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 Mission and Goal is to increase the knowledge and appreciation of the history of St. Catharines and vicinity.
Our Society is affiliated with the Ontario Historical Society.

September 2007 Newsletter

Fall Program and Other Local Events of Interest

Note: program subject to change without notice.

August 4th through October 14th – Exhibit at the St. Catharines Museum titled: "Ships in the Mind's Eye and the Welland Canal 75th Anniversary – Celebrate the 75th Anniversary of the Fourth Welland Canal" and view artefacts and memorabilia from the City's proud canal and shipping history!

Monday, September 24 – 7:30 p.m. – Meeting of the Thorold and Beaverdams Historical Society at Chestnut Hall, 14 Ormond Street North, at Vine Street, Thorold.

Thursday, September 27 - 7:30 p.m. – at the St. Catharines Museum - a short Society meeting followed by a presentation by John Burtniak titled: "Some Vanished Villages in the Niagara Peninsula."

Saturday, October 13 and **Sunday, October 14** - Doors Open Niagara - many members will be found visiting or assisting at the various sites, including at the St. Catharines Museum.

Thursday, October 25 - 7:30 p.m. - at the St. Catharines Museum - a short Society meeting followed by a presentation by David MacKenzie titled: "Images of a Hero: The Many Faces of Isaac Brock."

October 27th through January 6th - Exhibit at the St. Catharines Museum titled: "Voices of the Town: Vaudeville in Canada" – ham it up at the Museum with an exhibit from the Peterborough Centennial Museum and Archives!

Sunday, November 11 - the Society will place a wreath during the Remembrance Day Service at the downtown Cenotaph.

Plaque honouring Lieutenant Samuel Lewis Honey V.C., DCM, MM located in Galt, Ontario. Lieut. Honey's name is also inscribed on the plaque on the front of St. Catharines City Hall. (Bill Stevens photo)

Thursday, November 22 - 7:30 p.m. – a Society program at the St. Catharines Museum – "Show and Tell and Christmas Social." This is always an interesting and fun wrap up to our yearly program. So, bring along an item or two and share your story!
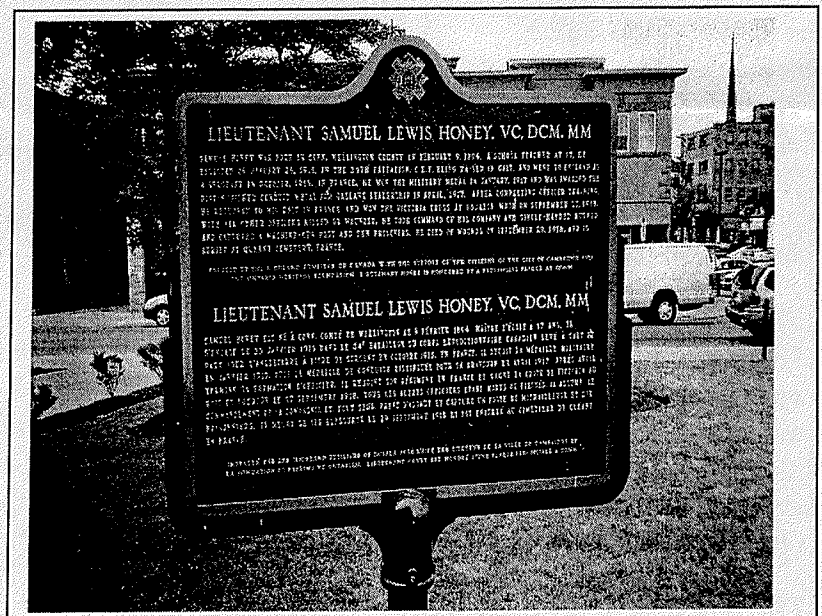
Board of Directors of the Historical Society of St. Catharines

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President - John Burtniak - tel. 905-227-5120
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Director - Director - David Sharron – e-mail dsharron@brocku.ca - tel. 905-684-5355
Director - Vacant

Welcome to New Members

Welcome to your Society: Mike Sullivan, Kathleen Gallway, Keith Siren, Dianna Nell West.

Report on the May 24 Meeting

A very large turnout of eighty-one people attended a picture presentation of the remains of the first three canals in St. Catharines and Thorold. Roger Bradshaw has spent many hours photographing the remains that are visible along the former canal routes. Roger was thanked by Bill Stevens for his excellent presentation and was presented with a framed print of the old canal generously donated by Ann Nagakawa.

