

## Other Amusements and Attractions.

### The Bar Annex-

Just west of the ice cream parlour was the public Bar, which was a busy place on a hot picnic day, and here was noise and confusion very much the same as places of like kind are in the present day.

### THE FRASER HOUSE GROUNDS-

There was quite a long drive way between the picnic grounds and the Fraser House as an accompanying picture will show. Pictures are also included to show the manner in which the grounds were landscaped.

Near the edge of the cliff was a summer house for use of the guests, where they might sit and enjoy the grand view of L. Erie in storm or sunshine.

'Lovers' Lane' hugged the edge of the cliff going toward Erie Rest, and we have a picture of both the east and west entrance.

In the centre of the lawn was a flag pole and a fountain, and there was lawn croquet for pleasure of the guests.

This clipping is a write-up in 1877, by A.F. Butler, of St. Thomas.

#### THE FRASER HOUSE,

The natural scenery around the Port is pleasant and picturesque, worthy indeed of the pencil of the artist or the pen of the poet. The Grounds on which the house is situated are on the west bank of the creek, elevated about 150 feet above the lake, and embrace an area of many acres shaded with fine scattered forest trees, and stretching away to north and west.

The house itself is large and commodious, supplied with all the luxuries and conveniences of a first class hotel, combined at the same time with the pleasures and retirements of a first class home. Its elevation on the banks of Lake Erie affords a magnificent view of this broad blue body of water, while the air around is always free, pure and exhilarating.

The beach below is smooth and sandy, and convenient steps lead down to the shore, where two bathing houses, one for ladies and the other for gentlemen, are at the service of the guests. Along the bank of the lake there is a private walk half a mile in length, and in front of the house is a beautiful lawn, furnished with croquet apparatus and other facilities for amusement. Music adds to the charms of the House and hops are not unfrequent.

The more public pleasure grounds, so much frequented by picnic and excursion parties, are a little to the east of the House, under the same management, and supplied with many arrangements for healthy and amusing recreation. Many thousands of people avail themselves of these privileges every season.

The popularity of the Fraser House has continually increased as its advantages and enjoyments have become known. Its guests comprise persons of moderate means, as well as the wealthy, from the cities of Canada and the States. It is a home for either quiet or active life, for those who seek rest from the bustle of business, and those who delight in jolly sports like fishing, boating, bathing, shooting, swinging, driving, flirting, &c.

#### MEANS OF ACCESS.

First class steamers make regular trips between the Port and Cleveland, Ohio, occupying about seven hours crossing the lake, and the Port Stanley branch of the Great Western Railway runs three daily trains each way, connecting at St. Thomas, nine miles north,

with the Air Line and Canada Southern, for all points east and west, and at the city of London, twenty-five miles north of Stanley, with trains on the Grand Trunk, Great Western and other roads, affording every accommodation to travelers. A carriage from the House free to guests attends the arrival and departure of all trains and steamers.

### The Fraser House Passes into History-

After the L&P.S.R.R. became electrified, the picnic crowds were drawn to the Beach and from that time the popularity of the Fraser House and grounds ebbed. The House was run under different managements, but in 1919, it was razed and the Port Stanley Amusement Co. used the lumber for the construction of cottages on Cavell Blvd.

VIEWS of the PICNIC GROUNDS/



Donated by Mrs. Wm. Woollett



1916

Steps to the Beach.

