

The Historical Society of St. Catharines

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

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.

Our website address is: <http://stcatharineshistory.wordpress.com/>

September 2008 Newsletter

Upcoming Speakers Program

All programs start at 7:30 p.m. at the St. Catharines Museum

Thursday, September 25

Denis Cahill will present a lecture titled: **"From Glass Negatives to Digital Images: How *The Standard's* Negative Collection Was Created."** - Note: In conjunction with this lecture, the Museum has invited Society members to a complimentary viewing of the Museum's feature exhibit **"Niagara through the Lens, the shots that set *The Standard*"** from 7:00 - 7:30 p.m.

Thursday, October 23

Rev. Phil Cline will present a lecture titled: **"The History of St. Paul Street United Church"**

Thursday, November 27

Former City Alderman and Regional Councillor **Bob Bell** will present a lecture titled: **"Some Reminiscences of Grantham Township"**

Len Birchall Commemoration – Friday, October 3 – 1:00 p.m.

Connaught Public School, Prince Street, St. Catharines

Program indoors followed by a tree planting in the Len Birchall Memorial Circle in front of the school.



Councillor Washuta bringing greetings from the City at the Annual Oille Fountain ceremony on May 10



On June 5 over 25 people attended the premiere of "ECHO OF THE FUTURE: A Tale of Sunnyvale"

Reports:

Thursday, May 22 – Pat Menon – on William B. Allan

On Thursday, May 22, Pat Menon spoke to approximately 45 Society members and guests about the life and work of former local architect William Bryson Allan. Allan (1838 - 1911) was born in Scotland and immigrated to Canada in the 1850s. After bouncing around Quebec and Ontario for a few years, he settled in St. Catharines in 1861 and started a furniture business with his family while also dabbling in undertaking, sewing machine sales and photography. But it was apparent that Allan had a talent for architectural design.

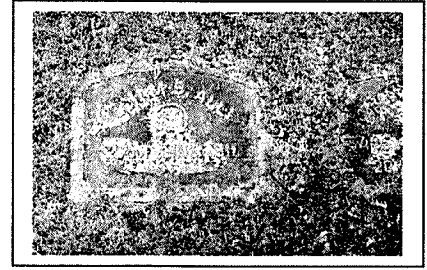


Photo of Allan's plot stone in Victoria Lawn Cemetery by Bill Stevens

Allan's first known design was the Riordan Mill in 1867. In 1870, Allan married Isabella Dougan, who was the daughter of a successful local builder. Now with contractors, furniture makers and an architect in the family, the Allans and Dougans formed a formidable business team. From there he did not look back.

Chronologically, some of Allan's designs include: St. Paul's Ward School (1871), Central School on Court Street (1872), First Presbyterian Church (1872), the expansion of the family furniture factory (1875), St. James Ward School (1876), and St. Andrew's Ward School (1883). Other designs included the Protestant Orphans Home, Grantham Academy / St. Catharines Collegiate, St. Thomas Ward School, Merritton Cotton Mill, the R.H. Smith Company (saw works), the Oddfellows Hall and the Merritton Town Hall. From the late 1860s to 1900, Allan was quite a prolific architect in St. Catharines.

Allan's last design was Memorial Hall in Niagara-on-the-Lake, which opened in 1907. Memorial Hall was the first building in Ontario designed specifically as an historical museum. The museum celebrated its 100th anniversary just last summer. (from the Society web site courtesy of David Sharron)

Saturday, June 7 - 13th Annual Historical Theme Bus Tour

This year's tour had to be cancelled due to a low response.

Thursday, July 3 – William Hamilton Merritt Birthday Commemoration

A commemoration of the July 3rd birthday of William Hamilton Merritt took place at the Merritt Statue at the corner of St. Paul Street and McGuire Street. Tom Whitelaw placed a wreath on behalf of the Canadian Canal Society and Brenda Zadoroznij laid a wreath on behalf of our Society. A marvellous walking tour down Yates Street followed where we saw "The Gate," the subject of a previous lecture by Ian Ellingham, and Ian and his wife also welcomed us into their home to view the restored dining room (spectacular!) and then Paul Lewis took us on a downhill walk to see the remains of an historic fountain recently unearthed, once a feature of the Springbank Hotel grounds (a treasure to see) and later home to Ridley College.

Inventory of Plaques Found Outdoors in the City of St. Catharines

Paul Lewis has created a Binder full of 'all' the plaques to be found outdoors in the City of St. Catharines. Paul donated a copy to Special Collections at the Public Library and it is catalogued as 917.1338 Lew.

