

THE FISHING INDUSTRY.

From the Evening Journal, May 23rd, 1896)

Headed—One of the important Industries of the Port.

"Fishing has been carried on here ever since man was known on the north shore of Lake Erie. Taken as a whole, it forms probably the most important summer industry of the place, from \$15,000 to \$18,000 being turned over each year by those engaged in the business. Those who carry on the business extensively are Messrs. Alex Brown, Capt. John Ellison and Deming & Payne. Their licences extend about sixteen miles west and four miles east of the Port. The fishing is mostly done along the shore in twenty to thirty feet of water. The most important fish caught along this shore are herring, white fish and blue pickerel. An equipment usually consists of a tug (the Snowstorm being owned by Mr. Br Brown and the Crawford by Deming & Payne) half a dozen fishermen, five or six pond nets, scows, drivers etc. These nets are set about five o'clock in the morning and hauled in, in time to catch the noon train, reaching their destination during the afternoon. They are packed in ice and shipped in crates.

The run this Spring has not been large, although that is not unusual at this date. The fishermen easily find a market for all they are able to catch!

During this period and for previous years, fish-smoking and fish-peddling were carried on by individual fishermen. Sturgeon (smoked) was quite plentiful in those days.

In the Days of Sturgeon

There was once a time when great schools of sturgeon ran in Lake Erie. That's not so long ago, either. These huge fish, weighing from 100 to 200 pounds and more, were the bane of pond netters, who caught most of them and who didn't want them. At first, sturgeon were thought to be unfit for human consumption. There was talk of them being scavenger fish and that gave them a bad name. But there came a time when a man named Tribble, a Buffalo buyer, put them on the market in Buffalo and succeeded in making them a good-selling fish. Where at one time they were offered to anyone who would take them away for 25 cents each, they now sell for 70 and 80 cents a pound and they're as scarce as

men's teeth. At one time a big crib was made in the upper part of the harbor near the bridge and into it, all fishermen dumped live sturgeon that had been caught in their nets. The fish couldn't be sold and the idea was to get them out of the lake where they preyed on more highly-valued herring and pickerel. There were times when the crib became so crowded with sturgeon that they were offered to farmers for fertilizer. If you wanted to buy a sturgeon, you had to go to the crib, wade in and catch one for yourself by hand or gaff. A picture that remains in Mr. Dunn's memory is of an Indian who bought one of these 25-cent sturgeon, caught one that weighed close to 200 pounds and went off with it hanging over his shoulder, its tail dragging in the dust.

The clipping is

Account by Mr. Herb. Dunn Sr

Gill Net Fishing-

Licenses for gill nets, fishing with sail-boats, were issued by the Federal Gov. early in the 90's and a fisherman would work singly or perhaps have a partner, and with a small sail-boat and a few nets, they would make a short run out of the harbour.

On the south shore of L. Erie, gill netting was already being done on a large scale with steam tugs and in the year 1900, Harley Deming with the A.V. Crawford tried to get in on the north shore fishing. He tried to get a tug boat fish license but the Government refused as they considered this method of fishing was outside the latitude of tugs. In about a year's time the A.V. Crawford left for Buffalo, after being tied up for six weeks by the Canadian Gov. for fishing by pooling the permits of the gillnet fishermen of Port Burwell, also using the aggregate yardage of twine which their combined permits allowed. Every tugboat fishing license issued now, is the result of the agitation which that Buffalo tug and her skipper started.

The pond net fishermen soon became interested in the gill net business and there was strong agitation for the Government to allow steam tugs to operate gill nets, especially as it was known that American tugs were fishing in Canadian fishing grounds. The Government, about 1907, finally made it possible, and the 'Brown Bros' were the first fishing concern in Port Stanley to change from pond to gill nets. The tugs used by Brown Bros' during their years in the fishing industry were, the 'Snowstorm, the 'Gordon Brown and the 'Brown Bros.'

With the gill net fishing came prosperity for Port Stanley. Any citizen who has lived during the last forty years can agree to that.

here

PORT STANLEY-COAL DISTRIBUTING CENTRE

Much coal has been carried across the lake to Port Stanley, through the years, first in fore and aft schooners, just a few tons when the vessel was idle, perhaps or more often carrying it steadily in good weather.

Then about 1900, a line of Schooners St. Paul, Seneca, Albatross, Jno. Kildare, Typo and Mineral State, made regular trips. The unloading was done by using a horse, which drew the buckets from the hold of the vessel. The buckets were dumped into a wheel-barrow and stevedores placed the coal in piles near the docks.

After the slip was built the Bessemer carried thirty-two cars, each trip and these were carried away for distribution elsewhere.

Now, coal is brought across the lake for the Imperial Fuels by the Rockport Steamship Co. of Cheboygan and for the Century Co. by Canada Steamships Line, of Montreal.

