



Remember the Corman House

Stoney Creek Historical Society

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

NEWSLETTER

Oct 2001

Edition #24

Circulation 325 copies

THE GREAT WESTERN RAILWAY

by John M. Cowan

(An Address to the Head of the Lake Society)

(November 14, 1947)

The use of the rail in transportation is older than is generally believed, for it dates back at least as far as the year 1630. At that time wooden rails were used in a cowery near Newcastle in England for the easier movement of coal wagons. It was not, however, until nearly two hundred years later that the first "public carrier" operated carriages and wagons on rails; this was the Stockton and Darlington Railway, opened in 1825, whose line of some fifteen miles connected these towns near Durham in England. Steam engines were used only for freight; passengers rode in stage-coaches drawn by horses and mounted on rails. In 1829, George Stephenson's famous engine "Rocket" won the prize offered by the Liverpool and Manchester Railway.

The first railway in America was the Baltimore and Ohio, chartered in 1827. Its first section of fourteen miles was opened in 1830. The first railway in Canada was the Champlain and St. Lawrence Railway incorporated in 1832. On July 21, 1833, the first train covered the fourteen and a half miles between Laprairie (opposite Montreal) and St. John's, Quebec. The rails were of wood covered by iron bars on top.

The first railway in Ontario was the Erie and Ontario, built in 1839, a short road built around Niagara Falls from Queenston to Chippewa. Horses at first provided the motive power, for the grade near Queenston was too steep for the locomotives of that date. It was rebuilt in 1854 with better grades from Niagara-on-the-Lake to Fort Erie. Eventually it was absorbed by the Canada Southern, that is to say the Michigan Central, now part of the New York Central System. The line is now used only for freight service. One end of it can be seen at the steamer dock at Niagara-on-the-Lake. It will be noted that these first Canadian railways were built to serve as connecting links between waterways.

On March 6, 1834, the legislature of Upper Canada granted a charter authorizing the construction of a railroad from London to the harbor at Burlington Bay at the head of Lake Ontario in the district of Gore, to be known as the London and Gore Railway. An amendment of March 1837 changed the name to Great Western Railway. In 1845, since nothing had yet been done, the charter was renewed and amended, power being granted to build the line from the Niagara River to Windsor, twenty years being allowed for its completion.

The original plan was to avoid heavy grades by running the line along the escarpment through Ancaster and Brantford, but Sir Allan MacNab's influence changed this and brought the railway to Hamilton. For years it by-passed Brantford, and it was not until 1905, over twenty years after the Great Western was absorbed by the Grand Trunk, that a connecting track, slightly over four miles in length was built to bring the main Hamilton-London line into Brantford. As you stand on the station platform at Brantford (the present Canadian National station) you will see that the track comes in a sweeping curve from the east and goes out in a like curve to the west, evidence enough that this station was not on the original route. The older line a few miles to the north was used for through freight traffic as late as 1928, but has since been abandoned.

The formal ceremony of breaking ground for the Great Western Railway took place in London on Saturday, October 23, 1847. A band led a procession to the site chosen for the station. (The route, however, was later changed and the site of the ground-breaking was apparently not used.) Some four or five thousand people were present and many speeches were made. One spadeful of earth was dug and placed in a barrow by Colonel Talbot, who fifty years before had cut his way through dense forest when he came as a pioneer to the region. In the evening

Continued on page 3

NEW MEMBER:

We are happy to welcome to our membership

Barbara & Joe Armstrong, Ted Francis

This Newsletter

is sponsored by

Member

Marie Brown

THE PRESIDENT'S CORNER:

The societies representation in the Flag Day Parade for 2001 was as always a great showing for the Historical Society. Harry Brown once again did a great job in arranging the old car entry on our behalf. Harry and Marion's granddaughters Jessica and Kelly Quinlan led our entry by carrying the Historical Society banner. Our thanks to all who participated.

We now turn our thoughts to another season for the society, more great speakers and our 10th. Christmas House Tour. At this time our membership is in great shape with 143 members. I invite you to bring a friend to our meetings, I'm sure they will like what they see and will be interested in joining our group.

