

The Historical Society of St. Catharines

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.

March 2007 Newsletter

Upcoming Speaker Programs

The following meetings and speaker programs will be held at the St. Catharines Museum at Lock 3 beginning at 7:30 p.m.:

Thursday, **February 22** – Alun Hughes: “The Early History of Merritton, ‘Certainly a Most Uninteresting Spot’”

Thursday, **March 22** – Brian Nahri: “The Court Records of Niagara”

Thursday, **April 26** – Walter Asbil: “St. George’s Church and the Church of England in Niagara”

Thursday, **May 24** – Roger Bradshaw: “The Remains of the First, Second and Third Canals through St. Catharines and Thorold” (a pictorial presentation)

Notice of Annual Meeting – Thursday, April 26, 2007 – 7:30 p.m.

To be held in the Burgoyne Room, St. Catharines Museum, 1932 Welland Canals Parkway, St. Catharines.
Agenda

Call to order, President’s Report, Minutes of previous Annual Meeting (held April 27, 2006 and published in *March 2007 Newsletter*), Financial Report, Auditor’s Report, Amendments to Constitution, Nominations and Elections, Any other business properly brought before the membership, Close of formal meeting, Guest Speaker, Announcements, Social.

Nominations and Elections

Note: Executive positions are for a two-year term. Director positions are for a one-year term. The following nominations have been received: President – John Burtniak; Past President – Bill Stevens; Vice President – Paul Lewis; Secretary – Brenda Zadoroznij; Treasurer – Chris Loat. Director (maximum six to be elected) – Brenda Fox, Maurice Gomme, Paul Hutchinson, Joe Muskat, David Sharron, Mary Leighton.

Reminder: 2007 Calendar Year Membership Renewal

NOTICE: The Society issues annual membership cards to paid-up members. If you have paid your dues and do not have a membership card yet, please contact Bill Harder or Bill Stevens. If you have overlooked your renewal, the Society encourages you to renew and keep our Society strong.

Individual \$10.00 or Family \$15.00 - Make cheque payable to: The Historical Society of St. Catharines

Individual _____ Family _____

Name(s): _____

Address: _____

Telephone: _____; e-mail: _____

Membership Matters

Condolences: The Society extends our sympathies to John Bacher on the passing of his mother Mary Bacher and to Heather and Douglas Foss on the passing of Heather's mother Cheryl Neil.

Nominating Committee: Directors are elected yearly and up to 6 can be elected. The executive are elected for a two-year term and elections are required this year. Anyone wishing to nominate a member, or be nominated, is asked to speak to John Burtiak or Bill Stevens.

Appointment of Auditors: Nominations and elections will be held at the February 22 meeting for the appointment of two auditors.

Future Programs:

- Saturday, May 29 - Annual Oille Fountain Potting Ceremony - will take place at 10:00 a.m. at the fountain, corner James and King streets.
- Saturday, June 16 - the Annual Bus Tour will be touring Dundas and Cambridge-Galt with John Burtiak taking us on an excursion into the past! Full details in the June newsletter. Advance reservations: let John or Bill know.
- Tuesday, July 3 - 7:00 p.m. - Celebration of William Hamilton Merritt's Birthday at his monument at the east end of Burgoyne Bridge, across from the cenotaph.

Grant Received: The Society received a Heritage Organization Development Grant of \$831 which will assist in our 2007 operations. The Province of Ontario plays an active role in community and economic development by providing resources for organizations such as ours. Ontario has a proud culture, diverse in languages, history and traditions. Our richest communities are those in which culture and heritage are nurtured and thrive. The Society is grateful for the grant.

November Show and Tell: It was a cool winter night, but 62 members enjoyed the warmth of our annual Show and Tell and Christmas Social. Twenty members brought a variety of items. Each year, the question is, how long can we continue this event, but we always seem to fill more than an hour with interesting artefacts, pictures, books, mementos and art works. We thank all those who shared their treasures with us.

January Meeting - Michael Power: 35 members and guests attend our January 25th meeting at the St. Catharines Museum. Our program for the evening featured Society member Michael Power, who brought the life of Rev. Richard William Harris: Dean of Niagara, scholar, travel writer and archaeologist to our attention. The lecture proved once again that St. Catharines had so many interesting people residing here.

