

Interpretive Plaques of Saugeen Shores

Fairy Lake



Location: Fairy Lake, Southampton

Southampton Art School

Southampton Art School

From its establishment, the School has provided the skills and know-how of thousands of artists, and accomplished artists, some of whom continue to teach artists and students. It also served and continues to educate the community by supporting local artists and galleries, including the local Art Society and the local Art Society.

Southampton Art Society

The Southampton Art Society was formed in 1906 when the Council of the School was asked to endorse the establishment of a committee to raise funds for the school. The committee was formed and Southampton resident Ellen Park to help secure an amount of money from the community to form the Society and support the School. As a result, a registered charity was formed to:

- Develop and encourage artists, cultural expression and appreciation of the arts;
- Develop a forum for the community of artists;
- Ensure the continuation of the Art School.

Southampton Art School 50th Anniversary

The School has expanded to more than 900 students in 2007 from a dozen in 1957, and to 100 classes in a variety of mediums held in several different locations, including landscape and architecture painting on location. Now it attracts students across the land.

The Southampton Art School has become the important regional centre first envisioned by its founders. To commemorate the School's 50th anniversary in 2007, the Southampton Art Society, the Town of Saugash Shores and the Ontario Trillium Foundation embarked on a project to restore this historic building, home to one of Ontario's finest art institutions.

Southampton Art School

SAUGASH SHORES

BRUCE COUNTY

Southampton Art School

The Southampton Art School was built in 1887 by James Howe as a subscription library operated by the local Mechanics Institute. Historically, Mechanics Institutes were educational establishments that provided evening classes and lectures to encourage the then-artisan culture of working-class men.

Membership in the library was \$1 and Howe, as librarian, was the only one permitted to handle the books. Members purchased a 10-cent catalogue to choose from the collection of 710 volumes. Two weeks was the maximum time for keeping a book, and there was a penalty of 50 cents for members lending a book.

In 1896, the Mechanics Institute was converted to a public library under the Department of Education. In 1912, James Howe donated the building to the town of Southampton on condition that it be used for cultural and educational purposes only. The Southampton Library continued at this location until 1955.

The bigger it grows as a centre of the arts, the greater and more widespread will be the name and prosperity of Southampton.

Ben Hudson, 1957

Bert Henderson, an Owen Sound artist, founded the Southampton School of Fine Art on June 15, 1957. Renowned Canadian artists A.Y. Jackson, Lawren Harris, Arthur Lismer and Alex Colville lent their support by serving as the School's initial advisory board.

The \$40 fee for one week included tuition, accommodation and meals.

In 1966, Edna Johnson was appointed artist in residence and Director of the School's summer program.

She remained at the Southampton Art School, and continued in this role until her retirement in 1992. During her 26-year tenure, Edna received numerous honours for her contribution to the arts, which helped attract many new students and notable artist-instructors.

In 1979, the Local Architectural Conservation Committee (LACAC) secured a Heritage Building designation for the School under the Ontario Heritage Act.

Location: 20 Albert Street South, Southampton

Southampton Waterfront

Seamen and sailing ships sailed the Great Lakes from the pioneering and settlement days of the 1800s into the early 1900s for a variety of purposes—the transport of people to explore, immigrate and settle, then for fishing, for trading and lumbering and later for pleasure.

Mauch's Matheson's schooner with passengers

View of Chantry Island and the Harbour of Refuge

Long Dock in 1911 showing the gap and the range light. Photo courtesy of John and Lisa Vining

The Oldest Port on the Bruce Coast had several docks. When the Chantry Island Lighthouse was built in the late 1850s, a 540-foot long breakwater was built out from the northeast point of the island toward the mainland. On shore, the Steamboat Wharf, known locally as the Bogus Dock, was built at the foot of Palmerston Street. Then in the 1870s, one of the largest construction projects on Lake Huron shore took place. In a \$300,000 program that was completed in stages over seven years, the Long Dock, an extensive breakwater, was constructed between the mainland and Chantry Island with a 'gap' for ships to sail through. The project was meant to provide a Harbour of Refuge for vessels caught in storms along the coast.

