

THE COMMUNITY HALL

On the stone block above the door reads,

"Community Hall, MCMXXVIII,

In this Building are the offices of, the Public Utilities; the Police; the Clerk and Justice of the Peace; Mr. Jas. Quinn's office (Excise, Customs and Immigration) and the Post Office.

Upstairs is an Auditorium for community events. The Women's Institute also meets there the third Thursday and the young folk use it for a Recreation Centre.

To the right of the Hall is the Fire Hall, which also houses the pump motor, which is often needed in near drownings.

This Building is situated on Bridge St. east of the King George Bridge.



Community Hall, Port Stanley, Ontario, Canada.

THE JOURNAL TOWER



Yesterday The Journal gave the details of Port Stanley's waterworks scheme as planned by City Engineer Bell, of St. Thomas.

The people of Port Stanley have shown exceptional progressiveness by the support given to an electric light plant and to the general improvement of property.

The feeling there now is that the Port should go a step farther and adopt a modern system of waterworks.

YOU NEVER MISS THE LIGHT TILL THE DYNAMO STOPS.

Modern conveniences are not accepted always with the eagerness that in after years one might expect they would have been accepted. Once, however, a person has become accustomed to certain conveniences he would not be without them for a good deal more than they cost. And yet the introduction of some particular convenience may have been very strongly opposed at the time it was provided. What are looked forward to as luxuries are looked backward at as necessities.

This fact was brought home very forcibly to the writer one evening this week when he had occasion to visit Port Stanley.

The lights were not out, but the guests were not all gone.

There were others, besides the writer who alighted from the Traction car to find the village in deepest darkness.

The faint glimmer of candles came from many of the stores; in others could be seen coal oil lamps brought out for service once more. The writer found himself among the customers in one of the stores and without an exception every man, woman or child who entered had something to say about the lights being out. Everybody seemed to be inconvenienced by the breaking down of the machinery at the electric light plant. Stores and houses both had to resort to lamps and candles, and the small number of lamps as compared with newly-bought candles was proof that the electric light has become a fixture and a necessity with the people of the Port.

Down at the fish houses, where everybody in the business was busy—the catch that day had been between seven and eight tons—the men were finding it twice as hard to see to do their work by aid of lamps as they had a few years ago before the electric light was introduced at the Port.

What had been anticipated as a nice luxury has become within a very few years a necessity.

WATER A NECESSITY AS MUCH AS LIGHT.—Today the question that is arousing more interest about Port Stanley than any other local question is the one resulting from the village council's decision to establish a waterworks system.

"What do we want a water system for?" the writer heard one man say.

And he added: "We've got along now for all these years without any fancy style and we can get along yet without it. The water at my place is good to drink and it ain't much trouble for the old woman to draw in enough to keep the family going. As to fire protection, what have we got to burn down that a handful of people couldn't put out with a few bucketfuls of well water?"

Water to that man—that is water from a sane, modern system—is a luxury and one that he can do without, especially as he makes his wife bring it in for him.

And there are many people who argue the same way.

Ten years from now, if those same people are living they would probably deny that they ever said a word against such a necessary thing as a waterworks system.

A waterworks system at Port Stanley is a necessity more than in any other place of its size in this county.

In the first place the Port makes money out of its summer resort trade and if it wishes to make the most out of that trade it has got to provide water and plenty of it—not to swim in but to drink.

It is most energetic in the matter of attracting industry—yet a waterworks system is one of the first essentials to the up-building of an industrial centre. Water is needed for manufacturing purposes, for fire protection and for the benefit of the workmen.

And over and above all these is the value of a waterworks system to the villagers in the mere matter of convenience.

EXCELLENT OPPORTUNITY AT THE PORT.—The opportunity that is before the people of Port Stanley is one that should be grasped. It is not going to cost the people a great big increase in their tax bills. If it does the Port must be going to manage things differently from other municipalities. Other places reduce tax bills by their waterworks, though this is not the correct principle upon which public utilities should be operated. However, the fact remains that the present offers an opportunity to get a convenience that in a very short time will be so appreciated that its most ardent opponent today will refuse to vote to do away with.