Ontario Historical Society Conference 2007

The Ontario Historical Society (O.H.S.) is planning a conference at Brock University on June 22 and 23. The conference theme will be on our rich African Canadian Heritage. This is in accordance with the UN resolution to honour the Bicentennial of the Abolition of the Atlantic Slave Trade. Papers by community historians and noted scholars, multiple media displays and learning experiences highlighting various sites and events in the heritage of African Ontarians, and a full educational program including historic site tours will be offered to participants. Details can be found on the O.H.S. web site.

Canadian Navy Invites Municipalities to Join Centennial Celebrations

Cities and communities with Canadian Navy ships named after them will be invited to participate in the Navy's centennial celebrations in 2010. The HMCS ST. CATHARINES, a frigate - River Class 42-43 Programme was commissioned July 31, 1943. Communities will be approached in early 2007 to see if they want to hold special activities to commemorate their link with the Navy. Further information can be found on the Navy web site: www.canadiannavy100.forces.gc.ca

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 writers and do not necessarily reflect those of the Society. Subscription by paid membership only. Bill Stevens produced this issue.

Next Issue: June 2007 - Deadline for submission of articles or notices is May 1st.

Minutes of the Annual General Meeting Thursday April 27 2006

Burgoyne Room of the St Catharines Museum, Welland Canal Parkway, St Catharines

President Bill Stevens welcomed approximately 72 people to the meeting and in particular the six past presidents who were in attendance. The business part of the meeting was preceded by announcements of upcoming events and other items of interest to the membership. The President noted that a quorum was present so that the meeting could proceed. He thanked the board members for their work during the year and congratulated and thanked retiring Director Joyce DeForest for her 12 years of service to the Society. He outlined the activities of the Board members, done on behalf of the Society and the membership and thanked Herb Harder and Mary Leighton for their support at membership meetings.

Minutes of the Annual General Meeting, April 28 2005

It was noted that the Minutes were published in the June 2005 newsletter and that copies were available. The Secretary read the highlights of the report.

It was moved by Secretary Brenda Zadoroznij and seconded by Bill Dixon that the minutes be accepted. There were no errors or omissions. Accepted

Treasurer's Report (copy attached)

The Treasurer was absent. The President explained the Financial Report January 2005 to December 2005 item by item and noted total assets of \$8370.82 including G.I.Cs. The deficit of \$837.24 was due to the purchase of another GIC during the year. The report had been reviewed by Janet Lewis and Ted Crabtree and found to be acceptable. The reviewers were thanked for their work. It was moved by Ted Crabtree and seconded by Alex Ormston that the report be accepted. There were no questions. Accepted

Nominating Committee Report

John Burtniak preceded his report with an expression of thanks to President Bill Stevens for all the work he had done over the past year on behalf of the Society.

John Burtniak noted that Officers of the Society serve a two year term so that they would remain unchanged: President: Bill Stevens, Past President: John Burtniak, Vice President: Paul Lewis, Secretary: Brenda Zadoroznij, Treasurer: Chris Loat. He noted that Directors of the Society serve a one year term and that five directors had agreed to stand again: Dee Dickman, Paul Hutchinson, Joe Muskat, Maurice Gomme and Bill Harder.

Brenda Fox was nominated for a position as director, proposed by Bill Steinman and seconded by Al Fox. Accepted. No other names were put forward. It was moved by Sheila Wilson and seconded by Joyce DeForest that the slate of six directors be accepted. Accepted

No amendments to the Constitution were put forward.

Membership Report:

Director Bill Harder reported a total of 155 paid up members to date.

Upcoming Programme Report:

The membership was reminded of the May meeting with speaker Michael Peterman, as well as the June 10th Oille Fountain planting and the Victoria Lawn Cemetery walk.

Names were taken for the June 17th bus trip and the numbers indicated that the tour will go on as planned.