With the arrival of train service in 1872, the Short Dock was built 450 feet south of the Long Dock and a railway line extended onto the landing pier so that both ships and trains could unload cargo and passengers.

By the early 1950s, the docks had succumbed to storms but remnants of the massive cribwork can still be seen beneath the surface. Thereafter, the landing pier built on the south side of the Sauguen River, became the main docking area for the town.

A government life-saving station was constructed in 1908 on the beach near the foot of Palmerston Street complete with a long ramp enabling the lifeboat to be quickly launched. In 1918, however, it was moved onto the Long Dock due to problems launching during storms. The station continued operations until 1937 when the building was moved ashore and converted to a summer cottage on Beach Street.

The shoreline is unique for its historic boardwalk. In 1895, a group of community-minded locals and tourists put on an amateur production of the famous opera, "HMS Pinafore". Their goal was to put a wooden walkway on the beach. After the opera was a roaring success, they were able to build a true "board" walk named The Pinafore, from the foot of High Street to the Park Hotel and cottages on Knowles Lane. In 1906, the promenade was replaced with cement and extended to the Long Dock at the end of present day Beach Street.

Life saving station with lifeboat and crew

The Pinafore Boardwalk

150th ANNIVERSARY CONFEDERATION

BRUCE COUNTY MUSEUM

Canadian Heritage Patrimoine canadien Canada

Sauguen Shores

Location: Millard Boulevard, Southampton

H.M.S. General Hunter



Location: Beach end of Morpeth Street

Southampton Train Station



Location: 124 Grosvenor Street South, Southampton

The Knowles Block



Location: Beach end of Adelaide Street, Southampton

The Furniture Making Era



Location: On the corner of Morpeth and Albert Streets, Southampton

Chantry Island Lighthouse



Location: Long Dock Beach, Southampton

Hurricane Hazel Train Wreck



Location: Rail Trail opposite of Highway 21, Southampton

Saugeen River Harbour



Location: Marine Heritage Tour Base

Southampton Town Hall

Early plans of Southampton designate this parcel of land as a Market Square. In 1862, citizens raised funds to build a drill shed here, where troops practiced for a decade.

The village's first Town Hall was built on Albert Street North. Council met in the upper storey, while the street level provided schoolrooms. When the village took over the drill hall, they renovated the building and held a grand concert and ball to mark its opening in December 1873. The Public School House became owners of the original Town Hall which the Board sold in 1879 to the St. Lawrence Masonic Lodge.

When Southampton gained town status in 1884, a new municipal building became a goal. Ratepayers agreed in 1898 to debenture the cost, but it was 1910—with a change of Council and new plans—to bring the project to the fore.

The dignified building would become a landmark with red brick, arched windows, a church-like entrance, and hall tower. In May 1910, Mayor William McGregor and Council accepted the only tender, from Peter Knobel, owner of the Chippewa Lumber Company to build the new Town Hall at an agreed price of \$10,947.00.

The old building was sold and moved to High Street near Groveside, serving as an entertainment hall until a fire destroyed it. During the summer of 1910, the new municipal building rose on this site. With horses to pull the ropes, a system of pulleys lifted materials. By September, construction slowed because of delays in rail shipments of bricks and quantities about the strength of iron girders. In November, a group of citizens asked for an extra twelve feet of tower to accommodate a future town clock and bell. W.J. George, a Fort Elgin monument maker, supplied the cast stone for \$19.00.

Council set rental rates for such community events as dances, socials, church meetings, and moving picture shows. By July 1911, Council was ready to accept the keys, and the Town celebrated the official opening in August. The contractor received final payment in 1912, although it fell short of covering his actual costs.

