



The Historical Society of St. Catharines

P.O. Box 25017, 221 Glendale Avenue, Pen Centre, St. Catharines, Ontario L2T 4C4

Our mission and goal is to increase the knowledge and appreciation of the history of St. Catharines and area. The Society was founded in 1927. Our Society is affiliated with the Ontario Historical Society.

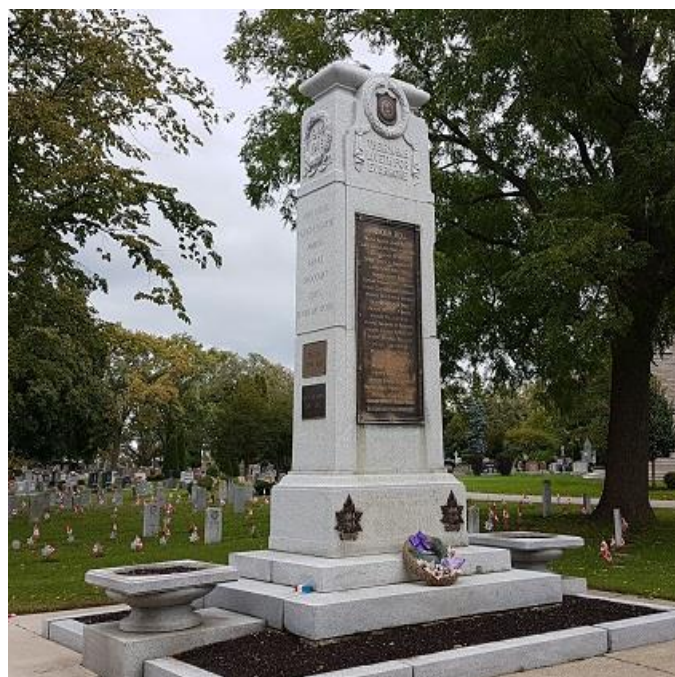
The Society gratefully acknowledges the support of the Ontario Ministry of Tourism and Culture.

Please visit our website: <http://stcatharineshistory.wordpress.com> Newsletter contact: hssc.newsletter@gmail.com

October 2018 Newsletter

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REMEMBRANCE DAY

The eleventh hour of the eleventh day of the eleventh month marked the formal end of hostilities of the Great War on November 11, 1918. This year, Remembrance Day is observed on Sunday November 11, 2018. It is particularly significant and memorable this year on the centennial anniversary of the War that was to end all wars.

The date is of remembrance for the men and women who have served, and continue to serve our country during times of war, conflict and peace. There will be Remembrance Day ceremonies in St. Catharines, Thorold, Port Dalhousie and surrounding Niagara communities.

Where ever you are on November 11 take that minute of silence to remember and give thanks.

88TH ANNIVERSARY OF THE OPENING OF THE FOURTH WELLAND CANAL (November 22, 1930)

By Roger Bradshaw

Source: 'THE WELLAND SHIP CANAL 1913 – 1933' By Major P. J. Cowan

This Engineering book was published in 1935, in collaboration with officials of the Department of Railways and Canals.

As work on the Fourth Canal neared completion, various sections were diverted from the Third Canal. The following is the sequence by which the Fourth Canal was brought into service:



CONTROL LOCK 8 (Port Colborne) was opened by the passage of S.S. Meaford, Charles Dick, Hastings and Northton, locked together on **SEPTEMBER 16, 1929.**