Correspondence and Notices of Interest:

The president announced up-coming events in the area including an Open House in Merritton, presented a flyer about 'Saving The Di' and various newsletters from other historical organisations. He congratulated Maurice Gomme and Bill Harder on their recent St Catharines City Volunteer Awards.

There was no response from the membership regarding ideas or announcements for the "Good of the Society"

It was moved by Bill Harder and seconded by Bill Steinman that the formal part of the meeting close. Accepted

Following the business part of the meeting, Brenda Zadoroznij introduced the speaker for the evening, Hannelore Headley.

Hannelore talked about the invention of the printing press and its' subsequent arrival in North America and other parts of the world and the effect the early printed word had on world events. She described the joy of owning books and the fact that in her opinion they will never be replaced by today's technology. She described her life as a bookseller and her presentation was highlighted by anecdotes from her 48 years in the field.

After answering questions from the audience she was thanked by Joyce DeForest.

The meeting closed just after 9 pm and a social time with refreshments followed.

Highlights of 2006

January 26 - Maurice Gomme lecture, "Street Names of St. Catharines" - 64 attended

February 23 - Brenda Zadoroznij lecture, "History along the Bruce Trail" - 56 attended

March *Newsletter* published

March 23 - Alun Hughes lecture, "Too Many St. Catharines" - 68 attended

April 27 - Annual Meeting - 59 members attended

April 27 - Hannelore Headley lecture, "A Half Century of Bibliophile Pleasures" - 72 attended

April - Bill Harder and Maurice Gomme receive City Volunteer Awards

May - Joyce DeForest, Joe Muscat and Arden Phair participated in Historica Fair

May 25 - Michael Peterman lecture, "James McCarroll" - 40 attended

June *Newsletter* published

June - Visit to Salt Mine at Rockway

Book Donations to Special Collections, St. Catharines Public Library to complete sets with missing volumes: * *Canadian Who's Who Index 1898-198*.

* *History of the Canadian Imperial Bank of Commerce, Volume 4*

June 10 - 30th Annual Oille Fountain Potting Ceremony - Mayor Tim Rigby attended

June 10 - Victoria Lawn Cemetery Walking Tour, "Past Mayors of St. Catharines" - 75 attended

June 17 - Bus Tour - Halton Radial Railway Museum and Crawford Lake Conservation Area - 35 attended

July 4 - Merritt's Birthday Wreath Laying and Walking Tour - 22 attended, including Mayor Tim Rigby

September *Newsletter* published

September 28 - "Treasures from the Vault of the St. Catharines Museum" by Arden Phair and Dave Sloan - 64 attended

Suggested Museum research by Society members; Dee and Maurice attended meetings

Paul Lewis researching outdoor plaques in the city

October 26 - Tour of Museum Exhibit courtesy of the Museum; Gregory Bodogh-Darte lecture, "RIP: Death and Dying in the Garden City" - 55 attended

November 8 - Special presentation on Victoria Cross recipient, Lieutenant Colonel Graham Thompson Lyall, by Geoff Hayes - 38 attended

November 11 - Remembrance Day - Society President William Stevens placed a wreath at the cenotaph on behalf of the Society in remembrance of those who made the supreme sacrifice

November 23 - Show and Tell (more than 20 items shown) and Christmas Social - 62 attended

December *Newsletter* published

Membership for 2006 - paid-up membership at year-end was 178

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

1838 Photo Album Donated – Comes All The Way From England!

A surprise package appeared in the Society mailbox a couple of months ago. Inside was a photo album featuring scenes from St. Catharines in 1938. The photos were taken by R. Bruce Lightbown and sent back to England, presumably as a gift and photo memento of the city and area where he had settled.

We thank Ruth and Frank Cunningham of Burnley, Lancashire, England, who purchased the album at a local 'car boot' sale in Burnley, near Manchester, and finding our Society address, mailed it to us, hoping that it would be of interest.