Ron Place

NEWSLETTER:

I am pleased to announce the participation of the Brabant News in the printing of our newsletters. A generous grant was received from them to cover the cost of printing our three newsletters over the next year. 325 copies are printed twice a year and 350 copies for the May issue which is distributed at the Battle Weekend in June. We will continue with the sponsorship program to cover the cost of mailing. Our sincere thanks to Brabant for their much appreciated assistance.

ERLAND LEE (MUSEUM) HOME

by Michael Gemmell

Upcoming Events at the Erland Lee Museum Fall 2001

More From Saltfleet to Stoney Creek

The Erland Lee Museum opened the fall 2001 season with the introduction September 1st of a new computer slide show exhibit on local history, "**More From Saltfleet to Stoney Creek**". The museum continues to collect old photographs of the area and is now presenting them in an interactive computer kiosk in the carriage house. The five slide show sections of the permanent exhibit include: Olde Towne Stoney Creek from 1900-1940, The History of Winona, The History of Upper Stoney Creek, The Stoney Creek region since 1945, and Education in Saltfleet from 1790-2000. The museum has also edited the 1989-90 audio recordings of the Stoney Creek Historical Society, featuring oral histories of the area by local residents, and produced sound clips for use in the exhibit. The virtue of this format is that it can be constantly expanded as the museum acquires new information or pictures.

The Lee Committee and staff also wish to thank those volunteers who have contributed to the museum's programming in the spring and summer of 2001. Your support with helping catalogue the artifact collection,

interpreting in the museum, manning display booths at community events, or providing archival material for local history exhibits is greatly appreciated. New volunteers are always welcome.

October 2 - 31, 2001:

9th Annual Local Artist Show and Sale

The carriage house of the Erland Lee Museum again hosts a showcase for local artistic talent from across south eastern Ontario. All varieties of artwork (watercolours, oils, photographs, charcoal sketches, sculpture, etc.) are on display in this delightful heritage setting during regular business hours (Tue.-Sat., 10-4, Sun. 1-5). Over 30 artists and 100+ works are featured, all for sale. There is a regular museum admission (\$3.00) for entry.

November 17, 2001:

Hands-on Heritage Craft Day returns!

Amateur crafters are invited to learn how to make a variety of heritage crafts. **Featured craft: Vest making.** Try your hand at folded stars, pressed flowers, tatting lace, or make a twist paper basket. Take home the finished product at the end of the day (9 am - 3pm). Courses include lunch, snacks, and museum tour. \$25.00 fee. Registration deadline: November 2, 2001.

December 4 - 23, 2001:

A Victorian Country Christmas in the City

The Erland Lee home will be decorated in the Victorian Christmas tradition, while the 1873 carriage house features modern floral arrangements and children's activities. In the evening, the grounds surrounding the 1897 Women's Institutes birthplace are illuminated with sparkling Christmas lights of today. \$4.00 admission includes complimentary refreshments. The museum has two special Sunday evenings, Sunday, December 9 & 16, scheduled for bus tours.

JOHN A. HENCHER 1911 - 2001

August 14, 2001 is a day I will sadly remember. The death of a friend, John A. Hencher, a member and contributor to the Stoney Creek Historical Society, a portrayer of the circuit preacher Reverend William Case at Battlefield House for several years, a writer, supplying articles to the Stoney Creek News, these and many more achievements during his 90 years. Visiting with John over the past few years has always been an interesting and rewarding experience. On behalf of the historical society and myself, I extend our sympathy to the Hencher family, he was an extraordinary man and a good friend.

RICHARD WILLS 1918 - 2001

We are saddened by the death of Richard Wills. He, with Evelyn where early members of the Stoney Creek Historical Society. A faithful participant in our endeavours to build this society to where we are to-day. The society and I send our sympathy to Evelyn and all of the Wills family in this time of grief.

THE GREAT WESTERN RAILWAY

Continued from page 1

a banquet was held in the Western Hotel when one hundred and twenty gentlemen sat down at table in a room lit by candles and sperm-oil lamps. Here is a part of the bill-of-fare:

WESTERN HOTEL RAILROAD DINNER

- Roast: beef, pork, veal, lamb, mutton,
turkey, chicken, ducks, geese.
Boiled: turkey, ham, corned beef, chicken,
tongue, calfs head, mutton, veal.
Pies: apple, cranberry, nonce, pumpkin.

