

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 hold-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

Launching of the tug "Joe Milton".

performed the baptismal ceremony by breaking a bottle of wine on the bow and pronounced her "The Joe Milton! A fine new flag with the ship's name appeared at the top of the flag pole as the boat glided into the water."

note-The boiler came from Doty's Engine Co. Toronto.

The Joe Milton was in service between here and Cleveland for four years. Each week it left here on Saturday and left Cleveland on the following Monday. It also ran excursions to Rondeau and Pt. Burwell and on picnic days ran daylight and moonlight excursions from its dock below the incline.

I have

The Boys' Band-

The band that entertained on the Joe Milton's trips to and from Cleveland was made up of,-

Mr. Castel ---cornet-Leader	Emery Mellon---Alto
Joe. Ellison--Bass	Arthur Johnson-Alto
Larry Ellison, Baritone	Geo. Wilson-----Cornet
W. Payne-----Baritone	L. Payne-----Cornet
Wm. Morris---Drummer	

The Winona-

A syndicate headed by Capt. Ellison in 1900, built the "Winona" a passenger boat to run excursions out in the lake and also to Erie and Port Burwell. The boat was later moved to run out of Midland, a port on Georgian Bay.

The Steamer Winona of Pt. Stanley

(Written by R. W. Johnson for The Times-Journal)

Among the many official publications of the British Office of Information which let us look behind the scenes and get a clear picture of the late war is one called "British Coaster." It is a story of the small ships that plied the coastal waters of Britain during the war carrying annually thirty million tons of freight cargo and under constant menace of attack by air. Without their successful invasion of the continent later on could not have been achieved.

"British Coaster" describes the work of many of these ships, from coasting liners that were converted into hospital ships to the little tugboats that helped deliver the immense concrete caissons for the pre-fabricated harbors which were set up on the Normandy Coast. One of the latter is called the Winona, described as a 38-year-old Canadian lake ship. She was beached on D-plus One, and when the tide went out the Highland Division troops she carried walked ashore without even getting their boots wet. Her

motor transport cargo was put over the side without incident and drove off up the beaches. Next high tide she re-floated and sailed safely home again for another cargo.

We are led to believe that this was the Winona built at Port Stanley by John Ellison in 1902 for A. M. Hutchinson of St. Thomas and some others, and christened in the orthodox manner by Winona Hutchinson, wife of "A. M." After about three years as a summer excursion steamer out of Port Stanley, or possibly fishing, she was sold "up the lakes" and lost track of hereabouts.

A recent investigation shows that the sturdy little craft had a length of 101.2 feet, beam 22.9 feet, and registered tonnage 148.59. Her first master was James Hough. In 1906 she was sold to James Playfair of Midland, and in 1907 to James Purvis of Gore Bay. She was rebuilt by Purvis in 1919, and is reported to have been damaged by fire in the fall of 1931. How she got over to Great Britain for service in 1943 and 1944 is not on record.

-R.W.J.

THE REGATTAS.

Port Stanley had two Regattas. The first was held July 1st. 1916 and the other Aug. 19th. 1917. Mr. H.A. Short was General Manager of the events and Mr. A.E. Ponsford, Pres. of the Fishermen's Organization was Commodore of the Fleet.



The Harbour, Port Stanley, Ont., Canada.



Trophy won by "The Wilma".

The Wilma all dressed up
 She won first prize. The
 boat was named after Mr.
 Arthur McDonald's daughter
 Wilma.
 Boats shown in cut,-
 Henry Jelly, Wilma,
 Beaconsour,



THE PATROL OF CANADIAN WATERS.

The Elsie Doris followed The Vigilant in patrol service on the lower lakes and was under the command of Capt. Janes from 1923-34. Capt. Janes had served five years on the Vigilant previous to this time.

During this time, the patrol of the lakes was put under the control of the Provincial Gov. in place of the Dominion Gov.

The Elsie Doris was named after the daughter of the Hon. Mr. Mills Minister of Fisheries.

