

Remember the Corman House

Stoney Creek Historical Society

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

NEWSLETTER

February 2003

Edition #28

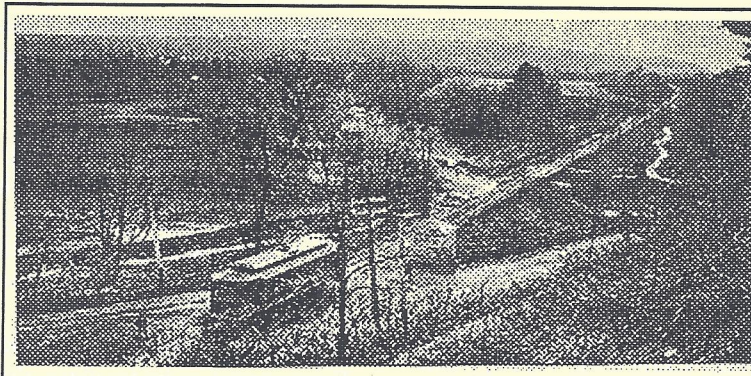
Circulation 325 copies

The Hamilton Radial Electric Lines - Dominion Power & Transmission Company

There were in total four electric radial railway lines that extended out from Hamilton, each constructed at a different time. Ultimately, all four came under the ownership of the Dominion Power & Transmission Company (DPTC). This company was created in 1907 from the remains of the Hamilton Cataract Power, Light & Traction Company, itself formed in 1903 from the remains of the Hamilton Electric Light & Cataract Power Company to coordinate traction activities in the Hamilton area as individual lines were purchased. As one of its first initiatives that year, the DPTC constructed on King Street at Catherine Street in downtown Hamilton a central station where the sale of tickets and scheduling of trains could be managed efficiently. While each individual company was independent from a legal standpoint, the management was the same and there was a constant interchange of equipment. As a long term goal, the DPTC hoped to create a network of lines stretching from Toronto through Hamilton and London to Windsor, based on the same principles of operation as implemented in Hamilton. In April 1930, the company was purchased by the Ontario Hydro-Electric Commission which eventually wound down operations, replacing all radial routes that remained with buses between 1927 and 1955. The following is a brief breakdown of each line that fell under the ownership of the DPTC.

Hamilton, Grimsby & Beamsville Electric Railway Company :

Location: The subject line was located in southern Ontario, ultimately extending between the Lake Ontario communities of Hamilton and Vineland.



Radial Car at Red Hill Crossing

History:

The Hamilton, Grimsby & Beamsville Electric Railway Company (HG&BER) was incorporated in 1892 by Hamilton interests with the intention of constructing an electric railway that would extend between the communities of Hamilton and Beamsville. While passenger traffic was considered

important, it was anticipated that the majority of revenue would be derived from the growing fruit industry then developing below the escarpment. After funding was secured, construction began with the first leg being open to Grimsby in October 1894. By June 1896, the line was completed to Beamsville. The majority of the route had been built along the highway right-of-way in the rural areas and on city streets within the towns. As projected, much of the freight revenues came from canneries along the line in addition to farmers shipping milk to Hamilton. Early passenger revenues as well appeared positive.

In 1902, control of the company passed into the hands of the Grand Trunk Railway for reasons not entirely clear. Two years later, the HG&BER initiated construction on an extension of the line east to Vineland. Here, it was anticipated that a connection could be made with an extension of the Niagara, St. Catharines & Toronto Railway, an event that never transpired given that firm's greater interest in a high speed route. In 1905, the GTR sold the HG&BER to the fore runner of the Dominion Power & Transmission Company who immediately considered abandoning the recently constructed Vineland extension.

To date, traffic along the new line had been very light and the

Continued on page 3

NEW MEMBERS:

We are happy to welcome to our membership
Julia Bell, Bill & Barbara Bird, Barb Palmer, Roy Trott,
Wendy Klassen.

*This Newsletter
is sponsored by
Member
Frances Lawson*

FROM THE PAST PRESIDENT

As you are no doubt aware, after a seven year term as President, I have decided to step down. It has been a fulfilling time for me. We as a group have had many successes, achievable only with the help and cooperation of **you** the membership and the hard work of excellent Executive Committees. As I told the Executive when I announced my decision, "I will not miss any of you people, --- because I will be here and still doing what I can for the benefit of this Society". I thank you all for your dedication to the Stoney Creek Historical Society and to me.

