood plant and the 60 ft. by 250 ft. building next to it were rebuilt after the 1947 fire. This second building had a 115 ft. by 60 ft. extension on the east side and this extension had a 56 ft. by 59 ft. building attached to it. A 54 ft. by 59 ft. extension on the south

end of the first building was not rebuilt. Two sheds, 39 ft. by 37 ft. and 20 ft. by 42 ft. were also not rebuilt. The 25 ft. by 65 ft. office building on the north east corner of the factory lot was not damaged by the fire.¹³

Smiths Falls Waterworks Commission

In 1929, the Commission improved the local water service by installing a new filtration plant which was completed in the spring of 1925. A 170 ft. water tower was erected with a capacity of 200,000 gallons. The total capacity of the filtration plant was 2,000,000 gallons a day. Besides supplying local residents with water, the Commission also filled the tanks of the C.P.R. with unfiltered water.

Although the Waterworks Commission was a separate body from the Town Council, the two worked closely. In 1922, a park scheme was begun in which the Waterworks Commission turned over all the land it had bought to the Town except the waterworks building.¹⁴ The Commission also boasted in 1924 that it was the largest revenue producer in town after taxes.¹⁵

By 1950, the Commission was supplying a population of 9,000 in the town and neighbouring townships. Daily production increased to three million gallons, with forty-five industrial customers. The steel reservoir tank had a capacity of 410,000 gallons.¹⁶

By 1949, two main additions had been made to the waterworks building. The first was the filtration plant located on the south side of the main building. Joining the three storey brick structure, which was the original waterworks, was a one storey brick building 50 ft. by 30 ft. To the south of this was the main filtration plant housed in a one storey brick building 50 ft by 60 ft. and a concrete block structure 50 ft. by 50 ft. and one storey high. To the north of the old stone mill was a one storey concrete block addition, 50 ft. by 35 ft.¹⁷ When the new filtration plant was erected a new concrete dam was placed across the waste weir channel flooding out the falls.

Northern Buttons Limited

This business was located north of the Gould foundry building on Mill Street. It was founded before 1924 by local businessmen. Claude A. Patterson, M.D., was president, George B. Frost, Treasurer; Fred C. Clayton, secretary; and William S. Murphy, M.D., and Milton F. Davidson, vice-presidents. Mr. Arthur Vogelsang was the manager being largely experienced in the button industry. The sales organization was handled by Mr. Fred Hunter of Montreal and R.W. Faber and Company of Toronto both connected with the Canadian textile industry.

The factory employed about thirty people, about half of them women. A variety of buttons were made, but the ivory button business was very extensive for this plant. The main building was used as the "Machinery Hall", but additions were made to the rear of the structure.¹⁸ A two storey 60 ft. by 40 ft. addition was added to the rear of the main factory, as well as a 40 ft. by 20 ft. one storey stone structure.¹⁹

The factory operated until the mid-1930's.

Edward Wood's Showroom

Originally, this land was part of the 1874 agreement between Abel Ward and the canal authorities. When Ward sold his land to Alexander Wood in 1880, Wood assumed all the conditions of this agreement. One condition was that no buildings were to be erected on this land directly north of the combined locks. Wood, however, built a greenhouse and collected rent on it. By 1920, the greenhouse was removed, but its original office was used as a butcher shop by Edward Mereau.²⁰ He paid Mrs. Wood about \$216 per year on ground for which the canal authorities received twenty cents a year. The Wood lease was cancelled by the Department and a new one issued to Mereau.²¹

In February 1922, Mereau sold the building to Newton Bothwell who continued to use the place as a butcher's shop.²² The shop burned down in September, and the lease to the property transferred to Edward Wood who wanted the land to erect a showroom for agricultural implements.²³

Three years later, the canal authorities tried to get rid of Wood's building because it interfered with the new policy of transforming the canal area into parkland. The building was described as "an eye-sore and not in conformity with the improvements which the Town is making in that locality".²⁴ The Department was unsuccessful in removing Ward's business, partly because of the support Wood received from the local Town Council. The Council allowed Wood to remain in his location until the land was needed for a public park.²⁵

The Wood incident illustrated the shift in canal policy towards economic activity in its area. By the mid-1920's, parkland had become the first priority of certain areas of the canal.

Hubbell's Feed Mill

By 1922, Mr. Hubbell was operating a feed mill in the building earlier used as Allport's woollen mill on the extreme north end of Jason Island west of the waste weir channel. This business was a small local concern operated by Mr. Hubbell and his son. They later sold the business to James Shields, who continued to run the mill until it went out of business.²⁶

The building was destroyed by fire in the 1940's and by 1949, the Waterworks Commission had built an addition to their plant on this property.²⁷

Other Structures - Swimming Pool

The pool was built by the local Rotary Club after receiving a lease from the Department in 1923.²⁸ It was situated east of Beckwith Street and north of the combined locks, apparently on the site of Westey Joynt's blacksmith shop. Dressing rooms were also erected at this location.²⁹

This development again emphasized the changing nature of Jason Island in the 1920's.

Smiths Falls Detached

Smiths Falls Hydro Electric Commission

The Commission continued to operate the power plant at the detached lock throughout this period, even though the one at Old Slys was demolished. The 1930's and 1940's were decades of expansion for the local Electric Commission. The debenture debt used to buy the electric system from private developers was \$ 147,000 in 1918, but this had been reduced to \$ 25,000 in 1936. Increased revenue was the result of an increase in the number of local customers. Between 1918 and 1936, domestic users increased from 1000 to 1727, commercial users from 145 to 269, and industrial users from 30 to 45. Total revenue increased from \$ 23,000 to \$ 82,000.³⁰

This expansion indicated that the canal had a continued influence upon the development of the town. The power station at the detached lock is still operating at the present.

H.B. Brownlee, Marine Sales and Service

As one of the boating services at the detached lock, Mr. Brownlee continued to operate a boat and motor repair shop which catered to the growing number of outboard motor boats. Besides himself, Brownlee's business employed one or two mechanics to work on the motors.³¹ Brownlee was the local dealer for motors, boats, canoes, and campers' and fishermen's supplies. During the depression, this business was very badly affected since many of the men owning boats were out of work and made their own repairs.

In June 1937, Brownlee sold his business to W.B. Weston who operated it from that time. After the depression ended, business began to improve when local residents were re-employed.³²

A timber crib dock filled with stone with concrete slats was built in connection with this business. This was located on the south side of

Lock Island and was 30 ft. long and 16 ft. wide.³³

Frey Industries

This industry was located in the building formerly used by R.J. Brodie's Standard Chemical and Fertilizer Company. Starting in the Abbott Street factory in 1948 with a staff of two, the company had expanded to employ 41 workers by 1956. The factory worked mainly on defence contracts, manufacturing marine markers, metal containers, hardware and ammunition boxes.³⁴

This company moved out of the building by 1959,³⁵ and it is currently used as the headquarters of the local RCAF Association.

Economic Development, 1924-54

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- 2 IAND, File 4600-85-193, vol. 1, Whittier to Jost, 7 June 1939; Jost to Rubb, 10 February 1943.
- 3 Record News (Smiths Falls), 15 June 1939, p. 2.
- 4 Ibid., p. 3.
- 5 Ibid.
- 6 Ibid.
- 7 Ibid., 29 June 1950, p. 11.
- 8 Ibid., 15 June 1939, p. 3.
- 9 Ibid., 23 April 1942, p. 13.
- 10 Ibid., 21 July 1976, p. S26.
- 11 Smiths Falls Engineering Dept., Plan of Frost & Wood Co. Ltd., Smiths Falls, 2 April 1947, V.I. Thormin.
- 12 Old Home Week Souvenir Programme (Smiths Falls: Record News, 1950), pp. 63-65.
- 13 Plan of Frost & Wood Co. Ltd., Smiths Falls, 2 April 1947, V.I. Thormin.
- 14 Old Home Week Souvenir Programme 1925, op.cit. p. 59.
- 15 H.M. Stiles, op.cit. p. 69.
- 16 Old Home Week Souvenir Programme, 1950, op.cit. p. 51.
- 17 Smiths Falls Waterworks Commission, Plan of Survey of Lands on Jason Island...conveyed to Smiths Falls Waterworks Commission, 8 September 1949.
- 18 H.M. Stiles, op.cit. p. 24.
- 19 PAC, NMC, IP/PA/340 - Smiths Falls - 1959 Underwriters Survey Bureau Insurance Map of Smiths Falls, August 1959, p. 20.
- 20 Mrs. Gladys Haley Interview, 17 January 1979, p. 21.
- 21 PAC, RG 43, B4(a), vol. 164, Letterbook No. 32, p. 173, Phillips to

- Bowden, 7 September 1920.
- 22 Ibid., Letterbook No. 34, p. 151, Phillips to Bothwell, 4 February 1922.
 - 23 Ibid., vol. 165, Letterbook No. 35, p. 199, Phillips to Bowden, 19 September 1922.
 - 24 Ibid., vol. 166, Letterbook 40, p. 453, Phillips to Dubec, 2 June 1925.
 - 25 Ibid., Letterbook No. 41, p. 406, Phillips to Dubec, 24 March 1926.
 - 26 Mrs. Gladys Haley Interview, 17 January 1979, pp. 21-22.
 - 27 History of Smiths Falls (Smiths Falls: Smiths Falls Historical Society, n.d.), p. 3.
 - 28 PAC, RG 43, B4(a), vol. 165, Letterbook No. 36, p. 295, Phillips to McKimm, 15 May 1923.
 - 29 Record News (Smiths Falls), 21 July 1974, p. S9.
 - 30 Ibid., 23 July 1936, p. 6.
 - 31 IAND File 8606-85-16, Brownlee to MacLennan, 3 September 1934.
 - 32 Ibid., Lease to W.B. Weston, PC No. 2513, 9 October 1937.
 - 33 Ibid., Murphy to Jost, 30 June 1937.
 - 34 Smiths Falls Chambers of Commerce Records, untitled newspaper article, January 1956.
 - 35 PAC, NMC, 10/PA/340 - Smiths Falls - 1959 - Plan of Smiths Falls, Underwriters Survey Bureau, August 1959.

Modern Period, 1955-78

From 1955 until 1978, there has been a continuing effort to improve the Rideau Canal in Smiths Falls as a tourist and recreational area. With the relocation of industries away from the downtown area, the canal area was developed into parkland providing access to the waterway both to local residents and tourists. The last twenty years, however, have also witnessed a decline of most of the traditional businesses in town. While these recent events are not directly connected with the Rideau, they have been a matter of concern to local residents. As such, they give a balanced perspective on the recreational development of the canal area and general economic concerns.

In the 1948 town plan for development, the area around the Rideau Canal was zoned for parks.¹ From that time, there has been a steady improvement of local parks along the waterway. The only areas exempted from parkland were the Frost and Wood and the Malleable Castings factories and the town waterworks. By 1955, considerable work had been done on the town land on Jason Island to improve its appearance. This was paralleled by the efforts of the Department of Transport to remove buildings considered unsuitable for reasons of appearance.

The culmination of local park development came in 1967 with the opening of Centennial Park on Jason Island. The idea of a park began in 1963 and after investigating the grants available for such a project, the Town purchased the Kerr property on George Street from Ustel Motors. Parkway Planners Associates designed the new park, and Elaborate Nurseries, Wellman Pools and Evans Electric carried out the plan. The park was made possible by several local organizations who raised a total of \$ 26,000. Centennial Grants were received from both the Ontario and Federal governments. The co-operation of the Water Commission and the wall erected by the Department of Transport also made the park possible. The center piece of the park was a fountain designed by local artist Peter Duef entitled "Growth" to symbolize Canada's first hundred years.²

It was rather ironic that this local celebration of Canada's centenary should end the last economic developments on Jason Island. By 1967, of course, the area housed only car repair shops, but they represented the last of a long line of businesses to use the area. Growth of the area had continued from 1827 until the late 1920's and it was only within the last fifty years that the canal was primarily considered as a recreational area.

Park development continued after 1967 and is still unfinished. Lower Reach Park stretching from Old Slys lockstation along the Rideau River in town was considered one of six top priorities of the local Council. Through the efforts of the local Citivan, Kinsmen and Rotary Clubs two baseball diamonds are planned for the park. The Rotary Club has also sponsored the development of a tennis facility. A fitness trail along the river is also planned.³

These local efforts conformed to the recommendations of the Canada - Ontario - Rideau Trent - Severn Study Committee (CORTS) which called for the cleaning up of the approaches to canal structures and the development of the surrounding area for public recreational purposes.⁴ Following these recommendations, the Department of Transport cancelled most of the boathouses leases at the detached lock. The old boathouses were removed after being located in that area for over fifty years.

Development of local parks was only one part of the policy to realize the potential of the canal as a recreation area. The tourist trade continued to grow during this period and local organizations were aware of its value to the town. The rate of growth was illustrated by the increase of the number of boats passing through Smiths Falls in the late 1950's. In 1957, 620 boats locked through Smiths Falls and this total increased to 704 in 1958 and 819 in 1959. Most of these boats travelled during July and August.⁵ As the Record News reported in 1959, "Smiths Falls would seem to be the supply depot for the visitors as many return to their cruisers loaded down with food stuffs and souvenirs".⁶ Boat traffic set a new record in the following year.

Not all local observers felt that the local merchants were doing enough for their town's tourist trade. Harry Cullen, general manager of the Eastern Ontario Development Association, was of this opinion. A report paraphrased

his comments at a Chamber of Commerce meeting in November 1959.

Although Smiths Falls is in the best location of any small town for attracting tourists, he does not believe the merchant is taking his full responsibility in promoting the tourist industry. "He takes the tourist's dollar," Mr. Cullen said, "but he will not invest to promote tourism and it is the merchant who benefits the most."⁷

If local merchants came across criticism of their efforts, so did the average citizen in town. In July 1960, the Record News editorialized on the carelessness, thoughtlessness and ignorance of locals who succeed in driving away tourists and industry.

A town is you and us and everybody else who lives in it, and if the town has shortcomings it is your fault and ours, and nobody else's. So why not take a little pride in Smiths Falls and in ourselves, and tell the strangers that we are proud of our own town and we think it is a fine place to live.⁸

Thus schooled in their behaviour, local residents will have to become used to the new emphasis on tourism.

Not all tourism, of course, was connected with the canal, and most tourists came by car on their way to Ottawa or other regional attractions. Canal traffic was great enough, however, for the Carousel Inn to be built on the old site of the Frost and Wood factory. This new building indicated simply the complete reorientation of the Rideau Canal. By the 1970's, all industry was removed from the canal area, even those catering to the boat traffic.

The town, however, could not survive on the tourist trade and parklands. New industry was required to replace the Frost and Wood plant. In 1955, the Chamber of Commerce and Town Council formed an Industrial Committee. Composed of four members from each body, the Committee attempted to promote Smiths Falls as a site for new industries.⁹ Some industry had been attracted before the Frost and Wood closure, which made the transition easier. In 1945, Cairns Limited of Brantford, clothing manufacturers, opened a branch plant in town. RCA Victor and the Canada Wire and Cable Company started local operations in 1953.¹⁰ R.J. Wood donated five acres to the Town

east of the CNR right of way for the use of any plant employing twenty-five people. The need for new industrial land was emphasized by the Town's bid to take over five hundred acres from Montague Township for this purpose. This move was blocked by the local Township Council.¹¹

While these new industries helped to cushion the impact of the Frost and Wood shut-down, they did not immediately alter the traditional economic situation. By 1955, the CPR employed 1,100 people and the Malleable Iron Works 125.¹² These were still the largest employers in town. It was not until the early 1960's that this situation changed. Because of the introduction of diesel engines, the piggy back system and administrative automation on the CPR, staff was cut back on the railway. The Malleable Company closed in 1963.

Fortunately, the decline of these traditional employers coincided with the purchase of ninety acres of land south of Lorne Street by the municipality from the Ontario government. The new industrial land made it possible for the Hershey Chocolate Company of Canada to locate a seven million dollar plant on thirty-five acres. Starting in 1963, it employed 135 people with plans to increase that number to 300.¹³ The rest of this land was occupied by a number of smaller companies. These new industries point out the fact that over the last twenty years, the town had made a significant shift in local economic development.

The current industries of Smiths Falls still do not allow for a complacent attitude. The following table lists the major employers in town during 1977.¹⁴

Table 4. Smiths Falls Industries, 1977

Company	Product	Employees
Canadian Pacific Railway	-	1,100
RCA Victor	records	350
Hershey Chocolate	chocolate products	200
Royalite Metal Furniture	office equipment, hospital furniture	160
Beach Industries	sheet metal ware	110
Wire Rope Industries	wire rope	90
Guideline Instruments	electrical instruments	75
Lanark Mills	electric blankets	65
MacIntyre Wood Manufacturing	shipping containers	40
Cairns Garments	nightwear	30

Source: Smiths Falls Chamber of Commerce

The shifting fortunes of Smiths Falls were clearly illustrated by the recent announcement of RCA Victor that it would be closing down in the coming months. Even though almost all of the above industries are fairly new companies, economic security continues to elude the town. To increase the chances of replacing the record company, an industrial manager has been hired by the Town to co-ordinate a general campaign to attract industry. The value of such an individual has been debated since the Frost and Wood plant closed in 1955. Perhaps this new approach to the local problem will reverse the current trends of development.

Just as the advantages offered by the Rideau in the 1860's and 1870's lost their significance, so the traditional advantage offered by Smiths Falls, railway communications, has declined in importance recently. Larger

towns and cities can offer more serviced land, better factory sites, and more convenient highway connections. In addition to this, larger urban areas can provide access to a larger pool of labour. Because there are few large urban areas close to Smiths Falls that would permit the town to survive as a bedroom community, a self-sufficiency in employment will be the challenge of the future. Keeping their local economic strength will not be an easy task during the current economic climate.

Modern Period, 1955-78

- 1 PAC, MMC - 0004415 - Plan for the Development of Smiths Falls, 14 February 1948.
- 2 Smiths Falls Public Library, Scrapbook, Record News (Smiths Falls), 29 June 1967 n.p.
- 3 Ibid., 6 December 1978, p. A3.
- 4 IAND, File 8606-86-16, Jamieson to McBride, 20 June 1972.
- 5 Smiths Falls, Chamber of Commerce Records, Record News (Smiths Falls), 5 November 1959.
- 6 Ibid.
- 7 Ibid., 19 November 1959, n.p.
- 8 Ibid., 29 July 1960, n.p.
- 9 Ibid., Minute Book, p. 377-9, 15 April 1955; p. 381-2, 2 February 1956.
- 10 Ibid., Scrapbook, Ottawa Journal, 19 July 1955, p. 11.
- 11 Ibid., Minute Book, p. 334-5, untitled newspaper article, 3 January 1952.
- 12 Ibid., Scrapbook, Ottawa Journal, 19 July 1955, p. 9.
- 13 Ibid., Misc. newspaper file, Record News, 13 June 1963, p. 1H.
- 14 Ibid., Misc. file, List of Industries, 20 April 1977.

Economic Development, 1955-78

Smiths Falls Combined

Frost and Wood Site

After the demolition of the Frost and Wood factory, a large site was left in the centre of town to be redeveloped. Around 1964, a five storey motel, now called the Carousel Inn, was built immediately next to the Rideau River. A marina was also planned for this site, to be located in the River, but never built.¹ The motel did a large business during the summer, serving the tourists who came by boat and car. The motel was built so that all rooms faced the River and canal.

Immediately north of the motel and south of Chamber Street, a shopping centre was built, which contained a number of stores. Along with the development of the former Malleable Castings factory site, these buildings created a new commercial area for local residents. Such a land use pattern was more in harmony with the new orientation of the Rideau Canal.

Smiths Falls Malleable Castings Company

This factory continued to operate after the closing of Frost and Wood Company, its largest customer. Its best days were over, however, since by 1953 about 120 men were employed while prior to that 170 men were employed in affiliation with Frost and Wood. By 1963, only 33 men were employed, and only on a part-time basis. In June 1963, the former finishing and annealing building was demolished by order of the Town Engineer and Department of Labour because it was unsound.²

The site of the factory was used to build a Canadian Tire store. This

business continues to operate on that spot.

The Rideau Foundry Building

This historic building, which was the foundry of the Cossitt Brothers and later of the Gould family, was demolished in 1971. The unfortunate event did not go unnoticed. As one angry resident wrote,

I find it very ironic that within a few weeks of establishing a Smiths Falls Historical Association we should witness the inexplicable and total destruction of a building linked to the very beginnings of our town. Those who share my concern are invited to share my protest to those responsible.³

The destruction of this building left only two of the historic mills of Smiths Falls standing. Adam Foster's mill, also built by the Gould family, is now part of the waterworks plant, but several additions have been made to this structure. The Wood's mill, directly across the waste weir from the waterworks, is the only building left in its original state.

The Bottling Plant

This building was located just north of the Rideau Foundry on Mill Street (now Maple Street) and formerly housed the Northern Button company. In 1938, Clark Ketchum established a Coca Cola bottling plant in this building. In 1963, the operation of the plant was taken over by Gill's Beverages Limited, until they moved to Lorne Street in 1970.

After it remained empty for a year, Mr. Ketchum generously donated the building to the town in October 1973. Plans were made to renovate the building, which had been built in the 1880's by the Gould family, and convert it into a museum. The plans were made by architect Hans Stuta of Ottawa. The main floor, 130 ft. by 50 ft., would have housed exhibits and the partial second storey used as a storage area. The Federal government granted \$ 13,455 to renovate the inside and weatherproof the roof of this building.⁴

A local museum had been advocated on and off since the 1950's, but

little had been accomplished. This attempt proved no exception to the rule. The building was finally decided to be unsuitable for a museum and later demolished.

Centennial Park

The businesses located on the west side of the waste weir channel on Jason Island were car repair shops. In the old coal sheds of Adam Foster, Weston Motors was located. To the north of these buildings was Ustel Motors, a second garage and repair shop.⁵

The old cars and other debris associated with car repair shops were considered incompatible with the general plan of development in the area. The buildings were demolished to make room for Centennial Park which opened in 1967.

Smiths Falls Detached

W.B. Weston Marine Workshop

This business at the detached locks continued until the 1970's. Due to the recommendations of the CORTS Study, all unsightly boathouses and other buildings were to be removed from the canal reserve. As one department official explained,

We do realize that Mr. Weston over the past forty years has provided service on the Rideau Canal. However, with his retirement, the future use of the land is considered to be in the expansion of day-use park land around the lock station and the enhancement of the area through the removal of the remaining boathouses.⁶

In 1977, Mr. Weston died and his widow agreed to give up the lease to the property.⁷

The business employed several men repairing boat motors, chainsaws,

as well as having a small concrete dock within 50 ft. of his shop and about 250 ft. from the detached lock. The repair shop was a substantial metal building approximately 40 ft. by 70 ft. which was ideally located for a business of this type.⁸

Economic Development 1955-78

- 1 Smiths Falls Chamber of Commerce Records, Record News (Smiths Falls), 13 June 1963.
- 2 Ibid.
- 3 Smiths Falls Public Library, Scrapbook, untitled newspaper article, 29 November 1973 "Historical Society".
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- 5 PAC, NMC, 1P/PA/340 - Smiths Falls - 1959 - Underwriters Survey Bureau, Plan of Smiths Falls, August 1959.
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- 7 Ibid., Bennett to Fraser, 14 March 1977.
- 8 Ibid., Speer Memo, 27 November 1964.

General Conclusions

Smiths Falls' history provides a unique opportunity to examine the effect of transportation facilities upon an urban centre. Unlike other major cities on the Rideau, such as Kingston or Ottawa, there were few outside influences on growth. Both Kingston and Ottawa were influenced by the governments which located there. Ottawa was also influenced by the Ottawa Valley lumber trade, and Kingston by Great Lakes shipping. In its early years, however, Smiths Falls was totally dependent upon the canal. The creation of local industry and the formation of rural hinterland were closely tied to the Rideau. Located at the centre of the canal, Smiths Falls provided a convenient point of trans-shipment.

In the latter half of the nineteenth century, the town's prosperity became joined with the Canadian Pacific transcontinental line. While the railway era may have superseded the canal era, Smiths Falls illustrated that the canal continued to play a useful role in the local economy. The coal trade, and the minor freight and passenger traffic, maintained some economic significance for the Rideau. The strongest link between the canal and railway periods of the town's history was the continuation of industry located on the canal banks. Railway communication allowed the larger industries, particularly Frost and Wood, to expand their markets to a national level.

When discussing the industrial activities along the Rideau, one must bear in mind that there were a series of industries. The earliest factories were those required to supply the necessities of life, saw mills for lumber, grist mills for flour, foundries for tools, tanneries for leather, and carding mills for cloth. During the 1830's and 1840's, the local industries were serving a small market. The variety and scope of these industries soon expanded. The saw mills were joined by shingle mills, planing mills, cabinet and match factories. Local foundries expanded from small family shops into factories like Cossitt Brothers or Frost and Wood. In the late 1870's, new industries such as Brodie's Chemical Works and the Smiths Falls Malle-

able Works added new dimensions to local efforts. While these new industries expanded, some of the old factories, especially those related to wood processing, closed because of the exhaustion of local timber reserves. In the 1890's, a revitalization of the grist mills was made with Alexander Wood's new mill and the refurbishing of the Foster mill.

