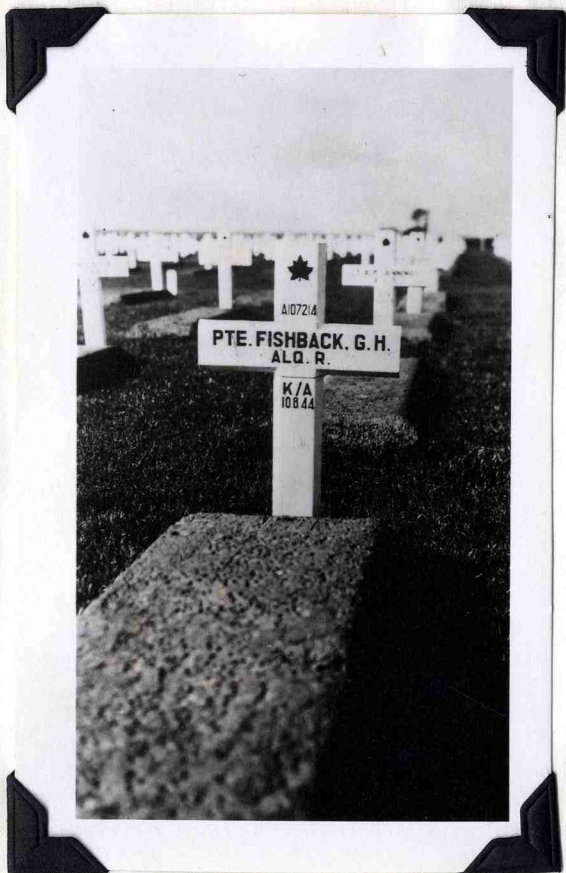


GLENN HOWARD FISHBACK  
Gave his life August 10th, 1944  
Falaise, France  
in his twenty-fourth year



Buried in  
The Canadian Military Cemetery  
Brette ville sur Laize, France

A JEAN BLEWETT POEM.

Dedicated to Glenn Howard Fishbach, son of Harvey and Annie Blewett Fishbach, North Yarmouth;- who gave his life at Falaise, France, August 10th, 1944. He is buried in the Canadian Military Cemetery at Bretteville-sur-Laize, France.

Good-bye, dear lad, nay never heed  
The tears I shed. Your country's need-  
Our country's need - comes first of all.  
Your ears have heard the clarion call,  
With patriot fire your soul's a-thrill;  
Dear heart; the best of blood must spill  
Ere peace is won. I love your zeal;  
Yea, if a pang of grief I feel,  
'Tis only that my memory strays  
To tender, far off yesterdays  
That held a dimpled, rosy, wight -  
A man now, yea, a man of might -  
Brave, strong, and loyal to the core.  
My lad: my own: 'till life is o'er  
I will be glad, and proud, and hold  
My head up when the tale is told  
O how you fought - and won, I pray  
For God, and Right, and Canada.

The bugle's call comes shrill and clear,  
Give me the last kiss standing here;  
Heed not my tears I can but cry,  
God keep you darling, and - good-bye:  
Since never soldier fought and died  
For country's honor, country's pride,  
But owed his life, and courage strong  
To her who sang his cradle song.  
Ah, blazon on each flag unfurled,  
The patriot women of the world.

Mrs. Blanche Curtis with the  
Red Cross in Greece  
after  
World War 1914-1918

A local resident who is following with close personal interest the swiftly moving events in Greece these days is Mrs. Blanche Curtis, of Yarmouth Centre, who spent some months in that country and in the Greek islands of the Aegean following the last war. Although as the efficient war work chairman of the Yarmouth Township Branch of the Red Cross Society, Mrs. Curtis is very much occupied with war work at present, nothing would please her better than to repeat her experiences of the last Great War and be able to go overseas as a nurse.

That period of service abroad is one on which she looks back with deep satisfaction and the bombing, the busy rush, the inconveniences and "doing without" are things that just didn't matter then or in recollection.

