

Incorporation of Port Stanley-

Feb 19th, 1857--From the 'St. Thomas Dispatch' and copied from the 'London Free Press.'

news item

"One of the greatest drawbacks under which Port Stanley has laboured is, that a portion lies in Southwold and another in Yarmouth. In consequence the influence of the Port has been split up, and the opinions of its inhabitants and the wants of the locality little cared for, by either of these municipalities. The people not having power to tax themselves, except by general subscriptions have seen with pain opportunities for improvements slip by, and now that the railroad has brought them into a prominent position, it is necessary that immediate steps be taken, that the local Government be placed in our own hands. To this end, an Act of Incorporation will be sought at the next Parliamentary Session."

However it was not until 1874, that permission was given to set Port Stanley apart from the Townships of Yarmouth and Southwold. The following gives a detailed account of the proceedings,-

"Whereas, under the Municipal Institutions Act, 36 Vic., chap. 48, sec. 8, authority is given to incorporate as a village with its immediate neighbourhood, and set it apart from the township or townships in which the same is situated, as a separate municipality, and shall name in said by-law, the place for holding the first election, and appoint the officer who is to hold the same, the County Council did, on the seventeenth of June, 1874, pass a by-law setting the village of Port Stanley apart from the townships of Yarmouth and Southwold, as a separate municipality, and the said County Council did also enact that the first election of Reeve and Councillors for the municipality, and the said erected, shall be held at the Union School house in Port Stanley on the first Monday in January, 1875 and Joseph R. Bostwick, of Port Stanley shall be the returning officer to hold the first election for the said village of Port Stanley be organized, the councils of the said townships of Yarmouth and Southwold shall continue to have the same possessions in the said village as hereto fore. The Council also enacted that the by-law shall take effect from and after the date of the passing thereof.

Passed in Council the 17th of June, 1874.

Signed (John McCausland, Warden.

(Wm. McKay, County Clerk"

"St. Thomas, County Of Elgin, 17th day of June, 1874.

Whereas section 104 of the Municipal Act, 36 Vic., provides that a meeting of the duly qualified electors shall take place for the nomination of candidates for the office of Reeve and Councillors at noon on the last Monday in Dec. at a place named in the said by-law, a meeting was held at the Union School house in the said village of Port Stanley at the said time and the following were nominated as Reeve and Councillors for the current year, 1875.

Jno. Ellison, Reeve--Jas. Begg, councillor--Angus M. Gunn, councillor--Manuel Payne, councillor--Joe. Young, councillor.

There only being the required number nominated to fill the offices the returning officer, Joe. Bostwick declared the above duly elected.

The council met for the first time on the 20th. day of January, 1875, at 10 o'clock a.m. and the Reeve was instructed to purchase a seal and books for the council. The meeting was then adjourned until Tuesday, the second of February, at 7 p.m.

Jno. Ellison--Reeve

J. R. Bostwick, Clerk.

On the second of Feb., the council met according to adjournment and opened in due form. The following were elected to office; Henry Arkell, treasurer R. A. Goulding and Joseph Mitchell, assessors; Wm. B. Burgess collector; Samuel Edgecombe, licence inspector; Sam. Nicholas, pound-keeper; John Mitchell, Thos. Edgecombe and Jno. Ellison, fence-viewers.

By-laws no. 1 and 2 were each read three times and passed.

It was moved, seconded and carried,

First--That the number of tavern licences should not exceed twelve and shop licences, six.

Second-- That applicants for a tavern or shop licence, should file a bond with the treasurer of this municipality, in the sum of one hundred dollars for such licence.

Third--That in addition to the hundred dollars paid to the Government, the licence for taverns and shops should be forty dollars.

(over)

The First Meeting of the
Village Council.

(continued)

The meeting was then adjourned until the 8th of February, 1875, at 7 p.m.

John Ellison-Reeve,
J.R. Bostwick, Clerk.

Port Stanley, 8th. February, 1875.

Harbour Development

As has been stated already, the first pier was finished in 1833 and the second pier was finished in 1843. In this same year a draw-bridge was built across the Creek much in the same position of the present bridge. It was low and near the water and as the land from William St. to this bridge was marshy, a board approach with planks running lengthwise had to be built over the boggy land for pedestrian use.

Just how long the mouth of Kettle Creek in Port Stanley has been bridged is not definitely known but County Engineer F. A. Bell in a report made to the Government advised of a plan dated 1832 showing a bridge at or near the site of the present structure. That bridge, it is understood, was built by

Southwold township. There is also records of a traffic bridge over the mouth of Kettle creek in 1865, a stationary bridge that no doubt followed the swing bridge built by the London and Port Stanley Railway.

This bridge is said to have been a wooden bridge of the post truss type. It was replaced about 55 years

ago by another wooden structure, known as the Howe Truss type. Following that, the two span Pratt truss steel bridge which served traffic until the present bridge was nearing completion, was built. It was built in 1894 and was repaired and strengthened from time to time.

The Howe truss bridge was con-

structed by a St. Thomas contractor named Finney and is believed to have been designed by the late James A. Bell, at that time Elgin county engineer, father of Fred A. Bell, the present county engineer. James A. Bell also designed or assisted in designing the two span steel bridge.