The many speeches that followed had as their theme the difference the railway would make in case of travel and travel up till then certainly was not easy.

Let us imagine a journey from Quebec to Toronto in 1800. The first stage, to Montreal, you would cover by posting service in a carriage or Caleche, a journey of three days at a speed of not more than six miles an hour. From Montreal to Kingston you would travel (in summer only) by batteau which was rowed, sailed, poled, or dragged upstream, a journey of seven or eight days. (You could go downstream in two or three.) From Kingston to York (as Toronto was then called) you continued by schooner -a voyage of thirty or forty hours in good weather, but you could be storm bound for three or four days.

In 1815 a stage route was opened from Montreal to Kingston, and extended to York in 1817. In 1830 that same journey from Quebec to Toronto could be made as follows:

- Quebec to Montreal by steamer (in summer);
- Montreal to Lachine by stage coach;
- Lachine to Cascades by steamer;
- Cascades to Coteau by stage;
- Coteau to Cornwall by steamer;
- Cornwall to Prescott by stage;
- Prescott to Toronto by steamer.

Returning to the Great Western and the breaking of ground in London in October 1847, actual construction did not begin until 1851. The rails and all materials had to be brought in sailing ships from Britain to Montreal and there transferred to schooners capable of reaching ports on Lakes Ontario, Erie, and St. Clair, and were then hauled over muddy roads by oxen and horses. All work was done by hand, with the aid of picks, shovels, and wheelbarrows.

The line was first opened to traffic in November, 1853. Records differ as to whether the first train ran on November 1 or November 10 from Hamilton to Niagara Falls. Regular service began ten days later. On December 15 the section from Hamilton to London was opened, and trains were regularly

operated between London and Niagara Falls. On January 17, 1854, the first train operated through to Windsor.

Public pressure had really caused the line to be opened prematurely. Little of the track was ballasted; cuttings were not properly sloped and became muddy in winter to a depth of as much as three feet and engineers often had to break the train in order to get through. There was also considerable wear and tear on the rolling stock from the roughness of the track.

Here is an account of a ride on the first train from Hamilton to London, as given in the London Advertiser of December 19, 1903, by William Bowman:

“As I remember it, the weather was cold and raw, and the mud along the line simply appalling. I was mechanical superintendent of the G.W.R. at the time, and came in my official capacity on the first train to London. The train consisted of a locomotive and a couple of cars.

“We left Hamilton early in the afternoon, and it was near dusk when we arrived in London. The time was very slow-slow even for those days; and it was my opinion at the time that it was a foolhardy notion to attempt the trip on such a roadbed. The rocking of the coaches was frightful, and I thought at times we would go into the mud in the ditch.

“We stopped at all the stations along the line, but it was difficult to leave the coaches, as there were no platforms yet erected, and the mud was too deep to wade into.”

In contrast to Mr. Bowman's account, the same publication records the celebration in Windsor and Detroit on January 17, 1854, of the arrival of two excursion trains from Hamilton, each with twelve densely packed coaches, and we read in the account of their arrival that the track was in excellent order. The excursionists were greeted by an artillery salute from the Detroit shore. A deputation from that city was waiting at Windsor, and all crossed in the ferry to the Dominions of Brother Jonathan (Uncle Sam), where they were received by a military guard and fire companies with engines. Dinner was served in the immense freight shed of the Michigan Central to two thousand guests who did full justice to it. Hardly one of the party had seen food or drink for twelve hours.

On Thursday, January 19, 1854, there was a similar celebration in Hamilton. An excursion train from Detroit was given a royal salute of twenty-one guns, and a public procession was followed at 4 p.m. by a dinner given by the fire brigade in the City Hall, at which six hundred sat down. After the arrival

Continued on page 4

LOYALISTS AND PIONEERS:

DEWITT

JACOB DEWITT SR., settled in Saltfleet township in the early days. He was buried in the Tapleystown burying ground and the dates on his tombstone read: 1766 - 1826. The following were some of his children and grandchildren:-

JACOB DEWITT JR. He and son, Benjamin, lived on Lot 9 Conc. VI, Saltfleet. His wife's name was Abigail and they were buried in the Tapleystown burying ground.