It would be the same way as with the electric light—and if anytime electric light could be dispensed with more easily than water.

The evening on which the dynamo broke down, the writer could not help but notice that every man with whom he was in conversation apologized for the lights being out. That showed that a civic pride was being taken in the lighting system of the Port by its citizens.

Port Stanley has some bright stores, stores with city fronts that make first-class appearances, and the fact that the lights were out was a matter of regret to all, as in the stores as well as in the lighting system the Port Stanleyites does take a pride.

How many of the people there would go back to the days of just a few years ago when the only lights about the village were a few dingy coal oil lamps?

How many people would, if a waterworks were installed there this year, go back to the present system in a few years after realizing all the benefits to be derived from a modern convenience such as the one proposed? **SEARCHLIGHT.**

WATERWORKS IMPROVEMENTS DISCUSSED AT PORT STANLEY

Need for Great Supply of Fine Quality Water Pointed Out; Vote on Proposition to be Taken June 20

PORT STANLEY, June 14.—If the meeting held in the Community Hall on Wednesday evening to hear a discussion on the waterworks improvement on which the people are invited to show by their ballot whether they favor an appropriation of \$20,000 of the village money to improve the present system, is any indication of the interest being manifested by the ratepayers, there is small chance of discovering whether the people as a whole are in the smallest degree concerned. Aside from the Reeve, two of the village councillors and the head of the waterworks department there were about ten present to hear the proposition read and discussed.

A comprehensive report, which had been submitted by D. H. Fleming, consulting engineer for the province, after a careful examination of the waterworks supply and distribution had been made by him, was read by W. Breen and the discussion which followed brought out many facts unknown to the majority of citizens.

A rather peculiar situation exists here, where the village has a permanent population of about 800, a summer population of nearly 2,500 with a holiday peak estimated at 5,000 people. The best possible system of getting water to this variable population in quantities and quality to meet their needs, is the proposition confronting those in command of the situation.

The geology of the port is not favorable for a water supply from gravel beds as after careful inspection both west and north of the village it was found to be heavily charged with sulphur and the high cost and uncertainty of results rule out any advantage to be obtained from that method. The

alternative is improved methods to the present system which include the construction of an intake pipe which offers no problem of engineering or installation.

Soundings have been taken to a distance of 1,600 feet from shore and reveal a gradually sloping lake bottom averaging almost one foot extra depth for each one hundred feet from shore. At 1,600 feet the depth is 19 feet which would give 15 feet over the top of the intake with a water level as that of May 14, 1934.

At this depth the water would be cool in summer and free of ice in winter and also free of contamination.

An intake such as this of 12-inch cast iron pipe would have a capacity of over 1,000 gallons per minute and should never require any attention whatever except possibly a reverse flow flushing occasionally, say once annually.

This construction is of such a permanent nature that financing with long term debentures is sound practice.

There are many interesting facts that space will not permit, but any information will gladly be given by those in charge, and for the benefit of those concerned the estimated cost of these improvements will be furnished in detail upon request.

In order to derive any benefits this summer it is suggested that work be commenced without delay, hence the necessity for the vote which is scheduled to be taken on June 20.

Mrs. Robert Fisher is a summer guest with Mrs. Harris, West Cavell Boulevard.

Mrs. C. Finlay, Mrs. Ernest Glover, Ralph and Robert Glover, left yesterday morning by motor for Winnipeg to spend a few weeks.

ELECTRIFICATION-

Electrification! "What a magic in the word- energy for lighting, cooking, and refrigeration; for household appliances of all kinds. The coming of Hydro lifts burdens, speeds tasks and transforms life."

Alex. Anderson's Branch Rd. St. Thomas Cent. 1912.