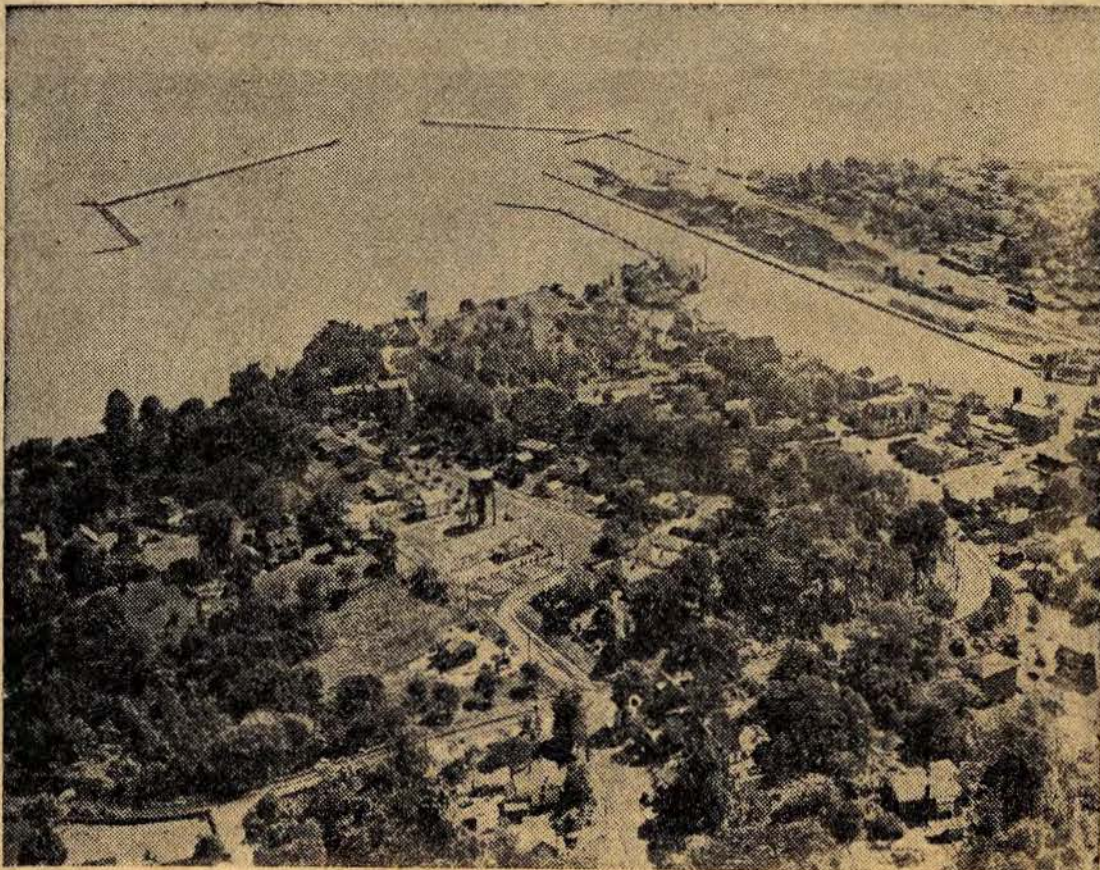
Throughout the years, floods proved very disastrous to the development of a good harbour. In 1855, there was a very serious flood. Where the ice jammed above the bridge, it cut in part a new channel to westward, carrying 15,000 cu. ft. of earth and what was brought down from the higher part of the stream was calculated to be 20,000 cu. yds.

Up to 1856, fully 200,000 pounds were spent by the Government on our harbour, and the St. Thomas Dispatch of May, 1857, states "The forming and deepening of the harbour was carried on with great energy during the past year. The work was delayed and additional dredging was required because of the detritus which is annually brought down and deposited in the channel and basin.

In 1858, the Member of Parliament for the District used his influence for a further grant but the Government refused. They were doubtful if a good harbour could be built at the Port, judging from the destruction done by floods the previous Springs.

However, up to 1862, 10,000 dollars more was added and the McKenzie Gov. in 1875, gave another \$10,600. Even as early as this, the Government felt that a safe harbour at Port Stanley was of great importance and a great necessity.

Since 1875, much money has been expended on harbour development, on dredging, crib and stone work, concrete piers and lighthouse facilities but it was not until the building of the breakwaters and the deepening and widening of the harbour that a harbour, worthy of Port Stanley, became a reality. It is now one of the finest on the north shore and the fear and danger of Spring floods has been eliminated to a very great extent.



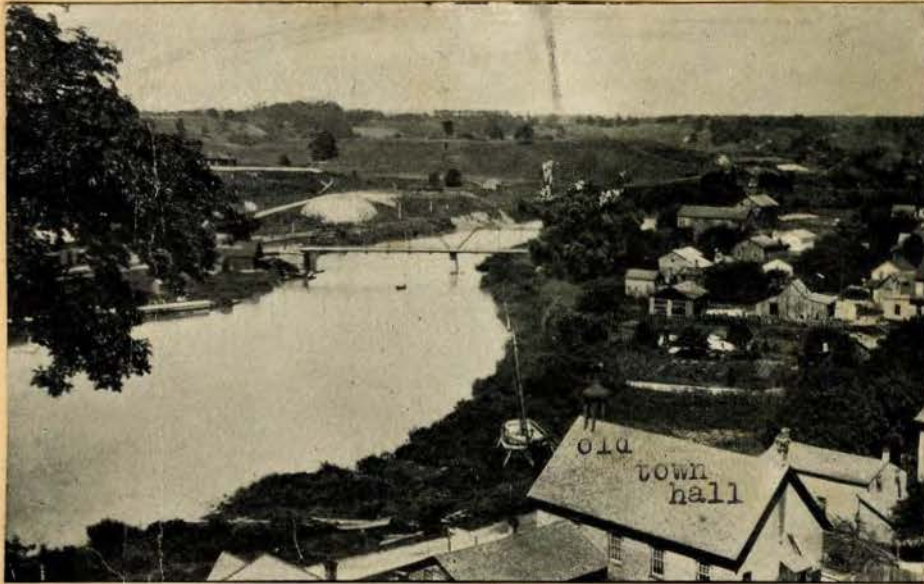
The above aerial photo clearly shows the expansive Port Stanley harbor, which is protected by great cement breakwaters. Hundreds of sea-going and lake ships make this busy Great Lakes harbor their port of call annually.

Port Stanley gets a TOWN HALL.

Now that Port Stanley was self-governing, it was in keeping with its progress, that it have an official place of meeting and in 1877, the first hall was built at the south of Maine St., overlooking Kettle Creek. The lot on which it stood is just north of Mr. Wilson's home. It cost the village \$1,342.51.

As soon as it was finished, it had what you might call a hall-warming. An entertainment was put on by local talent. The programme was as follows,-

Programme of Entertainment Thurs. Eve. 14th. Inst.



PORT STANLEY FROM HILL CREST.