by Mrs. Selborne Taylor

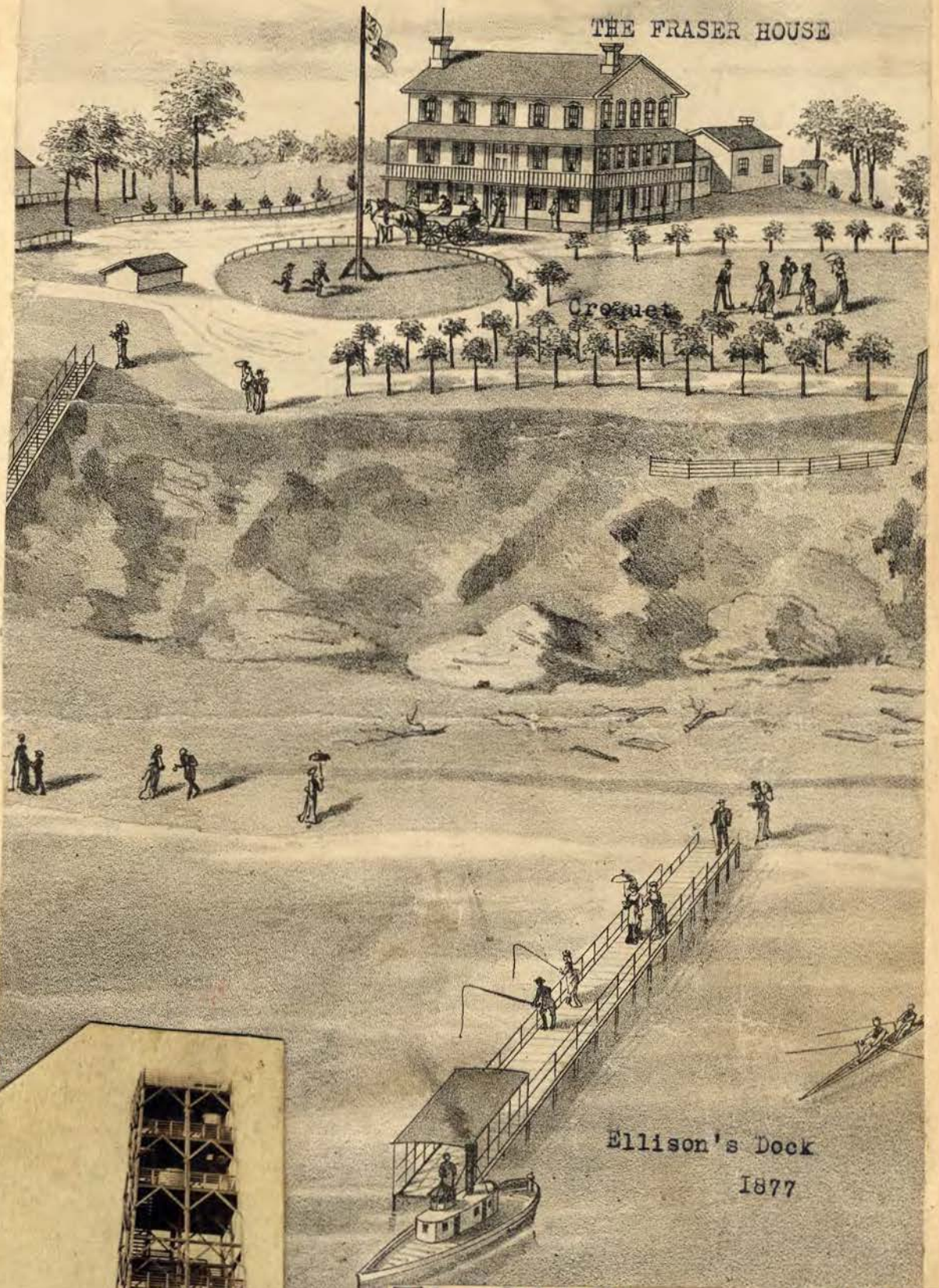


1916  
The Photograph Studio of  
Mr. Fred Loftus.



Divic Holiday  
Port

and Fishermen's Picnic  
Stanley, Sept. 19th, 1907



The first Incline  
and  
the Observation  
Tower-----



## The Old Observation Tower



AN observation tower once adorned Fraser, or Invererie Heights, just east of where the Incline Railway to the Picnic Park now operates. This reproduction of a pen-and-ink sketch made about 1885, shows the beach below and toward the harbor. The observation tower was about eighty-five feet high, and from its top, it was possible to obtain a comprehensive view over a wide section of the lake and country behind Port Stanley. It blew down in a gale.

### The Observation Tower.

This tower was built for the pleasure of the picnickers and summer guests. It was 85' high and from its top, it was possible to see far out over the lake. The lower part formed a small theatre where Mr. Valney put on a sword act. He was enclosed in a box while his wife drew a sword through the contents. There was no hard feeling however, for Mr. Valney always emerged as sound as ever. He also gave a good 'Punch and Judy Show.'