The final development in this changing industrial scene was the public utilities. With the development of electric power and water supplies, the primary reason for locating factories near the canal, water power, was made obsolete. New factories found it easier to locate along the railway than the canal. As the older factories closed down, the canal area became available for new uses.

The growth of recreational land along the canal altered the entire pattern of urban growth. Rather than having the town centre around an industrial sector, Smiths Falls fortunately found itself with an easily developed parkland running throughout its core. Local and canal officials implemented this program of reclaiming the land for recreational use over the next sixty years. Although Victoria Park was established in the late nineteenth century, it was only after the First World War that parkland received some priority over other land uses. Projects like Centennial Park and the Lower Reach Park are really the fulfillment of these trends.

This greening of the heart of Smiths Falls will no doubt prove useful to residents of the town and the many vacationers to the Rideau Lakes area, but the Rideau Canal should be more than just a park. The historic significance of the canal has long been recognized. The skill of the Royal Engineers is highly praised by modern observers and rightly so. Yet, the masonry of the locks and the strength of the dams and the architecture of the lock-houses are only a small part of that history. The Royal Engineers did not build a monument but a canal, and a canal to serve the public. It should be remembered that Colonel By was not satisfied with a military canal, but insisted upon a commercial system. As an economic route, the Rideau affected the lives of all the residents in the region, and it is among these people that the lasting significance of the canal will be found.

While not diminishing the name of Colonel By, this study shows that in the case of Smiths Falls the people who made the canal important were

not By or lockmaster Matheson, but James Simpson, Abel Ward, Alexander Wood and a dozen others. It was these men who were the historically significant individuals. Yet if one looks at Smiths Falls today, little trace remains of their existence. Almost all of the factories are gone, with the exception of the Wood mill. It alone remains as a sign of the economic side of the canal's history. Remarkably, its architecture has been little affected by the half century since it was last used as a grist mill. Even this building only represents the development of the 1890's, and nothing remains of the earlier period.

The canal buildings and structures themselves also survive, more or less intact, as a reminder of the canal's past. The well maintained grounds increase their general attractiveness, but detract from its historical character. The ironic aspect of recent developments in Smiths Falls is that as the area becomes more accessible to the public, more of the historic qualities of the area disappear. It is hoped that future plans will find a way of preserving both the historic value of the area and its popular appeal.

Appendix Summary of Major Industrial Buildings

Introduction

This appendix is an aid to the general text of this report. Because of the bulk of material, each major industrial building is listed here and a short synopsis of its history given, along with its function and dimensions where available. Buildings are listed according to their earliest titles. Position of these structures are given in the maps accompanying the report.

Ward (later Wood) Grist Mill

Located east of the waste weir channel at the north end of Jason Island, this mill was erected before 1832. A small saw mill was attached to this building on the west side, which Ward built after his first saw mill (located on the north shore of the river) was demolished to make way for the canal dam. In 1852, a new stone grist mill was built by Ward. By 1868, an oatmeal mill was also built. Dimensions of the grist mill were approximately 66 ft. by 37 ft. The oatmeal mill was approximately 60 ft. by 100 ft. In the 1870's, the business was operated by Ward's sons.

In 1880, Alexander Wood bought this mill, and in 1887 rebuilt the grist mill. The five storey building with a grain elevator was approximately 60 ft. by 100 ft. It is still standing. An oatmeal mill was added in 1890. This was a four storey stone building. Both mills were operated by the Wood family until the end of the First World War. In the early 1920's, the mills were run briefly by the United Farmers Co-Operative. In 1923, the buildings were bought by the Smiths Falls Waterworks Commission for the water right attached to them. After this, the buildings were not used as mills, but as office and warehouse space.

The buildings are still standing.

Ward (later Wood) Saw Mill

Located east of Beckwith Street on the north end of Jason Island, this mill was originally built by John W. Ward, a brother of Abel Ward, before 1831. The mill was owned by William Simpson in the 1840's and leased to John Hilburn. Sometime after this, the mill was acquired by Abel Ward and he repaired the structure in 1871. Sold to Alexander Wood in 1880, the 40 ft. by 40 ft. structure was rebuilt. Dimensions of this frame building were 100 ft. by 40 ft. The mill continued to be operated until the end of the First World War.

This building was destroyed by fire in 1922.

Ward Carding Mill

Located east of the waste weir channel and south of the Ward Grist Mill (see above), this mill was built by Abel Ward between 1832 and 1836. Its dimensions are unknown. It was operated by E. Boyce during the 1840's. In 1846, a dyeing house 20 ft. by 16 ft. was added. This was a one and half storey frame building.

The mill was acquired by Alexander Wood in 1880, and demolished in 1884 to make way for new mill raceways.

Gould Grist Mill

Located west of the waste weir channel, the original mill was built around 1828 by James Simpson and was probably a frame structure. The mill was operated by William Simpson and leased in 1840 to LaChay and McFarlane. The original mill was replaced in 1842 with a larger stone mill. This mill was operated by Jason Gould and family after Simpson's death in 1861. A new mill built in 1868 by the Gould Family was a four storey limestone structure (including basement), 40 ft. by 50 ft. The mill machinery was installed by Cossitt Brothers. From the 1880's the grist mill was owned by

Foster and Ward and later by Adam Foster alone. S. Lockhart ran this mill for Foster.

In 1887, a brick addition was added to the south side of this mill to serve as the local waterworks. In 1900, the waterworks were bought by the Smiths Falls Waterworks Commission and in 1910, the grist mill was also bought. Since then, the mill has been used as part of the waterworks system.

This building is still standing, with several additions made to it to accomodate expansions in water treatment facilities.

Gould Saw Mill

Located west of the waste weir channel and south of the grist mill, the original building was erected by James Simpson around 1828. The mill soon became the property of William Simpson, but was operated by a number of individuals. LaChay and McFarlane operated the mill in 1840, Russell Bartlett in 1846 and John T. Beckwith in the early 1850's. Beckwith, a nephew of Simpson, erected a shingle mill near the south end of the saw mill and in 1853 enlarged the mill itself. The 60 ft. by 80 ft. frame structure was owned by Foster and Ward in the 1880's and later by Adam Foster alone. George Steele ran the mill from 1887 until 1910.

This building was demolished before 1922.

Gould Carding Mill

Located west of the waste weir channel at the extreme northern end of Jason Island, the original date of construction is unknown. Probably, Jason Gould built the mill during the 1860's or 1870's. The mill was run by T.W. Davidson in 1879 and by D. Allport from 1885 to 1901. Ownership of the 33 ft. by 50 ft. building passed to Foster and Ward in the 1880's and later to Adam Foster alone. Control of the mill came into the hands of J.H. Gould, although it is unknown whether he owned the building. Gould operated the mill until the end of the First World War.

By 1922, this mill was converted into a feed mill by Mr. Hubbell. Hubbell sold the business to James Shields who ran the concern until around

1930.

This building was destroyed by fire in the 1940's.

Rideau Foundry

In 1853, John T. Beckwith (see Gould Saw Mill) built a 36 ft. by 26 ft. frame building next to his saw mill for the Cossitt Brothers who were making fanning mills. In the same year, a second storey was added to the building.

In 1858, the Cossitt Brothers moved their foundry across Mill Street and with the help of John Beckwith built a new factory. The two storey stone building, 100 ft. by 40 ft., had a 30 ft. wing attached to it. The old leakage channel behind the government dam passed underneath this building, which received power from this source. Cossitt Brothers manufactured agricultural implements until they moved to Brockville in the early 1870's. In 1874, Seeber, Landon and Company used this foundry, but moved out around 1876. After they left, the foundry was run by J.H. Gould from 1882 and the Gould family continued to make agricultural implements until the early 1920's. After that date, the building was not used as a foundry.

This building was demolished in 1971.

Hall's Tannery

Located on the north shore of the Rideau River at the foot of George Street, the original 82 ft. by 24 ft. frame tannery was operated by a Mr. Hall at least as early as 1846 and perhaps 1834. In the 1850's, the business was taken over by James, or George, Gourlay. Allan Templeton was the last tanner on this location. Templeton bought Gourlay out in December 1858 and ran the business until 1884, and perhaps longer.

Between 1903 and until the early 1920's, this location was used by A. Mackenzie for a coal business. The main coal shed was an irregular structure about 60 ft. by 60 ft. The tannery must have been removed to make way for this structure.

The coal shed was probably removed shortly after Mackenzie went out of

business.

Frost and Wood

The original blacksmith shop and foundry of Ebenezer Frost was located west of the waste weir channel north of Gould's grist mill. This building was used by Frost from 1839 until 1847 when it was destroyed by flood.

The next factory was located on the north shore of the Rideau River at the foot of the combined locks. Alexander Wood formed a partnership with Frost in 1846 to manufacture agricultural implements. The first factory was a frame building, but in 1850, a stone building was added. In 1854, a fire partially destroyed the factory, but the two wings of the plant (one of which was a frame building) were saved.

The new factory was described as a two storey stone building, 50 ft. by 120 ft. with a frame addition, 40 ft. by 60 ft. Next to the main building was another stone building slightly smaller in size used to store finished goods. Between these two main buildings were a small office and blacksmith shop. In 1868, a 34 ft. by 60 ft. store house was erected across the street from the main factory. In 1880, a 50 ft. by 100 ft. brick moulding shop was built. During the 1870's, the business was controlled by Alexander Wood and the two sons of Ebenezer Frost, Charles B. and Francis T. Frost. Wood retired in 1885 and the business was run by the two Frost brothers.

This factory was destroyed by fire in 1906, except for the moulding shop, paint shop, coke and iron house, and warehouse. The new factory was built of brick, with its main buildings four storey high, 103 ft. by 63 ft., and 243 ft. by 63 ft. East of the main building was a one storey building 81 ft. by 185 ft. Also in the main factory area was a two storey dry kiln, 30 ft. by 30 ft. and a single storey fan house, 21 ft. by 22 ft. North of Centre Street were three large warehouses, a four storey building, 136 ft. by 64 ft.; a two storey building, 169 ft. by 64 ft.; and a building with three storeys and a basement, 153 ft. by 63 ft. There was a fourth warehouse 56 ft. by 114 ft. connecting these buildings to the office building which was a two storey building, 59 ft. by 66 ft. Next to the office was a time office. East of the time office was a power house and blacksmith shop.

The original date of construction of all these buildings was not 1906, as some were later additions to accommodate expansion.

These buildings were demolished in 1961.

Smiths Falls Malleable Iron Works

Established in 1878 by Charles Jones and William H. Frost, a son of Ebenezer Frost, this business was located east of the Frost and Wood factory. In 1884, William Frost bought out Jones' interest in the business. The size of the original factory is unknown. In 1892, a 250 ft. by 50 ft. moulding shop was added to the plant which consisted of a 300 ft. by 58 ft. annealing room, a pattern shop and large store house. The Frost family controlled the business until 1932 when a local syndicate took it over. In 1947, a Montreal group of industrialists bought the company.

In 1947, there was a major fire which destroyed the factory. When rebuilt, the works consisted of a 90 ft. by 260 ft. building next to Frost and Wood, a second building, 250 ft. by 60 ft., with a 59 ft. by 59 ft. extension on the east side. Two sheds, 39 ft. by 37 ft. and 20 ft. by 22 ft. were not rebuilt after the fire.

The factory was demolished in 1963.

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The Research for this report is based upon the standard record groups for the Rideau Canal, but supplemented by the work done by previous Parks Canada historians. Most useful were the research notes of Karen Price on the original construction of the canal, and the work of Judith Tulloch on the canal before 1914. A great deal of use was also made of the Department of Indian Affairs and Northern Development files. These are divided into three groups. At the Ottawa Realty Services office, the 751-series deals with land transactions at Smiths Falls which were particularly useful in understanding the Ward and Simpson dispute. These files also contain original correspondence between lockmasters and the Ottawa offices. Information on the post-1940 period is located in Cornwall (8606-series) and Smiths Falls (4000-series). The Rideau Canal office in Smiths Falls contains many of the engineering records of the canal, as well as additional information on land transactions and leases. Many of the maps and diagrams on engineering aspects of the canal have been transferred to the Public Archives in Ottawa (see National Map Collection, RG 84M).

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A/410 - Rideau Canal - 1831. Survey of Old Slys and Works there forming part

- of the Rideau Canal, John By, 1831.
- F/440 - Smiths Falls. Plan of the Town of Smiths Falls, with plan of Exhibition Grounds, rough sketch of Athletic Grounds at St. Lawrence Park, n.d.
- F/440 - Old Slys. Bridge across Lock, Storehouse and Wharf applied for by Jos. Bates, Old Slys, 1848.
- F/440 - Smiths Falls - 1968. Town Plan of Smiths Falls.
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- H1/440 - Smiths Falls - 1886. Plan of the Town of Smiths Falls as Extended and Ratified by Government Proclamation, 29 September 1886.
- H2/440 - Smiths Falls - n.d. Map of Government Property at Smiths Falls.
- H2/410 - Rideau Canal - Old Slys - 1855. Plan of the Dam at Old Slys.
- H2/440 - Smiths Falls - 1857. Plan of the Village of Smiths Falls at the Proposed Additions to the Limits.
- H2/440 - Smiths Falls - 192 - . Plan of Smiths Falls showing the Streets, Railroads, Highways and the Industrial Sites.
- H3/410 - Rideau Canal - 1831. Survey of Smiths Falls, Rideau Canal, J. Burrows.
- H3/440 - Old Slys - 1851. Rideau Canal. Plan showing ground leased to Mr. Bates at Old Slys Lockstation.
- H3/440 - Smiths Falls - 1874. Bird's Eye View of Smiths Falls.
- H3/440 - Smiths Falls - 1930. Plan showing Dept. of National Defence Property in the Town of Smiths Falls.
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- M/410 - Rideau Canal - 1846. Plan of the Ordnance Property at Smiths Falls.
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- V1/440 - Smiths Falls - n.d. Plan of Smiths Falls.
- V1/410 - Rideau Canal - 1827. Locks and Dams at Smiths Falls, John By.
- V2/410 - Rideau Canal - 1829. Lands Adjacent to the Route of the Rideau Canal, Smiths Falls.
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- V1/410 - Rideau Canal - 1860. Smiths Falls Lock Station.

- V1/420 - Lanark and Renfrew - 1863. Map of the Counties of Lanark and Renfrew, Canada West, H.F. Walling.
- V1/440 - Smiths Falls - 1875. Plan of the Village of Smiths Falls.
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- No. 1-1, 5, Detail of Cribwork for Smiths Falls Bridge, (1889?).
- 1-8, 116, Longitudinal and Cross Sections of Lombardy Road, 12 Sept. 1894.
- 1-9, 153, Plan showing Proposed Concrete Wall on the South Side of the Rideau Canal below the Detached Lock at Smiths Falls, n.d.
- 1-10, 200, Plan showing Location of Steel Columns Encased in Concrete to be placed in the Bed of the Rideau River at Smiths Falls, Ontario, for which license of occupation is to be issued to Mr. B.H. Soper, 27 April 1928.
- 1-10, 173-78, Concrete Lining Wall Below Detached Lock, Smiths Falls, n.d.
- 2-6, 333, Map of Old Slys, 17 September 1850.
- 2-7, 357, Plan Elevation and Section of the Dam at Old Slys, 10 April 1832.
- 3-10, 518, Plan showing Proposed Walls and Fill at the East End of the Canal Basin at Smiths Falls, 5 February 1932.
- 3-10, 522, Plan of Town of Smiths Falls showing location of the Proposed Concrete Retaining Wall along the north shore of the Rideau River, 21 January 1931.
- 3-14, 552, Rideau Canal. Plan and Cross Sections of Roadway across Main Dam at Old Slys Lock Station in Town of Smiths Falls showing location of Proposed Concrete Guard Wall along the top of Dam, 27 February, 1934.
- Box 473, Plan showing in Green Colouring Land required for Service of the Canal at Old Slys Lock Station by Jos. Richey, 25 June 1850.
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- 115A. Plan of Portion of Smiths Falls intended to show nature of Mill Privileges and Water Power belonging to Messrs. Foster and Ward, J.M.O. Cromwell, November 1881.
- 116A. Capt. Foster's Lot, Proposed Wharf.
- 117A. Sketch of Government Lands at Smiths Falls, J.M.O. Cromwell,

31 July 1869.

- 118A. Plan Intended to Exhibit Government Ordnance Lands at Smiths Falls Station and portions of same to be surrendered to Abel Russell Ward and James Henry and Jason Gould, J.M.O. Cromwell, 12 December 1867.
- 119A. Plan of the Combined Locks at Smiths Falls showing the Breadth of the Embankment, n.d.
- 120A. Plan of Government Lands, Smiths Falls, Ontario, 10 June 1903.
- 121A. Plan Intended to exhibit the Government Ordnance Lands at Smiths Falls Station and portions of same to be surrendered to Abel R. Ward, Esq. and James Henry and Jason Gould, J.M.O. Cromwell, 12 December 1867.

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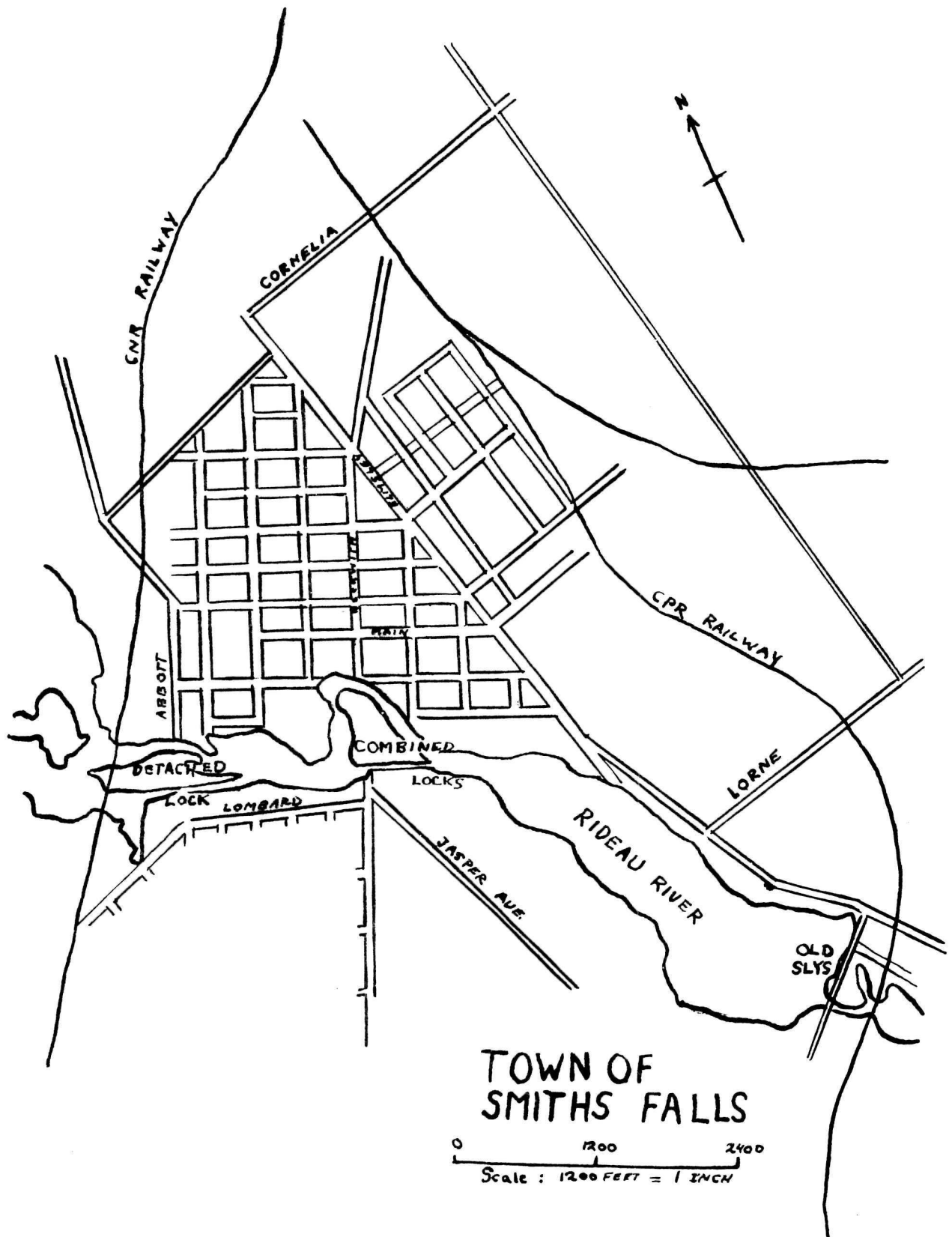
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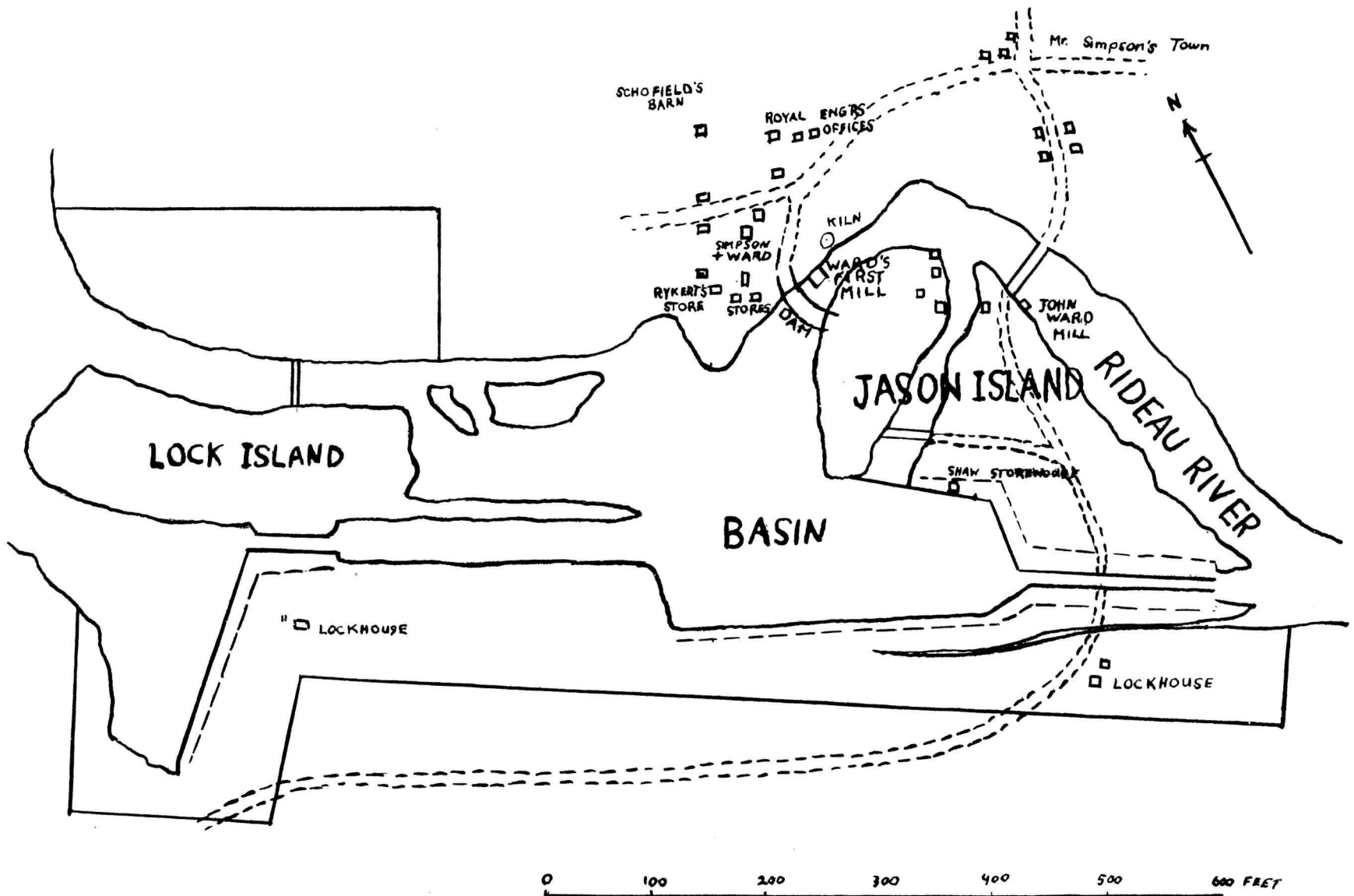
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Illustrations

- 1 Plan of the Town of Smiths Falls showing locations of Lock Stations (Plan by author).



