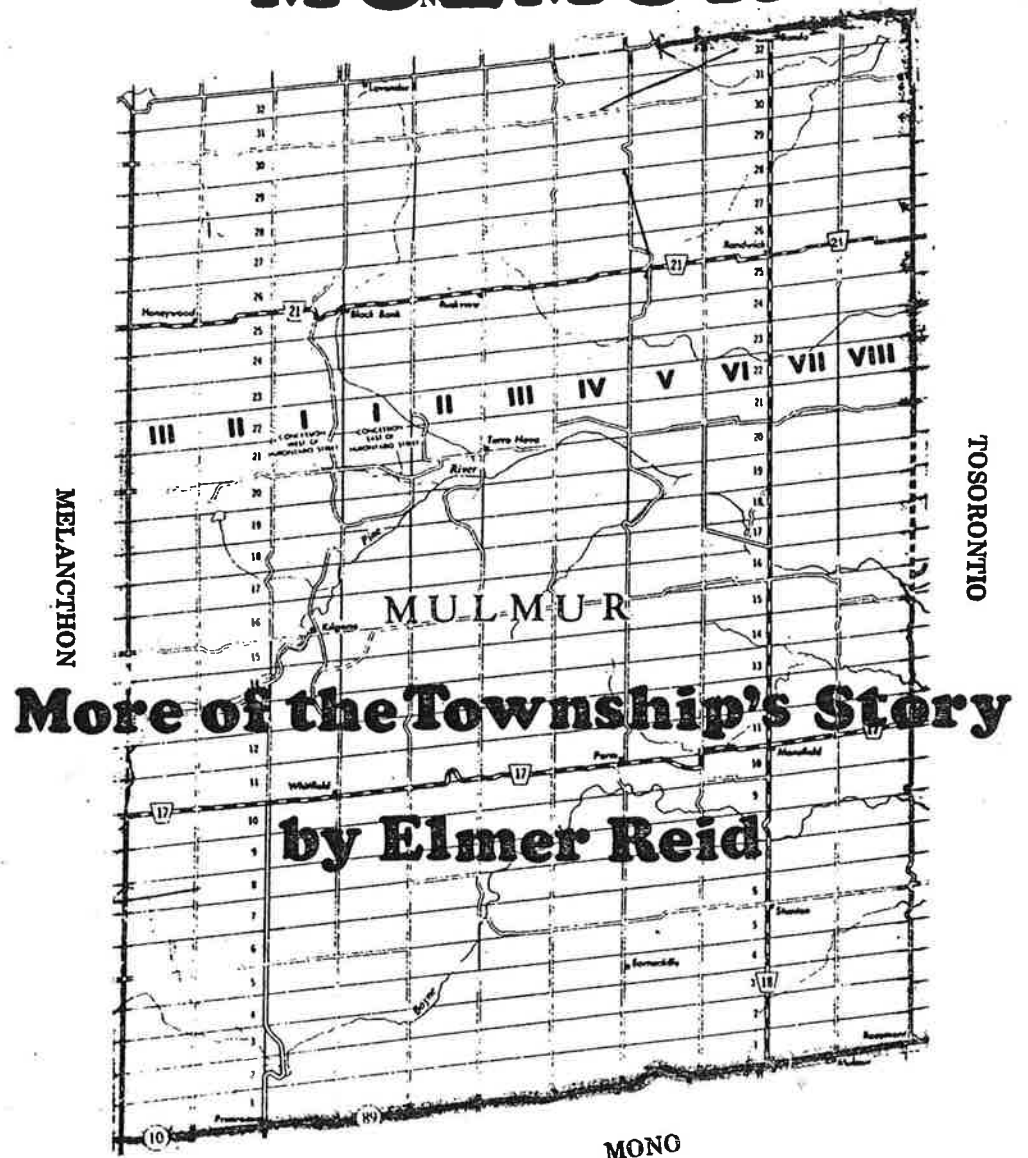


MULMUR TOWNSHIP

MULMUR



More of the Township's Story
by Elmer Reid

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**ELMER REID
LIFE-LONG RESIDENT
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MULMUR TOWNSHIP**

MULMUR

More of the Township's Story

INTRODUCTION

Before old stories are told no more, because those who knew them speak no more, before old records, written one hundred or more years ago, are destroyed, or lost, or have crumbled into dust, let some record of the story of Mulmur be made, let something of its history be written down. Such was the desire that motivated those who wrote the book, *The Story of a Township*, in 1951. And now, it is proposed to write down something more of that story before it is too late.

The story of Mulmur can be divided into three sections. First, that covering the period of the coming of the early settlers, the incorporation of the Township of Mulmur, and the first fifteen or twenty years in the life of the struggling infant municipality. This, a period of about forty years, has been covered in considerable detail in the book written in 1951. Second, that, covering a period of about eighty years, wherein the township continued to develop as an almost exclusively rural farming community. And the third, that when this township began to move towards the Mulmur of 1980. It is of these last two periods, that it is now hoped to write in greater detail.

And the writer must thank many who have gone on before, who have enabled him to do so, the clerks, who so carefully preserved the township records, and others, who, in their time, wrote down accounts of certain happenings so that they would not be forgotten. Also, those men and women who saw or heard, and remembered, and passed that information on to their descendents, and thus to us.

The Township Develops

When the small book, "*The Story of a Township*", was published by the Mulmur Historical Committee in 1951, time and the lack of funds sufficient to provide for the printing of a larger book, prevented the covering in any detail of the history of this township beyond the first twenty years after it became a municipal corporation. But the story of a municipality, like the story of a people or that of a family, never stops. Things were happening. Things that affected the future development of this township and the welfare of its inhabitants. And now it is proposed to tell a little more of the story of this township.

While in the early years of this municipality's existence, as to-day, the building and improving of roads occupied a large part of the council's time and attention, the other matters connected with the administration of the affairs of the township had to be looked after, often with very limited funds to do so. For instance, it is recorded that in 1868 the township purchased a new letter press seal for \$9.00. Previous to that a seal to make an impression on wax had been used. After the first few years they stopped using wax, and this first seal was generally just blackened over an oil lamp and then pressed on the document to be sealed, sometimes making a good impression, sometimes little more than a dirty mark. The new press seal bore in the centre the likeness of a sheaf surrounded by a circle, around the outside of which were the words "*Municipality of Mulmur*". The council, that year, also ordered seventeen scrapers from an Orangeville firm for \$100.00, half of them to be delivered to S. L. Laing's place of residence and the other half to Winn Hand's. Also, we find that even in those days dogs were killing sheep, for there is an entry in the minutes that on September 14, 1868, Thomas Atkinson was paid \$5.00 for one sheep killed by dogs.

The council met in the Town Hall on January 18, 1869, fixed the Clerk's salary at \$50.00 per year, and Colwell Graham having retired as Township Treasurer in the previous December, proceeded to open applications for the position of treasurer. In those days applicants could, apparently, state salary expected, and in the applications received the salary for which the different applicants were willing to do the job varied from \$45.00 to \$24.00 per year. William Walker was appointed at \$32.00 per year.

The councillors were, as early as 1853, interested in improving the equipment in the schools, as is shown by the levying, in that year, of one half penny on the pound on all property assessed on the resident roll to buy library books for the schools. And later the sum of \$10.00 was given each school section to buy maps. On May 17, 1869, a motion was passed to grant

\$10.00 to the new school section No. 9 for maps, and, also, \$10.00 to No. 7 for maps. Apparently No. 7 had been missed when the grants were given out earlier, or something had happened to their equipment. In 1871 grants of \$10.00 were made to each of S.S. No.'s 8, 10 and 11 to buy maps.

On August 2, 1869 a grant was made to open Gully Hill on the Sixth Line. And at the same meeting a grant of \$10.00 was made to the President of the Mulmur Agricultural Society for the purpose of assisting to build a temporary agricultural hall. At the same meeting Hugh Gallagher was awarded the contract to build, for \$100.00, a frame bridge over the gully opposite Lot 12, on the Fourth Line, as soon as he entered a bond for the due performance of the contract; the work to be done during the following summer.



An early stone house near Rosemont.

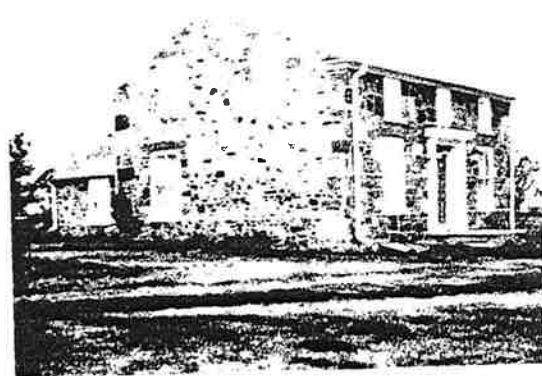
on December 2, of that year, William Pearce was paid \$7.25 for surveying Twenty-five Sideroad across the Sixth and Seventh Concessions. A year later Alexander Perry was authorized to sell the pine timber on Concessions 6, 7, and 8, on Twenty-five Sideroad, and that opposite Lots 18, 19, and 20, on the Third and Fourth Lines. Paul Gallagher was authorized to sell the pine opposite Lots 18 and 19, on the Sixth Line, the money received therefrom to be used to improve roads in the vicinity.

The first license granted for a tavern in Mulmur was in 1856. After that the number of taverns doing business in the township increased rapidly until in each of the years 1872 and 1873, eight taverns were licensed in Mulmur. They were the same ones in 1873 as in 1872 with the exception that the Lavender Hotel licensed in 1872 was not licensed in 1873 and the Stanton Hotel, not licensed in the list for 1872, received a license in 1873. The following are the persons who received licenses for the following taverns, at the following places in 1873.

William Gilbert	.....	Mansfield Hotel	.....	Mansfield
Thomas Bates	.....	Stanton Hotel	.....	Stanton
John Brown	.....	Queens Hotel	.....	Rosemont
Edward Henderson	....	Prince of Wales Hotel	...	Primrose
Joseph Fletcher	.....	Farmers Inn	.....	Banda
W. H. Beatty	.....	Union Hotel	.....	Stanton
Joseph Sullivan	.....	Simcoe Hotel	.....	Airlie
Robert McCracken	.....	Mulmur Hotel	.....	Mansfield

The license fee was \$20.00. And this provided almost all the revenue, other than that from taxes, that the township received at that time. After 1873 the number of taverns declined as rapidly as they had increased, so that by 1900 there were only two still operating in the township.

There is no doubt, that during the American Civil War, while taking no active part in the war, both British and Canadian sympathy was with the South, and after the war there was not too friendly a feeling in the United States towards Canada. And certain Irish groups, known as the Fenians, were permitted to organize in that country and make raids into Canada. While those raids did but little harm, they aroused strong feelings in this country,



The stone house where families assembled at the time of the rumoured Fenian Raid of 1869.

feelings that the liberties and lives of people in Canada were endangered by these raids, and by the activities of people within this country friendly to the Fenians. It was alleged that many of the people from Southern Ireland, settled in this country, were friendly to the Fenians and might be willing to join them and act with them. Something which people, who had come out from Northern Ireland, not too many years before, found fairly easy to believe. In 1869 a rumor spread through Mulmur and Mono that there was going to be a rising of Fenian supporters in Adjala. The people of southern Mulmur and northern Mono were aroused and gathered at Rosemont to defend their homes and families. That is, the men gathered at Rosemont, while their wives and children were assembled further north at the stone house on the East half of Lot 6, Concession 7, and at the house on the West half of that lot. Nothing happened. But the alarm and excitement caused by these happenings was enough to necessitate the calling out of the militia on the tenth of October in that year. The following motion was

passed at the meeting of the Mulmur Township Council on March 7, 1870, Paul Gallagher, seconded by Thomas Bradley, moved, that the Reeve issue his order for paying Captain McLennan, No. 10 Company, 35 Battalion, such sum, between eight and eleven dollars, as he may see fit, in conjunction with the reeves of the Townships of Mono, Adjala and Tossorontio, or any two of them, for the purpose of paying, or assisting to pay, the board bill for his company, when called out on the tenth of October, last, for active service. So ended the Fenian scare. How the rumour got started, and whether there was any foundation for the report that was spread abroad of a possible uprising, are things that probably never will be known. Fortunately no harm was done.

On April 4, 1870, the council authorized what was the largest, or certainly one of the largest expenditures, up until that date, for any road project when it voted to grant \$300.00 to build a bridge over the Boyne River on the Sixth Line and to further cut down the hill north of the river. This was to be let by contract. The motion to authorize this expenditure evidently met with considerable opposition, and was finally carried on a recorded vote:

Yeas - P. Gallagher, T. Bradley, J. Ireland
Nays - D. McCutcheon, C. Graham.

The contract for building the bridge was let to Charlton Greer for \$200.00, and when completed and inspected on behalf of the township by Paul Gallagher, was declared to be the best bridge in the township. The work to be done on the big hill north of the river was let to a Mr. Silks and a Mr. McMulkin.

While the councils had to deal with many problems, one that required their attention each year was the accepting of the assessment roll for that year, and the levying of rates sufficient to provide funds for the school boards, to meet the county requisition, and provide funds to carry on the work of the township. In 1851 the total amount raised for all township purposes was forty pounds, six shillings, and nine pence. By 1871 this had only increased to \$521.00. The total assesment of the township that year was fixed at \$521,000.00. The rates levied to raise the following sums were as follows:

For County purposes	2.3 mills	.....	\$1198.30
For General School Rate	0.7 mills	.....	364.70
For Township purposes	1.0 mills	.....	521.00

The rates levied to meet the requirements of each of the eleven public school sections, in mills, were: No. 1 - 4 m.; No. 2 - 4.5 m.; No. 3 - 15 m. No. 4 - 5 m.; No. 5 - 8.5 m.; No. 6 - 4 m.; No. 7 - 4 m.; No. 8 - 10 m. No. 9 - 4.5 m.; No. 10 - 8 m.; No. 11 - 13 m.. Thus the total rate on property in S.S. No. 1 would be 8 mills, and in S.S. No. 5 it would be 12.5 mills. Four mills on the assessment of S.S. No. 1 that year raised \$319.40. In the by-laws of those times the rates are sometimes levied as so many mills on

the dollar and sometimes as such a fraction of a cent on the dollar, which possibly could be a throwback to the time before 1860 when taxes were levied as so many farthings or fraction of a farthing on the pound.

On December 6, 1869, the council passed By-law No. 59 re-arranging the boundaries of the school sections in the township and increasing their number to ten. This by-law did not meet with the approval of the Provincial Government, one reason being that in it all the existing school sections were renumbered so that they would, along with the new ones, number in order one after the other around the township. The Province insisted that the sections, already in existence, keep their original numbers. So, they passed By-law No. 64 on October 1, 1870, dividing the township into eleven school sections. S.S. No. 6 (Banda) had been part of a union school section with one in Nottawasaga from 1857, the others were wholly within the township. In this by-law the sections already established kept their original numbers. While No. 8 (Perm) is called a new school section in this by-law, apparently a school building had already been erected there, for it states that the first school meeting in the said school section shall be called by Robert Hunter and held in the new school in said section. This would be the log school building that stood on the East half of Lot 15, Concession 3, E.H.S. The first school meeting in S.S. No. 10 (Beech Valley) was to be called by Benjamin Heaslip and held at the house of William Crawley. The first school meeting in S.S. No. 11 (Randwick) was to be called by Robert John Little and held at his house.

