



The Historical Society of St. Catharines NEWSLETTER

June 2006

P.O. Box 23104, 124 Welland Ave., St. Catharines, ON, L2R 7P6

Web Site - <http://www.niagara.com/~dmdorey/hssc/hssc.html>

Founded in 1927. Our Society is affiliated with the Ontario Historical Society.

Our Mission and Goal is to increase the knowledge and appreciation of the history of St. Catharines and vicinity.

Thursday, May 25 – 7:30 p.m. – Speaker Program

Michael Peterman will present a lecture titled: "James McCarroll: Smugglers, slave-traders, divas and literary ambition" at the St. Catharines Museum

Saturday, June 17 – The Historical Society's Annual Bus Tour

We will depart at **8:30 a.m.** SHARP from the front of the Old Court House on King Street at James Street downtown. (parking is free on Saturday at City owned locations). This year, the Guelph Line (Halton Road 1) will take us to Campbellville for a one hour stop to have coffee or shop at the Global Genealogy store, the place for family historians. Our second stop will be the Halton Radial Railway Museum, a streetcar museum with a short operating line that will carry us aboard vintage streetcars through a scenic section of the surrounding countryside. Vehicles from several cities are displayed in barns that are open to view. The former Rockwood CNR station stands on the site. Our third stop will be the Crawford Lake Conservation Area, a fitting place to visit as June 18 is Aboriginal Awareness Day. Our stop here will be a minimum of 2 hours to enjoy your picnic lunch, tour the museum, a 15th century Iroquoian Village, the 'bottomless' lake, or go for a short hike out to the viewing area overlooking the Niagara Escarpment. We expect to return just before 4:30 p.m. Wear comfortable shoes and dress according to the weather. The cost of the bus and two admittances will be \$40. Reservation by payment only to Joyce DeForest (905-685-4728). Non-refundable unless seat is resold. Once 40 have booked we will put you on a waiting list, so do not delay book to-day!

Saturday, June 10 – 10:00 a.m. – 30th Annual OILLE Fountain Potting Ceremony

Join us at the corner of King and James streets for this event that commemorates the establishment of our first water system in St. Catharines.

Saturday, June 10 – 1:00 p.m. – 150th Anniversary Victoria Lawn Cemetery

To celebrate the 150th anniversary of Victoria Lawn Cemetery a program of events will take place at the cemetery beginning at 1:00 p.m. At 2:00 p.m. an approximately two hour **Walking Tour** of the cemetery will feature the gravesites of 21 past mayors of the City of St. Catharines.

Tuesday, July 4 – 7:00 p.m. – William Hamilton Merritt's Birthday

The Society will recognize the birthday of William Hamilton Merritt by holding a wreath laying ceremony at the Merritt statue on St. Paul Street West at the foot of Yates Street. Following a brief ceremony a short walking tour of St. Paul Street will be conducted by John Burtiak.

Thursday, September 28 – 7:00 p.m.

Our program of speakers will begin for the fall season at the St. Catharines Museum.

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

Board of Directors of the Historical Society of St. Catharines

Past President - John Burtiak - tel. 905-227-5120
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Congratulations to Volunteer Award Recipients

Congratulations go out to Bill Harder and Maurice Gomme for receiving the City of St. Catharines Volunteer Award. Both Bill and Maurice have been very active in our Society as well as other groups in our City. The awards were presented on April 19.

In Memoriam

The Historical Society of St. Catharines is saddened to report that Winifred Willis passed away on Monday, February 13 in Toronto. Mrs. Willis had been a long time member of this Society and was most active in recording cemetery monuments around Niagara and researching many local family histories. Mrs. Willis was also very active in the United Empire Loyalist Association of Canada and the Colonel John Butler (Niagara) Branch. The Society offers our condolences to the family.

Society Donates Missing Volume in Collection

Once again the Society has made a donation of a book to Special Collections of the St. Catharines Public Library. The book, *"Canadian Who's Who Index 1898-1984: Incorporating Canadian Men and Women of the Time"* cost \$27.98.