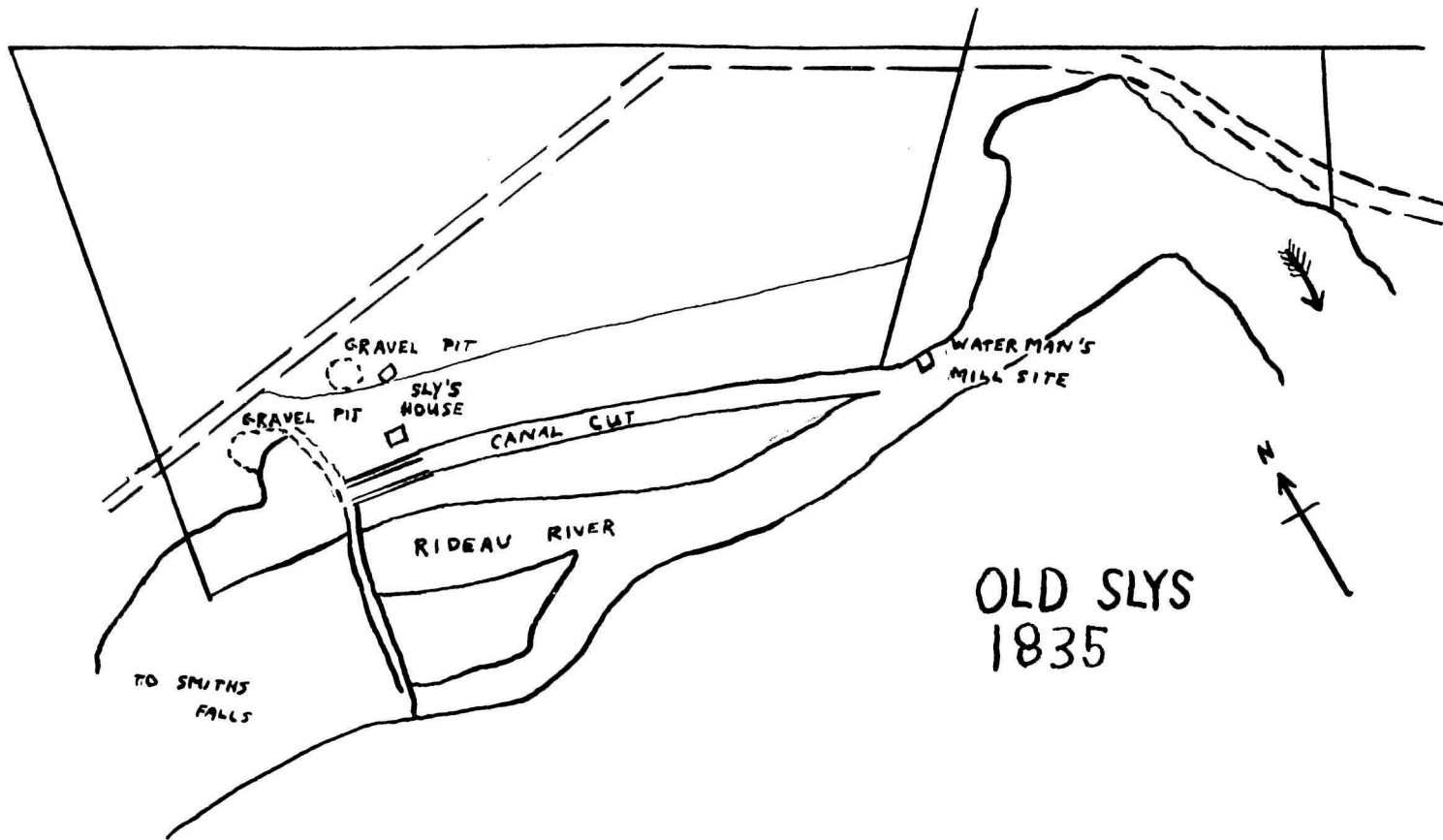
2 Plan of Smiths Falls, 1832 (By author).



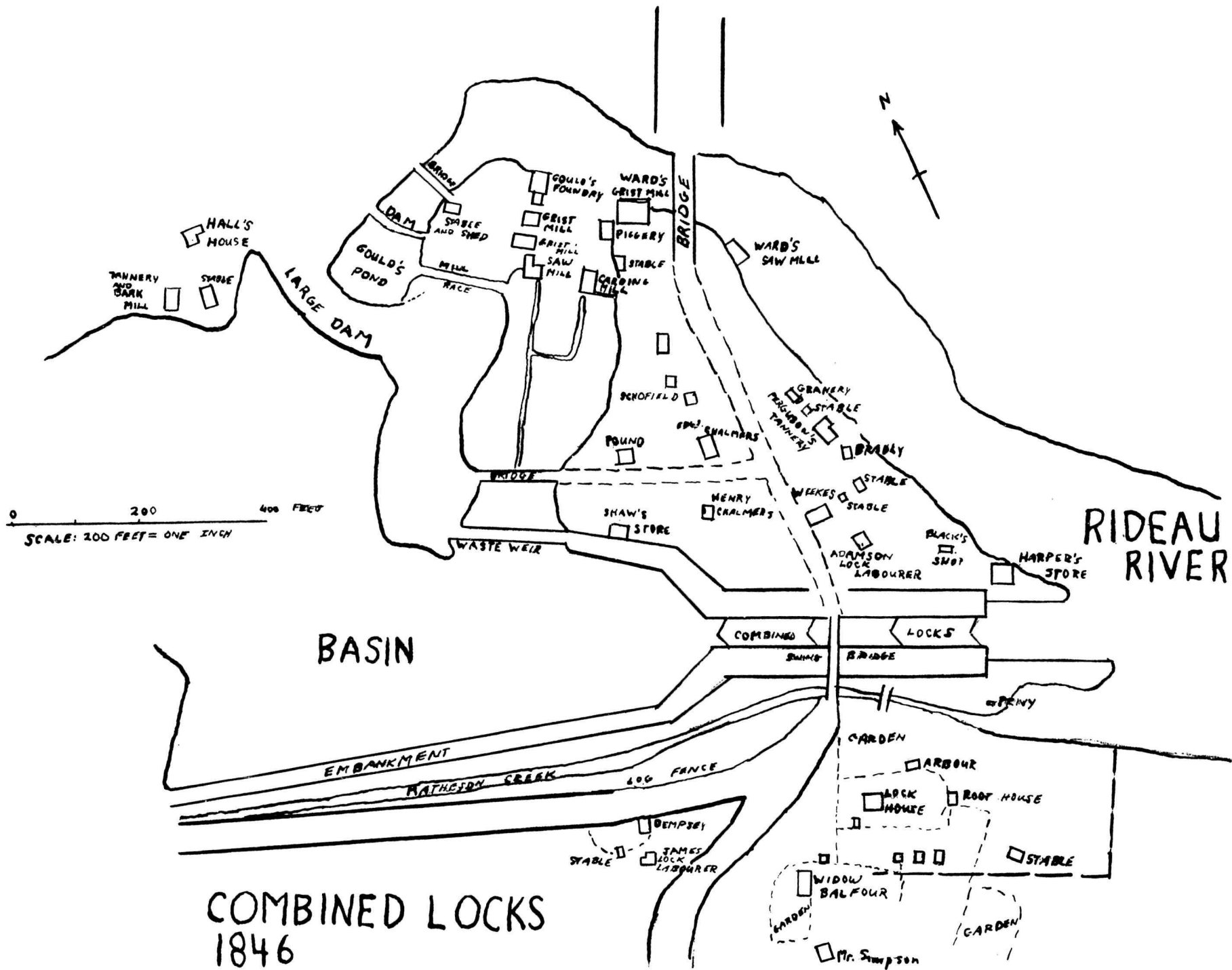
SCALE 330 FEET TO ONE INCH

SMITHS FALLS 1832

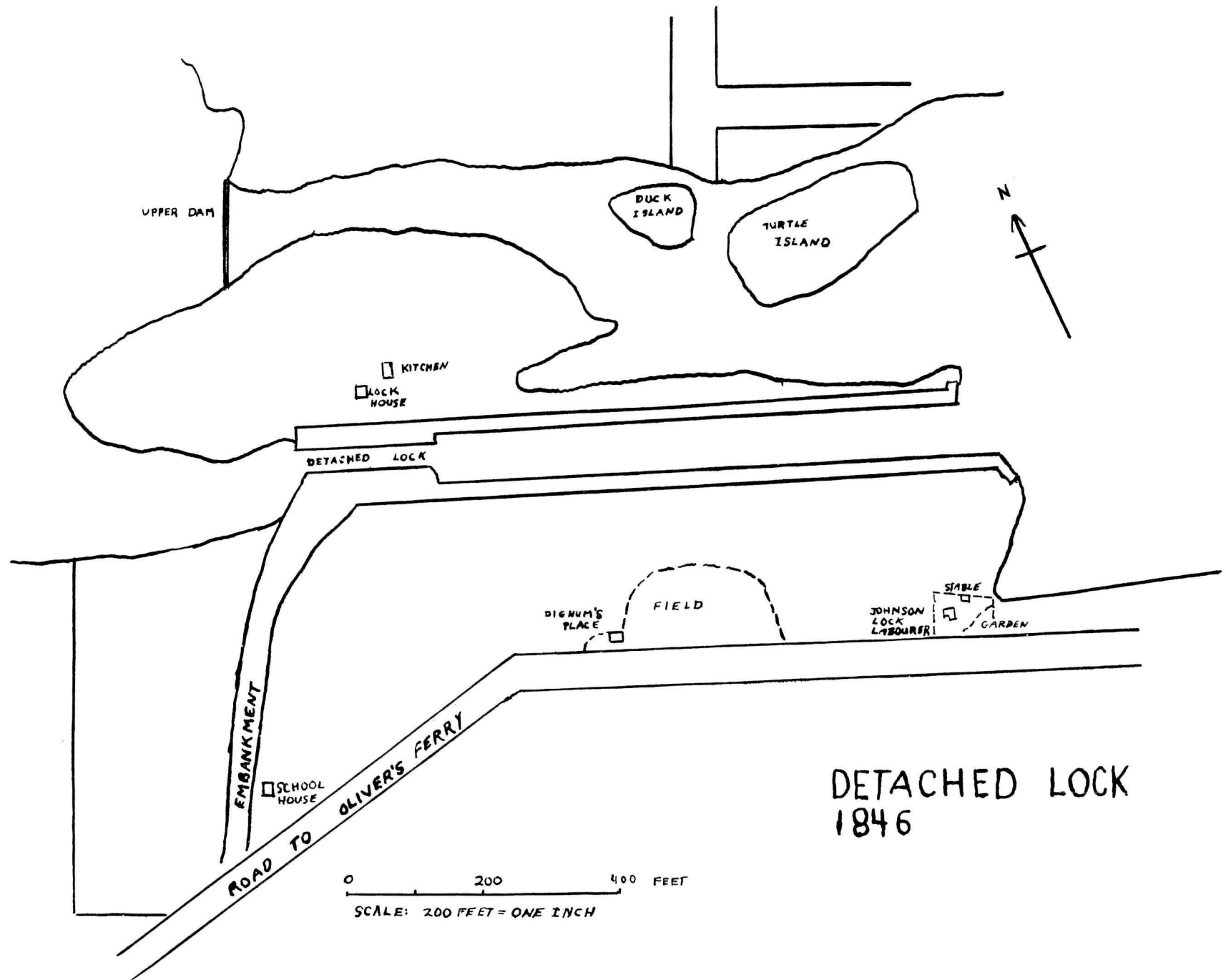
3 Plan of Old Slys, 1835 (By author).



4 . Plan of Smiths Falls Combined Locks, 1846 (By author).

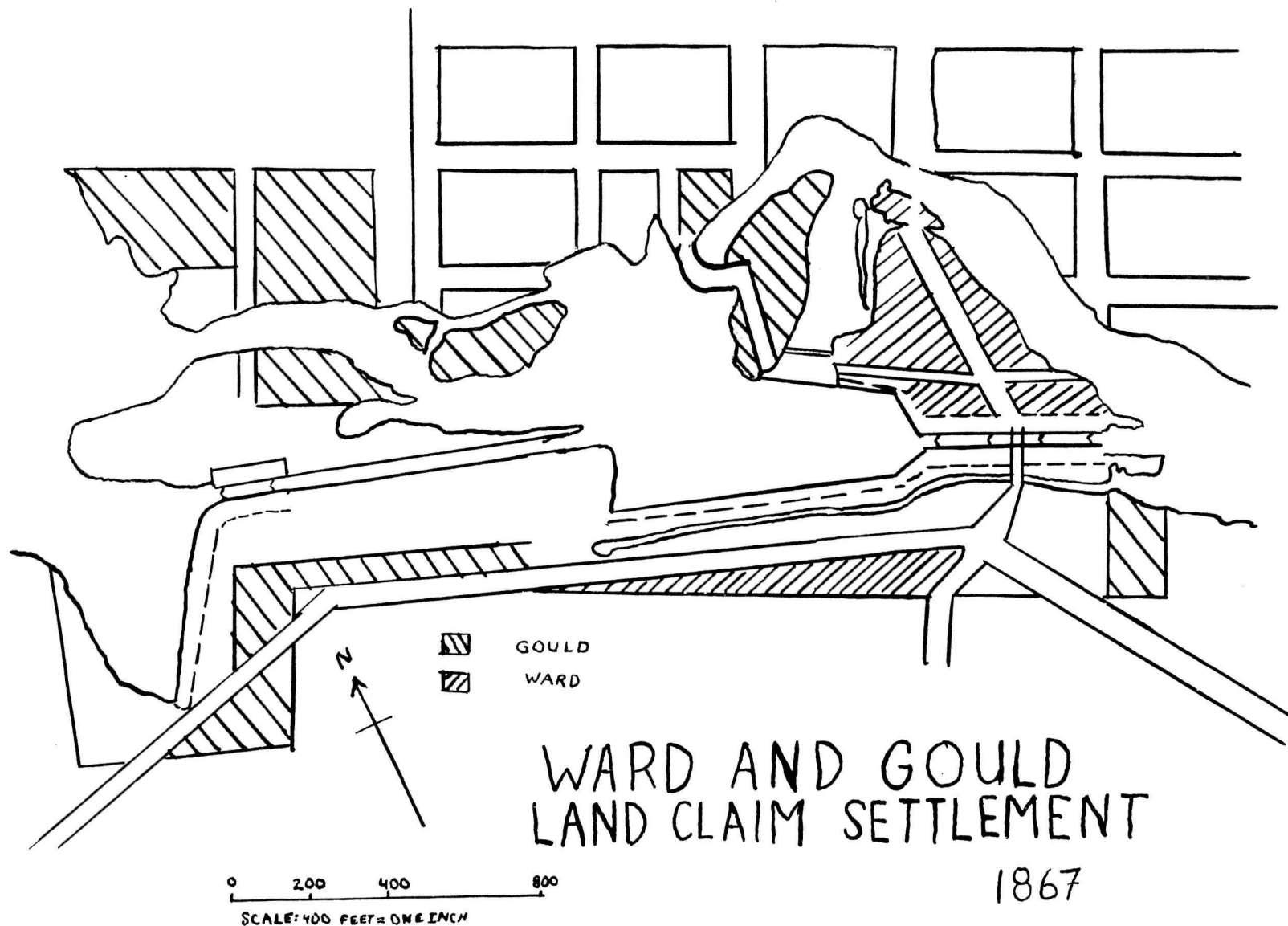


5 Plan of Smiths Falls Detached Lock 1846 (By author).

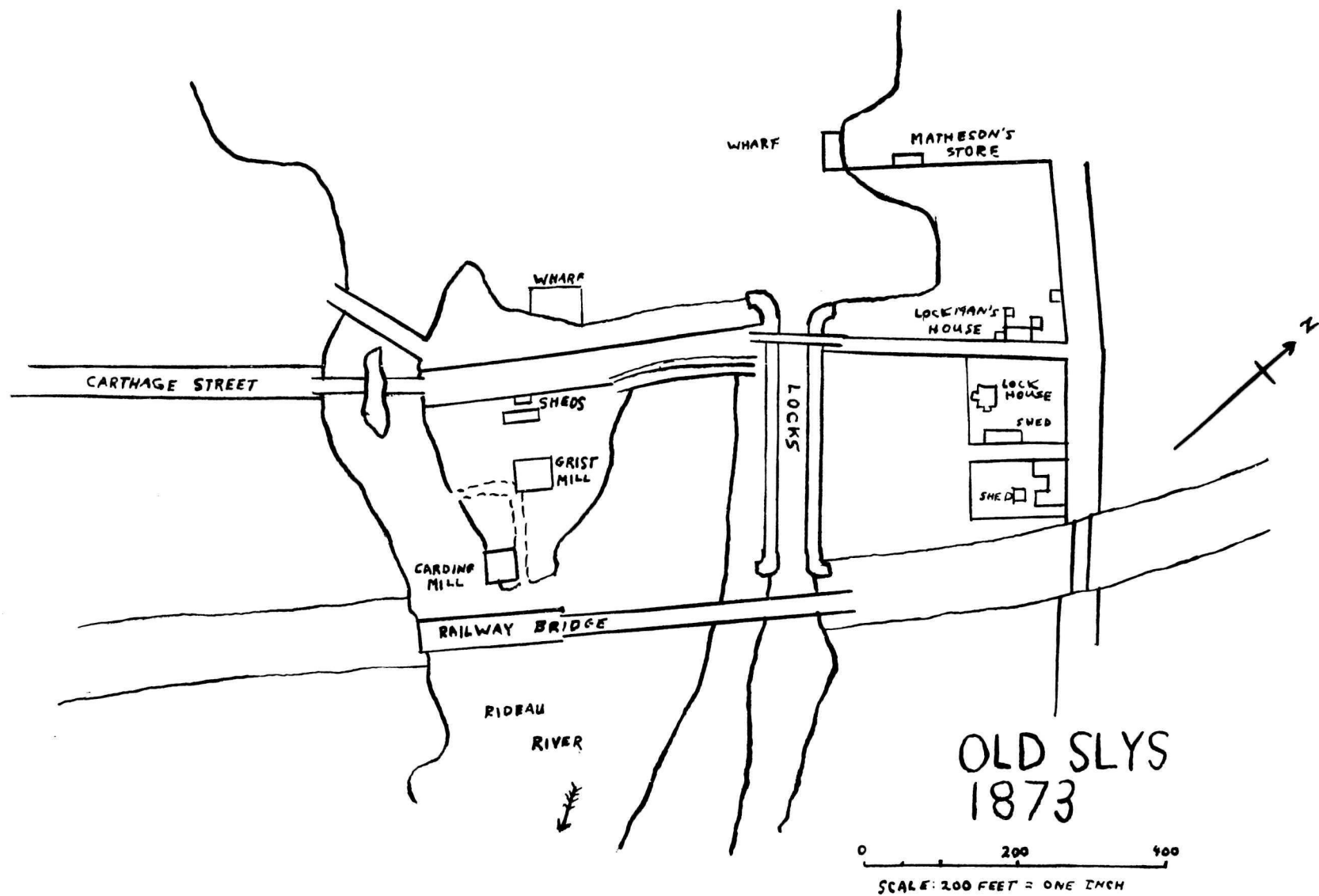


DETACHED LOCK
1846

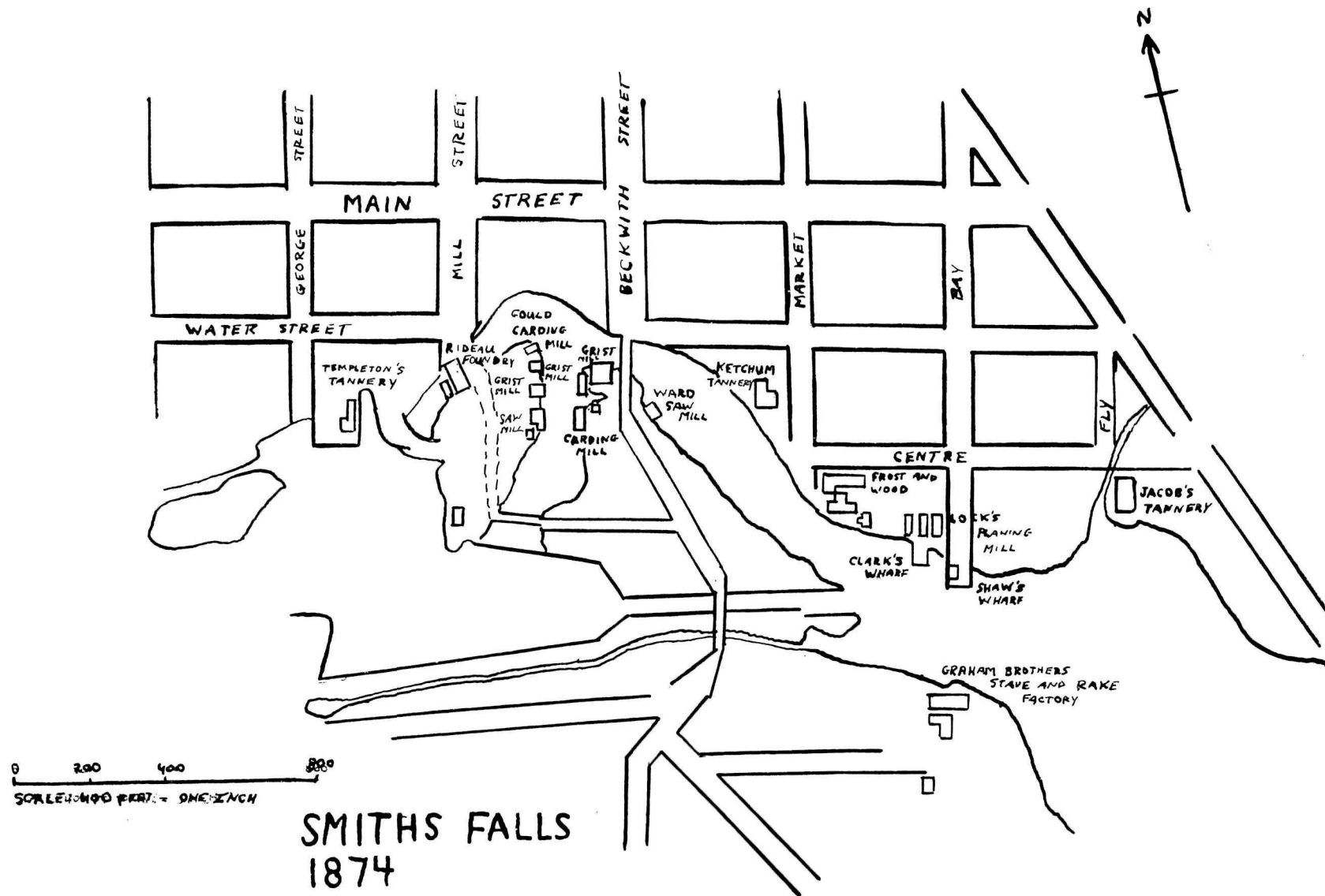
- 6 Plan of Ward and Gould Land Claim Settlement, 1867
(By author).



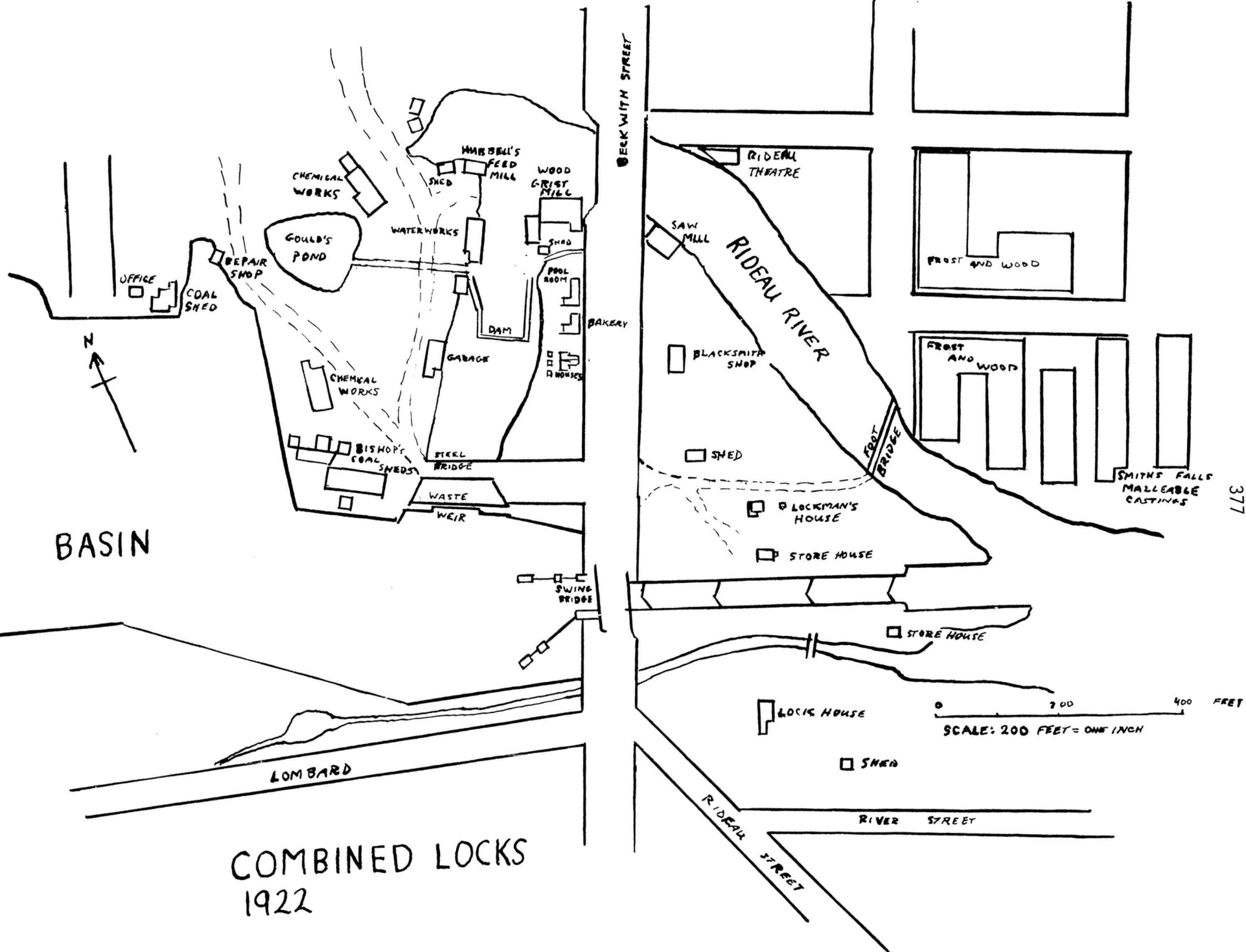
7 Plan of Old Slys, 1873 (By author).