During the period between 1869 and 1880 the question of first dividing Simcoe into two counties, and later, of the formation of a new county out of parts of Wellington, Grey and Simcoe was frequently before the council and people of this township. While this matter has been dealt with in the book "The Story of a Township", and it is not necessary to restate the different actions taken, here, it is evident, from the records, that while Mulmur favoured the dividing of Simcoe into two counties, it was definitely opposed to being included in the new County of Dufferin. But into Dufferin it was put by an act of the Legislative Assembly. Mulmur's departure from Simcoe County necessitated a settlement with that county covering this township's share of its assets and liabilities. The Reeve, Colwell Graham, and the Deputy Reeve, R. S. Campbell, were appointed as a committee to meet with a committee appointed by Simcoe County Council to work out this settlement. And on June 20, 1881, they reported to the Mulmur Township Council that the joint committees had placed the assets of the county at:

County property	\$67,000.00
Cash on hand	10,740.00
Due from municipalities	9,015.00
TOTAL	86,755.00

Liabilities	\$69,000.00
Balance	17,755.00
Mulmur's share	808.00
Due to Mulmur non-resident taxes	152.45
TOTAL	960.45
Taxes due to the County by Mulmur	1,201.10
	960.45
Balance due to Simcoe County	240.65

The County of Simcoe held 40,000 pounds sterling of Northern Railroad stocks of which it was decided the share coming to Mulmur was 1820 pounds. No settlement was reached at this meeting on what Mulmur's share was of the debentures issued by the county to assist in the building of the Hamilton and North-Western Railway. However in January 1882 the Reeve and Deputy Reeve were again appointed as a committee to work out an agreement with Simcoe and on February 10, 1882, a by-law was passed ratifying the agreement with the County of Simcoe whereby Mulmur's share was placed at \$20,450.00. Mulmur issued debentures for \$20,000.00 to enable it to pay this. On April 14th, of that year, the Reeve was authorized to advertise the sale of the debentures to be issued by the municipality, in the Globe and Mail, tenders for the said sale to be received up until the first day of May, and Mr. Strachan Cox was to be notified that if no better offer be received than the one made by him, that his would be given the preference. On August 4, 1882, the offer of T. G. McDonald, at \$105.00, for the debentures was accepted. And at the following meeting, in September, it was reported to the council that the amount realized from the sale of the debentures was \$21,180.00; that \$15,000.00 had been forwarded to the County of Simcoe, and that the balance owing would be paid to that county when they were prepared to turn over to Mulmur its share of 1820 pounds of the Northern Railway stock. The Reeve and the Deputy Reeve were paid \$10.00 each, on both occasions, for going to Barrie to make these settlements. Apparently they spent two days there on each occasion.

The first meeting of the township council is believed to have been held in the house of James Mitchell, on the West half of Lot 2, Concession 7, and during the first number of years the meetings seem to have been mostly held in the homes of the members of the council, more or less in turn, with the members wife, no doubt, being responsible for preparing the meals for the members and officials present. After the erection of the Township Hall in 1857, on the West half of Lot 11, Concession 5, most, if not all, of the meetings for the next fifteen years were held there. The care of this hall had to be provided for, and we find such motions being passed as the following, on December 13, 1869: "Moved by John McClinton, seconded by John Ire-

land, that \$1.00 be paid to Josiah Flatt for wood delivered to the Town Hall", and "Moved by Paul Gallagher, seconded by John Ireland, that the sum of \$2.75 be paid to James Russell for one cord of wood, four lengths of stove pipe, putty and glass, and labour on the Town Hall." But with the erection of the Court House at Stanton in 1870, or shortly thereafter, the council started to hold its meetings there, and apparently the Town Hall fell into disuse and disrepair. For the next ten years almost all the council meetings were held in the Court House. But in September, 1882, the council met in the north part of the township, in the hall of Scarlet Hill L.O.L. No. 1082, at Ruskview. In the years that followed, the council began, more and more to hold meetings in different parts of the township. The many Orange halls throughout Mulmur provided suitable places where these meetings could be held. Starting about 1900, for quite a number of years, most of the meetings were held in the Orange Hall at Perm.

And what remuneration did the members of the council and the officials receive for their services during the first thirty or forty years after this municipality's incorporation? In the first year, 1851, the clerk's salary was set at eight pounds, and the assessor and collector's at eight pounds, seven shillings and six pence. No mention is made of any remuneration being paid to the members of the council. By 1868 the members of the council seem to have been paid on some sort of a mileage basis, as they are shown receiving the following amounts, at the end of the year:

T. Hand - \$12.00; W. Hand - \$12.00; McCutcheon - \$16.00;
Gallaughier - \$10.50; Beatty - \$15.00; S. L. Laing - the Clerk,
received \$50.00.

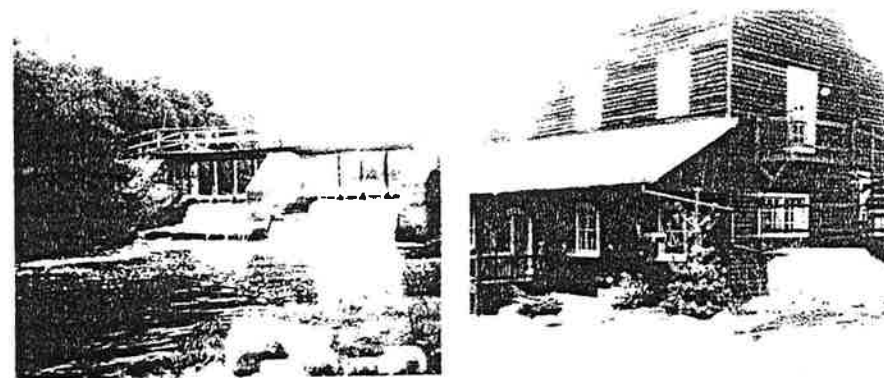
In January 1870, the clerk's salary was fixed at \$50.00, the assessor's at \$65.00, and the treasurer's at \$32.00, while the auditors, George Cumming and P. D. Henry, were to receive \$5.00 each for their services. In January 1872, the remuneration payable to members of the council was fixed at \$1.00 per meeting plus 10 cents per mile, one way, going to meetings, and for other necessary travel on township business. The treasurer's salary was, at the same time, raised to \$40.00 per year, and John Hare was engaged as fence inspector at \$10.00 per year. By 1881 the clerk's salary was up to \$130.00 and the treasurer's to \$80.00, and the following year, they were raised to \$150.00 and \$100.00. And on January 21, 1884, the first entry was made in the minutes showing fees being paid to the clerk for his services as divisional registrar, when Malcolm Colquhoun received \$12.40. While the council only met four times during the first year, the number of meetings held gradually increased until, by 1870, six regular meetings were being held. By 1880 monthly meetings were being held, except that frequently no meeting was held in April or October, and sometimes a meeting held late in July did for both July and August.

A responsibility placed upon the municipalities from their beginning was the care of the poor and the destitute. And almost from the time of the

incorporation of the municipality, moneys were being expended for this purpose. Frequently grants of \$10.00 or \$15.00 were made to assist some indigent person. Sometimes this was given directly to the person, sometimes to some person to use on his behalf. Other assistance was also given, as when in 1868 a grant of \$5.00 was made to buy a spinning wheel for a woman who was indigent, and later, in the same year, when the reeve was authorized to contact the Warden of the Poor House in Toronto to see if a crippled indigent person could be received there. In 1869 Dr. Armstrong was paid \$10.00 for setting an indigent man's broken leg. And in 1880 an indigent person was given \$25.00 to buy a cow, and on another occasion the Reeve was authorized, before the next fair day, to buy a cow for another indigent family. Also, on several occasions, persons who were sick or crippled and unable to work had their taxes for the year written off.

After 1870, and more particularly after the railway had been built up to Glencairn in 1877, certain individuals and lumber companies began to show an interest in the fine stand of pine that then covered the east-central part of the township, and several mills were built. This brought problems. And in December 1880, the council was informed by the Provincial authorities that it was the township's legal responsibility to raise the height of all the bridges on the Pine River, east of the Fifth Line, to allow for the floating of logs down it, and Colwell Graham and R. S. Campbell were appointed as a committee to see that this was done. The bridges were raised, but apparently things did not work out too well, for in 1881 three members of the council, Campbell, Ferguson and Gallagher, were appointed to meet with Messrs. Wilmot, Hatten and Harrison respecting the damming up of the river with such a great quantity of logs. Not only did the coming of the mills necessitate the raising of some bridges over the Pine River, it also made necessary the clearing and opening of, as yet, unopened roads in the east-central and central part of the township. Thus in 1880 a man was ordered to remove a log house off Twenty-five Sideroad, in the Seventh Concession, as it was obstructing traffic. \$250.00 was voted to gravel Twenty Sideroad in the Third Concession, and \$200.00 to improve the deviation road through Lots 13, 14, and 15 in the First Concession West, known as the New McNabb Road. In 1881 Robert Noble was authorized to open a deviation road across Lot 17, in the Sixth Concession, where it had been surveyed. In 1884 a committee consisting of two members of the council, Robert Gallagher and John Ewing, was appointed to have Fifteen Sideroad across the Seventh Concession cleared and a bridge built over the river. And on November 7th, of that year, they reported that they had let the contract to build the bridge to Thomas Gallagher for \$39.50, that they had reserved the timber for fifteen rods on each side of the river to build the bridge, and sold the balance of the timber to the following parties: John Lee, pine timber - \$13.50; Jacob Letts, cedar east of the river - \$11.00; Thomas Gowan, cedar west of the river - \$12.50; In 1887 Hugh Taylor was paid \$62.00 for building a bridge over the Pine River on the Sixth Line, and James Wilson \$60.00 for building

a bridge over the same river on the Fifth Line. Apparently these were to replace the bridges that a few years earlier had been ordered raised. In the same year Edward Hicks received \$10.00 for putting sawdust on Twenty Sideroad. It was during these years that the pine finally cleared off the eastern part of Twenty-five Sideroad and the Fourth, Fifth and Sixth Lines through the pine covered section of the township by persons or companies who bought it from the township. It was also during this period that Twenty Sideroad was finally opened across the township.



Sawyer's Mill and Dam on the Sixth Line north of Stanton. The mill is now a residence.

But while the coming of the lumber companies helped to open up the last to be settled parts of the township, and led to the building of new and better bridges, a new invention, the telephone, soon to come to Mulmur, was about to greatly improve the ability of the people to get in touch with people in neighbouring districts, and to get a doctor or other help, in case of sickness or other emergency, much more quickly. On November 24, 1888, on motion of George Henderson, seconded by Robert Wiggins, Dr. Barr and Dr. Norton were granted permission to erect a telephone line from the West Townline to Primrose. On September 12, 1890, Dr.'s McCullough and McCullough were given permission to erect a telephone line from the East Townline to Mansfield. On January 20, 1896, Dr. Rooney was given permission to erect telephone poles along the public highway to Mansfield, and to any other point in the township, so long as they did not interfere with public traffic. On May 26, 1902, Dr. Gowan was given permission to erect a telephone line from the West Townline to Honeywood. On December 15, 1906, Dr. J. Bailey was granted permission to erect a telephone line along the public highway from Mansfield to Archibald Greer's home, near Perm. And on December 16, 1907, Dr. Thomas Babe was granted permission to erect a telephone line from Archibald Greer's home, West half of Lot 13, Concession 5, to Rice Hill's home near Whitfield. Thus the telephone came to Mulmur, but it was quite a few years after that before there was one in most of the homes in the township.

On September 4, 1891, a by-law was passed to provide for defraying the expenses incurred in surveying and making a plan of the Village of Honeywood. And in February, 1892, C. J. Wheelock, Land Surveyor, was paid \$49.00 for surveying the unincorporated Village of Honeywood.

During the last part of the last century there was a growing awareness of the evils arising from the open bar and the free sale of intoxicating beverages, and as a result a strong temperance movement developed throughout Ontario. And there was increasingly the demand for complete prohibition of the sale of all intoxicating wines, beers and liquors. The temperance movement was strong in Mulmur, and when a petition was presented to the council on February 10, 1893, it was duly moved by Mr. Wiggins, seconded by Mr. Langford, that it was the desire of this council that the Reeve and the Clerk sign the petition for total prohibition on behalf of this council. This motion was carried. And in November 1899, a by-law was passed to submit the local option question to the ratepayers at the next election. This took place on January 1, 1900, the first day of the new century, and resulted as follows:

Polling	1	2	3	4	5	6	Total
Subdivisions							
For	102	47	62	35	47	43	336
Against	65	17	55	20	38	62	257

The majority in favour of prohibition was seventy-nine, and the council proceeded, on January 8, 1900, to give the by-law third reading, but it was quashed, on appeal, by a judgement handed down by Mr. Justice Robertson. And it was not until 1907 that the matter was again brought up. On November 8th of that year, a by-law prohibiting the sale of any kind of intoxicating liquor in Mulmur was given first and second reading and the question was submitted to the electors at the election held on January 6, 1908. The vote was as follows:

Polling	1	2	3	4	5	6	Total
Subdivision							
For	110	39	86	44	95	87	461
Against	52	15	55	19	26	31	198

Having been approved by almost 70% of the electors, the by-law, on motion of Mr. Mitchell, seconded by Mr. Lawrence, was given third reading, and Mulmur became "dry."

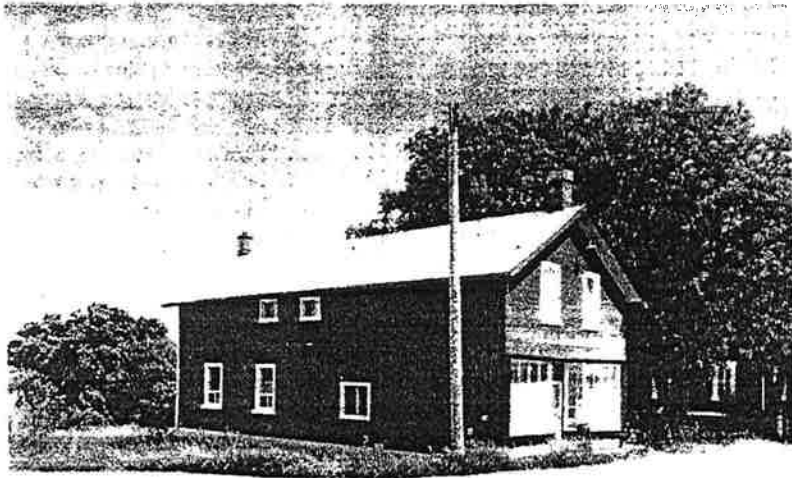
Mulmur was responsible for the care of the Court House at Stanton, where the Divisional Court was held until 1929. The sittings of this court were generally well attended, and the cases heard, often disputes between neighbours, frequently provided the local community with topics of conver-

sation for some time. But the local council took the responsibility of having a court house within their municipality quite seriously, and when Dufferin County was formed and a county judge appointed, Messrs. Graham, Campbell and Gallagher were appointed as a committee of the council to present an address to His Honour Judge McCarthy on the occasion of his first presiding at the Division Court at Stanton.

