

Remember the Corman House

Stoney Creek Historical Society

P.O. Box 66637, Stoney Creek, On. L8G 5E6

NEWSLETTER

February 2002

Edition #25

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NOURY AIRCRAFT LTD.

IT BEGAN IN STONEY CREEK:

by Ron Place

At the beginning of the second world war an aircraft manufacturing facility was located just east of Lake Avenue at 928 Queenston Road. Rudder assemblies were produced on the second floor while airframes were assembled on the ground floor. This building, was originally built by local grape growers as a winery during the depression and operated until the beginning of the war years when it was converted into Noury Aircraft Ltd.

Road facility, dismantled and reassembled at the airport.

In 1945 rights for the Noury aircraft were sold to Fleet Aircraft where manufacturing and further testing began. A modified pre-production form first flew Wednesday September 26, 1945. Some changes were made to the original design, most importantly to the fin and rudder and it was then designated the Fleet 80 Canuck, appearing on the market in 1946.

J. Omer "Bob" Noury, a designer and builder lived in Montreal where he established himself as an aircraft engineer. He came to the Hamilton area at the request of the owner of Cub Aircraft, taking the position of senior executive. Cub Aircraft in Hamilton employed 110 people and was located east of Parkdale Avenue where it built and repaired aircraft.



In Fort Erie Ontario a total of 225 Canucks were built within two years before production ceased in 1949. Some Model 80 Canucks were exported to Argentina (19) Brazil (3) Portugal (1) United States (1) before Fleet found itself in serious financial difficulties. As a result the design and production rights were sold to a company named Leavens Brothers in Toronto which built an additional 26 Canucks, largely from Fleet components.

Bob and his wife Ann lived for a short time, in a home owned by Leone Jackson at number 2, 2nd. Street South in Stoney Creek moving back to Montreal when the fabricating plant closed.

Bob Noury's dream was to build and market his own aircraft. He started his company "Noury Aircraft Ltd." at the Queenston Road location where he designed and built a high wing two seater. The T-65 tandem seat (one behind the other) first flew January 21, 1940 but during a parachute drop on September 21, 1942 the engine stalled and the plane crashed.

The first side by side was called the N-75, registration applied for on March 9, 1945. The Noury N-75 prototype was conceived as a two seat training and utility aircraft for the post world war II market. It is believed the prototypes were built at the Queenston

In the early 1980's, Marcel Dorion, an aircraft dealer from Quebec announced he had purchased the rights from Leavens Brothers and planned to produce the Super Canuck but no further information has been found regarding this.

A healthy number of this popular Canadian aircraft, equally comfortable on skis, floats or wheels are still flying in this year 2002.

Information for this article was acquired through the Internet, as well as material found at the Special Collections at Hamilton Public Library.

NEW MEMBER:

We are happy to welcome to our membership
Evans Flower Shop, John & Madeline Hurley, Kerry Weylie,
Ted Wysocki,

*This Newsletter
is sponsored by
Members
Gordon & Mary Dean*

THE PRESIDENT'S CORNER:

Here we are at the beginning of the year 2002. Another holiday season behind us leaving only 322 shopping days until Christmas. Doesn't that make you feel good? Our members Christmas get-together at the Lewis House was as always a great evening, about 40 attended. Our sincere thanks to George and Mary

This is the 25th edition of our Stoney Creek Historical Society newsletter. It has been fun but challenging coming up with material, telling of the past and of our achievements for each edition. When I look back at the first issue I find it rewarding to see the increase in membership for the society from 35 members in January 1994 to 145 members as of January 2002 and the improvements in the appearance and content of the newsletter. I thank the people who have helped by sending material for past issues. I hope others will contribute to future publications. Many people, members as well as non-members, have expressed their enjoyment in reading our newsletter encouraging some to become members. I welcome suggestions on the type of articles you would like to see or ways you feel would enhance future publications. The unfortunate aspect of printing only 3 newsletters a year is that a function may happen shortly after an issue is distributed and those involved, or the event, are not recognized immediately.

Ron Place

ERLAND LEE (MUSEUM) HOME

by Michael Gemmill

The Erland Lee Museum is again open for the winter season, starting January 10, 2002. Throughout January, February, and March, the museum is now open Thursday, Friday, and Saturday from 10:00 am - 4:00 p.m. We are also accepting education and group bookings for all other times/dates outside those regular hours.

There are many things ahead in 2002, as the Erland Lee Museum celebrates its 30th Anniversary. In 1971, the Federated Women's Institutes of Ontario purchased the heritage site from the sixth generation of the Lee family, opening it officially to the public in 1972.