The Oille Fountain Potting

Saturday, May 26, 2007 was a beautiful morning and the Society was pleased to have Mayor Brian McMullen perform the potting duties while Councillor Heather Foss, Oille descendants, Society members and the public looked on to make sure that all was done according to "Oille."

In the photo (left to right) Councillor Heather Foss, Mayor Brian McMullen, Society President John Burtniak, and Oille family descendants - Doris Pettifer and her cousin Barbara Mural.
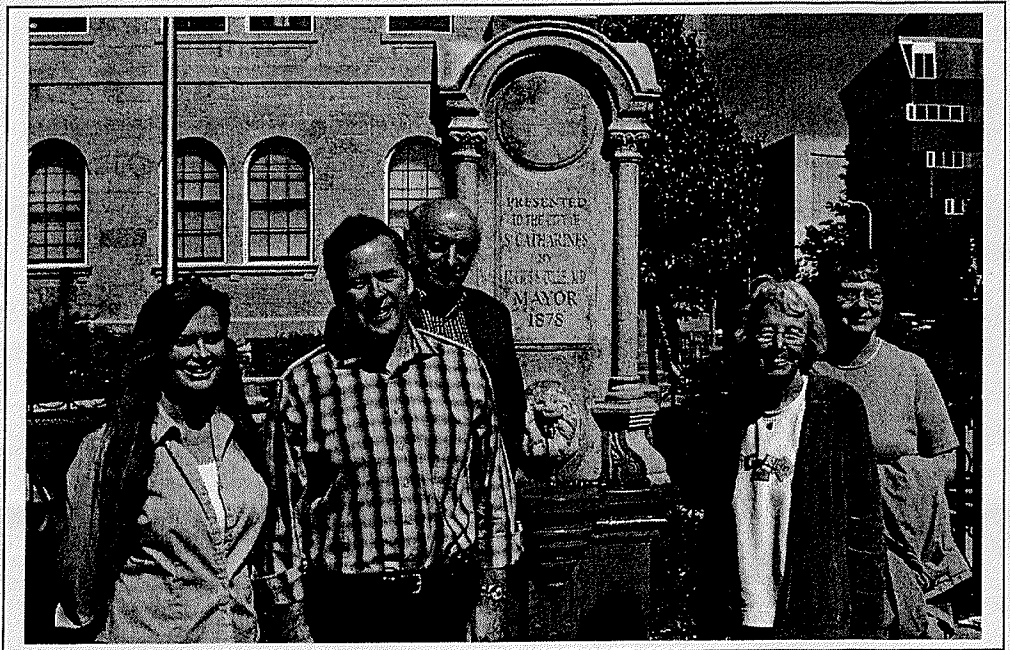
Newsletter Notes

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.
Next Issue: December 2007 - Deadline for submission of articles or notices is October 15, 2007.

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

The Historical Society of St. Catharines

Minutes of the Annual General Meeting held Thursday, April 26, 2007

Meeting held in the Burgoyne Room, St. Catharines Museum, Welland Canal Parkway, St. Catharines.

President Bill Stevens opened the meeting at 7:38 p.m. with a quorum present and welcomed the 66 members and guests present. Bill announced that it was the 80th anniversary of the Society and that a special cake would be served after the meeting.

The President advised of the passing of past president Norman Macdonald on April 17, and that several Society past presidents and members attended at the Hulse and English Funeral Home to pay respects. A sympathy card was available for members to sign, which will be sent to Mrs. Barbara Macdonald. A moment of silence was held.

Minutes of the Annual General Meeting, April 27, 2006
It was noted that the Minutes were published in the March 2007 Newsletter and that copies were available.
It was moved by Alex Ormston and seconded by Bill Dickson that the Minutes of the Annual General Meeting for 2006 be accepted as printed in the Newsletter. There were no errors or omissions brought forward. Accepted.

Auditor's Report (copy attached)
Auditor Tom Whitelaw advised that he and Janet Lewis had audited the books and found them in order. Tom provided the Board with some recommendations to be discussed by the Board.
The President thanked the auditors for reviewing the Society's financial records and accounts for 2006.

Treasurer's Report (copy attached)
Treasurer Chris Loat handed out a few copies of the 2006 Financial Statement and provided details on the main receipts and expenditures.
Moved by Chris Loat and seconded by Tom Whitelaw that the 2006 Financial Statement by accepted. Carried.

Amendments to the Constitution
The President advised that there were no amendments to the Constitution put forward.

Membership Report
The president thanked Bill Harder, who is retiring from the Board, for his six years of contribution to the Society.
Paid up memberships stood at approximately 172.