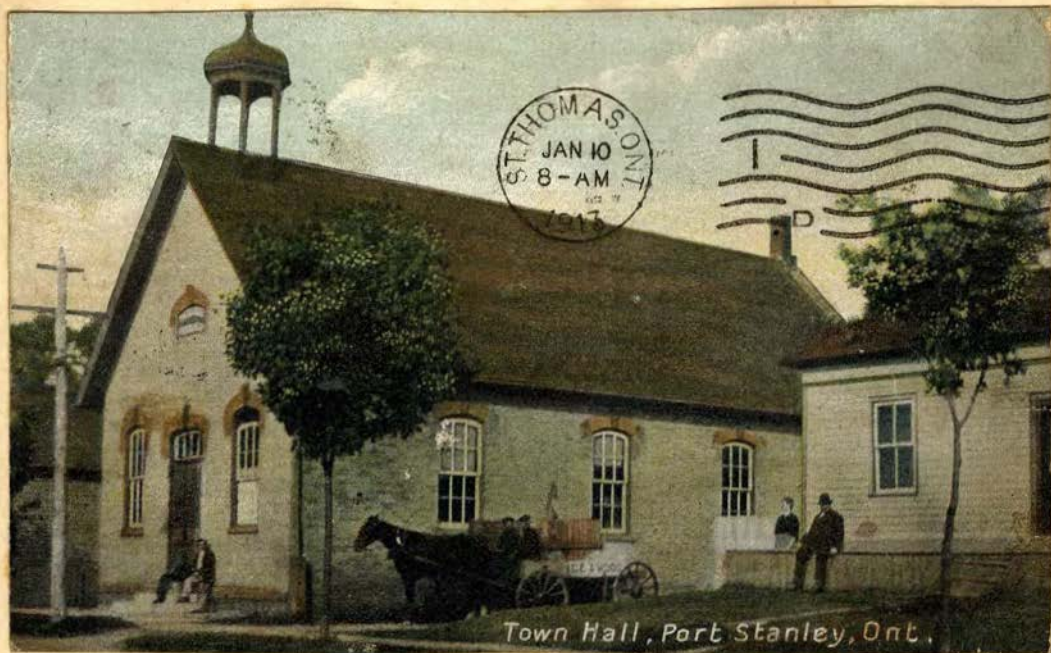
- 1st-Instrumental by Messrs. Ellison, Waddle and Miss. Waddle.
- 2nd-Song-"The Wreath"-Mrs. Thrupp, Miss. Harding, and Mr. J. Price.
- 3rd-Reading-"Nature's Gentlemen"-H. F. Jelly.
- 4th-Song-"Amber Tresses in Blue"-Arthur Ellison.
- 5th-Reading-"The Parson's Wife" Frank Sheppard.
- 6th-Instrumental-"Silvery Waves" Miss. Wilson.
- 7th-Song-"Darling Bessie on the Lee" Mr. Patterson.
- 8th-Reading-"The Widow's Mistake" Wm. Burgess.
- 9th-Song-"Childhood's Happy Hours"-Miss. Morgan.
- 10th-Duet-Mr. Waddle and Mr. Farr.
- 11th-Reading-from Mark Twain-
- 12th-Instrumental-"Two Cousins"-Mrs. Jelly and Miss. Arkell.
- 13th-Song-"Love's Guiding Star"-Miss. Harding.
- 14th-Reading-"Ask Mamma"-C. Mason.
- 15th-Song-"The Bridge".
- 16th-Reading-"The Surprise Party"
- 17th-Duet-"The Minute Gun".
- 18th-Reading-"Anything".
- 19th-"Pearling Brook"-song.

The Old Town Hall was used by the citizens just as our present Hall is used. The Old-time Dancing was lots of fun, the concerts had lots of good talent brought in for the occasion and the concerts and plays given by the town folk have mostly been of good quality.

In Jan, 1878, the St. Thomas Journal says, -Presbyterian-Society was a splendid success. The speakers were, Revs. Rowland, and Fraser of St. Thomas, A. G. Harris, Pt. Stanley and Colin McDougall, M. P.

The viands were most abundant and the cake, made by Mrs. Strathee was auctioned off. Cake and tickets realized \$133.00.





Town Hall, Port Stanley, Ont.

THE EARLY ROADS and
The Plan of the Village.

According to old deeds, the Plan of the Village of Port Stanley, was made by J.D. Bakie D.P.L.S., and has been registered in the Registry Office for the County of Elgin. 4421.4

It is said that the first roads of our country, followed the Indian trails and these trails followed the paths of the wild animals of the forests or along the river banks.

No doubt this is true of our own village to a certain extent. At any rate, we do know that the early settlers took the easiest way of avoiding the low and marshy land of our village, when forming their roadways. Before the N. & P. S. R. was built, all the land lying between the creek and Williams St. was marshy.

The winding roads of Yarmouth and Southwold, have added much to the beauty of the countryside. From whatever direction we are coming, Port Stanley's valley is seen from the hilltops along with the added beauty of the lake and river.

The two main roads from the village, in earlier days, climbed the hillsides. The one main road, climbed out of the valley, west of Kettle C. winding around Carlow Rd. to Selborne and then joining the roads, leading to the Talbot Settlement. Much of the grain brought from the farms west of Port for shipment, came by this road.

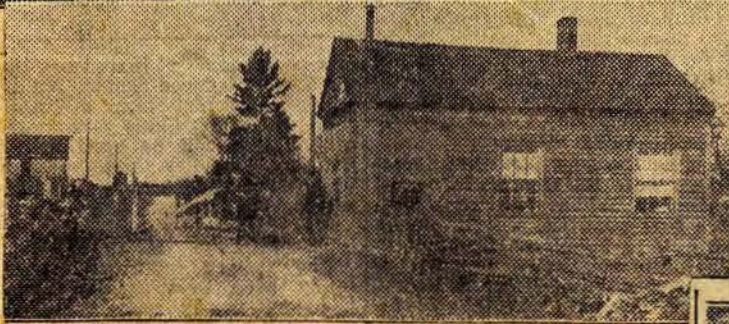
The other main road was laid out by Col. Burwell, and it also climbed a hill to the east of Kettle C. Its starting point was in front of Col. Postwick's home on Main St. Turning east on Joseph St. it climbed a steep and winding hill and at the top turned left, up the Sandhill past Wm. Hepburn's farm. Here it turned right and north again through Union to Stanley St. in St. Thomas. This road in early surveys was called "the Kettle Creek road."

This road, when straightened and planked for a military road in 1843 followed much the same route as it does to-day, avoiding the hills, it followed the Creek's bank and joined the old road in front of Wm. Hepburn's farm. Hill St. made the connecting link to Carlow and in later days Warren St.

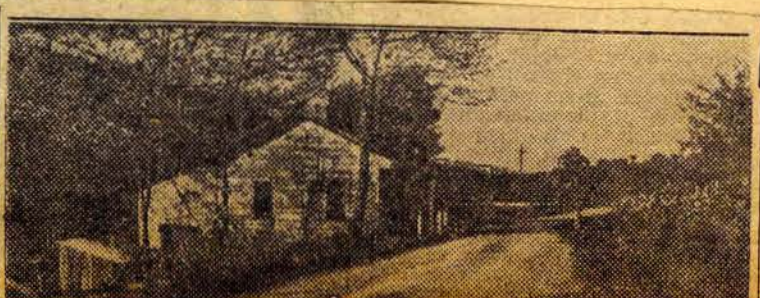
A Bridge there, then.