PHILIP DEWITT. He married Mary Patterson 2 July, 1815.

Issue:- JONATHAN, who married Caroline Jane Cory.

GEORGE, who married Mary Corey.

JOHN DEWITT, born 1808. He settled on Lot 10, Conc. VI Saltfleet. His wife's name was Phoebe.

Issue:- PRUDENCE, JOHN JR. and HENRY.

HIRAM DEWITT. Lived on Lot 6, Conc. VI Saltfleet.

CHARLES DEWITT. Lived on Lots 14-16, Conc. VI, Saltfleet.

RHODA DEWITT. Married Alexander Freel.

JOSEPH DEWITT. Married Arm Dean of Clinton, 11 Sept. 1842. They lived on the west side of the Quarry road near Beamsville, Ontario.

HIRAM DEWITT married Margaret Conlon.

MARIAH DEWITT married Daniel Davis.

From the Annals of the Forty, Book #4 Page 58

JUNE 8, 2001 POTLUCK PICNIC:

Many thanks again to Ed & Anna Orr for hosting our annual potluck picnic. A most enjoyable evening with many members attending, as well as Anna's cousin and her husband visiting from Scotland. Weather and food were great as was the entertainment provided by Cheryl and Michael Gemmell. A lot of work went into their historical version of Who wants to be a Millionaire, a well thought out and enjoyable program, we thank you both for your hard work.

For those of you who were unable to attend, we missed you.

YEAR 2002 EXECUTIVE ELECTIONS:

The General meeting and elections for 2002 will be held Wednesday January 2, 2002.

The following offices are open for nomination.

1st. Vice President, 2nd. Vice President, Recording Secretary, Three Directors.

Members will be contacted prior to the meeting. Please give some thought to serving a term on the executive, it's not all work, we have a lot of fun. To have your name added to the ballot please contact Bill O'Reilly at 905-662-2248

THE GREAT WESTERN RAILWAY

Continued from page 3

of another train with guests from Detroit and Milwaukee, at 8 p.m. a dinner was given in the Mechanics Hall by the Mayor and Corporation. There was also a deputation from Rochester, including the mayor. Sir Allan MacNab was confined to bed, but a company of artillery, accompanied by a crowd, went up to Dundurn in the evening and fired a salute of twenty-one guns in honour of "the father of the railway". Sir Allan thanked them from his bedroom window. At this time the population of Hamilton was under 20,000.

"Between November 10, 1853, and May 31, 1854, 143,046 passengers were carried without the smallest injury to life and limb".

So says the report of the annual meeting of shareholders, June 5, 1854. This report also reveals that the first fatal accident to take place on the road occurred the twelfth of December, 1853, within a mile of the city of Hamilton. A train proceeding west encountering three cows on the track, the engine, tender, three passenger cars, and one baggage car were thrown off and damaged. The fireman of the locomotive was so badly crushed that he died the next day. The cows which caused the accident had strayed upon the track for the want of proper fencing on that part of the line of road.

In those days it was the custom to name the engines. The engine involved in this accident was "Oxford", and it was again involved in an accident on February 25, 1854, a collision at the Dundas trestle. And "Oxford" was the engine of the train that went through the bridge at the Desjardins Canal in 1857. The Desjardins disaster has often been referred to as "Canada's first railway accident". This is not so, even if we are thinking only of those involving loss of life and injury to passengers. At Baptiste Creek, near Windsor, at 5 a.m. on October 27, 1854, the express from Niagara Falls collided in the fog with a gravel train which had backed out on to the main line. Fifty-two were killed.

This quotation was taken from "Historic sketches of London and Middlesex, Part 11", published in 1909 by the London and Middlesex Historical Society. This comment follows: "It may be added that this seems to have been the first train operated in this province". Actually, regular schedules had been in effect for at least a month between Hamilton and Niagara Falls. Furthermore, at the entrance to the Union Station in Toronto there is a bronze plaque commemorating the departure from that place on May 16, 1853, of the first train in Ontario drawn by a steam locomotive. It ran to Aurora over the Northern Railway, and was extended to Bradford in June of 1853.