Upcoming Program Report
The President thanked Dee Dickman, who will be retiring from the Board, for her contribution in promoting the programs in the media.
The President introduced Roger Bradshaw and announced his topic, a pictorial of the Welland Canals which he will present at the May meeting; and then announced the Oille Fountain Potting Ceremony to be held on Saturday, May 26 at 10 am; the St. David's Heritage Festival on May 26 and that Paul Lewis will be putting up a Society display; the Bus Tour to Cambridge on June 16.
The President thanked the Program Committee for the exceptional programs that the Committee has provided to date and for the programs scheduled for the coming year.

Correspondence and Notices of Interest
The President advised that several items of interest were available on the display table for members to peruse.

There was no response from the membership regarding the President's call for any items for the "Good of the Society."

Bill Stevens thanked the Society for the privilege of being able to serve the Society as President for the past four years. Bill also thanked the Executive and Board for their support and efforts on behalf of the Society over the past year.

Nominations and Elections
The meeting was turned over to John Burtniak to conduct the Nominations and Elections. John preceded his report with an expression of thanks to Bill Stevens for his faithful service to the Society over the past four years.

John noted that Officers of the Society serve a two-year term and that their term had expired and that all positions were up for nominations, and that the Directors serve a one-year term and that up to six could be elected.

John presented the Slate of Candidates:

Past President: Bill Stevens; President: John Burtniak; Vice President: Paul Lewis; Secretary: Brenda Zadoroznij; Treasurer: Chris Loat; Directors: Paul Hutchinson, Brenda Fox, Joe Muscat, David Sharron, Mary Leighton, Maurice Gomme.

John called for nominations from the floor. There being no nominations from the floor, John accepted a motion: Moved by Bill Steinman and seconded by Maurice Gomme that nominations be closed and that the Slate as presented be declared the Executive and Directors of the Society for the coming term of office. Carried.

John Burtniak closed the formal part of the meeting.

Chris Loat introduced the speaker for the meeting, Walter Asbil, Bishop Emeritus of Niagara.

Walter talked about the history of the Church of England in the Niagara Peninsula and St. George's Church in St. Catharines, beginning with the arrival of the Loyalists, the first minister and the building of the first church, moving on through the church relocation and the ministers that arrived in St. Catharines and some of their contributions to the ministry here. The 55-minute lecture ended with a short question and answer session. Bill Steinman thanked Walter for his presentation.

The meeting concluded with an 80th Anniversary Cake, refreshments and a social time.

Minutes as recorded by Bill Stevens.

Financial Report For 2006

INCOME

Book Sales	$ 25.00
Bus Tour	1480.00
Donations	80.00
G.I.C. Interest	139.97
Membership Dues	1746.37
Provincial Grant	831.00
Meeting Donation	222.78
Total Income	$ 4525.12

EXPENSES

Administration	$ 179.02
Advertising	12.00
Bank Charges	8.52
Bus Tour	1389.38
G.I.C. Investments	139.97
Donations	153.63
Honouraria	410.00
Membership OHS	50.00
Newsletter	774.69
Refreshments	64.67
Room Rental	335.70
Total Expenses	$ 3517.58

Surplus for the year	$ 1007.54
Bank Balance at Year End	$ 4008.86
G.I.C. Account	$ 5509.47
Total Assets	$ 9518.33

Imperial Order Daughters of the Empire / IODE Park Naming Ceremony

On the occasion of the 60th anniversary of the Lord Mountbatten Chapter of the IODE, the small park area at the intersection of Church Street and King Street will be dedicated on:

November 13, 2007 at 11:00 a.m.

You may recall that City Council approved the naming of the park at the December 12, 2005 Council meeting. Further information on the IODE and the park naming can be found in the Society's *March 2006 Newsletter.*

How did high-tech start? On the radio.

Conventional sagas of Silicon Valley begin with Stanford, H-P, and the Varian brothers -- in 1953. Yet 40 years earlier, when radio and electronics was the same thing, the agricultural lands on the San Francisco Bay's southern shore were already home to high technology. Well-known pioneers such as Charles Herrold and even Lee DeForest were active in the region at this time. And one Arthur E. Bessey, a Canadian immigrant and personal friend of radio-engineering god Edwin H. Armstrong, deprecated his father's agricultural equipment business in favour of technology. His was the **first** Silicon Valley technology factory. He ultimately lost big.

ECHO OF THE FUTURE: A TALE OF SUNNYVALE

explores why the first electronics company in a city that describes itself as the "Heart of Silicon Valley" would be so unknown. The answer and optimistic prospects for future historic preservation turns out to be intimately linked to what happened one misty morning in 1961.