Demonstration of Van-Hydro-Electric Power, October 8, 1912. Picture of the first cow to be milked by electricity in Elgin County, October 8, 1912.

Aug. 20/46 Never Forget Sir Adam Beck*

(London Free Press)

Twenty-one years ago last Thursday Sir Adam Beck died and his name was written to one of the most remarkable careers in the history of this province. A man of tremendous energy, seized early in life with the mighty dream of a publicly-owned hydro-electric system for Ontario, he fought relentlessly for his purpose and lived to see the dream come true. Thanks to his vision and courage we in South-western Ontario enjoy the benefits of low-cost electric power, and when war came this highly organized province was able to meet its industrial obligations.

The present generation cannot appreciate the enormous political forces which were massed against Beck, nor the strength of will and the unwavering purpose with which he fought them and won through to his objective. Sir Adam lies buried in Hamilton, some distance from the city in which he lived and we tend to forget his services.

The "Old Lamplighter of Long, Long-ago"

In February, 1906, the old oil lamps on our village streets were discarded,

and a by-law was passed by the village council, granting Mr. Walter Mitchell, a charter to distribute electricity through the principal streets of the village and authorizing the placing of poles and stringing of wire along those streets. The power was generated from Mr. Mitchell's lumber mill and the power was turned off at 12 p.m.

Later, in the year 1911, the private lighting system was purchased from Mr. Mitchell, after a vote had been taken by the electors to a change over to Hydro. Only two voters voted 'nay'. Mr. Wm. Jackson was the Reeve at that time. On Oct. of that same year the council signed an agreement with the H.E.P.C., Ont. and Hydro was then within reach of all citizens.

The Public Utilities has been under the management of ¹Mr. W. Mitchell, ²Mr. Plewis, ³Mr. Breen and is now managed by Mr. F. Cuttridge. Through most of these years, Mrs. Madeleine Schario has been the efficient treasurer.

NEW HYDRO LINE INSTALLED SUNDAY

1947

Supply Between St. Thomas and Port Stanley Doubled

PORT STANLEY, March 31. — A power interruption from noon Sunday until 7.30 in the evening, marked completion of the rebuilding of the cross-country hydro supply line between St. Thomas and Port Stanley. The new set-up, now in operation, doubles the

previous supply of 13,000 volts. Cold meals were general as result of the cut-off, but residents were looking forward with pleasure to the increased power supply now available.

Hydro workers were brought in to augment the local staff for the job of moving transformers into position in the Port Stanley sub-station, marking completion of the change-over which has taken the greater part of a year. Sunday was chosen for the final act of the project because of the low demand for power on this day.

Hydro Capacity Much Increased

Over 500 Electric Stoves used in
Port Stanley, most of them in
summer cottages

Port Stanley's hydro capacity was stepped up this week by the addition of three six ton transformers. Under the old seven hundred and fifty horsepower peak the system was sometimes overloaded to forty per cent. during the summer months. The present capacity of one thousand horsepower is expected to be more than sufficient to meet the growing demands of the town. These are particularly heavy on holidays and week-ends when everything is in full swing. The rate question has always been an important one in Port Stanley and the Gazette took the opportunity of asking J. H. Breen, of the Port Stanley Hydro Commission, for an explanation. The reason for the Port Stanley rate per horsepower being \$40 when London gets the same amount for \$26 to \$30, stated Mr. Breen, is to be found in the large capital investment which must be carried over the idle winter months in order to meet the summer load. During the winter months Port Stanley's power requirements drop to twenty-eight per cent. of the summer which means that nearly

sixty per cent. of the equipment available must lie idle over this period. Summer cottagers believe in all the comforts of home if their electrical equipment is any indication, he continued. Over seventy per cent. of our total revenue is derived from cottage residents who own the largest proportion of the 534 electric stoves used in Port Stanley. There is also a heavy demand for flat rate jacket water heaters. Some reduction in rates may be possible over a period if

Port Stanley's surplus continues at the high figure of \$3,100 for last year. But whatever reduction is made, local residents will still continue to pay for the equipment necessary to supply a town of seven or eight thousand.

