

French maps call the stream  
either the Fonty (probably after  
a French governor of Detroit  
two hundred years ago), or  
Rivière à la Chaudière,  
which is simply the French  
for Kettle River or Creek.

The Creek is shown on  
a number of French maps,  
beginning in 1650, but  
is probably not named on  
any prior to 1727, after  
which it appears on several  
with one or other of its  
French names.

I am sorry I cannot  
answer your inquiries  
more fully.

Yours sincerely  
James H. Coyne

## A SETTLEMENT BEGINS

at the MOUTH OF KETTLE CREEK.

Col. John Bostwick.

*Col. of 1st Norfolk Regiment  
on duty in the London Dist  
Between July 12 - Dec 24 1814*

Associated with Col. Thos. Talbot, was a gentleman and soldier, Col. Jno. Bostwick. He was the son of Gideon Bostwick, rector of Great Barrington, Mass. U.S.A. He came to America in 1797, at the age of seventeen. John Bostwick was brought up and educated by his uncle, a Mr. Hambly, a well-known surveyor in the Talbot Settlement. In 1808, he married the daughter of Col. Joe. Ryerson and settled in Long Point. He followed his father-in-law in the office of high constable of the London Dist. along with the office of sheriff, he already held.

He was one of the foremost military men of Elgin in the early days taking an active part in the War of 1812 and the Rebellion of 1837. He was at the battle of Lundy's Lane, Fort Erie and the taking of Detroit. Gen Brock was so well pleased with Col. Bostwick, that he presented him with a horse, accoutrements and a pair of pistols. This was no doubt when he had the honour of carrying the dispatches of the taking of Detroit, to the Government.

In 1804, Col. Bostwick received from Col. Talbot, two lots in Yarmouth on the lake in front of Kettle Creek. When the war was over Col. Bostwick made his home at Long Point, but later moved to his grant of land, here He built the first house on Main St. (later the Payne property) where he lived with his wife, four sons and three daughters. In this house, he lived and died. This grant of land covered quite an area, east over the hill from Main St. and north on Colborne St. for the Anglican church site was included in his property. The old road to St. Thomas gave access to upper part of the property where Henry Bostwick, the son lived. (the Leonard home.)

Up until 1817, there was no store in the Talbot Settlement but in that year Mr. James Hamilton, brother of the Hon. Jno. Hamilton, brought goods into Kettle C. harbour and joined Mr. John Warren in business at Sterling. (now St. Thomas). They afterwards built the Talbot Mills, around which grew up the village of Selborne. note-Part of this land belonging to Mr. Warren was later given to the village and is now known as Warren St. (Information given by Mr. Elijah Carey.)

### First Settler



COLONEL JOHN BOSTWICK.

Early in the nineteenth century a fringe of settlement sprang up all along L. Erie, east and west of Kettle Creek, and even in the later part of that century, merchants in this village considered these settlers or their descendants, their very best customers. The weekly paper came on Thursday and so did the farmers.

Many of those coming in to the east of our present village, in Yarmouth, came from The U.S.A. Here, they cleared up the woods and made homes for their families. These men came about 1819.

In 1818, there also came in from the U.S.A. Messrs. Minor, Zavitz and Savage. They also took up land on the Yarmouth side of the Kettle Creek. This land was purchased from Col. Baby through his land agent, Mr. Jonathan Doan. This portion of Yarmouth became known as the Settlement of the Quakers. Mr. Zavitz planned and constructed many of the mills in this district.

In 1822, a road was laid out under order of the Court of Quarter Session. This was of course, the primary need to begin a new settlement. In this same year, Col. Bostwick erected a small warehouse and dealt in in ashes, black salts and grain, which were staple articles at that time.

(over)

## GOVERNMENT BUILDINGS BURN.

In 1826, the Government Buildings at Vittoria burned and the new ones were built in London, on a site which Gen. Simcoe had chosen as a suitable spot for the future Parliament Buildings. After this time, more interest was taken in the development of the harbour and village, here.

Shortly after the Port Stanley Road was surveyed, about 1823, a prominent visitor came to visit Col. Talbot, in the person of Lord Stanley. Col. Talbot brought Lord Stanley to view the harbour, here,, and it was after this visit that the infant village was called, Port Stanley. This was early recognized as a good harbour sit and money was soon spent by the Government to improve it. There is no doubt that Col. Talbot used his influence to further the project. Up to this time, this vicinity was known as Kettle Creek.