Albert Bessey established the Jubilee Incubator Company in Sunnyvale in 1907 and the building stood until the 1980's. Arthur E. Bessey (AEB), the son of Albert W. Bessey, joined his father's business in Sunnyvale at the age of nineteen and in 1909 built the most powerful wireless radio of its time. In 1921 he used his father's Jubilee Incubator Company money to partner with one Tom Lambert to start a business called "The Radio Shop." The Radio Shop made 1-, 3- and 4-tube radios. They were regenerative circuit designs (not super heterodyne) and his business ultimately failed both for that reason and because he kept on making battery powered products even as home electricity was starting. The products that The Radio Shop made were called ECHOPHONE, but he must have been an O.E.M. because the Echophone name seems to be used elsewhere too. It is unknown at this time if he was just a licensee of the Echophone name from some headquarters company (in Chicago), or if he really was big and was the main Echophone company and everyone else was a licensee. This historical matter is still under investigation. Echophone later became Hallicrafters, a very well-known maker of amateur and military radio equipment. It is believed that Hallicrafters went out of business in the early 1980's. Additionally there were some other products around the 1920s-1940s called Echophone that had nothing to do with radio and nothing to do with Bessey: some all-mechanical record players, etc.

The man behind the making of this documentary is Ben Koning, who can be reached via e-mail: ben@apple.com   Ben is looking for assistance here in St. Catharines to find pictures of Arthur E. Bessey, his wife and family, places in St. Catharines where the Bessey family may have lived, visited or worked and general scenes of St. Catharines in the 1899 period. **Ben is driving across America and plans to be at the Historical Society's September 27 meeting.**

Some family background:
J. Albert Wellington BESSEY was born in October 1852, likely in Grantham Township. He married Ada E. Fletcher on 2 December 1872 in Grantham Township. They had a son, Arthur E. Bessey, born 9 July 1879, likely in Grantham Township. Albert is listed in the 1875/76 City Directory as a partner in Riddell & Bessey located at 16 Centre Street. In the 1886/87 and 1887-1890 City Directories, Albert is shown having an agricultural implements store/agency at 21 James Street and residence on Geneva Street. In 1890, Albert with his family (his son Arthur being about seven years old) moved to Colorado and then on to Sunnyvale, California. Albert died there on the 20 October 1925 and Arthur died in Millbrae, San Mateo County on 11 September 1953.

Advertisement from
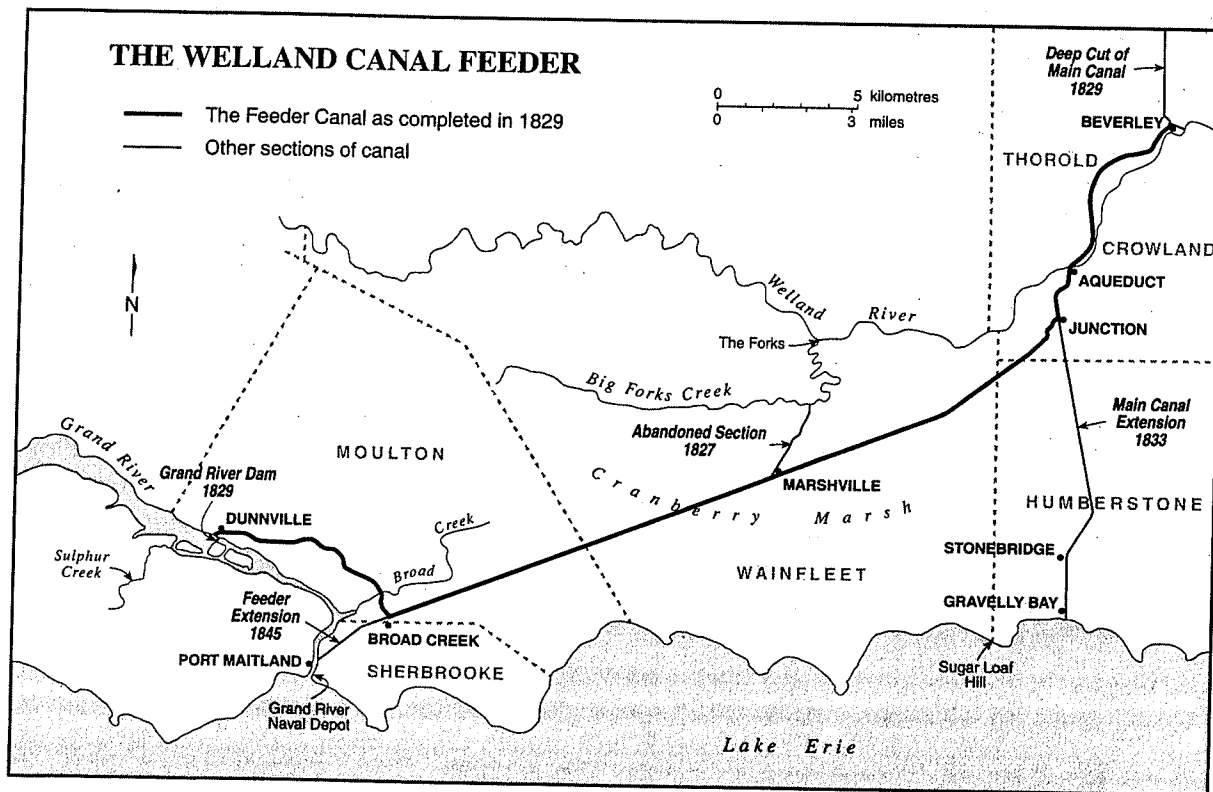*1887-1890 St. Catharines*
City Directory