Mrs. Curtis who was then Miss Blanche Gilbert, being a daughter of the late Mr. and Mrs. John Gilbert, Edgeware road, trained as a nurse at the Lakeside Hospital, Cleveland, was nursing in that city during the war. Joining the American Red Cross Society, she went overseas in January, 1918, to work with the late Miss Harriet Leete, formerly of Cleveland, who was then on the Children's Bureau engaged in child refugee work in Paris, and who had asked that Washington send Miss Gilbert to assist her there. Landing at Bordeaux, she proceeded to Paris, where she was engaged in refugee work for only about a month, when as the military situation became increasingly grave with the advance of the Germans toward Paris, practically all the nurses were transferred to the military department of the Red Cross, only a small staff being left to continue the work for the children.

Mrs. Curtis, who had been at Beauvais for three months, was then sent back to Paris to work again with Miss Leete, who had in the meantime been appointed chief nurse at a big tent hospital at Auteuil the scene of the famous Longchamp races just at the edge of Paris. There were twenty-one hundred beds in this great hospital the nursing staff of which numbered about 165 with many boys assisting on the staff. Three big apartments at Passy and the Pension Galilee in Paris were taken over by the American Red Cross as residences for the nurses of the hospital.

Goes to Greece

Following the war, the American Red Cross called for volunteers to go to the Balkan countries for work among the refugees, to whom considerable much-appreciated assistance was given at that time. Mrs. Curtis, who responded to the appeal, went from Paris to Rome.

While at Mytilene, Mts. Curtis was able to take an interesting trip to Pergamos on the mainland in Asia Minor. There, the Red Cross visitors were guests at the lovely home of the governor, who was a former governor of Damascus. While on the mainland, too, they saw camels caravans, always a romantic picture for western eyes, and counted as many as twenty-one camels in one. Another interesting holiday trip was to an ancient monastery on the island of Mytilene.

### Baby Welfare Station

From Mytilene, Mrs. Curtis was transferred to Patras in Greece where a baby welfare station was organized by the Red Cross and where she remained for about three months. It was while there that she had the opportunity of visiting Olympia, scene of the original Olympian games from about 400 B.C. to 700 A.D. Mrs. Curtis left Patras in July, 1919, for Athens, sailing there to Marseilles and crossing to Brest, from which she sailed for home, to spend six months at her home here before returning again to Cleveland.

With her she brought many excellent snapshots, which have been placed in a volume and serve as a record of those busy and interesting days and bring back again also the pictures of the historic ruins of Athens, of Pergamos, of Olympia, the colorful costumes of Greece, fine old character types of the islands, the veiled women of Asia Minor, the patient donkeys with loads piled so high that only their heads and feet seemed to protrude from the moving mass, the armed and mounted guard who was sent to accompany them on their trip to Pergamos, lovely buildings of Athens, the comfortable home occupied in Mytilene, as well as the scenes of military service in France, and all the many associates of the period abroad.

Also an interesting reminder of those days are the colorful articles Mrs. Curtis brought back with her—a beautifully woven table cover, a fine bit of weaving tapestry—like in its coloring and design a dainty handbag, a gaily colored saddle bag, a string of amber beads such as Greek gentlemen carry to finger as a western man does his watchfob or the coins in his pocket the blue beads of good luck, and some exquisitely embroidered and patterned pieces from Constantinople.

These days, the valiant people of Greece are much in the thoughts of Mrs. Curtis, who recalls how warmly they welcomed the Red Cross workers to their homes and how they co-operated with them in every way possible in their much appreciated work.

St. Thomas Times Journal

May 3, 1941

1941

## ST. THOMAS WATERWORKS

(9th Concession Yarmouth)

The story of the St. Thomas Waterworks now located off the ninth concession of Yarmouth Township is one which involves many people and organizations from the time the Fire and Water Committee was formed in 1874 until this year of 1953 and the plans to install diesel powered pumps and change over to 60 cycle frequency.