### The Incline Railway.

1870

The Incline was built on the same spot as it stands to-day. The engine for the operation of the cars, was pulled up (what now we might call Dale's Hill) to the building on the brow of the hill. Mr. Chas. Stanton's father used his team for the work. The old bell is still used to this day.

### Capt. Jno. Ellison.

(father of Mr. Harry Ellison)

Jno. Ellison Jr., came as a youth from Union and attended school here. When he came to man's estate, he engaged in fishing, wood-turning and boat building. He built the incline and the observation tower that stood on the Fraser Heights. During the Fenian Raid he was sargent under his father, Major Jno. Ellison.





M. S. Hay, St. Thomas, Ont.  
Lovers' Lane from Frazer Heights, Port Stanley, Ont.

Lovers' Lane from the picnic grounds.



Driveway on Fraser Hills  
Port Stanley, Ont.

Lovers' Lane from  
Erie Rest.



Pionio Hill, Port Stanley, Ont.

Hot water free to picnicians.

ANNIE PIXLEY

a Frequent Visitor  
to Port Stanley.

Frequent visitors at the Fraser House in those days were the Fulfords. Mr. Fulford was the brother of the first Mrs. Fraser and Mrs. Fulford was an actress of ability. They had one son, named Thomas after his uncle Thomas Fraser. Tommy Fulford remained with his grandparents, and attended school here, while his mother (Annie Pixley) and her manager, Mr. Fulford toured the U.S.A.

When the dearly beloved boy was 12 years of age, death claimed him, and it is said his mother's heart was broken.

After the death of Annie Pixley, this item appeared in the Press, -

Mr. Robt. Fulford, the well-known theatrical manager, yesterday, gave Mr. Jno. Peel, of London, an order to erect for him in Woodland Cemetery, London, a beautiful mausoleum to commemorate the death of Mr. Fulford's wife Miss. Annie Pixley, the noted actress and their much-loved son. This monument will cost about \$10,000 and will be 30ft. H. 24ft. W. and 30ft. long.

At the entrance will be two life-sized lions, one on either side. Five granite pillars will support the Gothic arch in front, and entrance will be made by two magnificent brass gates. Over the door will be a group representing "Charity" and on two pedestals are at the right, a life-sized figure representing "The Drama" and on the left side "Music". On the apex will be a life-sized figure representing "Victory". The cross-section opposite the doors will be a large stained-glass window with a spirit figure bearing a child, and at the feet, reclines a full female figure. Under this are the ashes of the late Mrs. Fulford, guarded by two angelic figures, in an accretic-tiled dado.

Under the whole mausoleum is a catacomb. The side elevations are pierced with two stained-glass windows, one on each side, bearing the legend "Glory to God in the highest, and on earth, peace and good-will toward men", enriched with heavy mouldings. The rear elevation is surmounted with a cross."

This mausoleum was erected in Woodland Cemetery, and the following members of the Fraser and Fulford family buried there are-

Tom Frazer died May 21, 1884 - age 26 years;

Emma Frazer wife of Wm. Frazer, died June 10, 1898 - age 59 years;

Harriett Fulford mother of Robert Fulford, died January, 1863 -  
age 66 years;

Robert Fulford born November 1842 died November 1912;

Annie Pixley Fulford died November 8, 1893 - age 38 years;

Tom Rowland Fulford died July 3, 1886 - age 12 years.

