

## The London & Port Stanley Railroad.



### The Old Round House and Turntable.

Under management of the G.T.R., there was a track extension east of the main track to a turntable and round house. These were situated on the site, later used for the plough works.

The turntable had a long wooden handle and the section men worked it by hand. The engine backed from the old depot in above picture, was turned around on this turntable and returned to the depot, headed for points north.

At this time, Mr. Fraser was the conductor; Mr. Murphy, engineer; Mr. Jno. Payne, fireman; Mr. Peglar, bagg<sup>age</sup>man; Mr. Godfrey, breakman and Mr. Clarkson, station master.

The L.E.&D.R. R. discontinued this method of turning the engines. When the tracks were extended to the beach, a Y-was built south and west of the breakwater and this was used for turning purposes.

### An Elevator is Built by L.E.&D.R.R.

(From St. Thomas Journal-1896)

The L.E.& D.R.R. have this year erected an elevator at Pt. Stanley, which will have an elevating capacity of 1,000 bush. of grain per hour, and which will be extensively used by Mr Jno. Campbell, of the Erie Flour Mills, St. Thomas as also London millers.

### A Steam Derrick is Built.

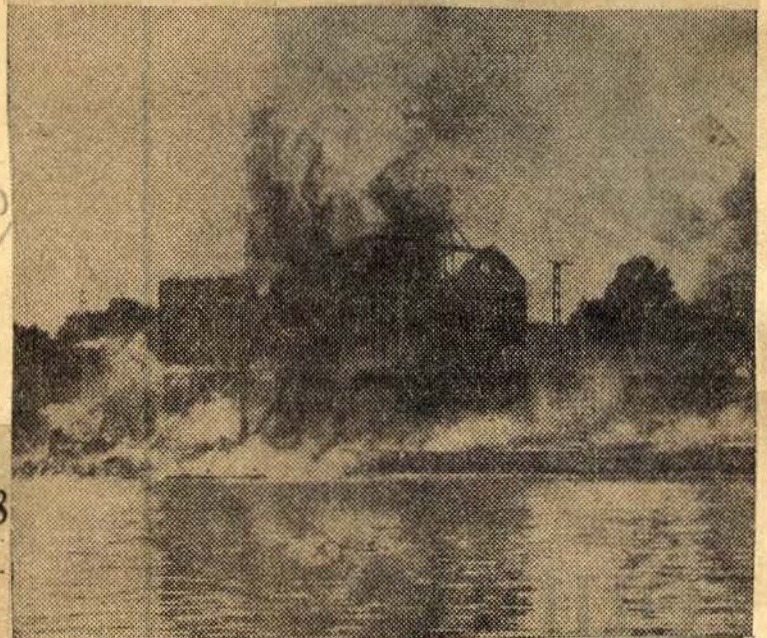
In addition to the elevator, this Co. has this year built a steam derrick at the docks to expediate the loading and unloading of vessels, which will allow boats to deliver their cargoes in much less time than formaly, freight being hoisted directly from the boat to the cars.



*On the Harbour, Port Stanley, Ont.*

× Grain Elevator

The elevator was a tall, wooden structure situated on the west side of the harbor about where the government warehouse is now located. It was used for some years by the Campbell and Empire Mills in St. Thomas for grain storage.



1930

Burns

**L. & P. S. 1942 SURPLUS  
TOTALS \$86,278.18**

Total of 2,700,000 Passengers Carried During Year

In 1942, the L. & P.S. Railway had an operating surplus of \$86,278.18, officials of the line announced yesterday. They said that another 10 years of traffic as during the past year would put the railway completely in the clear financially. A total of more than \$111,000, including \$25,000 in rent, paid to the city at this time is more than enough to meet interest charges on the current indebtedness of the line, they said.

Attached to the annual financial report were figures showing the full war effort of the railway. During the past three years, 27,000,000 gallons of gasoline were carried over the line, 420,000 tons of coal, 150,000 tons of miscellaneous freight. During the same period 2,700,000 passengers were carried, nearly 1,000,000 of them men and women in uniform.

While 1942 was not a year in which new records were established for freight, an increase of \$12,368 was recorded. The gross surplus of the line during the period was listed at \$129,046. Operating costs rose about \$70,000 during the period, a total which officials said was low considering the added amount of business handled.



# L.S.R. and L.P.S. at Turning Point in Histories

By Robert W. Needham

HEADLINES day by day are recording piecemeal the evolution of a new phase, a new chapter, in the history of local and inter-municipal transportation.

In London itself, news stories foreshadow the possible transfer of the London Street Railway to public ownership. Affecting a wider area, press reports tell of a new crisis in the life of the London and Port Stanley Railway. The latter — and latest in a long series of crises — is posed by the prospect of bus competition through the three municipalities served by the electric railway line — London, St. Thomas and Port.

The headlines have their momentary impact and then are forgotten as each new day produces its fresh crop. But to Londoners and to thousands of residents in this part of Western Ontario, their historic significance will be contemplated and appreciated. Because, to the city, the London Street Railway has shared in London's own good fortune and ill, yet always London's growth and development, for 75 years or more.