January 29, 2002: NEW EXHIBIT: The Story of the Victoria Inn

Our first celebration of heritage will be a new exhibit, opening January 29, 2002, on a vanished piece of Saltfleet Township history. The Story of the Victoria Inn will be on display at the Erland Lee Museum for the first half of 2002. This classic structure, formerly located at Mount Albion Road and Old Mud St. on Hamilton Mountain, was a cross-roads for travellers in the Red Hill Valley. Archaeological treasures from the Victoria Inn, including a selection of pottery shards and clay pipes, will be displayed with pictures, text, and maps outlining the history behind the Victoria Inn.

February 15, 2002: HERITAGE WEEK: Women's Institutes Founder's Day

The Erland Lee Museum will be celebrating the 105th anniversary of founding of the Women's Institutes on February 15-16, offering guests complimentary birthday cake and beverages. The world's first rural women's organisation was founded on February 19, 1897 at the home of the prominent 19th century Stoney Creek family, under the auspices of Erland Lee and Adelaide Hoodless, noted Hamiltonian. The Women's Institutes shaped government policy relating to women and education in the 20th century and the Stoney Creek heritage site tracks the organisation's influence to the present.

February 16, 2002: HERITAGE WEEK GUEST LECTURE: Uncovering a Saltfleet Inn

Archaeologist Rita Griffin-Short will speak at the Erland Lee Museum on Saturday, February 16 at 1:30 p.m., as part of the museum's Heritage Week events. Ms. Griffin-Short will be speaking about the history behind and the archaeological excavation of one of Stoney Creek's nineteenth century landmarks, the Victoria Inn. Ms. Griffin-Short conducted the archaeological survey of the building prior to its destruction in 1990. She will be speaking in the carriage house of the museum about the Victoria Inn, the 1989 archaeological dig, and the importance of heritage preservation. Complimentary refreshments and Women's Institutes birthday cake will be provided.

March 8, 2002: International Women's Day observed

March 11 - 15, 2002: MARCH BREAK:

Model trains "Stoney Creek and the Iron Horse"

Model railroading returns to the museum for March Break. The 2002 railroad display focuses on the Hamilton, Grimsby, and Beamsville Electric Railway's operations in Stoney Creek and Winona, ranging from the Gage House (Battlefield Park) to the Fifty United Church in Winona along the King St./Highway 8 axis. The time frame for the display is 1910 and over two dozen historical buildings from the area are modelled in HO scale. New buildings for 2002 include the 1900 Winona School, the Winona Institute building, the Fifty Church, the Glover House, Smith's Knoll Monument, and E.D. Smith's 1905 jam factory.

During March Break, children's crafts are also available. Admission: \$4.00

The model train display will be at the Erland Lee Museum until May 19, 2002.

April 6, 2002: Annual Lee's Own Maple Syrup Day and Pancake Breakfast

Taste Stoney Creek's own maple syrup with a historical display and a pancake breakfast, featuring maple syrup from the heritage sugar bush. Also: model train display and featuring a guest appearance by Canada's Grey Cup Trophy.

Local History Database update:

Throughout 2002, the Erland Lee Museum continues to acquire and update our artefact collection. A number of new local items have been donated to the museum and are being catalogued for display in late 2002. Volunteers are always

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THE GREAT WESTERN RAILWAY

by John M. Cowan

(An Address to the Head of the Lake Society)

(November 14, 1947)

Conclusion

In 1854 the Great Western engines had no bells. The fastest speed of trains was about 30 m.p.h., and the slowest speed of express trains was about 20 m.p.h. The average time of the "Lightning Express" was 26 m.p.h. over the whole line. Here is *its* schedule.

Dep. Windsor 7.40 a.m.	Arr. 7.00 p.m.
Arr. Hamilton 2.30 p.m.	Dep. 12.15 p.m.
Dep. Hamilton 2.40 p.m.	Arr. 12.05 p.m.
Arr. N. Falls 4.10 p.m.	Dep. 10.30 a.m.

The same time-table, dated October 23, 1854, tell us that "A stage leaves Woodstock every Tuesday, Thursday, and Saturday for Simcoe, Otterville, and places south, on the arrival of the morning mail train from the west."

The directors' report of September 29, 1854, lists 34 engines in service and 12 ordered, plus 8 ballast engines. There were 45 first-class passenger cars, and 40 immigrant cars.

Here are some paragraphs from "Rules and Regulations for the Guidance of Officers and Servants", dated at Hamilton, 1853:

"Conductors shall see that the cars of their trains, especially insides and windows, are thoroughly cleaned at least half an hour previous to the appointed time of starting, and that they are well lighted during night journeys.

"The sale of articles in the cars is strictly prohibited, and conductors and station masters shall see that this rule is enforced.

'Signal lights: Red..... danger; stop.
Green..... caution.
White . . . Go on; all right.