2 -



1 Capt. Janes of the Elsie Doris.

2 Capt. Janes and Myron Taylor-engineer.

The Miseford.

During this same time, the Miseford patrolled the Upper lakes, calling here, at intervals. She was built at Port Burwell, by Misnar and Telford to be used as a fishing tug but was bought by the Provincial Gov. for patrol work.

The Beaconcour and Lavyrie, two other Federal patrol boat followed, but were less able to catch up with poachers, as lake Erie was a lot of territory to cover. Pictures of these boats are shown in harbour on the day of Regatta, as well as the Miseford.

The Wasp (a luxurious yacht, which was used at one time by the Hon. Wm. Finlayson) was slipped into the water here in 1935. The Department of Game and Fisheries sent her to patrol the north shore of L. Erie.

In 1947, a new boat was expected here, for patrol service but it did not arrive.

SCENES -LONG AGO and AT THE PRESENT -1947.

along the banks of Kettle Creek.



Plenty of ciscoes-meant plenty of cash.



Act put on by two horses

Scenes-Long AGO and at the PRESENT, 1947.

along the banks of KETTLE CREEK.



Dolphin

Walla Walla

Mine



Alv Jeffery



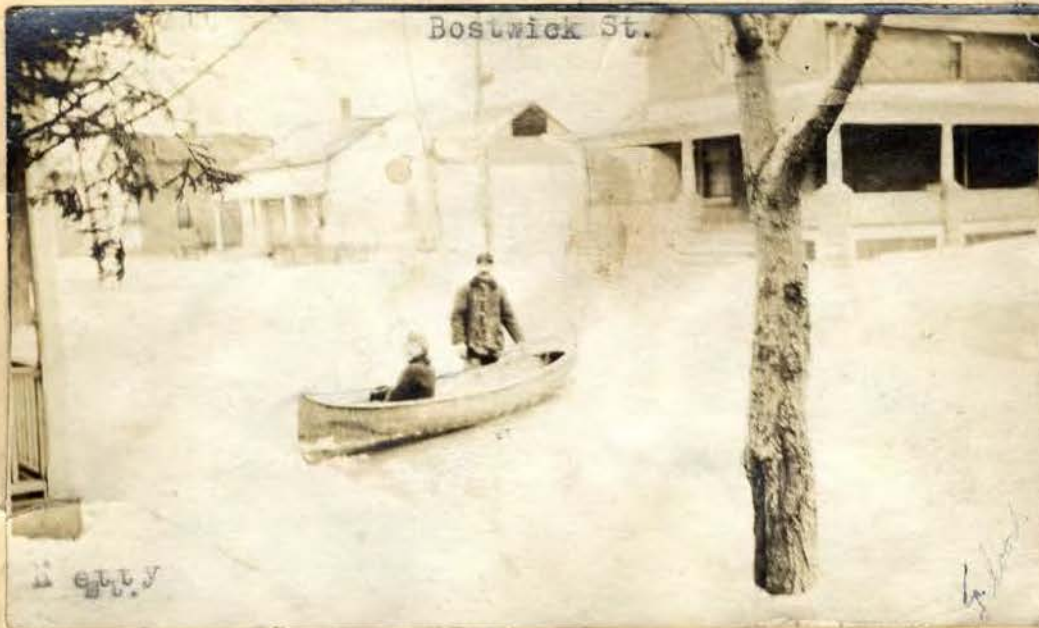
FLOODS

"There she goes," is a familiar call to older residents here, and it means just one thing—rising flood waters.

To-day, April 7th, 1947, as I type this page, South western Ontario is suffering from one of the worst floods in its history, but our port escapes with just an increased current in the waters of Kettle creek.

But Port Stanley has not always been so fortunate. Floods were habitual in a greater or less degree every Springtime. Listening in on a conversation of two elderly ladies, some years ago (Mrs. Phil. Stacey and my mother), I learned that the Spring of 1855, brought the worst flood in their memory. Mrs. Stacey said she was forced to leave her home in Selborne and went up Hill St, and from that height the water and huge blocks of ice seemed to surge over the whole valley below her. My mother, eleven years old at the time of that flood, told of living near the site of Mr. Fanner's lumber office and of her family having been taken out of a window into a row boat.