The planking of the old military road lasted about ten years and then the Government gravelled portions of it, and made it a toll road. It was in 1851, that they sold their rights to the County of Middlesex (which of course included Elgin) for 4,000 pounds, payable in ten years. Now when the county of Elgin was formed, this money was still owing the Government, but nevertheless Middlesex accepted Elgin's share of the road. Middlesex never paid the Government, nor did she ever refund Elgin, the money paid.

Elgin found that the road was not a paying proposition and on Feb. 16th/57, they were happy to lease the road to Capt. Hepburn & Co. for at least a century of years. The toll gates still remained and this cutting shows the gate built in Port, turning from Colborne to Warren St. There were three toll gates between Port and St. Thomas. You paid at the first when turning to or from Warren St. You must pay at the other two when going to St. Thomas, seven cents at each gate for one horse or 14 cents for a span of horses. The toll gate men were usually quite old, and young men full of life and mischief, delighted in running the toll gates.

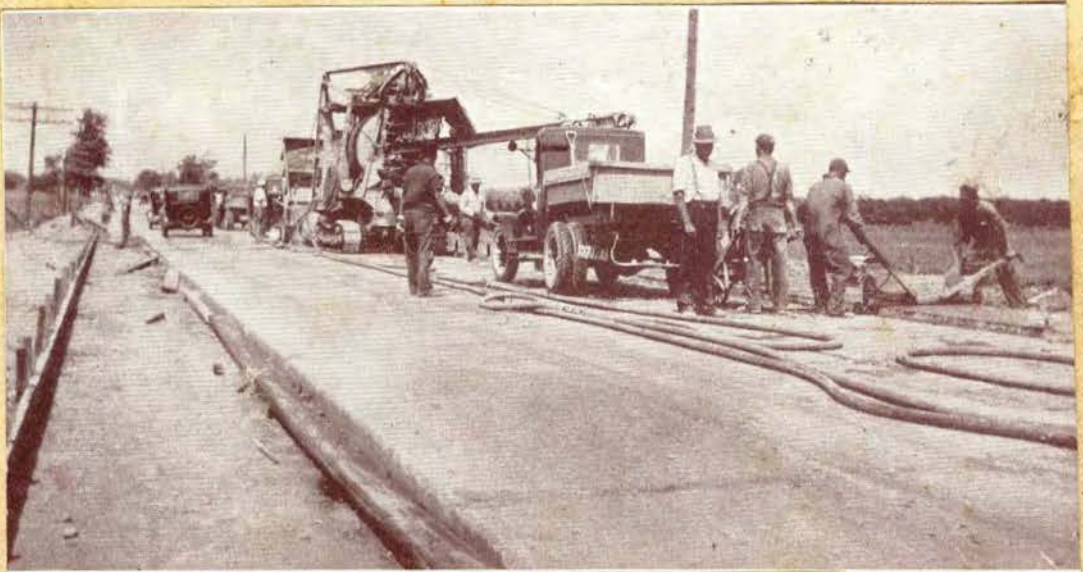


OLD TOLL GATES ON THE PORT STANLEY ROAD





The first road went over the hill



The present highway



THE FATHERS OF CONFEDERATION

Hewitt Bernard Secretary N. Scotia	W. A. Henry N. Scotia	E. Palmer P.E.I.	F. B. T. Carter Newfoundland	A. Shea Newfoundland							T.H.Haviland P.E.I.	P.Mitchell New Brunswick	R.B.Dickey N. Scotia	W.H.Pope P.E.I.	A.A.Macdonald P.E.I.	J.M.Johnson N. Brunswick
W.H.Steeves New Brunswick	Chas. Fisher New Brunswick	G. Coles P.E.I.	J.C.Chapais Canada E.	E. B. Chandler N. Brunswick	Adams G. Archibald Nova Scotia	John A. Macdonald Canada W.	Geo. E. Cartier Canada E.	E. P. Taché Canada E.	A.T.Galt Canada West	Jas. Cockburn Canada West	J. H. Gray N. Brunswick	Wm. McDougall Canada W.	J. McCully N. Scotia			
Edward Whelan P.E.I.	J. H. Gray P.E.I.	S. L. Tilley N. Brunswick	Alex. Campbell Canada	H. L. Langevin Canada E.					Geo. Brown Canada W.	Oliver Mowat Canada W.	Chas. Tupper N. Scotia	T. D'Arcy McGee Canada				

FIRST DOMINION DAY

Bell Ringer at Town Hall Kept Three-Toned Bell Going Long After Church Bells; Big Crash at Noon, Then Rush to the Lakeside

The following graphic account of how the first Dominion Day was celebrated by St. Thomas and district folk is reprinted from the issue of The St. Thomas Weekly Despatch of Thursday, July 4, 1867, as furnished by George P. Burke, 28 Centre street, city, son of Patrick Burke, publisher and editor of the paper at that time. Mr. Burke himself helped get out that historic edition of The Despatch.

DOMINION DAY CELEBRATION

The caterwaulings and visions of the night had scarcely ceased; the sound of the cow bell had faded in the distance, the calves had bellowed and the cows had lowed in the interval between the expiration of the old Province of Canada and the new Dominion when at dawn of day on the first the azure sky fringed by an horizon radiant with glory, the air ringing with chanticleer's shrill notes. Pop, pop—crack, crack—bang!—then the drowsy town hall bell, followed by the more sonorous church bells, signified that no more sleep that morning within the limits of the corporation could be indulged in. The bell ringer at the town hall deserves a compliment for his perseverance under adverse circumstances, for we defy any man to make music out of such a thin-toned bell, yet he kept it going long after the church bells gave out and by way of variety he would stop to rest and then begin again. All this time we lay, diverting our mind with fancies of Longfellow's beautiful song, "Day Break, rushing on the wings of the wind across the churchyard to the belfry top, and then whispering 'Not yet' in quiet lie, the sexton dropt the rope."

By this time our inhabitants were all astir and wagon loads of country friends had begun to arrive, packed as close as red herring. Our volunteers, too, scarlet and black, cavalry and rifles gave the streets a gay appearance. Towards noon our amateur soldiers wended their way to the commons and for some time seemed to be practising for the Grand Feu de joie and Royal Salute which was to proclaim the Dominion of Canada in accents too loud for contradiction.