And the London and Port Stanley Railway, rattling now into a new decline, similarly has contributed in the larger sphere. The oldest railway in Canada operating under its original charter, the L. & P. S. has served for nearly a century — 93 years to be exact.

That original charter was obtained by Murray Anderson, London's first mayor, and John Carling and the company was incorporated in May of 1853. Stock totaling £25,000 was held by London, St. Thomas, Middlesex and Elgin counties and by a few individuals.

The road began operations in September of 1856; officially opened the following month. The rolling stock at that time consisted of two wood-burning locomotives, three passenger cars, two baggage cars and 42 freight vans.

But, from the outset, the company was unable to meet its capital expenditures, and in 1874 it was decided to abandon independent operations.

And so it was that the Great Western Railway became the first "tenant" of the L. & P.S. It leased the road for 20 years from March of 1874, bought the rolling stock and relaid the tracks, converting the wide-gauge iron rails to standard gauge.

Under an agreement made early in 1870, land on Bathurst street was transferred to the Great Western and in return the L. & P. S. was entitled to use the G.T.R. depot until 1969. (It is under this arrangement that the L.P.S. today operates into the C.N.R. station.)

In 1882, the Grand Trunk absorbed the Great Western. During the G.T.R.'s tenancy, however, the line's lake connections virtually ceased and freight and passenger traffic,

which slowly had been increasing, collapsed July 11th/49 that horse-car drivers were trained in trolley operation while the rest of the city was being equipped.

\* \* \*

There followed a series of transactions. First, a Miller Syndicate leased the road but withdrew almost immediately, losing its \$25,000 deposit to the city. Then the Michigan Central operated it temporarily on a month-to-month basis. This was followed by a deal with the Lake Erie and Detroit River Railway with a sub-lease being awarded in 1896 to the M.C.R. Then the Pere Marquette absorbed the Lake Erie line in 1906. At the expiration of the lease in 1914, agreement was made with the London Railway Commission to continue to operate on the same terms, with the M.C.R. as sub-tenant while reconstruction and electrification was carried on.

Electric operation of the L. & P. S. began on July 1, 1915.

From the beginning until 1882 when the G.T.R. took over, the City of London invested \$395,453 in the railway. In the same period, the City of St. Thomas invested \$32,000. But, by adding unpaid interest, these bonds grew to a face value of \$48,933 and St. Thomas sold out to London in 1893 for \$40,000. The road now is operated for the City of London by the London Railway Commission, the original shareholders long since having lost their equities because of the line's indebtedness to London.

Now the L. & P. S. has reached another milestone. Award of a bus franchise to a Woodstock company threatens to confront the electric railway with competition which it is feared would prove fatal. Perhaps the councils of London and St. Thomas can reach some agreement which will permit the L. & P. S. to carry on. But, here again, the line has been permitted to deteriorate so badly of recent years that its rehabilitation now would be a costly undertaking. The fate of the old L. & P. S. once again is in the balance.

As for the London Street Railway, it has operated in London since 1875.

The London Street Railway Company was incorporated in 1873 and was empowered "to construct, maintain and operate" a street railway in the City of London, the townships of London and Westminster. The city granted the company the right to operate the railway "by animal power" in 1875. This right was awarded for 50 years.

That same year, the first horse car went into service — or rather the company's first two small cars and six horses.

Early in 1895 it was apparent that the "horse car" era was all but over. The following year London had its first electric tram. The change-over first was effected in London West, and it was in this district

Total conversion and replacement of the horse cars with trolleys was but a matter of time. By 1924, the L.S.R. operated 62 street cars on 32 miles of track. This, at a time when London had a population of about 64,000. This too, at a time when automobiles were becoming more numerous on London streets.

In 1925 the L.S.R. placed its first motor bus into service, replacing one of its trolleys. The following year, five more were added. The street cars had had their day. They too, in their turn, were on their way out.

The year of the great financial crash — 1929 — saw the firm well established on its policy of motorizing the city's transport system. In 1932 there were 24 buses in use and by 1936 there were more buses than trolleys in operation.

In 1940, the citizens of London awarded an all-bus franchise to the L.S.R. and this phase in the L.S.R. development was completed.

Two "incidents" in the life of the L.S.R. might be mentioned. Sunday car service began in February of 1914. The L.S.R. has had one major strike. In May of 1920 the Ontario Railway and Municipal Board took over operation of the street railway because of a walk-out for higher wages. Board operation continued until May the following year when the system was returned to the company.

Now, it would appear, the city may assume ownership and control of the street railway. The company's franchise expires next year and the L.S.R. has notified the city that it is not interested in obtaining a renewal.

First, the city acquired the London and Port Stanley Railway. Now it seems likely to acquire the London Street Railway.

Perhaps the two may be welded into one integrated system. And perhaps that system might be improved, supplemented and extended to include St. Thomas and Port Stanley. It might be feasible as a long-range scheme. The highway between London and Lambeth and between Lambeth and Talbotville and Talbotville and St. Thomas no longer is a road dotted here and there along its fringe with farm houses. The whole 18-mile stretch from London to St. Thomas now might be considered suburban territory, part of it attached to London, part to St. Thomas.