"The station master shall on the arrival of every passenger train see that the name of the station is called out in a loud and distinct tone of voice along all parts of the train, so that every passenger may hear and understand it.

"The station masters are to regulate their clocks daily from the time of the conductor of the first train out of Hamilton.

"One short, sharp whistle shall be the signal for putting on all the breaks (sic) on the train; two short, sharp whistles, shall be the signal for taking them off.

"The conductor's starting signal shall be the arm extended in a horizontal position.

"Conductors must be in possession of the correct time, carefully regulated by the standard clock, and it will be the duty of the first way passenger train each morning to give the correct time to each station that he stops at along the line.

"Brakesmen must examine their brakes before starting to see that they are in proper working order. They must ride outside the cars so as to be in a position to apply their brakes immediately upon the proper signals being given by the engine driver.

"In descending grades passenger trains shall not exceed 20 and freight trains 12 miles an hour. No engineman shall attempt to ascend a grade with a greater load than his engine is capable of taking with certainty.

"Enginemen are specially warned to pass over trestle works very cautiously, particularly the one at Burlington Heights, and in approaching this place from east to west to have their trains entirely under their command, so that they could be brought to a stand not less than 100 yards the edge of the trestle if necessary.

"If the train should overrun the platform, (conductors) shall not signal the engineman to back until they have warned the passengers to keep in the cars until stopped at the platform."

The original gauge of the Great Western Railway was 5 feet, 6 inches. An article in the Canadian National Railways Magazine for August, 1938, reprinted from the Southern Railway Magazine (England), explains that this wide gauge was insisted on by the British War Office, who feared possible invasion from the United States. It was changed to the standard gauge of 4 feet, 8 1/2 inches in 1867-73. From the beginning the line had a third rail to conform to the United States standard. A placard on the engine bearing the letters "N.G." indicated that there were narrow-gauge cars on the train. The use of this third rail necessitated very complicated switches and "frogs" at rail crossings. Many difficulties were caused by the English directorate's unfamiliarity with Canadian conditions. Of the original 60,000 shares of stock, only 5,000 were taken in Canada, and 55,000 in England. One fifth of the Canadian stock was taken by the city of London Ontario.

The original double-deck suspension bridge of the G.W.R. over the Niagara River was opened for service on March 19, 1855. The upper deck carried the single railway track, the lower a roadway. This bridge remained in service until 1897, when it was replaced by the present structure.

The G.W.R. once had a steamship service. The "America" and the "Canada" were built for the railway at

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LOYALISTS AND PIONEERS:

GHENT

Two brothers Thomas and John Ghent were among the first settlers in Saltfleet township - Thomas on Lots 30 & 31, Conc. VII and John on Lots 28 and 29, Conc. VII. According to family records they came from North Carolina with the Davis family.

John Ghent's name appears on an early document listing those men who received "Arms and Accoutrements" from Robert Nelles, an officer in the 4th Lincoln Regiment, dated 15 December, 1798. We have found no further record of John.

Thomas Ghent, the second son of Edward and Elizabeth (Gant) was born in Franklin County, North Carolina in 1770. He married Elizabeth daughter of William and Hannah (Phillips) Davis, in Orange County Carolina and they came to Canada in 1792. They later moved from Saltfleet township to Halton County. Thomas died 15 May, 1824, and Elizabeth 21 June, 1841.

Children:

Mary, born 19 Oct. 1794, married Thomas Barnes.
William, born 23 Oct. 1796, married a Miss Fonger.
Sarah, born 1 August 1799. She was the first wife of James, son of Asahel Davis, died 22 August, 1841.
Catherine, born 15 June, 1800, m. Thomas Harrold.
James, born 13 Feb. 1802, married a Miss Hopkins.
David, born 1804, married Mary Green, d. 20 Dec. 1875.
George, born 17 March 1806, married 1. Catherine Bates. 2. Annie Bray, d. 21 May 1883.
Nancy, born 3 October, 1807, m. 1. Jacob Triller, 2. Anson Dean, 3. Jacob Trot.
Jane, born 11 June 1809, married Jacob Fisher, d. August, 1845.

The history of the Ghent family was secured from Davis Genealogy, compiled by Carroll Langstaff Davis and Bruce Pettit Davis.