Ron Place

REPORT FROM BATTLEFIELD HOUSE

by Marnie Hutchinson

The month of December once again brought a busy and bustling holiday season to Battlefield House. With the unwavering assistance of our troupe of dedicated volunteers, Museum staff welcomed over 2,500 school children, bus tour and special event participants and families through the door to an early 19th century Christmas. We hope that you and your family enjoyed the warmth and spirit of the holidays and we wish you a healthy and prosperous 2003.

The New Year brings with it new challenges and opportunities at Battlefield House Museum. Beginning in February, the Museum will be opening year-round to the public, with hours from Tuesday to Sunday, 1:00 p.m. to 4:00 p.m. Initially, this will give the community the opportunity to view the continuing exhibit of dolls and teddy bears, on generous loan from the Stoney Creek Doll and Teddy Bear Club, on display until mid March. In the long term, these new hours will increase accessibility to the Museum and will give staff the chance to develop a larger number of exhibits relating to the history of the Gage family, the Battle of Stoney Creek and our community.

In addition to these new hours, we will be offering the following special events in the coming months.

"Sour Notes in the Snow":

A Dessert Theatre Experience with the Battlefield Troupers "Saturday, February 8, 2003" 7:30 p.m. at the Stoney Creek United Church, King Street and Lake Avenue
Heritage Day Lecture:

"Quilt Appraising" "Friday, February 21, 2003" 7:30 p.m. at the Battlefield House Museum Administration Building, 99 King St. W. "Join Judy Lyons, AQS Certified Quilt Appraiser for a lecture on quilt appraising and a trunk show of quilts in "Periods of Time".

A Monumental March Break "March 10 to 14, 2003" 1:00 p.m. to 4:00 p.m. daily "Activities and demonstrations for the whole family with a different theme each day, including archaeology, the military in 1812, storytelling and music, sheep and wool and "History Comes to Life".

ERLAND LEE (MUSEUM) HOME

by Michael Gemmell

The museum was recently designated a National Historic Site of Canada. The designation, which recognizes Erland and Janet Lee's work in establishing the Women's Institutes, showcases Stoney Creek's history to the rest of the nation and to the world. This designation commemorates the Saltfleet couple's efforts to improve women's lives in 1897.

The museum is working under winter hours from February until March Break, which means that it is open Thursdays, Fridays, and Saturdays from 10-4. However, the Lee is also open for group bookings and other functions (wedding photos, etc.) throughout the winter. Regular hours resume April 1st.

February 22: House Log workshop.

Ever wanted to know about the history of your home or property? On Saturday from 1-4 pm, visitors are invited to come to the Lee for a step-by-step walkthrough on how to create a House Log, including a binder of take-home materials and suggestions for further reading. Time to complete the workshop stations: 1 hour. Cost: \$7.00, including workshop, binder and materials, refreshments, and an optional tour of What's New at the Lee.

March Break: Stoney Creek and the Iron Horse (Mon-Sat, 10-3)

HO model railroad of Stoney Creek c.1910. New model buildings for 2003: the Lewis House, home of the Society's own George and Mary Lewis, the H.G. and B. R. train shed (now Bad Jon Ceramics), and the Pettit House ("Evanleigh"). Featured: historical Fruitland.

Older children are invited to add to the railway by assisting in the construction and painting of period buildings. Younger children can make related take-home crafts. There will also be other crafts at the museum to appeal to the non-train fans, including doll making.

April 5: Annual Lee's Own Pancake Breakfast

Enjoy pancakes, sausages, coffee, tea, and juice, and maple syrup straight from the Lee Sugar Bush. 9 am sharp! The model train will also be open. May 3 - 4: Doors Open
The museum will be participating in the inaugural Doors Open Hamilton.

MEMBERSHIP DUE??

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

Membership term is January 1 to December 31

Please forward your cheque to

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

Radial Electric Lines:

Continued from page 1

company was suffering heavy losses. Accordingly, by the summer of that year, service had been suspended and the tracks dismantled. This turned out to be the first stretch of abandoned electric radial track in Canada.

Traffic remained steady on the line up until the end of the First World War. During the 1920's, however, the automobile and bus began to have an effect on passenger revenues while freight traffic fell given the competition offered by trucks. Things hit an all time low in the depression, prompting the Ontario Hydro-Electric Commission now in control to announce that the line would be abandoned. As a result, all trains stopped operating in January 1931 and the majority of the line was dismantled. Small portions of the route were maintained to allow the Canadian National Railway access into some of the larger canneries previously serviced by the HG&BER. Hydro indicated that abandonment was necessary in order to resolve a condition in the sale of Dominion bus lines. Today, little remains of the line aside from a few embankments here and there, much having been eliminated by successive road widening.