Financial Report 2005

INCOME

Bus Tour	\$ 955.00
G.I.C. Interest	150.47
Membership Dues	1542.88
Provincial Grant	831.00
Donations	280.20

Total Income \$3759.55
Surplus (Deficit) for the year (\$837.24)

EXPENSES

Bus Tour	\$ 786.45
G.I.C. Investments	1150.47
Honouraria	360.00
Administration	331.21
Advertising	20.00
Purchase of Book	35.00
OHS Membership Dues	50.00
Newsletter	748.78
Postage	118.45
Refreshments	106.38
Room Rental	337.05
Insurance	243.00
Donations	310.00

Total Expenses \$ 4596.79

Bank Balance at Year End \$3001.32
G.I.C. Account 5369.50
Total Assets \$8370.82

Diana Sweets Restaurant and Soda Bar

A group has been formed to reclaim a portion of our lost heritage and bring Diana Sweets home, where it may be enjoyed once again not only by us today but by future generations as well. Diana Sweets was located at 115 St. Paul Street and the interior was removed and taken to Buffalo where it awaits a purchaser. To find out more about this project e-mail Brian Narhi at: BrianNarhi@AOL.com

Ontario Lacrosse Hall of Fame & Museum

The Ontario Lacrosse Hall of Fame & Museum has a new web site: www.olhof.ca

National Rowing Museum & Hall of Fame

St. Catharines has been given the rights to create the first Canadian Rowing Museum & Hall of Fame and the organizing group is hoping to open this facility somewhere in the city in 2010. St. Catharines has also been given the nod by the Canadian Rowing Association to bid on the 2010 World Masters Regatta, and the opening would coincide with the regatta. Anyone interested in getting involved with the museum can e-mail Bill Schenck at bschenck@cogeco.ca

Dragon Boat Festival

This important fundraiser for the St. Catharines Museum and Wellspring Niagara Regional Cancer Support Centre will be held Saturday, July 22 on the Royal Canadian Henley Regatta Course. Volunteers are needed and the volunteer recruitment night is Wednesday, June 28 at 7 p.m. at the museum. For more information visit the web site: www.stcatharinesdragonboat.org

St. Catharines Skating Club Formed in 1862

In March, the St. Catharines Skating Club completed its one hundredth year of continuous operation as an amateur, independent pleasure-skating club. Formed in 1906 with Col. Ivan McSloy as its first president, the club has skated at Ridley College since the beginning. Few people, however, know about an earlier St. Catharines Skating Club, one inaugurated almost half a century earlier.

Dr. Augustus Jukes chaired a meeting at the Welland House on December 13, 1862, with J. F. Tyrrell as secretary. The purpose of the meeting was to organize the St. Catharines Skating Club. The outcome of the meeting was the appointment of four officers: Thomas Rodman Merritt, president; Charles I. Benson, vice-president; Thomas L. Helliwell, treasurer; and J. F. Tyrrell, secretary. Seven directors were also appointed: Capt. Armstrong, William Eccles, J. A. Goodman, E. C. Hamilton, Dr. Augustus Jukes, Nehemiah Merritt and Rev. T. D. Phillipps.

The Club offered shares at 50 cents each, purchase of one or more shares entitling the owner to a member's badge. Members skated on a section of the Twelve Mile Creek between the railway bridge and the Welland Canal. Owners of the adjacent land granted the Club a lease, and the Club hired a man to keep the ice clear of snow and to flood the ice as needed "to produce a fresh coat of ice."

Today's St. Catharines Skating Club members skate in the Ridley arena either once or twice a week, usually from late October to early March. That the current version of the organization has lasted for a full century is a testament to the dedicated volunteers who oversee the Club's operations. Without such enthusiastic and reliable executive members as Helen Brown (president) and Joan Carter (in charge of membership and setup), the Club would have suffered the fate of its predecessor.

