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by Myno Van Dyke
NEWCASTLE HISTORICAL
SOCIETY

THE HISTORY OF PORT GRANBY

Port Granby is a small hamlet located on the Lakeshore Road, on the north shore of Lake Ontario, southeast of the Village of Newtonville. The first known resident of that particular area of Clarke Township appears to be Roger Bates (1745-

1819) and his wife Huldah (nee Stoddard) (1750-1840). They were originally living in Vermont, USA. Vermont was an "independent state" from 1777 until 1791 and Lord Simcoe was hoping to re-unite Vermont with "The Crown". To do this, he offered settlers from Vermont "inducements" of free land. On June 28, 1796, Roger Bates was granted 600 acres in Clarke Twp at Lot 6&7 Broken Front. He had asked for 1200 acres. On June 20, 1796 his son Adna, who also asked for 1200 acres, was granted 200 acres at Lot 6 Con. 1. All of this land is in the Port Granby area.

When they arrived later that summer, Roger was disappointed in the land at Port Granby. On November 15th 1796, he wrote a letter to the "Surveyor General" advising that he had 20 head of cattle and there was no hay on the property. He also indicated in the letter that they had left Port Granby and were now staying at Lots 26 and 27 Clarke (near Bond Head). He wondered if he could just stay there and claim that land instead of at lots 6 & 7.

Bates received word back that the property was already promised to someone else. That appears to be none other than Rachel Crookshank, John Graves Simcoe's wife's good friend. On November 17, 1796 (just two days after Roger Bates sent the letter) Rachel received 2000 acres, Lots 26, 27, from Lake Ontario to the 3rd Concession of Clarke. She had no intention of working the land or even coming to Canada. In 1816, Asa E. Walbridge purchased 800 acres from Rachel Crookshank for 400 pounds.

Bates took his cows and went back to Port Granby. In April, 1797, they registered their two properties. In 1797, the only realistic way to get to the property was by boat. Aside from some trails made by First Nation's People, there really weren't any roads. In the spring of 1798, Asa Danforth received a contract to build a road from York (Toronto) to the Bay of Quinte . He was to be paid \$90 per mile for the 107 mile road. He was paid in installments as he completed various sections. For various reasons he was unable to pay his workers and was arrested and jailed for "debt". He was released and managed to complete the road by December of 1799.

Soldiers used this initial route

along Lakeshore Road to march from Toronto to Kingston. However, during the War of 1812 with the United States, the Canadian military became increasingly wary of travelling this route. They were concerned that they could be attacked by the Americans from the north and would have no where to go but into Lake Ontario. Around 1817, a new road was built farther north (2nd Concession of Clarke) and that became known as the Kingston Road and later Highway 2. The community was first referred to in 1841 as the "Village of Granby". In 1846, William Rowe and others petitioned for an act to incorporate the "Granby Harbor Company". In 1848, the name of the community was officially "Port Granby"



Stapleton's M2I



H²ltop Farm