THE FEEDER CANAL AND ITS COMMUNITIES

THE WELLAND CANAL FEEDER

— The Feeder Canal as completed in 1829
— Other sections of canal

0 _____ 5 kilometres
0 _____ 3 miles

When the First Welland Canal opened in 1829 it actually consisted of two canals: the main canal linking Lake Ontario with the Welland River at Beverley (later Port Robinson), and the Feeder Canal that supplied water to the main canal from the Grand River. My previous article looked at the origin and naming of the communities on the main canal; this article focuses on the Feeder communities.

The Feeder is less familiar than the main canal, and its early history is complex. When it opened in the fall of 1829 it differed markedly from what had been planned originally, and it was to undergo further changes. The map above shows the various sections of the Feeder, the communities that emerged along its line, the townships through which it ran, and the geographical features it connected. The communities, none of which existed prior to the canal, are given their original names. These are not necessarily the names in use today.

The central portion of the Feeder lay in Wainfleet Township, and in the early 19th century much of the township consisted of marshland. This was generally called the Cranberry Marsh, though it was also known as Canby Marsh, Tamarac Swamp, Black Ash Swamp, Great Marsh and Wainfleet

Marsh. It is now largely drained, and the small piece that remains is still called Wainfleet Marsh.

East of Wainfleet the Feeder ran mainly through Crowland and Thorold Townships. The boundary between them was the Welland River, which meant that Thorold extended south into the heart of what is now downtown Welland. West of Wainfleet Township the Feeder crossed Moulton and later Sherbrooke Townships, both of which were carved out of the Six Nations Tract along the Grand River, which had been reserved for the Six Nations Indians by the Haldimand Grant of 1784.

Prior to the canal, settlement of this area was very sparse, with just a few scattered farms. No recognizable communities existed closer than the villages of St. Johns and Canboro, a settlement at Sugar Loaf Hill on Lake Erie and the native villages along the Grand. One possible exception was the Grand River (or Sherbrooke) Naval Depot, established in 1815 on the east bank of the river at its mouth. Several early maps show what looks like a separate place called Sherbrooke just above the Depot proper, but this was likely an outpost or just a depiction of the buildings (barracks, storehouses, etc.) associated with the Depot.

A second canal was part of the Welland Canal project from the start, though originally it had no role as a feeder. It was to start at the estuary of Broad Creek on the Grand River, and follow a straight east-north-easterly course for 9 miles into the heart of the Cranberry Marsh. Then (at what became Marshville) it was to change direction and run north-north-easterly for another 3 miles to join the Welland River at The Forks, where Big Forks Creek met the main stream.

This canal, though secondary to the main canal, possessed certain advantages over the latter. Its Lake Erie outlet was ice-free earlier in the season than the Niagara River; it provided a link to the Grand River that avoided the hazardous passage along the Lake Erie shoreline; it made use of one of the best natural harbours on Lake Erie; it was far enough from the American border to be relatively safe from attack; and it would facilitate the draining of the Cranberry Marsh, 13,400 acres of which were in due course granted to the Welland Canal Company.

When canal construction began in 1824 the emphasis was on the main canal. By the fall of 1827 progress was sufficiently advanced that work could begin on the other canal. Monson, Simpson & Co. were awarded the contract on October 4 and promptly advertised for 1000 labourers. The advertisement was datelined "Cranberry Marsh, near Misener's Mills." This location was probably the future site of Marshville, for John Misener had a saw mill just to the north on Big Forks Creek. By the end of the year 2 miles of canal had been excavated towards The Forks and possibly a similar distance towards Broad Creek.