The Court House was a frame building, and was located on the south side of Five Sideroad, east of the Sixth Line, just east of what was then the local general store, which stood on the south-east corner at Stanton. It consisted of one fairly large room with a small one, used as a jury room, being provided by a lean-to constructed on the west side of the main building. This room was quite small, and one can feel that any jury sent there, on a warm day, to consider their verdict, would very quickly reach a decision. Besides being used as a court house it was also used as a public hall, council meetings, other public meetings, concerts, and dances were frequently held there. The care of this building was the responsibility of the township, and besides providing for heating and the necessary caretaking the council had to keep this building furnished and in a good state of repair. And in connection with that responsibility, we find the council, on November 15, 1889, accepting the tender of Edward Pearson, for \$95.00, to repair the Court House, and in 1906 authorizing Charles Mitchell to get six chairs for the Court House, for the use of the jurors.

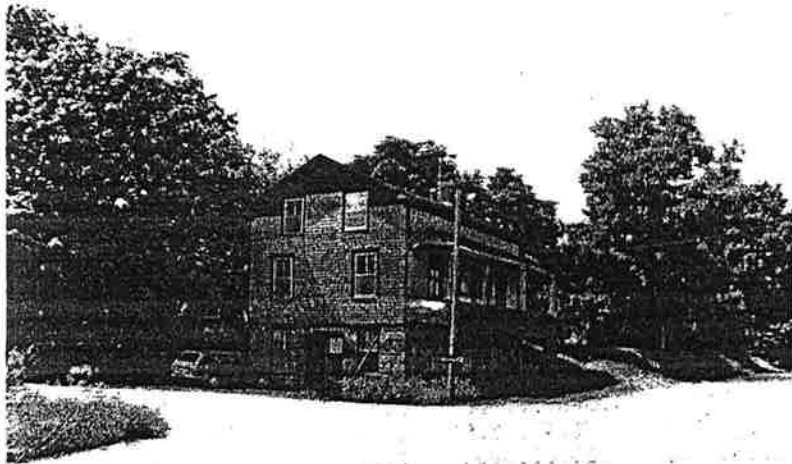
There was no township office and no township shed during the first one hundred years of this municipality's existence, and after the Township Hall was abandoned, the Court House was the only building the council had to look after. The council was, as now, always responsible for the care and maintenance of roads. As stated earlier, the coming of the lumber companies had given an impetus to the opening up, and improving of, the roads in the east-central part of the township, and to the final opening up of Twenty Sideroad. Parts of Twenty Sideroad were none too easy to construct as is shown by an allocation of \$250.00 in 1880, to gravel the road across the Third Concession East. But the roads in the other parts of the township were, also, still not in too good a state of repair. They had been opened up by statute labour; the one, two, or more days each landholder was required to put in each year, according to the assessed value of his property, working to improve and maintain the roads. Without statute labour it is hard to see how the roads would ever have been cleared and opened up throughout rural Ontario. While it was very effective in getting roads cleared and opened up, it was not so good for maintenance. There was no overall plan as to how a road should be built. The pathmasters were changed frequently, and each man had his own idea of what constituted a good road.

And then, unfortunately, there were some who felt that they should, to say the least, take things rather easy when performing their required



This was once a store in Stanton. Sir John Willison, editor-in-chief of the old Globe in the twenties, once worked here as a clerk.

Photo courtesy M. H. Cline



Stanton once was a thriving pioneer village in Mulmur but little of it remains in an active sense. This old hotel is a reminder of what the community once was.

Photo courtesy M. H. Cline

number of days of statute labour. Also, there were special works, such as the building of the larger bridges and the cutting down of the very big hills which had to be done, and which could not be carried out by statute labour.

So, from the earliest years, councils began to grant certain sums for these purposes. Also, the councils found it necessary to buy many parcels of land so as to be able to build deviation roads to get around the steepest hills and gullies. Of course, they had to buy the required materials and equipment to enable this work to be carried out. For instance, a motion passed in 1902, authorized the purchase of 6,000 feet of first class cedar, sixteen feet long and five inches thick, for bridge covering, from Mr. William Sawyers for \$13.50 per thousand. Another, passed in 1906, authorized the paying of \$50.00 to J. Millsap for covering a bridge, forty feet long and sixteen feet wide, with cedar, six inches thick. In 1886 a payment of \$135.00 was made to the Wilkinson Company for scrapers, and forty years later in 1926, three No. 2 Boss graders and six, seven cubic foot scrapers, were purchased through R. K. Creech, of Everett, for \$492.00.

Not only had the council to decide what was to be purchased and what they were willing to pay for it, but what wages should be paid to men, and to men with teams of horses, that would be employed by the township to do work on the roads. In 1888 the pay for one days work for a man and team was set at \$2.50. And little or no increase was shown in wages until well after the beginning of the present century. In 1906 William Scott and Robert Campbell were being paid \$1.75 per day for running the graders, while other workers received 25 cents a day less. The rates of pay were still the same in 1910, but in 1914 the wages to be paid for working on township roads in Mulmur were fixed at: man and team - \$3.50 per day; man - \$1.75 and grader operator \$2.00. This was for a ten hour day.

In 1918 the wages of the grader operators were increased to \$2.25 per day, and in 1919 to \$3.00 per day, while the amount for man and team was set at 50 cents an hour and for man 25 cents an hour. In 1920 they were raised again to: man and team 70 cents per hour, man 35 cents per hour, grader operator 40 cents per hour.

From then on wages steadily increased until the Depression, when they were quickly decreased, reaching in 1931 a low of: man and team 45 cents per hour, man 22½ cents per hour, overseers 27 cents per hour. Later they dropped to: man and team 40 cents per hour, man 20 cents per hour. After reaching this low, they began to rise again, but it was not until after the Second War that wages paid by the township began to increase substantially.

But in those days as now, councils occasionally did things that caused problems for their successors in years to come, as when in 1888, a motion

was passed allowing certain persons on the Prince of Wales Road, and later in other parts of the township, to take six feet of the public highway for erecting a wire fence. The council felt, no doubt, that this would promote the replacing of rail fences along the roads with wire ones, and thus help to reduce the amount of bad drifting of snow in the winter time, but they had no right to give away part of the highway.

And future councils soon found that they needed this land when they undertook to repair those roads, and for the next forty years the minutes show entries where someone is being ordered to take his fence off the road. Another practice, which the early councils did not stop, and which contributed to the same problem, was, that when the first snake rail fences were built, they were built half on each side of the line, and some farmers, when replacing them with a straight wire fence, built the new fence in line with the outermost points of the snake, and thus some distance out on the road.

There was, however, a better way of encouraging the property owners to replace rail or picket fences with wire, and on July 3, 1903, a by-law was passed to give a bonus of 10 cents a rod for new wire fence, replacing rail, picket, or stump fence, erected along a township road. In 1905 this was raised to 15 cents per rod, and fifty-four persons received payments of this bonus that year, the largest amount being paid to G. Honsberger, who had erected 240 rods. In 1906 this by-law was amended to state that no bonus would be paid on any fence erected along a bush or on any fence built on a property on which the taxes were unpaid. In 1911 to ensure that these new wire fences be up to a certain standard, it was decided that no bonus would be paid on a new wire fence until it had been examined and approved by the local pathmaster. This duty of examining new wire fences later became the responsibility of the township road superintendent.

Mulmur is a township full of deviation roads, and the purchasing of, and the building of these roads occupied much of the council's time and attention during the first eighty years. Since then, due to the ever increasing availability of powerful machinery that can be used to build roads over hills and across ravines, it has not been necessary to open up many more deviation roads. Earlier the opening up of Twenty Sideroad has been mentioned, but this road provided a very poor way of travelling out to the west, towards Hornings Mills. For many years there had been a trail along the Pine River valley which people used in the winter time.

In 1903 the council passed a by-law to open up the Pine River Road from the West Townline to the centre of the Second Concession East, and at the same time expressed the hope that the land for the road would not cost the township more than \$400.00. About that time, however, water power for the purpose of producing electricity was being developed in the valley of the Pine River, and in 1908 the Pine River Company was given

permission, at their expense, to relocate certain sections of the River Road, on condition that they leave as good a road with as easy grades as the original road. At the same time, they were given permission to erect poles and wires along the highway, said poles to be erected as close to the fence as possible.

About the same time, the council was trying to improve the means of egress to the east from the central part of the township. The Randwick Lumber Road across the Sixth and Seventh Concessions on Lots 22 had been in use as a means of reaching the Sixth Line, and east from it, for some years, and as late as August 3, 1906, the township entered into an agreement to rent this right-of-way from John McDonald for five years more for \$16.00 per year.

But it was felt that Twenty Sideroad should be opened to the East Townline, and to make it possible to do this, the council bought land for a deviation road across part of the West half of Lot 20, Concession 7, and also bought, for the same purpose fifty acres, the North half of the West half of Lot 20, Concession 8, from J. Crosson.

About ten years later an agitation started to purchase and open up a deviation road across the Eighth Concession along the line dividing Lots 14 and 15, thus in effect opening Fifteen Sideroad to the East Townline, and, at the same time to open a further deviation road across the East half of Lot 15, Concession 7, so as to avoid building two bridges over the Pine River, one on Fifteen Sideroad, and one on the Seventh Line, as these two old wooden bridges were soon going to have to be replaced.

At first it was understood that this road would be built if the Township of Tossorontio would agree to build a road across their first concession thus extending this new road to the Second Line of Tossorontio. On January 10, 1921, on motion of E. A. Reid, seconded by James Henderson, the Reeve and the Clerk were instructed to have the Mulmur part of this proposed road surveyed as soon as possible. Tossorontio refused to take any action to extend this proposed deviation road into that township, and at a meeting of the council with James Rutherford and other interested rate-payers on September 10, 1921, it was agreed to eliminate any reference to Tossorontio in the agreements with the affected land-owners, and proceed to open up the deviation road to the East Townline.

A committee of the council consisting of Charles Bradley, E. A. Reid and the Reeve, J. H. McKee, were appointed to supervise the work, and Robert Gennings was appointed as local overseer. The road was built and fenced by local labour. The Seventh Line, north from the deviation road was still left open and the old bridge on the Seventh Line was still left on, but in 1928 the council applied to the Ontario Municipal Board requesting

to be relieved of the expense of building a bridge over the river on the Seventh Line. This having been granted, an agreement was entered into between Gordon Jamieson and Robert Gennings and the Township of Mulmur. Gordon Jamieson was compensated to the amount of \$250.00 for the inconvenience he might suffer on account of there being no bridge over the river, and the portion of the road, opposite Lot 15, north of the deviation road was turned over to him as a private road, with adjoining owners to be allowed use of the same.

During the earlier years of this municipality's existence, it received little money from any outside source to assist in meeting the cost of maintaining roads and other services. Apparently a government grant of some kind or from some source was received in 1856, and in 1874 the township was informed that the portion of the Municipal Loan Fund accruing to Mulmur, under legislation passed that year, amounted to \$7010.00. The council was required to divide this money up as to how it was to be used, and by a by-law passed on April 18, 1874, \$750.00 was to be used to pay for the erection of the new court house at Stanton, \$2000.00 for the construction of bridges on principal roads, and the remaining \$4260.00 for the cutting down of hills on the same roads. It is not stated how or when this money was to be received and in fact, as all records made by the treasurers before 1925 were destroyed by fire, there is no record of it ever being received.

A search made by the Archivist for the Government Records Section of the Archives of Ontario would seem to indicate that this money was never received by Mulmur. There seems to be some evidence that this whole program ended in something approaching a complete fiasco. In 1915 we find the township applying to the Provincial Department of Public Works for a grant of \$634.00 under the Colonization Road Act; in 1916 this grant was up to \$1200.00. The Province soon began to pay a subsidy on road expenditures and by 1929, on a total expenditure of \$15,941.25, a subsidy amounting to \$6376.50, or 40% was received. The township also received 50% of the road superintendent's salary amounting to \$267.53, giving a total of \$6644.03, leading the clerk to note in the minute book that it amounted to 4.6 mills on the assessment.

The coming of motor cars and heavier trucks and machinery, necessitated improved roads and better bridges. Some small cement culverts had been built before 1920, but Mulmur built its first cement steel reinforced bridge, opposite Lot 11 on the Sixth Line, in that year. The contract to build the bridge was let to Messrs. Scott, Murdock and Mitchell. Murdock was in charge of the construction, and the men, while they were building it, lived in the old slaughter house then on the corner of Lot 11, just to the north-east of the bridge. There was considerable criticism of the council for building such an expensive, and such a big bridge in such a place. Some said it was so big you could either drive over it or under it, but the big spring flood of March 19, 1921, filled it to within a foot of the top.

While the normal maintenance of the township roads was still being carried out by statute labour, more and more, especially after the First World War, the councils began to allot moneys to certain roads for construction and maintenance. This money was paid out of township funds, and in return the township received a subsidy from the Province on this expenditure. Also, with faster vehicles now moving on the roads, the question of safety became more important, and steps were taken to eliminate or improve some of the most dangerous places, such as the one at the bridge over the Pine River on the Fifth Line where, from either direction, one made a right angled turn coming onto the bridge, or else went into the river.

There were many of these sharp turns and pointed hills in Mulmur. Among the latter was White's Hill, opposite Lot 12, on the Second Line East, where, it was said, the front wheels of a car were going down hill before the back ones had quit coming up. It was some time before this hill was made much safer. Also, to promote safety, the council passed a by-law in 1920 making owners responsible for animals pasturing on public highways. This quickly brought an end to the use by most people of what was commonly called the long pasture field. It made the roads safer, but it certainly did not make the roads cleaner; these animals kept the weeds down.

Changes were coming. Many felt that statute labour had outlasted its usefulness; legislation had been passed making it possible to do away with it, and on January 10, 1925, the Mulmur Township Council passed By-law No. 635 which abolished statute labour and brought in our present system of road administration. The council that took this decisive step consisted of: Edmund A. Reid, Reeve. and Thomas J. Mitchell, R. H. Jamieson, R. J. Noble, and C. R. Bradley, Councillors. While many ratepayers were in favour of this change, there was considerable opposition to it, and it became an issue in the 1928 municipal election. But the change had been made and no council could be elected wherein there was a majority that were in favour of going back to statute labour. James Henderson was appointed township road superintendent on February 7, 1925, but resigned in the following July after being appointed County Treasurer, and George Foster, the Township Clerk, was appointed acting road superintendent in January 1926, but resigned one month later. Robert McCutcheon was then appointed to that position, and carried on until September, 1932.

When Mr. McCutcheon resigned, the council called for applications for the position of road superintendent; eleven were received; that of Charles Foster was accepted, and he was duly appointed, by by-law, to that position, which he held until 1948.