THE GREAT WESTERN RAILWAY

will conclude February 2002

MOUNT ALBION CEMETERY:

The Mount Albion Cemetery is located on upper Mount Albion Road, a short distance south of Mud Street on the top of Hamilton Mountain.

Nearby cemeteries are;

Felker Family Cemetery

Free Methodist Church Cemetery

Cline Family Cemetery.

The earliest death noted on a stone in this cemetery is the following;

In memory of

John Dickson

A native of

Aberdeenshire, Scotland

Who died September 6th 1847

Aged 32 years

HISTORY OF CEMETERY:

The crown patent for Con-7 Lot 33 in Saltfleet Township was granted to Elizabeth Murray, daughter of Lieut. Murray of the 84th Regiment dated the 16th of January 1805-

The land was later given by Jonathan Davis to the Trustees of the Synod of the Presbyterian Church in Canada, in connection with the Church of Scotland and registered in 1844. Trustees of the church at that time were: John Secord, esquire, Jonathan Davis, yeoman, John Colville, yeoman, Thomas Aiken, yeoman, Russell Olmstead, yeoman

The cemetery has been vandalized over the years and at the time of transcribing the earliest burial dates were, John Dickson, 1847 (see Intro) and Thomas Aitken 1848. Earliest birthdates were 1809, 1812 and 1813.

It is believed that this was the site of the Auld Scotch Kirk which was established before 1843 and taken down in 1878 as many of the earliest settlers here came from Scotland. The Page Atlas of 1875 shows the church symbol in this area and many of the names on the 1871 census were of Presbyterian adherents. At that time it was recorded as the Pearson Property.

People taking part in the transcribing of the cemetery on October 5th 1988 were;

Beryl Simpson, Margaret Johnston

The sponsoring organization was the Hamilton Branch of the Ontario Genealogical Society.

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.**

DESIGNATED HOME in STONEY CREEK: THE GEORGE CORMAN HOUSE 7 PLACID PLACE

The former George Corman House represents a significant part of the history of Stoney Creek and provides in sight into one of the early families of the area.

Built In 1810, the Corman House, with its Vernacular Neo-classical style is represented in the classical elements such as the columns supporting the portico, the multi-paned entrance sidelights and the door surround with its thin pilasters and shelf-like projecting cornice. The house is one and a half storeys with a low sloped gabled roof and centre gable over the main door. The windows are single two over two sash type windows with shutters. A large chimney dominates the east elevation.

John George Corman was brought to Maryland In 1740 as a blacksmith's apprentice. He was later sold as an indentured servant to the grandfather of President William H. Harrison. He eventually married the aunt of the future president of the United States. During the American Revolution, John Corman moved to Kentucky but was burned out. His son Isaac was born in 1778.

The Corman's arrived in Upper Canada in 1793 settling in Stoney Creek on a 200 acre land grant as United Empire Loyalists (Lots 21 and 22, Concession 3, Saltfleet Township). Isaac Corman married the sister of Billy Green.

At first, the Corman's built a log cabin near the base of the Escarpment. In 1810 a 30 by 50 foot storey and a half frame house was built on a stone foundation over two feet thick. In 1813 Isaac Corman was taken prisoner by the invading U.S. troops. He gained knowledge of the U.S. password since he was related to U.S. General W. H. Harrison. He gave the password to Billy Green who later the same night led the British troops to attack the Americans at the Battle of Stoney Creek.

Several members of the Corman family have been Involved in politics. William Edward Corman served as Reeve of Saltfleet Township. Burton Corman served on Saltfleet Council. Ellis Corman was a Member of the Federal Parliament. Important to the preservation of the Corman House are the original windows and the stone foundation, the pine floors, the original staircase, the hand hewn beams and joists on the interior, as well as the stone smoke house.

Also important to the preservation of the house is the original stone smoke house located in the rear yard of the property.

1992

THE SPECTATOR, 100 YEARS AGO

January 2, 1900

The skating rink was opened for the season starting Saturday afternoon, the popular manager, William Mitson is in charge. The ice was in good condition and the attendance was large.