NAMES SUPPLIED BY LLOYD VANSTONE  
MANAGER, WOODLAWN CEMETERY, LONDON



Annie Fixley



Thomas Fulford



Mrs. Emma Fraser

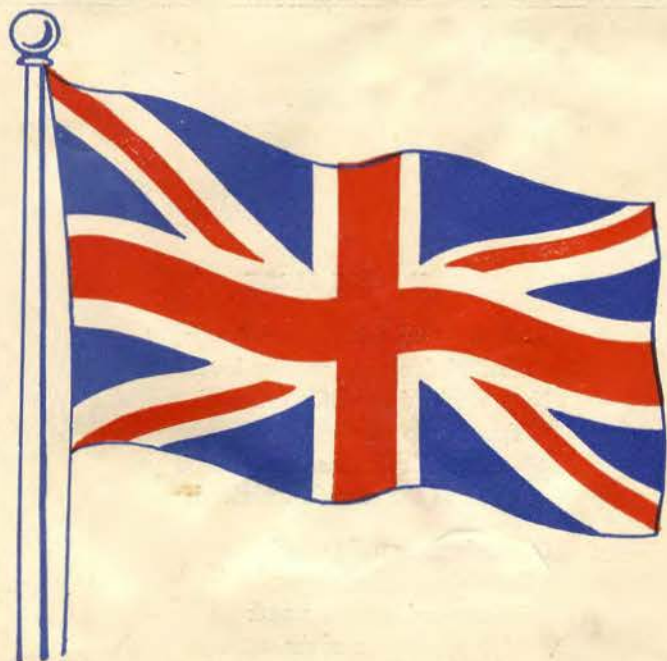


Mr. Robt. Fulford





Mr. Martin Fraser was the brother of Mr. Wm. Fraser. He was the driver of the beautifully matched horses and carriage belonging to the Fraser House. This fine turnout met all trains and passenger boats for convenience of hotel guests.



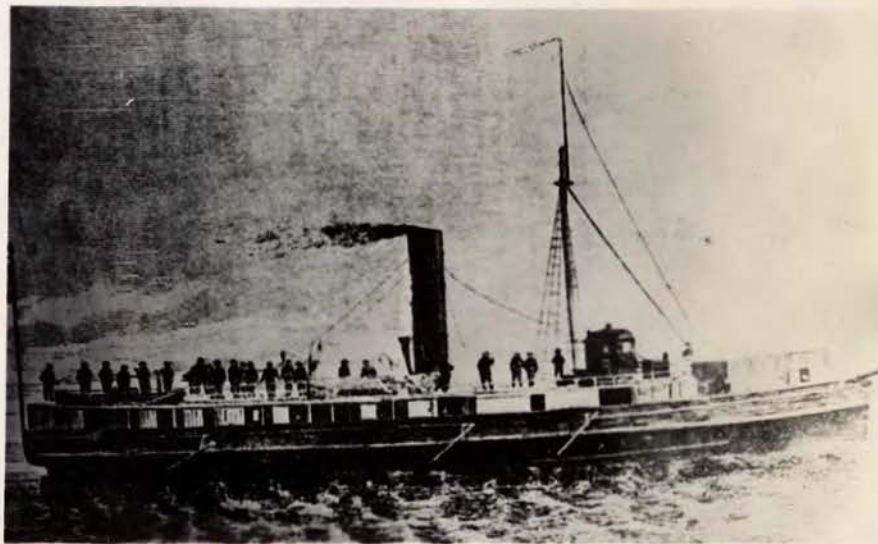
THE UNION JACK

The American Civil War had stirred afresh the old ill-feeling between the United States and Britain. The North accused her of conniving at privateers in the Southern interests. Disbanded soldiers under Fenian auspices made raids into Canada, causing her some uneasiness and great expense. The Gov. of the U.S.A. refused to renew the Reciprocity Treaty, thinking to bankrupt her and force her into annexation. This necessitated military defence and the finding of new markets.  
note-

In some ways this was not such a bad thing for our port, as ships were built to carry grain directly to British ports. (The Northern Navigation Boats.)

THE FENIAN RAID of 1866.

This is a photo of the gun-boat "Rescue", in service on L. Erie and Detroit R. during the time of the Fenian Raids, in 1866.



PORT STANLEY-takes a Part in the DEFENCE of our Frontier.



MAJOR JOHN ELLISON, commander of the Port Stanley Naval Company during the Fenian Raids of 1866. This unit was combined with several Elgin companies to form the 25th Regiment on Sept. 14th, 1866.