By November 1828 the main canal was almost complete — all that remained was two weeks' work on the Deep Cut that sliced through the ridge between the Welland River and Beaverdams Creek. Then disaster struck. A deep layer of quicksand caused the banks of the Deep Cut to collapse, and it became apparent that the Welland River could not be used as a source of water as originally planned. Since the Deep Cut could not be deepened any further water had to be brought in from a higher level.

The solution was to make the Grand River the source and to convert the secondary canal into a feeder. The Grand was already at a higher elevation than the Welland, and it was proposed to raise it even further by placing a dam near its mouth. This was already under construction when objections by the commandant of the Naval Depot forced the Canal Company to relocate the dam 5 miles upstream, to the site of present-day Dunnville. The new dam, composed of complete trees laid down in line with the current and packed with layers of gravel, stone and brush, was 600 feet long and raised the water level by 5 feet. An unfortunate consequence was the flooding of over 2000 acres of bottom land for 10 miles upstream. The Company had built the dam without legal authority, and faced claims for compensation from almost 100 aggrieved landowners, half of them Six Nations Indians.

Water from above the dam was discharged into a new channel excavated from the Grand River to the line of the secondary canal near Broad Creek, while surplus water was diverted past the dam to the lower reaches of the Grand via Sulphur Creek. A lock was planned at the dam, but for some reason was not built. Since a proposed link to the lower Grand River at Broad Creek was not provided either, ships on the upper Grand were left without access to Lake Erie.

Changes also occurred at the Marshville end. The section that had been excavated towards The Forks was abandoned, and instead the canal was extended eastward in a straight line, eventually curving north to meet the main canal at Beverley. This necessitated crossing the Welland River, which was achieved by means of an aqueduct in what is now downtown Welland. It also required two new locks on the main canal at Beverley, allowing boats to "lock down" to the Welland River.

The Feeder opened for traffic on November 14, 1829 (two weeks before the main canal) when two scows made the journey from the Deep Cut to the Grand River. In 1833 the north-east portion became part of the main canal when the latter was extended south to Gravelly Bay on Lake Erie, and in 1845 a long-delayed cut to the mouth of the Grand River was provided. Use of the Feeder declined over time, and its demise was inevitable after 1881, when water for the main canal was taken directly from Lake Erie. The last recorded commercial use was in 1908.

Marshville

The first community to develop on the Feeder was Marshville, which probably served as the centre for operations when construction began in 1827. At first it would have been no more than a shanty town, but by the early 1830s building lots had been laid out by the Welland Canal Company. A saw mill and grist mill were erected on the Feeder, and the surplus water was discharged into the abandoned stretch of canal, which is known today as Mill Race Creek. In the early 1830s an attempt was made to change the name of the village to Milton (the origin of which is unknown), but Marshville prevailed. Over time, however, the inhabitants became less and less enamoured of that name, and in 1894 petitioned to have it changed to Wainfleet Centre. Though they failed they did not give up, and in 1923 the village took the township name, Wainfleet. This name comes from Lincolnshire, England, and has its origin in Governor Simcoe's county-based naming policy for Upper Canada, as explained in my previous article.

Dunnville

Dunnville came into existence with the building of the Grand River dam in 1829. It was named for John Henry Dunn, Receiver General of Upper Canada and second President of the Welland Canal Company. According to a contemporary observer, "Oliver Phelps ... of St. Catharines laid out the plot of the town" in 1829, but it is uncertain what this really means. Phelps was the principal contractor on the first Welland Canal and was given the task of constructing a lock at the Grand River dam. The lock was never built, but Phelps did acquire 5 acres of land on the Feeder just below the dam where he developed a complex of mills, together with storehouses that facilitated transshipment between the Feeder and the lower Grand River. No doubt it was this complex that caused the same observer to proclaim Dunnville's "certain prospect of being the Manchester of Upper Canada." Phelps sold his interest in 1834, and while he may have laid out village streets there is no proof of this. Also, the oft-repeated claim that Phelps had been engaged in a race with George Keefer of Thorold to be the first to build a mill on the canal is simply not true, for Keefer's mill was up and running when Phelps had barely started work on his. Though Dunnville never became a Manchester, it did develop quite rapidly. It acquired a post office, always a good measure of growth, as early as 1830, with Phelps' son-in-law as postmaster. In 1860 it became an incorporated village, and in 1900 a town.