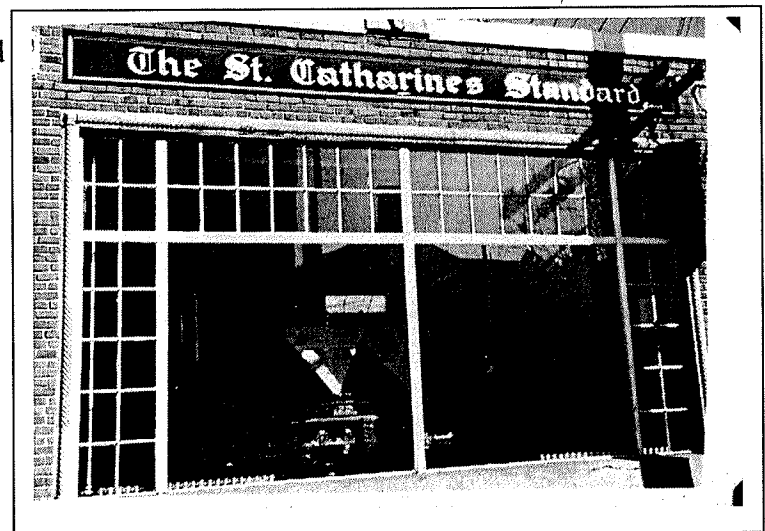
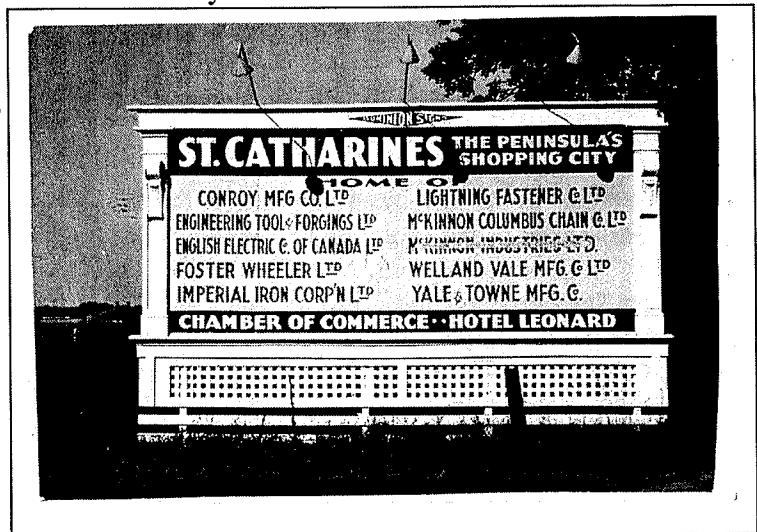
Dennis Gannon has already used the photo of CKTB in his *Standard* column and plans to use others. The Society has made a copy of the album for the St. Catharines Library and has donated the original to Brock University Special Collections and Archives, where it will be accessible to all who wish to see or use it.

The University has acknowledged our gift and its usefulness to students and staff in their studies and research of this time period.

R. Bruce Lightbown, who prepared the photo Album, is listed in the 1939 *St. Catharines City Directory*. The directory shows:

- *Kathleen Lightbown, 44 Marquis St.
- *R. Bruce, office boy, English Electric, 44 Marquis St.
- *Richard S. (G. Myrtle), ctr Warren Bros., h 44 Marquis St.

If you know the location of the sign in the upper picture, please contact Bill Stevens.



Niagara Folk Arts and Robertson School History

On Saturday, May 11 the Official Opening of the Niagara Folk Arts Festival takes place on the steps of City Hall. Open houses will be held between May 11 and May 25. On May 25-26-27 Folk Arts in the Park will be held at Montebello Park. The Festival was among the first of its kind and remains one of the longest running multicultural festivals in Canada. During its peak, the festival's success was so phenomenal that St. Catharines was known as "The Folk Arts Capital of Canada."

The Folk Arts Council's Multicultural Centre of St. Catharines is located at 85 Church Street. The land was purchased from William Hamilton Merritt for 100 pounds in 1829 and a building was erected as the Grantham Academy. In 1845 the name changed to the St. Catharines District Grammar School, and in 1872 became the St. Catharines Collegiate Institute. When the Collegiate relocated in 1923 the school was renamed the W. J. Robertson Public School and continued as a public school until 1977. In 1977, it was the oldest Ontario school still in use. From 1979 through 1985 the building housed the Lincoln Arts Centre (included Carousel Players, Niagara Symphony Association and Press Theatre). From 1985 to present the Folk Arts Council of St. Catharines has occupied the building. The bell was a gift of Oliver Phelps in 1829. The east and west wings were added in 1873 and in 1880, the north wing was added. Newman Brothers built the annex in 1912. The building has been designated as an Ontario Heritage Property under the Ontario Heritage Act on October 10, 1978.