Approximate Mileage: Twenty-six miles.

Current Status: The line was abandoned from Beamsville to Vineland in 1905. The remainder of the line was abandoned in 1932.

Principle Stations: Hamilton, Stoney Creek, Winona, Grimsby, Beamsville and Vineland.

Remaining Stations: There are no known remaining HG&BER stations.

Hamilton & Dundas Street Railway Company:

Location: The Hamilton & Dundas Street Railway was located in southern Ontario, linking the industrial communities of Hamilton and Dundas.

History:

The oldest of the Hamilton lines, the Hamilton & Dundas Street Railway Company (H&DR) was incorporated in 1875 to construct a railway, located mostly on private right-of-way, from Hamilton to Dundas. Construction began the next year with completion of the line not taking place until May 1879. Initially, operation along the entire route was by steam train until 1896 when it was decided to rebuild the line as an electric railway. The reopening of the H&DR took place in March 1898 with the entire operation being purchased the next year by the fore runner of the Dominion company. In order to assist in revenues, the majority of the line was as well leased to the Toronto, Hamilton & Buffalo Railway (TH&B) as a spur for freight traffic into Dundas. All passenger operations, however, remained under the control of Dominion. Patronage remained strong along the line until the 1920's when other forms of transportation such as cars and buses cut in. Accordingly, it was announced that passenger trains would cease in January 1923, a time frame ultimately extended until September of that year when they were replaced by buses (streetcars within Hamilton). All tracks outside Hamilton

remained in use by the TH&B for freight service until 1987 when the line was fully abandoned and removed. Tracks within Hamilton were assumed by the Hamilton Street Railway.

Approximate Mileage: Seven miles.

Current Status: All H&DR tracks within Hamilton were abandoned in 1944. Beyond Hamilton, the route purchased by Toronto, Hamilton & Buffalo Railway was abandoned in December 1987.

Principle Stations: Hamilton and Dundas.

Remaining Stations: There are no remaining Hamilton & Dundas Railway stations remaining.

Hamilton Radial Electric Company:

Location: Located in southern Ontario, the Hamilton Radial Electric Company connected Hamilton with Oakville to the east on the shores of Lake Ontario.

History:

The Hamilton Radial Electric Company (HRE) was incorporated in 1893 to construct a steam operated mainline in southern Ontario with electric branch lines from Toronto to Niagara Falls, Woodstock and other locations. Initially, it was suggested that the company was aligned with the Canadian Pacific Railway but things fell apart with the construction of the Toronto, Hamilton & Buffalo Railway. As a result, ownership of the HRE changed a number of times before a group became interested in utilizing the charter for the construction of an electric line between Hamilton and Toronto. Construction began in 1896 with the line being open to Burlington in 1897 and Port Nelson in August of the next year. As with most electric lines, the route was constructed adjacent to a highway in the rural area and along town streets within the urban area. While passenger service was satisfactory, some revenue was also generated by industries in both Hamilton and Burlington.

In February 1901, the operation was sold to interests that would ultimately form Dominion Power who contemplated extending the road east to Toronto to connect with the existing Toronto & York Railway at Port Credit. The first leg of this plan was implemented in May 1906 with the opening of a thirteen mile extension to Oakville. Throughout the summer months, traffic was very strong in both directions to the beaches on the spit just outside of Burlington. To the west of Burlington, however, traffic was very limited and service was cut back substantially during the 1920's. It was finally decided to abandon this segment of track as of August 1925. As buses and cars continued to take their toll, Dominion chose to cease operations on the remainder of the line in January 1929 and replace the trains with buses. It has been suggested that the downfall of the line was given the financial bath it took on the Oakville extension. While surveys were completed on the eleven mile gap to Port Credit, no work was ever completed, most likely because the operators of the Toronto line were looking for a high speed route on a dedicated private right-of-way.

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Radial Electric Lines:
Continued from page 3

Approximate Mileage: Twenty-two miles.

Current Status: The line from Port Nelson to Oakville was abandoned in 1925 while the remainder was abandoned in 1929.

Principle Stations: Hamilton, Burlington, Bronte and Oakville.
Remaining Stations: Only one station building has survived from the Hamilton Radial Electric Railway, that being the Oakville station located on Randal Street at Thomas Street.

Brantford & Hamilton Electric Railway Company:

Location: The railway was located in southern Ontario, extending between the communities of Hamilton and Brantford.