A highway service for "commuters" might be a profitable service of the near future, if it could be supplemented by the more direct service of the L. & P. S. trains.

But, whatever happens, new and historic developments are in the offing for both the city and the inter-municipal railway lines.

## Surplus of \$41,090 Reported by L. and P. S. On 1957 Operation

LONDON, Ont. — The London and Port Stanley Railway wound up 1957 with an operating surplus of \$41,090, PUC General Manager V. A. McKillop disclosed Thursday, despite an increase in wages and a \$25,000 drop in overall freight revenue.

For 1956, the operating deficit was \$6,144.07.

After debt charges of \$14,779 were paid on the railway's two Diesel locomotives, the 1957 profit stood at approximately \$26,000. Debt charges of \$11,839.90 in 1956 left a total deficit of \$17,983.87 for that year, said Mr McKillop.

He recalled that the London Railway Commission estimated earlier that the dropping of the LPS passenger service would mean a \$60,000 saving annually and that figures for last year's operations — when the passenger service ran to Feb. 18 seemed to bear this out.

When the figures were submitted to the London Railway Commission at its afternoon meeting, Chairman Elmo Curtis observed: "This shows how the passenger service curtailed us."

On a motion by Mayor Allan Johnston, the LRC authorized Mr. McKillop to negotiate with Westminster Township to ensure that rights-of-way are available to the LPS for industry opening up along Highway 401.

Mr. McKillop pointed out that it was difficult to predict future LPS operations because the railway was dependent on a very few shippers and a small number of commodities.

He forecast a 1958 operating surplus of \$51,000, less debt charges of \$29,000 — double the amount paid last year on the two diesels. Revenue this year was estimated at \$454,000, against operating expense of \$403,000.

Meanwhile, Mayor Johnston said he could not see much point in contacting CNR again regarding possible sale or lease of the line.

No further contact has been made with the city by the CNR since last July when preliminary negotiations wound up.

Mayor Johnston said the prospective industrial development along Highway 401 could be of great future assistance to the line and make it worthwhile for the city to retain ownership.

Altogether, Mr. McKillop pointed out, the line was about \$47,000 better off last year than it was in 1956, after the operating deficit of the previous year was added to the '57 surplus.

Mr. McKillop said that last year's total freight revenue dropped to approximately \$342,000 from \$367,000 in 1956.

The commission approved the purchase of seven hopper cars at \$1,925 apiece to reduce car rental expenses which last year totalled \$18,407. The L and PS already owns 14 hopper cars for moving coal.

General Motors Diesel also received authorization to test a new type of diesel locomotive—called the "Blue Goose"—on the line for a six-week period.

The "Blue Goose", lighter and smaller than normal diesels, has already been tested in the Woodstock railway yards. One of the diesels will be taken out of service temporarily while the "Blue Goose" is in use but GM has agreed to pay all expenses for labor and material above what the line would normally exper-

# Civic Officials Bid LPS Farewell With Final Round Trip to Lakeside

By JIM TAYLOR

Free Press Staff Reporter

The weather fit the mood.

It was dark. It was cold. It rained steadily.

It was the type of weather made to order for the passing of an era.

More than 20 civic officials gathered on the platform of the Colborne Street London and Port Stanley Railway station to take a final run to Port Stanley and back.

The railroad is more than 100 years old and on Jan. 1 it will be taken over by the CNR.

At first I felt out of place among all the men who had done so much over the years with the railroad, but it occurred to me that I, too, had played an important part in its history.

I was one of its most important assets — a customer for many years.

At the Colborne Street station passengers were each given either a conductor's hat or an engineer's cap, and all were issued tickets — the real thing. That old familiar pink paper that everyone had to produce and have punched en route.

The train was made up of the last pieces of rolling stock the railroad owned — a diesel engine, two cabooses and a box car.

Observing from the rear platform as the train left London the steel posts along the old traction line stood stripped of electric wire.

I moved back inside the caboose and stood around an old pot-bellied stove similar to those used in the old passenger cars, and listened to stories of past experiences on the line.

Angus McRae, a veteran of more than 25 years on the line as dispatcher and conductor, recalled a man who rode to work at Wolseley Barracks in London from Port Stanley every morning. The man, he said, always stood in the door of the motor-man's cab. He tried several times to get into the army, but kept failing his physical examination.

Finally, after an operation, he passed and was shipped overseas during the First World War.

"You know he was only in France one day and he was killed," Mr. McRae said, turning again to look out the window.

There were good times too. Like the time the train picked up Wayne King's orchestra and took it to Port Stanley to play at a dance. The train waited and later returned the band to St. Thomas to catch another train. That recollection brought a smile to Mr. McRae's face.

Con. Earl Nichols recalled that both he and Con. N. A. Bradford began working in the same room as shippers in 1914.

Mr. Nichols has since held

many posts in connection with the railroad including chairman of the London Railway Commission.