It was in 1874 that the city of St. Thomas found it necessary to establish a raw water pumping plant at Kettle Creek below New Street, for fire protection for their homes and business buildings. The system used would be considered primitive to-day as there was merely a huge, stone circular well from which the water was forced by an old Albion pump made by the Haggert Bros. Foundry, St. Thomas, into the main to the main to the fire. The remains of this stone well may still be seen. The alarm system was unique with a bell at the top of St. George Street joined to a bell at the Waterworks and when the fire bell was sounded not only did the fire department swing into action but the operator at the Waterworks immediately increased pressure into the main. Most of the 1874 cast iron mains are still in use in the older sections of the city including much of Talbot Street east to about Inkerman Street.

The first Superintendant in 1874 was William Minnie who remained as such until 1876. He was succeeded by Thomas Allan and was assisted by his brother James Allan who was night operator.

The decision to build this waterworks for Fire protection came after several large fires in the city. The first of these was in 1871 on Christmas Day, when the entire business section was threatened. The 'Victoria Block' Fire was soon to be followed by a fire on the side-hill in west Talbot Street, across from the present Metal Signs Co. The fire broke out in a wooden building of Cameron's Confectionary and Bakery and before the conflagration had been brought under control the old St. Thomas Hotel went up in flames. All the buildings on the north side were side-hill, frame structures built up on stilts. The fire was finally controlled by cutting the stilts out from under Hank Barbridges Harness Shop and shoving it down the hill to make a gap to aid the firefighters. The fire catastrophe of 1887 was unquestionably the city's most terrible fire when two tank cars filled with oil exploded as a conclusion to a carefree summer excursion. These early fires were fought by the 'Firefly' an old hand engine which was succeeded by the 'Beaver Engine' built in Montreal for the city. It is regrettable that as new equipment was purchased these two engines found their way to a scrap heap. It is interesting to note that the city's largest fire took place near the turn of the century when the Robertson, Lindsay-Wilcox Dry Goods store was destroyed on the present site of Anderson's Ltd.

In 1889 the city fathers were confronted with the task of improving the water supply and finding a source adequate for domestic use. A small epidemic of typhoid had plagued the city and at the request of the Provincial Government a Professor Ellis made a chemical examination of thirty-eight samples of water used for domestic purposes. He tested Lake, Creek and Well sources. Of the seventeen wells tested, eight were 'Fairly Good', only two 'Good', the remaining seven being classed 'Bad' and 'Doubtfull'. In 1883 the late James A. Bell had reported on the cost of establishing a supply of water for St. Thomas from Locke's Springs at approximately \$1600. but the Fire and Water

Committee at the time felt the supply not sufficient.

Many schemes and proposals were brought forward and some tried, A Mr. Johnson of Ridgetown attempted to find a supply with a system of 2" pipes in the Waterworks flats but failed having cost the city \$100. The Andrew's Drive Well system also failed at a cost of \$240. The County Council had procured a supply of water from an Artesian well on the Court House heights but when the possibilities for a city supply was investigated at a cost of \$832 and a supply of 60,000 gallons realized, the water was found unfit because of a Mineral taste. A man by the name of Simpson was given permission to bore at Sphon's Flats but this water contained sulphur.

It appeared that the only suitable and sufficient supply was to be found in Kettle Creek but considerable drainage from farm and city residents went into the creek and people didn't fancy the thoughts of drinking this water. It was at this time the suggestion of filtered water was brought forward and soon was to create a battle royal dividing the city East against West. The two newspapers of the city, the 'Journal' and the 'Times', whose editors were on opposite sides of politics, soon took up the fight. The 'Journal' was in favour of a Waterworks supplying filtered Creek water. Consequently the 'Times' hired the late Andy Clark who wrote under the pen name of "McAllister", as a special writer for the Purpose of defeating the bylaw. He was later on the staff of the 'Journal' and wrote the article "The Crank in the Tower".