Water Pressure Improved

The water pressure situation has been improved this year over last year with the London and Port Stanley Railway obtaining the water for their swimming pool directly from the lake instead of through the town system. When the pool was being filled last year, residents on the hills furthest away from the pressure tanks frequently complained of the lack of water service for lawn sprinkling or upstairs rooms. Two new 500 gallon pumps now ensure a peak capacity of half a million gallons of water a day, nearly twice the average consumption of 360,000 gallons.

JUNE 30, 1936

McManus takes over Defunct Grain and Transit Co.

Five Elevators-
Spring of 1957-

At a largely attended meeting here on Wednesday of the creditors of the defunct McClean Grain Ltd., of St. Thomas, together with shareholders in the Port Stanley Grain and Transit Co., the newly-organized Midlake Grains Ltd., whose headquarters are in St. Thomas, acquired the assets of both companies formerly operated by Boyd McClean and Robert Heath, of Chatham.

Midlake Grains purchased McClean Grain Ltd. through F. O. Kime & Co., London, Ont., accounting firm and receivers in bankruptcy to whom McClean Grain assets were assigned about two months ago.

At the meeting here at the Grand Central on Wednesday afternoon, Midlake Grains made an offer to about 200 shareholders of the Port Stanley Grain and Transit Co., 86% of whom voted to accept it. This percentage was considerably higher than is required by law.

TO PAY LIABILITIES

H. J. McManus, of London, majority shareholder in Midlake Grains, told The Times-Journal on Wednesday evening following the meeting that:

"We offered to pay off the liabilities of Port Stanley Grain and Transit and, for each \$50 share of stock, to give the shareholders \$25 debenture bonds at 6% and due in ten years."

The valuation of properties involved in the two transactions

amount to roughly a half-million dollars. McClean Grain, whose headquarters were here in St. Thomas with headquarters in the elevator building on Princess avenue at the east end of Rosebery place, owned only that property. Port Stanley Grain and Transit owned not only the large elevator building on the west side of the harbor at Port Stanley, but other elevators in Springfield, Dutton and Tilbury.

OPERATIONS SUSPENDED

While only McClean Grain entered bankruptcy, the operations of the Port Stanley Grain and Transit Co. were suspended about the same time. Prior to suspending operations, the company had made plans for the building of a terminal elevator on the dock at Erieau and also hoped to extend its chain of small elevators in rural centres in Southwestern Ontario.

Many Elgin County farmers were interested financially in Port Stanley Grain and Transit, purchasing stock when the elevators at Springfield and Dutton were built and the dockside elevator at Port Stanley was greatly enlarged two or three years ago.

REOPEN IN A WEEK

Mr. McManus said Midlake Grains hopes to have the Mc-

Clean Grain elevator here and all four elevators formerly belonging to Port Stanley Grain and Transit back in operation in about a week—"as soon as we are able to get the necessary personnel," he added.

"The new Midlake Grain Co." Mr. McManus said, "is well financed and is prepared to guarantee returns to farmers with whom it does business. The services the company offers to district farmers are needed and Midlake will be handling grains of all kinds, feed, fertilizer, seed, etc."

Mr. McManus made no announcement concerning the men who will manage the various operations of Midlake Grains, but said these would come soon. Some personnel of the old companies would be retained, he said, but there are bound to be some changes made.

A number of lawyers attended the meeting here Wednesday to assist in clarifying legal points, among them being John Roberts, M.L.A., of London, representing Port Stanley Grain and Transit; John Harrison and Albert E. Shepherd, both of London, representing Midlake Grains; Mel Grant and William Hockin, also of London, representing Port Stanley Grain and Transit shareholders' interests.