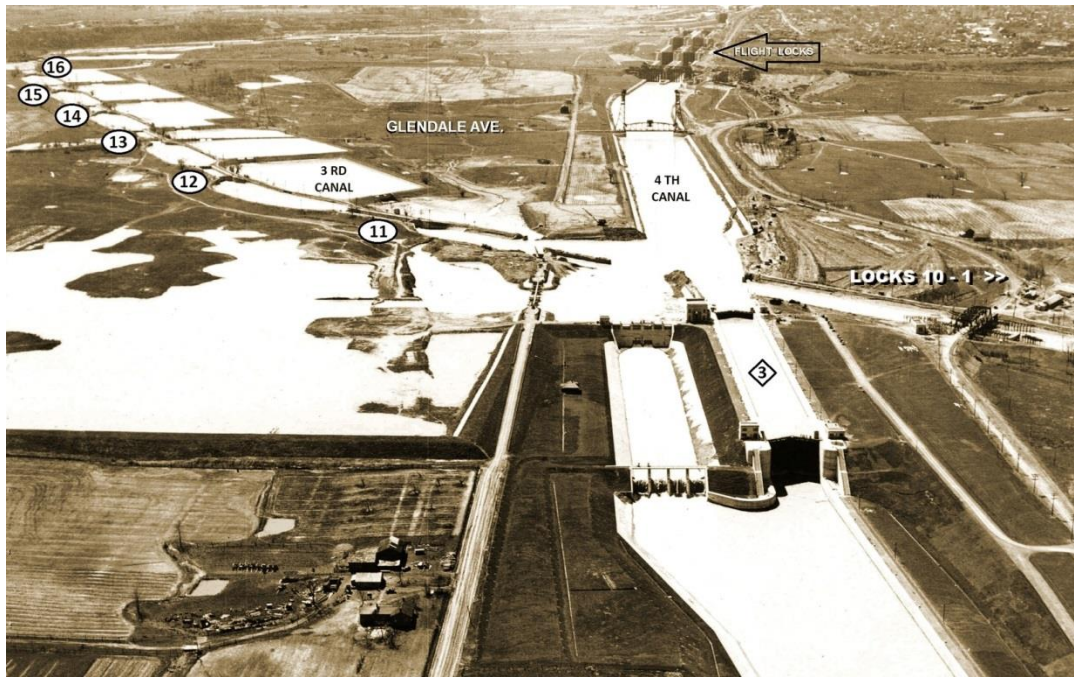
LOCKS 1, 2 & 3 (St. Catharines) were placed into commission, for vessels drawing up to a 14' draught, with the passage of S.S. Georgian on **APRIL 21, 1930.** This section of the canal was brought into service as far as the crossing of the Third Canal, above Lock 3. Up bound vessels were then turned into the Third Canal, utilizing Locks 11 thru 24. Ships then entered the Fourth Canal through the guard gate at Thorold (south of Lock 7). The procedure was reversed for down bound traffic. This made Port Weller the Northern Terminus, replacing Port Dalhousie, and cutting out the St. Catharines portion of the Third Canal from Port Dalhousie to Lock 10.

NOTE! The guard gate and bridge #9 (Ormond St.) were demolished, and the canal widened 40 years later.

LOCKS 4, 5, 6 & 7 (Thorold) By **SEPTEMBER 1930,** work had progressed on the flight locks to allow down bound vessels passage for the first time. Up bound traffic continued to use the Third Canal Locks 11 thru 24.

Image (above) showing opening of Lock 8, courtesy of Welland Library digital ship pictures.
<http://www.welland.library.on.ca/digital/museum/shippic.htm>

By **NOVEMBER 22, 1930** the entire ship canal was fully operational for St. Lawrence size vessels drawing up to an 18' draught. On this date, the last vessel, the S.S. ILI 102, passed through Locks 11 to 24 of the Third Canal, which were thenceforth decommissioned.



OFFICIAL OPENING – By the summer of 1932, the permissible draught had been increased to 21'. This set the stage for the largest upper lakes vessel, at the time, the S.S. Lemoyne to make history.



On Saturday, **AUGUST 6, 1932**, the Welland Ship Canal was officially opened by his Excellency the Rt Hon. the Earl of Bessborough, Governor General of Canada, in the presence of many delegates to the British Empire Economic Conference, which at the time was assembled in Ottawa. The opening ceremony took place at the north end of the centre wall of Lock 6. The ceremony was radio-broadcast throughout Canada and the United States.

At the conclusion of the addresses, His Excellency the Governor General officially opened the canal with these words: **“It is a privilege to dedicate this canal to the trade of the world. I hereby declare the Welland Ship Canal open to the commerce of the world”**

The upper gates were then opened, and the S.S. Lemoyne, carrying 530,000 bushels of wheat, sailed into history.

We in the Niagara Peninsula are fortunate to have this marvel of engineering in our backyard.