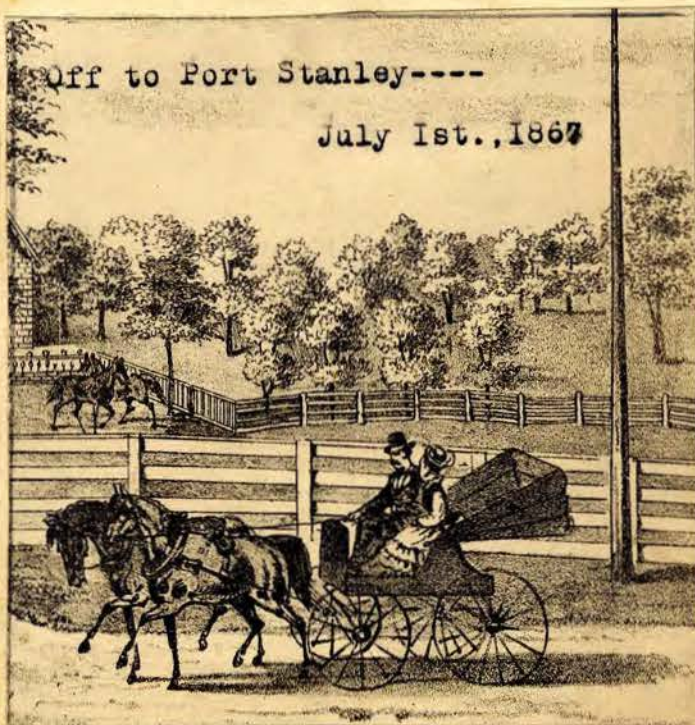
Accordingly, about noon, a simultaneous crash announced the fact that the Dominion was established in St. Thomas and throughout the four united provinces and cheer after cheer rent the air.

Next a rush for the Port Stanley Railway cars followed; and volunteers, their lady friends and a large portion of the inhabitants of the town stepped all aboard and were hurried off to the picnic on the banks of Lake Erie.

The people of St. Thomas don't do things by halves, do they? They seem to have exhausted all their resources on the Queen's Birthday and subsequent races; and so they determined to make a real holiday of Dominion Day by absenting themselves from home, leaving only a few behind to keep company with the bar-tenders.

St. Thomas had the honor of baptizing the child "Dominion Day," whose birth had been deferred for the occasion, but the celebration took place at Port Stanley, where thousands were assembled to witness the ceremony of dipping Dominion Day in the waters of Lake Erie.

The cars were kept running to and fro between London and the Port all day, and it was worth a pair of spectacles to see the pretty girls on their return, arm in arm with the scarlet jackets! So ended Dominion Day, like Paddy's wedding, long after dark.



Majority of People Went to Port Stanley While Volunteers Paraded the Streets and Were Entertained by Judge Hughes

Through the courtesy of Mrs. Robert McLachlin, The Times-Journal has been able to consult the files of The Canadian Home Journal, published in St. Thomas in the year 1861 (and also many years before and after), by her father, Archibald McLachlin. It may seem strange that in the issue of the first week in July there is no direct reference to the inauguration of Confederation, except to describe how the citizens spent Dominion Day. This is no doubt due to the fact that Confederation had been assented to long before it came into existence, and its actual advent was taken as a matter of course. There is a certain quaintness and bluntness of expression in the editorials which seem odd now, but were characteristic of the journalism of the day.

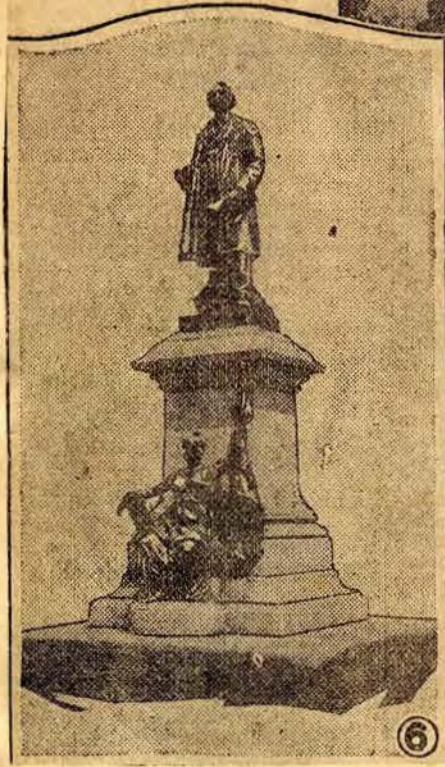
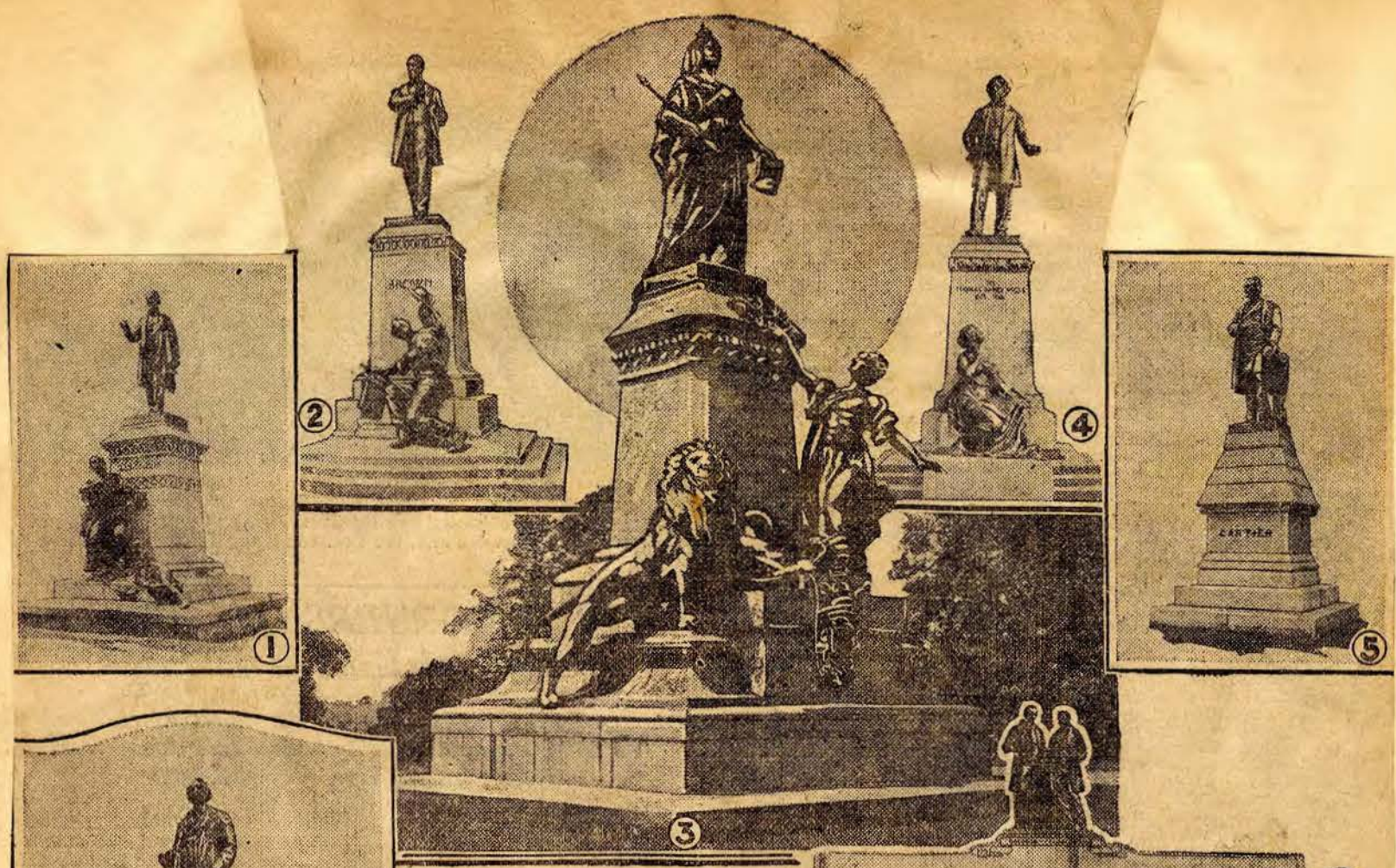
July 1, 1867, was a Monday, and the following extracts from the editorial of The Canadian Home Journal, published on Thursday, July 4, speak for themselves:

"The commencement of the era of Canadian Nationality, Dominion Day, was celebrated throughout Canada in an enthusiastic manner. The whole people appear to have given it a hearty welcome, and are prepared to avail themselves of it in a spirit of earnest patriotism. We sincerely hope that Confederation may prove not less than we expect, but far more. Business was entirely suspended in this town, and the people betook themselves to holiday recreation. . . . Many people went to Port Stanley. The estimate is that 2,000 went from London, 1,200 from this town, and 500 from way stations. The picnic grounds were covered with human beings, and the lake was liberally patronized by bathers, hundreds embracing the luxury of a good wash and a swim. Others danced in the large shed built on the grounds, whilst some employed their time in swings, cricket, and other diversions. . . . Several disgraceful rows took place on shore. These, as usual on these occasions, had their origin in intoxicating drinks; and it is very much to be regretted that chief among the leaders of these fights and brawls were those wearing the uniform of the Canadian Volunteers, and conspicuous among the worst of them, was a Captain of one of the companies composing the Elgin Battalion.

"In this town there was no program of amusements published, and none was observed. Captain Day, however, brought out his company in obedience to instructions from headquarters, and after going through several military evolutions, Judge Hughes kindly invited them to enter his grounds where he entertained the Company and their officers to wine and refreshments. The men were afterwards addressed by the Judge and by John Scobie, Esq., M.P.P., after which they retired to fire the feu de joie, and completed their military duties for the day."

The Canadian Home Journal, published by Archibald McLachlin, in St. Thomas, was an ardent supporter of the Liberal, or Reform, party,

THE STORY OF CONFEDERATION IN BRONZE



1. Alexander Mackenzie
2. George Brown
3. Queen Victoria
4. D'Arcy McGee
5. Georges-Etienne Cartier
6. John A. Macdonald
7. Lafontaine and Baldwin



Memorials on Parliament Hill, Ottawa, of those Great Figures in Canadian Life Whose Efforts Have Resulted in the United Canada, the Sixtieth Anniversary of whose Birth will be Celebrated July 1.



1867 Publisher

ARCHIBALD McLACHLIN was the publisher in the Confederation year of the Canadian Home Journal. There was another newspaper, The St. Thomas Weekly Despatch, published by Patrick Burke. Mr. McLachlin was Mayor of St. Thomas in 1872.