Sources: *St. Catharines Constitutional* 11 Dec. 1862, p. 3; *SCC* 18 Dec. 1862, p. 2; *Morning Journal* 11 Dec. 1862, p. 3

Newsletter Notes

The Historical Society of St. Catharines Newsletter is published up to 4 times per year by the Society. The purpose of the newsletter is to inform the membership of issues pertaining to the Society and items of historical interest. Comments and queries should be directed to the Society postal address. Opinions and comments expressed in the newsletter are those of the writer and do not necessarily reflect those of the Society. Subscription by paid membership only. Bill Stevens produced this issue.

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NEW ACQUISITION

The John Burtniak – St. Catharines Collection

The Museum is excited to announce that John Burtniak is donating his St. Catharines Collection to the St. Catharines Museum. Widely regarded as the Niagara Peninsula's premiere collector, John has been assembling his collection of ephemera, postcards, and artifacts for about fifty years. It is an interesting assortment of about 1000 items including photographs, stereo views, postcards, catalogues, programs, blotters, matchbooks, bill heads, illustrated envelopes, timetables, advertising, certificates, souvenir china, restaurant hotelware, pennants, pins, and utilitarian advertising items (such as shoe brushes, shoe horns, rulers, letter openers, etc.). It covers the period from the 1840s until the present, with the greatest concentration being the 1880s to 1960s.

John assembled his collection the old-fashioned way – at flea markets, antique stores, and second-hand shops. It was a labour of love in the pre-*eBay* days and led to a Niagara Peninsula collection covering all of its municipalities. His passion has always been Niagara Falls, with St. Catharines a close second. His interests are paper oriented, but John does not restrict himself to just those items. In 2002, John's first major donation was completed with the transfer of his 400-piece collection of Niagara Falls artwork to the Niagara Falls Art Gallery,

John is no stranger to the St. Catharines Museum. Over the years he has regularly donated a number of archival and artifact items, and has supported the Museum's various programs. He also served on the Board of Trustees from 1976 until 1994, during which time John held most every official position, including that of Chair, 1981-83 and 1993. During one particularly busy year, he represented the Museum 104 times at meetings and other special commitments!

John has also been very active in many Peninsula heritage organizations including the Historical Society of St. Catharines, Lundy's Lane Historical Society, and the Thorold & Beaverdams Historical Society. He co-authored the books, *Railways in the Niagara Peninsula*, and *Mighty Niagara: One River, Two Frontiers*, with John Jackson, as well as assisted with dozens of other publications as editor or contributor. Most recently, he was the Chief Researcher for the book, *Canadian Niagara Power Company* (2005).

In 2001 John retired from Brock University as Special Collections Librarian & University Archivist. While at Brock, he was co-organizer of the Niagara Peninsula History Conference, 1979-2001, and editor of their *Proceedings*. Furthermore, he has organized over 100 tours for a variety of organizations, written articles and presented papers, and been an invaluable resource for those seeking further information about Niagara and Haldimand.

John has received of a number of honours and awards recognizing his generous work including: the Ontario Bicentennial Medal, the Outstanding Achievement Award of the Province of Ontario, the Ontario Volunteer Service Award, the Ontario Municipal Recreation Award, the Ontario Heritage Foundation Community Award, and special recognitions from both the City of Niagara Falls and the City of St. Catharines.

Look for the use of *The John Burtniak – St. Catharines Collection* in displays and public listings as the collection is processed. Also, the visual strength of the collection lends itself to publications and it is planned to release a book from his 250 postcard views of Port Dalhousie.

WHEN THE MOUNTAIN BECAME THE ESCARPMENT

The Niagara Escarpment hasn't always been known by that name. Early in the 19th century it was often referred to as the Mountain, and of course it is still called that in Hamilton and Grimsby today. We in eastern Niagara have largely forgotten the name, though it survives in the City of Thorold's motto "Where the Ships Climb the Mountain."