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 2008 - Deadline for submissions for the next issue is November 10

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

Discover Old Port Dalhousie: Walk & Quiz

By Bill Stevens

This is an abbreviated and edited version of a walk and quiz I made for the ***Waterfront Trail Adventure Tour: Niagara Section*** held on July 4, 2008. I thought that Society members may enjoy a fall day roaming around Old Port Dalhousie and doing the quiz.

Follow this guiding text as you take a 'loop' walk along the Lake Ontario shoreline, harbour and downtown area of Old Port Dalhousie and you will discover the answers to this quiz along the way.

The public parking area for the "Old Town" is in Lakeside Park and this is where you'll start your tour. Lakeside Park between 1902 and 1950's was a popular tourist attraction and summertime would even bring tourists from Toronto by boat into the harbour.

Start by walking north (i.e. towards Lake Ontario) and into the Lakeside Park green area.

1. The most prominent feature you will see is the world famous Loeffl Merry Go Round, where you can still get a ride for only ____ - _____. This original Charles I.D. Loeffl carousel was carved between 1898 and 1905 in Brooklyn, New York and relocated here in 1921 from an amusement park in Scarborough, Ontario. The Lakeside Park Carousel is one of approximately 350 antique hand-carved carousels still operating in North America and is considered unique in size. It has 68 animals and four chariots in four rows. The original Loeffl Lion is one of five in all of North America and is the only one that has its head turned to watch onlookers as it circles by.

2. Beside the Merry Go Round is a children's play area - named: L _____ W _____.

Continue walking towards the Lake until you reach the concrete walkway running along the beach -- this is the Waterfront Trail -- which you will follow for the next several points of interest. Head easterly towards the harbour. You will pass the SNACK BAR and on your right, the Picnic Pavilion, the only remaining structure left of the N.S. & T. Railway that used to terminate at the park.

3. How Many Lighthouses do you see? ____ - What are the colours? White and _____.

4 On the other side of the harbour there is a building - what do the initials DYC mean? D _____
Y _____ C _____

If you have time, a walk out to the end of the piers is a popular activity. Both piers were constructed in 1838 to enclose the entrance to the Second Welland Canal. Toronto is approximately 40 km away across the Lake.

Continuing south (i.e. away from the Lake) along the Waterfront Trail a very short distance:

5. The English language portion of the sign (on your right) reads: "Fisheries and _____, Small Craft _____, Port Dalhousie, Managed by the _____ of _____, _____, CANADA"

Just before the roadway turns into the parking lot at the end of Lakeport Road, the walkway has a small indentation, which is actually where the First Welland Canal turned and then went into Lock One of the First Canal (no remains). The First Canal ran behind the Merry Go Round from Lake Ontario to this point in the walkway.

You will see the main Waterfront Trail sign - look to see where you are!

6. The Port Mansion Restaurant is the end building on Lakeport Road and the date on the building signage is: circa 18____.

7. Ahead (on your left) you will see the remains of Lock One of the Second Welland Canal and as you make the turn in the walkway you can look down into the lock. What are the dates on the black iron fencing:

18 _____ and 18 _____ .

8. What is the name on the sign immediately below the Waterfront Trail sign on the post:

" _____ Point Parking Lot"?

9. The Royal Canadian Legion Branch _____ is also visible and you will now walk behind the Legion building and a restaurant building and onto the bridge over the water. The original portion of the building is the only remaining building that serviced the Third Welland Canal.

10. On your right is an industrial building which you will walk in front of later on your tour on the back of the building towards the right corner there is a sign for a business hanging up beside a double doorway reading: _____ WELDING & MACHINE. (Note: The business owner belongs to the Society!)

11. Next stop is another Lock One and there is a plaque here that indicates the Canal number and dates of the Canal and reads as follows: "The Third Welland Canal 18 _____ - 19 _____. This plaque commemorates the 110th Anniversary of the opening of the 3rd Welland Canal, September 15, 1881. The canal served until _____ when the present 4th canal was opened to traffic. On this site a section of the original Lock One and the restored

LOCK TENDERS SHANTY can be seen, reminders of the historic and economic importance of the Welland Canals which joined the Great Lakes waterways system."

Also here is the Old Lock tenders Shanty, built in 1887 and restored in 1992.

12. On the east side of the Lock is the Heywood Hydro Generating Station built in 1988. The sign on the gate has an address of: _____ Rd.

At the trail junction with the roadway sidewalk, you will turn right and head back into Town. Just a few steps from the turn, you will be walking over the Weir Bridge and turning to look south (i.e. away from the Lake), you can see in the distance Henley Island, home of the St. Catharines Rowing Club and the Royal Canadian Henley Regatta Course on Martindale Pond.

You will be walking in front of Lincoln Fabrics (this is the front of the building you saw while crossing the bridge) at 63 Lakeport Road and is an important industry in Town. The building was constructed in 1900 and once housed The Maple Leaf Rubber Company.