Common mode of travel in 1867

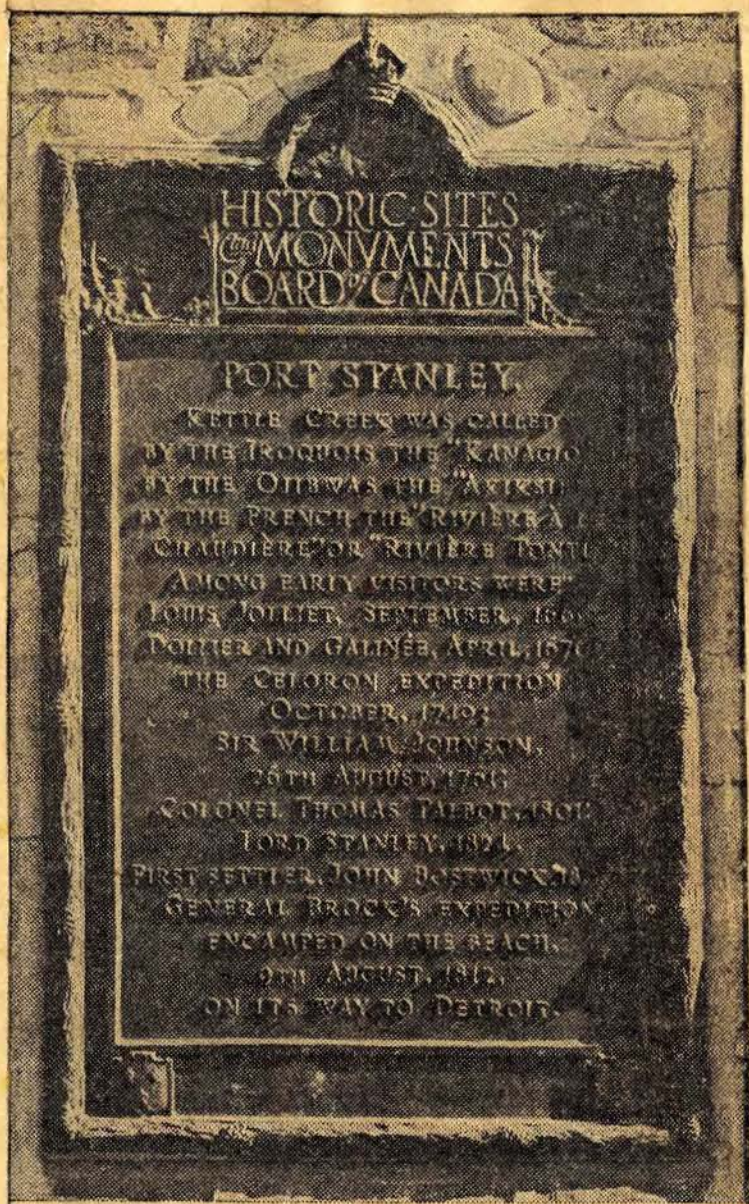
Tells About 1867

GEORGE P. BURKE, who helped get out the St. Thomas Despatch in 1867. Mr. Burke is the son of Patrick Burke, second owner and editor of The Weekly Despatch, a newspaper that was flourishing in the busy little town of St. Thomas in 1867. Although a mere boy at the time, Mr. Burke assisted his father in getting out the issue of Thursday, July 4, 1867, where the reports of the first Dominion Day celebrations appear.

ABOUT TOWN



Bank Corner-Main, Colborne & Joseph Sts.



THE cairn erected at the Main street intersection in Port Stanley by the Historic Sites and Monuments Board of Canada bears a bronze tablet which sets forth Port Stanley's history from the seventeenth century when Louis Jolliet visited the place until it actually became settled.

Outstanding events in the history of Port Stanley were fittingly commemorated when the picturesque cairn, which had been erected in the village square by the Dominion Gov. was unveiled with appropriate ceremony in the presence of a number of villagers, members of the Elgin Historical Society and several noted visitors.

As the flags fell around the rough monument, the people crowded round it, while Dr. Coyne read the inscription on the handsome bronze tablet, which was as follows, -

PORT STANLEY.

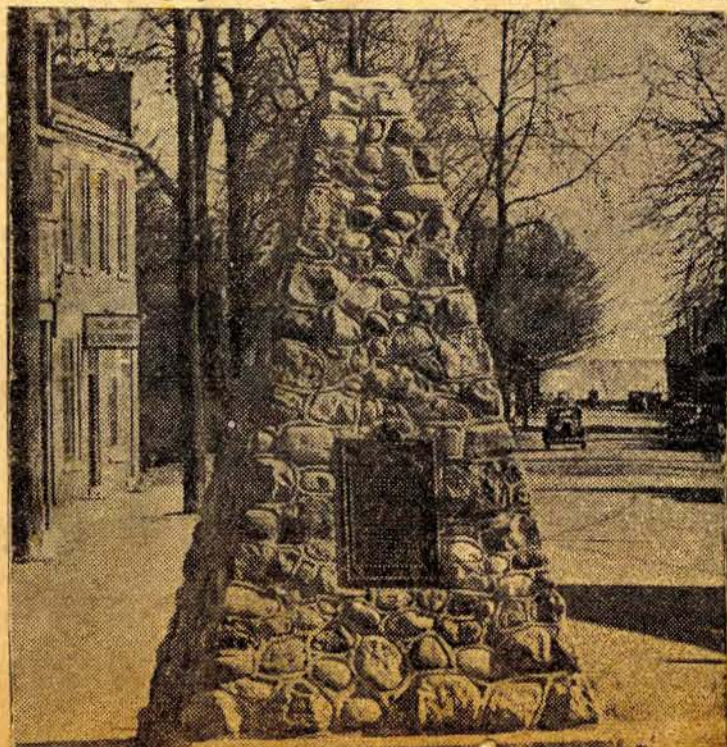
Kettle Creek was called
 By the Iroquois the "KANAGIO"
 By the Ottawas the "AKIKSIBI"
 By the French the "RIVIERE A LA
 CHAUDIERE" or "RIVIERE TONTI"
 Among early visitors were
 Louis Jolliet September, 1669
 Dollier and Galinee, April, 1670
 The Celoron Expedition
 October, 1749
 Sir Wm Johnson,
 26th. of August, 1761
 Colonel Thomas Talbot, 1804
 Lord Stanley, 1824
 First settler, John Bostwick, 1804
 General Brock's Expedition
 Encamped on the beach
 9th. of August, 1812,
 on its way to Detroit.

Beside Dr. Coyne were Judge Coulter and Hugh Mc Millop M.P. Other guests were W.H. Breithaupt and Inspector J.C. Smith.

Dr. Jackson, Reeve of the village, acted as chairman and the opening prayer was offered by Rev. Peter Jamieson, pastor of St. John's Pres. Church.

This cairn will serve to keep alive the memory of events worthy of being remembered by our people.

To the pioneers of discovery and settlement and the brave defenders of our country at a critical time, we owe a debt of gratitude and honour which is fittingly recognized in enduring stone and bronze.



The Historic Cairn



Memorial Monument and Clifton House, Port Stanley.



JAS. H. COYNE
REGISTRAR

REGISTRY OFFICE

St. Thomas, Ont., July 10. 1926

Dear Madam

Your card of yesterday has just reached me. There is really no precise or authoritative way of spelling Indian words. Writers have usually tried to spell them out in their own fashion, and some Indian names have been ^{actually} spelled in scores of ways. If you will look at the tablet on the cairn at Port Stanley, you will see one way of spelling Kettle Creek in the Ojibwa and Iroquois languages. Probably, however, each of the Five or Six Nations, comprising the Iroquois Nation, had its own way of pronouncing, and the name would be spelled differently by French, English & Dutch writers. Akik or Ankik, in Ojibwa, means "kettle" and Sibi, Seebee, Sippi (as in Mississippi), means "river" or "creek". I knew Mr. Courtenay well, and was sorry to hear of his death. Yours sincerely