As the train passed south of St. Thomas I began to note the sights along the way — the Ontario Hospital, the Union station, the old high level bridge north of Port Stanley.

Often the children of Port Stanley were placed in the care of the conductors, known to all, to be taken to St. Thomas to attend a movie and brought home. The conductors always made a careful inspection of the St. Thomas station when the 4 p.m. train left to make sure no one was left behind.

New sights have been added over the years along the line — New plants, a new overpass for Highway 401, new homes.

At Port Stanley the party was treated to lunch at the summer home of H. J. McManus, a man who at one time tried to purchase the railroad.

Passengers on the trip includ-

ed: C. O. Logan, city treasurer; Mayor Stronach; G. M. Fraser, former PUC secretary; C. H. Kew, secretary of the PUC and L & PS; T. R. Robertson, traffic manager of the railway; A. L. Furanna, PUC general manager; Mr. Nichols; Mr. McManus; C. J. F. Ross, chairman of the PUC; Commissioners; Judge C. C. Calder, J. H. Gillies and E. W. Curtis; J. K. Elliott, edi-

tor, The Free Press; W. J. Blackburn, president and managing director, London Free Press Printing Co. Ltd.; R. J. Woxman, London Chamber of Commerce president; H. T. Smith, Chamber manager; Allyn Taylor, president and general manager of the Huron and Erie Mortgage Corp. and Canada Trust; Con. T. O. Robinson; and Purdom F. Love, PUC public relations.

SAT. DEC. 4, 1965



The London and Port Stanley Railway carried its last passengers Saturday, ending a 109-year career. Souvenir tickets were distributed to London civic of-

officials making the trip. From left: George Fraser, J. Allyn Taylor, C. J. F. Ross, Hugh Smith, T. O. Robinson and R. J. Woxman.

## THE FRASER HILL.

Mr. Wm. Fraser was for many years conductor on the L&S.P.S.R.R., after its official opening, and it was during that time that the site for an hotel and picnic grounds was bought. This promontory along with the Sanborne property belonged formally to Mr. Bryce Thomson.

Can you not see Mr. Fraser standing on this elevation, looking north, south, east, and west, visualizing what he planned to produce on this beautiful spot and <sup>what</sup> he did later bring forth. To the south he saw the wide expanse of L. Erie, to the east, the valley with the creek meandering southward to the harbour and many acres of the estate, shaded by forest trees which stretched away to the tree-covered glens and gullies lying north and west.

The level land running back from the cliff was divided into two parts. A beautiful park was laid out to the east for a picnic grounds and the west portion formed the spacious grounds for the Fraser House. This was called the Fraser Hill and to the old-timer it still remains the same, but the present generation call it, "Invererie Heights."

The old road to the Hill turned off the main road as it does to-day, but took a deep turn more to the south than the present drive. As all trains stopped at the depot, picnickers had to walk, when coming by railroad. Those who came by horse and buggy had to drive up this old road. Remnants of the old steps remain to-day between the old and new road.



THE FORMAL OPENING

of the

FRASER HOUSE, PORT STANLEY

June 8th./1871--

"The Fraser House at Port Stanley, which was opened for the first time on the Queen's Birthday was formally opened last evening, by a little social banquet given by the proprietor, Mr. Fraser, to the Directors of the London and Port Stanley Railway, the Press of the city of London and a few friends. The following gentlemen left London by three o'clock train, to be present. His Worship Mayor Cousins, Alderman Eden and McCormack, Messrs. E. J. Park, J. Flock, J. C. Derby, J. Rapley, J. Overell, J. Broadbent, S. Chadwick, J. P. O'Higgins, T. Smallman, W. M. Bowman, (Supt. of L. & P. S. R.), M. G. Bremner (of the Free Press), J. Siddons, Mr. Herald, W. Cameron (of the Advertiser), and J. Gray all of London. At St. Thomas, the party was joined by Sheriff Munroe, Mayor Arkell, Rev. Mr. Cuthbertson (pastor of Knox church), Thos. Edson, J. McAdam, Mr. Waters (of The Air-liner R.); at Pt. Stanley by Capt. Batt, Mr. S. Price, Mr. S. Shepherd, Major Ellison (the contractor), Capt. Drake (of the Propellor Lady Franklin), Mr. Webb (the purser), and Capt. McBride.

On their arrival upon the Heights, the visitors for about an hour and a half, amused themselves in various ways, by examining the interior economy of the Hotel, the whole arrangements of which were pronounced in the best of order. The convenient location of the rooms, as well as the elegance and taste of their furniture, attracted general comment. A number, after being kindly provided with towels by the house, indulged in the luxury of a bath in the lake, and all agreed that this was one of the pleasantest features of the visit. The water was calm and agreeably warm. It is shallow just below the house, so that non-swimmers may walk out for about fifty yards without danger. Returning to the hotel, a richly prepared table awaited those present and with keenly whetted appetites they proceeded to discuss its luxurious load--with Sheriff Munro, as Chairman and Mayor Cousins as Vice-Chairman.

The first toast proposed was, of course, that of 'The Queen' to which a hearty response was given.