History: The Brantford & Hamilton Electric Railway Company (B&HER) was incorporated in 1904 by the Von Echa group from Pennsylvania, the same firm that had interests in several other radial and streetcar ventures in the province and were interested in constructing an electric network throughout southern Ontario. Although the company was experiencing financial difficulties from the beginning, a start was made on construction in late 1906 on a line from Hamilton to Brantford. By December 1908, the road was open to Ancaster on the edge of the escarpment. The difficult grades in scaling the hill resulted in the entire line not being open for traffic until June 1908. Prior to the commencement of service, however, control of the company had passed into the hands of Dominion.

The line itself was well constructed, most of it built on a private right-of-way, and was considered the best from a quality standpoint of the four Hamilton lines. In 1916, a one mile extension was added to the Brantford end in order to connect with a new union station shared with the Lake Erie & Northern Railway. At the same time, a branch line was proposed to extend from Langford to Galt although it was never constructed. By the late 1920's, competition from cars and buses were eating into the patronage of the line. When the company passed into the hands of the Hydro-Electric Commission in 1930, consideration was given to ending service, a move that finally took place in June 1931. As with the Beamsville line, Hydro indicated that abandonment was necessary in order to resolve a condition in the sale of Dominion bus lines.

Approximate Mileage: Twenty-three miles.

Current Status: The entire line was abandoned in June 1931.

Principle Stations: Hamilton, Ancaster and Brantford.

Remaining Stations: There are no remaining stations from the B&HER.

In 1818 scarcity of cattle and hogs occurred, partly due to the confiscation of livestock by American soldiers during the war. But in 1819 a bumper crop in Britain precipitated a glut on the Canadian grain market. Wheat dropped to fifty cents a bushel, half its former price.

**Monument will have to wait
for identification of bodies:**

The Spectator - April 19 1977

Stoney Creek - The town's cemetery supervisor would like to build a monument for people buried in an abandon cemetery by Lake Ontario.

Walter Crane has already picked out a spot in the Fruitland Cemetery where the bodies will be moved to make way for a development at the end of Green Road. But he doesn't have any names to put on the monument. An 11 year quest for the identities of the people buried in the Pettit plot, which dates back to the early 1800s, has yielded nothing but rumour, speculation and hearsay.

There are no written records of the bodies, although one man remembers reading the name David Palmer Utter on a crude grave marker in 1922.

"We're still waiting for a couple of gentlemen who might have some information about the bodies but unfortunately, one of them is old and his memory doesn't seem that good." said Crane. The only person with any direct recollection of the Pettit Plot so far is Murray Utter. Utter, who visited the site with an uncle in 1922 remembers seeing a crude stone with the name David Palmer Utter on it.

"The story is that Murray Utter's great grandfather drowned when a boat capsized in a squall on Lake Ontario in the early 1800's. He was out checking nets with possibly three other farmers, who also drowned.

The bodies, which were washed ashore later, were buried on the Pettit farm for convenience. Rumour has it that farmhands, a woman, and a child were also buried there with the Pettit family. But there are no written records.

All the stones were broken off and possibly thrown in a nearby creek several years ago. But Crane hopes some of the stones may be recovered when the bodies are excavated for reburial.

Dorothy Kinsman:

We are sorry to report the death of Dorothy Kinsman, a long time member who passed away Tuesday November 26 2002. Dorothy was the Societies Archivist for many years and was involved with many projects covering the history of Stoney Creek. Our sympathy to her daughter Nancy .

Florence Lymburner:

The death of former Stoney Creek Librarian Florence Lymburner was reported in the November 13th 2002 Stoney Creek News. Florence, although not a Historical Society member was a tremendous help when the Stoney Creek Historical Society began holding meetings at the 2nd street library. Our sympathies go out to the Lymburner family.

**DESIGNATED HOME in STONEY CREEK:
THE VAN DUZER HOUSE
1446 HIGHWAY NO.8**

The Van Dusens, Van Duzens and the Van Duzers are descended from Jacob Van Dusen who came to America about 1621 from Amsterdam, Holland.

Research has shown that Jacob Van Dusen came from Holland on the second trip of the Mayflower as a member of the crew.

The Van Dusens of the Hamilton district were millers and farmers during their 180 years at New Amsterdam (currently New York City). Levinus Van Dusen was born near Hillsdale in New York State about 1750 and married Sarah Humphrey in the year 1773. They lived between Albany and Hudson. At the time of the American Revolution they were Loyalists and, as their property was taken from them, they migrated in 1800 to Upper Canada with nine of their eleven children. They brought in a mill and settled south of Red Hill near Albion, five miles east of the present city of Hamilton. Sarah and Levinus Van Dusen were buried on their own land in 1848 and 1842 (or 1833) respectively.