Looking across the street to your left along this section of the walk, the Henley grandstand and finish tower are visible, as well as Rennie Park, where you may wish to take a walk through before returning to this walk. Rennie Park features a Peace Garden, The Spirit of St. Catharines Rowing Sculpture, World Rowing Donor's Monument, Dalhousie House (the last remaining building of the Muir Dry Docks), a monument to Muir Dry Docks and a monument to the first Women's Rowing Crew.

13. Another sign welcomes you "Welcome to Historic Port Dalhousie. Two Centuries of Seafaring Tradition." What is the date that appears at the bottom of the sign: _____ ?

You are almost back at Lock One of the Second Welland Canal, but you will cross the street at the cross walk lights and walk up Lock Street.

14. On the corner is Murphy's Restaurant and _____ Inn. Built in 1885 by Ed Murphy as a ship's chandlery.

15. You will cross _____ Alley.

16. The Craft Guild is located at # _____ Lock Street. This building was built circa 1898 originally as Stanton's Grocery Store which also housed the post office and telegraph station.

17. Across the street is a popular tavern and the sign says it all: "THE _____ TAVERN * THE _____ WITH FLAIR" built in 1890 as the Wellington Hotel.

18. Beside the tavern is a shopping area which includes a popular shop, "Olson Foods & Bakery." The building is named _____ & _____ Market _____

19. As you turn to walk down to the parking area, what is this street named? _____ Street. (Note: You will be exiting the parking lot up this street)

On your left you pass a Private Road with a street sign with the name "Gary Rd." on it. This private roadway runs parallel to the First Welland Canal route.

20. At the bottom of the sidewalk on your right is the Old Jail House. Arguably the smallest in Ontario at 12-feet x 20-feet! Now supporting a patio bar. On the front of the building is a small St. Catharines Heritage Building designation plaque. "Port Dalhousie Jail, circa _____". (Hint: it is hard to read, but it does have a date on it!)

As you cross the roadway into the parking lot, you are crossing the route of the First Welland Canal and you are also crossing over top of a very large wet weather storm water chamber that helps prevent storm water overflows from the sewage pumping station you just walked past (on your left).

Have a safe journey as you leave our pretty little Town.

Answers at bottom of this page.

Missing Plaque at Lock One of Second Canal At Port Dalhousie

This plaque was located in Port Dalhousie on the west side of the south entrance to Lock One of the Second Canal and went missing sometime in the past 3 years.

The inscription read as follows:

In 1845, after three years of work, the Government of the new Province of Ontario completed the Second Welland Canal to provide improved navigation between Port Dalhousie on Lake Ontario and Port Colborne on Lake Erie.

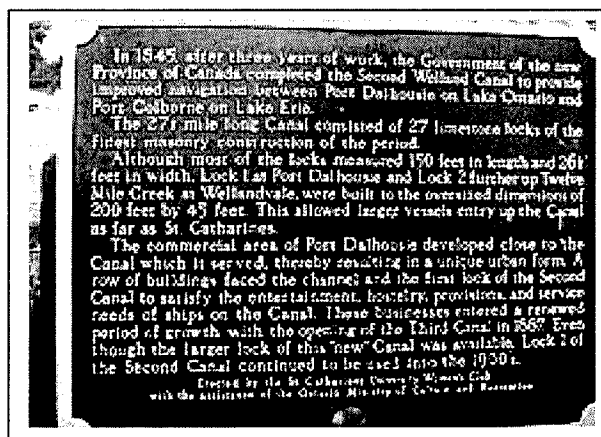
The 27 mile long Canal consisted of 27 limestone locks of the finest masonry construction of the period.

Although most of the locks measured 150 feet in length and 26 feet in width, Lock 1 at Port Dalhousie and Lock 2 further up Twelve Mile Creek at Wellandvale, were built to the oversized dimensions of 200 feet by 45 feet. This allowed larger vessels entry up the Canal as far as St. Catharines.

The commercial area of Port Dalhousie developed close to the Canal which it served, thereby resulting in a unique urban form. A row of buildings faced the channel and the first lock of the Second Canal to satisfy the entertainment, hostelry, provisions and service needs of ships on the Canal. These businesses entered a renewed period of growth with opening of the Third Canal in 1887. Even though the larger lock of the "new" Canal was available, Lock 1 of the Second Canal continued to be used into the 1900's.

Erected by the St. Catharines University Women's Club

with the assistance of the Ontario Ministry of Culture and Recreation.