FROM DURYEA TO GOVE: MAKING CARS IN THOROLD

On Saturday, August 7, 1897 the residents of St. Catharines and Thorold beheld a remarkable sight — a horseless carriage being driven through the streets. Very few people would have seen one before, for this was still early days in the evolution of the motor car. The event was reported only briefly in the *St. Catharines Standard* and the *Thorold Post*, and the former did not even get the maker's name right, writing Jurea instead of Duryea. But subsequent issues featured long articles (one in the *Post* complete with a picture of the vehicle chugging along Clairmont Street) about plans to establish a factory in Thorold. This promised to be the very first car factory in Canada and one of the earliest anywhere in North America.



The Duryea Motor Wagon in Thorold

The nineteenth century was a period of intense experimentation in automobile building. Three technologies — steam, electricity and gasoline — vied for supremacy, with the gasoline internal combustion engine eventually winning out. Development proceeded most rapidly in Europe, and by 1890 Germans Gottlieb Daimler and Karl Benz, working independently, had produced the first gas-powered vehicles. Meanwhile various backyard tinkerers were at work in the United States, making their own (usually very short-lived) models.

Among the pioneers were the Illinois-born Duryea brothers, Charles and Frank. While they cannot claim to have built the first gas-powered car in America (it is uncertain who deserves credit for this), they were definitely the first to set up a company for the manufacture and sale of such vehicles. This was the

Duryea Motor Wagon Company, founded in September 1895.

Early in 1892, when the brothers were in Springfield, Massachusetts, Charles drew up basic plans for a gas-powered car and engaged Frank to construct it. In September Charles returned to Peoria, Illinois, to attend to his other interest, making bicycles. This left Frank to carry on alone, and after a year's work he took the car for its first test drive. Charles would later claim that he had built the first Duryea, but it was Frank who did most of the construction and much of the design. This he made quite clear in his book *America's First Automobile*, published in 1942 in response to a proposal to erect a commemorative plaque to Charles on the State House in Boston.

In 1895 Frank brought out an improved model, and in November took part in a 54-mile race organized by the *Chicago Times-Herald*. There were six entries: three Benz cars from Germany, two electric vehicles and the Duryea. Conditions were appalling, with deep snow and icy temperatures. Only two cars finished — a Benz, and ahead of it the Duryea, which won despite having to stop twice for repairs. Fortunately a blacksmith and a tinsmith were conveniently located en route (though the latter had to be roused from bed). The winning time was over ten hours, including two hours for the pit stops.

In 1896 a newer Duryea won the Cosmopolitan Race in New York City and the inaugural London to Brighton Road Race in England, and it was this Duryea that came to Ontario in 1897. The objective was to find a Canadian factory site. Cars inherited the high tariffs imposed on carriages, which made exporting them to Canada uneconomical. A branch plant would solve this problem and also provide access to the lucrative British Empire market.

The company was granted permission to import a vehicle for three months, so long as it was not put to any commercial use. The brothers were evidently still co-operating at this stage (this ended the following year), for while the car was Frank's from Springfield, the point man was W.P. Williams of the Canda Manufacturing Company of Carteret, New Jersey, with which Charles had become involved.

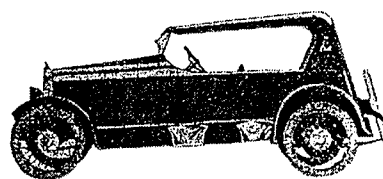
Events moved fast. An application was made for incorporation in Canada, with none other than Timothy Eaton as one of the directors, lists of proposed products were published (among them cars, omnibuses, delivery wagons, motor boats and stationary engines), and in September Frank Duryea himself came to Ontario.