In Upper Canada or Canada West, as it was then known, from the beginning of local government up until and including 1866, the people elected five councillors, and then they elected a reeve and a deputy reeve, if they were entitled to one, from among their number. In 1866 this was changed, and in 1867 the present system of having the reeves and the deputy reeves elected directly by the people came into effect. And the same year Mulmur for the first time became entitled to a deputy reeve, and thus to two representatives on the Simcoe County Council. Mulmur was incorporated into the new County of Dufferin, much against the ratepayers will, in 1881, and from then on our county councillors attended meetings of the County Council at Orangeville. The system of representation on the county councils was changed in 1897, the reeves and deputy reeves no longer formed the county councils. Instead separate county commissioners were elected to represent the different parts of the counties on their respective county councils. This continued for ten years, but in 1907, it was replaced by the former system. Mulmur became entitled to two deputy reeves in 1893 and after the new system of county representation came into force, continued to elect a reeve, two deputy reeves and two councillors in 1897 and 1898. Whether this was done in error, since those deputy reeves obviously did not sit in the county council, or whether the legislation authorizing the change to a reeve and four councillors was lacking, is not clear.

Starting in 1899, and up until 1907, Mulmur Township Council consisted of a reeve and four councillors. At the same time, we were represented on the County Council by two commissioners. For instance, Paul Gallagher, who was warden in 1905, was never reeve of this township, but was a county commissioner when elected to that office.

Just about that time there were some very close races in Mulmur. Archibald Greer and John Reburn ran for reeve in 1910. When the ballots were counted, Mr. Reburn had it by a very small majority. Mr. Greer asked for a recount which resulted in a tie vote, Greer 348, Reburn 348 and thus it became the duty of the Clerk, as Returning Officer, to poll the casting vote, which he gave to Greer. In the same election William Lawrence defeated Charles Mitchell for deputy reeve by a vote of 357 to 302. In 1911 the same four ran for the same offices, and this time Greer defeated Reburn by a vote of 410 to 375 and Mitchell defeated Lawrence by the slim margin of two votes - 313 to 311. Seymour Newell also ran for deputy reeve in 1911 making it a three-cornered fight. Mr. Lawrence was later reeve in 1912 and Mr. Reburn in 1913, 1914 and 1915. The election held on January 1, 1912, also saw a close vote for reeve. Lawrence defeating Mitchell by a vote of 355 to 349. Another very close vote for the reeveship took place in 1940 when Thomas Bates was elected by a margin of seven votes over Lavern McCutcheon.

Apparently all through the history of this municipality, the reeveship has been a healthy position; no reeve of Mulmur has ever died in office. In fact being a member of the council seems to have been what might be called a healthy job. The records show only two deputy reeves and two councillors having died in office. Francis Robinson died early in 1888 while serving as deputy reeve. A by-election was held and Robert Wiggins was elected for the balance of the term and took his seat as a member of the council on May 25 of that year. The second deputy reeve to die in office was William Tupling who passed away early in 1933. A by-election was called to fill the vacancy and at the nomination meeting, held on February 20th, four persons were nominated: John Reburn, R. H. Jamieson, Charles Bradley and William Mitchell.

Mr. Reburn withdrew. The ratepayers, at the meeting, made it fairly obvious that they did not want an election. They wanted an acclamation so, after the public meeting was over, Mr. Jamieson and Mr. Bradley also withdrew their names and William Mitchell was elected by acclamation. Jesse Jones died early in 1920 while serving on the council and at a by-election held in March of that year, Edmund A. Reid, was elected as a councillor for the balance of the year. Later in 1966, George Prentice died quite suddenly while serving on the council and was succeeded by Wayne Snell.

During the first one hundred years of its existence as a municipal corporation, Mulmur was almost exclusively a rural farming community and the reeves, councillors and officials, who guided the affairs of the township, were almost all farmers. The Province paid little attention to the rural municipalities those days and the townships were left, more or less, to get along as best they could. And get along very well, most of them did. Few expected this to change, but change it did. Some of these changes will be mentioned in the next section of this book.

MULMUR ON TOWARDS 1980

The residents of Mulmur have generally shown a fairly keen interest in the affairs of their municipality, and there were many well attended nomination meetings, where, if occasionally, the debate did produce more heat than light, at least an opportunity was given to the ratepayers to ask questions and air any grievance that they might have. From the beginning of local government in the townships, municipal councils were elected, annually at the beginning of the year, with the new council taking office sometime in January. The first council, elected for 1851, first met on January 21st of that year. But it was not long before eleven o'clock in the forenoon on the second Monday in January was established as the time for the first meeting of a new council. The nomination was held on the preceding last Monday in December, unless that day was Christmas, then on the immediately preceding Friday, with the election, if one was required, being held on the first Monday in January, even if that day was New Years Day. It began to be felt in certain quarters that annual elections were too frequent, and that councils could accomplish more if they held office for a longer term, and legislation was passed making this possible. But the people of Mulmur were not in favour, as yet, of the longer term. As was shown, when, at a nomination meeting in the thirties, George E. Foster asked for all present in favour of a two year term for council to raise their hands, and only two did so. And when a by-law providing for a longer term was submitted to the electors, at the election held on January 6, 1941, it was rejected by a vote of 329 to 70. Before the advent of the motor-car, the beginning of the year, when there was generally fairly good sleighing, was a good time to hold elections.

This changed when people more and more wanted to travel by automobile, and it now being permissible to hold the nomination earlier, a change was made. The last December nomination meeting was held on Friday, December 22, 1944. In 1945 the nomination was held on Saturday, November 24, with the date for taking the vote set two weeks later. The holding of nomination meetings and the voting on a Saturday continued only for two years, until, by by-law No. 11 (1947), the day for holding the nomination meeting was fixed as the Friday immediately preceeding the last Monday in November, with the vote being held on the first Monday in December. This continued until 1964 when, by by-law No. 27 (1964) passed on September 1st of that year, the day for holding the nomination meeting was fixed as the second Saturday preceding the first day of December in the year, and the day for holding the vote as the first Saturday in December. This continued until the election held in the fall of 1968, when election day was fixed as the first Monday in December, with nomination day being the second last Monday in November. It was at this time that the holding of an advance poll was authorized for the first time.

During all these changes the newly elected councils still continued to convene for their first meetings on the second Monday in the following January.

George E. Foster had been appointed clerk, and Paul Gallagher, treasurer, in 1915, and these two, with a rapidly changing number of assessors and tax collectors, carried on the business of the township until Mr. Gallagher resigned in 1933. Edmund A. Reid, who, along with James Mitchell, had been one of the auditors for some years, was then appointed treasurer on February 11, 1933, and continued to hold that office until his death in 1937. In 1932 George Armstrong was appointed tax collector for the south half of the township, and Charles Tupling for the north half; salary, in each case, \$75.00 per year. L. W. Newell was appointed collector for the north half of the township in 1934. By that time the collector's salary had been raised to \$85.00 per year. Armstrong and Newell carried on as tax collectors until Mr. Armstrong's death in 1958 and Mr. Newell's retirement in 1967.

J. M. Armstrong had been appointed collector for the south half of the township in 1958, and when Mr. Newell retired, he was appointed collector for the whole of the township, and continued to serve in that position until the council decided to have all taxes collected by the clerk-treasurer.

For the first ninety years of Mulmur's existence as a municipal corporation the auditing of the township accounts was done each year by two auditors appointed annually, one being appointed by the reeve and one by the council. Later they were both appointed by the council. These were local men, and the reports which they submitted show that they took the job quite seriously and in almost every case did a very good job. In January 1938, George Dodsworth and Russell Murphy were appointed auditors, and when George Dodsworth retired, he was succeeded by William Mason. When Mr. Mason resigned in 1944, the council decided to have only one auditor, and appointed, on June 1, 1944, W. E. King, who had been auditing for some neighbouring municipalities, auditor for the township.

Mr. King and the council failed to agree on his fee for auditing the books of the school sections, and he submitted his resignation early in February 1945. On February 8, 1945, Russell Murphy was appointed auditor and continued to serve in that capacity until 1966, when in consideration of the type of report being demanded by the Provincial Department of Municipal Affairs, it was found necessary to have the auditing done by chartered accountants. In January 1967, Van Wyck, McIntyre and Company of Owen Sound were appointed to do the auditing for the Township of Mulmur.

While from the beginning of municipal government in this province, care of the poor and the destitute had been a responsibility of the municipi-

palities. With the coming of the Depression, this became a greater responsibility. We had relief payments being made through the municipalities, which necessitated that a relief officer being appointed and in March 1933, the clerk was appointed relief officer, a duty he and his successor continued to perform until responsibility for welfare administration was put under the county. Few of the people who normally lived in Mulmur and had grown up here ever received relief assistance. Those receiving relief were mostly families that had moved into the township, quite frequently from towns or other urban areas. In fact, under the regulations, it was virtually impossible for a farmer, no matter how short of money he might be, to get relief assistance. Relief assistance was given out sparingly in those days. It was something given and received on account of necessity, not as a right. Most of the recipients only asked for as little as they felt that they could get by with, and the officials felt that they had a responsibility to the taxpayers as well as a responsibility to provide for those in need, strange as this may seem to many, forty years later.

Certain things happened in the three years preceding the outbreak of World War II which might be mentioned here. In 1937, Mulmur, along with other municipalities, received its first grant under the Municipal Subsidies Act, amounting in that year to \$1416.88. Like so many good gifts from governments, it came just before a provincial election. The same year Mulmur Council was asking why Mulmur was only getting 50% subsidy on road expenditure from the Province while Nottawasaga was getting 55%. They were both later given a much larger percentage by the Province.

In 1937 Mulmur purchased land in order to straighten out the deviation road, in lieu of the First Line West, north of Primrose, and to enable the municipality to build a bridge over the Boyne River. But apparently fishing rights along the river, where they had purchased the land, had previously been sold to other parties. This resulted in the Brodie Estate seeking damages from the township. C. R. McKeown of Orangeville acted as solicitor for Mulmur, and in January 1939 the township offered the Brodie Estate and C. McFarland \$100.00 in settlement of the claim against the municipality. This was not accepted. In June 1939 a motion was passed to pay \$200.00 into the proper court as final settlement for all claims by McFarland and the Brodie Estate against the municipality. This was done. Nothing more was heard about the matter. The bridge was opened in the late summer of 1937 with a gathering of officials and ratepayers at the bridge.

People were still being born at home, and thus within the rural townships as late as 1940, as is shown by the fact that twenty-three births were recorded as taking place in Mulmur that year. And when we consider that only five births have taken place in Mulmur between 1950 and 1975, a great change took place within ten years. Now all the children are born in hospitals in neighbouring towns. More hospitals and better means of getting to

them, to a great extent, accounted for this. Now deaths are all that are shown as taking place in the townships.

Following the stock market crash in 1929, came what is known as the Great Depression. This hit the rural municipalities as well as the urban ones but not nearly as severely. First few of the rural municipalities had accumulated any debt at that time, and second, most of their ratepayers were farmers at that time, and very few of those farmers were in debt. There was in all probability, not over a couple of dozen farms in Mulmur that had mortgages on them in 1931. The people of those days had been brought up not to go in debt. And if you had to go in debt, say to buy a new farm, you denied yourself and worked hard and saved until you were out of debt. Some of them accomplished this in remarkably short time. They had been taught "if you can't afford a thing, you don't get it until you can." With the result that the municipalities and the people just tightened their belts and sat out the Depression without too much difficulty.

Prices dropped and so did wages. Wages for working on the roads dropped to 40 cents an hour for man and team and 20 cents per hour for man, while the reeve received \$90.00 per year and the other members of the council \$80.00 each. In December 1930, a motion was passed that this council pay no bills for opening winter roads for cars. The members of the council were pleased to receive notice that the Department of Highways, as of noon on May 27, 1931, would take over control of the South Townline, thus relieving Mulmur and Mono of responsibility for and the expenditure necessary, to maintain that road.

Despite the hard times and the fact that the nomination meetings were generally well attended, it was a period when few seemed to want to serve on the council. At the nominations held on December 22, 1933, only two persons, Thomas Bates and James Rutherford, qualified for the three councillor seats on the council. A second nomination was necessary and this was held on January 22, 1934; nine persons were nominated; all withdrew except George Boyle, who was declared elected. A second nomination was necessary, on one occasion later, to get sufficient persons to fill the seats on the Township Area School Board, but not again on the council. As we came out of the Depression more men seemed to be interested in serving on the council and soon there was no scarcity of candidates.

As with other wages and prices, school teachers salaries also decreased, and even with this reduction in expenditure, the school boards were finding it hard to make ends meet, since, as the wages went down, the grants from the Province of Ontario also went down. In 1931 we find the council requesting the Minister of Education to pay grants to school boards, then paying salaries of \$700.00 or \$800.00 per year to teachers, equal to what was formerly paid to those paying salaries of \$1000.00

As settlement had spread throughout Upper Canada (Ontario) schools were built, and as local government became organized, each of these schools served its own well defined section. At the school section's annual meeting, held on the last Wednesday in the year unless that day was Christmas, in which case it was held on the following Thursday, matters affecting the school were discussed and trustees elected. These trustees were elected for three years, one being elected each year. This board hired the teacher and looked after the school and had the right to request the municipality to levy a sufficient rate, on the rateable property within the section, so as to raise such funds as were required. These school sections, with their little red schools and most of them were red, formed a centre around which the community developed.

The churches and the Orange lodges also helped to develop that sense of community, but while all the people did not attend the same church, and all the men did not belong to the Orange Order, though in Mulmur most of them did, all the children attended the same school and all the ratepayers paid taxes to support it. But changes were coming; changes, which for good or ill, probably a considerable amount of both, were to change the kind of schools and the system of school administration in rural Ontario. As early as 1941, the Public School Inspector, H. A. Halbert, had addressed the council pointing out to them what he considered to be the advantages of having a township school board. Other townships, bordering on Mulmur, had formed township school areas, and while the township council took no action on the school inspector's suggestion, they did, on June 5th, of that year, approve of the Mulmur part of Union School Section No. 12 (Rosemont) being put into the Mono Township School Area. And in 1944 they approved of the Mulmur parts of U.S.S. No. 14 and U.S.S. No. 17 (Clougher and Glencairn) entering the North Tossorontio Township School Area.