Personnel of Naval Company

The personnel of the Port Stanley Naval Company of 1866 was as follows:

Officers—Captain John Ellison (later Major); Lieutenant John Batt (later Captain); Ensign John Price. N. C. O.'s—Sergeant W. A. Lilly, Sergeant John Ellison Jr., Corporal Alexander Magill, Sergeant A. Tomlinson, Corporal Joseph Mitchell, Corporal C. A. Brown.

Privates—John McIntyre, William Gough, Emery Steel, Charles Hemphill, George Morgan, W. H. Lilly, John Magill, Aaron Lighten, William H. Gough Jr., William Magill, James McPhail, John Jagers, William Dadson, James Morgan, Robert Mitchell, Elijah Knight, Benjamin Hough, Samuel J. Poots, Henry Magill, James Waddle, Henry Hough, James Gough, John Gouldie, James Whorrey, Thomas Brann, John Bradden, George Straughn, James Graham, J. Hemphill, John McKnight, James Martin, James Edgecombe, William Whittup, Samuel Kerr, William Pollock, George Steel, Edward Bostwick, William Smith, Elias Willson.

This list was supplied by the Dominion Archives, but does not include the large Home Guard.

# Port Stanley Naval Company to Canada's Defence in 1866

## Led by Major John Ellison It Left for the Border to Meet the Fenians; Older Men Formed Home Guard

With the band in the baggage car ahead vigorously playing "Three Cheers for the Red, White and Blue," the Port Stanley Naval Company under the command of Major John Ellison and Captain J. Batt boarded the train for service at the frontiers in 1866. Everyone in town turned out to see the troops off on their journey to hold back the Fenian raiders. The little wood-burning locomotive with its great polished brass headlight and shining handrails moved slowly forward. A shower of sparks puffed from the gigantic smokestack. Above the cheers and tearful farewells the music rose in patriotic fervor, and the train hurried northward up the valley.

Major Ellison, commander of the company was a two-fisted leader with a dynamic personality. From sailors, farmers and tradesmen he produced a fighting unit. When they learned they were destined for land service instead of the deck of a cruising gunboat, they cursed high heavens at the prospect of marching. But on the day the bugles called for action there were more volunteers than uniforms! No surrendering to the Fenian

horde for those men who considered it a privilege to wear the green tunics and carry an Enfield rifle to defend their homeland. Many had to be left behind when the train steamed out to the border as sufficient equipment failed to arrive to outfit all who demanded to follow the colors.

For a drill shed the Major had pressed into service a locomotive shed which stood near the present location of the Thayer Oil Company's storage tanks. Drilling became a feature in village life, and fathers and sons together joined the militia.

When the Naval Company went to Sarnia many of the families were left rather destitute with the menfolk absent. One prosperous farmer ready to do his bit, loaded his wagon with all sorts of provisions and presented all those who desired assistance with enough to keep them for many days.

### The Home Guard

Meanwhile the older men of the community organized a patrol of the docks and beach front, and many a schooner captain found himself looking down the business end of a muzzle-loader until the

sentry ascertained his business. On the south shore of the lake, particularly at Erie and Cleveland, the Fenians drilled openly and had several vessels ready to attack the

north shore ports. As long as the menace lasted, the folks at Port Stanley stood ready to meet them with musket balls.

Those exciting days have almost been forgotten. The situation bore a close and curious parallel to Europe of the present day. But the Canadians showed no inclination to bow down before invaders. Regiments recruited from discharged soldiers of the American Civil War and armed with better rifles than the lads of Ontario and Quebec, faced with an ultimatum resembling the order for annexation by force; confronted with a campaign financed with plenty of money and invigorated with propaganda; little Canada of '66 met the challenge with a citizen militia who saved the country by being ready to fight.

While the Port Stanley Company did not have the opportunity to meet the Fenians in open conflict, it had the distinction of being one of the four naval units called out in Upper and Lower Canada.

About 1900, a presentation of medals to the survivors of the Fenian raid was made in this village. There is one in the possession of my family, my father, Andrew Hepburn belonged to the St. Thomas Cavalry Troop. A grant of land was also given to each. (The grant was for land in Northern Ontario.)