A letter written by Col. Bostwick to Col. Talbot, will inform us of the value of land, here in 1829. (Talbot Papers)

On September 9th. 1849, the first settler and one of the most worthy, Col. John Bostwick, passed to the Great Beyond, and was laid to rest in the Anglican Church yard to the north of the edifice. He had presented this ground at an earlier date to be used for a church and burial-ground. Col. Bostwick's aim in life, was not to make money, which he might have done, but rather, to use his time and talents in the building of a village of which he, himself would be proud and also future generations. He must have been a modest man indeed, for only once in a public place does his name appear to-day, on Bostwick Street. Such a worthy citizen, who also served his country in times of need, deserves to be held in grateful remembrance.

The days of 1851, were those of open voting, when the voter spoke the name of the candidate for whom he wished to vote, to the returning officer. Disputes concerning town-line roads were exceptional, but the same could not be said concerning drains. The pioneer road, now known as Highway 81, was an important road, even such as it was, to the early pioneers as the nearest shipping place was Port Stanley.

(Free Press-Satur. May 4th, 1946. Article by R.A. Brunt)

note-Highway 81-

was known as The Adelaide Road.

Port Stanley, 2nd. May, 1829.

Dear Sir,-

Agreeable to your request, I give you a statement of the sales of Lots in this place. I have sold two lots bounding on the water of Kettle Creek at £20 & £25---rear lots not touching the water, containing not more than  $\frac{1}{4}$  of an acre (some of them less) for from £15 to £12.10. The water lots above mentioned contain about the tenth part of an acre each.- I shall not however dispose of any others at that same rate. I consider the remaining water lots to be worth £100 and should with reluctance take a less sum for one of them

I am

Dear Sir,

Yours truly,

John Bostwick. "

SELBORNE

Selborne was a suburb to the north of Port Stanley. It was named in honour of Lord Selborne and had visions of greatness in its early days. Here was an ambitious village nestling at the foot of surrounding hills of great beauty with Kettle Creek twisting and winding and giving plenty of room and superior water power for the industries located in its valley. At this time, Kettle C. was a narrow waterway but deep enough to allow the boats of that period to come with ease to the industries.

Warren & Hamilton, who brought the first goods into Port by water, also built the Talbot Mills. This business was noted for the excellence of its products. They built and launched a vessel (90 tons burthen) "The Sterling", to be used in connection their business. Reference to this business was made in a letter written by Col. Talbot to the Hon. Peter Robinson and dated Apr. 15th. 1830. This letter stated, "Hamilton & Warren have taken in I am told, near 20,000 bushels (wheat) most part for old debts, on which they have made a profit of 700%." (Talbot Papers)

In Selborne there was also a Grocery store built and managed by Mr. Jno. Wintermute. He also had a foundry.

Mr. David Anderson had an Hotel and Mr. Hussie a Drug Store. The small village had two distilleries as well.

Old Bridges

Although records are not available, it is believed that the first bridge constructed across Kettle creek was built at Selbourne or Talbot Mills which was the trading centre a century or more ago. Harbor development began in 1827 while it is on record that in 1846 the harbor was placed under the supervision of the Federal Board of Works and Kettle Creek designated as a navigable stream to Selbourne or Talbot Mills. This old business centre was situated on the west side of Kettle creek, on what is known as the Union road, about opposite the sulphur wells, just north of the present Port Stanley limits.

A bridge was in service at Selbourne or Talbot Mills for some years, giving access to the London and Port Stanley Toll Road on the east side of the creek, and some distance north of the present Union road bridge. Construction of this

old bridge was made necessary by the landslide that occurred at what was known as the Still hill off the Union road.

Boats, we are told, plied up and down the creek mouth, to Selbourne in those early days.

*bought from Jesse Fairly*

## THE PROGRESS OF TWENTY YEARS.

In 1833, the first harbour was finished by Ryan and Rand, and Port Stanley had by this time become the central lakeport through which all imports and exports came and went for this district. *in place of Sandwich*

In 1834, the North American Hotel was built for the convenience of the travelling public, whether travelling by stage or steamboat. The Steamer Thames was now making regular trips between Port and Buffalo and also a line of boats from Chippawa to Windsor, began calling at the Port.