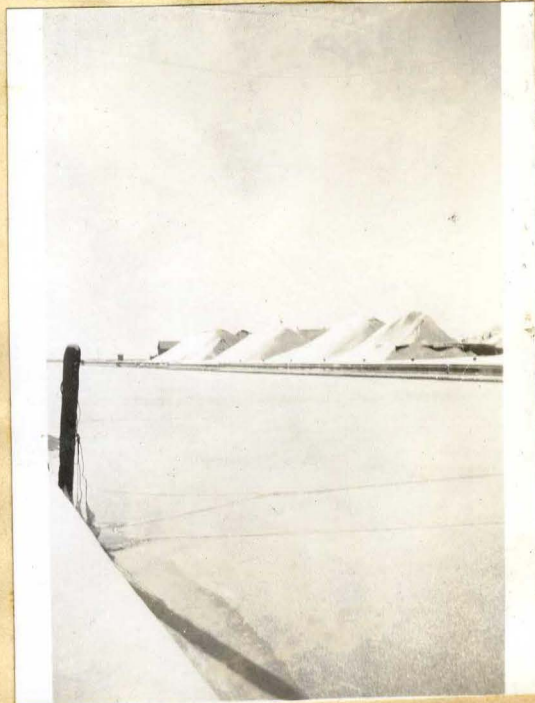
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The picture below shows the coal piles of the Century Coal Co.



The Harbor, Port Stanley, Ontario, Canada.—12.

Taken from Hillcrest



A close up view

The next picture shows the Imperial coal piles on the side of Harbour, below Hillcrest on reclaimed land.

In Strategic Location for Distribution

Position Certain to Grow in Importance as Normal Conditions Return

A main distributing centre for Southwestern Ontario for coal and gasoline supplies, as well as being one of the leading commercial fishing ports along the north shore of Lake Erie. Port Stanley has an industrial position that is certain to grow in importance as normal conditions return.

It's strategic location, just about half way between the east and west ends of the lake, makes Port Stanley a natural centre for lake



shipping and distribution. Enlargement and improvement of the harbor, which seems a future certainty, should add greatly to Port Stanley's industrial activity. The deepening of the creek mouth above the \$250,000 King George lift bridge, will provide much additional dockage space as well as new storage facilities.

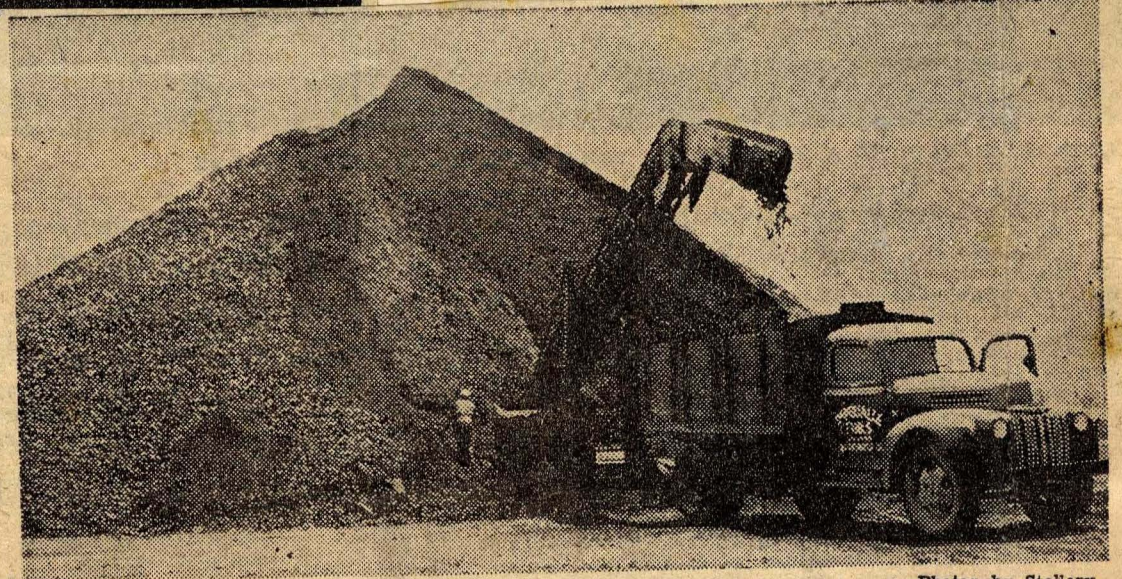
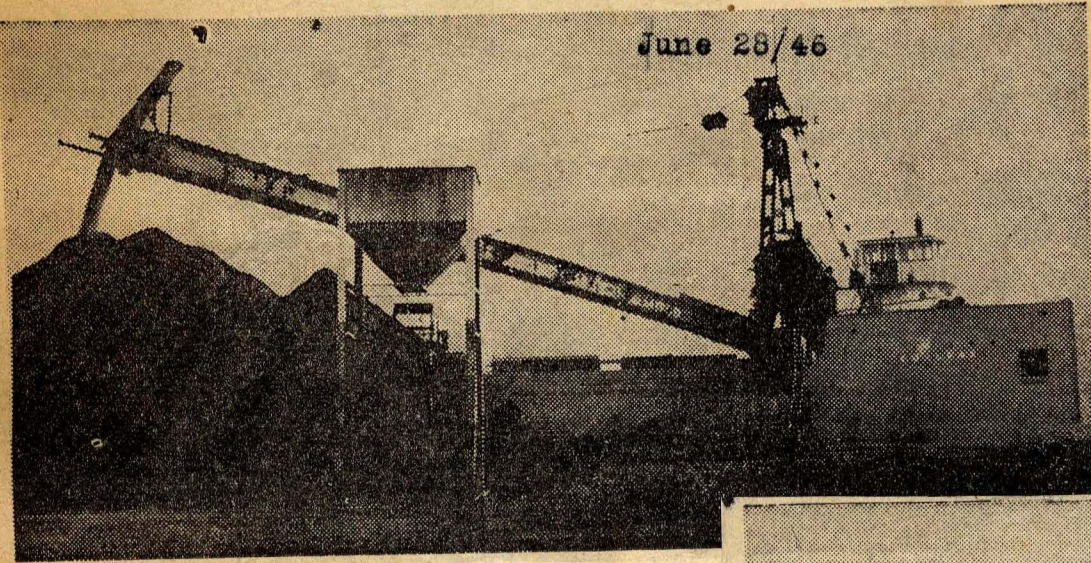
In normal times, well over 200,000 tons of coal are handled from the Port Stanley storage docks in a year, with the Century Coal Company handling about 125,000 tons annually and the Imperial Fuels, Limited, handling more than 80,000 tons a year.