Captain James Hutchinson, master of the Teeswood, first trans-Atlantic freighter to call at Port Stanley direct from Europe since 1940, watches two crew members painting the bow of the vessel. The 1,500-ton British freighter will load canned foods, oil and white beans before sailing for Cornerbrook, Newfoundland, Saturday.

July 6th, 1953 ----- The Lunan Arrives

Package Freight Service is revived after several years, when the Lunan, a little Scottish Freighter, in service of the New Foundland-Great Lakes Steamship Company, docked here. The Lunan is a 790-ton ship and draws 11 to 14 feet of water, depending on the amount of cargo.

On this first trip, she brought half cargo of cement from Corner Brook, Newfoundland. Her full complement is 7,000 bags. (88 lbs to the bag)

Other ships of the Line are the Perth and the London. When the Lunan was unloaded she was re-loaded with 38 tons of Western Ontario white beans, for Newfoundland. The Perth has also called here.

April 28th, 1954 ----- the Teeswood arrives
of the Constantine Line
The Teeswood is small but a modern trans-oceanic freighter. She has an overall length of 226 ft, gross tonnage of 1,245 tons, is Diesel-powered, with the big motor capable of generating 300 horsepower.

It carries a crew of 21 officers and men, the seamen being mostly Scottish lads, from the Orkneys and Shetland Islands. The weather crossing was rough, thus taking 19 days.

Capt. Hutchinson took on a Great Lakes pilot, in accordance with navigation requirements.

They unloaded a cargo of British made Ford tractors at Detroit and here they loaded for St. Johns and Corner Brook, Newfoundland, mixed freight, -white beans, canned goods from Libby's, Chatham, fuel and lubricating oil from the Imperial Oil's Co's plant at Sarnia.

September 22nd, 55 Johanna of Hamburg- A West German Freighter

flying the West German flag to indicate its nationality and this ship is designed with Great Lakes Service in mind. Such were Canadian constructed with consideration for canal limitations. ^{boats} ensign to show its destination

It took on 300 tons of white beans on Sept. 21st. to be delivered to Antwerp, Belgium. The shipment came by L. & P.S.R.R.

1956-----

Record Grain Shipping Year At Port Stanley

PORT STANLEY — "The year 1956 was the biggest grain shipping year that the Port Stanley Grain and Transit Limited has ever had," R. A. Heath, president of the company, said today.

There were a total of 12 ships loaded out of the lake terminal with a total of 1,300,000 bushels of corn and soybeans. Of this total 400,000 bushels of soybeans were shipped overseas for export and also 300,000 bushels of Ontario corn went to Europe for export.

There were 5 package freighters unloaded by Heath Shipping Limited including three separate shipments of olives from Spain and two boatloads of cement totalling 60,000 bags.

Of great interest to the district was the unloading of 30,000 bushels of salvage wheat which was damaged in the St. Lawrence River in September of this year. This wheat was completely saved and has since been shipped out of the terminal to the United States.

"From this port was exported the first boat load of soy beans from Canada overseas."

Port Stanley Grain and Transit Co.

Official Opening-Saturday, October 17th, 1953.

a chartered company.

Serving the Farmers of Southwestern Ontario-From their grain fields to the Big New Elevator.

Max Emery of Fingal did an outstanding job of wiring.

Silo Designer-

Fred Mc Cormick. The silos are 60' high and 14' diameter.

The first five silos have a storage capacity of 75,000 bush. 2,400 bags of cement were used in their construction.

The Superintendent of construction-Douglas L. Hough, son of Thomas Hough, a former citizen of Port Stanley.

[Doug. Hough was a former hockey player with O.H.A. of the Blenheim Dist. Five years were spent with the R.C.E.M.B. in the Second World War - a carpenter in the armorers section.]

The Secretary-Treasurer of the Co. here, -Robert Boyd Mc Clean.

The President of the Port Stanley Company- Robert L. Heath.