Broad Creek

Broad Creek was named for the nearby creek, which in turn was named for its wide marshy estuary, though when and by whom is unknown. The community may have begun as a work camp during the excavation of the secondary canal, for there is evidence of a store there in 1827. From 1829 it was the point where the winding section of the Feeder from Dunnville met the straight section across the Cranberry Marsh. The importance of this location increased in the early 1840s when the Feeder was extended to the mouth of the Grand River, but though the village went on to acquire a modest shipbuilding industry it remained small. With the opening of a post office in 1859 the name was changed to Stromness, presumably by businessman and first postmaster Lachlan McCallum (later an MP and Senator) after Stromness in his native Scotland.

Port Maitland

Port Maitland is divided by the Grand River, with the main part on the west bank facing the mouth of the Feeder extension. It was named for Sir Peregrine Maitland, Lieutenant Governor of Upper Canada, 1818-28, and a strong supporter of the canal venture. The name — in reference to the harbour at the river mouth — appears on various maps between 1828 and 1840, but no community is shown. It is not clear when the village itself emerged, nor what its relationship was to the earlier Naval Depot. The Depot, located on the east bank, was in severe decline by the 1830s, but the land remained in government hands. The village probably emerged separately on the west bank, as there is early mention of a tavern and church, and it was here that the Welland Canal Company constructed a pier. A community may have developed on the east bank during construction of the Feeder extension 1842-45, but the present east-bank community dates from the 20th century.

Aqueduct

Aqueduct was the original name for Welland. It began in 1829 as a shanty town alongside the wooden aqueduct that took the Feeder Canal over the Welland River. Initially growth was very slow, and despite the head of water that existed between the canal and river, no mills were built until after the Second Welland Canal was completed in 1845. In 1844, no doubt in anticipation of better things to come, a meeting of the inhabitants proposed that the community's name be changed from the prosaic Aqueduct to Merrittville, this in honour of "he who was justly called the Father of the Canal" but whose name "had not found a place in any of those villages which had arisen from his wisdom." Their dedication to William Hamilton Merritt was not to last, however, and in 1858 Merrittville (or as it was more commonly known Merrittsville) was incorporated as a village and renamed Welland. This followed the creation of a separate Welland County in 1856 (previously it was part of the United Counties of Lincoln and Welland) and the selection of Merrittsville as the county seat. Welland is the name of a river in Lincolnshire, England, and was first used in Upper Canada for the Welland River, having been introduced by Governor Simcoe in 1792 in place of the earlier name Chippawa Creek.

Junction

The aptly named Junction (or The Junction) was located just east of where the Feeder Canal joined the main canal extension to Lake Erie. Its name appears on a map of 1833, the year the extension was completed, but it is doubtful that any community existed at that time. An 1837 map shows a tavern, but it was not until John Hellems, owner of 200 acres of land in Crowland Township, created building lots in the mid-1840s that a proper village emerged. Hellems operated a wharf on the canal, and the place was later known as Port Hellems, Hellemsport or, more usually, Helmsport, though the name Junction also continued in use for some time. In 1917, when Welland sought to absorb Helmsport in its quest to become a city, it was described as "the naughty section" and "a hive of bootleggers and lawlessness." But it remained a defiant part of

Crowland Township until 1961, when it was finally incorporated into Welland.

Stonebridge

Stonebridge and Gravelly Bay (which follows) belong to the Lake Erie extension of the main canal, not to the Feeder, but are considered here in order to complete coverage of the First Welland Canal communities. Stonebridge was located where an important early trail crossed a creek flowing south to Lake Erie. The trail ran north-east from the Sugar Loaf towards Stonebridge, and after crossing the creek split into two, one arm heading for Chippawa, the other for Fort Erie. Despite the name it is unlikely that there ever was a stone bridge at Stonebridge, but early settlers may have used slabs of stone from the Onondaga Escarpment to create a ford in the marshy creek bed. A bridge was provided once the canal was built, and in 1833 Catharine Merritt speaks of it as "the stone bridge." However, she may just have been referring to the foundations. The bridge itself was probably a wooden swing bridge, for an all-stone bridge would have blocked canal traffic. By this time village lots had been laid out by local landowners, and the name Petersburg introduced in recognition of early settler Peter Neff, who died of cholera in 1832. In 1851 a post office was established under the township name Humberstone (another Lincolnshire name from England), and over time this supplanted the two earlier names, both of which had continued in use. Humberstone was incorporated as a village in 1912, and in 1952 became part of Port Colborne.