The medal reads, -

At hand is a medal belonging to Mrs. Northwood's father who made his home here for several years. On one side of the medal is the head of Queen Victoria and the inscription reads "Victoria Regina--Et Imperatrix". On the other side is a circle of maple leaves about the edge. In the centre is a Union Jack flying from a staff. At the top is inscribed, "Canada". The bar holding the ribbon reads, "Fenian Raid 1866". The thickness of the medal gives room for the name to be inscribed, "BDSM G.T. Guttridge Kent Regt."

## Major John Ellison-

Major John Ellison was the eldest son of Jno. Ellison of Southwold. He commenced business in Union in 1837, where he owned a saw-mill, grist-mill general store and at the same time carried on business as a contractor.

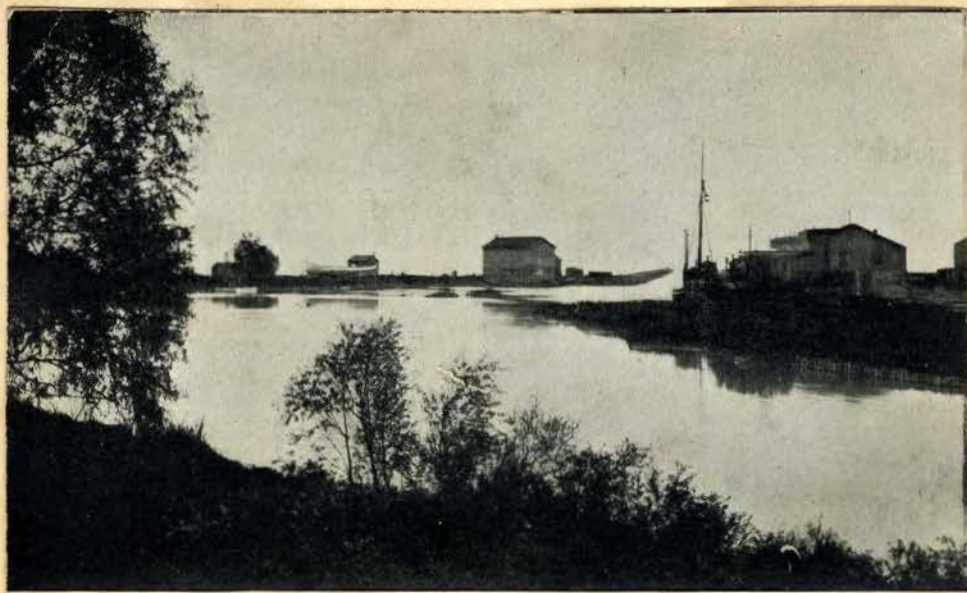
He moved to Port Stanley in 1854 and during his lifetime had much to do with the growth and development of our village. He built numerous bridges throughout Elgin Co. as well as the Fraser House and Episcopal Church.

He had served as Reeve of Southwold and when Port became incorporated in 1874, he became the first Reeve of this village and that honour he held for ten years.

During the Fenian raid he became commander of the Marine Co. and won the rank of Major.

VIEWS of PORT STANLEY HARBOUR.

From the Old Bridge-southward.



HARBOR FROM BRIDGE, PORT STANLEY, ONT.



SHEPARD'S BOAT HOUSE. West side of Harbour near the Bridge.



Port Stanley, looking East.

VIEWS of PT. STANLEY HARBOUR

Just below old bridge.