THE SHIPS BEHIND THE STORY

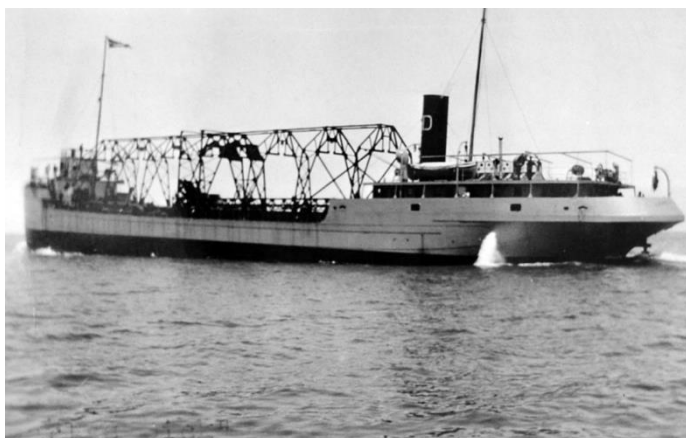
Behind every Welland Canal story, there's a ship or two! Here is some supplemental information on the ships named in the previous article, with historical perspective from boatnerd.com and other noted sources.

The four ships that opened the first completed section were locked through at Control Lock 8 at Port Colborne on September 16, 1929: **Charles Dick, SS Hastings, SS Northton and SS Meaford**.



Photo taken September 1929, in Lock no. 8 looking north, courtesy of Welland Library digital ship pictures. <http://www.welland.library.on.ca/digital/museum/shippic.htm>

The ships that use the Welland Canal are purpose-built to maximize cargo capacity within the restrictions of lock size and channel depth. In 1929, four ‘canallers’ could fit into the new lock. Naval architects and shipbuilders would continue to adapt their designs and build larger vessels during the period of construction of the fourth Welland Canal and years following. The same lock barely accommodates one modern lake freighter with these dimensions: 740’ length overall x 78’ beam x 48’ depth.



Charles Dick was built by Collingwood Shipbuilding Co. and launched in 1922 for the National Sand & Material Co. Ltd. She was the first self-unloading vessel built in Canada for a Canadian fleet. A unique ‘sandsucker’ dredging ship that was used to draw sand and gravel from the lake bottom, the **Charles Dick** was employed in the construction and maintenance of the Fourth Welland Canal. She was also used locally in the Niagara River, Lake Ontario and Lake Erie. She was in service for nearly 50 years until the early 1970’s and was sold for scrap in 1976 in Port Colborne.

Dimensions: 258.5' length x 43' beam x 29' depth.

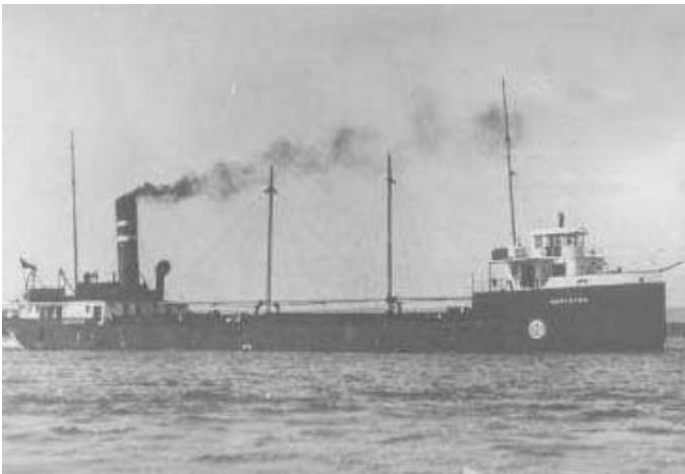


Dimensions: 252' length x 43' beam x 18' draught.

SS Hastings was a cargo steamship built in 1923 by North of Ireland Ship Building Co. in Glasgow, Scotland and launched as the Glencalvie for the Great Lakes Transportation Co. of Midland, Ontario. The Glen Line fleet would be sold to George Hall Coal and Shipping Co. of Montreal in 1925, then to Canada Steamship Lines in 1926 and the ship was renamed **Hastings**. She remained with CSL and was pressed into wartime service carrying supplies, equipment and soldiers in WWII. She was scrapped in 1963 in Hamilton.

SS Hastings image (left) courtesy of Bowling Green State University Historical Collection

<http://greatlakes.bgsu.edu/vessel/view/002347>



Dimensions: 248' length x 43' beam x 22.5' draught.

SS Northton was a cargo ship built by Swan, Hunter, & Wigham Richardson Ltd. of Wallsend-on-Tyne, UK in 1924 for A.E. Matthews of Toronto. She would sink in ice in Port Colborne Harbour in the winter of 1939, while under ownership of the Colonial Steamships Ltd company of Port Colborne. She was refloated and sold to the Government of Newfoundland in 1944, serving in wartime supply convoys on the Atlantic Coast. After the war, sold to N. M. Paterson & Sons of Fort William, Ontario in 1946 and renamed **Novadoc**. She foundered in a severe gale March 1947 in the Atlantic waters east of Portland Maine with all hands lost.