The bylaw to be voted upon by the ratepayers was thoroughly dealt with in the newspapers. The 'Journal' of February 8, 1890. stated that the "well system proposed was most irrational and that wells sunk on the flats would be found to be fed by sulphur springs. If the city is to have water for domestic purposes at all, it must be procured from either Kettle Creek or Lake Erie." The 'Times' of the same date, speaking in regard to filtering and purification stated, "Every sane man advocates water in its native purity rather than liquid made clean by a chemical process". The doctors were soon to be enveloped into the discussions. "Was this chemically pure water injurious to health and would these chemicals guarantee to rid the water of its impurities?" The 'Times' also reported that this chemically pure water would kill plants and lawns watered by it.

The location of the proposed waterworks was also a much discussed point of the Fire and Water Committee. The proposed works for filtering was first to be at Locke's Springs (12th concession) until the consulting engineer, the late Wm. Haskins (City Engineer of Hamilton) pointed out that the water all comes down to Eastabrook flats on the ninth concession and that if the plant were located there the city would save the expense of \$50,000 - \$60,000 of piping the water from Locke's Springs to the city.

And thus it came to pass that the pumping station was erected on the same site of the log home built by Joseph Eastabrook Sr. for his wife and family a few years after their arrival in the area, in 1825 from Devonshire England.

The plebisite carried by a small majority but the 'Journal' felt it sufficiently large and important enough to print a special edition of the paper to inform the citizens that they were going to receive filtered Creek water.

Thus it was in 1890 that thirty acres and water rites were received by arbitration from Daniel Eastabrook and a small dam, the original filtration plant designed by the late J.A. Bell (then City Engineer) was built with steam pumps and filters installed with 14" main laid. The late Thomas Allan moved from the New Street site to the plant on the Eastabrook flats and continued as Superintendent until he was succeeded by his son W.W. Allan in 1921. Wm. Allan continued as Superintendent until 1950 when he retired and Allan Littlejohn was appointed to the position. So that for a period of 73 years Allans (Father and Son) were operating Superintendants of the St. Thomas Waterworks. This original filtration plant built in 1890 is believed to be one of the first sand plants in Canada.

As the city grew water supply had to be increased and in 1906 well drilling operations commenced in the Kettle Creek Valley to 1918 but with unfavourable results.

In 1911-12 the filtration plant was rehabilitated with the advice of Hazen and Whipple (the world's most outstanding engineers at that time), from New York. The plant was converted from a pressure plant to a gravity filtration system using the old tank filters. It was on the advice of Hazen and Whipple that pre-chlorination was also started at this time. A chlorine derived from the solution of chloride of lime was put in the water before filtering. The St. Thomas plant was one of the first in America to use pre-chlorination.

With the advent of electrical power the pumping plant was rebuilt and motorized with the steam power being replaced by three electrical centrifugal pumps and three gasoline power pumps as auxiliaries in 1920. This reconstruction of the pumping plant was designed and carried out by W.C. Miller, City Engineer. When the old steam pumps were removed they were found to be encased in polished walnut and were in the part of the plant where the diesels are now located. One of these Allis Chalmers pumps was not removed and remains to-day in good condition for a reserve of five million gallons.

In 1920 W.S. Lea, Montreal was asked by the late J.A. Bell and W.C. Miller to verify their conclusions on the cost of pumping water to the city from Lake Erie. The cost was found to be as estimated at \$450,000.

In 1921 the present storage dam was built above Locke's Bridge at a cost of \$221,000, from the design of W.S. Lea and J.A. Bell. Mr. Lea sent one of his designers to St. Thomas and most of the plans were made in the city in the office of Mr. Bell. The construction of the dam was under the sole control of W.C. Miller with Mr. Geo. Chalmers as the resident engineer. It is of interest that one of Mr. Lea's designers at that time also designed the recent enlargement of the dam. The dam, when built provided storage of 350 million gallons of water.

Double chlorination was instituted in 1928 with chlorine being applied in gas form rather than the liquid chlorine.

In 1930 it was reported that the average daily demand was two million gallons and that the six, steel, horizontal boiler type filters were two-thirds the proper capacity. Thus in 1931 the present Filtration Plant was built with W.C. Miller in charge and according to his design. Effort was