8 Plan of Smiths Falls, 1874 (By author).

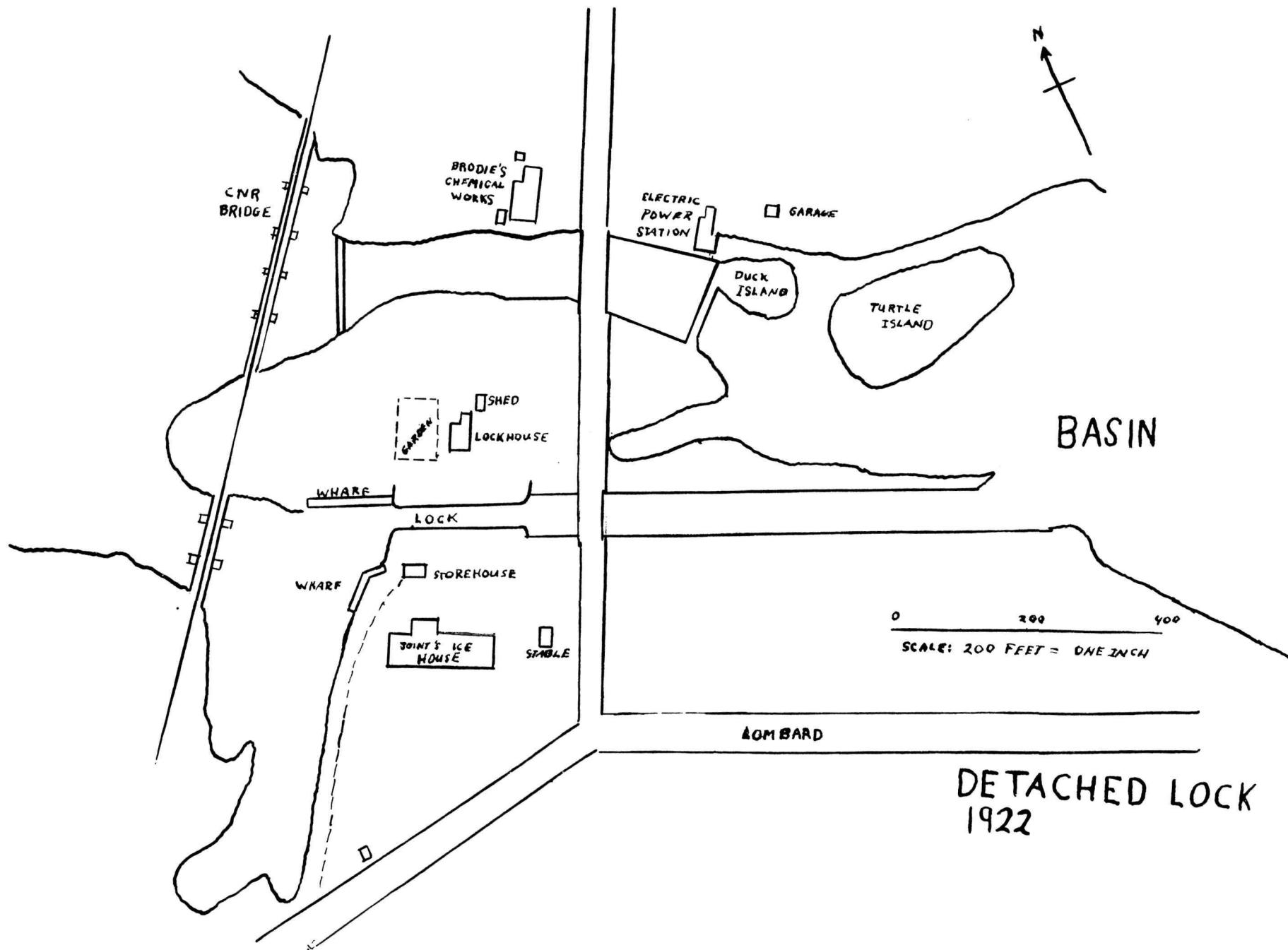


9 Plan of Smiths Falls Combined Locks, 1922 (By author).

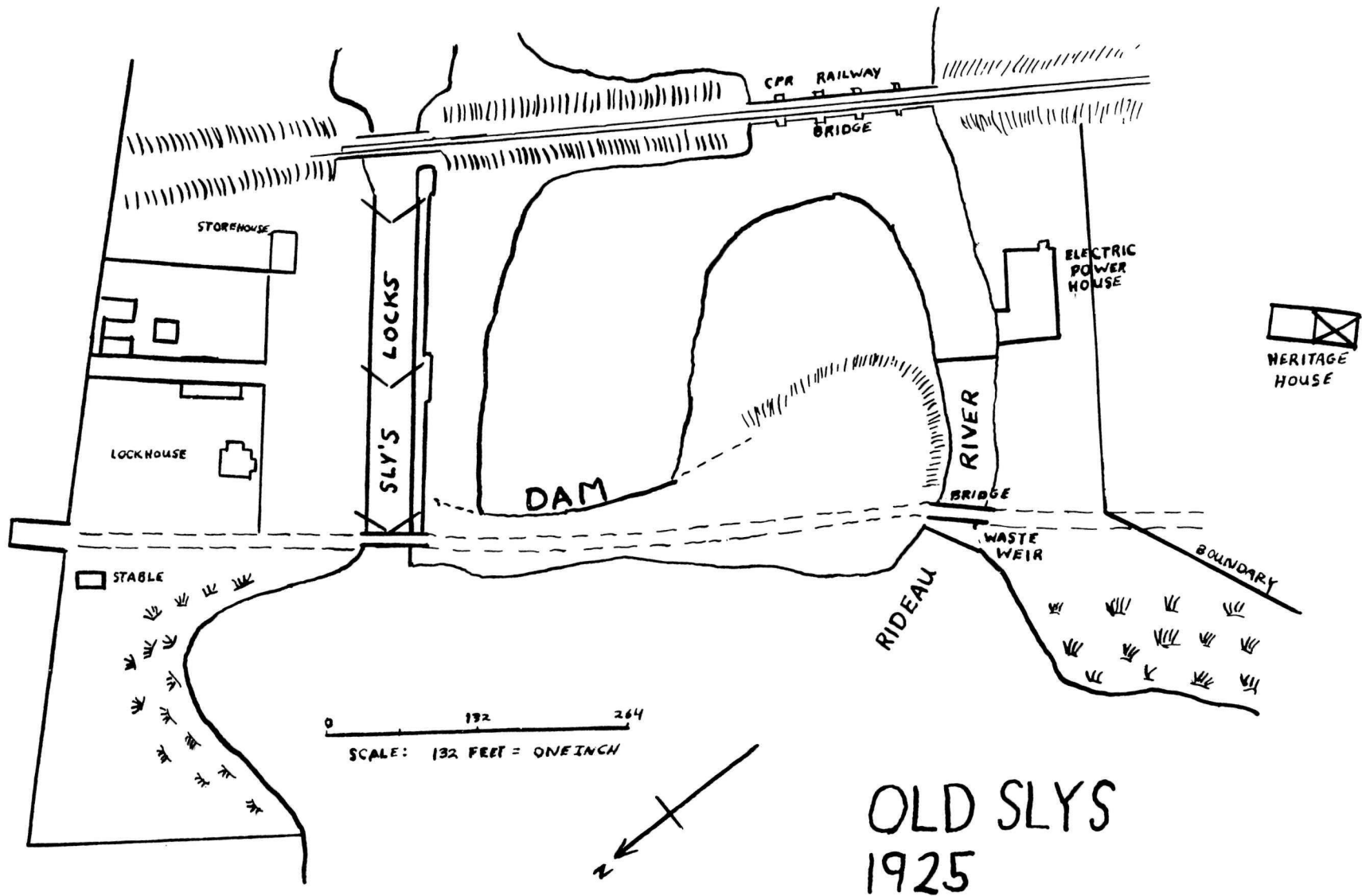


COMBINED LOCKS
1922

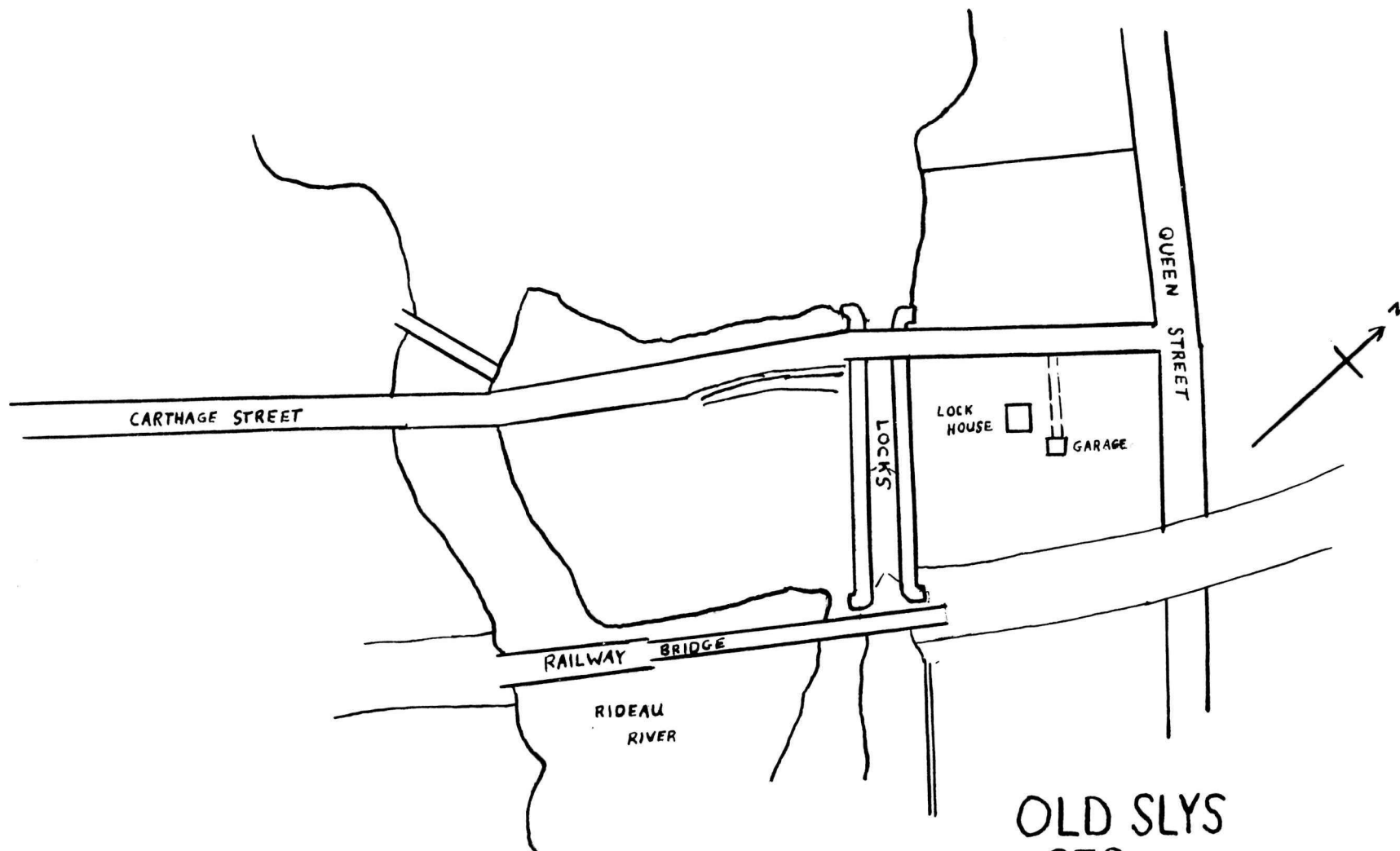
10 Plan of Smiths Falls Detached Lock, 1922 (By author).



11 Plan of Old Slys Locks, 1925 (By author).



12 Plan of Old Slys Locks, 1978 (By author).

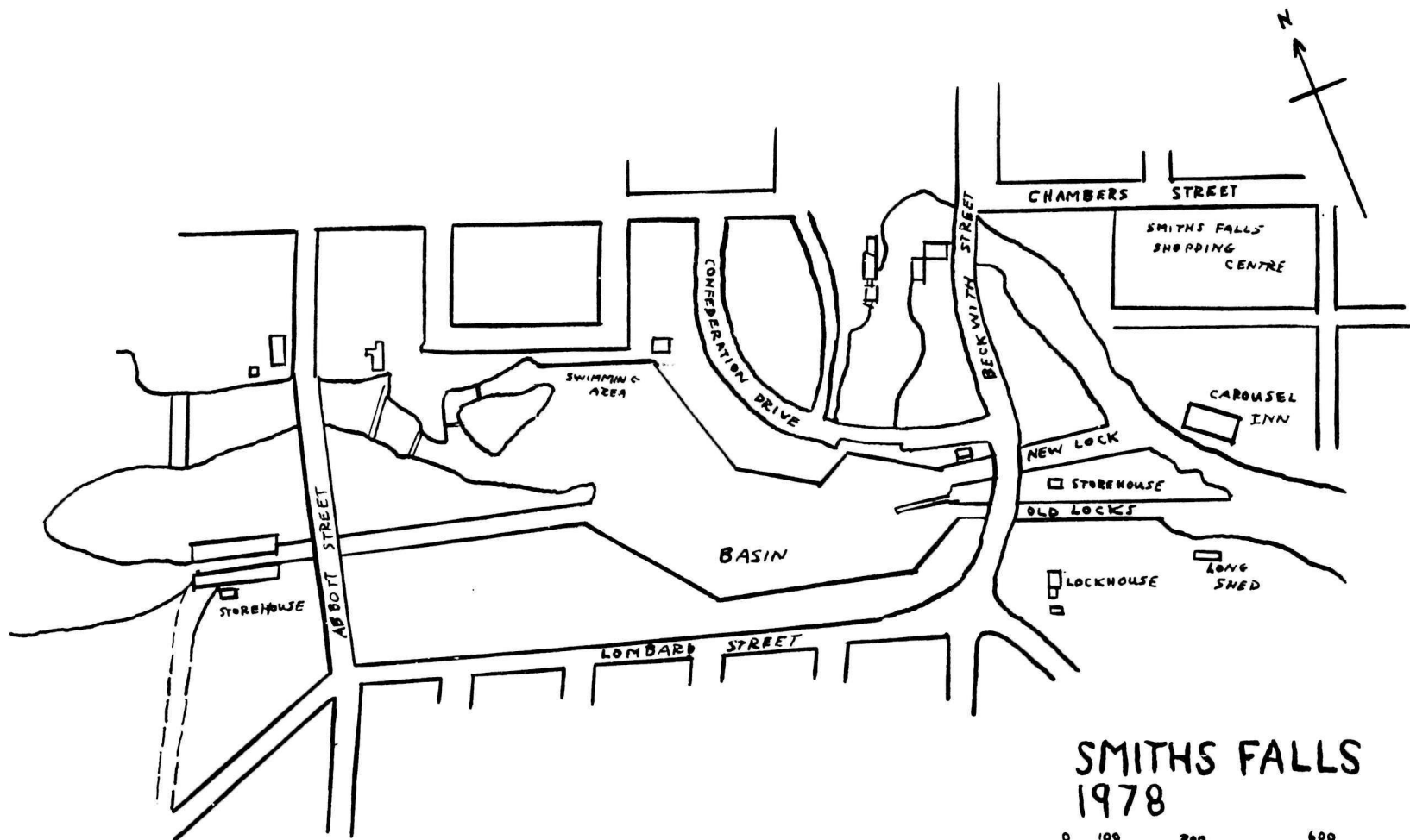


OLD SLYS
1978

0 200 400

SCALE: 200 FEET = ONE INCH

13 Plan of Smiths Falls, 1978 (By author).



SMITHS FALLS
1978

0 100 300 600
SCALE: 400 FEET = ONE INCH

- 14 Smiths Falls Sketch Plan, 1827 (John Burrows Diary,
Ontario Archives Photo).

Smiths Falls, Sketch Plan

- 15 Ward's Saw Mill, Smiths Falls, 1827 (John Burrows
Diary, Ontario Archives Photo).

(SKETCH PLAN)



Ward's Mill, Smith's Falls

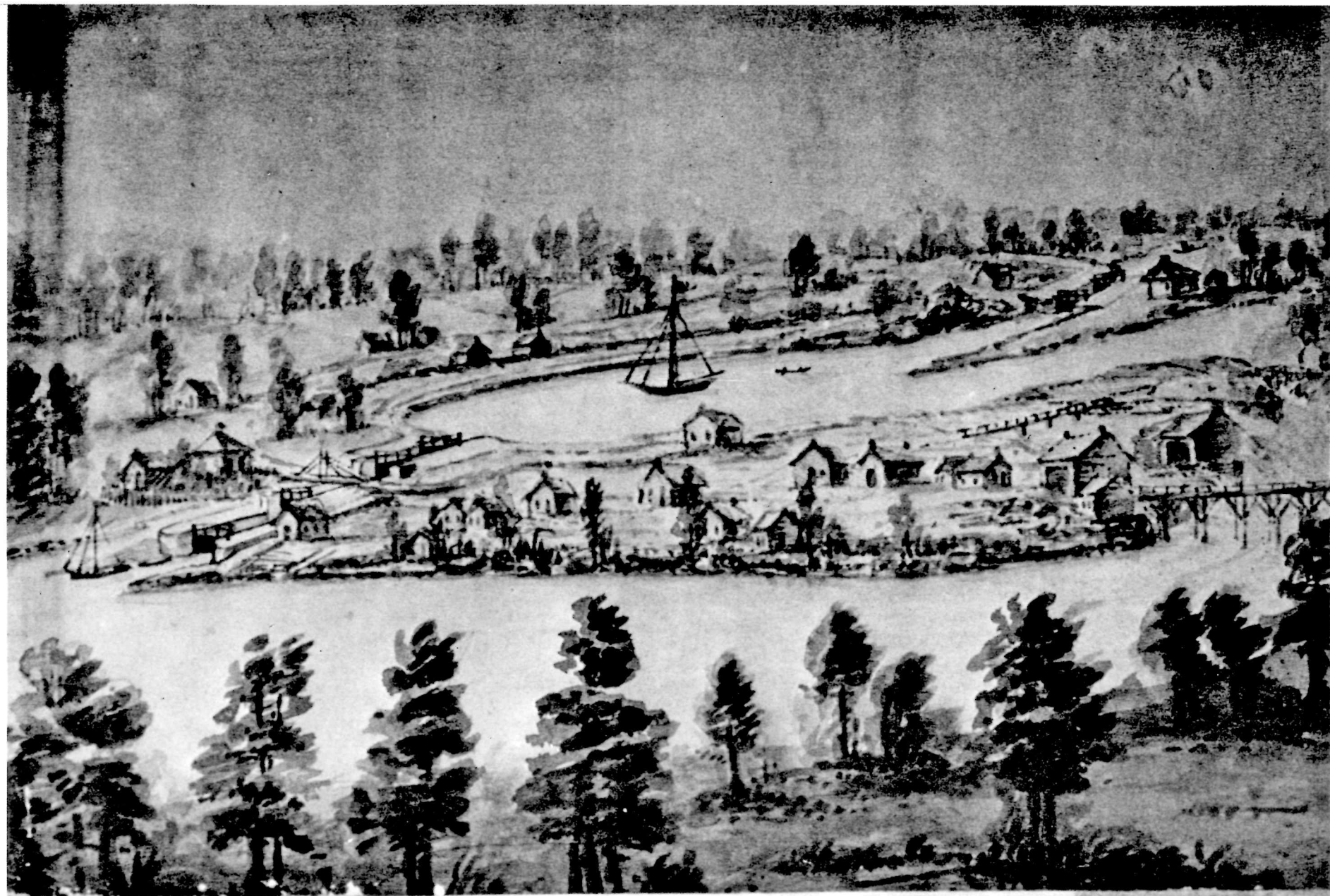
- 16 Smiths Falls, 1827 to 1832. Station No. 13
16½ miles from Bytown. Wash Drawing by Wm. Clegg
(PAC Photo C-1213).

Smiths Falls
1827-1832
Station No 13 - 61 1/2 miles from Bytown

W. H. T. 1832



- 17 Smiths Falls, ca. 1844-48. Water Colour by
John Burrows (Ontario Archives Photo).



L1698b. "SMITH'S FALLS"

- 18 The Falls, ca. 1900 (R. Uglow, Smiths Falls and the
Rideau Lakes, Smiths Falls, n.p., n.d.)



19 The Falls, n.d. (Photo Courtesy of Record News).



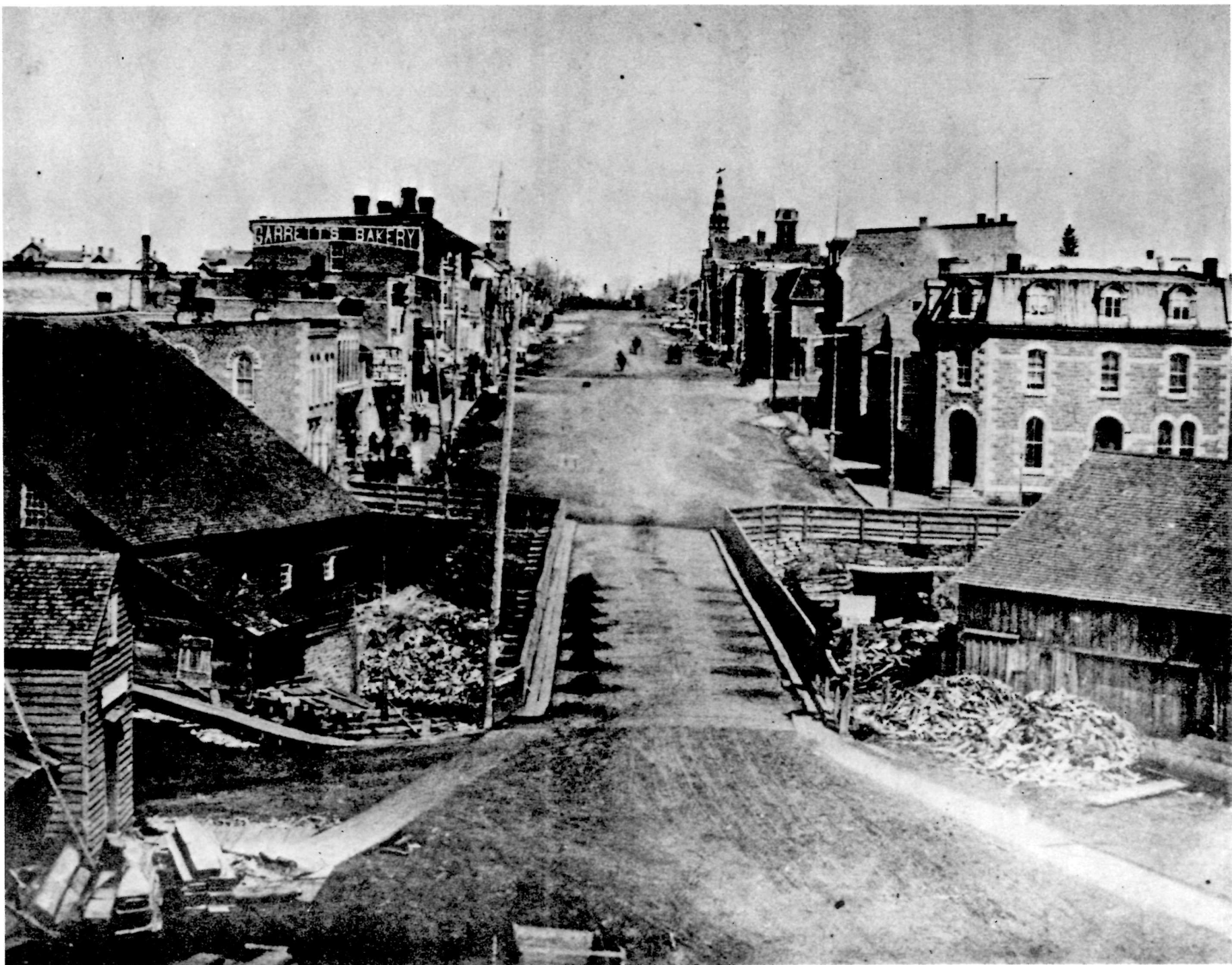
20 The Falls looking North, n.d. From left to right, Steele's Planing Mill, Waterworks, Allport's Woollen Mill, and Wood's Grist Mill (PAC Photo-PA 8803).