What the prospects were elsewhere is unknown, but a Thorold factory was a distinct possibility. Williams spent a couple of weeks surveying sites in town, and spoke of locating in Welland Mills and the casket factory. The initial labour force would be 200, increasing to 400 if exports to Australia could be secured. Following a presentation to the Town Council, a two-man delegation (Board of Trade members William McCleary MP and William Macartney) was sent on a fact-finding trip to Springfield and Carteret.

Their report was mixed. Springfield had good people, but the workforce was small and cautious about expanding. Carteret had a large factory built to make railway cars which had been adapted for automobile manufacture; none had been made yet, but a motor boat and omnibus were essentially complete. In a sense, the know-how and experience were in Massachusetts with Frank, but the get-go and resources were in New Jersey with Charles.

In the end the Duryea brothers never came to Thorold. What may have killed the venture was their request for a \$20,000 bonus, to be spent on land, buildings, water power and machinery, in return for which the company would remain in Thorold for 20 years and require all employees to live in town. Such an incentive was legal under the Town of Thorold Improvement Act passed in April 1897, which permitted bonuses of up to \$30,000, subject to approval by two-thirds of the ratepayers. The Town Council Minutes and the *Thorold Post* are silent about what happened, but Council evidently did not pursue the matter. Since this was the same Council that refused to spend \$20 to replace the Police Chief's "shabby" uniform and declared itself too "poverty-stricken" to donate even a token amount to the Lieutenant-Governor's Indian Famine Relief Fund, this is perhaps not surprising.

In December 1897 the *Post* reported that W.P. Williams "is now in Toronto superintending the construction of a motor wagon for the T. Eaton Co.," but nothing seems to have come of that either.



The Gove Falcon

Almost a quarter-century later, in May 1921, another car was attracting attention on the streets of Thorold. This was the Falcon, a bright green, five-passenger vehicle made by the Gove Motor Car Company of Brighton, near Detroit. Again the objective was to locate a factory site, and this time the company founder and president H.E. Gove accompanied the car.

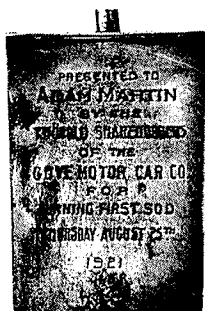
The Thorold *Semi-Weekly Post* was cautiously optimistic. Recalling the Duryea, it said that "the first and the last automobile manufactories to look at Canada have been offered to the town of Thorold." On the previous occasion "Thorold cautious ones gave it the once-over and passed it by," wanting "only tried-out and dead-sure things." This time "Let us not turn it down until its merits are thoroughly studied."

The Thorold Automobile Club was enthusiastic, as were the Board of Trade and a number of townspeople. This was important, for the factory's establishment depended on a sufficient number of local citizens buying company stock. Later editions of the paper contained big advertisements soliciting investors. "You live in one of the best little cities in Canada," said one, "and You can help make it one of the largest, and The Gove 'FALCON' is one of the best Light Sixes built, and Thorold will be the Canadian home of the 'Falcon,' which will help you make Thorold one of the leading towns in Canada, and You will make MONEY by having a few shares in Thorold's new enterprise."

Daniel Daverin, acting on behalf of local interests, reported favourably on site visits to Brighton, Michigan and Tilbury, Ontario, where Gove was building a second Canadian factory. (The intention was to build trucks in Tilbury, cars in Thorold and both in Brighton. A fourth factory was also under construction in Reno, Nevada.)

Offices were established on Front Street, Thorold and St. Paul Street, St. Catharines. Land was acquired just outside the Thorold Town boundary in Thorold Township — six acres across the NS&T tracks from

the Exolon plant. A by-law providing for a fixed assessment for ten years was passed by the Township Council and easily approved by the ratepayers. (Between 1912 and 1914 they had approved similar by-laws for Exolon, Ontario Paper, Beaver Board and Pilkington Glass, all major employers, so they had every incentive to vote yes.)