So when did the name Niagara Escarpment first come into use? And what about the area's other "Niagara" names, like Niagara Falls, Niagara River and Niagara Peninsula? When did these first appear? I don't pretend to have definitive answers — there are too many sources I have not seen — but I can suggest some preliminary conclusions.

The name Niagara is definitely of native origin, though there is no agreement about its meaning. Some say it is derived from a Mohawk or Neutral word meaning "at the neck joining the head to the body" (the head and body being the two lakes), but others suggest meanings such as "point of land cut in two," or the less likely "thundering waters" and "resounding with great noise."

Whatever the meaning, the first record of the name is found on old maps, this with reference to the waterfall itself. On Champlain's map of 1632 the waterfall is marked but not named, but on Sanson's map of 1656 it is labelled Ongiara Sault. Maps by Bressani in 1657 and de Creux in 1660 use the same spelling, Ongiara, which is just one of forty or so variants of the name Niagara that have been recorded. Not until the 1680s do we encounter the modern spelling, as in Saut de Niagara on Coronelli's magnificent map of 1688.

But Coronelli was not the first to put "Niagara" on the map. That distinction belongs to Father Louis Hennepin, the Recollect priest who was the first European to describe Niagara Falls from personal observation. In his *Description de la Louisiane*, published in 1683, five years after his visit, he speaks of "le grand Sault de Niagara," and labels it thus on the accompanying map. This is the form that prevails thereafter, and it is the spelling

used for Fort de Niagara, established by the French at the mouth of the river in 1726. The English followed suit, though on many early maps (e.g. Moll 1715, Mitchell 1782) they use the name Great Fall of Niagara rather than Niagara Falls.



A portion of Coronelli's map of 1688. Note Saut de Niagara and the multiple names for the Great Lakes.

In his *Description* Hennepin also refers to "la belle Riviere de Niagara," so the name Niagara River is clearly as old as the name Niagara Falls. However, the first mention of the river name (in the form Onguiaahra) comes even earlier, in Jesuit Father Lalement's *Relation* for 1641. Other early writers, like Sulpician missionary Galinée in 1670, simply refer to it as part of the St. Lawrence.

Strictly speaking, of course, the Niagara River isn't a river at all, but a strait — a narrow channel linking two larger water bodies. Unlike most straits, however, Niagara has rapidly flowing water, and in that respect behaves very much like a river. And that is what the vast majority of writers and mapmakers call it. But references to the Strait of Niagara are not uncommon, both in older sources and in modern writing. The *Preliminary Articles of Peace* signed by Sir William Johnson and the Seneca in 1764 contains the earliest example I have found.

If the Niagara River is a geographical impostor, it's not the only one. Another is the Niagara

Peninsula. Technically this is an isthmus, a strip of land linking two larger pieces of land — the opposite of a strait if you will. It is only the Niagara River that creates the illusion of a peninsula, that is a piece of land projecting into an ocean or a lake.

References to the Isthmus of Niagara are very rare. Indeed, I know of only two, one in an article titled “Bandana on Colonial Undertakings” in *Blackwood's Magazine* for 1826, and the other a map headed “Sketch of the Isthmus or Belt of Niagara” by Bonnycastle in 1827. The two earliest references to Niagara Peninsula come a year later: a “Map of the Niagara Peninsula showing ... the Welland Canal” drawn by George Keefer of Thorold, and a “Statement to Stockholders Resident in England” by the Welland Canal Company. Other examples are found in later Company documents.

The fact that these early references to the Peninsula all involve the Welland Canal is no coincidence. Prior to the 1820s there was no peninsula as such — it was simply not recognized as a geographical feature. In the extensive body of documents relating to the War of 1812, for example, there are plenty of references to Niagara, Niagara District, Niagara Falls, Niagara Frontier, Niagara River, and so on, but nothing about the Niagara Peninsula. Three things changed this: first, the establishment of the international boundary along the Niagara River, which created a political peninsula if not a geographical one; second, the War of 1812, which served to accentuate the divide; and third, construction of the Welland Canal, which focussed attention on what William Hamilton Merritt called “the country between Lakes Erie and Ontario” and led to its emergence as an entity in its own right.

