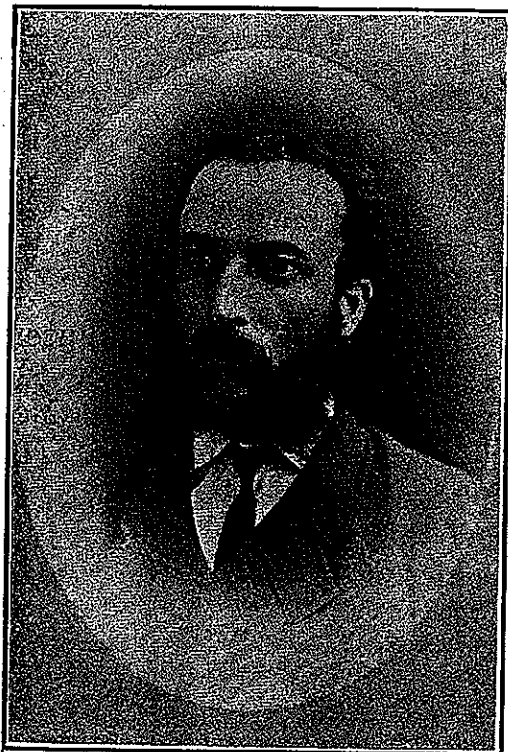


## JOSEPH COZENS



The early life of Joseph Cozens was passed in Bristol, England, where his father was in business as a jeweller and silver-smith. He obtained a sound primary education, excelled in outdoor games and athletic sports, and was also an expert in boxing.

The year of his birth is uncertain. In the obituary notice that appeared in the "Sault" newspapers at the time of his death, his age was given as seventy-five years, but many of his friends held the opinion that he was some years younger.

He came to Canada about 1870 and acquired a bush farm in the Township of St. Vincent about ten

miles from Meaford, Ont. After clearing about fourteen acres of his 200 acres, he concluded that land clearing work was not sufficiently exciting or remunerative and about 1872 he articed himself to Charles Rankin, then a prominent Land Surveyor at Owen Sound.

He was admitted to practice on July 7th, 1875, and then entered into partnership for a few years with Mr. Rankin, afterwards practising alone at Meaford.

In 1877 he surveyed what has since been known as the "Rankin location," a tract of seven thousand acres of land lying between Sault Ste. Marie and Garden River. This tract remained in the possession of Col. Arthur Rankin (brother of Charles Rankin) and his heirs until recent years. Mr. J. G. Sing was articed to Mr. Cozens at the time.

In the Autumn of 1877 Mr. Cozens and A. B. Scott, P.L.S., surveyed the Township of Bethune in the Muskoka District.

In 1878 he removed to Sault Ste. Marie, then a small town with no power developments or railways. One canal built in 1855 on the American side of the St. Marys River permitted vessels to overcome the rapids.

This was the pioneer period at Sault Ste. Marie and Mr. Cozens had all the qualifications for a pioneer. Although short in stature, he possessed a well-developed, wiry, muscular body. Few men, White or Indian, could keep pace with him on the trail or portage, whether in Winter or in Summer.

As he was naturally an optimist, his energies were soon absorbed in many schemes for developing the resources of the Algoma district. In the promotion of mining, lumbering and construction of railways he took a prominent part.

In the prime of life his exploits on land and water were well known in the entire district of Algoma. For many years everyone knew Joe Cozens, and he knew everyone.

His professional work brought him in contact with nearly everyone in the district and he soon became prominent in local affairs.

Shortly after his arrival at the Sault he became interested in native copper properties on Michipicoten Island, and promoted a syndicate for operating the property. Some work was done, but he sold his interests to a wealthy lady of Buffalo at a handsome profit.

He acquired several undeveloped water powers on the rivers flowing into Lake Superior, some of which he owned at the time of his death. Eventually these may prove to be commercially feasible.

He also purchased lands along the river front in Town and speculated in timber lands and mining prospects at various points, but few of these ventures, however, proved to be profitable.

About 1890 he purchased the timber on Fitzwilliam or Horse Island on Lake Huron, which he subsequently sold at a profit.

Whatever profits he may have acquired from his undertakings appear to have been freely expended in promoting railways and other schemes for the development of Sault Ste. Marie. The town and district owe Cozens a debt of gratitude that will be acknowledged by future generations.

During the first twenty-five years of his residence in the Sault, Mr. Cozens was a prime mover in many projects that afterwards prospered.