Settlers were coming in steadily, many of whom were people of means and prepared to invest their money in the buying and selling of grain, or in vessels to carry the grain. There was plenty of work for labourers and people who were entering with the intention of proceeding farther inland often remained. Some were engaged as stevedores, others worked in the warehouses. There was plenty of construction work about the water front where most places of business were built. Selborne also afforded work in the mill, distilleries or foundries.

Log buildings built by the earliest settlers, now gave place to those of better construction and design. Bricks were often imported from abroad or could be secured from a Fingal firm which could turn out 1,000 bricks a year from one kiln. Mrs. Jelly, one of our oldest citizens, tells of bricks having been made for their home, from the clay on their own farm. A great deal of stone for building purposes was brought from Kingston Penitentiary. Vessels, otherwise coming empty, brought the stone for ballast. This stone may still be found in some of the cellar walls and foundations in older houses here, my own, being one of them



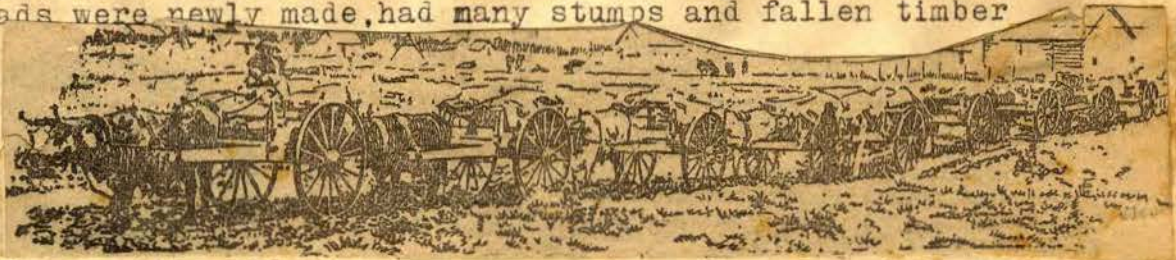
So much grain was trecked into Port that as stories go, it was not unusual to see a row of wagons a mile long waiting to be unloaded. Five bags were unloaded at a time and these were pulled up into the elevator by a block run by horsepower, and was a very slow job.



was a long one, for many were obliged to leave home before daylight and return long after dusk. The roads were newly made, had many stumps and fallen timber in their construction and it was rough going to travel over these with a rude cart and a yoke of oxen.

A V-shaped drag with teeth that sloped backwards, helped with the seeding and the seeding and the grain was cut with a cradle.

Farmers of the settlement, who brought their grain to Port for shipment had to endure great hardships both in planting and harvesting, as well as in drawing it to Port. Women and children had to help in the harvest fields. The day they left for Port



A CANADIAN PIONEER SOWING SEED IN THE FOREST

## THE TALBOT ANNIVERSARY.

On May 13th, 1832, the Talbot Anniversary was held in St. Thomas. On that same day, the Arkell and Eccles families arrived at this harbour. They brought the first flock of sheep to this district. (Information - Miss. Arkell, Aylmer)

These settlers received and accepted an invitation to the ball in St. Thomas. It is recorded that Col. Talbot, a bachelor as you know, led off the ball with one of the belles of that day, none other than Miss. Alma Nevills, who later became the wife of Squire Samuel Price.

**Times-Journal** written by  
Mrs. W. M. Davidson, of Victoria,  
B.C., formerly Miss Ethel Heydon.

**OCTOBER 9, 1948**

Richard Gilbert was born to one of the ubiquitous Devon Gilberts near the end of the 18th century when England was bearing the ruinous economic burdens of the Napoleonic wars, and he grew up on the yeoman homestead of Rhude to marry a Martha Andrews, who bore him four sons, the eldest, Richard, born in 1819 and the

youngest, Marwood, born in 1829. Those were the years when England wrestled with social problems culminating in the Reforms of 1837. But before that revolutionary culmination, Richard and Martha in April, 1831, joined their resources with those of several friends to charter for a passage to North America the wooden sailing vessel, the Calypso.