There now developed considerable pressure from the Department of Education and from a considerable number of ratepayers in the township, to form a township school area, and in June 1946, the clerk was authorized to advertise two public meetings, one at Whitfield and one at Ruskview, to discuss this matter. At a special meeting held on November 25, 1946, the council decided to put the question of setting up a township school area in Mulmur to a vote of the people. By-law No 8 (1946) was given first and second reading. This by-law, if passed, would have placed the whole township in a township school area, effective January 1, 1948. At the nomination meeting held that year, the ratepayers approved unanimously the action of the council in deciding to put the question of a township school area to a vote of the people before giving the by-law third reading. The vote taken at the time of the 1947 municipal election was: Yes - 261; No - 267. In this vote the eastern part of the township voted in favour of a township school area while the western part voted against it. Early in 1947 a petition was received from the boards of the school sections in the eastern part of the

township requesting the council to place them in a township school area to be known as Mulmur Township School Area No. 1. This was done, effective January 1, 1948. Some of the sections came into the new area with considerable funds on hand, and some with very little. There was a feeling among some people that different rates should be levied on the property in the different former sections, for the first year or two, to compensate for these differences. While others felt, that to maintain peace and good will throughout the new area, the same rate should be levied on all property within it from the start. This led to one or two stormy meetings, but it was decided to levy the same rate over all the area, and the new area started to function without too much trouble or controversy. The boards of these school areas consisted of five persons elected for two years, three being elected one year and two the next. At the first election all five were elected, the three receiving the largest number of votes for two years, and the two receiving the next largest number of votes for one year.

In 1951 a petition was received asking that a township school area be set up in the western part of the township but when the suggestion was referred to the school sections concerned, it was rejected by all of them but one.

The new area board carried on with the several one-room schools for some years, but as the country became more prosperous, there was created a demand for bigger and better schools in the rural areas. At first it was suggested that these should be larger several room schools, that would replace the one room schools within each area, but still would be for the township area and under the control of the area board. In other words, each township or part of a township would still have its own school.

The board of Area No. 1 purchased five acres of land, being part of the East half of Lot 9, Concession 6, and in August, 1962, petitioned the township council to issue debentures for approximately \$83,900.00 to enable them to erect and equip a central school, to be erected thereon. A motion was presented, that the council was in favour of issuing such debentures. On a recorded vote the motion was declared lost, the vote being three to two against approval. But the matter of a central school was still a burning question in the school area, and, at the request of the area board, the question "Are you in favour of a central school in Mulmur Township School Area No. 1, be put to the electors. In the vote held October 7, 1963, the result was: Yes - 148; No - 136. Acting on the result of this vote, the council gave tentative approval to the issuing of debentures to the amount of \$83,900.00. It was found that this was not quite enough to build and equip the new school and on June 1, 1964, the school board appeared before the council in connection with their application for the council to pass a by-law to issue debentures for \$88,800.00 to erect and equip a central school.

By-law No. 8 (1964), a by-law authorizing the issuing of debentures for that amount, earning interest at 5.75% and repayable over a period of twenty years in annual instalments, was then introduced, and was defeated, on second reading, by a vote of three to two. The school board now asked that the question of whether or not these debentures should be issued be referred to those persons, within the area, who were qualified to vote on money by-laws. This vote was held on July 20, 1964, only property owners being eligible to vote. The result was: For the by-law - 112; Against the by-law - 118. Thus the property owners upheld, by a small margin, the action of the council in refusing to issue debentures to erect a central school in Area No. 1.

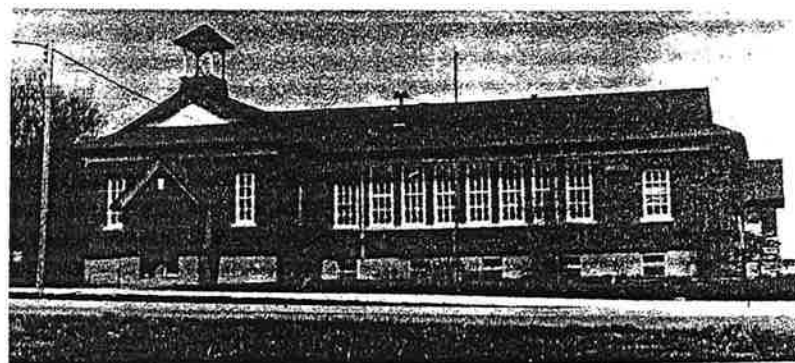
But further changes were coming. Effective January 1, 1965, township school areas were established throughout rural Ontario by an Act of the Legislative Assembly. Mulmur Township School Area came into existence, comprising the former Area No. 1 and the school sections in the western part of the township. A board of five trustees was elected. They were: for two years Mrs. Marion Hawkins, Howard Ferris and Kenneth Wallace, for one year Harold Jamieson and Andrew Chipchase. Mulmur Township School Area lasted for just one year. Then the Ministry of Education, having decided that it had too small a population to be an area, had a part of the north half of Mono Township added to it, forming, effective January 1, 1966, the Mulmur-Mono Township Public School Area. The board of this area consisted of three trustees from Mulmur and two from Mono. Those elected from Mulmur were: for two years Mrs. Marion Hawkins and Earl Greer, for one year Kenneth Wallace.



UPPER HONEYWOOD SCHOOL



RUSKVIEW SCHOOL



HONEYWOOD SCHOOL - NOW A RESIDENCE



MULMUR-MONO AREA SCHOOL - BUILT 1968

The question of building a central school now came before this board, and on May 3, 1966, they placed before the council a copy of a motion, passed at their meeting, which read "That this board negotiate for a school site immediately north of Primrose School, and that we approach Mulmur and Mono councils asking for their tentative approvals for a central school." A motion was passed that a vote be taken to whether or not this council approves of the motion placed before it by the Mulmur-Mono Township School Board. The question before the council was really whether or not they approved of the suggested site. And when the vote was taken the members of council voted unanimously against approving of the motion placed before it by the school board. Things now moved quickly and at a special meeting held in Cherry Grove School (S. S. No. 9) on June 17th, the council gave approval for the erection of a central school on a site near Violet Hill, and gave tentative approval to the issuing of debentures for approximately \$300,000.00 for the erection of the school. This approval was given, on a recorded vote, by a vote of three to two. The \$300,000 was soon found to be not quite enough and on June 30, 1967, tentative approval was given to issuing debentures for approximately \$360,000. Finally, at a meeting, held in the school house at Primrose, it was decided to ask the Ontario Municipal Board to approve of the issuing of debentures for \$356,000, repayable over a period of twenty years. The Ontario Municipal Board's approval was received. The Clerk-Treasurer was authorized to make arrangements with the Toronto-Dominion Bank to borrow up to \$356,000 to enable the school board to get on with the job of erecting the new school.

On February 6, 1968 By-law No. 6 (1968) was passed authorizing the sale of these debentures, with interest at 6½%, to the Ontario Education Capital Aid Corporation. And at the regular meeting, held on the following second day of April, the Clerk-Treasurer was authorized to turn over the proceeds from the sale of the debentures to the secretary-treasurer of the Mulmur-Mono Township School Board. The new central school was erected on the west side of the Second Line East, just about one third of a mile north of Highway No. 89. The school at Honeywood was still kept open to serve part of the northern part of the township and part of Melancthon. Like the Mulmur Township School Area, the life of the Mulmur-Mono Township School Area was destined to be short. On January 1, 1969, a county school area was established and the Mulmur-Mono Area ceased to exist, the territory once within its borders coming under the control, for school purposes, of the Dufferin County Board of Education.

From 1851 to 1946 assessment in Mulmur, as in most other rural municipalities was done by a local assessor appointed annually by the council, and the taxes were collected by a collector or collectors appointed by the council. The assessor was usually appointed in February and returned his roll in time for the annual court of revision held late in May or early in June. The collectors were appointed in August or September and the final

date of taxes was December 15th. There were occasions, though not very many, when the collector was able to report all taxes for the current year paid on that date.

The last spring court of revision was held in 1945. This roll was used for taxation purposes in 1945 and 1946 and the roll for 1947 was prepared during the summer of 1946, when, hopefully, the assessor would have a better opportunity of examining the property he was assessing than previously he had had in the winter time. The assessors and collectors now ceased to be appointed annually and carried on from year to year. In 1950 Aubrey Archibald was appointed assessor, with his roll to be returned to the clerk by June 30. As time went on, the date for the return of the roll became later in the year, being sometimes August 31, and sometimes September 30. A county assessor was now appointed. He was to be a supervising assessor, with the local assessors working with him and under him, to bring about a more equal and uniform assessment throughout the county. And in 1951 Aubrey Archibald was re-appointed assessor to work with and under the county assessor.

A re-assessment was done in 1952, under new provincial regulations that, besides having the purpose of giving a more equitable assessment throughout the township and within the county, also, shifted more of the assessment onto buildings. Prior to that, most of the assessment had been on land and very little on buildings, with the result that one farm in the township was paying as much taxes as the whole Hamlet of Mansfield. These changes, with practically everyone's assessment being changed, brought forth a great many appeals. The date for the return of the roll had been extended so that this more thorough assessment could be carried out, and the Court of Revision for the roll made in 1952 for 1953 taxation was not held until December 30, 1952. The members of the council still were the members of the court of revision. There were sixty appeals. They should have taken two days for it but decided to hear all the appeals in one. The appellants were notified to come at different hours, but the time allowed for each group proved insufficient, and soon there were groups waiting. They decided to hear all the appeals first, and reach their decisions later, thus allowing those waiting to get heard as soon as possible.

The sitting started at one o'clock in the afternoon and ran on into the small hours of the morning. The clerk, who lived within half mile of where the sitting was being held, did not get to bed until 3:20 the next morning. As the hours passed, everyone got tired. Towards the end, more and more of the appeals were not getting too sympathetic a consideration and in some cases tempers were getting a bit frayed. But a more equitable assessment was established throughout the township, especially amongst the different parts of the township. Before this re-assessment was made, it could be noticed, by looking at the roll, that the first settled parts of the township were still paying more than their just share of the taxes.

The later settled areas had never quite caught up. Aubrey Archibald resigned as assessor late in 1953 and on February 1, 1954, Roy Baker was appointed as assessor, a post he held until assessment was taken over by the Province. The last court of revision, where the members of the council were the members of the court, was held in 1953. In 1954 a court, appointed by the County Council of the County of Dufferin, was set up to hear appeals within each municipality within the county. The County Court of Revision first sat in Mulmur on October 14, 1954, the day before Hurricane Hazel. The members of the court were: J. R. Hoare, W. P. Fife, Russell Patterson, George E. Dodsworth, and Wallace Marshall. Mr. Dodsworth was a resident of Mulmur, and Mr. Hoare who acted as chairman, was from Orangeville, and had served for some years as reeve of that town, and prior to that had been reeve of East Garafraxa. In 1967 the number of members was reduced to three, and these continued to serve in that capacity until a provincial court of revision was set up in 1971.

In 1935 a by-law was passed setting up Honeywood Cemetery as a cemetery established under the Cemetery Act. Provision was made for perpetual care.

A little later a petition was received from the residents of Honeywood asking for seven street lights in the hamlet. But it was some years before that hamlet or any other one in the township had street lights. After World War II, the question came up again, and in 1948 the reeve and the clerk were authorized to sign an agreement with Ontario Hydro covering the installation of street lights in the hamlets of Honeywood, Mansfield and Terra Nova. Due to certain conditions, street lights were not installed in Mansfield until 1949. In 1952 Mulmur accepted responsibility for its share of providing for street lights in the Hamlet of Rosemont.

In 1948 a letter was received from the Medical Officer of Health, Dr. Wilson, asking that Mulmur establish, at least, four garbage dumps. The disposal of garbage had not been a problem while Mulmur remained almost completely rural. All garbage that was edible went into the swill barrel, and was fed to the pigs, all other garbage, that would burn, went into the stove, and there was always a hole or a swamp somewhere on the farm where the remainder, in those days not a very big portion, could be dumped. Having been requested to establish dumps, the council did so, stipulating that no weed seeds or decaying matter should be placed in them. The two dumps that were used for quite a number of years, in fact, until a central waste disposal site was established, were on the unused road allowance on Twenty Sideroad east of the Second Line West, and on the unused road allowance and adjoining deviation opposite Lot 9 on the Fifth Line. There were problems with these dumps, the one south of Honeywood was getting full, and there had been several fires in the one on the Fifth Line. Also, the latter was quite close to the Boyne River, and there was a possibility that waste from it could drain into that stream.

So, it was decided to establish a central waste disposal site. The place selected for this was on land already owned by the township, south of Terra Nova, and just a little over a mile north-west of the centre of the township. This waste disposal site was opened on December 9, 1972.

Lack of fire protection had always been a problem in rural Ontario. The only help was from the neighbours, and this, since they lacked equipment, generally meant getting out as much of the contents as possible. The building always burnt, and frequently other buildings near it. Most of the buildings in Mulmur were insured in the Dufferin Farmers' Mutual Fire Insurance Company, and this body, now that the neighbouring towns and villages had equipment able to go out to fires in the neighbouring areas, was quite eager to promote some arrangement whereby some protection could be provided. In 1951 it entered into an agreement with the Township of Mulmur whereby, if any fire fighting came out to fight a fire in any building insured in the Dufferin Farmers' Mutual, that company would pay 50% of the bill, while the owner would be responsible for 20% and the township for the remaining 30%. This did not work out, as there was no way of forcing the owner to pay his share. If there was to be fire protection, the municipality had to be responsible for providing it.

In 1951 Mulmur entered into an agreement with the Village of Shelburne for fire protection in the western part of the township. In 1952 Edgerton Ritchie and Milford Kidd were appointed to approach the Town of Alliston concerning fire protection, and Robert Vail and E. J. Eldridge were appointed to approach the Village of Dundalk. While, that same year, the reeve and the clerk were authorized to sign a fire protection agreement with Dundalk, it was not with Alliston or Dundalk, but with Shelburne and Creemore that Mulmur finally entered into lasting agreements for fire protection. After the Township of Tossorontio had set up a fire brigade at Everett, Mulmur entered into an agreement with Tossorontio for fire protection in the south-west portion of the township, roughly that part served by the Alliston Telephone Exchange, with Creemore to serve the north-east and north-central portion of the township, roughly that part served by the telephone exchange at Creemore, and with Shelburne for protection for the western part of the township, an area served by the telephone exchange at Shelburne.

During the 1939 to 1945 period, when Canada was at war, municipalities were urged to restrict expenditures, and with the approval of the Department of Municipal Affairs, they were permitted to invest money in Victory Bonds as a sinking fund, to be used for municipal purposes after the war was over. Mulmur, starting in 1943, put \$8,000 into Victory Bonds. As little money could be spent, council meetings were often quite short. One held at Terra Nova, a regular meeting, started at two o'clock in the afternoon, and all business was completed by four o'clock. The councillors sat at the table chatting until five, but they could have adjourned at four.

The question of adopting a distinctive Canadian flag had come up before the second World War, and now, once again, there was an agitation for the adoption of such a flag. Australia and New Zealand had distinctive flags, and South Africa had followed their example, while Canada still held to the Union Jack. It was evident that most Canadians were in favour of a distinctive Canadian flag, as long as it contained the Union Jack. The people of Mulmur loved the old flag, but saw that change was coming. On October 2, 1945, the following resolution, expressing their views, was passed by the council: Ferris-Duffin - "That this council wishes to go on record as being opposed to the adoption of a distinctive flag, other than the Union Jack, and that in case of a distinctive flag be adopted, we are definitely opposed to the adoption of a flag on which the Union Jack does not occupy the most prominent place." The clerk was instructed to send copies of this resolution to the Secretary of State and to Hon. Earl Rowe, M.P., for Dufferin-Simcoe. History records a joint committee of both houses of parliament recommended the adoption of a distinctive flag on which the Union Jack did occupy a prominent place, but objections having been raised by a group of members from one province, the whole matter was dropped, by the government, for the time being, the Red Ensign being used as a flag.