Throughout the years, the children of the Van Duzer families have married for the most part into other United Empire Loyalist families and remained on the land as growers or entered various professions.

Ira E. Van Duzer was one of those who continued to farm. He married the former Eleanor J. Longmire. Together they owned a large acreage on Highway No.8 at Winona. The existing brick residence on the property was the family home for three generations and was built in 1895 under Ira Van Duzer's supervision.

Ira Van Duzer was one of the original pioneers in the fruit growing industry in the Niagara Peninsula. Ira Van Duzer started as a nurseryman growing his own trees from seedlings and was the first to export fruit from the area.

His son, John Byron Van Duzer, was born in Winona on March 9, 1892. He attended school at Winona and the Hamilton Collegiate Institute. After graduating he farmed with his father as I. E. Van Duzer and Son.

After Ira E. Van Duzer died in 1922, John Van Duzer took over the intensive fruit cultivation operation and controlled all the properties.

Besides farming, J. B. Van Duzer was active in community affairs. He served well in education, his church and several Saltfleet Township services. The Van Duzer descendants continue to serve the public in law and education.

In 1836 the price of wheat was ninety cents a bushel, flour sold for five dollars a barrel. Milk was five cents a quart and butter fifteen cents a pound. Domestic servants were paid from five to eight dollars a month, plus board and lodging. Farm hands received from eight to twelve dollars a month, and artisans were paid about one dollar and a half a day.

LOYALISTS AND PIONEERS:

JONES

Augustus Jones, one of the first surveyors and settlers in Upper Canada, was of Welsh extraction. His grandfather emigrated to America prior to the Revolutionary war and settled on the Hudson river, New York state. Augustus was born in Dutchess County in that state about 1763. He finished his studies as a land surveyor in New York city and came to Canada sometime before 1789.

The Niagara records state that Augustus Jones was appointed Deputy Surveyor 28 November, 1789, succeeding Philip Frey, after the latter returned to his home on the Mohawk.

For his services Augustus Jones received large grants of land from the government. He settled in Saltfleet township, on the west side of Stoney Creek outlet, where he built his house and where he lived most of his life. He married an Indian Chieftain's daughter and the following excerpts from 'The Life and Journal of Peter Jones' and from other of his speeches and writings, tells us something about his family history.

"My father's work in Canada brought him in contact with the Indian tribes. He learned their language and employed many of them in his service. He became much interested in the Indian character so much that he resolved on taking a wife from amongst them. Accordingly in 1798 he married my mother Tuhbenahnequay, Daughter of Wahbanosay, a Chief of the Mississuagi Tribe of the Ojebway nation in 1798.

My father was away from home most of the time and our mother carefully instructed us in all the customs of our tribe. However when I was about fourteen my father gave up surveying and

then I was sent to an English school in Saltfleet township under an excellent Irish teacher, George Hughes. Peter Jones mentions that he had four brothers and five sisters but he only gives the names of his older brother, John, and his sisters,

Mary and Sally. However, from one of his descendants, Dr. D. E. Russel, of Brantford and other brief records we find the following children of Augustus Jones and his wife 'Tuhbenahnequay'

John, b. about 1800, m. Christina, daughter of Jacob Brant, granddaughter of Joseph.

Peter, b. 1 Jan., 1802 became a Methodist missionary, m. Elizabeth Field, an English lady.

Mary, m. Jacob, son of Jacob Brant, grandson of Joseph.

Henry, Joseph, Augustus Jr., Catherine, Lucretia, Sally, who died 23 August, 1832.

Augustus Jones served with the 5th Lincoln Regiment as a Captain during the War of 1812 and there must have been considerable damage done to his property on Stoney Creek as his war losses are listed as £253 -15 -0.

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LOYALISTS AND PIONEERS:

JONES

Augustus died at Cold Springs, Brant County, 16 November, 1836, and was buried in Greenwood cemetery, Brantford but his grave is unmarked. There is no record of when his wife died or where she is buried.

Augustus had at least five brothers and two sisters, who settled in Saltfleet.

Ebenezer Jones was also a land surveyor and worked with Augustus. His name was on the first map of Saltfleet on Lot 25.

Conc. 11; Lot 33, Conc. 1; Lots 30 & 31, Conc. 111. Ebenezer Jones Sr. m. Sarah Springstead 27 March, 1802, probably his second wife.