SS Northton image (left) courtesy of www.wrecksite.eu



Dimensions: 252' length x 43' beam x 16.66' draught.

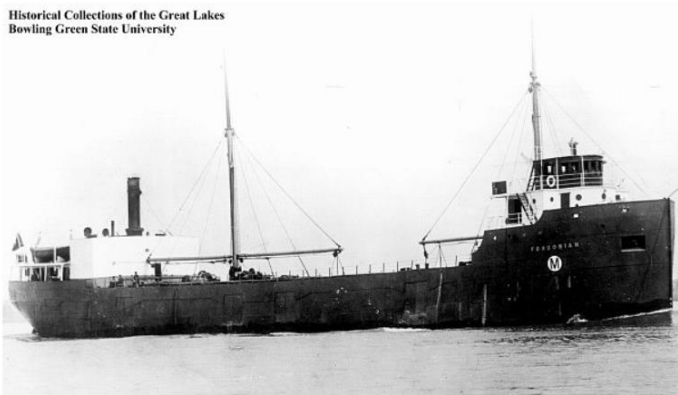
SS Meaford was built by the Collingwood Shipbuilding Company in 1925 and launched as the Robert J Buck for the George Coal and Shipping Corp Ltd. She was sold to Canada Steamship Line in 1926 and renamed **Meaford** in 1927. Over the 32 year service on the Great Lakes, the ship received upgrades including the addition of a new pilot house (shown in the picture). She was scrapped in Hamilton in 1959. In the history of Great Lakes ships there have been three lake ships named after the Georgian Bay town of Meaford.

SS Meaford image at Thorold (left) courtesy of Bowling Green State University Historical Collection

<http://greatlakes.bgsu.edu/vessel/view/000866>

The first ship through the St. Catharines section (Locks 1, 2, and 3) on April 21, 1930: **SS Georgian**.

Historical Collections of the Great Lakes
Bowling Green State University



Dimensions: 250' length x 42.6' beam x 14' draught.

Built in 1912 by the Clyde Shipbuilding & Engineering Company in Glasgow, Scotland for Mutual Merchants Line (one of the companies that would become Canada Steamship Lines) and launched as the *Fordonian*. She served in WWI and returned to commercial service in the Great Lakes. For 34 years the ship had seven different owners, four name changes and three rebuilds. In 1930 the **SS Georgian** was owned by the Northwest Transportation Company, trading between Toronto and Fort William. She was later sold to an American company Federal Motorship Corp and struck a submerged object, sinking in the Gulf of Mexico in 1946.

SS Georgian image (left) courtesy of Bowling Green State University Historical Collection

<http://greatlakes.bgsu.edu/vessel/view/002051>

The ship that officially opened the completed fourth Welland Canal, on August 6, 1932: **S.S. Lemoyne**.



Dimensions: 621' length x 70' beam x 25.3' depth.

The largest Great Lakes carrier of the day, the ship was built by the Midland Shipbuilding Co. of Midland, Ontario and launched as the **S.S. Glenmohr** in 1926 for the Great Lakes Transportation Co. Ltd. Before her sea trials were complete the Great Lakes Transportation Co. Ltd. fleet was purchased by Canada Steamship Lines Ltd. of Montreal, Quebec and the **SS Glenmohr** was renamed **SS Lemoyne**. She traded in the Great Lakes and St. Lawrence Seaway for 43 years until she was scrapped in 1969.

Lemoyne photo (left) courtesy of Welland Library digital ship pictures

<http://www.welland.library.on.ca/digital/museum/shippic.htm>

WELLAND CANAL FALLEN WORKERS MEMORIAL

Construction of the fourth Welland Canal started in 1913 to provide a more direct route than any of the previous three Canals between Lakes Ontario and Erie to bypass the falls and rapids of the Niagara River. The fourth Welland Canal would also expand the shipping channel and lock sizes to accommodate larger cargo ships. This Canal continues today as a major marine transportation corridor connecting the inland Great Lakes and global markets and is an example of applied industrial engineering that includes the lock operations, water control throughout the shipping channel, as well as bridge and tunnel infrastructure.