ERLAND LEE (MUSEUM) HOME

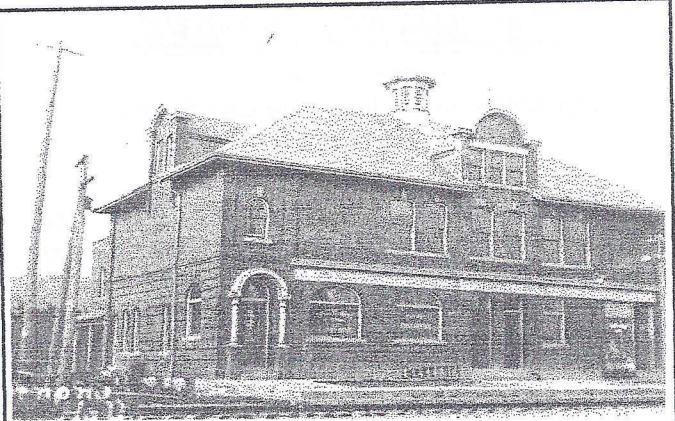
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welcome to help. We are also continuing to update our local history database. Anyone with photos of Saltfleet history are asked to contact the museum, as we would very much like to get copies.

Hall Rentals

Groups interested in renting the museum carriage house hall for a group function, are advised that the hall sits up to 50 for meals, or up to 65 for a lecture/displays. Why not have your function in a heritage setting? Please contact the museum for details.

The Erland Lee Museum is located at 552 Ridge Road, Stoney Creek. Information about the museum can be obtained by calling 905 662 2691 or visiting our web page at www.fwio.on.ca/fwio/promo.html We look forward to a fantastic 30th anniversary year in 2002



WINONA LANDMARK - WINONA INSTITUTE HALL

Traders Bank Opens In Winona

April 13, 1903

Managers of Traders Bank of Canada. They were also Managers of Stoney Creek, branch: T. Muir April 1903 to March 1906: J.R. Steele - March 1906 to October 1908: T. Muir - October 1908 to October 1911: D.H. Morrison - October 1911 to September 2, 1912.

Managers of The Royal Bank of Canada:

D.H. Morrison - September 3, 1912 to November 7, 1915: L.W. Lowe - October 28, 1915 to January 1916: C.D. Wells - January 5, 1916 to August 31, 1923: R.H. Gale - September 26, 1923 to January 20, 1926: H.G. Parrot - January 18, 1926 to December 1930: W.J. Morgan - December 1930 to November 1934, Acting Manager: W.F. Buie - November 21, 1934 to October 1938: L.A. Carley - October 15, 1938 to February 28, 1941: C.C. Tempest - February 17, 1941 to May 31, 1954: G.J. Jobson - June 16, 1954 to October 16, 1955: C.W. Lewis - November 7, 1955 to May 1960: A.L. King - May 30, 1960 to November 1966: R.G. Thomson - November 21, 1966 to the present.

New premises opened November 24, 1964.

Traders' Bank was located in this building from 1903 to 1912 when it was absorbed by the Royal Bank of Canada which occupied the site till 1964. On November 24, 1964 they moved to their own premises across the street.

The door to the right of the bank was the entrance to the Post Office which was located here from 1901 to 1951.

You will notice the railway tracks in front of the building. The premises west of the Post Office were used as a waiting room by the Hamilton, Grimsby and Beamsville Electric Railway.

In the west part of the building there was a grocery store.

The west door was the entrance to the Winona Institute Hall where public meetings were held for many years and where many a fine entertainment was enjoyed.

from Winona Centennial Publication 1867 - 1967

**DESIGNATED HOME in STONEY CREEK:
THE SPERA HOUSE
228 RIDGE ROAD**

The Spera family has long been associated with the Saltfleet and Stoney Creek area. Henry Spera is said to have emigrated from Holland to Pennsylvania, then migrated to Upper Canada in 1828. Henry and his wife Barbara Gohrman, who was born in Pennsylvania, settled on top of the escarpment in 1828, although there does not seem to be an official record of his land purchase. Henry died in a ploughing accident in 1833 and is buried in Hamilton. Barbara and Henry had 8 or 9 children. Barbara later married Samuel Nash bearing 7 more children.

The land upon which the Spera House now stands may have been the site of the original Adam Green log house where Billy the Scout, hero of the Battle of Stoney Creek, was born. The 1859 map shows Henry Spera, son of Henry and Barbara, as land owner. In *Circa* 1874 William, and perhaps John Spera, built the house that now stands on the site. The infant Arthur Harris Spera was brought to the house at that time when he was only three days old. He later planted the orchard, known as Montmorency Farm, because it produced Montmorency cherries. It was at the time the largest cherry farm in the area producing 75 to 100 tons of cherries annually as well as plums, grapes and pears. Harry Spera, son of Arthur Harris Spera, was born in the house.

The Spera family is also connected to other important families in the Saltfleet area including Green, Nash, Davis, Lee, Beemer, Utter and Pottruff.

The dwelling situated on the property comprises three distinct components, constructed at different time periods, which may help explain their different architectural styles. Presumably the additions reflect the current style in vogue at time of construction.

The original structure, which may have been built in 1867 (assessment roll) or 1874 (Lara Campbell, HSAB 1993), is a two-storey Gothic Revival "Ontario Farmhouse" in the vernacular, clad with horizontal wood siding. The gable over the main entrance partially encloses a window with a circular head. This shape is unusual.