Blade of miniature spade presented to Adam Martin

On August 25 a groundbreaking ceremony was held on the factory site. The honour of turning the first sod fell to local businessman Adam Martin Sr., who was presented with a miniature sterling silver spade, suitably engraved, to mark the event. He was followed by James Battle, who had played a key role in attracting the other industries to Thorold a decade earlier. Both gentlemen were familiar with the Duryea bid of 1897 — Battle was Treasurer of the Board of Trade at the time, and Martin was the Chief of Police with the shabby uniform.

Three weeks later the concrete foundation for the factory was laid. It measured 80 by 220 feet. But that was all that was ever built.

On September 30 the company announced the resignation of its President, but gave no reasons. Vice-President and General Manager A.A. Lehr put on a brave face, declaring that essentially nothing was changed. But the end was near, and in mid-November the Gove company withdrew from Thorold, and possibly folded completely the following year. The reasons are unknown, but may be related in part at least to a major economic turndown that occurred in 1921.

Undeterred, the local shareholders in the Gove company resolved to carry on. They immediately announced the formation of Thorold Motors Ltd., with Martin as President and Lehr, described as “a pioneer in the automotive industry” with over twenty years experience, as Managing Director. In 1908 Lehr had made “the first worm-drive motor truck in the United States,” and the company was to manufacture his latest “masterpiece,” called the “Thorold.” Detailed specifications were promised for a future issue of the *Post*, but they never materialised and no record exists of what happened.

Principal Sources (apart from those cited in the text): Durnford and Baechler, *Cars of Canada*; *St. Catharines Standard*, August 1897; *Thorold Post* and *Semi-Weekly Post*, August-December 1897, May-November 1921; *Town of Thorold Minute Book*, 1893-1909.

Notice found in:

St. Catharines Evening Journal, February 17, 1872

Pigeon Shooting Match

THE RETURN PIGEON SHOOT –

ing Match between Mr. Frank Wyatt, of Louth and Mr. George Rogers of St. Catharines, for \$100 a side, 21 birds each, 21 yards rise, and 80 yards boundary, will come off on the Riding Park, St. Catharines on Monday 18th March 1872.

St. Catharines, Feb.17, 1872

Still Looking for Henley Regatta Programmes

Bill Stevens is seeking Royal Canadian Henley Regatta Souvenir Programmes for: 1905 to 1914, 1919, 1921, 1922, 1924, 1925, 1928, 1930 to 1934, 1939, 1940, 1942 to 1945, 1947, 1948, 1951 – for loan only to scan into data base.