- 21 Rideau River looking West. Frost and Wood sheds on right, Wood's saw mill in centre. Note footbridge connecting Frost and Wood factory with the south side of the river (PAC Photo-PA 8807).



- 22 Beckwith Street looking North, ca. 1885? Saw mill on right and grist mill on left belonging to Ward family. The wooden bridge in this photo was later replaced by a stone bridge which still stands.
(Collection of G.R. Davis, Smiths Falls).



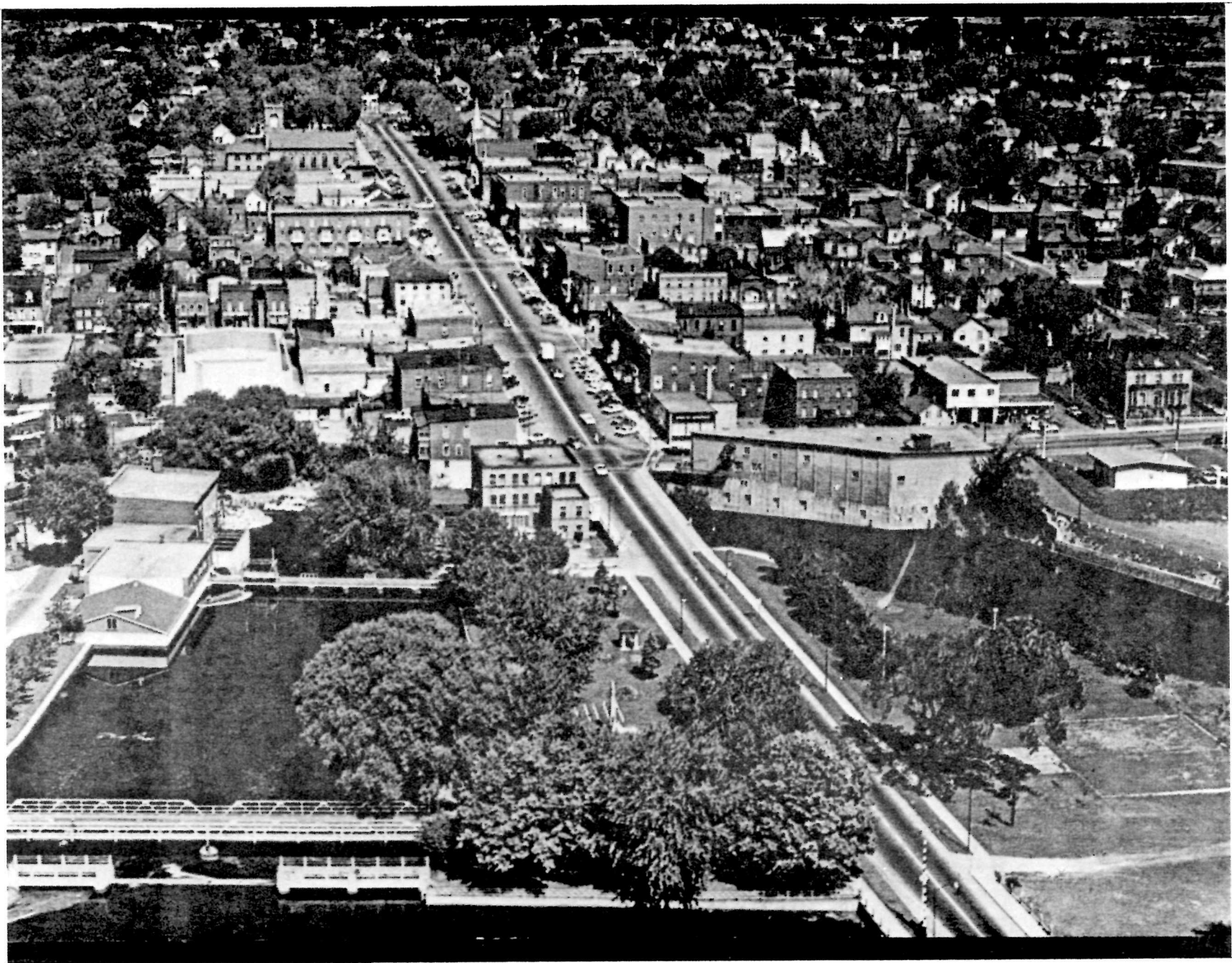
- 23 Beckwith Street looking North, ca. 1895? Wood's grist mill on the left, and stone bridge across Rideau River (PAC Photo-PA 8811).



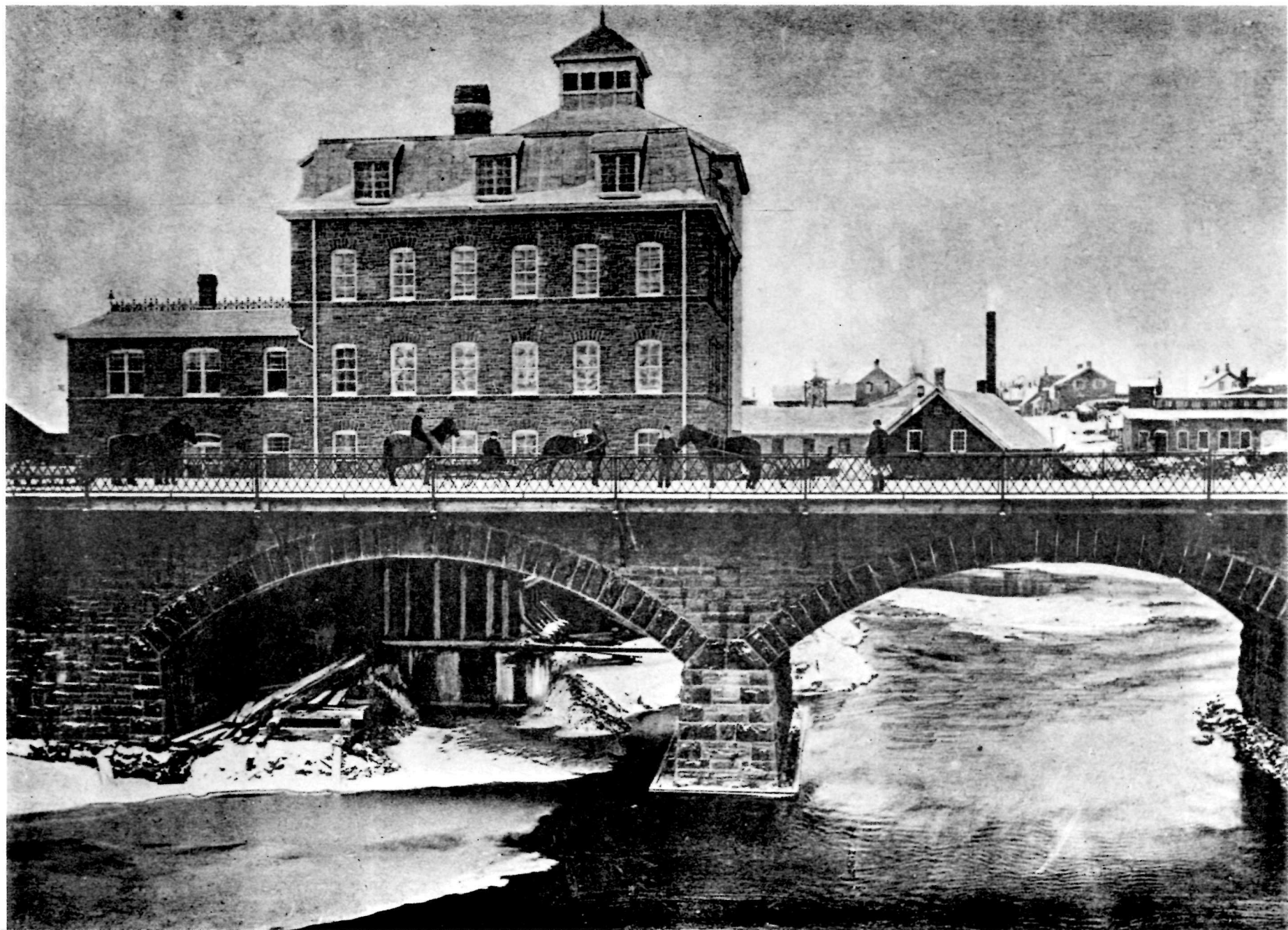
- 24 Beckwith Street looking South, ca. 1924. Ruins of the Wood saw mill in left foreground. On right hand side of street, Wood's grist mill, Durant's Pool Room, Bakery, and dwelling. On left side of street is a blacksmith shop (H.Moulton Collection, Smiths Falls).



- 25 Beckwith Street looking North, ca. 1950? On extreme left is the waterworks buildings and across the waste weir channel is the Wood's mill building. Note the outline of the swimming pool in the bottom right of the photo (Francis Minnie Collection, Smiths Falls).

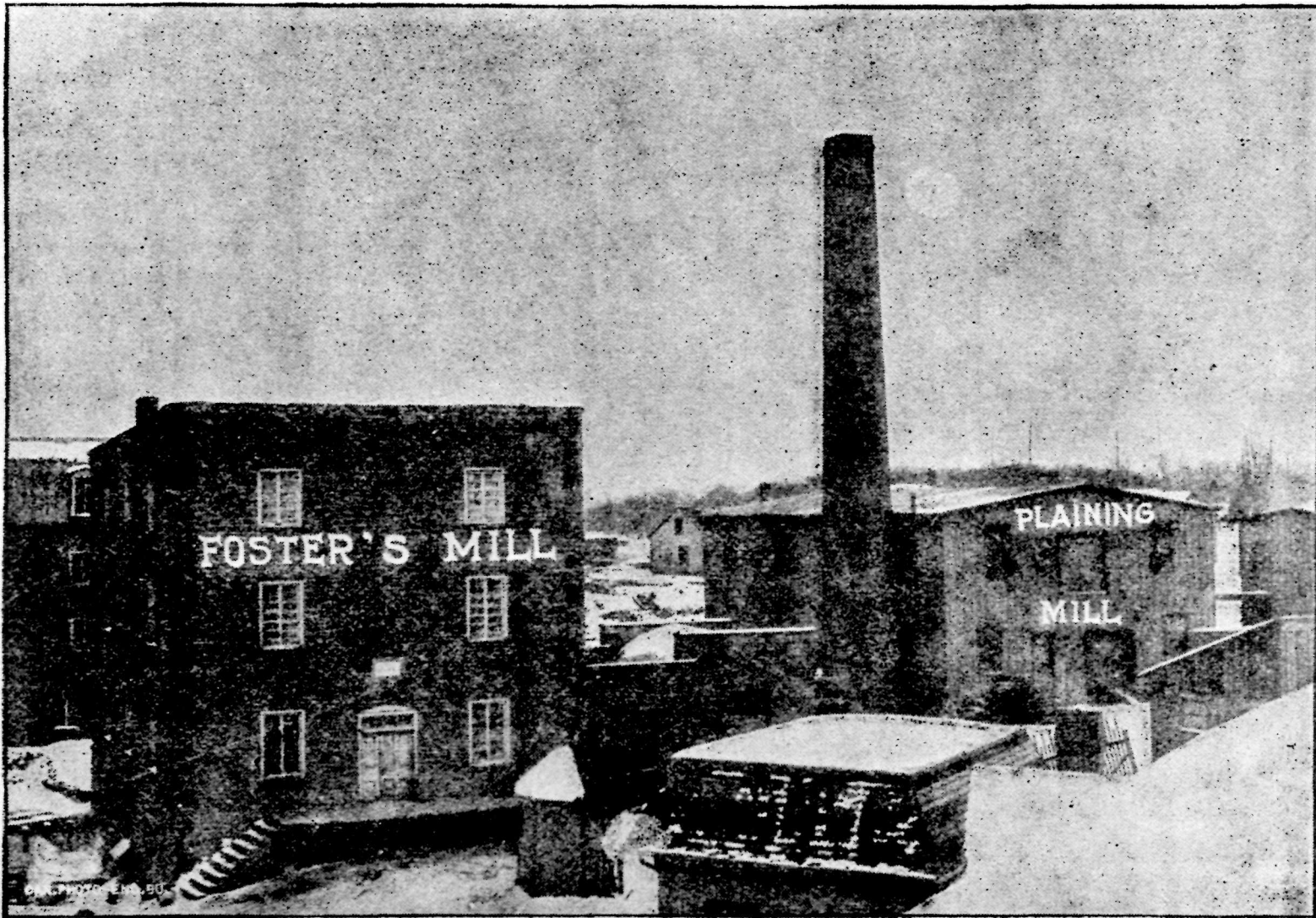


- 26 Wood's Grist Mill and Beckwith Street Bridge, ca. 1900.
Note Allport woollen mill behind the bridge (R. Uglow,
Smiths Falls and the Rideau Lakes, Smiths Falls, n.p.,
n.d.).



- 27 Foster's Grist Mill and Planing Mill, 1893. The planing mill was used by George Steele for a number of years. The building in the foreground is part of the Rideau Foundry on Mill Street (Toronto Globe, 21 January 1893, National Library Photo N7199).

from the last yearly statement made his bank, its affairs are in a highly factory condition. By a wise selection purpose enters into his manufacturing also, and he aims to give the best possible value in all goods made in his mill. Mr. to \$80,000 per annum, and few men have done more for the prosperity of his town than Mr. Ryan. A photograph of the



FOSTER'S GRIST MILL AND PLANING MILL.

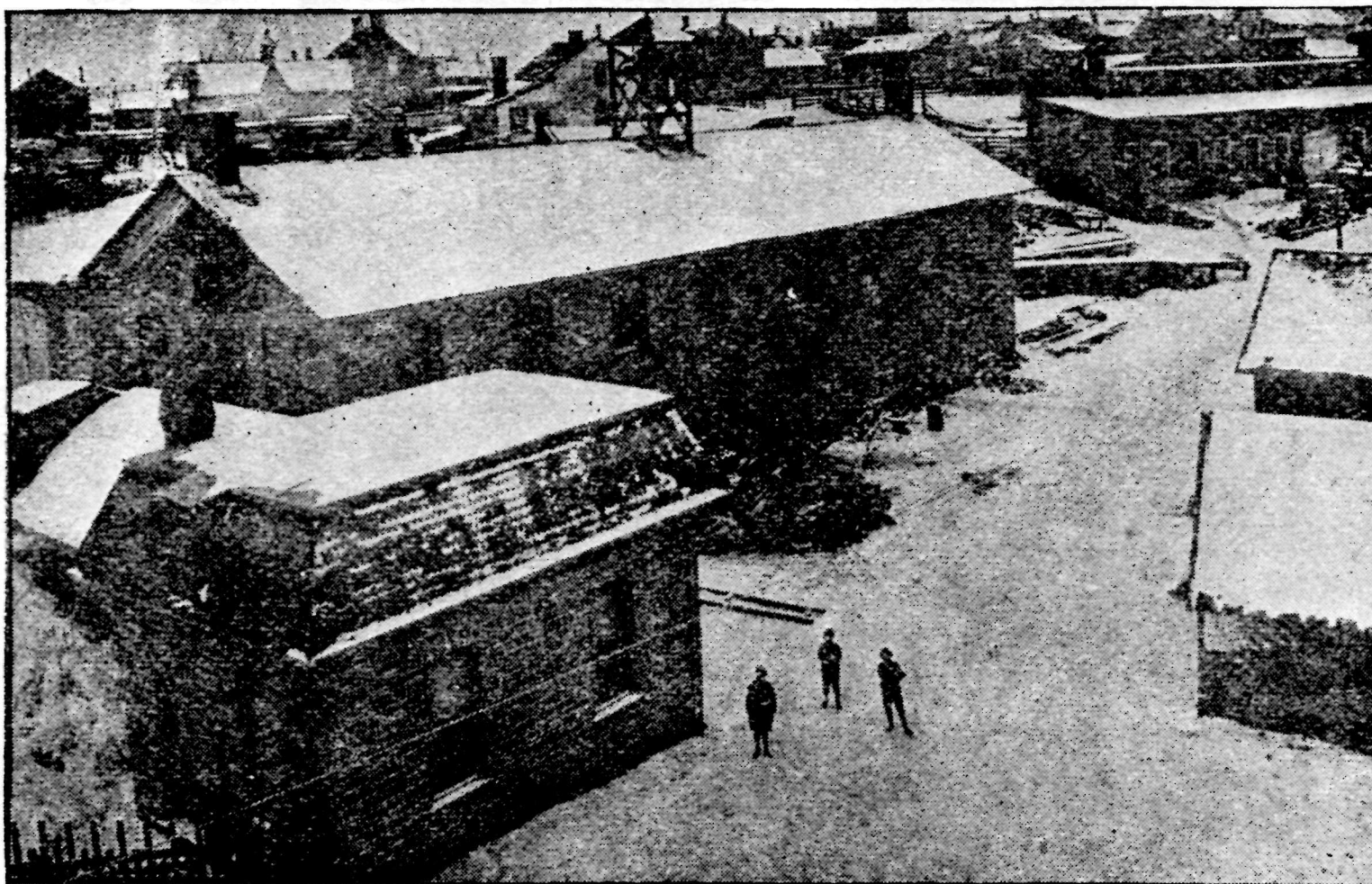
of officers, the bank does a "safe" business, and always stands well with the business public. Mr. Henderson, the manager, is very popular. Smith Allport's specialty is the making of stocking yarn for the wholesale trade, and he is now turning out subject of this sketch and his residence may be found among our illustrations.

S. LOCKHART

- 28 The Rideau Foundry, 1893. This was the factory of the Cossitt Brothers which was taken over by the Gould family (Toronto Globe, 21 January 1893,
National Library Photo, N7198).

THE RIDEAU FOUNDRY.
The full title of this industry is "The

been so great that the increased facilities were imperatively demanded, and, therefore new moulding shops have been



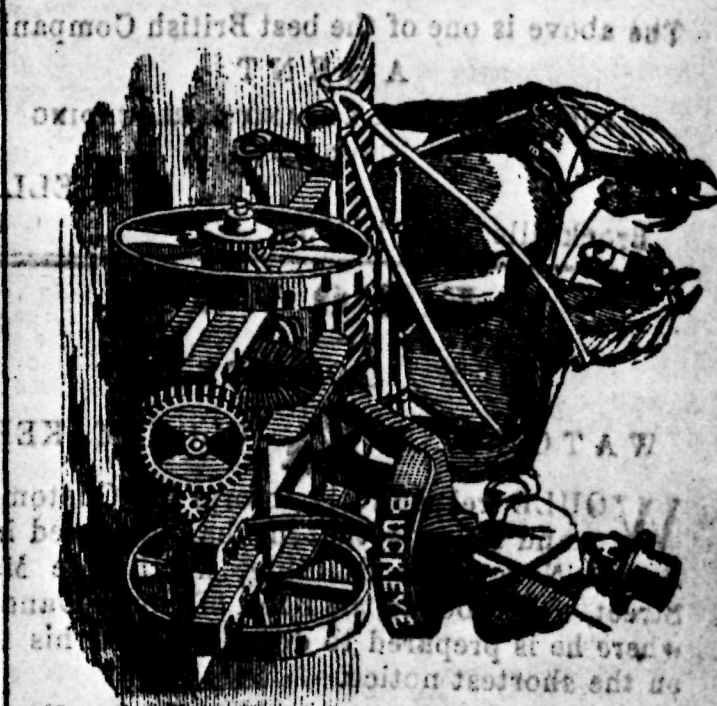
GOULD'S FOUNDRY.

Rideau Foundry and Agricultural Implement Works of J. H. Gould." Mr. G. has had control of the works for fourteen

completed. These are 250 x 58 feet, and an L 36 feet long. The ventilation of the new shop is perfect, and the equipment

- 29 Advertisement for the Cossitt Brothers' Rideau Foundry (Brockville Recorder, 10 May 1860, National Library Photo L7046).

THE BUCKEYE MOWER AND REAPER.



**MANUFACTURED AT THE
Rideau Foundry & Machine Works,**

**By G. M. COSSITT & BRO., MANUFACTURERS OF
Ploughs, Cultivators, Thrashing Machines, and
all kinds of Agricultural Implements.**

The attention of Farmers is invited to the BUCKEYE Mower and Reaper, which has received the unqualified commendations of all who have used or witnessed its operation. It has two driving wheels, which act together or separately, keeping the knives in motion in turning to right or left. The cutter bar is attached to the frame by a double hinge joint, which allows the cutter to conform to the make of the land. And when not in use, can be folded over the front of the frame in a moment, rendering the machine as portable as any two wheeled vehicle.

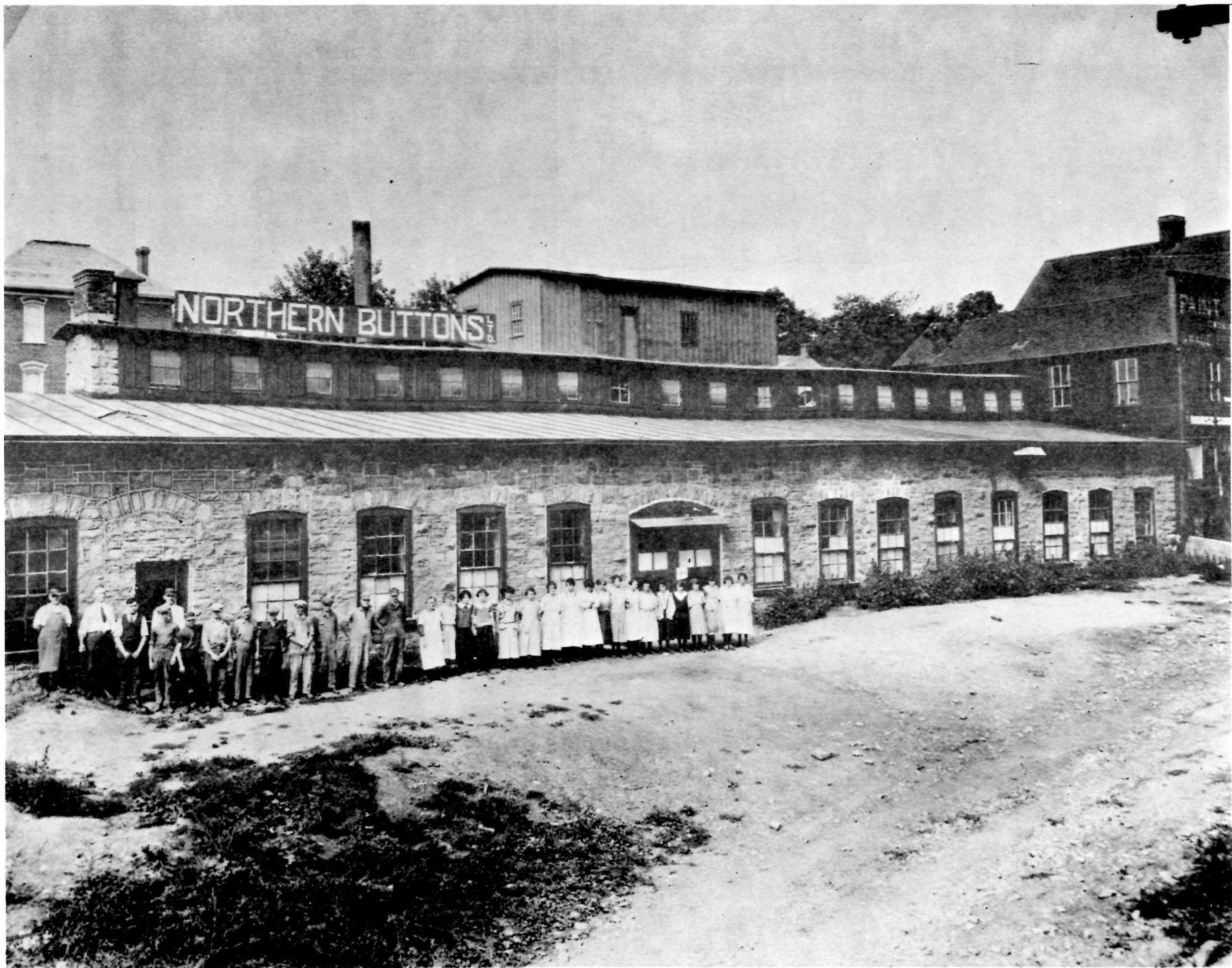
It is made mostly of Iron, is light draft, free from side draft, simple and durable, and is in all its parts the most complete Mower and Reaper ever offered to the Farmer.

Circulars forwarded on application.