(This was on Hamilton Bay.)

The lore of Indian Place Names

*"Ontario, Ontario, thy waters roll
as blue
As in the days thy bosom bore the
Indian's light canoe,
The memory of the red man how
can it pass away
While the names of music linger on
each mount and stream and bay?"*

Captain W.F. Moore, in the foreword for his book "Indian Place Names in the Province of Ontario" comments on the musical quality of Indian names and their descriptive and suggestive meanings.

Most Indian names have been modified in form and spelling by the English speakers who had to spell and pronounce them as they heard them. Thus Uneaukara, "neck of water" became Niagara.

Ontario was the name by which Winona was known previous to Confederation. The name was then applied to our province which had formerly been called Upper Canada or Canada West. H.F. Gardiner in his "Nothing but Names" says that the word means "handsome lake". But Captain W.F. Moore maintains that the word properly should be On - tar - ack or On - da - rack. "On" means "high," "tarack" "rocks"; that is "rocks standing high in or near the water", This probably refers to the Niagara Escarpment.

Mrs. Trail in her "Pearls and Pebbles" says that Ontario means placid waters. If this is correct the name is a misnomer as the lake is often turbulent.

The Little and Ives Dictionary of Place Names Derivations says that Ontario is derived from Onontae, a village on a mountain", the chief seat of the Onondagas.

The meaning of the word Canada is "a collection of huts". In the translation of the Gospel of St. Matthew into the Mohawk tongue, made by Brant, the Indian chief, the word Canada is always used to signify a village. -Canada was a local term without reference to the country as a whole. Each tribe had its Canada or collection of huts.

Winona is derived from a Dacotah word We - non - ah meaning first-born daughter. The Dacotahs call their first child Chasta if a boy, if a girl, Winona.

Longfellow says:

*"On the Muskody, the meadow,
In the moonlight and the starlight
Fair Nokomis bore a daughter, And she called her
Wenonah."*

The claim has been made that Winona is the most euphonious word. Certainly we should be grateful for this name of Indian legend and of lore, and for other colourful names of villages, lakes and streams with which our country is endowed.

*"You say that all have passed away,
That noble race and brave;
That their light canoes have vanished
From off the crested wave;
That in the forest where they roamed,
There rings no hunter's shout,
But their names are on the waters, You may not
wash them out."*

*from Winona Centennial 1867 - 1967

Additions to our Library:

**Assessment 1816-1819 Gore District/Ancaster
1842 census**

Donated by Dorothy Reid

Family Chronicle Magazines 1996 - April 2001

Donated by John Hencher.

Mary Janeway, the story of a home child:

Donated by Mary Place

Saltfleet then and Now:

**Voters list for Saltfleet 1877, 1878, 1879.
Barton 1902.**

Registry Office transfers - Saltfleet 1964, 1966.

Donated by Anonymous

WESTFIELD VILLAGE:

by Rob Winniger

1. Halloween at Westfield Oct 26 and Oct 27, 6:30 to 9 pm

Enjoy an exciting evening of history and folklore as we visit with the superstitions and eerie traditions of our forefathers in a living history museum of over 30 buildings. Free Candy Floss courtesy of the Kinsmen Club of Canada. The event has something for toddlers to adults and is an excellent family outing.

2. T'was the Night Before Christmas December 8, 15 and 22, 5 to 9 pm

Bring the magic of Christmas home to the whole family and enjoy this special yuletide outing. Explore Christmas by candlelight and enjoy plays, food, music and horse and wagon rides. Discover the origins of our Christmas past from the Georgian, Edwardian, Victorian and modern eras.

SPONSOR A NEWSLETTER:

Would you like to sponsor an edition of the newsletter?
A \$30.00 donation helps with the expense of printing and mailing the Stoney Creek Historical Society Newsletter.

A tax receipt will be issued.

Please contact Ron Place 662-8856

FROM THE PAST:

*Wentworth Historical Society Minutes
1908 -1948*

APRIL 21st 1913

MINUTES OF THE CITIZENS ASSOCIATION OF SALTFLEET

A meeting of the Citizens Association of Saltfleet was held in the Parish Hall on April 21st 1913 at 8 p.m., President Geo. Millen presided, 15 members being present.