Following the war the council moved to improve the township roads, which of necessity had been neglected while the great conflict was taking place. The days of the horse drawn scraper, grader, and drag were just about over. In 1946 the township purchased an Allis-Chalmers tractor from John Ewing in Shelburne. This was equipped with a ten foot blade. In 1947 they increased the wages paid for working on the roads to: man 50 cents per hour, man and team 75 cents per hour. The council decided to advertise for tenders for an 85 horse power Diesel crawler angle-dozzer, with hydraulic lift, complete with lights and starter. A little later in the year, they accepted the tender of Sheridan Equipment Co. to sell them a bulldozer, delivery to be made in 1947. However, there was delay in getting the bulldozer, and it was not received until early in 1948.

In January of that year the treasurer was authorized to sell all the township's Victory Bonds to help pay for it. Having purchased their first piece of power equipment, it was necessary that the council engage someone to operate it and on February 2, 1948, Wayne Snell was hired as bulldozer operator at \$1.10 per hour. He was to provide his own means of transportation to and from work, and the council agreed to employ the operator for as many hours as possible.

In the decade following the first World War, most people, in the rural areas, purchased, and became the owners of automobiles. People no longer ran to the window or out on the verandah to see one go past. While automobiles were common, at first they were only used in the summer time. Once winter closed in, they were put up on blocks and the battery taken out of

them and brought into the house. More and more people were driving them longer and longer in the fall, and if the snow was not too deep, during the winter. There was a growing demand that, at least, certain roads be kept open. There was some ploughing being done on roads under the jurisdiction of the county. Some roads in sheltered areas would, unless there was a very bad storm, stay open, or at least passable, for most of the winter, and more and more, trucks and other vehicles were, with difficulty, travelling the main roads during the winter. But they were not travelling the back lines, and coming on towards spring, these roads, were usually blocked to everything but horses, and often not too good for them. Every March there was a great outcry to get the roads opened and the big question for councils became, whether to pay for opening the roads or wait a little longer and let the sun do it for nothing. In March 1947 the council decided to let the sun do it and instructed the road superintendent to plough no township roads until the spring breakup, unless in case of sickness or a death. For some few years after that, the time of spring opening of the roads was one of the questions each council had to deal with, and the month of March was a time when the road superintendent's phone was often very busy. A new scheme for helping to keep the roads open had been devised, with the approval of the Department of Highways, whereby the ratepayers on a portion of road could form a snow club, and raise money to be used to keep their roads open. In February 1952, permission was given to organize snow clubs in Mulmur, with the council fixing sixty dollars per mile as the amount that snow clubs could spend on their respective roads. Ten dollars of this sixty dollars per mile was to be contributed by the club, twenty by the township, and thirty by the province. A considerable number of these clubs were formed, and for some years seemed to function fairly effectively. The clubs seemed to have little difficulty in getting those living along the roads to pay their share; after all they wanted out, and they had to live with their neighbours.

The snow clubs worked well for some time in enabling people to keep their roads passable for motor vehicles, but then we began to run into some fairly severe winters, and in 1956 the council found it necessary to increase the amount per mile for a snow club to spend, during a winter, to \$90.00.

Heavy snow falls came early in the winter of 1957-1958 and continued throughout January, and, at a special meeting called at the home of the road superintendent on February 13, 1958, the council was informed that the funds in the snow clubs were exhausted, most of the roads were blocked, and something had to be done. It was agreed, as an emergency measure, to double the amount that the snow clubs could spend during the winter. In 1959 things were worse, and the snow clubs were allowed to collect and spend three times the normal amount for one winter. Finally on September 6, 1960, the council decided to discontinue the use of snow clubs and to assume responsibility for ploughing the roads wherever that was possible.

They met a few days later to divide the township into ploughing areas, to decide what kind of equipment would be best in each area and to advertise for tenders to do the ploughing in each area. At first most of the ploughing was done by privately owned equipment, but as the township acquired more equipment capable of doing such work, most of it, before long, was being done by their own employees with their own equipment. Late in 1960, subject to the approval of the 1961 council, the council accepted the tender of the Dominion Road Machinery Company for a 160 H.P. grader equipped with snow plough attachment. Having bought a grader, an operator was needed and in January 1961, the council accepted Norman Cook's application as a grader operator.

It was at the same meeting that they authorized the setting up of snow clubs, that the council decided that machine operators should henceforth be paid semi-monthly. Previous to that, road paylists had been made up monthly. In 1950 the rates of wages were: bulldozer operator \$1.25 per hour, maintainer operator 70 cents per hour, labourer 60 cents per hour.

Now that a certain amount of road equipment had been acquired, it was felt that the township should erect a shed where it could be stored, and which would provide shelter for anyone repairing it. Early in 1951, the township purchased a lot in the Hamlet of Terra Nova, being part of the East half of Lot 21, Concession 2, E.H.S., from Beverley Simpson for \$100. After sweeping away most of the old rose bushes, it erected a 60 by 30 foot building there. This building was of wood frame, metal clad, construction on a cement foundation, and the contract to erect it was given to Elwood Arnold at a price of \$2,400.00.

But more and better machinery was needed to construct and maintain the roads in the township and at a special meeting held at Ruskview in November, 1953, the council, subject to the approval of the Department of Highways and ratification of their action by the 1954 council, accepted the tender of the Sheridan Equipment Company to supply them with a 104 H.P. Allis Chalmers power grader for \$19,445., less allowance on Allis-Chalmers H.D. tractor and 11 yard La Plante-Choate scraper of \$9,845., leaving a balance to be paid of \$9,600. The 1954 council confirmed the action of the previous council and Mulmur purchased its first power grader in 1954.

In 1953 Mulmur got its first Development Road, said to be the first such road paid for by the province in southern Ontario. It ran from the South Townline up the Third Line to Five sideroad, along Five Sideroad to the Fourth Line, and then up the Fourth Line to Ten Sideroad at Perm. This road was to be built to the standard of a good township road. But considering what it was like before that time, and that it ran through some fairly rough territory, this amount of reconstruction made a great improvement in that road. This work carried out by the township, Charles Foster was appointed overseer, and the R. A. Blyth Company was engaged to do the heavy construction work.

Hurricane Hazel did not do as much damage in Dufferin County as it did further south and east in York and Simcoe. In Mulmur, besides washing several of the roads quite severely, it badly damaged eleven bridges and culverts. A special meeting was called on the following 18th of October to assess the damage, to authorize the making of repairs, and as the funds provided for road construction and maintenance were, by that time in the year, pretty well spent, to arrange to approach the province for assistance. In March, 1955, an expenditure of \$10,000, covering the cost of the damage done by Hurricane Hazel, was authorized by by-law, and approved, for subsidy purposes, by the province.

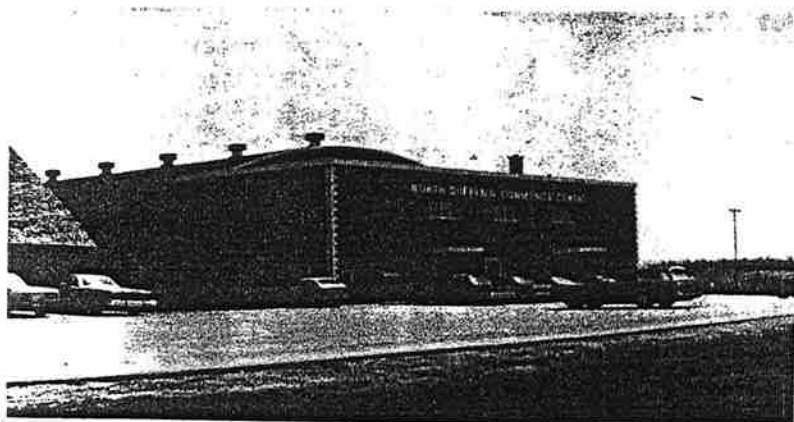
After having changed the amount per rod paid to a landowner, for erecting a wire fence to replace a rail fence, several times, and also the conditions under which it would be paid, the council finally in 1955 passed a by-law repealing all by-laws granting a bonus for erecting a wire fence along a road. It was felt that this incentive was no longer necessary to encourage landowners to erect wire fences, as most of the rail fences were already gone, and there was machinery now that could open and maintain winter roads.

The River Road from Hornings Mills to Terra Nova and then continuing east along Twenty Sideroad to the Sixth Line was the easiest road across the township to keep open in the winter time, due to the fact that it ran along a valley where it was sheltered from the worst effects of the storms, and much of it, also, ran through areas where it was protected from much drifting by bush. But much of this road needed reconstruction if it ever was to be a main road across the township, and parts of it were going to be quite costly to build. So the council began to consider the possibility of getting it built as a development road. In which case the road would be built by the township, with the cost of construction being paid by the province, and that of land purchase and necessary fencing being born by the township. In 1958 Rev. A. W. Downer, M.L.A., met with the council, at the invitation of the reeve, Robert Walker, to discuss with them the possibility of the province rebuilding the River Road, as a development road. This matter of a road, to be built as a development road, was kept before the provincial authorities, and having received a favourable response from Mr. Downer and the assistant district engineer for this part of the province, the council, by resolution, requested the Minister of Highways to designate the Twentieth Sideroad from the Fifth Line, west to the Hamlet of Terra Nova, and the River Road from the Hamlet of Terra Nova, westerly to the west boundary of the township, to make a connection with Highway No. 24 at Hornings Mills, as a development road.

The province was willing to construct the River Road from Terra Nova to Hornings Mills as a development road, but felt that the township should

be able to construct Twenty Sideroad without any assistance beyond that normally given to assist in the construction and maintenance of township roads. In October 1960, L. L. Campbell was appointed to complete the preliminary survey work for building the road from Terra Nova to the West Townline. In September 1961, he was authorized to advertise for tenders for the construction of three bridges on that road. The tender of Seeley & Arnell, of Dundalk, Ontario, to construct these three bridges, known as the Huxtable, Dam and Kilgorie Bridges, for \$14,328.20, was accepted. The western 3.78 miles of this road, 2.88 miles in Mulmur the balance in Melancthon, was constructed in 1963. Four council meetings were held during the month of July that year. Tenders were called for 42,000 tons of granular B and 18,500 tons of granular A gravel for this road, and also for the required number of small culverts. At a joint meeting with Melancthon Township Council on July 22, 1963, tenders to construct this road were opened, and the tender of Seeley and Arnell accepted. The amount for the 2.88 miles in Mulmur being \$43,765. In 1964, the tender of Mann Construction was accepted to build the eastern 3.5 miles of this road, and the tender of Reeves Construction to build the three remaining bridges. This road was completed in 1965, and on October 5th, of that year, the clerk was instructed to inform Mann Construction that the council accepted the work done on the development road from Kilgorie to Terra Nova, thus accepting the road as completed.

On March 3, 1956, By-law No. 5 (1956) a recreation committee was set up in accordance with the regulations under the Department of Education Act. In this by-law it was provided that the members of the Mulmur Township Recreation Committee and the members of the Honeywood Community Committee and the members of the Honeywood Community Memorial Park Board should be the same persons.



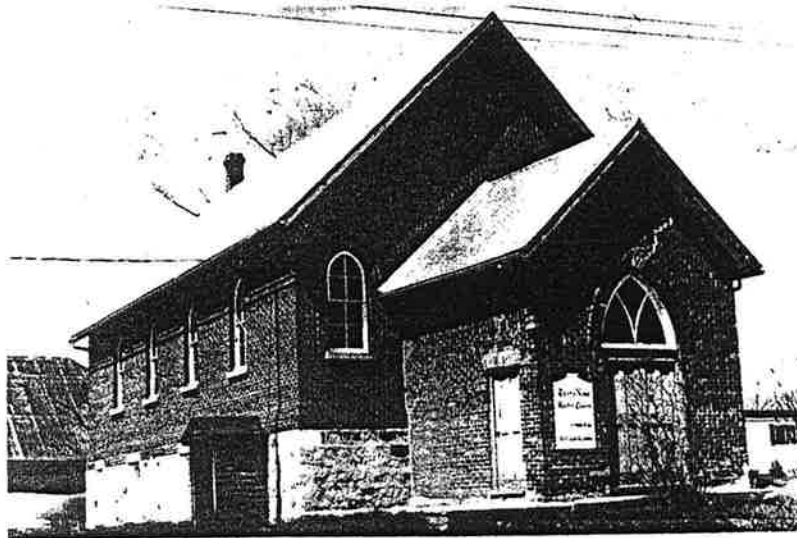
North Dufferin Community Centre at Honeywood. Built in 1965.

On January 24, 1965, the skating rink on the park was destroyed by fire, and almost immediately the people of Honeywood Community set out to replace it with a bigger, better and more modern arena. Since the park, on which it was to be located, was vested in the Township of Mulmur, the council became involved. On April 10, 1965, the council passed a by-law establishing a community centre, defined as a skating arena, at the Hamlet of Honeywood. The recreational committee had been working, in the meantime, raising funds, and making arrangements for the erection of a new building. The reeve and the clerk were authorized to sign agreements with Hugh Wilson and Alfred Samis, both of Cannington, Ontario, for the purpose of purchasing materials for, and supervising the erection of, the Mulmur Township Skating Arena.

A little later the council accepted the recommendation of the recreation committee to purchase for \$500 a small lot, to the east of the park, to provide sufficient land for the erection of the new building. The township contributed \$9,000 out of taxes towards the erection of the building, a grant of \$10,000 was received from the Province of Ontario, and except for a few small grants, the balance of the cost of erecting the structure, known as the North Dufferin Community Centre, was raised by the people of the Honeywood Community. It was formally opened by Hon. W. E. Rowe, Lieutenant Governor of Ontario, early in 1966.

In 1961 the Minister of Municipal Affairs was requested to define and name the Township of Mulmur as a planning area. While this was done, no further action towards planning was taken for some years. The question, if and when Mulmur should commence planning, was one that had occupied the attention of township councillors and officials for some time before that, and was to continue to do so for some time after. Planning cost money, and the council wisely refrained from hiring planners and embarking on a program of planning until, as more and more lots were being severed, it became evident that some control was necessary. Four subdivisions had already been laid out in the township with the approval of the Department of Municipal Affairs, and by 1968, it was evident that it was necessary to consider seriously the preparing of an official plan. On May 21, 1968, the council passed a subdivision control by-law. A planner was hired to work with the council and the planning board to prepare a plan. The Mulmur Area Planning Board, at that time, was made up of Donald McCutcheon, Robert Gallagher and Russell Newell, and the reeve and another member of the council. An official plan was finally prepared as the Official Plan of the Mulmur Planning Area. It was adopted as such by the Council of the Township of Mulmur, by by-law, on December 12, 1973, and approved, with certain modifications, by the then acting Minister of Housing on December 31, 1974. The Planning Consultant, J. Ross Raymond, now prepared a by-law to regulate land use, which was passed by the council on June 14, 1977, and given approval by the Ontario Municipal Board on July 6, 1978.