Ebenezer Jones Jr. m. Nancy Howe, 29 Jan., 1815. He owned Lots 16,17,18,19,20,21, Conc. VII. His war losses in War of 1812 listed as £62 -10 -0.

Stephen Jones, settled on Lots 24, 25, Conc. 111, Saltfleet. He married Kezia Lewis 7 March, 1805. His War losses listed as £46 -11 -9. Stephen Jr. listed as £15.

Philip Jones, m. Elizabeth VanDusen 7 March 1803 and, it is believed died shortly afterward as Elizabeth m. Charles Moore 18 May 1805 and there is no further record of Philip.

Peter Jones, who served with the 5th Lincoln Regiment in War of 1812 War losses -£34.

Joseph Jones, wife Mary. The later buried in the old Jones burying ground, east of Jones inlet, Saltfleet, died 28 Sept. 1848, age 75 years.

David Jones, was on the first assessment roll of Saltfleet in 1803.

Mary (Jones) Gage, widow of Captain John Gage, who, with her son, James settled in Saltfleet. (See Gage history.)

Susan (Jones) Gage, wife of William Gage.

The history of the Jones family was secured from the Niagara Historical Society papers, "The Life and Journal of Peter Jones", and from notes compiled by Mr. George Laidler of Hamilton, Ontario.

From the Annals of the Forty, book 5, page 63

**30 years late,
Index created for "Saltfleet Then and Now".**

Researchers of Stoney Creek's past now have a valuable tool.

In 1975 the Town of Stoney Creek published a history book entitled Saltfleet Then and Now, 1792-1973. This 408 page tome, lovingly assembled by the late Kay Dwyer, is still the definitive work on the history of the Stoney Creek region. Its hard blue cover with gold inscriptions of the former Saltfleet Township and former Town of Stoney Creek crests on the front and rear, bookend a massive work full of historical information from the earliest geology of Saltfleet to modern industry parks arriving in the 1970s.

Unfortunately this heritage treasure has no index...until now.

Saltfleet Then and Now is divided into two sections, one on the history of Saltfleet Township, the other on the history of the Village (later Town) of Stoney Creek. Many of the subsections overlap, however, including histories of families, of services like the post office, police and fire services, and geographic areas.

For example, the hamlet of Winona has its own section, but its heritage is referred to frequently in the organizations section (Winona Men's Club), in the churches section (Fifty Church Winona), departments section (Winona Post Office) etc. The table of contents is skimpy at best, leaving readers with little way to determine where specific references could be found.

Over the last 18 months, Michael Gemmill, a member of the Stoney Creek Historical Society, has painstakingly indexed the history book, culling over 5600 historical citations from the work and compiled a new 65 page index supplement. The citations range from the Acacia Hotel to Zoning By-Laws of Saltfleet and are cross referenced where multiple listings of the same citation occur.

The Saltfleet Then and Now Index is currently available at the Erland Lee Museum, located at 552 Ridge Road, in Stoney Creek. Copies cost \$6.00, with proceeds from the sales going to support the Erland Lee Museum. For information about obtaining a copy of the index, call 905 662 2691 or email the museum at erlandlee@interlynx.net. It will also be available at the February meeting of the Stoney Creek Historical Society and at the activities of Hamilton Heritage Day in mid February.

WESTFIELD VILLAGE;

by Rob Winniger

Special Events 2003

MAPLE SYRUP FESTIVAL

Explore the timeless techniques and tastes of Canada's favourite sweetener, Maple Sugar, through the sugar bush and across the ages of a historical village of over thirty buildings.

*Sundays: March 2, 9, 16, 23, 30,

*March Break Days: Wednesday, March 12 & Thursday, March 13, 10 am -4 pm.

*Get Fishy Friday: Friday, April 18. Features Victorian fishing games, and sea food in addition to the Maple Syrup theme.

VICTORIA WEEKEND SUNDAY

Join American Revolutionary War Soldiers during a day of living history, fun and excitement.

*Sunday, May 18, 12:30 - 4 pm.

Westfield Heritage Village Hours

Open Sundays and Holidays starting April 6 to October 26, 12:30 - 4 pm featuring hourly tours, restaurant and gift shop.

FROM THE PAST:

Wentworth Historical Society Minutes
1908 -1948

MAY 5th 1914

Closing meeting of the Citizens Association of Saltfleet

A meeting of this Association was held in the Parish Hall Stoney Creek on Monday evening May 5th 1914 at 8.30 p.m. to receive reports and also to wind up the business of the Association. President G.W.Millen presided.