The National Anthem was sung by Mr. Bremner, with a 'full chorus'.

The second toast was 'the President of the United States', also drank with the utmost respect.

Capt. Drake and Mr. Webb of the Lady Franklin responded in brief terms.

'The Army, Navy, and Volunteers', was responded to in a characteristic manner by Major John Ellison, who in the course of his remarks, complimented Mr. Fraser upon the substantial nature of the house.

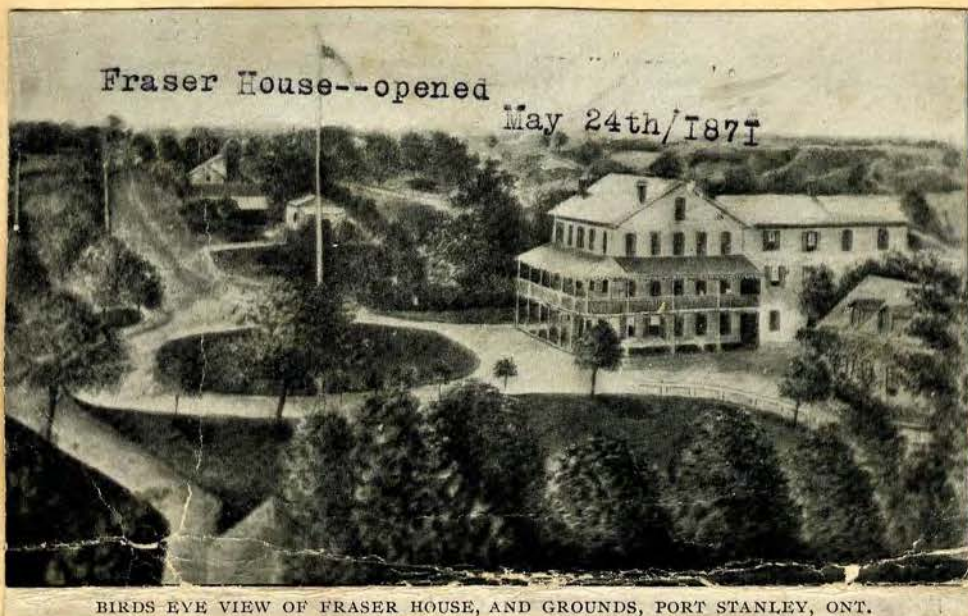
Capt. Mc. Bride also replied. He desired increased intercourse with the Americans.

The 'City of London', coupled with the name of Mayor Cousins, "drew that gentleman to his feet in a speech full of scriptural quotations. He said the corporation were not such a bad lot as some would represent. Their morals were sound, and when the righteous rule, the people rejoice (laughter). They had been accused with being too much concerned with sporting matters, but he had authority to say they scorned the idea. They desired, while trying to push along, to live at peace with their neighbours. As for St. Thomas, let us say as Abraham said to Lot, 'let there be no strife among our herdsmen.' (laughter). After some remarks on the railway guard questions, and the poor laws, Major Cousins resumed his seat amidst much laughter.

Song-'The Old Musketer'-by Mr. F. H. Coles

Toast-"The Prosperity of Port Stanley." and

Mr. Sam. Price responded.



BIRDS-EYE VIEW OF FRASER HOUSE, AND GROUNDS, PORT STANLEY, ONT.



THE FORMAL OPENING

of the  
FRASER HOUSE, PORT STANLEY

MAY 24th. 1871 (continued)

Toast--"The Commercial Interests of Canada!"

Mr. Mc Adams, of St. Thomas, responded, speaking of Mr. Fraser as just the right man to conduct this enterprise, and he hoped his efforts would be successful. He complained that St. Thomas was not sufficiently considered in the matter of excursions. He did not see why that town should not enjoy a cheap weekly trip, to the Port as well as London.

Toast--'OUR HOST--MR. FRASER', was next given by the Chairman, who in a few pointed prefatory remarks, awarded the highest credit to Mr. Fraser for his enterprise in erecting so large and commodious an hotel with his own means solely-- such an establishment, was very much wanted at the Port, and he thought it should, as it would be encouraged by the people of the section. After sweltering in the heat and dust, it was a great respite to come here once a week and shake off the cares of business, while enjoying the cool air and wholesome surroundings. He announced that during the evening, the gentlemen present had subscribed \$39 for the purchase of a flag to be presented to the Hotel. It only wanted one dollar more to make up the sum necessary, and if any gentleman had not already put his name down he could now come forward and do so.

Hereupon Capt. Batt came up, and apologised for his dilatoriness, and expressed his pleasure in the movement, adding a dollar to the fund amid cheers.

They then drank the toast with all honours "For he's a jolly good fellow" etc.

Toast--The Educational, Moral and Religious Institutions of the Country, in connection with the name of the Rev. Mr. Cuthbertson brought that gentleman to his feet in a very witty and humorous speech, which delighted all listeners.

Toast--"The Town of St. Thomas," with the name of Mayor Arkell, elicited a capital speech from that gentleman.