Through the years, Southampton Town Hall was the scene of many social and civic events from dances to nomination meetings. Musicians and actors, both local and professional, performed on its stage. Police cells and courtroom occupied the basement. Townfolk remember when the present-day Art Gallery was Southampton's municipal office.

In 1979, the Local Architectural Conservation Advisory Committee worked to designate the Town Hall as a building of architectural and historical interest. This move preserves the heritage elements, while allowing interior changes and improvements. One major enhancement, the lift, was installed in 1985.

In 2011, the Town of Sauguen Shores celebrated the centennial of Southampton's Town Hall. Facade improvements and interior upgrades continue as the building's second century unfolds.

The Clock

Members of the Great War Veterans Association met in the Town Hall for many years. Recognition for the sacrifice of their comrades took the form of a memorial clock, installed in 1922. The unveiling ceremony included dedication of the clock, with electro-magnetic works, and a tablet naming the soldiers from Southampton and the Sauguen Reserves who fought and died in the Great War.

Since 1972, watchmaker Walter Mackowski has cared for the clock. After a silent period, it was refurbished in 2000 and still keeps accurate time.

The Bell

Ringings of a Town bell began in 1875, a duty of the Town Hall caretaker. A replacement for the original bell, which had cracked, arrived in 1895. Removed in 1910, it was re-installed in the new Town Hall and dedicated along with the clock.

The Fire Hall, on the south end, served the Town from 1923 to 1974.

Poster for 1920 Social Events

BOX SOCIAL AND DANCE

Support the Sauguen Shores Community Centre

MONDAY EVENING, NOV. 8, '20

8:00 P.M. - 11:00 P.M.

Admission Free

Open to the Best of the Town!

Southampton Town Hall

Sauguen Shores

Location: 201 High Street, Southampton

Captain Spence Trail

Captain John Spence and his friend William Kennedy came to Southampton, or Saugeen as it was then called, in the year 1848. Together they are credited with playing a key role in the establishment of the community.

Spence was born in 1814 on the Oakley Islands off the coast of Scotland. After working in boat building, he was recruited to work for the Hudson Bay Company. From 1838 to 1846 he worked for, and supplied, various Hudson Bay Company posts along the Labrador Coast.

In 1848, Spence and Kennedy, determined to seek their fortune in the fishing trade on Lake Huron, travelled from Kingston to Owen Sound. From there they walked the land path to the mouth of the Saugenee River. Finding the conditions to be bleak, they retraced their steps and arrived with a canoe loaded with supplies by portaging across the Bruce Peninsula, via Warton and the Sauble River.

Having bought an exclusive lease from the Niagara Fishing Company of Goderich to fish at the Fishing Islands, 15 miles south of the Saugenee River mouth, their hopes of finding fortune would have been high. Unfortunately the endeavour was doomed to fail, not due to a shortage of fish in Lake Huron, but an inability of getting the catch to market. Then in 1850, Kennedy was recruited to search for the Franklin expedition lost in the Arctic while seeking the Northwest Passage. Spence was left without his partner and deep in debt following three unsuccessful fishing seasons.

Spence then changed his focus and entered the shipping trade moving cedar posts, sawwood and tanning bark from Georgian Bay to Goderich and Detroit. In 1856, one of his vessels, the *Fortis*, hailed limpetine from the Liverpool quarry to the lighthouse being built on Chantry Island. Captain Spence also served as Assistant Lighthouse Keeper for 6 months in 1858.

In 1859 he was listed as being worth \$1,000 based on his property and income, eighth highest on the list.



Tragedy struck in 1895 while travelling as a passenger on the schooner, *The Wanderer*, captained by his son, Alexander Spence, known to many as "Cappy". A heavy gale overtook the ship and Alexander and a ship's mate were lost overboard. Captain Spence couldn't bring the schooner around by himself so starboarded at 18 Huron Street North in the town he had helped to found and where he died on October 14, 1901.