The last and youngest of the four “Niagara” names is Niagara Escarpment, which does not appear until the mid-19th century. Prior to this, the escarpment was usually called a mountain, hill or ridge, and less commonly a terrace, ledge, rampart, precipice, slope, declivity or heights (sometimes Queenston heights), or some combination of these terms, such as mountain ridge. Some observers got really carried away. In 1744 Jesuit Charlevoix wrote in his *Journal d'un Voyage ... dans l'Amerique Septentrionale* of “a frightful mountain, that hides itself in the clouds, on which the Titans might attempt to scale the heavens!” Others were more restrained. Thus Daniel Hazen, in the field notes for his 1788 survey of Grantham Township, speaks simply of “the mountain.”

Smith in his 1799 *Short Topographical Description of Upper Canada* calls it Mount Dorchester, a westward extension of the name already used for the heights in Stamford Township, while Parsons in his 1835 *Guide to Travelers* refers to it aptly as “the Slope which occasions the Falls.” To Merritt and the others who built the Welland Canal in the 1820s the escarpment was still a mountain, and on early 19th century maps it is labelled Limestone Ridge, Great Northern Slope, High Ridge, Great Ridge, Mountain Ridge, and even Branch of the Alleghenys.

Now the thing that distinguishes an escarpment from other “elevated” features is that it has a steep slope on one side only, which means that terms like hill, mountain and ridge are arguably less than ideal. Lord Selkirk put his finger on the problem in this 1803 entry in his *Diary*: “Queenstown is a beautiful situation at the foot of the Mountain which divides the high plains of Lake Erie from the level of Ontario — it is a mountain only on one side — & falls very imperceptibly on the other.” He was searching for the word escarpment. Why didn't he use it?

The answer is that the word did not exist, at least not in the geographical sense. It is derived from the French military term *escarpe*, meaning a steep bank forming the exterior surface of a fortification. According to the *Oxford English Dictionary*, escarpment was first used as a geographical term in 1815, in Bakewell's *Introductory Geology*. By the 1840s our mountain was being called an escarpment, and the first known reference to Niagara Escarpment comes in the 1850 *Report of Progress* of the Geological Survey of Canada (it was also sometimes called the Middle Silurian Scarp, in recognition of the geological formation that underlies it).

Adoption of the name was not immediate. Thus the English geologist Charles Lyell, in his 1855 *Travels in North America*, uses the words Niagara and escarpment, but never puts the two together! And I know of no map that names the Niagara Escarpment prior to Munro's map of 1872 showing the proposed line for the Third Welland Canal, though it may well be labelled as such on earlier maps in the geological literature.

Principal Sources (apart from those listed in the text): Dow, *Anthology and Bibliography of Niagara Falls*; historical maps in Brock University Map Library; *Third Report of the Select Committee ... into the Management of the Welland Canal*; Cruikshank, *Documentary History of the Campaign upon the Niagara Frontier*; Thwaites, *The Jesuit Relations*.

An armchair walk through St. Catharines along ---

The Bruce Trail

The City of St. Catharines is blessed with having one of the most scenic landforms in Canada and a UNESCO World Biosphere Reserve, the **Niagara Escarpment** (1), running across the southern end of the city.

*(1) **The Niagara Escarpment** - a UNESCO World Biosphere Reserve - designated in 1990 by the United Nations and is one of only 12 in all of Canada. For more information on the Niagara Escarpment you can access the web site <http://escarpment.org>*

We are further blessed with the fact that the Bruce Trail runs through the city. The Bruce Trail is a walking trail extending approximately 800 km from Queenston to Tobermory, where in 1967, Canada's Centennial Year, a cairn was unveiled at the northern terminus to officially open the entire trail. In 1963, Regional Clubs were established to organize the membership in the area to obtain landowner approvals and to construct and maintain the trail. Today, the Niagara Bruce Trail Club maintains the St. Catharines section.