Answers to the Discover Old Port Dalhousie: Walk \$ Quiz

1. 5-cents / 2. Lakeside Wharf / 3. Two, Green / 4. Dalhousie Yacht Club / 5. Oceans, Harbours, City of St. Catharines / 6. 1862 / 7. 1829 & 1845 / 8. Lockhart / 9. 350 / 10. Jacks / 11. 1881 - 1932 & 1932 / 12. 69 Lakeport / 13. 1829 / 14. Harbourfront / 15. Hogans / 16. 12 / 17. Lion, Lair / 18. Lock & Main Market Place / 19. Main / 20. 1845

Stone Cairn in Grantham Avenue Park

In the June 2008 *Newsletter* a photo of a stone cairn located in Grantham Avenue Park appeared, which I suggested was placed there to honour Elva Stoneman who lived across the street from the park. No inscription is on the marker. Mrs. Stoneman was the first president of the Grantham Women's Institute in 1914. Her husband William James Stoneman died on February 9, 1917 in Grantham Township and is buried in Victoria Lawn Cemetery.

Further information was requested and indeed received from Edie Williams who found Elva's death notice:

Mrs. Elva Stoneman - St. Catharines, Dec. 11 - In the death of Mrs. Elva McCall Stoneman, at her residence, Grantham Avenue the Township of Grantham loses one of its well-known and highly esteemed residents. The deceased, who was in her sixty-eighth year, was born in Simcoe, Norfolk County, her parents being of U.E. Loyalist descent and one of the first families to settle in that District. She was a school teacher before coming to this district and on the passing of her husband resumed her profession and for several years was on the staff of the Grantham School Board. She was a former member of First United Church, St. Catharines, and latterly became affiliated with the Grantham United Church, taking a great interest in affairs of the church and Sunday School. She was also a member of the Women's Institute, being its first President. She leaves one daughter, Mrs. Harold Baines of St. Catharines, and one son, Gordon of Grantham Township; three sisters, Mrs. W.D. Cronkhite, Mrs. John Boyd of Toronto, and Mrs. W. H. Johnston of South River, Ont. (source: Niagara Falls Review, Monday, Dec. 11, 1933, p. 5 A verbatim obit. appears in the St. Catharines Standard, December 9, 1933, p. 2.)

I contacted Peter Coholon at Victoria Lawn Cemetery and he was able to tell me where the gravesite is located in Section 'J'. The monument inscription reads as follows: William J. Stoneman / 1865 – 1917 / His Wife / Elva G. McCall / 1866 – 1933 / Stoneman.

Edie was also able to find that the Stonemans lived in a two-and-a-half storey home at 464 Grantham Avenue, in Concession 3, Lot 12. (source: the files at the St. C. P. L. Special Collections, binders arranged by street)