The floor plan closely follows the typical model, with the central staircase leading to bedrooms on the upper floor. The ground floor with the sitting room and dining room/parlour on each side of the main entranceway is typical. The original kitchen was probably adjacent to the dining room.

The single storey addition at the rear is quite utilitarian in appearance and purpose and was built as such. It may have been added a short time after the original building. Features of the original structure have not been echoed in its design. It consists of a bedroom and kitchen with a small porch.

Of interest is the verandah, added later, which serves quite well to give formality and grace to an otherwise quaint pedestrian structure. The proportions and wrap around configuration create a comfortable transition from the main

entrance to the garden or outdoor entertainment area. This effect probably happened by accident, as the architectural character of the verandah probably followed the aesthetic vogue at that time, thus dictating its design and the need to acquire one.

The verandah exhibits the Classical Revival style (probably early 20th century) in the vernacular. Typical is the low sloped roof supported by truncated quasi Etruscan columns on rusticated concrete block piers. The playful tracery just below the handrail on the railing being decorative in purpose is not in context.

The pediment over the entranceway is quite typical and serves to unite, by echoing the gable above, the distinct architectural styles.

The pine floors in the interior retain their appearance and construction, as do the beaded wood mouldings around the doors and windows.

Designating Features

Important to the preservation are the exterior facades including the foundation, cladding, windows and roof, as well as the verandah including the floor, railings, columns which should be preserved.

Also important to the preservation are the interior pine floors and beaded mouldings around the doors and windows.

REPORT FROM BATTLEFIELD HOUSE

by Marnie Hutchinson

Happy 2002! We hope that you and your family had a safe and joyous holiday. The year 2001 brought many changes to Battlefield House, as well as opportunities, new and old, to strengthen ties between the Museum and the community.

We were once again very pleased to participate in the Stoney Creek Historical Society Christmas house tour. Thanks to the hard work of the organising committee and all of the dedicated volunteers involved, it was another very successful venture. In addition to this event, the Christmas season brought many school children, families and bus tour participants through the Museum's doors. We are ever grateful for the assistance of our many dedicated volunteers, who helped with baking, craft preparation, educational tours, and the gift shop and at special events throughout November and December.

We were particularly proud this year of the young participants in our Battlefield Troupers Drama Programme. They not only added tremendously to our Haunted Spirit Walk in October but also did an excellent job performing "Christmas at Finnegan's Flat" in December. We look forward to starting up our spring session of the Troupers in March.

We hope that you, your friends or family can join us at some of the site's upcoming special events.

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THE GREAT WESTERN RAILWAY

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Niagara in 1854, and were put into service July 16, 1855.

They ran to Toronto and Oswego, but were never profitable, consequently, after the Great Western connected with the Grand Trunk in Toronto in 1855, they were sold.

The Hamilton and Toronto Railway was incorporated in 1852, and construction was started in 1854. It was leased to the Great Western, opened for traffic on December 3, 1855, and amalgamated with the Great Western in 1857. Since this was a branch of the main line from Niagara Falls to Windsor, it became known as "The Toronto Branch". It is interesting to note that, even though the line between Toronto and Hamilton is now a part of the Canadian National's main line between Montreal and Chicago, railwaymen still refer to it as "the Toronto Branch", whereas the section west of Hamilton is known as the "Dundas Subdivision".

Hamilton's population in 1856 was listed as 25,000, and it was referred to as "the Ambitious City". Toronto's population was about 60,000. There were four trains daily between the two cities; an "accommodation train" which left Toronto at 4.10, and arrived at Hamilton 5.40, and an express, with Oakville the only stop, leaving Toronto at 12.20 and arriving at Hamilton at 1.48.

It is noted that in 1856, stages ran from Port Credit to Streetsville, Brampton and Georgetown. Port Credit, by the way, was so named because there in early days fur traders met the Indians and delivered on credit goods for which the following year they received skins.

From Bronte, stages ran to Palermo and Milton. Wellington Square was the port for Hamilton during the winter, and when Burlington Bay was blocked with ice, steamers ran between Wellington Square and Toronto.

Great Western engines were first painted a dark green. The earliest, as already noted, had no bells, no sandboxes, and sometimes no headlights. The fuel was, of course, wood. Originally engines got 36 miles per cord of wood, but by 1859, they got 50. Coal had come into use by then, and was recommended in those districts where wood was scarce and expensive. But wood was easily obtained, and if the supply ran out, axes could be passed out to the passengers. Moreover, pieces of wood were handy to throw at cattle that strayed onto the track. Coal was disliked at first by the men, who revelled in the brilliant cleanliness of their engines, which had bright brass bands all over, the wooden parts being beautifully painted, and everything highly polished. There were even experiments with oilburning engines. The earliest engines were obtained from England and the United States, but by 1860 the G.W.R. was building its own engines in its Hamilton shops. One G.W.R. engine continued to work till the early 1930's for the Harbour Commissioners of Montreal. Oil headlamps threw a beam nearly a thousand feet ahead; modern electric headlights beam over a quarter of a mile.