Captain Spence was at the helm of his schooner *Nereus* during a fearsome gale in 1876 when he came across a lifeboat launched following the foundering of the American steamboat *New York* that had broken apart in the immense waves and snow squalls. The survivors were huddled in their tiny boat, numb from the cold. Captain Spence lost his entire deck load of hickock bark as he circled the lifeboat a dozen times trying to get a line to the helpless men. Eventually a line was made and all but one of the stricken sailors were saved. For his skill and bravery, President Ulysses S. Grant awarded Captain Spence a \$300 solid gold watch and the village of Southampton presented him with a solid silver tea service.

Spence House built about 1850

The Schooner Wanderer

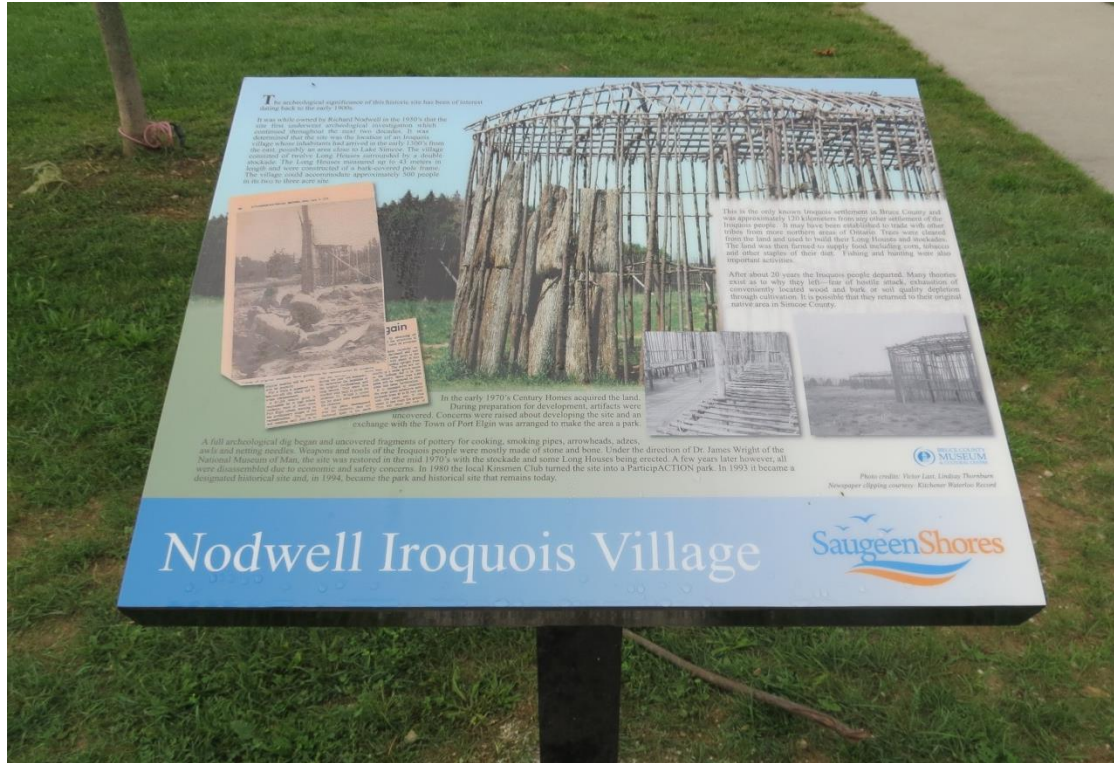
Research and photo credits: Bruce County Museum & Cultural Centre

Location: Beach End of Lansdowne Street, Southampton

Nodwell Park



Location: Corner of Market and Highland Streets, Port Elgin

North Shore Road



Location: Corner of Stevens Street and North Shore Road

Port Elgin Cenotaph Park



Location: Next to the Port Elgin post office (630 Mill St)

Dunblane Church



Location: 230 The River Road, Saugeen