

## **Chapter 4: If You Build It, They Will Come (1865 to 1870)**

This chapter describes the expansion of the road from Bracebridge to Huntsville, through Stephenson and Brunel townships to the southern end of Chaffey.

This five-year period brought significant change to the district as well as the road. The following developments will be highlighted in this chapter:

- Arrival of A.P. Cockburn and the steamships that began immediately to be favoured over the road for speed and comfort
- Arrival of Captain Hunt who lobbied to get the road to Huntsville. (It had been surveyed to Lake Vernon, but languished somewhere south of Aspden Road.)
- Passing of the Free Grant Lands Act, which resulted in more settlers, the survey of northern townships of Stephenson, Brunel and Chaffey and expansion of the road to Huntsville.
- Thomas McMurray's publications, including the Northern Advocate, which strongly promoted settlement in the district.
- Continuation of the logging boom, pitting settlers against logging companies and tearing up the corduroy road.
- Promotion of Muskoka in newspaper ads to Pittsburg, Philadelphia and New York civil war vets and "sportsmen." This, along with poor soil, prompted some farmers to become innkeepers.

The towns featured in this chapter are:

- Falkenburg
- Utterson
- Allensville

The people featured in this chapter are:

- Cockburn
- Hunt
- McMurray

This chapter includes a sidebar providing an overview of the Free Grant Lands Act.

Chapter 4 concludes with a brief overview of the developments since the inception of the road, providing a "snapshot" of the very different face of Muskoka in 1870 versus 1859. It presents population figures, and information about infrastructure, towns and side roads.

Ideas for illustrations for Chapter 4:

- Map of the road's location and length by 1870
- Photos of the people featured in this chapter