The minutes of the last meeting were read and adopted.

The Treasurer reported - Total Receipts up to date \$10.75, Total Expenses \$ 5.25, leaving a Bal. on hand of \$ 5.50. It was moved by W.E.Corman, seconded by W.G.Davis, that the report be adopted.

The Committee of Judges - appointed to judge the prize winners - of the best decorated vehicle and house and business during the Centennial June 6th 1913 - reported that the Fruitland School Children in Dray & Team won first prize donated by Robinson & Co. Hamilton of \$ 5.00 and that J.Clough 1st prize for house on Lake Ave.

2nd prize 3rd prize

reported by J.Jones

W.E.Corman, chairman of the Decoration Com't for decorating along the route of the procession to Battlefield reported that all the poles were decorated with bunting and flags and had also erected three evergreen arches, one at entrance Battlefield - Cemetery - and Soldier's Plot and also distributed 3000 small flags to the County school children marching in the procession.

Moved by W.E.Corman, seconded by Arthur Beare, that the balance of cash on hand \$ 5.00 be donated for the purpose of repairing the fire engine of the village. CARRIED.

Moved by W.E.Corman, seconded by Mr.Evans, that the President for a committee to see that this money is expended for the purpose of repairing the fire engine. The President appointed W.E.Corman, Chas.Moore, Arthur Beare for this purpose. The Treas. then handed over a cheque to W.E.Corman of \$ 5.50 being bal. on hand which closed the Treasurers books.

Moved by Oliver Nash, sec. by Mr.Evans, that a hearty vote of thanks be given to the President, G.W.Millen and the Secretary Treas. for their work in connection with the Celebration of the Centennial of the Battle of Stoney Creek June 6, 1913.

Moved by Chas.Moore, sec. by J.Glendenning, that this Citizens Association of Stoney Creek having fulfilled its work and object of assisting in the celebration of the Centennial of the Battle of Stoney Creek, be and hereby stand disbanded. CARRIED.

W.E.Davis, Secretary

G.W.Millen, President.

OBITUARY OF MRS. JOHN DUNMEAD

1796 - 1892

Submitted by Mr. E.W.Blackmore

On Monday 14 (1892) A large number of relatives and friends gathered together at the Disciples House of Worship in Selkirk to pay their last respects to the remains of Mrs. Mary Dunmead who departed this life on the 11th. She was born March 28, 1796 in the Township of Clinton near Beamsville Ontario and was nearly 96 years old. We presume she was the oldest citizen in the county of Haldiman. She descended from Irish and Scotch parentage and seemed to have inherited the vigor and courage of both races. She lived contemporaneously with Lieutenant-Governor John Graves Simcoe, who summoned the first Provincial Parliament of the old province of Upper Canada, so her life spans every Parliament of this Province.

Among the first recollections of pioneer life was the murder of a Mr. Overholt, by the Indians, while taking a fat hog to sell to the Commissariat. During the war of 1812, on another occasion an Indian came into the house of Mr. James Henry, where she was alone. When she escaped by the rear door, gave the alarm and Mr. Henry's son arrived in time to unhorse the Indian and recover the money.

During the war of 1812 - 1814 she assisted the Commissariat on many occasions in provisioning the troops as they passed from point to point.

She first met Mr. John Dunmead whose wife she afterwards became as he was locked up as a prisoner of war in an old house on the Niagara Frontier and risked her life in letting him out. She had a personal knowledge of General Brock and the Battle of Queenston Heights, her husband being a young man in the service carrying dispatches. On July 14 1815, the night of the battle of Lundy's Lane, she saved her husband's life. Her marriage life extended over a period of 61 years and her issue was ten children, only four surviving at her death. During the war of 1837, while her husband was at the front, she nobly cared for her large family. It was her privilege to see the fifth generation of her own family and to enjoy an almost uninterrupted good health. It could not be said that she died of any disease, but like the clock that is wound, ran her appointed time and stopped on as short notice. Early in life she embraced religion as a Methodist and we believe her sympathy continued with them until her demise. Rev. J.Wright, Methodist Pastor, preached a very appropriate funeral sermon. The deceased had many friends among the oldest settlers as well as among their children and her own.

Grandma Dunmeads' daughter was Grandma Weaver
Grandma Weavers' daughter was Grandma Thomas
Grandma Thomas' daughter was Alfretta Thomas Phillips
Grandma of Phillip and Richard Blackmore and mother of
Bertha Lillian Phillips Blackmore.