They sailed from Biddeford, Bay of Bristol, April 12, 1831.

#### Eight Weeks Crossing

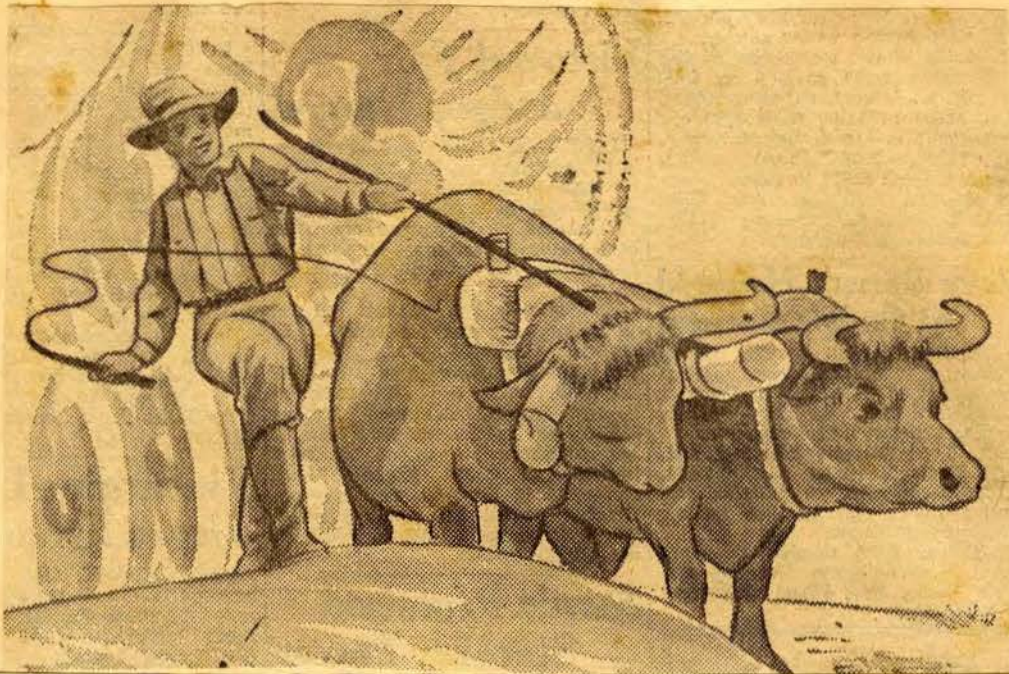
For eight weeks the Calypso battled the Atlantic, and then in June 1831, nosed up the Bay of Fundy in a dense fog and landed at St. Andrews, New Brunswick. But the countryside did not please them after the mild airs of southern Devon (which is semi-tropical and presents flourishing palm trees and other exotic foliage, not dissimilar from Florida) and the so-called "bracing" airs of Biddeford (which are no more bracing than Victoria, B.C.); and after taking on fresh water they put to sea again and touched land at Eastport, Maine, where their sojourn of ten days offered nothing tempting enough to detain them. They sailed on to New York. In Long Island Sound the Calypso struck Hellgate Rock and was stranded for several anxious hours, a misadventure which determined their final landing at that port.

#### Directed to Talbot Settlement

But at Buffalo they chanced to put up at a tavern kept by a man named Miller, and he now argued with the travelers from Devon: "Why not go into Canada and stay under the British flag?" Gilbert retorted that he had "heard that Canada was so cold that they had to shoe the geese to keep their feet from freezing." But in the upshot Miller's advice prevailed, and Miller engaged for the party the schooner "Niagara" under Captain Scott, to take them along Lake Erie to Port Stanley.

Arrived at this port they were dismayed to discover only a warehouse and a tavern kept by Mrs. Whitcombe—but Whitcombe is a Devon name!

When one thinks of the heart-breaking spectacle of primeval forest which confronted the first settlers in this district, and how they, armed only with an axe and a couple of wedges succeeded in clearing the land of very heavy bush, one begins to realize the tremendous advances that engineering has made. With a chain saw outfit, two men could fell an acre of forest in a few hours as compared with weeks of sweating back-breaking work with an axe and wedge.



THE BEST THRESHER IN THE WORLD.  
MANUFACTURED BY  
MACPHERSON, GLASGOW & CO., FINGAL, ONT.