The Secretary read the minutes of the meeting held in conjunction with the Stoney Creek Historical Society at which meeting this association was inaugurated. The minutes were adopted.

This Society having undertaken to participate in the celebration of the Centennial of the Victory of the battle of Stoney Creek, June 6th. It was moved by Mr. Nash, seconded by Mr. Jones, that we assist the decoration committee in putting up the decorations on June 6th for the celebration. CARRIED.

It was moved by Mr. Davis, sec. by Mr. Glendenning that the President and Chas Moore & Oliver Nash, Mr. Jones be a Com't. to arrange with the Citizens of Stoney Creek to decorate outside their homes and places of business on line of procession for June 6th. CARRIED.

The meeting then adjourned.

Rev. W.G. Davis, Sec. Treas.

confirmed,

Geo. H. Millen

REPORT FROM BATTLEFIELD HOUSE

by Marnie Hutchinson

We hope that you all had a safe and fun-filled summer and look forward to a busy and productive fall and Christmas season.

Join us on

Saturday, October 27 - Haunted Spirit Walk.

Fun and frightful for the whole family as you take a guided walk by lantern light of the grounds where the Battle of Stoney Creek was fought and where a ghostly presence resides.

Sunday, December 2, - Stoney Creek Christmas House Tour

We will be offering the following children's events this Christmas season.

Saturday, December 8, - Gingerbread House Workshop -

Children will decorate their own gingerbread house to take home. Includes a tour of Battlefield House.

Saturday, December 15, 2001 - Breakfast with St. Nicholas

Join us for old-fashioned holiday fun. Children will enjoy a pancake breakfast, thrill at a visit and from St. Nicholas, participate in holiday craft making and take a tour of Battlefield House, decorated for Christmas.

For more information on these and other events, contact us at 905-662-8458.

E.D. SMITH

Taken from "The House That Jam Built"

by Llewellyn S. Smith

THE FIRST GENERATION

THE BEGINNING

There is something heroic in the self-sacrifice of these our forefathers who gave up their farms, their homes and all the ties of neighbouring associations, and came here to battle with nature in her rudest state, with poverty, age, even starvation staring them in the face, and all for the love of the old flag. Is there so much devotion now? Would we give up our farms and homes and flee to some savage wilderness, if revolutionists were to gain the upper hand?

*Ernest D'Israeli Smith, February 1, 1880
(fourth generation)*

Silas Smith 1756 - 1844

He crouched down low to the ground, dug his hand deep into the soft, warm earth, scooped it up and then let the rich soil sift through his thick fingers. Patting it gently where it lay was his way of saying good-bye. The success of the Americans in the War of Independence meant Silas and his family could not remain in America.

It was in his blood to resist imposed compromises. His ancestors had left England to be able to practice their Puritanical beliefs without fear. His father and mother, Joseph and Rachel had settled in this district, called "Pahuckquapath" by the Indians, to escape such tyranny themselves.

Here, in the Blue Mountains is a pass, truly, one of the most curious freaks of nature, and perhaps nowhere is there a similar disturbance on the orderly face of nature. This pass is known as the Water Gap by the whole country. Below these rapids on the east side of the river about 5 miles from the shore was the home of the Smiths many of whom emigrated to this country in 1776 and the following years, among them Silas Smith my great grandfather, who often in the winter of their early settlement had to subsist upon roots and buds to a great extent before they had land enough cleared to raise a subsistence upon.

E.D. Smith 1875

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
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!

CHRISTMAS SHOPPING:

Stuck for a gift for family or friend? Why not consider one of the Historical Societies publications.

Billy Green and the Battle of Stoney Creek

Hard cover	\$14.95
Soft Cover	\$ 8.95
Audio Tape	\$ 5.00
If Ponies Rode Men	\$16.95

Please call Bill O'Reilly at 905-662-2248

INTERVIEWER NEEDED:

Help increase the contents of our tape library.

This would be achieved by interviewing and taping conversations with our resident seniors who remember or where involved in some early ventures in Stoney Creek/ Saltfleet. The interviews are often a fun and eye opening experience.

For information please call Ron Place at 905-662-8856.