Several other toasts were given and duly responded to, among them, that of the Chairman, Sheriff Monro, who by an abundant flow of geniality, instilled much life into the assemblage.

The proceedings were made much more enjoyable by the music of a band of Italian Harpists and violinists, who played a number of operatic selections with much taste and skill as they were seated on the verandah.

Mr. Wm. Fraser--Owner of 'The Fraser House'

The formalities being over, a number of the party availed themselves of the invitation of Captain McBride to take a sail in his miniature steamship, capable of holding some fifty or sixty persons, and a beautiful pleasure trip out on the Lake was enjoyed. The mellow moonlight and balmy air added quite a charm to the voyage.



THE FORMAL OPENING  
of the  
FRASER HOUSE, PORT STANLEY--(continued)

At 10.15 p.m. the whistle sounded and all returned to the special train kindly placed at the disposal of the visitors by the L&P.S.R. Directors, and made the homeward trip of twenty-four miles in exactly thirty-seven minutes.

The Hotel, it may be added, is now ready for the reception of guests, who will be taken care of at a low rate, we understand of \$1 a day, certainly a very reasonable charge for such excellent accomodation. The manager, Mr. W. Cleveland keeps things in nice order, and promises to fully maintain the popularity he gained at a less responsible position at the Tecumseh. Guests will find him always obliging and attentive. In a few days the hotel will be provided with a piano for the use of guests. We have only to add as a further mark of appreciation of Mr. Fraser's hospitality that the visitors subscribed before leaving, the sum of \$20 as a present for Mr. Fraser to aid him in constructing a stairway to the water side.



THOMAS ARKELL,



SAMUEL PRICE

Information on the back of this photo.  
'Mr. Batt built the Bathing Houses on  
beach below the Incline R.R.  
He built the Batt House (where Loney  
House was later built).  
This picture was taken about 1879.'

This photo was received from Mr. Mark  
Berry, our Reeve. (1946)

PICNICS of BYGONE DAYS.

May 24th, 1857, fell on Sunday, the 'St. Thomas Dispatch' stated that it would be observed on Monday, with an excursion to Pt. Stanley over the L.P.S.R.R. and already boats had been chartered for a marine excursion. The advertisement read,-

WE GO-WE GO  
Grand Marine & Railroad Excursion.  
Her Majesty's Birthday-  
Steamers Forest City, Mohawk and Telegraph  
Chartered for the Occasion.  
3 Bands  
Rifle, Cavalry, The V.R. & London Fire Brigade (in uniform)  
Return fare-50 cents-Marine Excursion-25 cents.  
(Mr. Cragie, the celebrated Scotch Piper will appear in full Highland costume)  
Train arrives at Port-1.45p.m.  
The inhabitants of Port are making arrangements to receive the guests in a becoming manner.  
Tickets for Sale at  
L. Ridout, Mansion House, Roe & Bros. J. Laing and Arkell's  
God Save the Queen.

On a May day in 1859, there was a free excursion for the children of London. From this time on, Churches and various Societies held Annual picnics at Port. The Grangers' picnic of June 4th, 1878 was advertised in St. Thomas Journal.

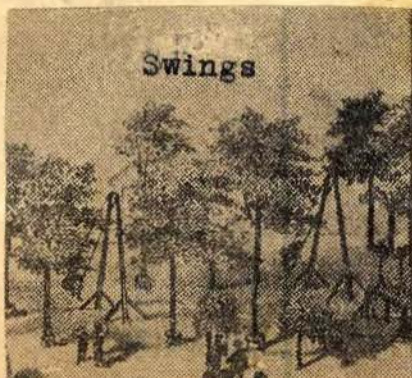
Every arrangement has been made for the great picnic of Elgin, Middlesex and Norfolk Grangers. Train arrives at Port-11a.m.  
Speakers-

Mr. Jabel Robertson, Mr. Colin MacDougall, Ewen Cameron and other prominent men.