From an old Autograph Album-  
in possession of Mrs. J. Smale-

*May you never be threshed,  
"Chiefly Yours,  
Macpherson, Glasgow & Co  
James, D. Macpherson.*

The Album belonged to Miss. Eliza Bake, sister of James Bake.

TEAM OF OXEN IN ELGIN FIELDS



A TEAM of oxen working in the fields of Elgin

The Americans were the aggressors in the war that broke out in 1812, that is, as far as Canada was concerned, and the Canadians had no part in the quarrel that brought it about. Notwithstanding the fact that many of the ablest members of their Government used their influence in opposition, the conflict began. This was a hard blow to the pioneer settlers, as it added the horrors of war to the existing privation of pioneer life.

The single men and childless widowers living in the Talbot settlement were called together by Col. Talbot and divided into three companies and he acted as the one and only officer. Any fighting was all done outside the Talbot settlement.

After the battle of Moravian Town, a band of marauders came through the forest and burned Col. Talbot's mill, which was so essential to the district. Col. Burwell's home was completely plundered, his horses confiscated and he was taken prisoner.

It was in 1812, that Gen. Brock made his historic visit to this harbour, where he took time to rest. He was on his way to Detroit, where, with the Indian Tecumseh, Fort Detroit was forced to surrender.

Gen. Brock left Long Point, under favourable conditions. History states, "The moon was as a shield of silver." His fleet consisted of every sort of boat that the settlers could muster. He had aboard, 40 regulars and 260 militia. The weather however, became stormy and Kettle Creek was one of the few creeks that offered him shelter. He was five days getting to the relief of Amherstburg—a distance of two hundred miles. Gen. Brock later that year, lost his life, at Queenston Heights, but the war continued on.

1814.

In 1814, a band from Ohio and Michigan, came up the Thames R. crossed into Yarmouth and continued strewing their path with death and suffering.

The pioneers (whose homeland was across the sea) aided by native Indians and a few British regulars, formed a fighting unit that, at so early a date, showed the fighting spirit of the Canadians, a record they have upheld to this very day, in a fight for Life and Liberty. With a force of 10,000 men, they stood against a country with a population twenty times as numerous and an army of 180,000, and finally succeeded in driving them to their own side of the border.

THE NANCY.

From "The Homemaker"—Toronto Globe and Mail.

"In 1812 the British Government established a fort on the Nottawasaga River as a depot of supplies for the British garrison at Mackinac. In 1814 the schooner Nancy, the only British vessel in these upper waters, laden with pork and flour for the relief of the soldiers at Mackinac, being chased by three enemy frigates, the Niagara, the Tigress and the Scorpion, entered the Nottawasaga River for safety. The Captain soon noticed dark objects among the trees on the other side. Knowing the overwhelming strength of the enemy, he dismantled his boat and blew it up, also the blockhouse. The Nancy burned to the water's edge, and sank out of sight. The Captain and his men escaped to Mackinac, and succeeded in capturing both the Scorpion and the Tigress, and both carried the British flag. This practically ended the War of 1812."

In 1925 Dr. Conboy discovered the stern of the Nancy protruding out of the water, where it had been buried 111 years. Assisted by Mr. C. H. J. Snider, and others, and also by the Ontario Government, the remains of the once-gallant vessel were raised.

Indian Skilled  
Grain Grower  
Before White  
Man Appeared

By Wilfrid Jury

THERE rests in the minds of many persons the idea that the Indian existed in the past solely on the result of hunting and fishing and that his chief occupation was war. Why this idea has so long been entertained seems strange. There are a great many records in the form of books and bulletins giving the true story of our Indians, of the permanent homes of most of the tribes found them practicing agriculture extensively from the border of the Western plains to the Atlantic. Most tribes dwelt in settled villages.

At the Southwold site we unearthed kernels of carbonized corn in the ruins beside the northern palisade walls and in an ash bed near the southeast wall. At old Fairfield, founded by David Zeseberger, Moravian missionary, in 1792 and burned in 1813 by the American invading forces, I discovered undisputable evidence that the mission had been built in part on a very early Neutral site partly over the Neutral corn field and it was the practice throughout Southern Ontario for the pioneers to select building sites near partially cleared land used by the Indians as corn patches, leaving undisputable evidence that the Indians were extensive farmers.