NEED A RIDE TO THE MEETING?

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

CHRISTMAS HOUSE TOUR 2001:

Mark your calendar for the Stoney Creek Historical Society's 10th House Tour!
Sunday December 2, 1.30 pm to 7.30 pm. A partnership with Battlefield House and The Erland Lee will again help us in bringing a bigger and better house tour. Last years committee with their expertise has agreed to continue for this 10th tour. This years tour includes **Billy Green Home**, an all-time favourite, **The Erland Lee Museum Home**, **Battlefield House**, and new for year 2001, **50 United Church**, home of the Happy Gang Radio show Organ, "**Evanleigh**" the Pettit Home, and a **New Home on the lake shore** as well a stopping off place at **Puddicome Farms & Winery**.
Tickets \$12.00 each or 2 for \$20.00. A limited number of tickets will be sold this year so get yours early.

HOUSE TOUR COMMITTEE:

Chairman: Nick Demy. Co-Chair: Wendy Walking.

Committee Members:

Michael & Cheryl Gemmell, Tom & Elaine Gravelle, Barbara Green,
 Judy Green, Bill & Juanita Mitchell, Susan Ramsay, Ron Place.

WE NEED YOUR HELP:

As with any major project, your assistance is needed to make it a success. If you are able to help and have a good time as well please contact any executive member. Baking, selling tickets, distributing posters and putting up signs.

*****		*	*****	
<p style="text-align: center;">Stoney Creek Historical Society</p> <p style="text-align: center;">Year 2000 Executive</p> <p>President: Ron Place 662-8856</p> <p>Past President: Mary Lewis 643-3665</p> <p>1st. Vice President: Bill O'Reilly 662-2248</p> <p>2nd. Vice President: Bill Mitchell 664-4576</p> <p>Treasurer: Judy Green 662-4065</p> <p>Recording Secretary: Michael Gemmell 662-8876</p> <p>Corresponding Secretary: Anna Orr 643-7653</p> <p>Newsletter: Ron Place 662-8856</p>	* * * * * * * * * * * * *	<p style="text-align: center;"><u>VISITORS AND NEW MEMBERS WELCOME</u></p> <p style="text-align: center;">MEETINGS ARE HELD AT STONEY CREEK CITY HALL, SALT FLEET ROOM</p> <p style="text-align: center;">1st. WEDNESDAY OF EACH MONTH BEGINNING AT 7.30 pm. SEPTEMBER TO JUNE</p> <p style="text-align: center;">COFFEE AND REFRESHMENTS FOLLOW</p>		
*****		*	*****	

MEMBERSHIP APPLICATION \ RENEWAL \ DONATIONS

(Please print) _____ Date: _____

Name: _____

Address: _____ Apt.: _____

City: _____ Postal Code: _____ Phone: _____

(Please check) _____ Renewal: _____ New:

Membership

Family \$15.00

Single \$12.00

Student/Senior \$ 7.00

Business/Institution \$20.00

Donation to funds

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

FUTURE SPEAKERS

Wed. Nov 7, - Malcolm Hughes - Old British Churches and Cemeteries.

Friday Dec. 14.- Members Christmas Social Time.

Wed. Jan. 2, 2002 -Bob Williamson - Solving a local history mystery.

Wed. Feb. 6, 2002 -Susan Ramsay - Jackson House and Family Genealogy

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.

MOUNT ALBION RESIDENTS 1885

(Polk & Co. Ontario Gazateer & Directory

Atkinson, Thomas, butcher

Galloway, Andrew, wagonmaker

Martin, Henry, general store

Pottruff, James, hotel

Cook, James R., flour mill

Grassie, Charles, blacksmith

Mason, James, general store

Turner, D., carpenter

Dunn, David A., carpenter

Magill, Henry, general store

Pearson, H., butcher

Stories, News or Queries can be mailed to

Ron Place

56 Wyngate Ave.

Stoney Creek, On. L8G 1T6

E-mail rplace@prime-online.com

Next newsletter will be issued Wed. Feb. 6 , 2002

Material deadline is Tuesday, Jan 15, 2002

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

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

Printing of this newsletter has been paid for by

Stoney Creek News
Since 1948