Newfoundland-Great Lakes Steamships Ltd. Has Fleet of Sturdy Freight Carriers

Unquestionably one of the most significant things about the industrial development that has been taking place in Port Stanley this year is the reintroduction of ocean-going freighter service, thanks to Charles Tregenza of New York City, owner and president of the Newfoundland-Great Lakes Steamships Ltd.

It is a bit difficult to estimate just what this may lead to, but already there have been enquiries about dockage facilities at Port Stanley from several other shipping companies, including foreign companies. One of those companies which has shown interest in utilizing Port Stanley's harbor facilities is the Hamburg Chicago Line, with head office in Hamburg, Germany. There have been other enquiries.

The development of major shipping in and out of Port Stanley does not necessarily depend on the St. Lawrence Waterways project. Right now the harbor can nicely accommodate the smaller ocean-going freighters as well as the Great Lakes carriers that have been plying in and out this year.

The ships that are in the Newfoundland-Great Lakes Steamships, Limited, fleet are all diesel-powered or motor driven and draw only about 12 feet of water, while the canal type ships draw about 14 feet of water, under load.

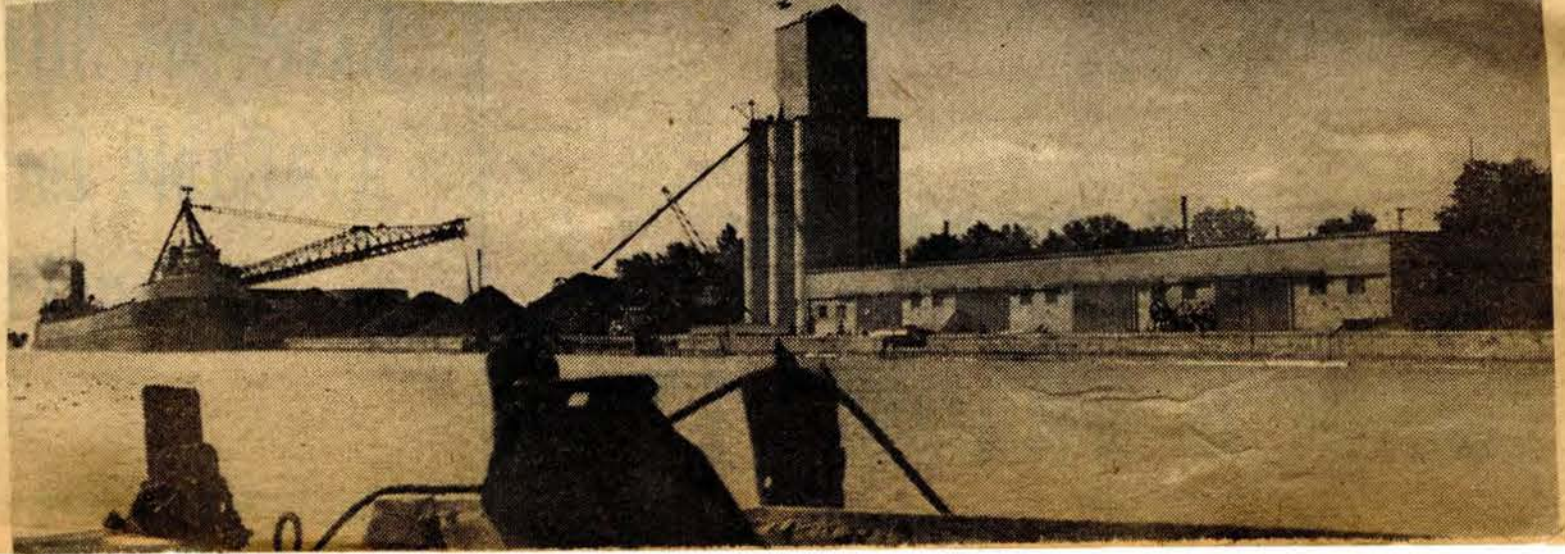
These sturdy little ships are from about 900 to 1,500 tons and range in length from 215 to 260 feet. Much larger ocean-going vessels have docked at Port Stanley.