In 1889 or 1890 Mr. Cozens took into partnership John Absolom Wilde, O.L.S., who had qualified in 1889. This partnership continued for a number of years. Mr. Wilde was afterwards retained by the Clergue interests as Surveyor and Engineer, while Mr. Cozens remained in private practice.

In 1890 a Provincial Charter was granted for constructing a Railway from Sault Ste. Marie to James Bay. The name of Joseph Cozens appears first in the list of directors and there can be no doubt that he was the original promoter. Judge Steer of Sault Ste. Marie, Michigan, was elected President; Robert D. Perry of the same place, as Vice-President; and Messrs. Cozens and Wilde were appointed as Engineers.

In the Winter of 1889-90 they ran a reconnaissance line northerly for 50 miles or more. The Winter was a severe one, supplies became exhausted and the party reached civilization after suffering severe hardships.

In the Summer of 1890 an exploratory trip was made from the C. P. R. main line to James Bay. They followed the canoe route down the Missanabie River to Moose Factory. The party comprised Judge Steer, R. D. Perry, John Burchard (editor "News Democrat" of Sault, Mich.), Frank Perry (son of R. D.), John Wilde and several Indians. Aneroid observations were made by Wilde and large photographs taken.

The President and Vice-President were not, however, impressed with the possibilities of the district traversed and decided to withdraw from the proposed railway undertaking. The Charter then laid dormant for a time, but was afterwards acquired by Cozens and Harvey.

In 1893 a Charter was granted for the Lake Superior and Algoma Colonization Railway, which was to run from Batchewaung Bay to a point near Sudbury, with a branch to Thessalon. Nothing further appears to have been heard of this railway.

In 1899 the date of completion of the S. S. M. and H. B. Ry. was extended and the name changed to the Ont. Hudson Bay and Western Railway. In this year, the Algoma Central Ry. was incorporated by the Clergue interests. This line was to run from S. S. M. to a point on the Michipicoten River,

thence North to the C. P. R. A branch was to run to Michipicoten Harbour.

When the Clergue interests decided upon building a railway, they failed, for some good reason, to acquire the Charter held by Cozens and his associates. There were then two Charters for a railway to James Bay. Two rival survey parties were placed in the field in the Autumn of 1899 and work was rushed by both, as it was understood that the Company which first filed its location plan for ten miles of road would receive a government bonus. The survey party under Cozens, however, discontinued the work about the end of the year, owing to lack of funds and the Clergue interests continued the location work and eventually constructed the railway.

In 1900 the Clergue Co. built the railway from Michipicoten to the Helen Mine, a distance of about twelve miles, located the main line to the C. P. R., and awarded the contract to Conmee for constructing the first fifty miles. Fauquier Bros. had a sub-contract. Construction began and the railway was eventually completed to the C. P. R. at Franz in 1897 and to the Transcontinental at Hearst in 1910.

Subsequently, Clergue acquired the old Charter for the Ontario and Hudson's Bay Railway from Cozens and Harvey. The name of the Algoma Central was then changed to the Algoma Central and Hudson's Bay Railway.

The first project to develop power at Sault Ste. Marie, Ontario, was promoted in 1888, and in 1889 an Act was passed respecting the Sault Ste. Marie Water, Light and Power Company. Messrs. Conmee, Plummer, Kehoe and H. C. Hamilton were the original directors. An agreement had been made between the Town and Company in 1888 and debentures to the amount of \$160,000 were guaranteed by the Town. The Company erected a temporary steam plant in the old Hudson's Bay Co. Building (in rear of Block House) for developing electric energy for domestic and street lighting and commenced the construction of the first hydraulic power canal in 1890. Cozens and Wilde made the surveys for this Canal and were the Engineers for some time. Cozens was sent by the directors to Holyoke, Mass., to obtain information respecting hydraulic machinery.

The Company experienced delays in prosecuting the work on the power canal and became somewhat in default with the Town. The Town authorities at the same time became imbued with the idea that the property and franchise of the Company

were of great value. As a result, negotiations were entered into with the Company, which resulted in the acquisition of the stock of the Company by the Town, the Town assuming all obligations and also paying a considerable sum in cash, or its equivalent for the work done and disbursements made.

This transfer was made and the Town then proceeded with the work on the Canal, but in December, 1893, the bank of river at the head of the Canal broke and created temporary consternation. This accident stopped the work and it was never resumed, although a coffer-dam was built near the site of the C. P. R. Bridge to keep out the flow from Lake Superior.