Miss Agnes Dr. Hopburn

James H. Coyne

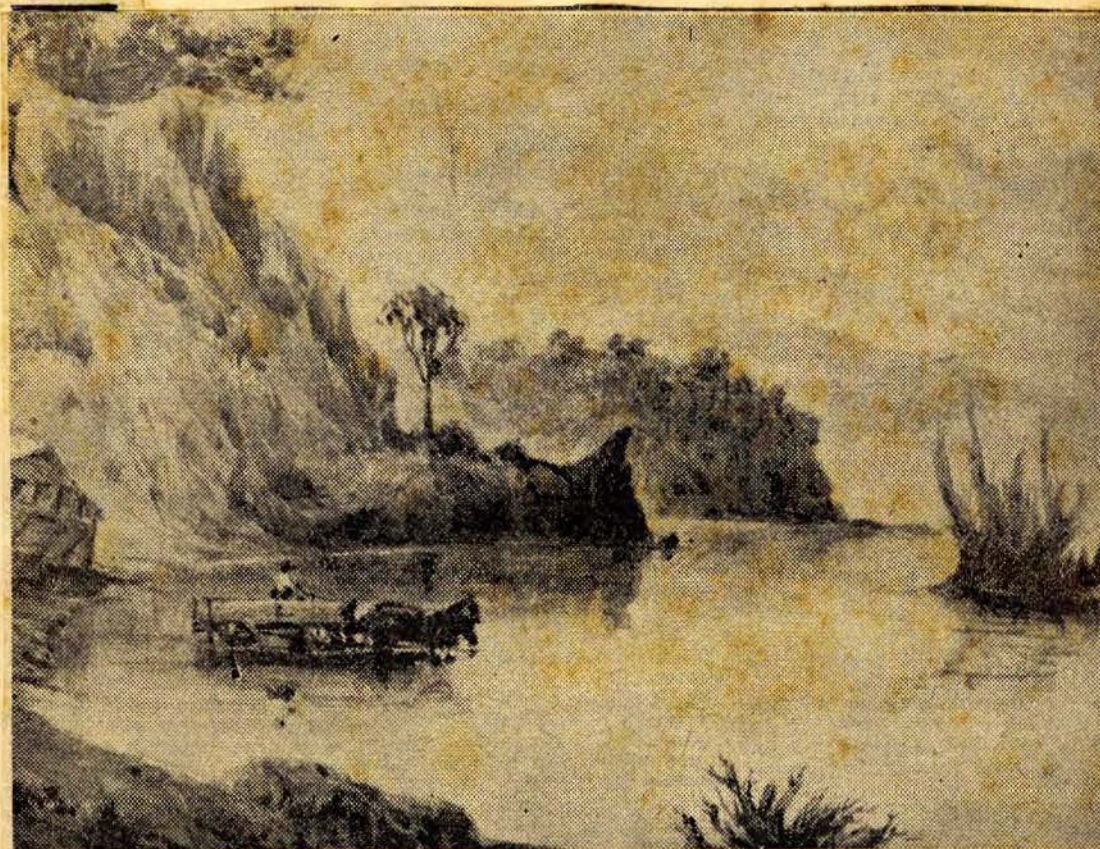
SHORE-LINE and CLIFF

EAST of KETTLE CREEK

PORT STANLEY-

Soldier-Artist
Worked in 1836

At the foot of Main St.



Looking toward
Orchard Beach-

London Free Press-October 8th/48.

FIVE PAINTINGS, the oldest work in this district by a resident, yet located were discovered in London, England, several weeks ago and have been purchased by the London Public Library Board for the library's historical collection. They were painted between the years 1836 and 1840 by G. N. Dartnell, who was a member of a military unit here.

All five pictures are in water colors, measure 6½ by 9 inches and were sent from England unframed. They were purchased at \$60 apiece and will be framed here before they are hung on the walls of the Williams Memorial Building.

Two of the paintings are of London and the other three picture Port Stanley. All are in excellent condition and show that the artist had studied painting to at least some extent. The five pictures were in a collection of 12 held by a dealer in London, England. The others are of Toronto, Hamilton and the Saguenay district where Dartnell also spent time as a soldier.

The shoreline of Port Stanley even 100 years ago had landslides, according to Dartnell's picture. The sand and the clay bank are in browns and tree trunks are seen sliding into the lake which with the sky provides an interesting study in blue. The other paintings are of Kettle Creek; one gives a fine picture of the bridge and the other shows Indians in a canoe traveling upstream.

Sent in by Mrs. Ferguson,

141 Wortley Rd.

At the time when this picture was painted, Port Stanley's business places were built on piles over the water of the lake or near the creek's east bank. The first pier was built on the east side of the creek.

The building shown in the painting was no doubt, one belonging to Mr. Jno. Batt. At that spot was built his butcher shop and slaughter house.

947-

Dr. Pleva Tells Lake Erie Saga

London Free Press

Lake Erie's "family tree" was traced back to the last glacial period by Dr. Edward Pleva, associate professor of geography of the University of Western Ontario, speaking before the "Co-operation and Citizenship" short course yesterday.

Lake Erie is the "baby" of the Great Lakes family, born a mere 25,000 years ago, Dr. Pleva said. It is cradled in the huge craters left by giant glaciers which scooped out earth at that time and carried it away.

As a matter of fact these glaciers didn't do as good an excavation as early ones, because Lake Erie is the shallowest of the Great Lakes. Its average depth is 60 feet and maximum depth is only 210 feet, said Dr. Pleva.



Showing bath house situated at the foot of Main St. for many years. I was managed by Mr. and Mrs. Col. Moore.

Fish Diminishing

Erie should be a good "fish pond" he said, because light can penetrate its depths. In fact, however, the fish population is diminishing.

Young Lake

Although Erie is a young lake as lakes go, it has been an eternal mystery to the peoples around it, as early as 1819 settlers noticed and recorded mysterious fluctuations of water level in Lake Erie and the Detroit River.

Levels in the lake vary, said Dr. Pleva, because of (1) seasonal fluctuation caused by flood and drought; (2) cyclic fluctuation which may be partially caused by sunspots; (3) short-range fluctuations caused by wind tilting the water from one end to another.

The Detroit River is the largest river in the world which occasionally flows backward through its entire length, said Dr. Pleva. It is about 25 miles long, with a fall of 2.6 feet. A prolonged easterly wind piles water at the western end as much as nine feet higher than the eastern end, and the river flows backwards.

Although hydro and other projects of man have had some effect on Lake Erie's level, this has been less than some might suppose.

Changes

Nevertheless, Lake Erie is changing as it "grows up." At Port Stanley, for instance, the east coast is wearing away and the west is building up. A similar erosion is occurring at other points around the lake. Control of erosion is a matter for research and action, said Dr. Pleva. A materialistic point of view is that some of the land to be saved might not be worth as much as the cost of saving it. "Yet the cost of controlling erosion early might be a fraction of the later cost," warned Dr. Pleva.

"If you are from any area affected by shore erosion ask your elected representative to get you information as to ways and means whereby people can organize legally to tackle a problem that could not be solved by solitary action," he advised.