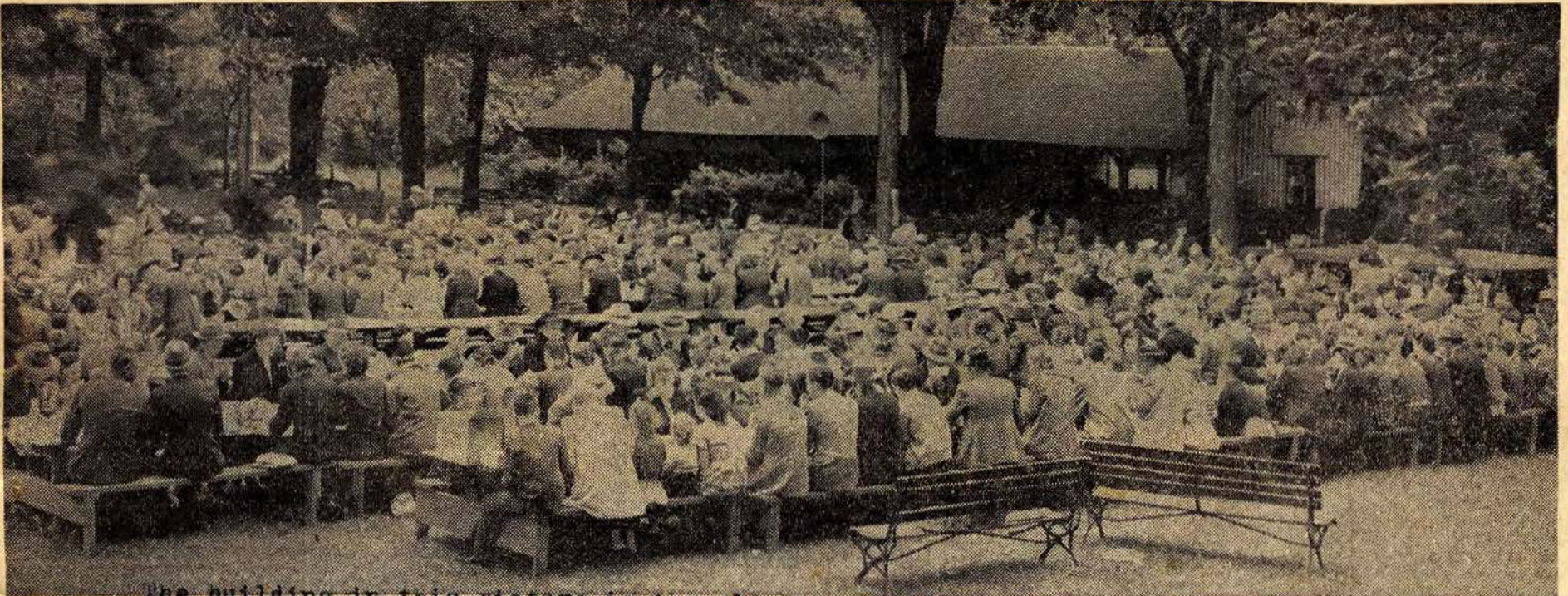
A variety of Amusements throughout the day

One picnic-The St. Thomas Baptist Church had a happy picnic at Port Stanley in July, 1887, but the ending of the perfect day, was a tragic one. A very bad accident happened at the Moore St. crossing, when they were returning home.

Among the pictures in the chapter on the London & Port Stanley Railroad, is a picture of a group of picnickers in the early days. A picture of a picnic, <sup>nearly</sup> ninety years after the first picnic advertised, appears on the following page-June, 1946, that of the 'Elgin County Picnic'



Picnic Hill, Port Stanley, Ont.,



The building in this picture is the old dance hall built by Mr. Fraser-

A SECTION OF THE ELGIN COUNTY PICNIC TABLE SPREAD—Long tables were set up on Invererie Heights for the three thousand or more Elgin County people who attended the second annual outing held at Port Stanley Friday afternoon. The tables

were arranged according to townships with the name of the township appearing on a large sign at the end of a table. The attendance was very representative, with good showings from Bayham and Aldborough Townships, as well as from those much closer to the

picnic grounds, such as Yarmouth and Southwold. A wonderful array of food was carried to the picnic in baskets, boxes, cartons. C. D. Coyle, M. P. for Elgin, even brought "eatables" in sort of a "three-layer" pail.

--Photos by Stollery.

#### PORT STANLEY

There's a quaint little town on Lake Erie's shore  
Where my heart is wont to stray,  
Where fishermen sailed with the morning light,  
And returned at close of day.

Life was so quiet and peaceful there,  
In this town of fisher men;  
For brotherly love and neighborliness  
Counted for something then.

The Sunday laws were strict and fine,  
Created to worship God;  
Each heart seemed attuned to Heavenly thoughts  
As to their church men trod.

But life's much the same the whole world o'er,  
And sickness and sorrow and tears  
Each had their part in this little town,  
And changes came with the years.

Like many another fishing town  
Life seemed all smiling when  
A storm would arise, and it became  
"The Port Of Missing Men".

Then city folk in quest of change,  
And a place to rest and play,  
Sought out this spot on Lake Erie's shore  
For to while their time away.

A huge hotel on a hill was built,  
And the tempo of the town  
Was enlivened by screech and roar of trains  
Above the tug-boats sound.

Then faces new appeared each day;  
Excitement held a part  
In every life, all summer through,  
As guests arrive --- - depart.

But the folks who ran the "Fraser House"  
Had the town-folks' good at heart,  
And work and wage and a helping hand  
Gave many a man a start.

Now the Fraser House is long since gone,  
Just a memory now, that's all --  
And the kindly folk who ran the place  
Are gone beyond recall.

Sometimes God's ways we cannot see,  
They're hard to understand;  
But we know whatever happened here  
Was by our Father planned.