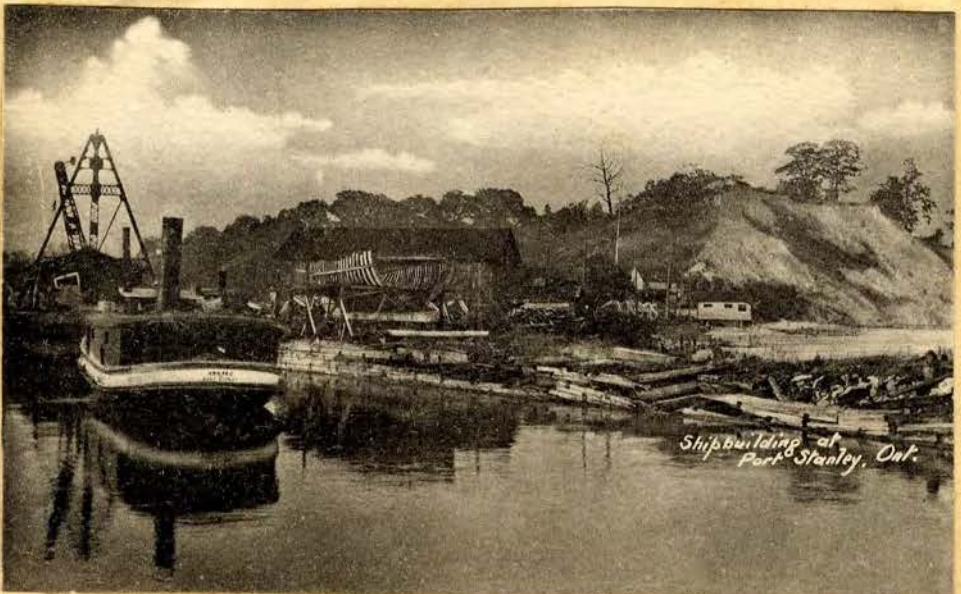


On the Harbour, Port Stanley, Ont.

East side of harbour.



From left-Brown's Fish house-Old Broom Factory and Reg. Moore's Fish house.  
The girls-then-Velma Brown & Wilma McDonald.



Shipbuilding at Port Stanley, Ont.

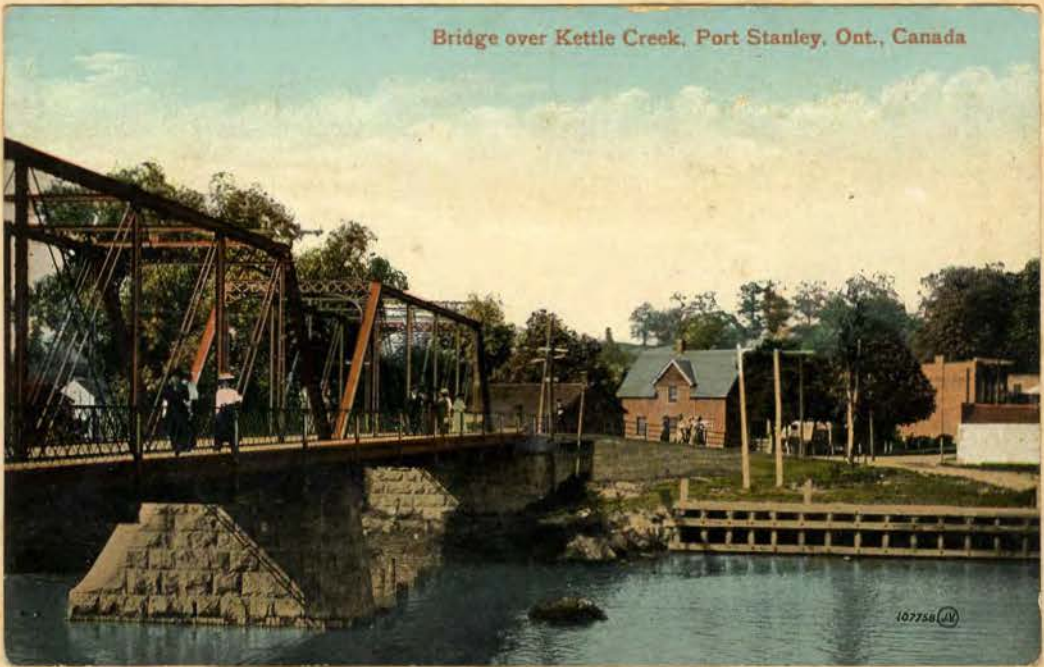
The derrick-The Onagag-The Finglo, building-Brown's Fish house.

VIEWS OF PORT STANLEY HARBOUR.



Taken from hill behind the station.

Bridge over Kettle Creek, Port Stanley, Ont., Canada



Note Pier used for Cleveland Boat  
"State of Ohio."

On the Beach, Port Stanley, Ont.



Bessemer is in Slipdock.



*Port Stanley Harbor and Fishing fleet.*