This armchair tour will take us along the trail from east to west on the St. Catharines section.

The municipal boundary line with the historic Town of Niagara On-The-Lake runs along the centre of Glendale Avenue to the canal and then northerly down the centre of the canal. So we will start on Glendale Avenue in front of the General Motors plant located on the east side of the **Fourth Welland Ship Canal** (2).

*(2) **Fourth Welland Ship Canal** – construction of the fourth canal started in 1914 and it was opened in 1932. The route followed the valley of Ten Mile Creek all the way from a new port (Port Weller) at Lake Ontario and up the escarpment into Thorold.*

We cross the Glendale Avenue lift bridge over the canal and immediately turn southerly to join the Welland Canals Parkway Trail, which is part of the **Greater Niagara Circle Route** (3).

*(3) **Greater Niagara Circle Route** – a 150 km loop trail, with pieces still under construction, comprises the Niagara River Parkway Trail, the Friendship Trail, a bike lane along Lakeshore Road and the Welland Canal Parkway Trail. Visit the web site at: www.regional.niagara.on.ca/gncr/*

We walk southerly for about 700 metres, crossing under the main CNR trestle and then turn westerly from the Welland Canals Parkway Trail and up a hill and into the bushy lands before crossing a railroad spur line, and continue westerly through a wooded area, across another railroad track and then onto lands owned by the Ontario Heritage Foundation at the rear of Ball Avenue East, before crossing **Merritt Street** (4) to Ball Avenue West, walking over the narrow Ball Avenue West bridge.

*(4) **Merritt Street** – likely named after William Hamilton Merritt, considered the founder of the Welland Ship Canal.*

We follow along the roadway of Ball Avenue West through a small residential enclave until the roadway ends. We then travel somewhat parallel to the old **First and Second Welland Canals** (5). We are now walking through **Mountain Locks Park** (6) and along the way you will pass several canal remains and then walk immediately behind a **former mill** (7), through some more bush and then turn northerly and walk along an **old canal lock** (8) to come out to the sidewalk on Glendale Avenue.

*(5) **First and Second Welland Canal** – walking along the old canal channel, which runs parallel to Bradley Street (formerly called Lock Street) across from it, you pass by the locations of Locks 19 to 15 as you head towards Glendale Avenue. The second canal opened in 1845 with 27 locks made from cut stone. It followed much of the same route as the first canal.*

*(6) **Mountain Locks Park** – so named as it contains remnants and lock structures associated with the Welland Canal as it climbed the Niagara Escarpment. The locks were hand dug with the assistance of some dredges. The Mountain Locks (locks 15 – 21 of the second canal) are very close together that represented 85 feet in height. As technology advanced, a third canal was constructed to accommodate larger vessels; this Third Welland Canal was opened in 1887. The Second Welland Canal remained in operation through c1915 to service local mills etc. In 1961 the area of the park was drained and filled leaving the remains of the top of the locks. The Merritt Trail traverses through the park as well. The Society's March 2004 Newsletter contained the inscription of the plaque facing Mountain Road near Bradley Street.*

*(7) **former mill** – this was formerly Merritton Mills/Independent Rubber Company. With the construction of the canal came industry. This mill was constructed on lands received as a Crown Land Grant by George Ball in 1796. The building was constructed in 1857 as "Beaver Cotton Mills", the first of its kind in Canada. The original structure was destroyed by fire in 1881 and was rebuilt in 1882-1883. The mill closed in 1906. From 1912-1919 the structure housed the Independent Rubber Company. After many years sitting in neglect the structure was restored and is now a Restaurant.*

*(8) **old canal lock** – this is Lock 15 of the Second Welland Canal which is the first in a series of seven that took the canal up this section of the escarpment. Constructed of stone were 150 feet long and 26.5 feet wide. The water depth was approximately 10 feet. The gates were made from wood with iron hinges. You will notice that after the canal was abandoned that there is a narrow cement bridge across the lock for Glendale Avenue, which was originally called Boyle Road, which are the remnants now visible.*

Immediately across the street is the site of the **former Domtar lands** (9).