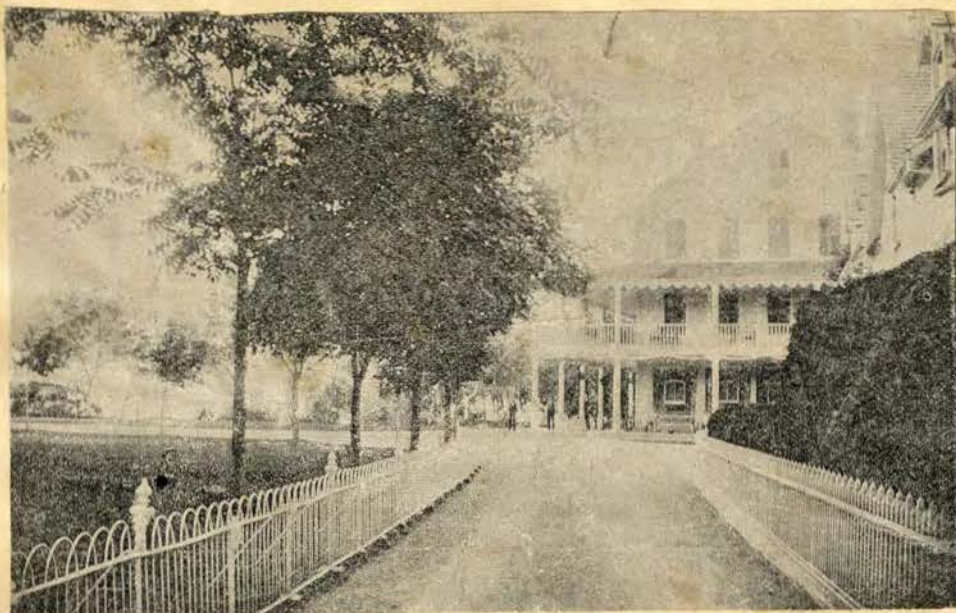
But those who had part in the olden days,  
(And those living now are few)  
Hold memories dear of an old hotel,  
And the folks there they once knew.

Port Stanley, may your hills and shores  
A refuge ever be,  
Where tired souls find calm and rest.  
God's blessing rest on thee!

--Written by Edith Charlotte Fraser  
in memory of her husband, Donald Fulford Fraser, who  
died on June 5th, 1938.



Mr. Thos. Doneley, managed the Fraser House after Mr. Fraser, in connection with The Grand Central, St. Thomas. The car in the picture was one of the first to be owned in this District.



The cut above shows the approach to the Fraser House from the picnic grounds.



Port Stanley, Ont. from Frazer Hill.

This shows the platform from which the Incline cars are entered. The tracks laid by the Detroit River R.R. can be seen below.



Going up the old road to the Fraser House snapped by Miss Clayton Nolan, a summer resident for most of her life, who shows great interest in Port Stanley.

Winding walk from the Beach to the Heights-



LOVERS WALK  
INVERERIE HEIGHTS

1947



Band Concert and Park, Port Stanley

## THE FRASER HILL

Long before you reached the top of the hill, whether you might be walking or driving, you could hear the bass fiddle and the violins, calling you upward. Here at the top of the hill stood the open dance hall and inside you would see the familiar figures of Jim Waddle and Ed Farr, and hear the square dance calls above the sounds of the merry, dancing crowds.

And now that the top of the hill has been reached, with some exertion, you look over the spreading grounds with seats and tables under the shady trees and gravel walks leading to encline, tintype gallery, and ice-cream parlour. As if in opposition to the music from the dance-hall, the band on the band stand, strikes up a stirring march that causes you to forget the hard climb you have had from the depot with the bulky lunch basket.

Now, you have selected the table for lunch, you make your way to the cliff's edge to admire, once more the panorama that spreads before you, while the children hurry to get a swing or a boat-swing, and a ride on the old merry-go-round.



The Old Merry-go-round.

Mr. W. D. Wright informed me that the merry-go-round was 20' across and that the ducks, engines and carriages were made by an old English carpenter for Mr. Wm. Bowman.

There were three choices of places to sit. If you were smart, you got a duck to ride, if not, you seated yourself in a carriage with three others, you thought as good as yourself, or last but not least, you might sit on the wooden engine. A couple of good-natured boys, placed a strong right arm against the two cedar posts, braced their feet on the platform, and away went ducks, carriages and engines holding their precious cargo, the men and women of the next generation.

note-During the regime of the L. Erie & Detroit R.R. this merry-go-round was replaced by another with a hurdy-gurdy, which made sweet music and a coloured dandy, lifted his hat and you paid your nickle.

### OTHER AMUSEMENTS and ATTRACTIONS-

#### The Tintype Gallery-

If you wished a souvenir to take home, this was the only place to get one on the picnic hill. The diminutive Mr. Loftus would place your party in the very best position for a good picture.

The tintype gallery first stood near the incline and observation tower, but was later moved to a spot overlooking the valley to the east. Later it moved down the hill near the Casino.

#### A Ride on the Incline and Ruby-

On picnic days, the Ruby ran excursions and picnickers wishing a boat ride could take the incline down the hill for a nickle, get aboard the Ruby and enjoy a ride out beyond the pier and lighthouse. Returning, they enjoyed the view of the harbour, cliffs and tall observation tower.

#### The Ice cream Parlour-

Near the entrance to the Fraser House Grounds and north of the drive was the ice cream parlour. It was almost impossible to get attention on a busy picnic day.