Predictions are that Port Stanley's coal storage and distribution industry will reach the 300,000 tons a year mark within a few years. Some of the largest coal boats operating on the Great Lakes have been bringing coal to the Century docks, on the west side of the main harbor, and the Imperial docks, on the east side, for years past. In normal times, great mountains of "black diamonds" loom above the harbor walls.

Coal Distributing Centre
(continued)

These two pictures are of Imperial Fuels.

Lake Erie Coal Distributing Centre



—Photos by Stollery.

PORT STANLEY is the coal distributing port for Western Ontario, with this much-desired fuel being shipped across Lake Erie from the Pennsylvania fields. In the top picture the coal carrier Coal-fax is seen after her arrival at the Imperial Fuels docks unloading her cargo of 2,800 tons from Toledo. In the bottom picture a big truck is being loaded up preparatory to delivering the coal to a Western Ontario point.

Gasoline Storage

Three large oil companies have storage depots at Port Stanley, with deliveries by big lake tankers made from the opening of navigation in the spring until navigation closes in the fall. The Shell Oil Company has tank storage for approximately two and one-half million gallons of gasoline at Port Stanley; the Imperial Oil Company has storage capacity for approximately two million gallons, and the McColl-Frontenac Company facilities for storing and handling over one million gallons.

The McManus Petroleum, Limited, have also been seeking a site for the erection of large gasoline storage tanks at Port Stanley. If erected, these facilities will increase the storage facilities by more than a million gallons.

Normal conditions will undoubtedly see a resumption of merchandise shipping into Port Stanley, utilizing the big fireproof government warehouse off the west pier of the main harbor. Before the war, Port Stanley was rapidly developing as a distributing point for a wide variety of general merchandise, and was becoming, in reality, one of Canada's busy inland ports. It was not an uncommon sight just before the outbreak of the war to see ocean freighters in the Port Stanley harbor with Dutch crews bringing cargoes of glass from Holland or Lasgar crews bringing tons of peanuts and other merchandise from India and other parts of the Far East.

Tons and tons of sugar were annually brought into Port Stanley to be stored in the government warehouse, later to be moved to

wholesale distributing centres by rail and by truck.

GASOLINE DISTRIBUTING CENTRE



*First 2 tanks
1952 - are 3 large
+ 3 small*

*Shell
Opened 1st June, 1930 Closes May 31st 1952*

From---(THE TIMES), London, Eng.

Festival of Britain Supplement, 1951



After the original by V. Le Campian in the Martell Collection

1851

THE YEAR OF THE GREAT EXHIBITION -
SHIPS LIKE THE ONE ABOVE WERE SPREADING
THROUGHOUT THE WORLD

Clipping came from-Mrs.A.Fuller

Clipping came f

Clippers of 100 Years Ago Were Queens of Their Day; End of the Era Was Sudden

BOSTON (AP). — A hundred years ago the swing of hammers on oak in New England shipyards was ringing a rising rhythm of speed — faster building of faster ships, clipper ships, to ride the winds of the world.

Clipper ships to speed the hopeful and the greedy, alike, to distant gold fields. Clippers to rush the first spring tea crop from China before time could steal its flavor. Clippers to lug grain from California to eastern markets and Europe; to reap high rates from merchants and passengers—all in a hurry 100 years ago.

This was the golden era of sail. For two-score years clippers had been evolving along a line of radical departure from an older concept — of broad-bowed ships, like ducks, riding over the waves. Designs of French naval scientists were borrowed in part. The new, sharp-prowed craft sacrificed breadth of beam, especially in the bow, plus carrying capacity, for speed. They were America's gift to the art of shipbuilding. They approached their highest development after the mid-'40s and touched their pinnacle in the early '50s.

A cry of "gold" in a western wilderness stimulated this great final era of sailing ships, which developed such master builders as Donald McKay. It was not a conservative New England which, in 1845, lured McKay, the sea-struck Nova Scotia farm boy, after his apprenticeship to a New York shipbuilder. It was a New England filled with the spirit of venture—the fever of gambling.