On the twelfth of March 1857, occurred the disastrous accident at the bridge over the Desjardins Canal. An account of it was issued in a pamphlet entitled Full Details of the Railway Disaster of the 12th of March 1857, at the Desjardins Canal on the line of the Great Western Railway", published at Hamilton by William A. Shepard & Co., printed at the Franklin Lightning Press by John W. Harris & Co. It begins by stating:

"The object of the Publishers of this pamphlet is two-fold, - first, to place on record in a concise form a narrative of one of the most fearful casualties of modern times, collated from reliable sources; and secondly, to pay some slight tribute to the memory of those beloved fellow-citizens who perished in that fearful catastrophe, and now slumber in the silent tomb."

In the Hamilton Public Library is a copy of a one-page extra issued by the "Daily Spectator and journal of Commerce", dated Friday morning, March 13, 1857, and designated "fourth Edition". With glaring headlines the Spectator reports:

FEARFUL CATASTROPHE ON THE GREAT WESTERN RAILWAY AWFUL LOSS OF LIFE

"God of our fathers, what is man Here in our midst not one merely of our friends, but tens, aye, scores of men, some grey with years, some in the very prime of life, some full of youthful hopes and aspirations, mothers with their children at their breasts, are hurled into eternity by a most frightful catastrophe without a moment's warning.

"A national calamity may fairly be said to have befallen us. Men who have ever stood in the foremost rank - capitalists the most shrewd, speculators the most keen, merchants the most far-sighted, clergymen the most earnest - have at one fell swoop been taken from among us. The brain reels and the pen refuses to do its accustomed duty, when attempting to describe the heart-rending scene we have witnessed."

The scene of the accident was the swing-bridge over the Desjardins Canal. The train involved was the afternoon accommodation train that left Toronto at 4.10. All stations had been reached on time with about one hundred passengers aboard. The train consisted of the engine "Oxford" (24 tons), a baggage car, and two passenger cars. The engineer was Alexander Burnfield of Hamilton, the fireman, George Knight of Windsor. The accident occurred about 5.45 p.m. on a cold evening following a bright sunny day.

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FROM THE PAST:

Wentworth Historical Society Minutes
1908 -1948

MAY 13 1913

A meeting of the Citizens Association of Saltfleet was held in the Parish Hall on May 23rd 1913 - 8.30 p.m., President Geo. Millen presided - 10 members present.

The minutes of the 1st meeting were read and adopted.

A letter was read from Mr. Felker regretting his inability to be present and enclosed a cheque for \$5.00 Awards funds of this Society, which was thankfully received.

The Comm. appointed to interview citizens in regard to decorating homes and places of business reported progress. It was decided that this Comm. should secure supplies of flags and canvass citizens interested in the celebration and secure orders from them to enable us to get flags at reduced prices - Mr. Jones to procure the samples.

A discussion as to the method of decorating at best possible way of decoration was then taken up by all present and some very practical ideas were suggested and passed on to the Decoration Com't for the celebration.

It was decided to meet again immediately after the next General Com't meeting.

W.G.Davis, Sec. Minutes confirmed.

Financial Statement

Receipts	\$5.00	Expenses	\$2.75
Mr. Felker	<u>\$5.00</u>	Bal	<u>\$7.75</u>
	\$10.00		\$10.50

George Millen

10th. CHRISTMAS HOUSE TOUR:

The 10th Christmas tour was a great success with better than 400 visitors and a near perfect day. The many volunteers who helped in the homes, with the baking and the numerous behind the scene jobs made it possible.

In any fund raising event the ultimate success depends on the people who pay but first the project needs to be organized meaning that a committee be formed to lay the foundation, then a site or sites and dates be chosen, followed by acquiring volunteer help, donations and donations of baking thus putting the plan into action. To be a success without all of these is not possible.

I know the committee for our 2001 Tour worked hard and long to achieve our goal, to financially assist not only the Historical Society but the Battlefield House Museum and the Erland Lee (Museum) Home. The committee was Nick Demy, Wendy Walkling, Barbara Green, Judy Green, Michael and Cheryl Gemmell, Holly Gonzales, Mary Lewis, Lynn Martin, Bill and Juanita Mitchell, Ron Place, Kim Seager and Susan Ramsay.

To all of you, our sincere gratitude for your help.