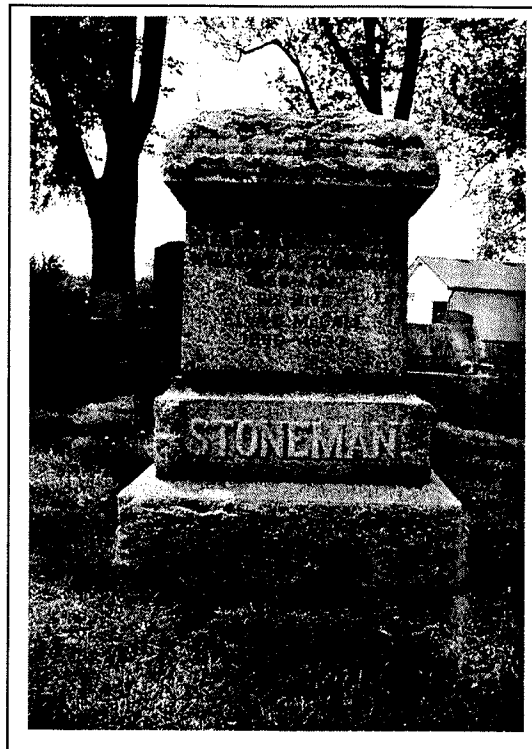


photo by Bill Stevens

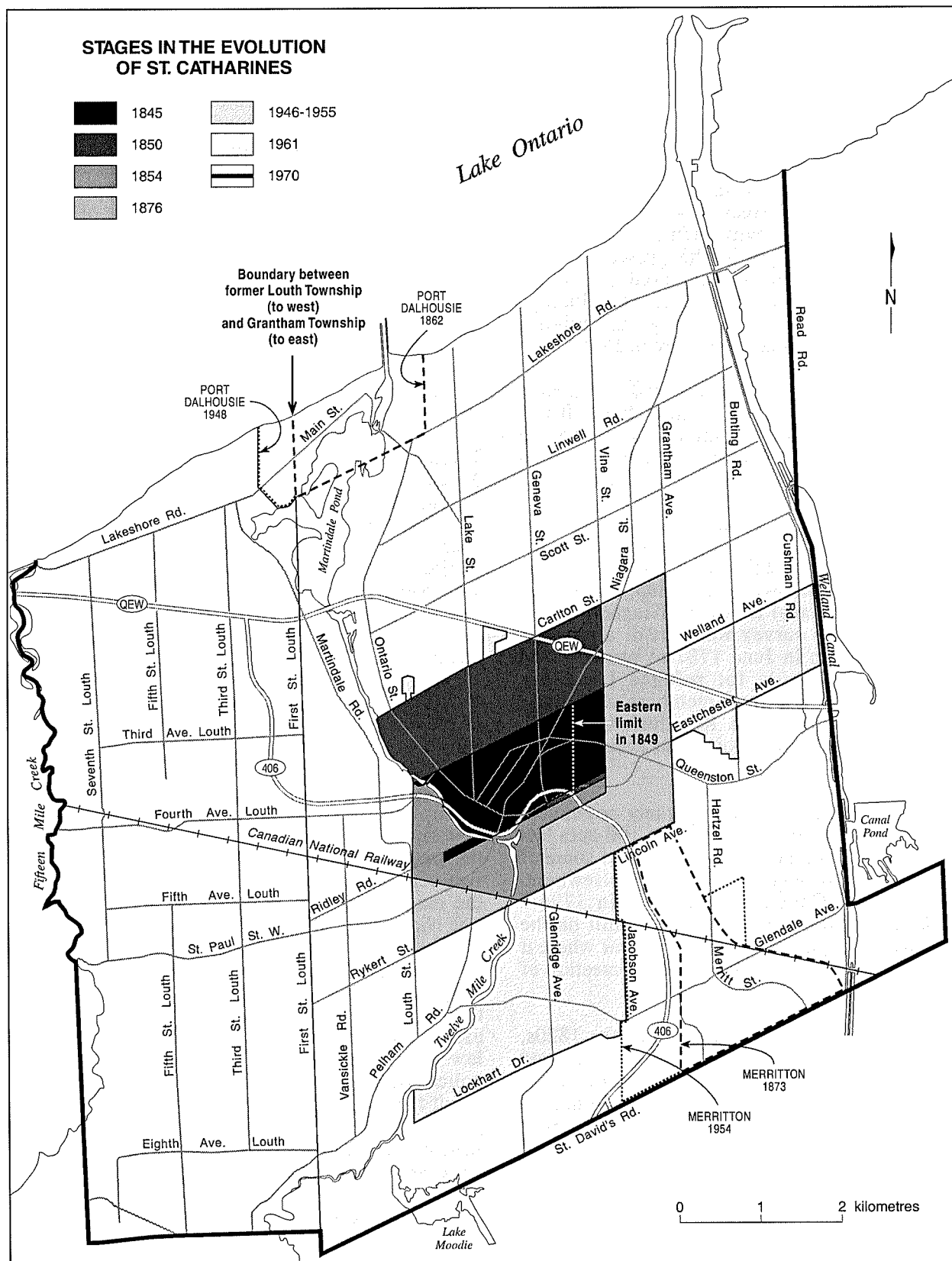
War of 1812 Sites Overlay is Now On-Line

The location of the significant War of 1812 sites in Regional Niagara can now be visually found on the internet in one location by accessing the web site www.YourNiagara.ca and entering the "Niagara Navigator: Interactive Maps" area of the site. Once on the map site, on the right side of the screen under "Available Maps – Public" – click on "Niagara Navigator" (make sure that your pop-up blocker is off). Once you have accessed the air photo page, you can add layers to your map. Within the "Historical" section are layers for Cemeteries, the Welland Canal Routes and now **War of 1812** points of interest – once you have selected the layers you wish to see, click on the refresh tab. By using the tool bar icons, you can enlarge and move the map area. Clicking on the War 1812 graphics symbol that appears on the map will link you to a page with a photo of what you will see at the site and a brief description.

Help Buy the Historic Bell of the SS NORTHUMBERLAND

Consider donating to the "Bring Back the Bell Campaign" so that the historic bell from the SS NORTHUMBERLAND can be put on permanent public display. The Port Dalhousie Business Association has the opportunity to purchase the bell and is attempting to raise \$5000 for the bell and display case. The City of St. Catharines will issue a charitable donation receipt for donations of \$20.00 or more. Donations can be dropped off at Village Gallery, 50 Lakeport Road, or at the Breakfast Corner at Main Street and Simcoe Street. Make your cheque payable to The City of St. Catharines - Northumberland Bell.