That cry from California brought an answering echo of hammers, adzes, saws and planes from New England shipyards. Shipbuilding fever on the northeast coast matched the gold fever of the Far West.

Even though steam had helped propel a ship across the Atlantic as early as 1819, it could not match the graceful clippers capable of speeds up to 18 knots. Inefficient steam engines and the enormous amounts of fuel they needed left little space for cargo. That's why clippers, which could

be built quickly, seemed a good investment. Only two months were required to build Donald McKay's "Stag Hound." She reaped an \$80,000 profit on her first voyage.

Baltimore Clippers

Among the first ships of this type were the small fast Baltimore clippers. First of the larger ships of this kind was the Ann McKim of 494 tons, built at Baltimore in 1833.

In the first four years after discovery of California's gold, 160 clipper ships were built. The westward rush of the clippers carried at its outset some 90,000 passengers to California.

Famous name craft were among the hundreds of new ships.

The "Flying Cloud" overcame obstacles of weather, greenness of crew, and even mutiny, to round Cape Horn to San Francisco in 89 days. On her first voyage, previously, 110 days had been thought very fast.

Britain a Rival

Britons joined the clipper competition after changes in British navigation laws in 1850. Some clippers were bought from Americans. Other clippers from Aberdeen and the Clyde began to compete in voyages to China and elsewhere. Clippers crowded the routes to Australia after gold was found there. They carried an estimated 400,000 persons to that continent.

London team merchants offered annual prizes for delivery at the earliest moment of the first of season's earliest tea crop in China. One tea clipper, the "Cutty Sark," set a tea clipper record of 363 miles in a single day.

But the golden age which produced so many sailing ships helped to bring its own end. By 1854 freight rates fell. The clippers, using costly hardwoods, became uneconomical. Construction turned for a time to less expensive "medium clippers" of larger relative carrying capacity. Financial panic in 1857 closed many shipyards.

Then came the Civil War and many clippers were destroyed.

Extended use of steam power, adoption of Capt. John Ericsson's perfected screw-propeller, and building of the Suez Canal helped end the era of sail.

McKay built one more clipper after the Civil War, and gave it a nostalgic name—"The Glory of the Seas." In the half-century before she went to her funeral pyre—for scrap—she saw all her sisters vanish one by one from the oceans.

A Fisherman's Views
(continued)

The "Douglash." is the longest tug,
So all the fellows say,
But length is not always speed sir,
For she's beat by the "Frank McAulay".

The "Hatty Berry" is a little tug,
That was never meant for speed. The
The "Stanley Foster" can beat her,
So she's never in the lead.

The "Mauntless" is out with the rest
From old Pt. Grace you know
And with the "Bull of the Woods" and
the "Buster R."
She's counted among the slow.

But the last of all my friends,
Is another here to tell,
But not least of all is she
The gasoline boat "ADA MAY BELLE"



Herbert Dunn-Elijam Carey



Elgin E.-Dunn, Thorne, McKenzie & Glover
Cisco---Harley Taylor
Edna-K.--Bill Guy (Berry Bros)
Lula May-Jno. Graham
George D. Morrison-Bob. Loder
Bull of the Bush-J. Rose
Stanley Foster-Goodhue & Storey
Buster R.-Hers. Taylor

Choctaw---Percy Glover
Gordon Brown-Brown Bros.
Frank Stanley-P. Courtney & Chas. Stanton
Frank McAulay-Cornell, Williams & Sampson
Douglas H. Ambrose Going & Rud. Long
Teddy Bear-B. Drinkwater
Hatty Berry-Wm. Berry Sr.
Ada Maybelle-Herb. Colley



Jas. Truan-Benj. Goodhue

The Southwestern Traction Co.

Mr. Welch was representative for a company of English capitalists, This company wished to build an electric line between London and Port Stanley. They obtained a franchise from the village council to make use of the village streets for their purpose.

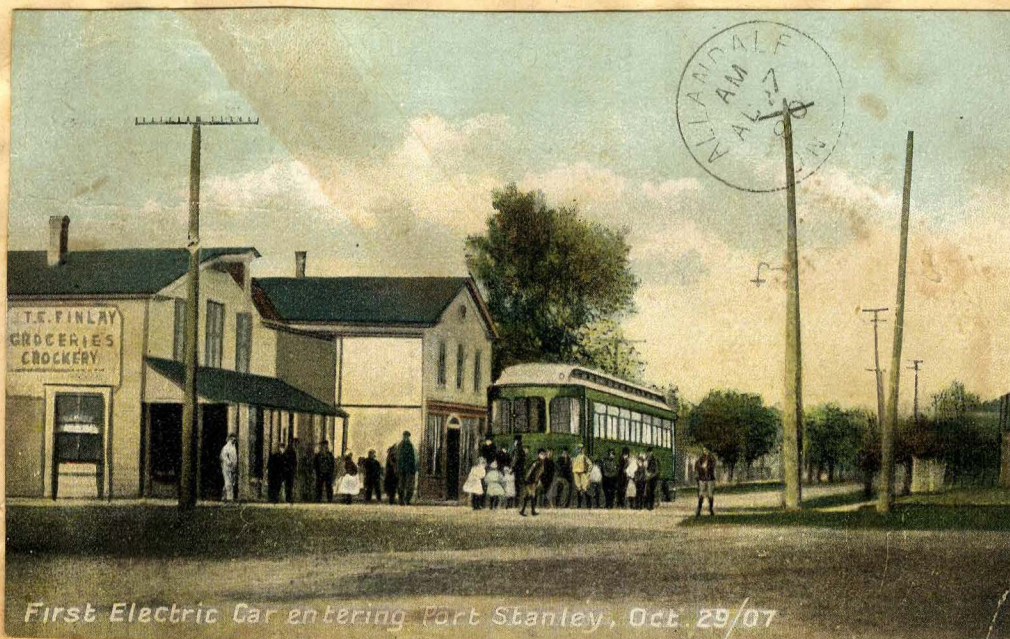
In July, 1907, it was stated, "The Southwestern Traction Co. will operate a two-hourly service between St. Thomas and London", also headed, London, July 18th/07-"It is understood that all arrangements for the completion of the Southwestern Traction Co. from St. Thomas and Port Stanley have now been completed and the work will be rushed with all possible speed. President Rumball has stated that the company expects its first car into Port not later than the middle of August. The system between St. Thomas and London is completed and a large number of passengers are now being carried daily."