In 1894 Mr. F. H. Clergue appeared on the scene and unfolded his vision of making Sault Ste. Marie one of the industrial cities of the continent, by the development of the water power of the St. Mary's River, Lake Superior to be his Mill Pond. His optimism, perseverance and ability succeeded in interesting the necessary financial backing for his various proposed enterprises and the Town authorities were elated with the good fortune that had befallen them. Negotiations were successfully concluded in 1894 and in 1895 a Provincial Act was passed incorporating the Sault Ste. Marie Pulp & Paper Company; the Lake Superior Power Co., which referred to the Town; the Ontario and S. Ste. M. Water, Light and Power Co., and the Tagona Water and Light Co., (which had been incorporated in 1894). These were all controlled by Clergue and his associations.

The Town's relatively small power development and their electric lighting system were swallowed up by the Clergue interests and for many years thereafter the Town was supplied with light, power and water by the Clergue Company.

The Canadian Ship Canal was opened to traffic in 1895 and the third American Lock on the site of the first Lock in 1896. The second American Lock was built about 1885. An agreement was made with the Clergue interests in 1894 for the development of power and erection of a pulp mill on the American side of River.

Immediately after the erection of the Power House and Pulp Mill on the Canadian side, a Power Canal and Power House were constructed on the American side (1900-1902). Another American Ship Canal was also projected and work was commenced soon afterwards.

With the advent of Mr. F. H. Clergue in 1894, the two Towns grew apace and soon became cities of importance.

The Algoma Central Railway was constructed as a feeder to the pulp mill, and as a colonization road. About 1901 the Power Company, of which Clergue was the master mind, commenced the erection of blast furnaces, steel plants, rail mill, etc., which were completed within a remarkably short period. Iron mines were also opened up and operated on a large scale at various points along Lake Superior. All these industrial enterprises have been operated almost continuously to date.

Mr. Cozens' knowledge of the Algoma District was probably unequalled by that of any other man, in the country, and his services were, therefore, in continuous demand during this growing time.

For the Provincial Government Mr. Cozens performed the following surveys:—

Residue Twp. Lyon—Sept., 1894.

Unsold Islands in St. Joseph Channel—March, 1896.

Line between timber berths 157, 163, 163 and 169, North of Salter's base line—October, 1897.

East boundary of Batchewaung Bay Indian Reserve — Aug., 1899.

Twps. Coulson and Wilkie—June, 1903.

Twps. Knox and Rickard—May, 1904.

Timber berths 157, 163 and 169—Sept., 1902.

East and North boundaries Twp. 22, R. 20, N. of Twp. Curtis—Dec., 1906.

Mr. Cozens made no surveys in the Western Provinces.

About 1906, when on a survey some distance North of the Sault, he broke through the ice and both feet were frozen before he reached camp. He was taken to the hospital and amputation of a part of each foot was found necessary. This accident so impaired his health that he was unable to re-engage thereafter in rough survey work.

During the last few years of his life he appeared to be greatly depressed, as the deaths occurred of his old friends who had, as he often boasted—"conspired with him to make this fishing village a city." He knew all the old pioneers of the district and could recount many anecdotes of them. He was undoubtedly one of the most interesting and best known man in the Sault for a full generation.

On October 23rd, 1888, he married Miss Ethel Caroline, daughter of Wemyss Simpson of the Hudson's Bay Company. Mr. Simpson was the first Member of Parliament for Algoma.

They had one son, Edward Somerville Cozens, born October 23rd, 1889, who has been a resident of Edmonton for several years.

Although unable to carry on arduous surveys for six years before his death, Mr. Cozens still appeared to enjoy life. When the writer last saw him, a few weeks before his death, he was dressed in sporting costume with cane, gloves and nosegay and declared he was regaining his accustomed vigor.

For a year or more before his death he lived in the American Sault. He died unexpectedly, when asleep, on the afternoon of Nov. 29th, 1913. He had been on the Canadian side of the River the day before his death.

His widow and son survived him.

Alfred Cozens, brother of Joseph, spent the Summer of 1882 with him at the Sault, but nothing is known of his subsequent career.

In accordance with his wishes, the body of Joseph Cozens was cremated at Detroit, the ashes placed in an urn and deposited near the centre of Lake Superior.

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