This project came at a monumental cost of human life. The loss of 137 workers who died during the construction of the fourth Welland Canal is the largest of any government infrastructure project in Canadian history. The workers included war veterans and immigrants to Canada from 16 countries. On November 12, 2017 the Welland Canal Fallen Workers memorial was unveiled at Lock 3 to honour and serve as a testament to these fallen workers.



Designed by the [Dereck Revington Studio](#) of Toronto, the memorial has four elements, each one with a significance to the Fallen Workers:

- **the Gates of Remembrance**, stand at the northernmost end of the memorial; a pair of monoliths that symbolize partially open lock gates. The Gates are inscribed and illuminated with the dates, names and ages of the 137 fallen workers who died from 1914 to 1935.
- **the Lock**, slopes down from the Gates and provides a visual timeline of the years and the number of fatalities each year;
- **the Veil of Steel**, at the far end of the Lock has two sides. The north-facing side of polished stainless steel reflects the Gates of Remembrance and completes the Lock, while the south-facing side of the Veil is black and gives a more solemn appearance.
- **the granite Plinth** lies beyond the Veil within a small grove of trees, anchoring the southernmost end of the memorial, facing the black side of the Veil. Similar to the 'Stone of Remembrance' in Commonwealth War Cemeteries, it is inscribed with these words:

GRAVITY AND GRACE COME FACE TO FACE AS ONE MOVES WITHIN THIS MEMORIAL. THE EPIC GRANDEUR OF THE CANAL'S CONSTRUCTION, THE TRAGEDY OF LIVES LOST, THE LIFE OF THE COMMUNITY AND OUR OWN LIVES ARE REFLECTED HERE. IT IS THROUGH THESE MOTIONS OF EXCHANGE, BETWEEN THEN AND NOW, DURABILITY AND FRAGILITY, LIFE AND DEATH, THAT THE MEMORIAL LIVES AND ENDURES.

	JUN 25	REGINALD FINNEMORE, 22
1920	JUN 22	DAVID MACDONALD, 21
	SEP 27	MICHAEL WACPNOVICK, 26
1921	FEB 17	JAMES SHARPE, 25
	MAR 08	GEO. MITTS ANDERSON, 30
	JUL 06	JOHN SEAMAN, 55
1922	JAN 14	LUIGI RANTUCCI, 57
	MAY 29	WILLIAM THIBEAU, 32
	SEP 06	ALEXANDER CHISHOLM, 25
1923	MAR 11	ANTOINE CHERRIERE, 34
	MAY 07	GEORGE STACKEW, 40

VICTORIA LAWN ADMINISTRATION BUILDING

The Board of Directors of the Historical Society of St. Catharines is concerned to hear reports that the Victoria Lawn Cemetery administration building may be demolished. Consequently, we have sent a letter to City Hall to urge the City to give greater attention to this matter in order to preserve this historic building. We would like the City to designate and maintain this building in recognition of its history and heritage value.



The original superintendent's house at Victoria Lawn was built at the entrance to the cemetery at the time of the cemetery's establishment in 1856. The building, as we see it today, has been a noted and recognized landmark on Queenston Street for over 100 years. It has served important functions during the operation of the cemetery, as the superintendent's house and later as the administration office. The building's significance as an integral part within one of the city's most important cultural landscapes cannot be disputed.

In response to our letter, we have received assurances by City staff that there will be no demolition until this matter is discussed by Council. The Council meeting following the elections is scheduled for November 12.

UPCOMING EVENTS

Event information and links to external websites are provided as a courtesy for members of the Historical Society of St. Catharines (HSSC). The HSSC is not responsible for the delivery of content from third parties. Event details and future schedules may be subject to change.

November 30, 2018 8:00pm – midnight	1918 Victory Party The St. Catharines Museum is closing the 'Doing our Bit: WWI from St. Catharines to the Western Front' exhibition with a 1918-themed party! Just as they celebrated the end of the First World War, this exhibit-closing party will feature era-inspired decoration, costumed actors, a live jazz band playing songs of the era, dance demonstrations, food, local wines and craft beers, and a costume contest with prizes. Tickets are \$10.00 per person and can be purchased via ePlay (Barcode #104203) or by calling the Museum at 905.984.8880.
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LECTURE PROGRAM – OCTOBER 2018 to JUNE 2019

Program Subject to Change

Join us at the **St. Catharines Museum and Welland Canals Centre** at 7:30pm on the 4th Thursday of the month from September to November and January to June. Learn more about local history through our excellent lecture program featuring a wide variety of expert speakers. Museum staff often present a historical artifact from the museum collection related to the lecture topic at each meeting.