*(9) **former Domtar lands** - the paper mill has closed and all the buildings surrounding the remaining old Lybster Mill have been removed. Plans call for the relocation of Glendale Avenue from Mountain Street to Merritt Street to be relocated to align with Glendale Avenue on the east side of Merritt and new developments beside this old building.*

Walking along the Glendale Avenue sidewalk towards the intersection of Mountain Street on your right, just before Mountain Street there is a **monument to Trapper Leo** (10) and a few steps latter you intersect the **Merritt Trail** (11).

*(10) **monument to Trapper Leo** – dedicated to Len 'Trapper' Leo (1914-1982) by the community in recognition of his contributions to the Town of Merritton and the City of St. Catharines as a Reeve and Alderman and as a Trustee for the Niagara Peninsula Conservation Authority. Trapping muskrats along the canal was popular in the 1940's and thus his nickname 'Trapper'.*

*(11) **Merritt Trail** – stretches from the harbour at Port Dalhousie to Lake Erie at Port Colborne following the route of the first canal through St. Catharines.*

Unfortunately, to get under Highway 406, the trail must continue along the sidewalk on Glendale Avenue and continue to Tremont Drive where we turn southerly and walk up Tremont Drive. As we walk up Tremont Drive the first intersection is Pearl Ann Drive, and it is across from this intersection that **Dick's Creek** (12) passes under Tremont Drive.

*(12) **Dick's Creek** – named after Captain Richard 'Dick' Pierpoint, a native of Africa who served in Butler's Rangers and received lands near the creek that bears his name.*

Continuing up the incline of Tremont Drive which ends in a cul-de-sac the trail then turns northerly onto a slightly bush covered unopened road allowance. The trail then veers westerly into a lovely mature woodlot, onto lands owned by Brock University. Here there is a plaque dedicated to the Niagara Bruce Trail Club for their contributions to the trail. The trail runs westerly through the Brock lands and then across lands owned by the Regional Municipality of Niagara. The Regional lands were formerly used as a waste land fill site and the trail runs along the northern edge of what is now the **Glenridge Quarry Naturalization site** (13).

*(13) **Glenridge Quarry Naturalization site** – this is the former Glenridge Landfill site that was previously a limestone quarry which operated from 1957 to 1972. The quarry was converted into a waste landfill site, but has now been restored to 43 hectare park. The site is owned by the Regional Municipality of Niagara and operated by the Niagara Peninsula Conservation Authority. The Society's June 2004 newsletter contained an article about the park.*

The trail then passes **Shaver Hospital** (14) out to Glenridge Avenue (Sanatorium Hill), crossing Glenridge Avenue and back onto the Brock University lands.

*(14) **Shaver Hospital** – former sanatorium located here in 1930 from the original site on Westchester Avenue/Highway 406 area.*

The trail meanders through the **main campus of Brock University** (15) along the escarpment, where in the western end of the campus, we will find the start of the **Trail of the Twelve** (16).

*(15) **main campus of Brock University** – named after Major General Sir Isaac Brock. Classes began at Brock in September 1964, but not on the DeCew campus until 1967. The main tower building houses the Brock University library and is named after Dr. Arthur Schmon.*

*(16) **Trail of the Twelve** – follows Twelve Mile Creek on its eastern side from Glenridge Avenue and St. Paul Crescent to the northern side of Brock University. This approximately 5.5 km long trail was constructed in 1984 by students and is maintained by the Niagara Bruce Trail Club.*

The trail turns southerly at the **Ontario Hydro DeCew Falls Generating Station** (17) channel and then along the fence of the east side of the channel and then around **Lake Moodie** (18).