The first car that entered Port, came as far as the corner square, October 29th/07. Later, the track was extended to the foot of Main St. and the station was built just south of the hotel Clifton. The building was also used for the post office.

Besides passengers, fish was shipped in great quantities as there were great catches of fish in those days.



A picture of the first car to enter Pt. Stanley. Donated by Lt-Col. I.D. Cameron.



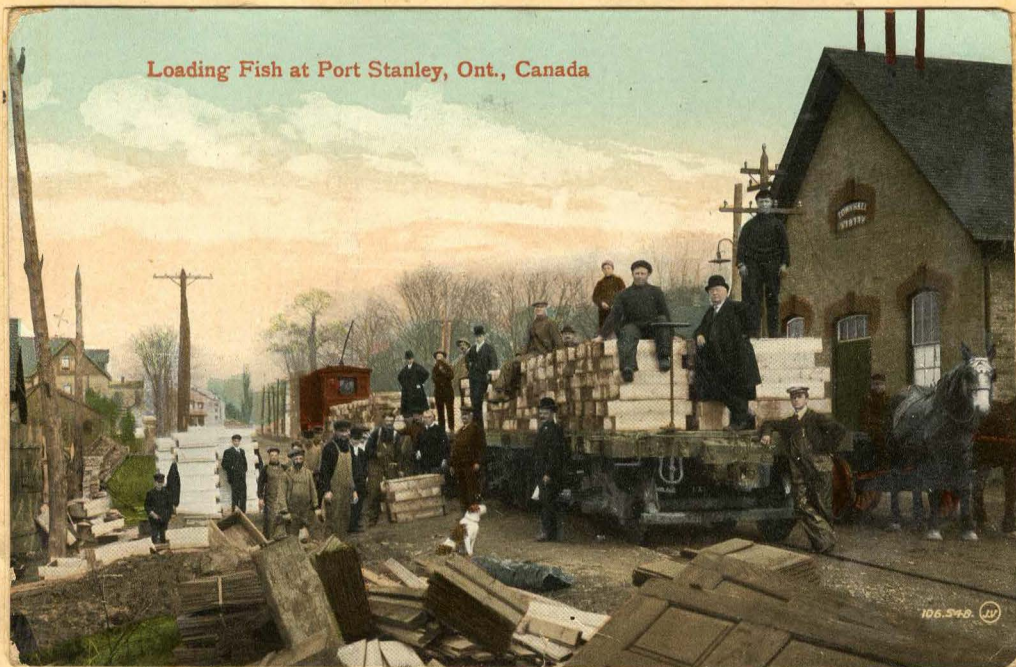
First Electric Car entering Port Stanley, Oct. 29/07

This card was mailed from the Port on Aug. 25th/08, by Anne Hepburn McBride.

The passenger traffic of the Southwestern Traction Co. for the week ending Sept. 19 was very gratifying amounting to over twenty thousand passengers. The average per day for both ways on Wednesday and Thursday the big day was 6,000 people.

THE SOUTHWESTERN TRACTION CO.
(continued)

This picture shows the Traction Co. preparing to take a large catch of fish brought in by The East Side Fish Co. in 1914. The two tugs of the company brought in about the same amount of fish. Mr. Clare Thorne, Captain of the tug East Side, at that time, states on Nov. 19th/17, "The East Side brought in a catch of 32,000 lbs. then selling from 2¢ to 6¢ per pound, which netted a fair profit. Twine, which then cost \$1.50 a lb., now costs \$6.00 with extra cost for having it made up and ready for fishing."



THE ST. THOMAS DAILY TIMES,

TRACTION CO.
LIMITED CARS

Limited cars leaving Port Stanley at 6.35 and 7.35 a. m. and London at 4.50 and 6.50 p. m. will run daily except Sunday on and after Wednesday July 2, 1913, also from London on Wednesdays and Saturdays at 1.50 p. m. returning at 9.35.