Those living a life time in this village have seen some terrible spring freshets, when water and huge blocks of ice covered all the flats west of the R.R. tracks; all the land between the Anglican and Presbyterian churches; from the old Town Hall to the present Community Hall and from the Masonic Building on Bridge St. down to Hetty St. Some, no doubt, have had the novelty of a ride from Bridge St down Bostwick to Hetty St. as Mrs. Couch did, whose picture appears below.



Flood of 1911

Now, we have a splendid harbour which is kept dredged, and unselfish captains, who open channels through the thick ice of the harbour. Thus we are saved the old dread of loss and destruction of property. This effected not only home owners but owners of boats and fishing outfits the value of which runs into millions of dollars.

About 1905, the Bessemer was frozen in the ice along with the Flora and other boats. Everything in the harbour was swept out with the swift current. Freezing weather came and they were stranded a mile out beyond the harbour.

Another bad flood carried the tugs from their mooring as some of the accompanying pictures show 1928.



A—where Mrs. O. Smith lived. Jno. Collins lived there at the time of flood.



Bostwick St.—in the good old Summer time.

Our Fishing Fleet
in the Flood.



Robert A. and Ola May

29
in 1928

June 1929



Finglo near Mr. Honsingers



Robert K. and Ola May



Robert K.-Henry Jelly and Madria

1929



Finglo



Robert K.

March 1912
The ice at Port Stanley broke up north of the bridge and jammed, causing the water to rise above the banks in many places. The water entered the home of Mr. Dennis, north of the English Church and flooded Main Street to such an extent that the Traction Co. cars are unable to enter the village. Passengers are forced to walk in by way of the P. M. Railway, or over private property. The car ferry Marquette & Bessemer has overcome ice and is now safely in her dock.

March 21, 62



Gov. Dredge tug

Newspaper clipping-

Salvaging of tugs was carried out in the ice blockade. The "Robert K." was dragged far enough to make her deck visible. Her hull and deck rail were badly crushed in, but the boiler and engine are not extensively damaged and the hull is in good condition. The "Henry Jelly" is believed to be almost gone to pieces.

FLOODS-

Old bridge and creek
during a spring flood



Taken
from depot

This picture shows the foot of Main St.
At this time the home and store belonged to
Mr. Orim. This building was a very old one.
I have heard that a platform graced the
harbour front where boats often unloaded.



4 Nov
1929



Along main St.

One very bad flood in 1894,
when Joe Milton and Ruby were
caught in the jam as well as
the schooner H.P. Murray.



Notice planks on the dock and old beacon.



Main St. nearer harbour.

These pictures represent different floods, but
taken together they tell the Flood Story, pretty
well.

FLOODS-

From Warren St.



Notice G. Loney's on the hill



Bridge st.



FLOODS
(continued)



parts outside of
Bridge

north of Park



Frank H. Stanley-Jan. 19th/29
Donated by Mrs. Geo. Smith.



Tal
for
war



Nov
1918

FLOOD of 1920

1-2-Showing flood water over Colborne St. North



57 - Creek above old bridge-looking west.



3 Old bridge and flood south of bridge.



4 - Kettle Creek's flood water, just south of Anglican Church. looking west.



In Harbour
on a Summer Day.



mine



Corbett

Dimmie

THE LAUNCHING of the TUG DEMIJOHN-
in 1921.



Don Mack



J. M. Fisher

WORK on the PORT STANLEY PIER.



From the left, -Jas. Arneil; Jno. Brown; Oscar Smith; S. Squires; H. Whitesill;
Jno. Newman; Inspector Alex Taylor; Ben. Goodhue;
Standing below - Ben. Hough; and Andy Zellas.



King Edward Dredge
Dannie and his tiny dog.



The old Beacon.