Thus in the midst of changing times, Mulmur came into the eighth decade of the twentieth century. Something of its story has been told here, may someone, sometime in the future, record what happens from here on.



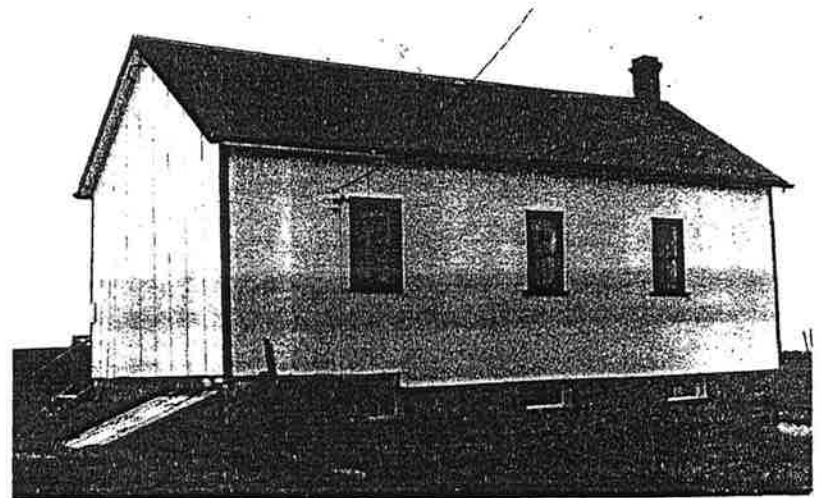
Terra Nova United Church



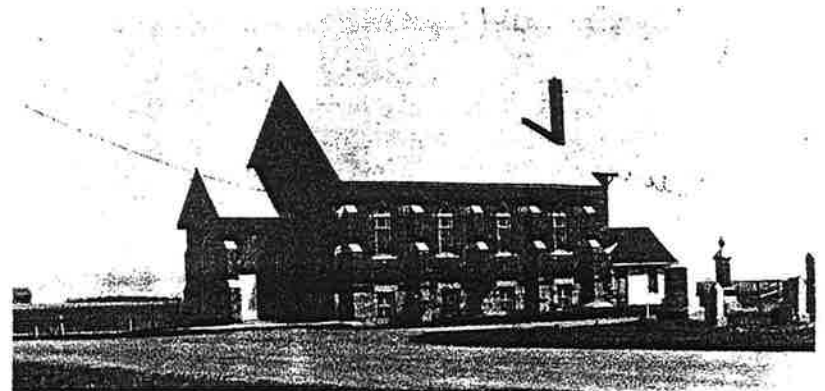
Christ Church, Whitfield Anglican



St. Andrew's Presbyterian Church in Mansfield



Whitfield Hall



Honevwood United Church

The dense and tangled forests that covered Mulmur when the first white man saw it were cleared away by men and women who wanted to establish farms. They also wanted to make a living for themselves and their families from the land. For one hundred and fifty years, Mulmur has remained, almost completely, a farming community. As far as can be ascertained, the first store in this township was opened at Mulmur, on the south-west corner of Lot 1, Concession 8, sometime before 1858. While the first court house was erected directly across the road to the west of it, a village did not apparently grow up around this corner, but, instead, grew up one concession further east, where the four townships met, and was called Rosemont. Before the coming of the railways, Rosemont, with its four taverns, its stores and its shops, became quite a gathering place for the people of the surrounding country-side. While no town developed within Mulmur or on its borders, as post offices were established, small post villages grew up near most of them. These generally consisted of a store, one or more churches, a blacksmith shop or two and a few houses. Most of these small hamlets have disappeared, others such as Honeywood, Mansfield, Terra Nova and Violet Hill have survived, and in fact in the case of the first three, have grown to be considerably bigger villages.

One that has completely disappeared was Perm, situated at the intersection of Ten Sideroad and the Fourth Line. While this hamlet never grew to be very big, it was, for many years, a central gathering place for the people of the township, for elections, for nomination meetings, for council meetings and many other gatherings. Many public meetings were held in the Township Hall and later in the Orange Hall. Here were held meetings of the people to discuss first the dividing of Simcoe into two counties, and later to find out what people of Mulmur thought about being into the new County of Dufferin. Many a good temperance meeting was held at Perm around the turn of the century. There is the story of the speaker on temperance at one of these meetings, who, after the afternoon session, went home with one of the local ladies for supper, and while there was served a glass of dandelion wine. Apparently she drank this wine without realizing how potent it could be, with the result, as her hostess put it, after she got her back to the church that evening, she could really talk temperance. Perm, though small, did have a church and a blacksmith shop on the south side of Ten Sideroad and a store and a couple of houses north of the corner on the west side of the road with a farm house across the road from them. Later, the Orange Hall, at first situated north of the village, brought down and located across from the church. Pete Puterbaugh's stable, a small two story building, standing like a sentinel on the highest point on the north-west corner, was visible for miles, from the east.

Bands, at the intersection of the Sixth Line and the North Townline, was a small village that was a centre for the local community for some time

once the centre of this hamlet.

Airlie, on the East Townline, has long since disappeared, Whitfield, which never seemed to really become a hamlet, is little more than a memory. Primrose may grow again, Blackbank is fading and Lavender, though still a small hamlet, with its church now closed, is no longer the centre of a community as it once was. Stanton, Randwick and Ruskview are now little more than names, and few to-day know that there once was a village of some considerable size where Rookery Creek crosses the Sixth Line on Lot 22. A village that had a store, a church, and two streets, locally known as Main Street and Turkey Run. Few in Mulmur to-day can tell you where Slabtown was. It was really never a village, but that name was given to the small settlement that briefly grew up around a mill then located near where the deviation road, leading to Twenty Sideroad, branches off from the River Road, about a mile west of Terra Nova.

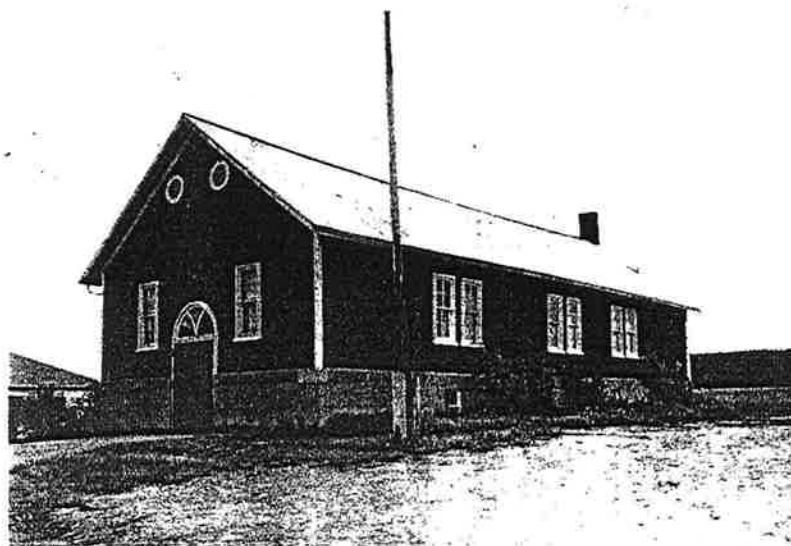
Honeywood quickly grew to be the largest hamlet in the township. With its two stores, butcher shop, two churches and hall, it, for many years, served as the centre for a prosperous farming community, and its main street, lined with tall trees, was indeed a place of beauty. Now, the trees are gone, and one of the churches has been torn down, but North Dufferin Community Centre now stands in this village. The stores remain, some new houses have been added, and Honeywood to-day serves as the centre of an even larger rural area.

Terra Nova, the last of these hamlets to come into being, received its name when a post office was established there in 1891. The name Terra Nova (New Land), suggested by the first postmaster, John Walker, more probably by one of his sons, was accepted as the name of the new post office, and thus became the name of the hamlet. Some people, years ago, used to call it Turnover, in fact, that was what it was commonly called by a considerable number of people. In the days when the forests were being cleared off the hills along the valley and there were sawmills at Terra Nova, it was quite a bustling little place. But after the mills left, it settled down to be a small rural hamlet. It is near the centre of the township, and the erection of the Township of Mulmur's municipal buildings near by added something towards guaranteeing that this hamlet will continue to exist.

Mansfield, which got its name when a post office was opened there in 1859, while it did not grow to be as big as Honeywood, it, with its two taverns, blacksmith shop, wood-working shop, one and sometimes two stores, quickly became the local centre for a large section of the eastern part of the township. There never was a church built within the hamlet until a United Church was built there in 1925. In the earlier days, however, there were three churches close by. One of them, St. Andrew's, south of the



This pane identifies L.O.L. 974, with "King Billy" on his white charger as the centre of attraction.



Another view of L.O.L. 974 in Mansfield shows the substantial size of the Orange Hall.

village, still remains. The taverns were both gone before 1900, one store was destroyed by fire, but the one on the north-west corner, owned by Hezekiah Gilbert, remained to become the chief place of business in Mansfield, with Campbell's blacksmith shop, across the road to the south, being next. The Orange Hall, originally erected on Lot 9; was, sometime about 1880, moved up to the hamlet. This building was torn down in 1927, and a new hall erected just to the south of where it stood. In 1925, land just north of the village, was purchased for a community park and in 1969 a new subdivision was laid out to the south-west of the older village. While this increased somewhat the size of the village, Mansfield has not grown much through the years. It's location on a main road, the increase in the use of land in the area for recreation purposes, and the increase in population in the south-eastern part of the township would seem to ensure that it will continue to be an active thriving little village.

Violet Hill, though now in a hollow, is said to have gotten its name from the wild violets that grew on the hill where the Fourth Line meets the South Townline, when a post office was established there in a house owned by Francis Robinson. The post office was later moved over to the hamlet that grew up in the valley just west of the Third Line. While many similar little villages have disappeared, and despite the fact that Highway No. 89 was laid out to go around it, Violet Hill is still a pleasant little hamlet.

Many of the original hamlets are gone, but subdivisions have been laid out in several places throughout the township. Many of the houses in these subdivisions are now summer homes, but as more and more people live in them throughout the whole year, and as weekend travel decreases, they could become the villages of the future.



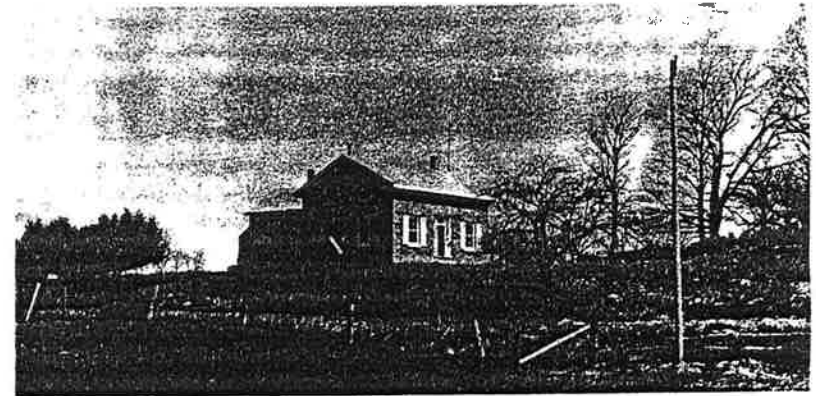
Terra Nova General Store.

the north and south parts of the township were covered with well developed viable farms, with most of the land cleared and well fenced. Many fine houses had already been erected and frame barns were rapidly replacing the log ones.

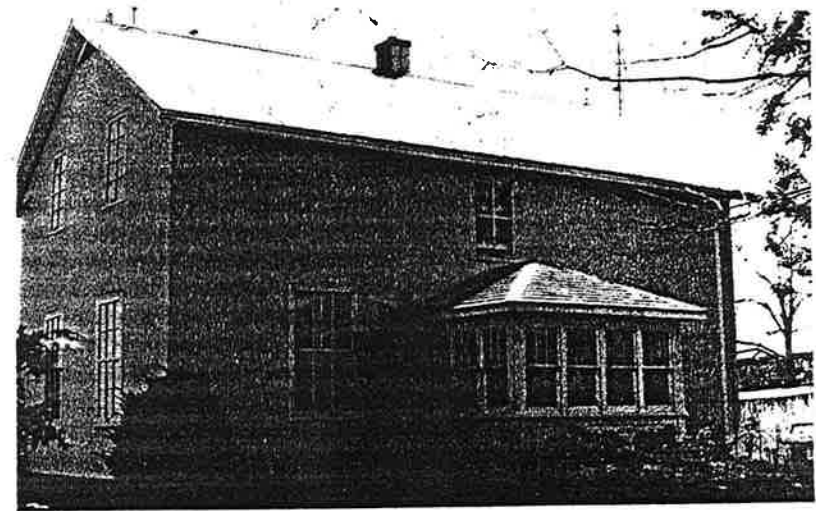
But where did the people who first settled in Mulmur come from? With the exception of a number of people from Yorkshire who settled in what is now the Honeywood area, most of the rest of them came from Northern Ireland. Few people were better equipped to tame the tangled forests and unbroken lands in Upper Canada than the Irish. Most of them had been farmers in the old country or had come from rural areas. They had come from a country where you had to work hard to make a living. The North Irish came from a country where they had been a minority in the midst of a not too friendly majority, where they had more than once had to take up arms to defend their homes and families, and had learned to stand together and work together. In this new land they did stand together and work together. Neighbour helped neighbour. There were logging bees and quilting bees, barn raisings and other gatherings to help some neighbour with some difficult undertaking.

In case of sickness, there was almost always someone willing to help. Every community had some man, or some woman, or several of them, who were known to be good with the sick. There were always some man or woman who could be called upon to lay out the dead. If a man was laid up, from injury or sickness, during seeding or harvest, there would be a gathering of the neighbours to put in his seeding or to bring in his crop. They were, for the most part, deeply religious people, and while some of the men had an over fondness for whiskey, their standards of public and private morality were high. People were expected to behave properly, and except for a few fist fights, there was little violence and little crime. Churches and schools were built before most of the farms were more than partially cleared. They seemed to have their priorities right. They worked hard, they stood together, they ploughed a straight furrow, they raised their hands in prayer to their God not only in times of difficulty but also in thanks for His many blessings. They built well, and they and their descendants, during the next century developed communities in which it is good to live.

What was life like in Mulmur in those early days? How did these people, and other people like them in rural Ontario, live in those days, how did they make a living? Every farm, of necessity, from the beginning was a self contained unit. With the exception of salt, tea, and sugar, they produced practically all their own food. Sometimes the sugar and tea was scarce as when, during the American Civil War, tea went to the unbelievable price of \$1.00 per pound. Maple syrup and maple sugar could somehow replace sugar, but they had nothing that could really take the place of tea when it became almost too dear to buy. They grew their own vegetables.



Early houses at Blackbank as they are today.



Lavender also has homes dating back to yesteryear. This is one.