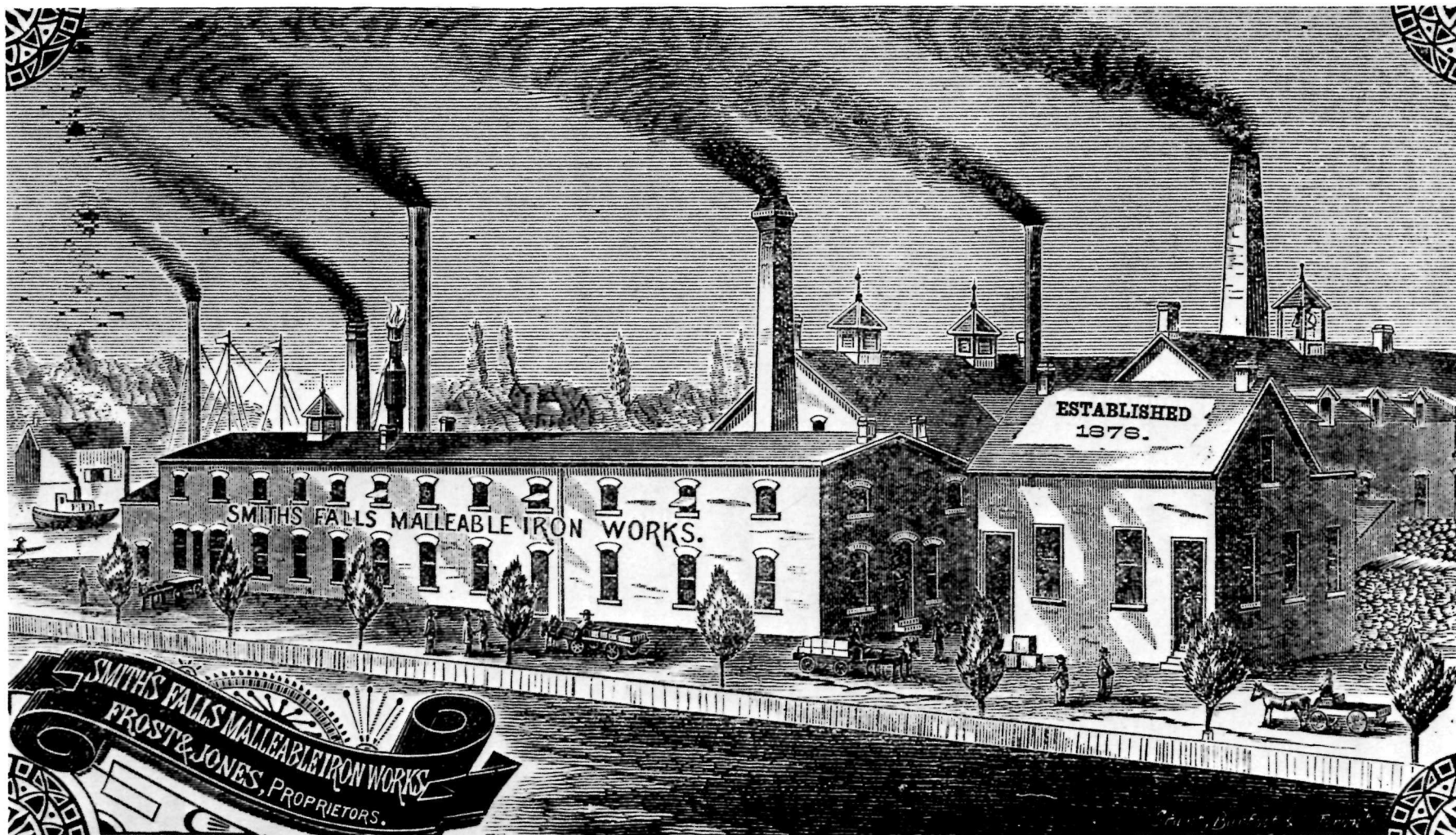
G. M. COSSITT & BRO.

Smith's Falls, C. W., May 4, 1860. 3m-19

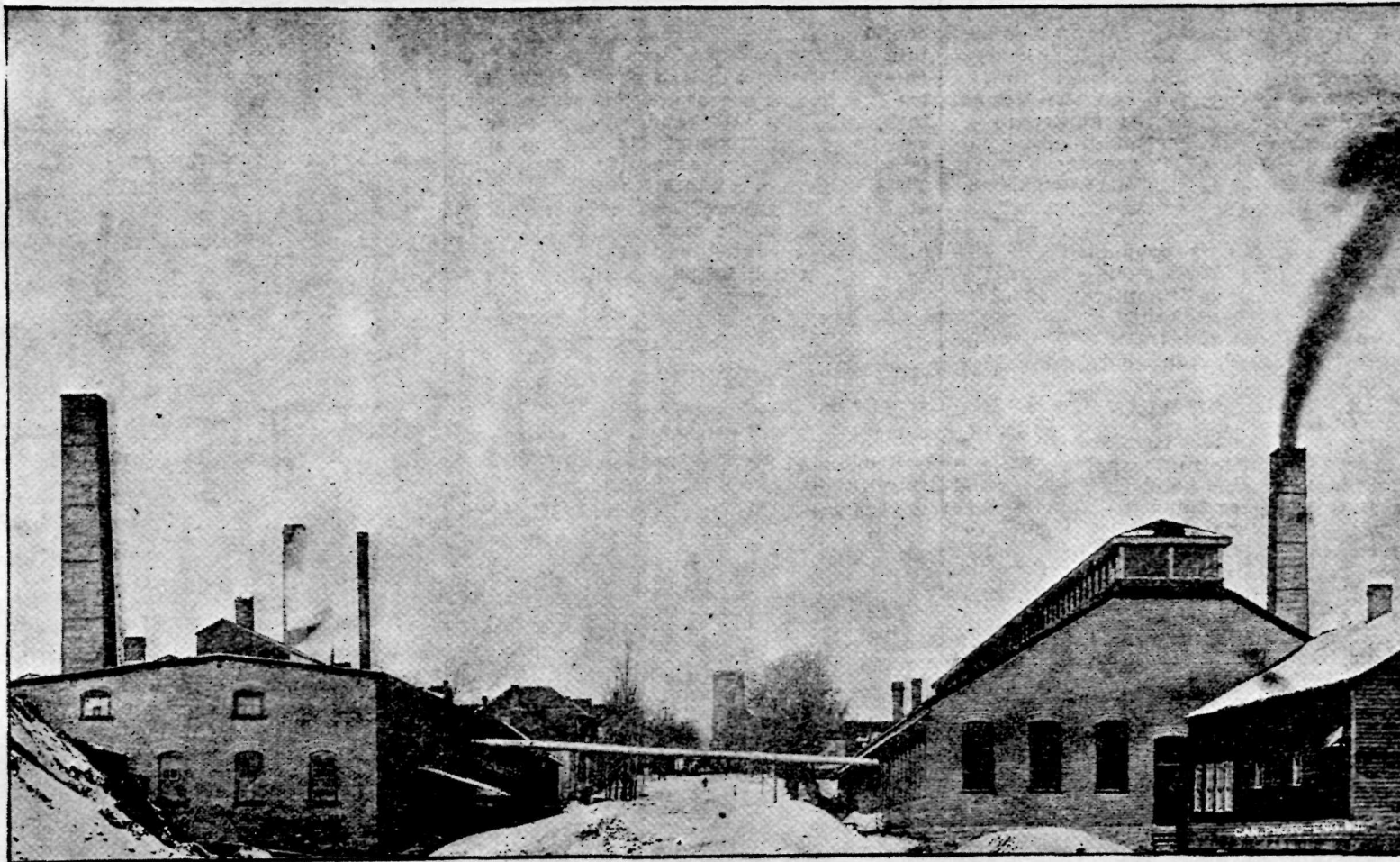
- 30 Northern Button Factory, ca. 1924 (H. Moulton
Collection, Smiths Falls).



- 31 Frost and Jones¹ Smiths Falls Malleable Iron Works, 1884 (Ontario Gazetteer and Business Directory, 1884-5, R.L. Polk and Company, Toronto, 1884, p. 795. Metropolitan Toronto Library Board Photo).



- 32 Smiths Falls Malleable Iron Works, 1893
(Toronto Globe, 21 January 1893, National
Library Photo N7201).



FROST'S MALLEABLE WORKS.

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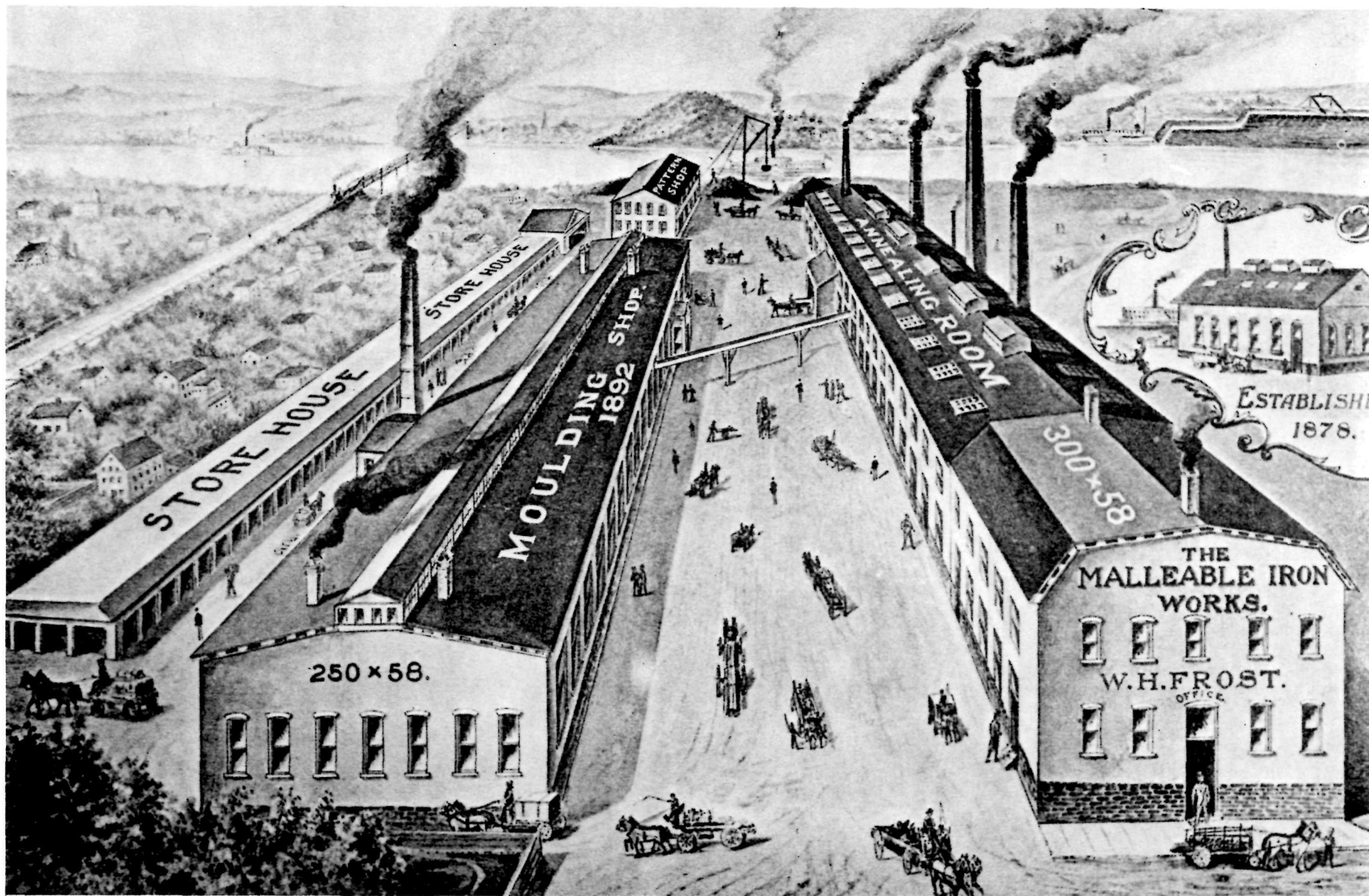
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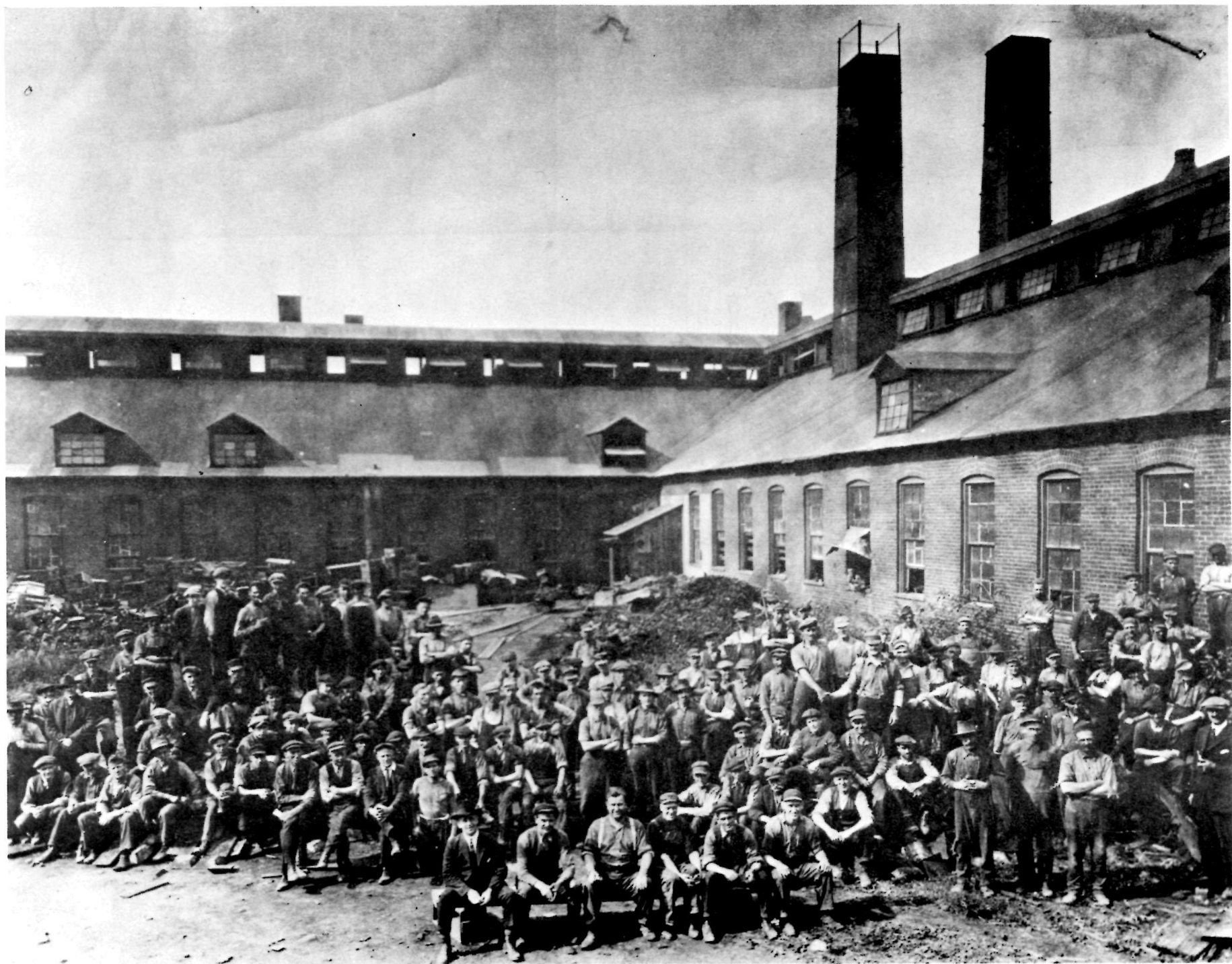
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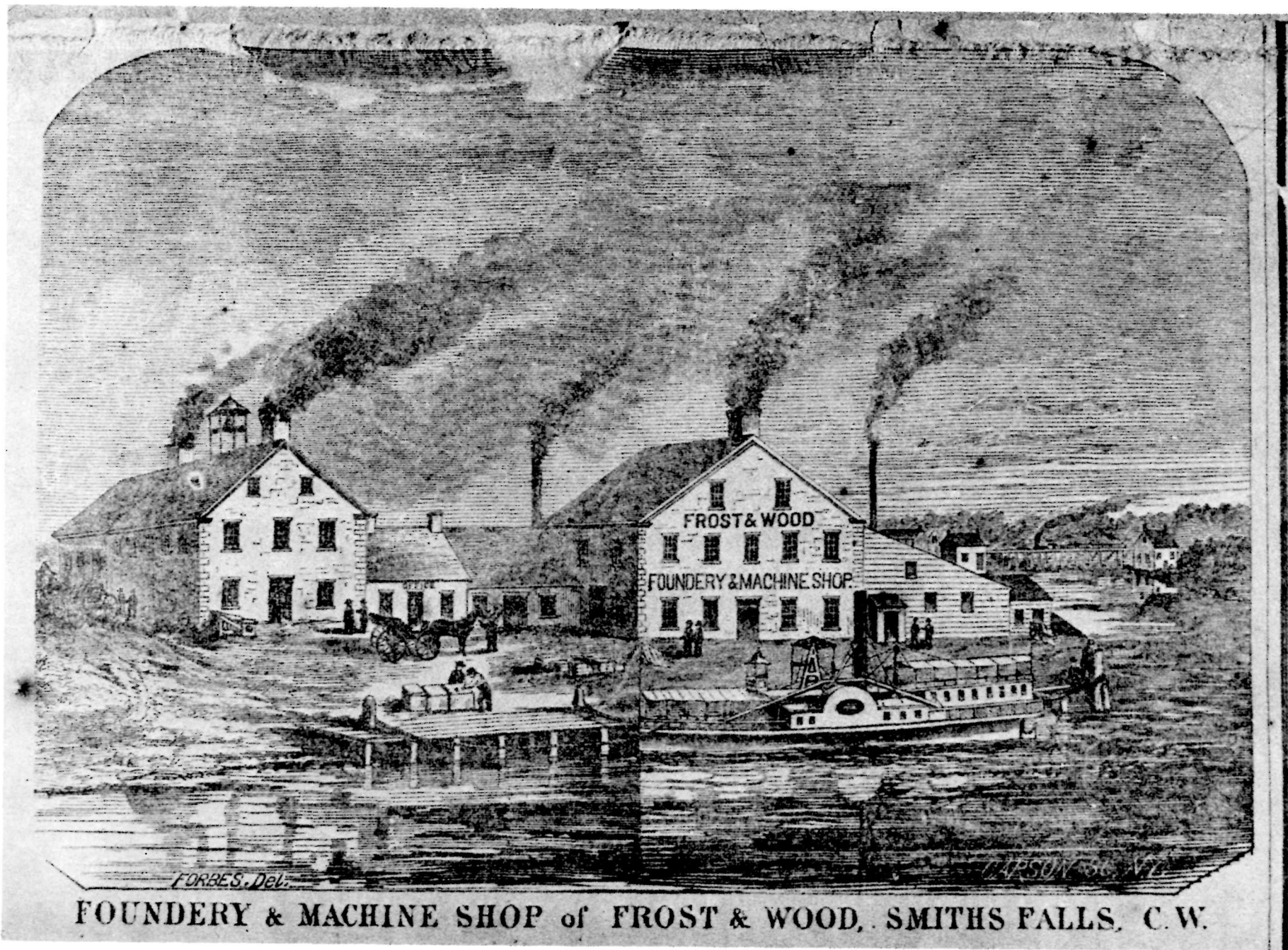
- 33 Smiths Falls Malleable Iron Works, ca. 1900 (R. Uglow, Smiths Falls and the Rideau Lakes, Smiths Falls, n.p., n.d.)



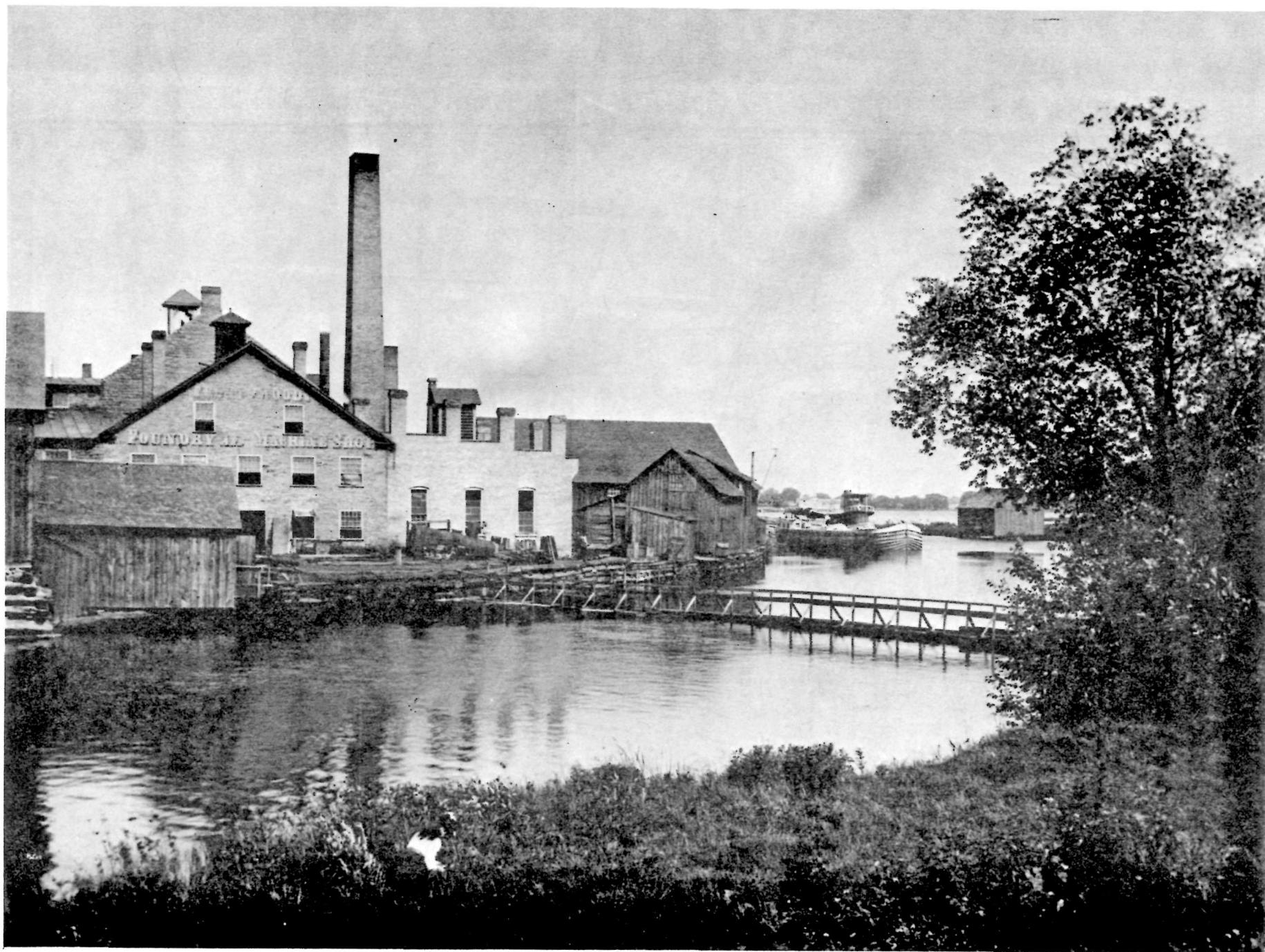
- 34 Smiths Falls Malleable Castings' Employees,
ca. 1924 (H. Moulton Collection, Smiths Falls).



- 35 Frost and Wood Factory, 1863 (NMC-V1/420-Lanark and Renfrew-1863, Map of the Counties of Lanark and Renfrew, Canada West, H.F. Walling. PAC Photo C44734).

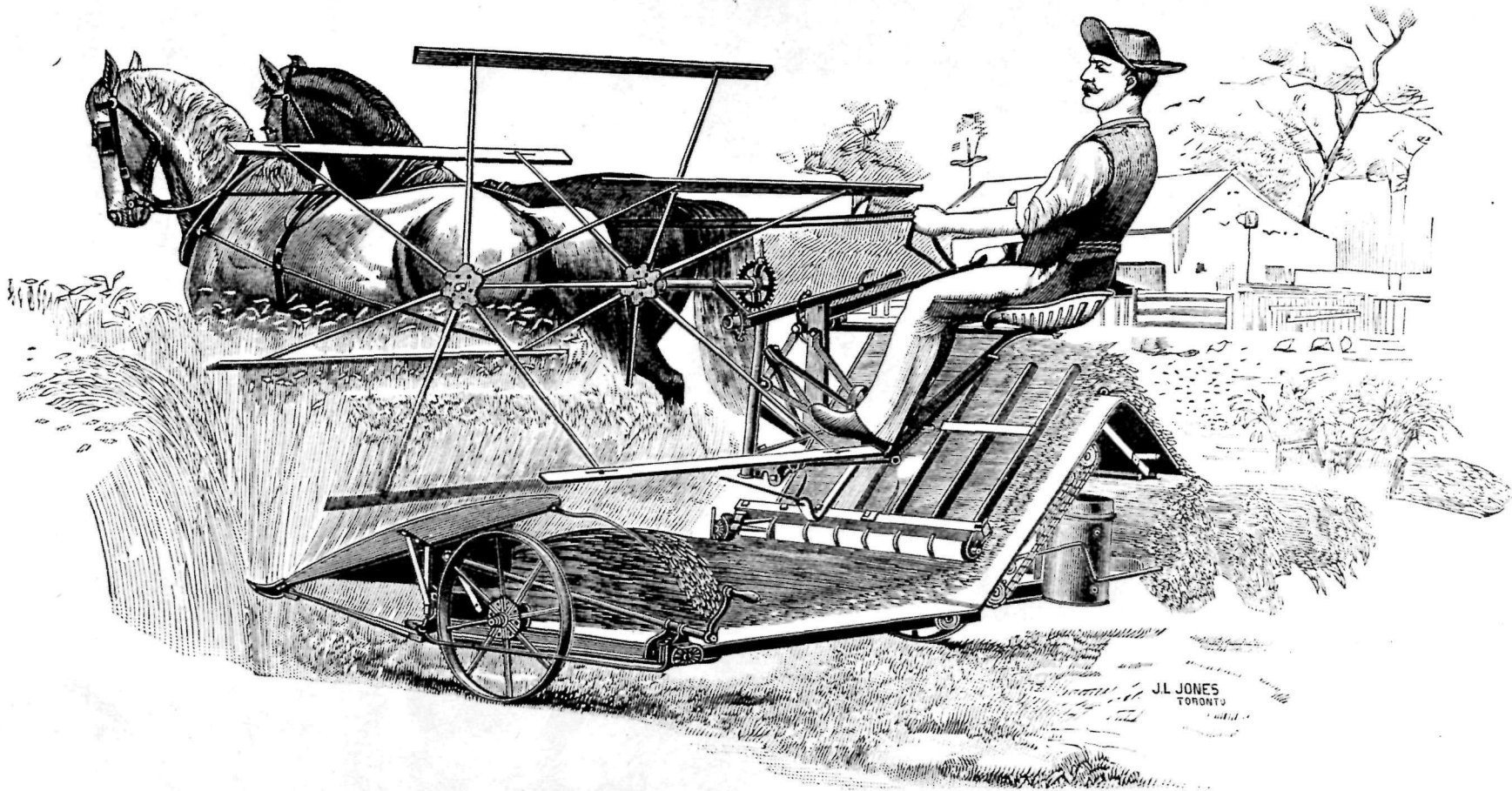


- 36 Frost and Wood Factory, n.d. Note the footbridge across the river and the steamer docking at the foot of Bay Street (PAC Photo PA8810).