Gravelly Bay

The name Gravelly Bay presumably has its origin in the gravelly nature of the lakeshore, though in early times the bay was also called Steele's Bay after a local settler. The first known references to Gravelly Bay date from 1830, when the Welland Canal Company was seeking a terminus for the Lake Erie extension of the Welland Canal. First applied to the bay, the name was soon given to the harbour and the community that evolved during construction. In 1831 the Welland Canal Company began using the alternative name Port Colborne, this after Sir John Colborne, the Lieutenant Governor of Upper Canada, 1829-36, who had played a major role in securing financing for the canal extension. Two years later the Company sought Sir John's approval for the new name. If this seems strange, it may have been in anticipation of Port Colborne being designated an official Port of Entry. Growth of the community, described in 1832 as a "sunken morass," was delayed by problems with land ownership, and it did not become firmly established until 1834, when William Hamilton Merritt purchased land and laid down building lots. Port Colborne was incorporated as a village in 1870, a town in 1918 and a city in 1967.

Principal Sources: Aitken, *Welland Canal Company;* Carter, *Welland Canal;* Docker, *Grand River Naval Depot;* Jackson, *Welland Canals and Their Communities;* Merritt, *Merritt Biography;* Styran and Taylor, *Great Swivel Link;* local histories of Dunnville, Humberstone, Port Colborne, Wainfleet, Welland and Grand River Valley; historical atlases of Lincoln & Welland and Haldimand counties; post office inventories; travellers' reports; trade directories; *Farmers' Journal* and other newspapers; First Welland Canal plans and documents, Welland Canal Company *Directors' Reports; Third Report* (of committee of inquiry into management of Welland Canal).

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Society Purchases Scanner for St. Catharines Historical Museum

At its July 9, 2007 meeting the Board of Directors considered a request from the St. Catharines Historical Museum for funds to purchase an Epson Perfection 4990 scanner, and approved a donation of $600. This scanner is capable of scanning film and glass plate negatives and transparencies up to 8 x 10 inches in size, and will be used to digitize the Museum's expanding photographic collection. Included will be the recently acquired Goodman images, a CD of which will be provided to the Society in return for its support. The scanner is the final hardware component required for the comprehensive collections digitization program now underway at the Museum.

Lincoln Public Library Lecture Series

The following free lectures will be held at the Fleming Library, 4996 Beam Street, Beamsville beginning at 11:00 a.m. You must reserve a seat by contacting Cathy Simpson by phone at 905-562-5711 or by email at simpson@lincoln.library.on.ca.
October 6 – Document Preservation, Ray Konkle
October 13 – First Baptist Church, Marion Dawdy
October 20 – Walker Hall, Patricia Boyle
October 27 – Lincoln Agricultural Society, Joe Kelter
November 3 – Heritage of Quilts, Donna Bothen

Annual Merritt Birthday Commemoration – Tuesday evening, July 3.

In the photo (left to right):
Representing the St. Catharines Museum, Arden Phair;
The Historical Society of St. Catharines, Bill Dickson,
Master of Ceremonies, John Burtniak; and the Canadian Canal Society,
Tom Whitelaw. (Bill Stevens photo)

As John pointed out in his Presentation, "It is right that we pay tribute to this important individual."

Alfred HOWELL (1889 – 1979) – Sculptor of the Merritt Statue

Alfred Howell was born in Oldbury, England. His father was of Welsh background. By 1909, Alfred entered The Royal College of Art in London, England, leaving there in 1913. He studied sculpting under Professor Lanteri, architecture under Professor Pite and design under Professor Lothaby. He graduated in 1915. He married before immigrating to Canada to accept the directorship of the Art Department at Central Technical School in Toronto, where he stayed until 1929. In 1929 he accepted a position at Western Reserve University in Cleveland, Ohio and retired from there in 1959. While in Ontario he designed war memorials in Oshawa, St. John's, New Brunswick and Guelph, to name a few.

Bus Tour: June 16
Photo of the Happy Walkers!

Our Bus Tour to Cambridge-Galt featured a guided tour along the Grand River front conducted by John Burtniak. At the start of the walk, we were fortunate to gain access to the beautiful Central Presbyterian Church and received a very informative narration by a church member.
A scenic drive through the countryside both on the way to and from Galt included a running commentary by John on the many interesting heritage features along the route. Also, while in Galt we enjoyed a couple of hours of shopping at the Southworks Outlet Mall and Antique Market and lunch at a lovely downtown eatery. (Tom Whitelaw photo)