THE EVOLUTION OF THE MUNICIPALITY OF ST. CATHARINES



Map by Loris Gasparotto

Present-day St. Catharines occupies an area of almost 100 square kilometres (40 square miles) extending from Lake Ontario in the north to the brow of the Niagara Escarpment in the south, and from Fifteen Mile Creek in the west to the Welland Canal in the east. The city limits, established in 1970, are the culmination of several stages of expansion since the town boundaries were first defined in 1845. These stages are shown on the preceding map.

The original extent of St. Catharines is shaded black, and subsequent growth stages are shown in progressively lighter shades of grey, with the present boundary represented by a thick black line. The boundary between the former Townships of Louth and Grantham, coinciding with First Street Louth, is identified, and key stages in the growth of Port Dalhousie and Merriton are depicted by broken lines. The base map is a modern one; so although Highway 406 appears to slice through the original St. Catharines it was obviously not there in 1845.

Prior to 1845 St. Catharines had no formal boundaries, because it had no formal status. It had no mayor, no council and no municipal powers. It was just a community in Grantham Township (what would later be called an unincorporated village).

Grantham, originally Township No. 3, was laid out in lots and concessions by surveyor Daniel Hazen in the early months of 1788. (Only the western two-thirds is shown on the map; the portion east of the Welland Canal is now in Niagara-on-the-Lake.) The Grantham survey was part of a program of surveys that began in June 1787 to provide land in the Niagara Peninsula for refugee Loyalists, discharged soldiers and former members of Butler's Rangers after the American Revolutionary War. Twenty months later 14 townships had been laid out, in whole or in part.

At first Grantham was very sparsely populated, for each settler was granted at least two 100-acre lots on which to establish a house and farm, and some of the lots belonged to persons who lived elsewhere. The village of St. Catharines emerged in 1796/7 when a church, school and tavern were built on the main east-west route, the Iroquois Trail, near where it crossed the Twelve Mile Creek (at the intersection of St. Paul and Ontario Streets today).

The village remained very small until the 1820s, when construction of the First Welland Canal caused significant growth. Most of the present downtown was laid out around this time, and Robert Maingy's map of 1836 — the very first map of St. Catharines as a whole — shows streets and lots filling most of the area bounded by the Welland Canal in the south and west, and by Welland Avenue and Page Street in the north and east respectively. By this time the village had a population of over 1100 people.

Despite its size, St. Catharines still had no formal

status. This raises the question: who was responsible for the myriad of functions — collecting taxes, policing, fire protection, regulating markets and taverns, and so on — that are part of a municipality?

It was not Grantham Township, except in a very small way. When first surveyed in 1788, the Township was no more than convenient unit for the subdivision of land. With the arrival of John Graves Simcoe as the first Lieutenant-Governor of Upper Canada its status changed. The Parish and Town Officers Act of 1793 authorized each township to hold an annual meeting at which residents could select township officers and enact bylaws. Their powers were very limited, however. The officers were little more than unpaid civil servants performing duties specified by the province (among them recording cattle ear marks, catching stray animals, collecting taxes and repairing roads), and the bylaws were restricted to legislating the height of fences and (after 1794) which animals could run at large.

The real power lay with the districts, which had been established by Lord Dorchester, Governor of Quebec, in 1788. He divided Upper Quebec (later Upper Canada) into four districts, Hesse, Nassau, Mecklenburg and Luneburg, with the Niagara Peninsula falling in Nassau. Various officials were appointed to each: judges of the Court of Common Pleas, a clerk of the same, a sheriff, coroners, and justices of the peace or magistrates. The last-named, who met four times a year at the Courts of Quarter Sessions, had, in addition to their judicial duties, legislative and administrative roles that made them in effect the local government of the time.

The districts were renamed by Simcoe in 1792 (with Nassau becoming Home), and the magistrates continued to manage local affairs, now with the extra task of overseeing the townships. As population increased and problems requiring local attention multiplied, more responsibilities were added, and new measures became necessary to accommodate the needs of emerging urban areas. In the process five centres were designated police towns, in which the magistrates had special authority. Among them was Niagara (the present "Old Town") in 1819.

The term "police town" requires explanation. It suggests a town run by the local constabulary, but this was not the case. Here the word "police" is used in the sense of a set of regulations laid down by law for the purpose of civil administration. Each police town had its own act of parliament, and as a result the regulations varied somewhat from place to place. Initially they were few in number — the Kingston act of 1816 had only 14 regulations — but more were added as time went on.

By the 1830s urban problems had become so pressing that in several places the powers of the magistrates were transferred to locally elected boards of police, with the magistrates retaining only their

judicial functions. Brockville was the first to do this in 1832, and by the end of the decade eight other towns had acquired boards. Another development was the incorporation of cities and towns run as they are today by a mayor and elected council — first Toronto in 1834, and then Kingston in 1838.