- 37 Frost and Wood Reaper (Toronto Globe, 21 January 1893,
National Library Photo N7197).

THE GLOBE, TORONTO, SATURDAY, JANUARY 21, 1893.



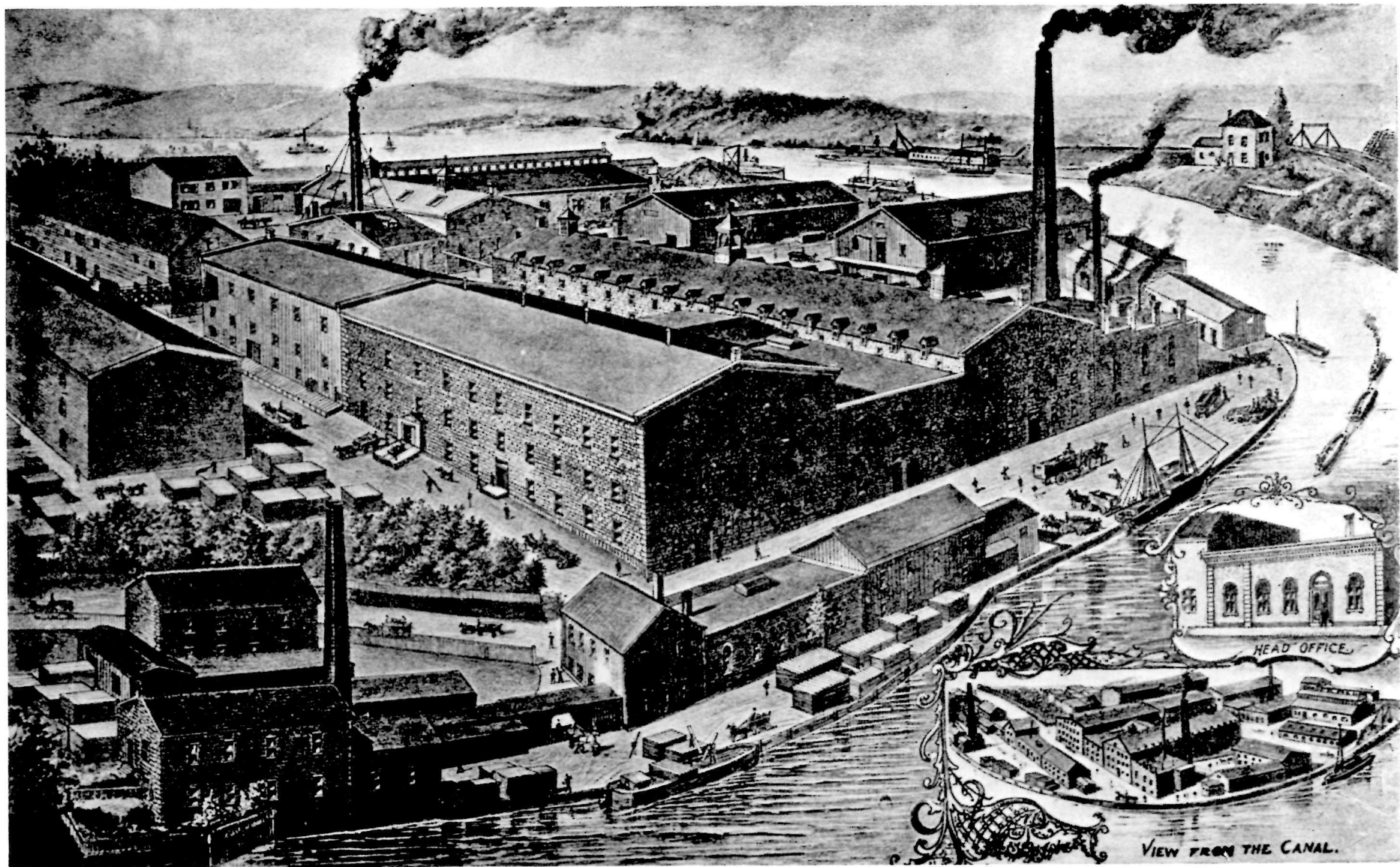
FROST & WOOD REAPER.

- 38 Frost and Wood Mower (Toronto Globe, 21 January 1893,
National Library Photo N7196).

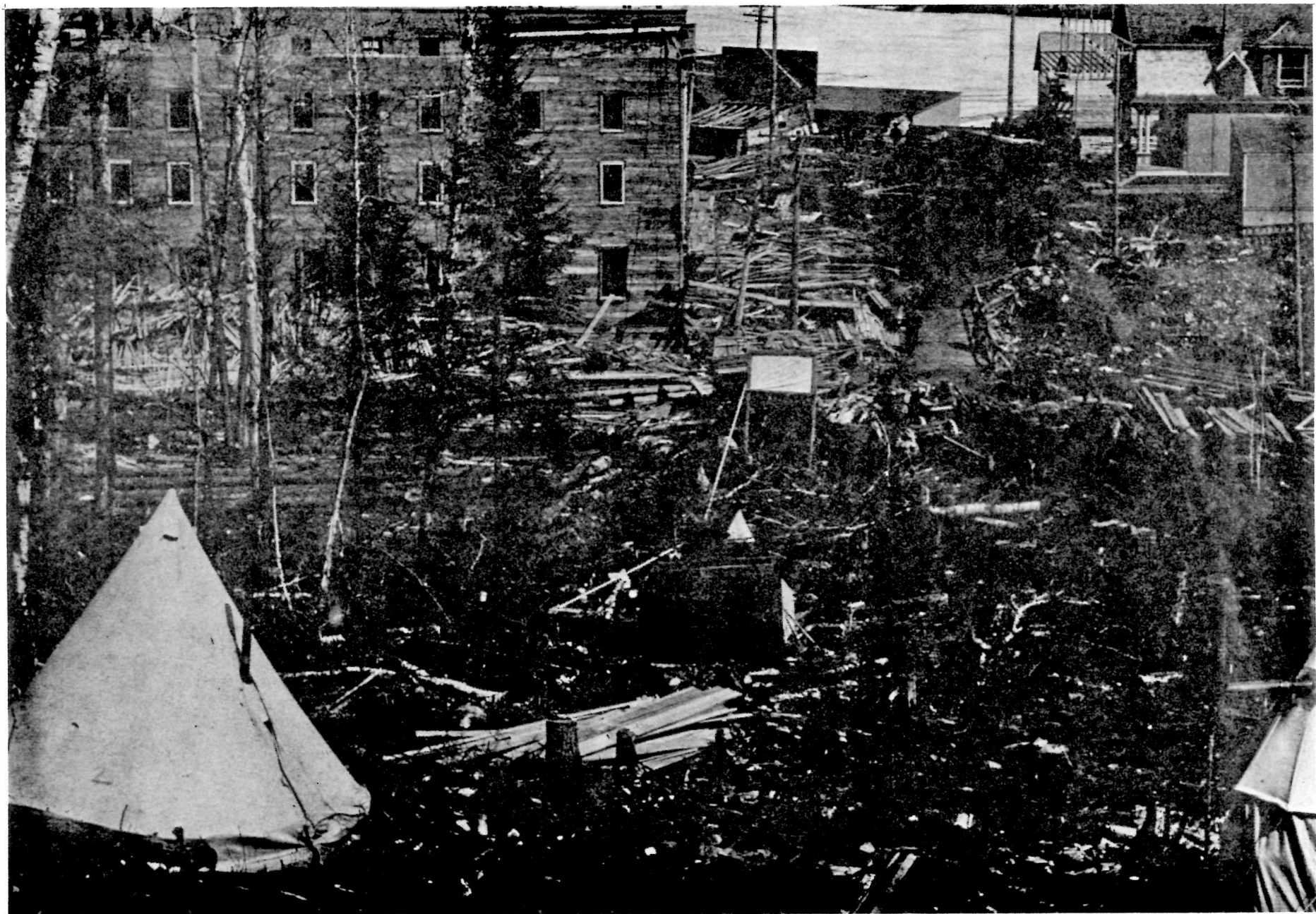


FROST & WOOD MOWER.

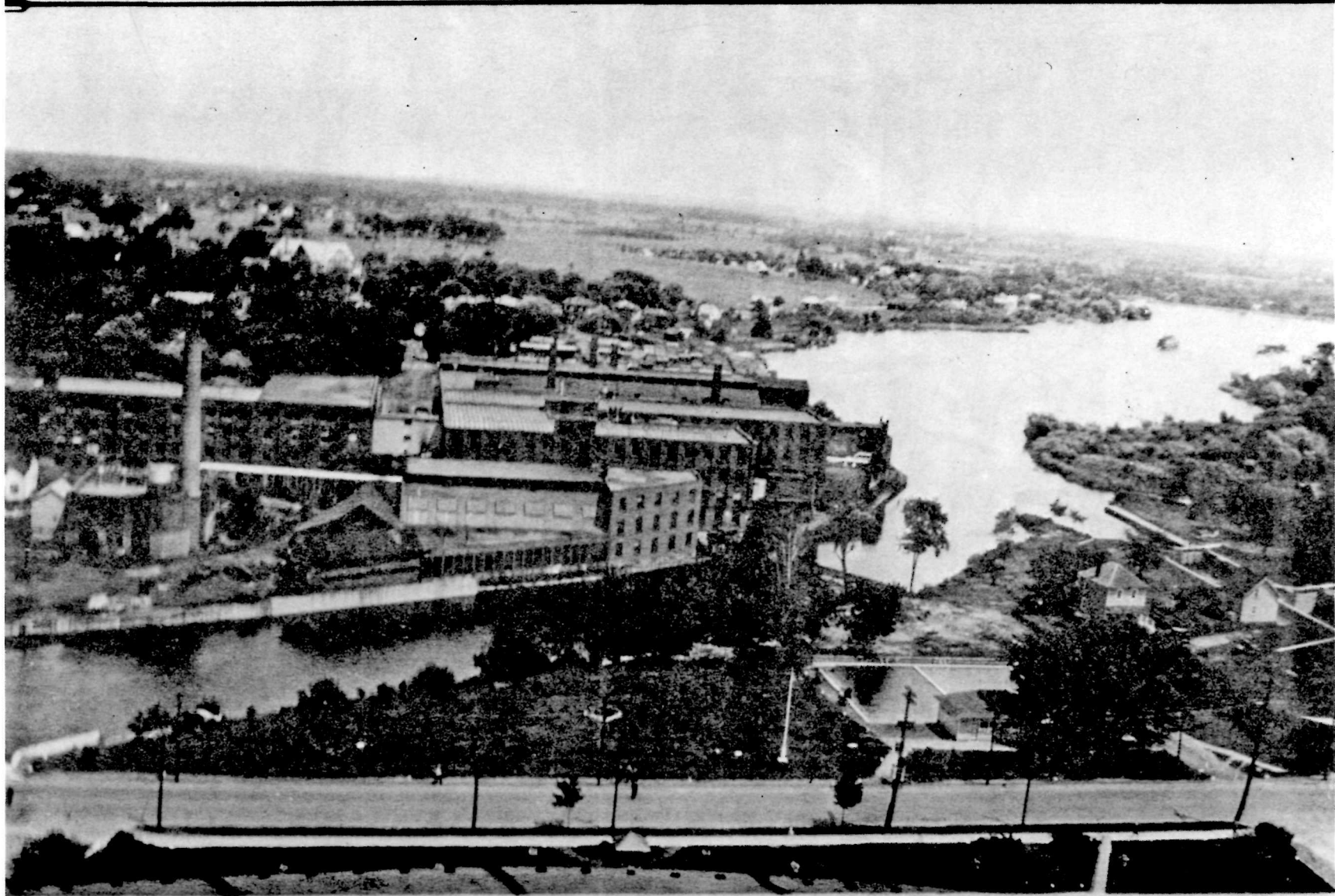
- 39 Frost and Wood Factory, ca. 1900 (R. Uglow, Smiths Falls and the Rideau Lakes, Smiths Falls, n.p., n.d.).



40 Frost and Wood Rebuilding after the 1906 Fire
(Record News Photo).



- 41 Frost and Wood Factory, ca. 1930. This photo was taken from the top of the watertower and shows the swimming pool, lockman's house and the store house on Jason Island (Clare Garrod Collection, Smiths Falls).

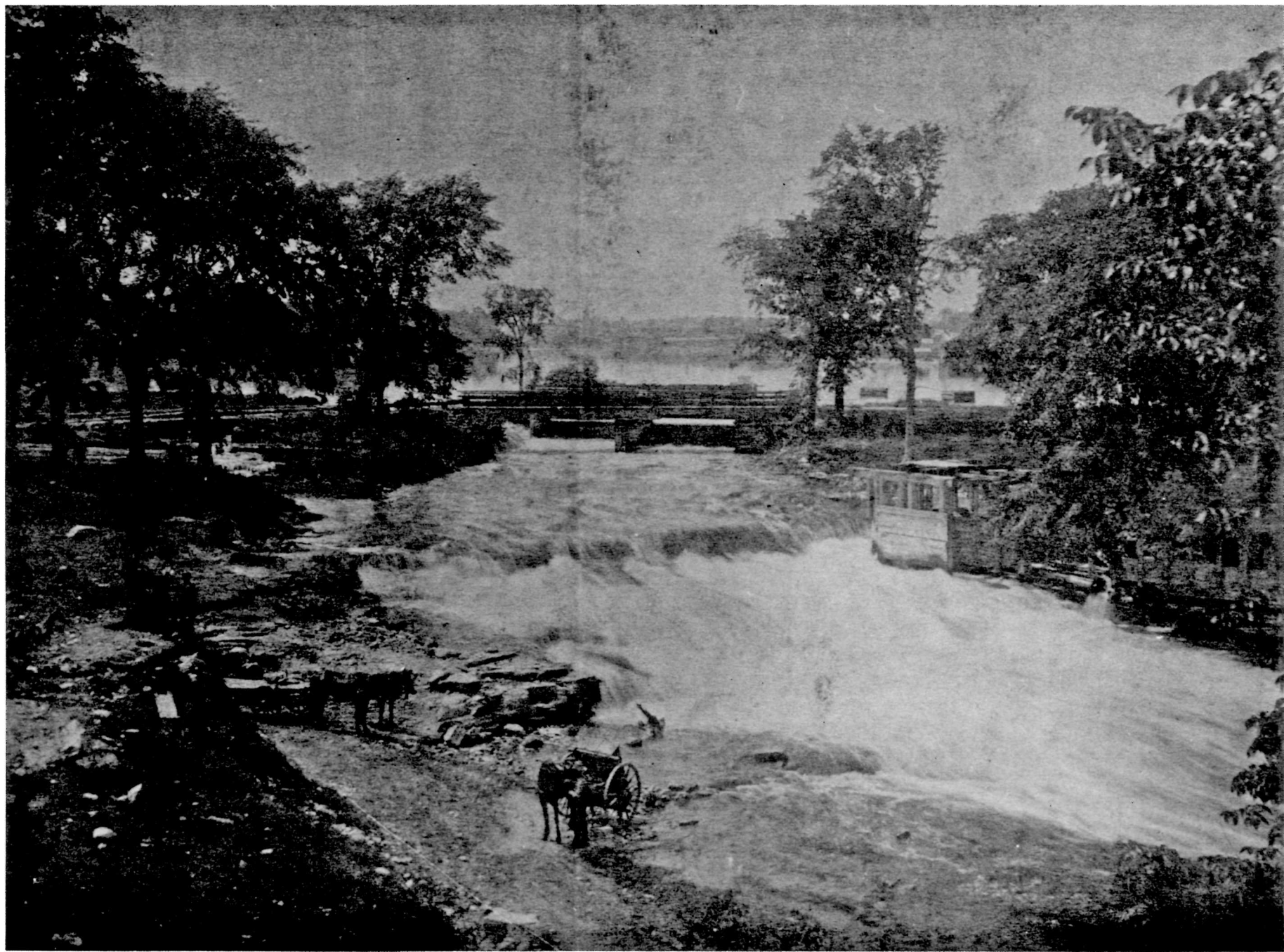


2813 O. Looking east, showing front.

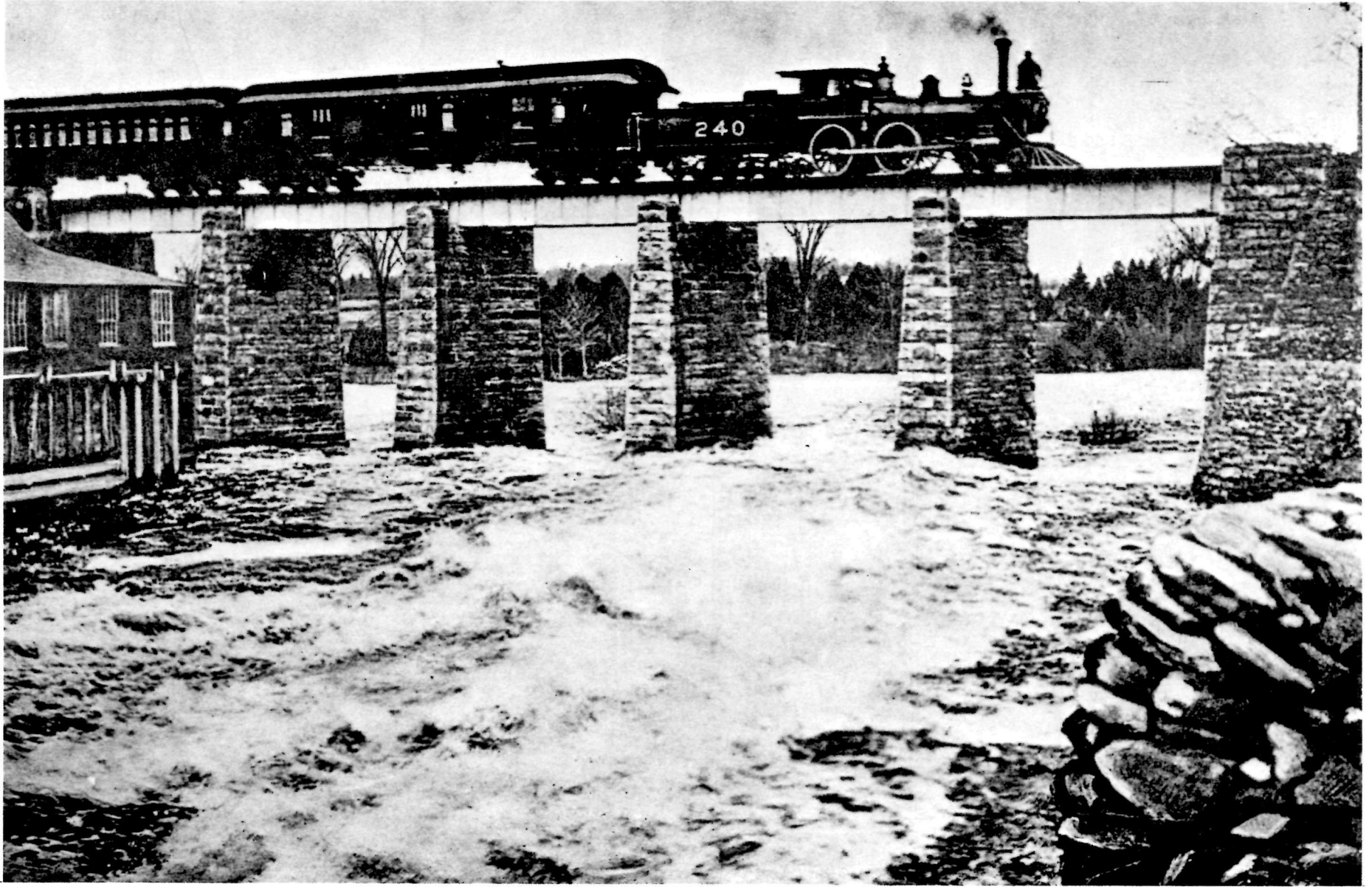
42 Frost and Wood Office Building, ca. 1930 (Record
News Photo).



- 43 Old Slys Rapids, ca. 1895 (Collection of
Harold Nichol, Smiths Falls).



- 44 Canadian Pacific Railway Bridge, Old Slys, ca. 1900
(R. Uglow, Smiths Falls and the Rideau Lakes, Smiths
Falls, n.p., n.d.).



- 45 Smiths Falls Electric Power Company Powerhouse,
ca. 1900 (R.Uglow, Smiths Falls and the Rideau
Lakes, Smiths Falls, n.p., n.d.).



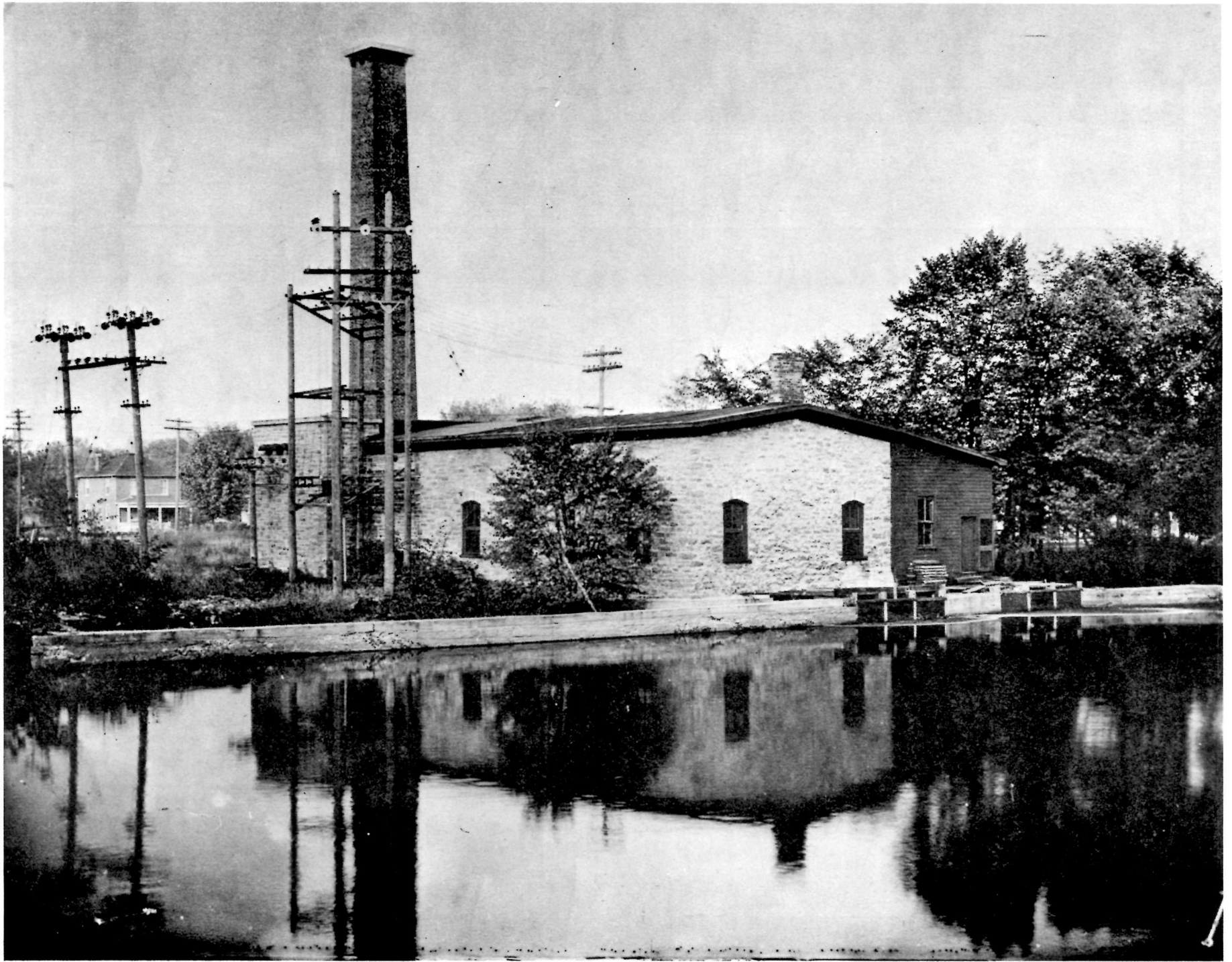
- 46 Smiths Falls Electric Power Company Powerhouse,
ca. 1924 (H. Moulton Collection, Smiths Falls).