Advertisement from: *St. Catharines Constitutional*, December 24, 1851, p. 4

PORT DALHOUSIE BREWERY

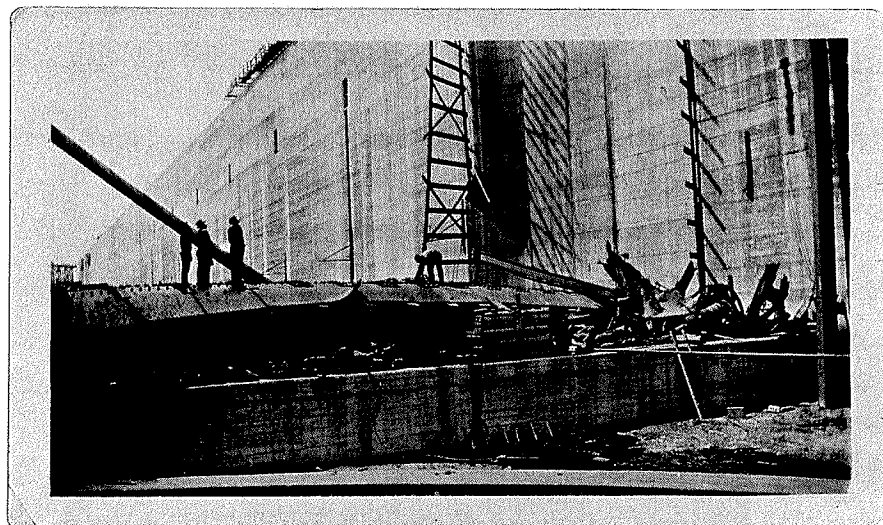
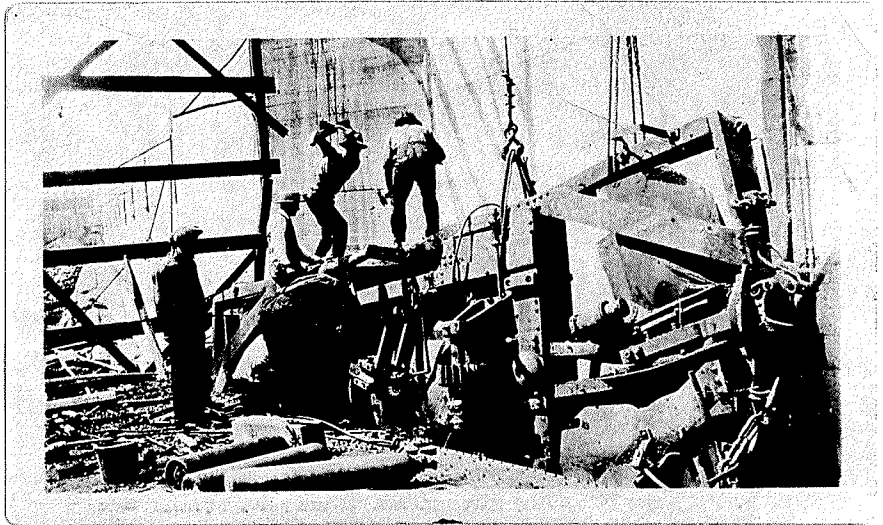
The Subscriber takes this opportunity of re- returning big thanks for past favors and informing his friends and the public in general that he continues to brew Beer of a superior quality. Which he is prepared to furnish in half and quarter barrels to Hotel Keepers and private families in the confidence of his article giving satisfaction. JOHN MARTINDALE

Port Dalhousie, Oct. 15th 1850

Seventy-Fifth Anniversary of the Opening of the Fourth Welland Ship Canal

This year marks the 75th anniversary of the opening of the Fourth Welland Ship Canal. Construction took a number of years and not without loss of life. Perhaps the greatest disaster in the history of the Welland Ship Canal took place shortly before noon on Wednesday, August 1, 1928 when a terrible accident at Lock 6 claimed the life of 10 workers and injured 20. A huge crane fell taking with it an entire section of gate, the entire mass of iron falling eighty feet to the concrete floor of the lock. The *Thorold Post* of August 2, 1928 reported that 14 injured had been taken to the St. Catharines Hospital. Those taken out alive were listed as: Tom McMilan, Edward Cooper, William McLaren, William Walters, Mike Penny, Alex Wilson, William Merkely, Clarence Callahan, James Johnston, Joseph Lesourick, Harry Watt, Christopher Wilson, A.M. Warden, Wilfrid King and John Hudson. The newspaper commented that "some of those will not recover." The story continued: "Six dead were taken, three delivered to Williams' undertaking rooms and three to the town-hall. Percy Lewis, checked the bodies by their numbers, but some had lost their tags of identification Charles Taylor, who worked on the top part of the section that fell, had his hand injured Tuesday, so stayed at home Wednesday. His working mate went down with the gate and was killed.... Dr. Herod, the coroner will hold an inquest on the bodies. The names of killed are not yet known, some are foreigners." A later report lists the names of the ten men who died: James McArthur senior, James McArthur junior (the McArthurs were father and son from Greenock, Scotland and both war veterans, the former of the Boer War and the latter of the Great War), Chester W. Overholt, Samuel McMullen (of Thorold Park), William Galaskerich, Fred Smalko, Louis Boccoletto (aged 34 years, been in Canada 15 years, lived at 17 Maitland Street, Thorold), Joseph Carrig (aged 29 years, had been in America only 10 months, resided at E. McIntosh's), Alexander Wilson (died in hospital), and Leo Dion (died in hospital).

The photos on this page were taken just after the collapse and the watercolour sketch on the next page showing the scene as men rushed from the collapsed area, is courtesy of the John Burtنيak Collection.





AUGUST THE

1/8/28

THOROLD SHIP CANAL