This was the background to the incorporation of St. Catharines as a town in 1845. Fourteen other places in what was now Canada West had already acquired some form of local government, but the affairs of St. Catharines were still managed by the Township of Grantham and the District of Niagara (created when the Home District was subdivided in 1800). The District Councils Act of 1841, whereby locally elected officials replaced appointed magistrates, introduced an element of democracy, but it made no difference to St. Catharines. Nor did the fact that Grantham Township sometimes enacted bylaws that applied only to St. Catharines. St. Catharines still had no autonomy.

For a sizeable community the situation was intolerable, and the people of St. Catharines had long agitated for independent status. But it was not until 1845, by which time the population was close to 3500, that a petition to the legislature led to the passage, on March 29, of "An Act to incorporate the Town of Saint Catharines." The *St. Catharines Journal* declared the act to be "of the utmost importance," but there were no banner headlines — instead it was relegated to a brief paragraph at the end of a column on parliamentary affairs.

The act was a lengthy one, with 43 clauses spelling out in detail the ground rules for the new Town. Most importantly, it specified that St. Catharines was to be a Police Town, run by a Board of Police and headed by a President. Its powers, however, were much greater than those of existing police towns, and put St. Catharines on a par with places like Kingston and Toronto.

The second clause of the act defined the Town boundary, which followed Welland Avenue in the north, Vine Street in the east, the line of Eastchester Avenue in the south and the Welland Canal in the west. It also featured a strange extension across the Canal along Ridley Road (presumably to include the home of Jacob Hainer, an important local figure).

The first order of business in the new Town was to establish the Board of Police, which would then proceed to define ward boundaries and draft bylaws.

The Board was to have five members. Four were to be elected, a fifth was to be nominated by the chosen four, and all five would then appoint one of their number to be President. Five persons stood for election: merchant James Benson, millers Henry Mittleberger and Oliver Phelps, surveyor and former MLA George Rykert and stage coach proprietor Eleazer Stephenson. When the results were tallied on

May 3, Mittleberger topped the poll with 154 votes, one more than Benson. Rykert and Stephenson both received 138 votes, and Phelps trailed with only 73. One might have expected the four elected to choose Phelps to make up the complement of five. But instead they nominated his son-in-law, accountant Alpheus Spencer St. John, and it was St. John who was chosen to be President.

It is interesting to note that if each elector voted for four persons, only 164 people voted, less than 5% of the total population. In part this was because the franchise was restricted to male freeholders and tenants who paid more than £10 a year in rent. There were also restrictions on who could stand as candidates for election — they had to be male freeholders with property worth more than £100. Ministers of religion were explicitly excluded (an interesting early example perhaps of the separation of church and state).

The act required the Board to divide the Town into four wards. The land west of Ontario Street became Ward 1, Ward 2 extended from Ontario to James, Ward 3 ran between James and Geneva, and east of Geneva was Ward 4. The four original Board members had of course been elected at-large, but subsequent elections were to be ward-based.

The final task was to draft bylaws. The Board evidently set to with vigour, for no fewer than 57 bylaws were published in the June 19 issue of the *Journal*. They were grouped under seven headings: Statute Labour; Nuisances; Miscellaneous Regulations; Pound Regulations; Swine, Horses and Cattle; Dogs; and Licensing of Showmen &c. They provide interesting insight into the concerns of urban dwellers in the mid-19th century.

Nuisances included stagnant water, rotting meat, animal carcasses, privies that had become "offensive," rubbish dumps, dung heaps, and — surprisingly — swimming and bathing in the canal "so as to be exposed to the view of the inhabitants." This was made illegal, presumably because bathing suits had not been invented. Under Miscellaneous Regulations, all new buildings had to be fitted with outside doors that opened inward to avoid obstructing the sidewalk; the game of "shinty" (shinny?), throwing snowballs and discharging guns were prohibited in the streets; and needless to say, hardly anything was allowed on the Sabbath, though bread and meat could be sold before 8 a.m. Dog-owners had to pay an annual tax of 2s 6d, and their animals were not allowed to run at large. The same restriction applied to swine and horses, but horned cattle could run at large between the first of March and the first of December.

The Police Town was short-lived. Just four years later, in 1849, St. Catharines was re-incorporated as a Town, this time with a Mayor and Council. This was part of a general restructuring of local government

in Canada West brought about by the Municipal Corporations Act, also called the Baldwin Act for its chief proponent Robert Baldwin, the Attorney-General. This act, which was the belated outcome of the Lord Durham Report of 1839 on the causes of the Upper Canada Rebellion, established a uniform system of municipal government for Canada West based on counties (which replaced the districts), townships, cities, towns and villages.