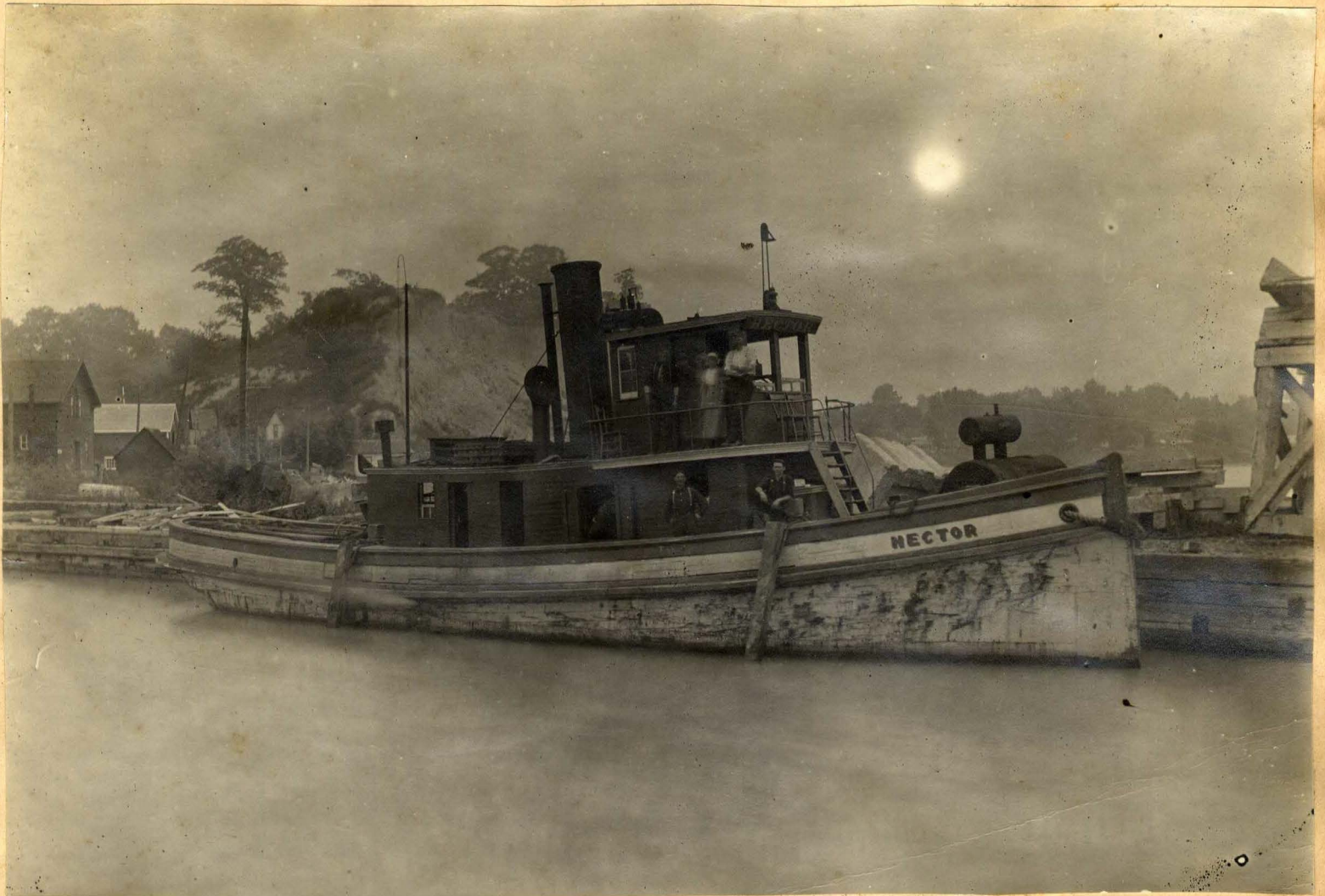
SATURDAY, AUGUST 23, 1913



This picture shows the traction car in front of the traction waiting-room at the right hand side of the street. The building shown is one then used for the post office and customs office. When the new traction building was completed, the post office was moved over to the new building. Mr. Payne and Mr. Fraser both served as post master in the traction building. This building was later used by Mr. Levack for a bakery and is now used in the fishing business of Mr. L. Cromwell.

It is estimated that the Traction Company Railway carried 8,000 persons to the Lakeside yesterday.

PORT STANLEY HARBOUR-



Government tug-HECTOR at East Pier.



HECTOR-at West Pier.