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REPORT FROM BATTLEFIELD HOUSE

A Monumental March Break

The Museum will be open daily from 1:00 to 4:00 p.m. with demonstrations and activities corresponding to a different theme each day.

Nash-Jackson House Fundraising Tea - Sunday, March 17
Wear your Easter Bonnet and join us for high tea. Win a prize for the most unique bonnet.

Murder at the Gage Homestead - Saturday, April 20 7:00 p.m.

Gather clues by talking to characters throughout the site in order to solve the murder mystery. Pre-registration is required.

St. George's Anglican Church Cemetery Tapleytown - Wentworth County.

The cemetery is located on the northeast corner of Mud Street and 6th Road East, in Saltfleet Township, Concession 6, Lot 12.

The Anglican Church in Tapleytown was begun in the year 1857. The land was given to the church by Mr. & Mrs. Taylor. The first building was of brick and stood behind the present structure, which is of stone, built in 1887. The older structure stood until 1934 when it was torn down. The names of the first families of the church were: Gibson, Lewis, Tweedle, Armstrong, Williams, Taylor, White, Pettit, Wilson, Clark, Wodehouse, Lees, Penfold, Davis, Fleming, Hull, Young, Piott, Gollens, Doty and Carpenter. Some of these names can be found on the grave markers remaining.

The cemetery reminds one of an old type "English Church Yard". Dates appearing on grave markers indicate that the

cemetery was started before the present church. Early settlers resting here buried before 1900 are: Samuel Gunning, William Wells, John Garland and Philip Solberger. Most of these men were immigrants from England.

The above information was excerpted from "Saltfleet Then and Now" -- 1792-1973. Published 1975.

The oldest burial recorded on a stone is on #31, which reads

Martha
Wife of

John Garland

Died 27th April 1862

Aged 84 years

A native of Co. Donegal Ireland.

This cemetery was transcribed on May 19, 1990 by Margaret Baillie and Margaret Johnston, both members of the Hamilton Branch of The Ontario Genealogical Society

MEMBERS BUSINESS/INSTITUTION DIRECTORY:

Anne Forsyth Accounting	Anne Forsyth	9 Lake Ave. South	905-662-2848
Barrister & Solicitor	Richard J. Skrtich	26 King St. E.	905-662-2855
Britannia Cleaners	Ed Strecker	17 King St. E.	905-662-4971
Comic1 Books	Tom Laing	Elm/King Plaza	905-664-3777
Elm Grocery & Deli	Rick/Mario/Sonia	44 King St. E.	905-662-7900
Erland Lee Museum Home	Michael Gemmell	552 Ridge Road	905-662-2691
Evans Flower Shop	Karen Evans	5 King St. West.	905-664-3712
H/W Archaeological Fdn.	Rita Griffin-Short	Hamilton	905-524-1384
Doug Mays Watercolourist	Doug & Angela Mays	3 MacDui Dr.	905-643-4541
Picture Palace	Joanne Wynhofen	19 King St. E.	905-662-4014
Queenston Stationery	Martin Battell	38 King St.E.	905-664-3360
Royal Canadian Legion	Branch 622	12 King St. E.	905-662-4171
Spera House Antiques	Lyn & Brent Jukes	228 Ridge Road	905-662-9339
The Snackery	Carol Dushko	Elm/King Plaza	905-664-2288
Stoney Creek Town Crier	David Meadows	Winona	905-643-0020
Winona Garden Shoppe	Georgina & Jeff Beattie	1381 Highway 8	905-643-2161

PLEASE MENTION THIS DIRECTORY WHEN YOU SUPPORT OUR MEMBERS!

LIBRARY

Members are encouraged to use our library and to consider donating copies of their own completed family histories to expand our research facility. Our appreciation to Anna & Ed Orr for donating library space in their office at

Steel Market Place
(Rear of) 1247 Highway 8, Winona
Monday to Friday 8:30 am to 4:00 pm.

NEED A RIDE TO A MEETING?

Let your phone contact know that you require a ride to our meeting. They will TRY to make the necessary arrangements

"Brief Local Items", Hamilton Daily Spectator, April 25, 1889

The farmers of the surrounding country are very much excited over the prospects of a railway running between Buffalo and Hamilton. Each farmer has it running through his own door-yard.

Monday, April 22, 1889

A Mystery:

What really killed William Stewart's Cattle? William A. Stewart, who lives in Saltfleet, near Albion, found three of his cattle dead on Friday morning. A fourth died the same evening. Mrs. Stewart had been making soap, and it is supposed that the cattle drank some of the lye and thus became victims of strong drink.