The act took effect on January 1, 1850, and at an election held on January 21 Bernard Foley became first Mayor of St. Catharines. Nine Councillors were elected to represent three wards, which had been defined in the act. They were St. Thomas' Ward (a narrow Canal-side strip along the western and southern edges of the town), St. Paul's Ward (the area between St. Paul Street and the Canal valley to the south), and St. George's Ward (the rest of town). The first meeting of Council took place in the newly-completed town hall (now better known as the Old Court House) on January 29. Construction had begun two years earlier, provision for this having been made in the earlier act of 1845.

The Baldwin Act also redefined the boundaries of the town, and surprisingly made for a St. Catharines that was smaller than in 1845! Missing was the easternmost 100 acre lot alongside Vine Street. It was not that the community had shrunk — the boundary description in the act was simply wrong, and a year later a second act was passed with a correct version. (This new act was not specific to St. Catharines, but was a major piece of legislation correcting numerous errors and omissions in the Baldwin Act.) The new limits included the missing 100 acres and extended the northern boundary from Welland Avenue to Carlton Street. What the legal status of the "lost" parts of town was during the intervening months is unknown.

In 1854 St. Catharines was expanded again, this time by government proclamation, to include land in the southwest bounded by Louth Street, Glenridge Avenue and the newly completed Great Western Railway line. The limits remained unchanged until 1876, when a major expansion occurred southward to the Rykert Street/Lincoln Avenue line and eastward to Grantham Avenue. At a single stroke the population of St. Catharines jumped from about 10,000 to almost 13,000, reflecting the urban growth that had occurred outside the old boundaries.

The 1876 proclamation was accompanied by an act incorporating St. Catharines as a City, which took effect on May 1. One assumes that the elevation to City status received more publicity than the original incorporation of 1845, but unfortunately no St. Catharines newspapers survive from 1876. The event was noticed by the *Thorold Post*, however. The day was proclaimed a public holiday, and at 7 a.m. the "Saints" (as citizens of St. Catharines were known in the 19th century) were roused "from their

peaceful slumbers" when "the Volunteers' Field Battery belched forth its thunders." Flags flew from public buildings, stores and residences, and at 10 a.m. the populace gathered at the town hall to hear nominations for Mayor and Council.

Ten persons were nominated for Mayor, but all declined except Calvin Brown and Thomas Brownlee, whose speeches left the *Post's* correspondent "Manhattan" quite unimpressed. Brown said he had built many houses and defied anyone "to point to any stain on his character," while Brownlee felt that despite his lack of learning he was a good lawyer, and no one "could point to any crooked transaction of his." (In the end Brown was victorious, possibly because of his active role in promoting expansion and incorporation.) The day continued with "festivity and rejoicing" and ended on a high note with "a good display of fire works" by "Professor Hand the Pyrotechnic Artist."

The growth of St. Catharines during the 19th century was all at the expense of Grantham Township, which was left with a big hole at its heart. And St. Catharines was not the only municipality nibbling at Grantham. The incorporation of Port Dalhousie as a Village in 1862 took a piece out of the northwest, and when Merritton became an incorporated Village in 1873 an even bigger chunk was removed from the southeast, leaving Grantham resembling a partly eaten squarish doughnut.

After 1876 there was a long period of stability with no boundary changes for 70 years. Expansion resumed in 1946, and by 1955 St. Catharines had acquired more of Grantham, including the rapidly developing residential area along Glenridge Avenue and the industrial strip extending to the Welland Canal between Welland and Eastchester Avenues.

The finale for Grantham Township came in 1961, when St. Catharines absorbed what was left of the Township west of the Welland Canal, as well as land to the east containing Port Weller Dry Docks and the Glendale plant of General Motors. Niagara-on-the-Lake took the rest of Grantham. Port Dalhousie and a very reluctant Merritton became part of St. Catharines at the same time.

A new phase in the evolution of St. Catharines came with regional government in 1970, when the City expanded westwards into the rural lands of Louth Township, and Fifteen Mile Creek was established as the boundary between St. Catharines and the new Town of Lincoln.

Principal Sources (in addition to those cited in text): *Statutes of Upper Canada*, 1819; *Provincial Statutes of Canada*, 1845, 1849, 1850; *Statutes of Province of Ontario*, 1876; Department of Municipal Affairs, *Municipal Boundary History* [maps]; Aitchison, *Development of Local Government in Upper Canada*; Crawford, *Canadian Municipal Government*; McEvoy, *The Ontario Township*; Isin, *Cities Without Citizens*; Ross, *Local Government in Ontario*; Shortt, *Municipal Government in Ontario*.

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