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
Chamber of Commerce	Dave Cage	21 Mountain Ave. S.	905-664-4000
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	Salam Zoghaib	38 King St. E.	905-664-3360
Appraiser*Quiltmaker*Lecturer	Judy Lyons	8 Douglas Pl.	905-664-4519
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!

Hamilton Street Names:

A new publication has hit the street. Published by James Lorimer Co. and edited by Margaret Houghton a collection of Hamilton streets (Ancaster, Beverly, Dundas, Glanbrook, Stoney Creek, Waterdown and Hamilton). The Stoney Creek streets were researched and submitted by member **Jean Baine** who did a terrific job. Although she sent in 10 local streets, 6 were published. The unpublished work will be included in our newsletters beginning with the May 2003 edition. Copies of the book are available at Smith Books and Coles if you are interested in getting a copy.

**The Printing Office
Kings Landing Historical Settlement
New Brunswick Canada
Office Rules in 1852**

The firm has reduced the hours of work, the staff will now only have to be present between 7 a.m. and 6 p.m. Clothes must be of sober nature. Each member of the clerical staff must bring 4 pounds of coal each day, during cold or damp weather.

No member of the clerical staff may leave the room without permission from Mr. Rogers. Calls of nature are permitted. No talking is allowed during business hours. The craving of tobacco, wines or spirits is a human weakness and as such is forbidden. The partaking of food is allowed between 11:30 and Noon but work will not on any account cease.

The new increased weekly wages are:

Junior Boys (5 to 11)	.15
Boys (to 14)	.25
Junior Clerks	1.25
Senior Clerks	2.50

(after 15 years with owner) All apprentices are to be indentured from 7 to 12 years; any breach of Contract is faulted by law to jail term and fine to the parents.

Why are there 24 hours in a day??

The standard started with the ancient Sumerians, who invented the first known system of writing. Their mathematical system was based on the number 12, just as ours is based on the number 10. The Sumerians, it is surmised, counted not the 10 digits of the hands, but the 12 segments of the 4 fingers on each hand. Twelve was considered a magical number because it is the lowest number with the greatest number of divisors - it is easily split into half or thirds or quarters or sixths, whereas 10 can only be cut in half or into fifths.

Their systems of weights and measures, and money were all based on 12, and so was their system of time. It was the Sumerians who first divided the day into 12 parts, with each segment equal to 2 of our hours. Later, the Egyptians modified the system by dividing the day into 24 segments. And in case you were wondering, the Babylonians are responsible for our current system of having 60 minutes in an hour and 60 seconds in a minute.

CROWN PATENTEES OF SALT FLEET TOWNSHIP:

By Mabel Burkholder and T. Roy Woodhouse

Saltfleet Township, with its, 28,925 acres, was one of seven townships surveyed in 1788, when it became obvious that the Loyalist refugees from the American Revolution would never be able to return to their former homes. At first these townships were numbered from 2 to 8, but on December 18, 1792, Lieutenant-Governor Simeoe changed the numbers to names. For Township #7, he chose the name Saltfleet -the name of a Lincolnshire town.
more on this topic next newsletter.

Stoney Creek Historical Society
Year 2002 Executive

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

VISITORS AND NEW MEMBERS WELCOME

MEETINGS ARE HELD AT STONEY CREEK CITY HALL,
SALT FLEET ROOM

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

COFFEE AND REFRESHMENTS FOLLOW

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.....	\$ _____
<u>Tax receipts will be issued</u>	

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

2003 ELECTIONS :

The general meeting and elections were held
Wednesday January 8, 2003.

Your 2003 executive is

President, - -	Bill O'Reilly
1st Vice President,	Bill Mitchell
2nd Vice President,	Michael Gemmel
Treasurer,	Judy Green
Recording Secretary,	Cheryl Gemmell
Corresponding Secretary,	Anna Orr
Past President,	Ron Place
Directors -	Barbara Green, Mary Lewis, Jim Reid.
Social Conveeners	Paul & Sheila Gallea

Our thanks to our outgoing social conveeners
Anita Miller and Diane Simpson,
a job well done and appreciated.

FUTURE SPEAKERS

Wed. Feb.5, 2003 - - Bruce Jackson - Vintage Films.

Wed. Mar. 5, Malcom Hughes -What is touring all about ?

Wed. Apr. 2, Harry Brown - Aquiring and restoring an
antique car.

Wed. May 7, To be announced.

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.

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 7, 2003

Material deadline is Wednesday, April 16, 2003

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

S.C.H.S. Library

Financial assistance for the printing of this newsletter has been
provided by

STONE CREEK NEWS