They had their own beef and pork from their own animals grown on the farm. Mostly beef in the summer and always pork, salted and packed away in tubs stored in a cold place, for the winter. In summer meat was often wrapped and buried in an oat bin to preserve it. This kept it away from the air, the dry oats had a tendency to dry it on the outside and keep it considerably cooler than outside. If it did mould a little, that could be cut off. Then there were the wild berries that could be picked in season, and, as soon as possible, orchards were planted. With plenty of land available, apple pie soon became a prominent part of the diet, eaten in some homes three

that was fairly clear from underbrush and close to a road, the Twelfth of July celebrations and from a fairly early date, the fall fairs. The men had their monthly lodge meetings, and most of the men in Mulmur were Orangemen, where they met to enjoy fraternal fellowship, and to discuss the issues of the day and the needs of the neighbourhood. Then for all, but especially for the young people there were the dances. House parties that started as soon as they could get there after supper, and lasted, often, almost until dawn. It was mostly square dancing to the music of a fiddle, and anyone who could play a fiddle was greatly in demand at these parties. Then there were the callers. Some of them were very good and it was a pleasure to listen to them as they made the words of the call flow along with the music. Sometimes it would be found that the musicians were rather scarce when there was a gathering for a dance, but this did not prevent them from dancing, after all, that is what they had come for. There is a story of them dancing to someone lilting, and, of course, you could sing the Waltz Promenade and some other dances. There is also the story of John Willison (later Sir John), then a young man, sitting on a joist, in a then unfinished house on Lot 5, Concession 8, and beating time on it with a stick, to help to provide music for a dance.

At that time the Methodists were not allowed to dance. Instead of dancing, they played plays, and those who were not Methodists seemed to enjoy them as much as the Methodists. These plays did not differ much from square dancing, except that instead of having violin music and a caller, they sang, and went through the movements of the play to the music and words of the song. One of the songs used went something like this:

Charlie he's a nice young man,
 Charlie he's a dandy,
 Charlie when he goes to town,
 He buys the ladies candy.
 I have no more flipity flop,
 I have no more barley,
 I have no more flipity flop,
 To bake a cake for Charlie.

These songs generally had several verses, and as they sang they went through the play. These plays, when done by people who knew how to perform them, were quite graceful. The words used in these songs seemed sometimes to produce nonsensical rhymes but rhyme they did, and they fitted the actions of the plays. As they were handed down by word of mouth, many have been quite a bit changed from what they originally were. Then the Methodists started to dance, and the plays were no more.

But while there were times of joy and pleasure, there were also times of grief and sorrow. Death came often suddenly, often to the young, there were epidemics of measles, mumps, and the dread diphtheria, and many a

mentioned disease. Also, tuberculosis took its toll of those in their teens and twenties, often wiping out almost whole families. Fading inscriptions on stones in our older cemeteries mark where many a young wife and mother was laid to rest. A death was an event in those days, the whole community paused to show respect. The procession from the home to the cemetery was slow, it would have been considered quite improper to hurry. The neighbours dug the grave, and after the last prayer had been said, the last words of comfort spoken, and the relatives had left, they gently filled it in.

They were laid to rest beside the churches where they worshipped. Now, many of these churches have been closed and torn down, only their weathering tombstones in the little cemeteries remain. Almost all the Orange halls, where the men used to assemble in such large numbers, have been torn down. The fields, which were cleared with such hard labour, are now, in many parts of the township, once more being covered with brush and trees. The fences they built are falling down, and the barns, no longer needed, are falling down or being removed. Mulmur has changed since the township celebrated the one hundredth anniversary of its incorporation as a municipality in 1951.

New ways have replaced old ones, new buildings have replaced old ones, and new people have come, some just to spend the weekends, some to make their homes amidst the hills. Mulmur was beautiful when the fences and buildings were neat and in good repair, and the fields were green and golden. To-day, though somewhat different, Mulmur is still beautiful. Changes there have been, as in all rural Ontario, much, that the people who first settled in this township built, is now gone, much that they hoped for and worked for will never be realized. But they laid sure foundations on which others can build, perhaps, not quite the structure they expected, but something good, something worthwhile, something beautiful.

School sections in Mulmur before they became part of the township school areas including union school sections.

S. S. No. 1, Stanton	S. S. No. 9 Cherry Grove	U.S.S. No. 17, Glencairn
U.S.S. No. 2, Violet Hill	S. S. No. 10, Beach Valley	U.S.S. No. 18, Hornings Mills
S. S. No. 3, Mansfield	S. S. No. 11, Randwick	U.S.S. No. 19, Primrose
S. S. No. 4, Whitfield	U.S.S. No. 12, Rosemont	U.S.S. No. 20, N. Honeywood
S. S. No. 5, Honeywood	U.S.S. No. 13, Brick Diamond	S. S. No. 21, S. Perm
U.S.S. No. 6, Banda	U.S.S. No. 14, Clougher	S. S. No. 22, Terra Nova
S.S. No. 7, Ruskview	U.S.S. No. 15, Kilgorie	U.S.S. No. 23, East Townline
S. S. No. 8, N. Perm	S. S. No. 16, Ernscliffe	

Polling subdivisions in Mulmur 1899 to 1949

No. 1, Mansfield	No. 3, Whitfield	No. 5, Ruskview
No. 2, Ernscliffe	No. 4, Randwick	No. 6, Honeywood

The number of polls was increased to eight in 1949, Ernscliffe being done away with and replaced by polls at Stanton and Primrose, and a new one set up at Terra Nova. Later they were reduced in number to six polls again with Primrose becoming No. 2 and Terra Nova No. 5. Mansfield Poll was later split into No. 1 and No. 7.

times a day. They also produced their own flour from their own wheat. In the early days, we hear of some of them taking bags of wheat great distances sometimes with great difficulty, to get it ground. Mills were soon built near to, and a little later, within the township.

These mills were operated by waterpower, and two of them were situated on the Boyne River, one of them just west of the Sixth Line, and one just east of the First Line West. Most of the farmers kept a few sheep and grew their own wool, and while the settling of this part of Ontario came a little late for the weaving of very much homespun, they certainly spun their own yarn from which the women knitted the socks, stockings, mitts, and caps needed by themselves and their menfolk. They made their own soap from fat and lye, the latter made from running water through a barrel, usually made from a hollow log, into which hardwood ashes had been poured and pounded down solid. This was caught in a vessel placed under the barrel. It took quite a length of time for the water to work its way down through the ashes and young children had to be watched and kept away from it while this was going on, and older ones warned to stay away or it would burn the gizzards out of them, or do some like painful damage.

The first shanties and houses were heated by fireplaces, but as soon as stoves were available they replaced the fireplaces as a means of heating. Stone fireplaces may have been quite satisfactory for heating in Ireland, but in the colder climate of Canada, even with an almost unlimited supply of the best of fuel, they left something to be desired. Fireplaces were used for some years in many of the earliest homes. Meals were cooked in iron pots hung on a crane over the fire, and bread baked in iron baking pans buried in the hot coals. The early cook stoves were mostly of the high oven variety, sometimes called straight draft stoves, where the bottom of the oven was almost level with the top of the firebox and was supported, on the back, on two long legs. This left a considerable space to the back of the firebox under the oven where wood could be piled to dry, and since it was the warmest spot in the house, where the cats would lie. But unfortunately for the cats, there was nothing to keep them from touching the back of the firebox, which was often almost as hot as the top of the stove, and many of them by spring had scorched hair on their back and brown tails.

Having grown grain, it had to be threshed, at first this was done with a flail, then there came threshing machines driven by horse power. These horsepowers were machines with long arms stretching out from a central axle to which teams of horses were hitched and driven round and round. The power thus generated was carried to the threshing machine by a spindle, a long rod, with a knuckle in it so that it could bend, that ran from the horsepower to the threshing machine. More than one man got badly injured or had the clothes torn off him by getting caught on one of these rapidly revolving spindles. Then came the steam engines. First the ones that had to be drawn from place to place by horses, later the traction engines.

While these farms produced most of the things the families living on them needed, money was needed to buy the things that they could not produce, and there were few markets for what they had to sell, and, at first, little or no way of getting it there. One thing they could sell was wheat, and when the Ontario, Simcoe and Huron Railway was extended north from Barrie to Georgian Bay, with its northern terminus at Hen and Chickens Harbour, where the Town of Collingwood soon sprang up, the farmers of Mulmur began to team their wheat to Stayner, where a station had been built. This railway was formally opened on the first of January, 1855, but it was to be nearly twenty years later before railways came closer to Mulmur.

As means of transportation got better and with the growth of villages and small towns nearby, markets became more available. The farmers and their wives found that they could sell not only wheat, and such live stock as they could sell to buyers, who came up from the south to fairs held periodically at Primrose and some other places, but now fat pigs could be killed, in the winter, and sold in the towns. There was a market for butter and eggs, and they could sell their cattle when they were ready without having to wait to fair time.

While these people worked hard and often long hours, they were working for themselves. They owned their own land, something most of them had been unable to do in the old country. True in Northern Ireland many families had lived on the same farm for as long as two hundred years, but they were tenants. They had never owned land while here in Canada, they did. They were now owners and they improved their farms and built their houses and other buildings. They recognized that they were doing it, not only for themselves but for their children and their children's children. This gave them a sense of accomplishment that few to-day can ever know.

Life was not all work; they had their leisure moments, their parties, and their celebrations. A woman could put on a clean apron, take her knitting and spend an afternoon with a neighbouring woman, and, of course, stay for supper before going home. Or she and her husband could go and spend an evening with some neighbouring family. After spending a pleasant evening together, there would always be lunch. One rule in those days was, that when you called on anyone, you never went home without having had something to eat. One story is told of a woman, who had a couple of women call on her one afternoon, and found that she had nothing special in the house to set before them for supper. So, she melted down some brown sugar, added what maple sugar she had, and thus prepared a quantity of syrup for supper, and then set it out on the woodpile to cool. Her children, each of whom, apparently, had a sweet tooth, could not resist the temptation to sample it before supper, and kept slipping around behind the woodpile, when she was not looking and sticking their fingers into it. One of them, almost eighty years later, admitted, "The ladies had it for supper and what they didn't know didn't do them any harm." Then there were the tea parties held at the local churches. the picnics, generally held in some bush

MULMUR TOWNSHIP COUNCILS

Years	Reeve	Deputy Reeve	Councillors
1947	Claude Duffin	John G. Ferris . .	Austin Rutledge Harold A. Leitch. Thomas Bates
1948	Carman H. Siddall	John G. Ferris . .	Harold A. Leitch Lavern McCutcheon Edgerton Ritchie.
1949	Carmen H. Siddall		Harold A. Leitch Lavern McCutcheon Austin Rutledge, W. Edgerton Ritchie
1950 1951	Claude Duffin	Austin Rutledge	Harold Leitch W. Edgerton Ritchie Edward J. Eldridge.
1952	Austin Rutledge . .	Edgerton Ritchie	Edward J. Eldridge Robert Vail Milford Kidd.
1954 1955	Carman H. Siddall		Robert Vail Milford Kidd Reginald Brett, Robert Walker.
1956 1957	Robert Vail		Reginald Brett Robert Walker Keith Leighton, Wilbert Ritchie.
1958	Robert Walker		Reginald Brett Edward J. Eldridge Keith Leighton, Wilbert Ritchie.
1959	Robert Walker	Reginald Brett	Keith Leighton Wilbert Ritchie Edward J. Eldridge.
1960 1961	Reginald Brett	Edward Eldridge	Russell Newell Harvey Stewart Emerson Greer.
1962	Edward J. Eldridge	Emerson Greer	Russell Newell Harvey Stewart Wayne Snell.
1963 1964	Emerson Greer	Harvey Stewart	Russell Newell Wayne Snell Erdmund H. Brayford.
1965	Harvey Stewart	Russell Newell	Wayne Snell Erdmund H. Brayford Elgin Armstrong.
1966	Russell Newell	Erdmund Brayford	Elgin Armstrong George Prentice* George E. Ruhl, Wayne Snell*.
1967	Erdmund Brayford	Wayne Snell	Elgin Armstrong Roy Looby Andrew Chipchase.
1968	Edmund Brayford	Wayne M. Snell .	Roy Looby Andrew Chipchase Paul Gallagher.
1969 1970	Wayne M. Snell . . .	Roy Looby	Andrew Chipchase Paul Gallagher Dennis Leitch.

MULMUR TOWNSHIP COUNCILS

Years	Reeve	Deputy Reeve	Councillors
1971 1972	Wayne Snell	Andrew Chipchase	Paul Gallagher John B. Newton Dennis Leitch.
1973 1974	Andrew Chipchase	Paul Gallagher	John B. Newton Dennis Leitch Roy Looby.
1975 1976	Paul Gallagher . . .	John B. Newton	Dennis Leitch Roy Looby John Rhodes.
1977 1978	John B. Newton . .	Dennis Leitch . .	Roy Looby John Blohm Ronald Wilson.
1979 1980	John B. Newton . .	Dennis Leitch . .	Roy Looby Harold Davidson Robert Kennedy.
1981 1982	John B. Newton . .	Dennis Leitch . .	Roy Looby Harold Davidson Robert Kennedy.

* Francis Robinson

* Francis Robinson died in office in 1888 and Robert Wiggins was elected to take his place. J. C. Jones died in office in 1920 and was succeeded by Edmund A. Reid. William Tupling died in 1933 and William Mitchell was elected to fill that office and George Prentice died in 1966 and was succeeded by Wayne Snell.

Mulmur became entitled to two deputy reeves in 1893.

The municipalities were represented in the County Council by county Commissioners from 1897 to 1906 inclusive.

CLERKS OF MULMUR TOWNSHIP

E. H. Reid, 1950 to 1955

TREASURERS OF MULMUR TOWNSHIP

Charles Foster, 1950 to 1955

CLERK-TREASURERS OF MULMUR TOWNSHIP

E. H. Reid, 1955 to 1977

Terry Horner, 1977

YEARS	Reeve	Deputy Reeve	Councillors
1983	JOHN NEWTON	ROBERT KENNEDY	HAROLD DAVIDSON, JOHN FRANKLIN
1984			ROY LOOBY
1985			
1986	JOHN NEWTON	JOHN FRANKLIN	HAROLD DAVIDSON, ISABEL IRELAND
1987			KEITH MICKS
1988			
1989	JOHN NEWTON	JOHN FRANKLIN	HAROLD DAVIDSON ISABEL IRELAND
1990			GORDON GALLAUGHER
1991			
1992	JOHN NEWTON	ISABEL IRELAND	EARL HAWKINS, JAY MUSSELMAN
1993			WILLIAM WEIR
1994			
1995	JOHN NEWTON	ISABEL IRELAND	EARL HAWKINS, JAY MUSSELMAN
1996			WILLIAM WEIR
1997			
1998	ISABEL IRELAND - GORD GALLAUGHER - BILL WEIR - GORD MONTGOMERY		
1999			JEFF SEDGWICK
2000			
2001	GORD GALLAUGHER	BILL WEIR	GORD MONTGOMERY - JEFF SEDGWICK
2002			JIM TURNER
2003			