- 47 Citizen's Electric Company Powerhouse and Beckett's Sash and Door Factory, ca 1900 (R. Uglow, Smiths Falls and the Rideau Lakes, Smiths Falls, n.p., n.d.).



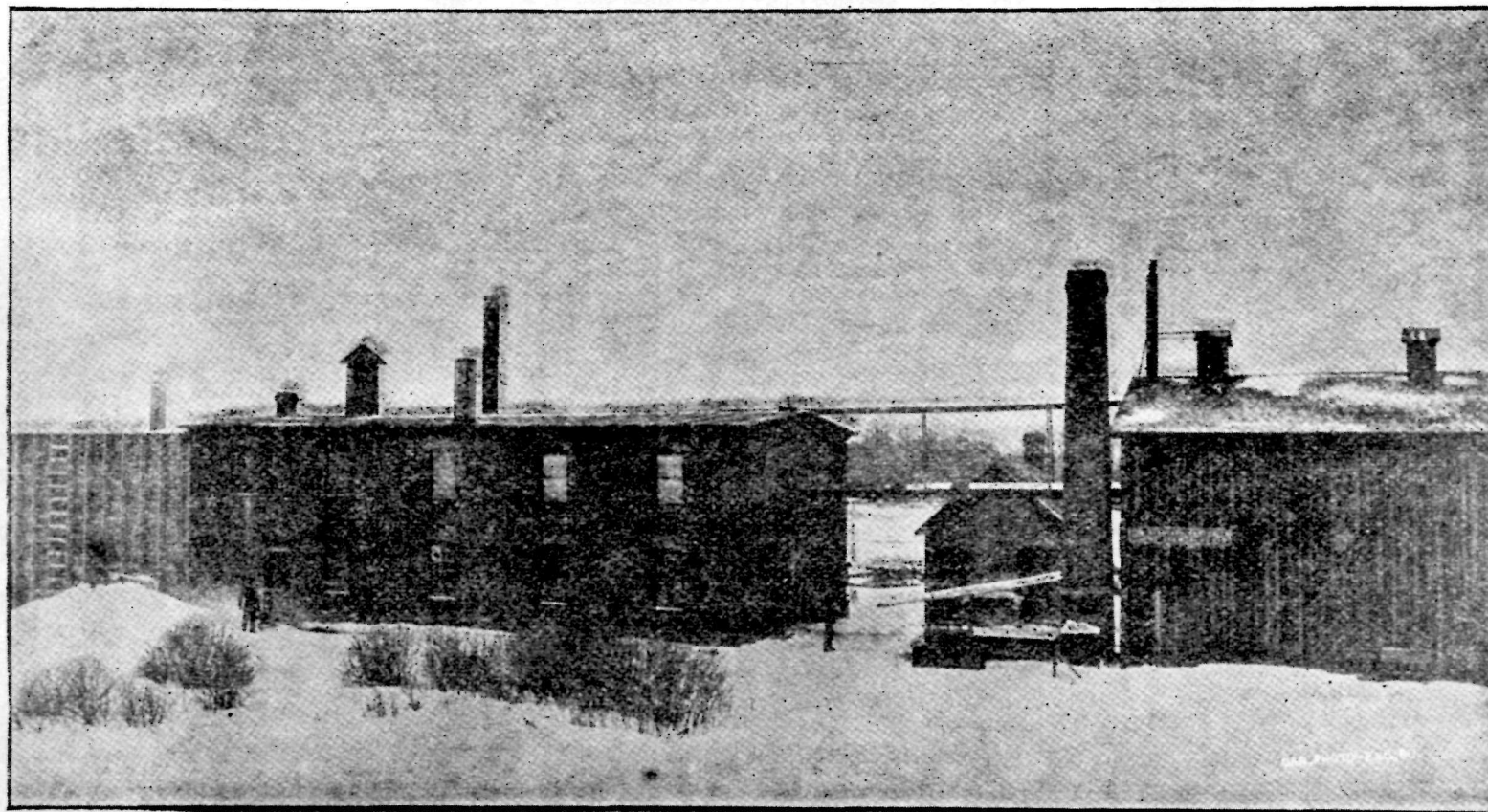
- 48 Citizen's Electric Company Powerhouse, ca. 1924
(H. Moulton Collection, Smiths Falls).



- 49 Standard Fertilizer and Chemical Works, 1893
(Toronto Globe, 21 January 1893, National Library
Photo N7202).

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50 Smiths Falls Combined Lockhouse, ca 1900 (Record
News Photo).



- 51 Smiths Falls Combined Lockhouse, ca. 1930 (D.H. Grant Collection, Smiths Falls).



52 Smiths Falls Combined Lockman's House, 1930
(Parks Canada Photo).



53 Smiths Falls Detached Lockhouse, 1930 (Parks
Canada Photo).



- 54 Smiths Falls Detached Waste Weir Dam, ca. 1895.
 Note the bridge across the dam (Collection of
 Harold Nichol, Smiths Falls).



- 55 Old Slys Lockhouse, n.d. (Collection of Harold Nichol, Smiths Falls).

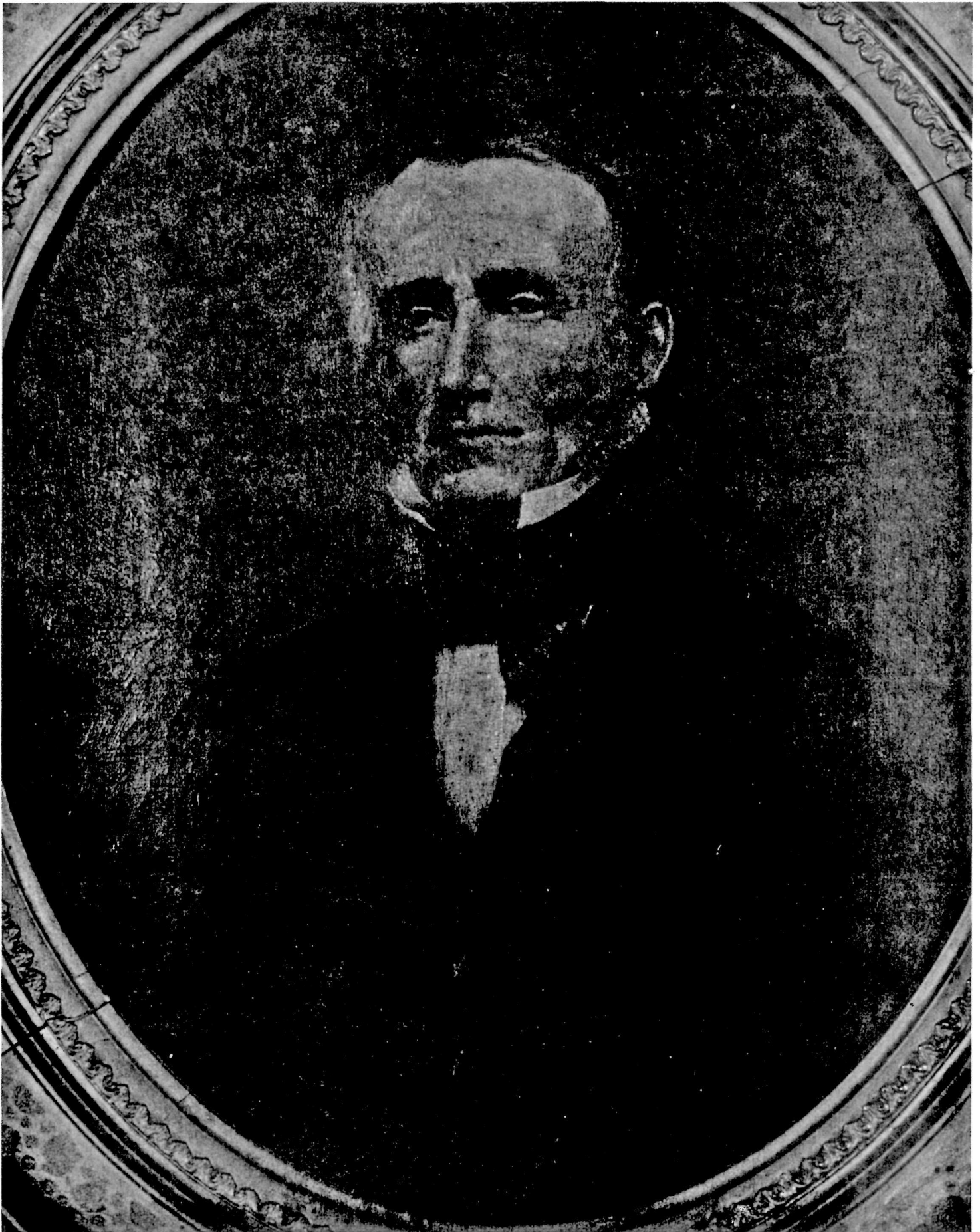


- 56 Abel Russell Ward, ca. 1880 (Lanark and Renfrew
Illustrated Historical Atlas, Cumming Publishers,
Stratford, 1972 Reprint Edition. PAC Photo C22126).



*Abel Russell Ward,
Born 1796. First Settler at Smith's Falls.*

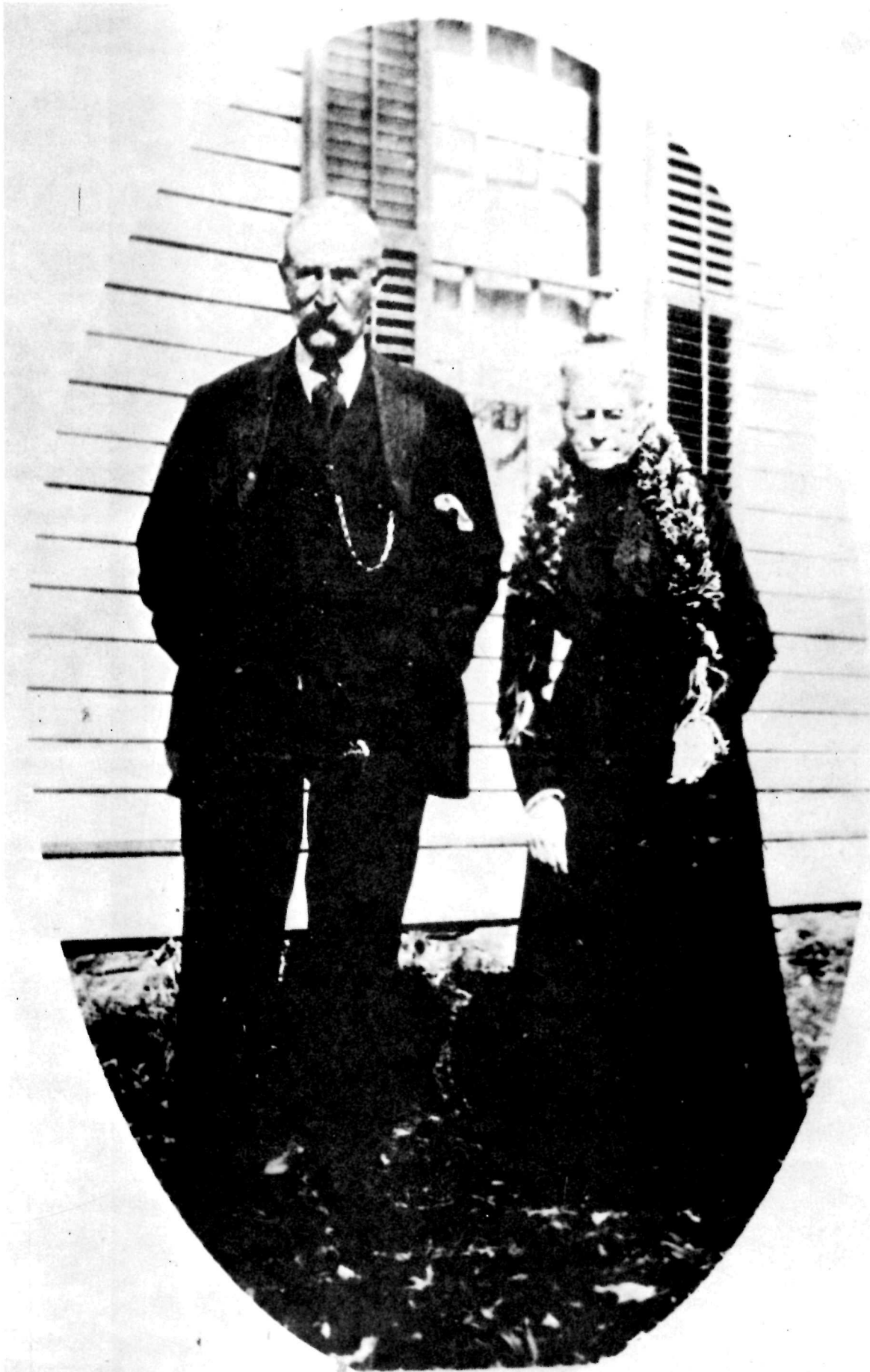
- 57 Jason Gould, portrait by Philip Mason, 1866
(D. Ferguson Collection, Smiths Falls).



58 Alexander Wood, n.d. (Record News Photo).



- 59 Charles Jones and Wife, n.d. Jones founded the Smiths Falls Malleable Company with William Frost in 1878
(Mrs. G. Haley Collection, Smiths Falls).



- 60 Lockmaster Frank Jones with hunting dogs, ca. 1916.
Jones was the last of the Jones family to work at
the detached lock station (Mrs. G. Haley Collection,
Smiths Falls).



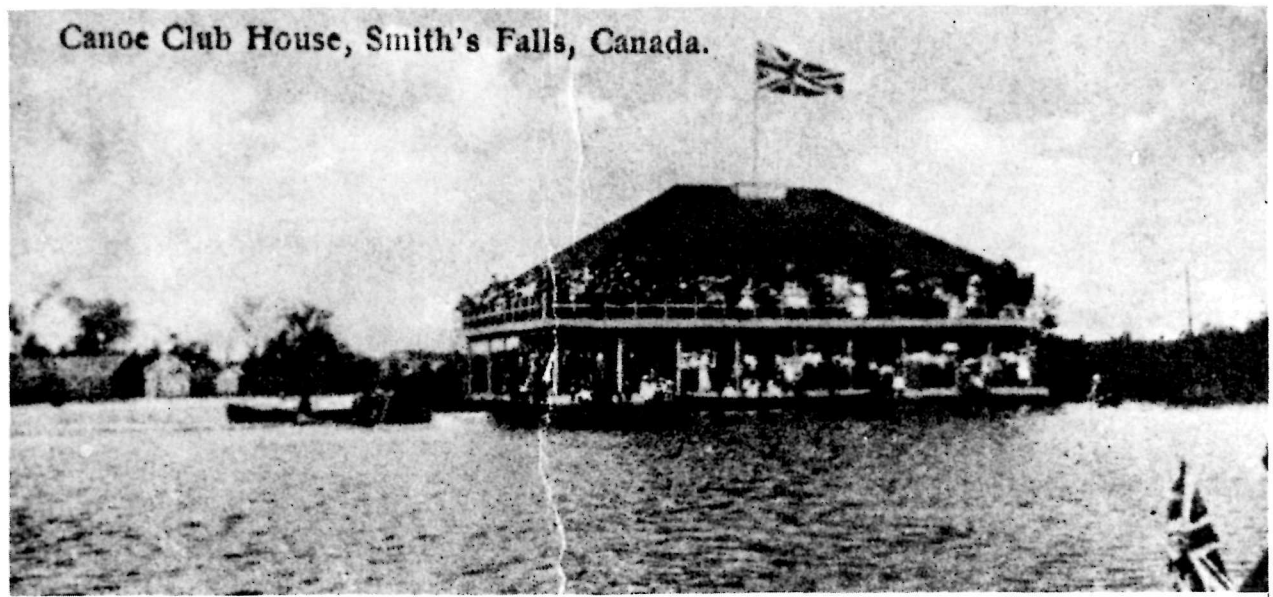
- 61 Boating on the Rideau Lakes, ca. 1900 (R. Uglow,
Smiths Falls and the Rideau Lakes, Smiths Falls,
n.p., n.d.).



62 Victoria Park, n.d. (F. Minnie Collection,
Smiths Falls).



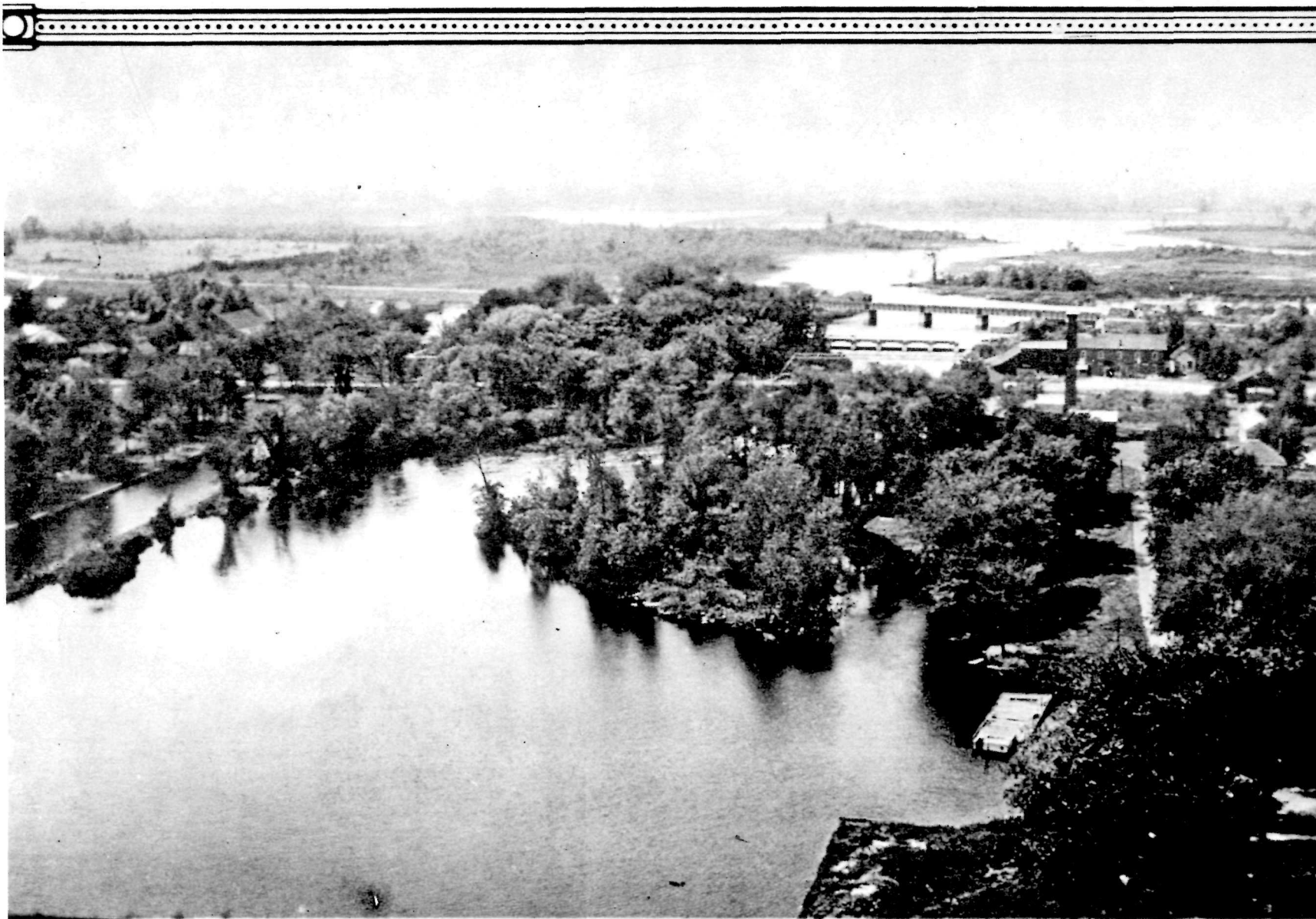
- 63 Smiths Falls Canoe Club House, Detached Lock, n.d.
(O. Vandusen Collection, Smiths Falls).



- 64 Frost and Wood Canoe Club, n.d. (H. Moulton
Collection, Smiths Falls).

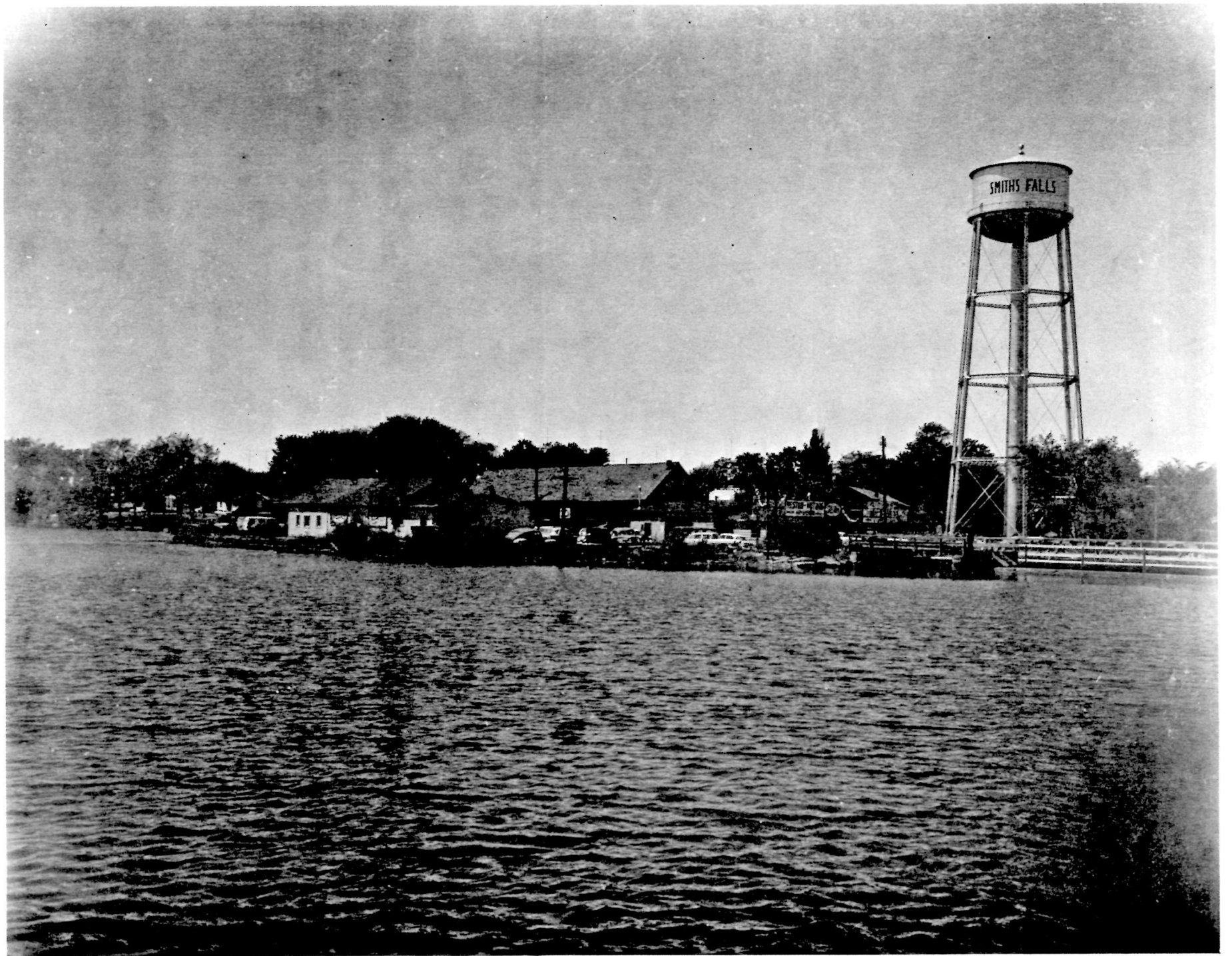


- 65 Smiths Falls Basin and Detached Lock, ca. 1930
(Clare Garrod Collection, Smiths Falls).



818.5 Looking south-west, showing course of

- 66 Jason Island, 1959. Note Weston Motors at the south end of the island, which represented the last commercial use of the area (Rideau Canal Office, Smiths Falls).



67 New Lock at Smiths Falls Combined Locks, ca. 1975
(Rideau Canal Office, Smiths Falls).