Launched in 1818

The first Canadian steamboat on the Great Lakes was the Walk-in-the-Water, launched in 1818.

RED RIVER SETTLEMENT • 1812

5c CANADA



LA COLONIE DE LA RIVIERE ROUGE • 1812

## The Asiatic Cholera is Brought to Port.--

In 1832, the Asiatic cholera was brought from Quebec, when a boat docked, loaded with Irish immigrants. It spread rapidly westward and the Governor of Upper Canada took immediate measures to combat the disease. Communications were sent out authorizing each district to form a Board of Health and to place a quarantine official at each port of entry. Col. Bostwick, the Harbour Master and Jno. Waddle were appointed for Port Stanley. The epidemic lasted a month or six weeks.

An hospital was erected on the cliff to the east of the harbour, on what is now known as Hillcrest. It was 40 ft. long and 20 ft. wide and was complete with windows and window panes. It cost 50 pounds 1 shilling four and one-half pence. Its equipment consisted of one iron bed made especially for it, one doz. bottles, seven glass jars, two stone jugs, two shillings' worth of soap, candles, one shirt and one sheet. Only immigrants occupied the hospital, storing their baggage around themselves and sleeping in their own bedding on the floor. Drs. Bowman and Goodhue were appointed to look after the patients and Ira Whitcombe nursed the sick employing Lemuel White and Lemuel's young son to assist. Ira Whitcombe bought some brandy, probably for himself and Lemuel.

The food bought, consisted of one bottle of mustard, one pound of tea, two pounds of rice, three pounds of sugar and three and one-half loaves of bread.

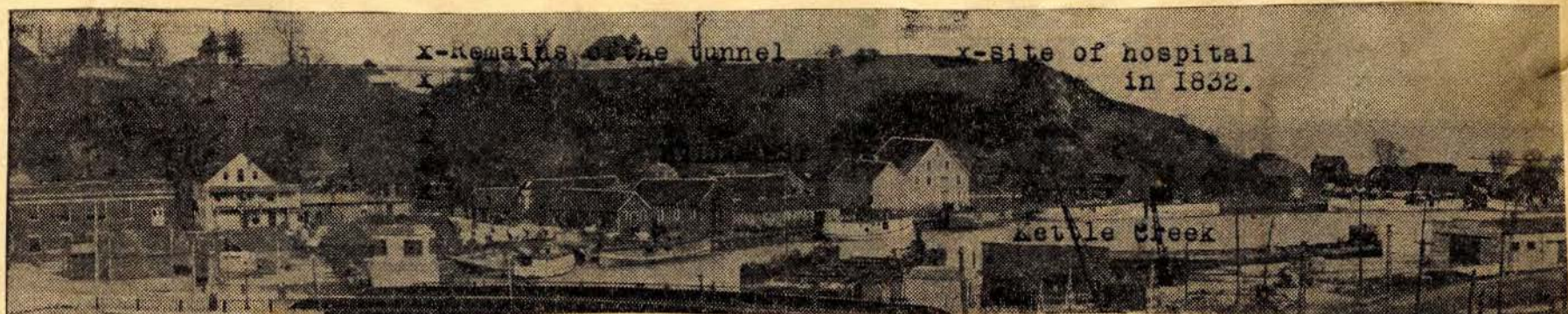
The hospital was open for seven days before anyone was put in charge, and the dead were carried away in carts. Mr. Benjamin Gummer made three coffins for juniors who died in the hospital and a Mr. Bowlby made three for an immigrant family. The names of Ira White and Col. Bostwick were recorded in accounts for the District of Middlesex for their services in connection with this epidemic.

note-- It is thought by many villagers, that some of these immigrants or others who died from this cholera were buried on the hill, near the hospital, for human skeletons have been uncovered at that spot.

Miss P. Thomson told the writer, that her uncle was one of those in the village <sup>who</sup> died of the dreaded disease, at that time.

Old-timers also tell of several deaths in Selborne, where the bodies were quickly disposed of.

Deaths from cholera occurred in the village again about 1849.



### FIRST STAMPS

Postage stamps were first issued in Canada in 1851, just 11 years after they were introduced in Britain.