A FISHERMAN'S VIEWS

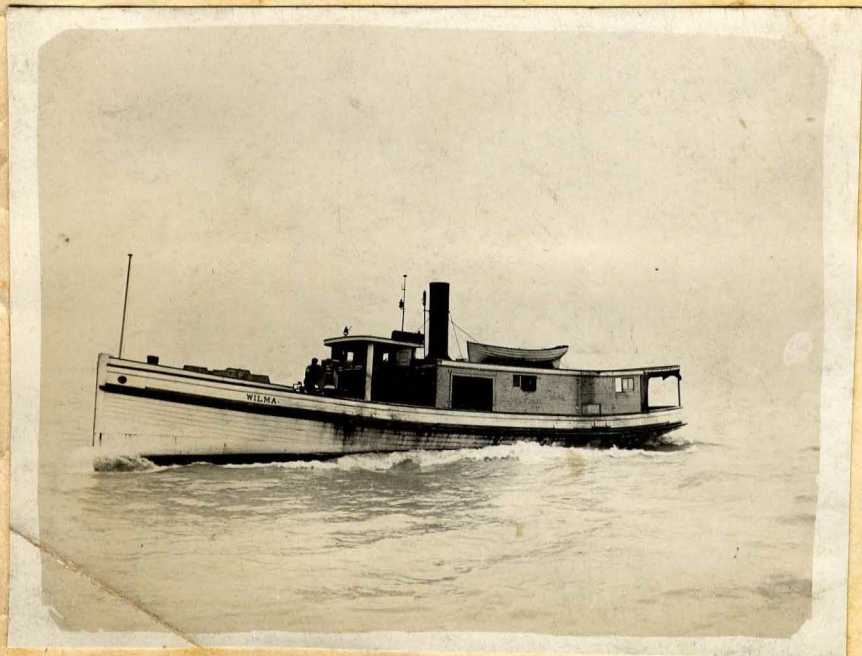
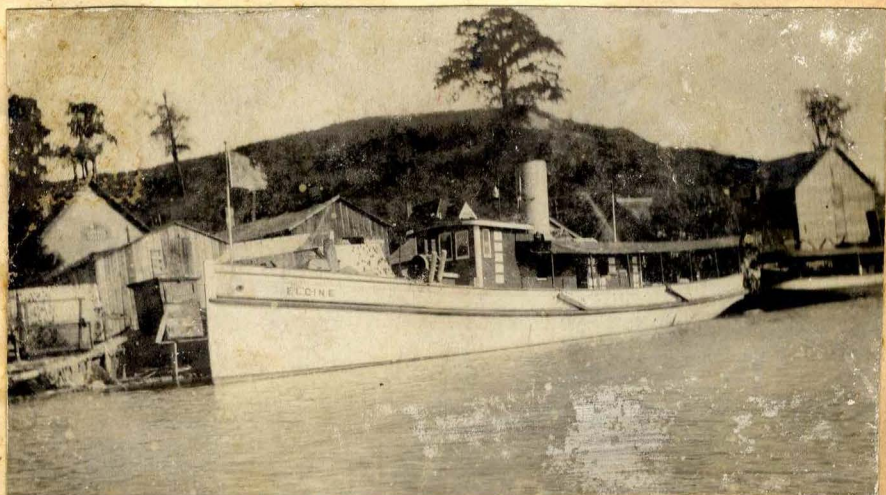
(Author unknown)

On old Kettle Creek in Port Stanley,
Are many fine boats to see,
The fleet is a sight in our Harbour,
They number at least twenty-three.

First, comes John Howe's "Glen Erie",
And McDonald's "Wilma" too,
And then comes the good old "Elgin E."
With a fast and famous crew.



The little tug called "Edna K."
Is as staunch and firm as lead,
And can put it over the
"Lula May".
Long after her crew is dead



from
Harry W Ansley Port Dover
Ed. Sanders



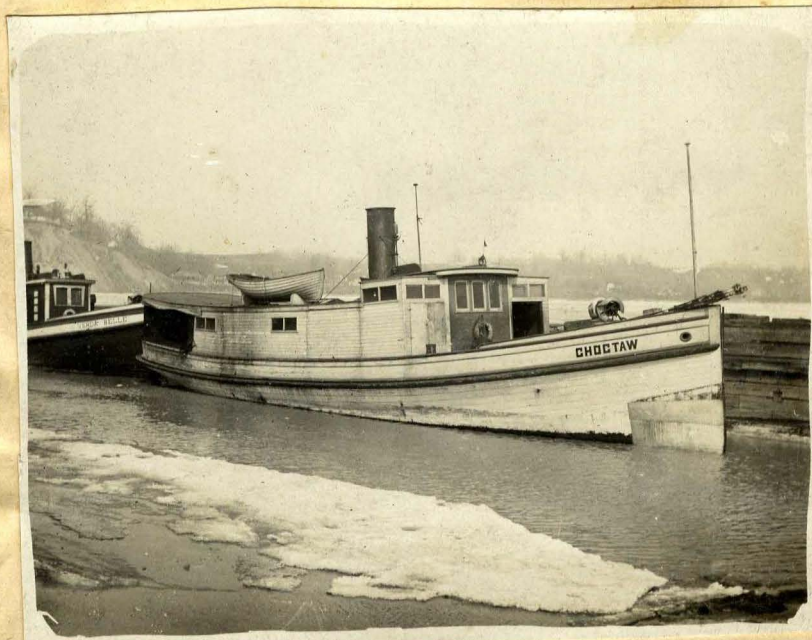
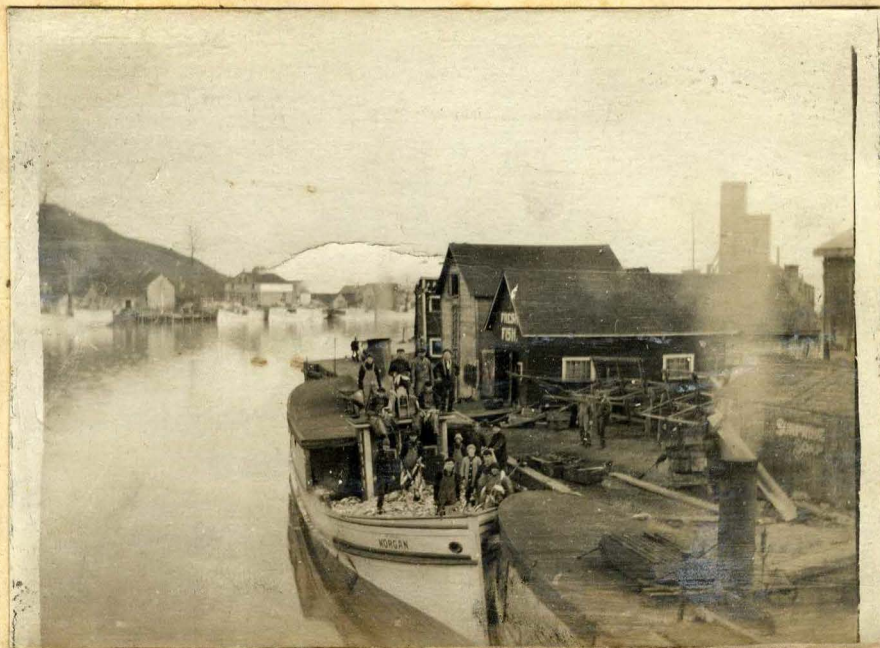
GLEN ERIE---also shows Town Hall