2018

OCTOBER 25 Stories from the Front, by Museum staff and Museum volunteers. The performance is an original dramatic production featuring local stories and music from the First World War. Included are the actual letters, diaries, and photographs of St. Catharines men and women. By giving voice to the letters, diaries and newspaper articles of St. Catharines residents, we honour both the men who fought overseas during the First World War and those they left behind at home.

NOVEMBER 22 175 Interesting Things to see in St. Catharines, by Bill Stevens. This is not a lecture but a 45 minute fast paced visual presentation. Items include plaques, monuments, cenotaphs, buildings and many miscellaneous items. Binders with a hard copy of each item will be available to view afterwards for those wishing more information. Bill Stevens, born, raised and resident of Port Dalhousie, long time member of the Historical Society of St. Catharines, has served 20 years as a director, executive, past president and program committee member.

2019

JANUARY 24 Show and Tell. The Historical Society presents its annual evening of Show and Tell, where Society members and friends are invited to bring a local historical artifact, step forward and explain the history and meaning.

FEBRUARY 28 The City of St. Catharines Civic Art Collection, by Rebecca Cann. St. Catharines has monuments, public art and memorials dating back to 1886. This talk will explore the outdoor installations and share interesting facts about the collection's history, maintenance and role in community life. Rebecca Cann is the former Cultural Services Supervisor for the City of St. Catharines, managing the development of an inventory, catalogue and maintenance program for the Civic Art Collection, among other responsibilities. She is currently an arts consultant and instructor at the Centre for Arts & Cultural Studies, Brock University.

MARCH 28 Update on the ongoing 2-Year Study of the St. Catharine's Shickluna Shipyards, by Dr. Kimberly E. Monk.

APRIL 25 Postcards from Port Dalhousie, by Roger Bradshaw and John Burtiniak.

The presentation represents a collaboration to produce a book on 'Postcards from Port Dalhousie'. Utilizing John's extensive collection, they have selected numerous vintage Port Dalhousie postcards to display and describe in book form. For selected postcards they have photographed the current scene to achieve a past and present view. Roger Bradshaw is the author of the self-published books 'Historic Welland Canals' and 'Niagara's War of 1812' and the tour photographer on Canadian Battlefield Tours in Europe. John Burtiniak is a

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historian, author, researcher, editor, collector and retired Librarian/Archivist at Brock University. He is active on various provincial and local historical associations.

MAY 23 St. Paul Street Stories, by historian Nancy Cameron. Stories of the Garden's City's most historic street. Tales of scoundrels and scandals, calamities and curiosities, murder and mystery, bootleggers, buried treasure, shipwrecks, spies, fugitives, fraudsters, and much more...."

JUNE 27 Preservation of your Historical Treasures, by St. Catharines Museum and Welland Canals Centre Staff. They will describe how to handle and store your valued historical objects.

ANNUAL MEMBERSHIP FOR SEPTEMBER 2018 through AUGUST 2019

An exciting new season of the Historical Society of St. Catharines has begun. If your membership has lapsed and you would like to renew it – now is the time! The Historical Society puts your membership dollars to work in our monthly lecture series and as research and support for projects that align with our mission of increasing knowledge and appreciation of St. Catharines and local area history. HSSC members will receive the newsletter 4 times a year.

Thank you for being a member and supporting the Historical Society of St. Catharines!

Membership dues can be paid at any HSSC Meeting, or mail a cheque to:

The Historical Society of St. Catharines
P.O. Box 25017, 221 Glendale Avenue, Pen Centre
St. Catharines, Ontario, L2T 4C4

Make cheques payable to: The Historical Society of St. Catharines

- **Individual Membership: \$10**
- **Family Membership \$15**

Your membership information will not be shared with any other group or business. If you wish to receive a membership card, notify John Calvert at: jcalvert57@hotmail.com. To receive your newsletter by email we ask that you provide your e-mail address on the membership form.

Name(s): _____

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- ☐ I would like to receive the Society Newsletter, meeting reminders and notices by e-mail
- ☐ I would like to receive the Society Newsletter by print