

TOWN OF WHITBY.

This town was incorporated as such, in 1855, by a special Act of Parliament. In view of its incorporation as a town on account of the location of the County Buildings there and in view of the prosperity which prevailed during these Russian war times, more land was included within the Corporation limits than was necessary or perhaps advisable. The proclamation setting aside the County from York and Peel was dated the 30th December, 1853.

Much of the early history of the town is included in the history of the Township of Whitby. One of the principal causes of its development and growth was the building of the harbour, which was so constructed that its natural capabilities were so improved as to make it one of the best harbours of refuge on the north shore of Lake Ontario; also connected with this was the building of a plank road extending from Whitby to Port Perry. During the period of incorporation of Whitby, the Grand Trunk Railway was in course of construction. Wheat sold at \$2 per bushel, property was sold for town lots at higher figures than were ever afterwards realized, there are large and commodious warehouses and elevators at the harbour belonging to the Whitby Harbour Company and Mr. John Watson. The Whitby harbour and road were sold to a company with James Rowe, (first mayor of Whitby). John Welsh, John Watson, the

Perrys and Christopher McDermott as principal shareholders. The company having failed to make their payments to the Government about the year 1861, the Government took possession of the Harbour and the plank road and subsequently sold them to a company or companies in which Chester Draper, Joseph Gould, and members of the Gould family were the principal stockholders. The road was remarkably well built but owing to the completion of the railway to Port Perry and the Port Hope and Beaverton road and the Northern Road to Atherley the traffic was greatly reduced.

The owners of the road being interested in the railway and the harbour, agreed that if the Town of Whitby would give an additional bonus of \$20,000, to aid in extending the railway from Port Perry to Lindsay, the company would abandon the road as a toll road to the municipalities through which it passed. The bonus was granted and the toll road was abandoned.

In early times the most of the business of the town was transacted at Hamar's Corners on the Kingston Road, one mile from the centre of the town. The place was named after John Hamar—known as "John Bull." At this point was the post office, which served the Township of Pickering, the present townships of Whitby and East Whitby and the towns of Whitby