THE GREAT WESTERN RAILWAY

Continued from page 6

The train had been brought in from the Toronto Branch onto the main line Of the Great Western road. The switch was always right for the main line, and was opened when the Toronto train whistled. The train was moving at from six to ten miles per hour. The switchman had shown the green flag, meaning "All is right; go on" Just after the engine got on the bridge it whistled once for "on brakes. apparently the forward axle of the engine truck broke close to the wheel on the right side; this wheel left the rail and smashed through the bridge timbers.

To quote the "Spectator:

"The engine, tender, baggage car, and two first-class passenger cars broke through the severed framework and leaped headlong into the yawning abyss below. The engine and tender crashed at once through the ice. The baggage car, striking the corner of the tender in the act of falling, was thrown to one side and fell some ten yards from the engine. The first passenger car rushed after and, turning as it descended, fell on its roof, breaking partly through the ice and being crushed to atoms, while the last car fell endways on the ice and, strange to say, remained in that position."

**Stoney Creek Historical Society
Year 2002 Executive**

President:	Ron Place	662-8856
Past President:	Mary Lewis	643-3665
1st. Vice President:	Bill O'Reilly	662-2248
2nd. Vice President:	Bill Mitchell	664-4576
Treasurer:	Judy Green	662-4065
Recording Secretary:	Michael Gemmell	662-8876
Corresponding Secretary:	Anna Orr	643-7653
Newsletter:	Ron Place	662-8856

MEMBERSHIP APPLICATION \ RENEWAL \ DONATIONS

(Please print)

Date: _____

Name: _____

Address: _____ Apt.: _____

City: _____ Postal Code: _____ Phone: _____

(Please check) Renewal: New:

<u>Membership</u>	
Family	\$15.00
Single	\$ 12.00
Student/Senior.....	\$ 7.00
Business/Institution.....	\$ 20.00

<u>Donation to funds</u>	
General Fund.....	\$ _____
Museum Fund.....	\$ _____
Publication Fund.....	\$ _____
Tax receipts will be issued	

Membership Term January 1st. to December 31st.
Please complete application and make your cheque payable to
The Stoney Creek Historical Society
P.O. Box 66637 Stoney Creek On. L8G 5E6

YEAR 2002 ELECTIONS:

Many thanks to Judy Green and Dora Tweedle for the excellent job as social convenors over the last term. Everyone appreciates the work put into ensuring us of refreshments during our chat time after meetings. Anita Miller and Diane Simpson have agreed to assume this important part of our Wednesday evening get-to-gether.

The election results are!

1st Vice President: **Bill O'Reilly**

2nd. Vice President: **Bill Mitchell**

Recording Secretary: **Michael Gemmell**

Directors: **Barbara Green * George Lewis * Jim Reid.**

**HUNTING FOREBEARS:
QUERY:**

FONGER - Looking for parents of MARY FONGER, born 1803 in East Flamborough (Aldershot), wife of William Ghent (born 1796, Saltfleet Township, son of Thomas Ghent UEL and Elizabeth Davis UEL). Probable father was David Philip or William Fonger, brothers who came to East Flamborough in 1790's.

Please contact Morgan Harris, Box 129 Wellington, On.,
K0K 3L0 or e-mail morganh@reach.net

VISITORS AND NEW MEMBERS WELCOME

MEETINGS ARE HELD AT STONEY CREEK CITY HALL,
SALTFLEET ROOM

1st. WEDNESDAY OF EACH MONTH BEGINNING AT 7.30 pm.
SEPTEMBER TO JUNE

COFFEE AND REFRESHMENTS FOLLOW

FUTURE SPEAKERS

Wed. Mar 6, - Margaret Houghton - A Photographic collection
Wed Apr.3, - Dr. John Weaver - Domestic Violence in the 19th century
Wed. May 1, - Beverly Hayden - Lucy Maude Montgomery
- Anne of Green Gables.

HISTORICAL SOCIETY QUERY POLICY:

Members may submit 2 free genealogical queries per year. Queries should be typed or printed clearly on separate pages 8 1/2" x 11", 50 word limit.

Non Members must remit a fee of \$3.00 per query. which will be dated when received and printed in the order received as time and space allow.

Please include Name, Address, Postal Code and phone number.

MEMBERSHIP DUE??

The date on the right side of your mailing label indicates the year your membership is paid for.

Please forward your cheques to

Stoney Creek Historical Society P.O. Box 66637, Stoney Creek On. L8G 1T6

Stories, News or Queries can be mailed to

Ron Place

56 Wyngate Ave.

Stoney Creek, On. L8G 1T6

E-mail r.place@sympatico.ca

Next newsletter will be issued Wed. May 1, 2002

Material deadline is Monday, April 15, 2002

Visit our Historical Society website www.stoneycreekhistoricalsociety.701.com

Ed & Anna Orr 2001
1376 Hyw. 8
Stoney Creek, On. L8F 5K6

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