*(17) **DeCew Falls Generating Station** – on the afternoon of August 25, 1898, the first power was sent from the plant over the transmission line to Hamilton. Constructed by the Hamilton Cataract Power, Light and Traction Company from a design by The Royal Electric Company of Montreal this was one of the very first hydro electric power stations in the country.*

*(18) **Lake Moodie** – named after John Moodie who was born on September 21, 1832 in Scotland. John came to Canada in 1856 and established a dry goods store in Hamilton and then established the Eagle Knitting Company. John was the first treasurer of the Cataract Power Company and later became its President.*

The trail crosses the former route of **St. David's Road** (19) and into Thorold before reaching DeCew Road, turning west and going over a bridge crossing the channel. Immediately after crossing the bridge we turn north into **DeCew House** (20) Park where it joins the St. Catharines Side Trail.

One of the few parking areas along the trail is available at DeCew House.

*(19) **St. David's Road** - which is the town line between St. Catharines and Thorold, used to be the main through fare running all the way from Queenston via DeCew Falls to Ancaster. It formed the boundary between Grantham Township and Thorold Township and later the Counties of Lincoln and Welland.*

*(20) **DeCew House** – erected by Captain John DeCou in about 1808, this stone house was Laura Secord's destination where on June 12, 1813 she warned British Commander Lieutenant James FitzGibbon of an impending American attack. The warning resulted in the defeat of the Americans at the Battle of Beaverdams.*

We continue along the trail continues around the west side of Lake Moodie, crossing back into St. Catharines, and continue through the woods and fields to the escarpment edge above **Twelve Mile Creek** (21). We can see **DeCew Falls** (22) where the trail meets the roadway of the **DeCew Falls Water Treatment Plant** (23). We follow the roadway into **Morningstar Mill** (24). At the Mill, there is a plaque in memory of **Donald and Lorna Robson** (25).

*(21) **Twelve Mile Creek** – named according to the distance from the mouth of the Niagara River, this creek begins in the Short Hills and the surrounding plateau. It is the only cold water stream in Niagara.*

*(22) **DeCew Falls** – one of the most beautiful waterfalls in Ontario, the fall is about 72 feet.*

*(23) **DeCew Falls Water Treatment Plant** – now owned and operated by the Regional Municipality of Niagara, this plant was first owned and operated by the City of St. Catharines Water Works Commission, established in 1875. Two reservoirs were constructed along with the water plant. In 1927 a new filtration plant opened along with several houses for the employees.*

*(24) **Morningstar Mill** – this grist mill was built in 1872 by Robert Chappel and was one of the first milling operations powered by a water powered turbine rather than the traditional water wheel. The mill is constructed of limestone quarried from the adjacent Beaverdams Creek. Wilson Morningstar purchased the mill in 1883. A fire destroyed the original mill in 1895; it was rebuilt and operated by Morningstar up to his death in 1933. The site also consists of the Miller's House and a Sawmill.*

*(25) **Donald and Lorna Robson** – Donald Robson acted as caretaker of the mill until his passing. His sister Lorna (1913-Nov.15, 1994) served as The Historical Society of St. Catharines secretary for well over 20 years. She was a member of the Morningstar family.*

From the mill, the trail follows DeCew Road before turning southerly again into Thorold and into the woods. After traversing through the woods and fields and crossing several small streams, you descend steeply out of the woods into a swampy area, then more fields which are part of **Short Hills Provincial Park** (26).

*(26) **Short Hills Provincial Park** – a day use park of proximately 688 hectares, a natural environmental class park, providing protection for provincially significant life science and earth science features notably the Niagara Escarpment features and Carolinian forests. In 1985, Short Hills was regulated as a provincial park under the Provincial Park Act (Regulation 45/85).*

More about the Bruce Trail Association can be found on their web site www.bruce-trail.org and more about the Niagara Bruce Trail Club can be found at their web site <http://people.becon.org/~nbtc/>