A FISHERMAN'S VIEWS
(continued)

Tugs like the "Morgan" and "Onagag,"
Can face a wicket sun,
Also can the "Choctaw,"
And the George "D. Morrison"

The "Eastside" of the shanty,
That bears that famous name,
Cannot beat the "Cisco,"
For she hasn't got the fame.

The "Uncle Tom" is a gasoline,
That tries the boys to scare,
But she's out and out of sight sir,
Of the little "Teddy Bear"



But the "Gordon" of the "Gordon Brown"
Has slipped one o'er to be sure,
She takes no sea from the "Frank Stanley"
Or the big tug "John R. Moore".



Gordon Brown

THE FISHING INDUSTRY
(continued)



Cutting Ice---(Taken by Mrs.Hubbard from Prospect Hill)



17 ice

THE FISHING INDUSTRY

(Picture handed in by Mrs.H.Dunn Sr.



Reeling the Nets

This fisherman is reeling the nets and thus they are straightened and left to dry.

Lake Erie Fishermen's Association

The late N.H.Cornell, ^{of our village} a former warden of Elgin was instrumental in organizing this Association, when the fishermen were having their troubles with poaching tugs. A.E. Ponsford was the first president.

FISHERMEN'S CONVENTION -

Held in Buffalo-



From right to left--(back row) Capt.F.R.Dale, Tom.Morgan, Man Graham, John Price,
(H.Sampson), J.Reginald Moore, Henry F. Jelly, Arthur McDonald, Rud.Long,
Front row--Harley Taylor, Duke Berry, Chas Stanton, Capt.Wm.Berry, ()
Andrew Quinn, Nat.Cornell, (), Wm.Jackson, Mr.Vary, Robt Loder,
Edgar Sanders.—
Driver of team-Mr.Fred Pollock.

The Snowstorm-

In 1891, a fishing tug was built here for Brown Bros Fishing Firm. It was 53' overall and 11' beam and gross tonage of 1688. It had only the essentials of a tug without canopy top and turtle as the tugs of to-day and was built of wood. It was launched in a late Spring snowstorm from which it received its name. It was however the forerunner of Port Stanley's later fleet.

Earlier boats belonging to the Brown Co. were, "The Hoodoo" which burnt and the Buckley a little boat, some what like a pleasure steamer.

After "The Snowstorm", "The Gordon Brown" and "The Brown Bros" were built and used in the fishing business.

During the pond net fishing the Company used seven nets. Two were set 18 miles up the lake, three 7 miles west of the pier and 2 nets east of the pier.

note-Picture of Gordon Brown shown elsewhere. (This information received from Mr. Walter Brown)

The Ellison Fish Co.

Mr. Ellison first carried on the fishing business with the tug "Stanley". Then built the tug "Beatrice" which was launched here Apr. 3rd, 1879 and christened by a daughter, Miss Sarah Ellison. His boat burned at the dock and Mr. Ellison then bought the "Ruby" at Brockville.

The Joe Milton-

The "Joe Milton" was built in Port Stanley, to be used chiefly for passenger service between here and Cleveland. It was 93' over all, 20' 42" in the beam and 108 tons capable of seating 450 people. It was launched in March, 1891 and named for his two sons Joseph and Harry Milton. St. Thomas paper of Mar 28th, 1891.

"The new pleasure steamer 'Joe Milton' was launched last Saturday at 4.15 p.m.



Rigs streamed into the village and the village turned out en masse and the train brought 125 more spectators. On an order from Capt. Ellison, the four ropes were cut by the four ship carpenters, Messrs Wood, Timmins, Davidson and Kemp. The ship slipped off like a thing of life. As the vessel slipped off, Miss Kate Ellison over