Naturally, the grain trade is a big thing, with really tremendous possibilities.

Robert A. Heath, president of Port Stanley Grain and Transit Limited and vice-president of McClean Grain Limited, has estimated that business amounting to 1,000 cars of grain a season can quite easily be developed for the London & Port Stanley Railway to the new elevators at the lakeside. This represents about 200,000 bushels of grain. There is at least another 1,000 carloads in prospect from the field bean producers in Kent and Huron counties.

The ships in the Newfoundland-Great Lakes Steamships service which have called at Port Stanley this summer have illustrated the business that can be developed in other merchandise, if market outlets are available. Moving the two large shipments of cement brought in from Corner Brook, Newfoundland, on the motor ships Pertin and Lunan, has made considerable business for the railroad; also the moving to the lake-

the huge warehouse and the first five of several elevators



Using the Government warehouse as a base, the silos were increased to 14 and other facilities were added but in the Spring of 1957, made an assignment, many losing money in the venture.

A New Company Takes Over.

H. J. McManus, president and general manager of the newly-organized Midlake Grains Co., of St. Thomas, said this morning that expansion plans formulated by the heads of the defunct McClean Grain Co. and Port Stanley Grain and Transit Co., will go by the board and that the next year or two will be taken up rebuilding both businesses as one.

"We have a job on our hands rebuilding the businesses that failed," said Mr. McManus. "After that, the future can take care of itself."

He said nothing would be done for at least two years, if then, concerning erection of another terminal elevator at Erieau, for water shipments to other Canadian ports on the Great Lakes, Newfoundland and the Maritimes, or to the export markets, Port Stanley Grain and Transit issued a prospectus a year or more ago dealing with plans for an elevator as large, or larger than the elevator on the west dock at Port Stanley.

325,000 BU. CAPACITY

Midlake Grains, Mr. McManus said, have taken over grain storage accommodation in five elevators at Port Stanley, St. Thomas, Springfield, Dutton and Tilbury with a total capacity of about 325,000 bushels.

The 14-silo elevator at Port Stanley will take care of about 125,000 bushels, the St. Thomas elevator 95,000 bushels, and the three at Springfield, Dutton and Tilbury 35,000 each.

"I'm a greenhorn at this business," Mr. McManus admitted, "but we are going to make a real effort at making a go of it." He indicated a completely fresh start at rebuilding the business would be made from scratch.

Transactions were completed here on Thursday through which Midlake Grains acquired the assets of both McClean Grain and Port Stanley Grain and Transit. Midlake Grains paid \$91,000 for McClean Grain, the amount of its tender to the London, Ont., accounting firm of F. O. Kime, receivers in bankruptcy.

\$100,000 LIABILITIES

Midlake took over current assets of Port Stanley Grain and Transit amounting to \$7,000 and assumed liabilities in excess of \$100,000, also giving holders of \$50 class A preferred shares one \$25, 6%, 10-year debenture bond for each share.

Mr. McManus said he had not begun to deal with the problem of staffing the five elevators to get them in operation again. But he said he hopes to have at least some of them going again in about a week and that about 20 persons would have to be engaged to man them.

DOCKSIDE PROPERTIES

He took exception to an outside newspaper report which inferred he was gaining control of most of the dock space at Port Stanley. But he said that companies in which he is majority shareholder do have a large amount of dock frontage adjacent to their harbor properties. The Imperiale Fuels Co. stockpiles coal at the south end of Main

street along the east side of the Port Stanley harbor neck, nearly all of this being "made land" built up over a long period of years.

Sterling Fuels has a large number of oil storage tanks in a marine terminal on beach land on the west side of the harbor neck. In taking over Port Stanley Grain and Transit, Midlake Grains holds inner harbor frontage along the east side of the dock elevator buildings and a little more than half of the old government warehouse building.

MORE FREIGHT FOR L. & P.S.

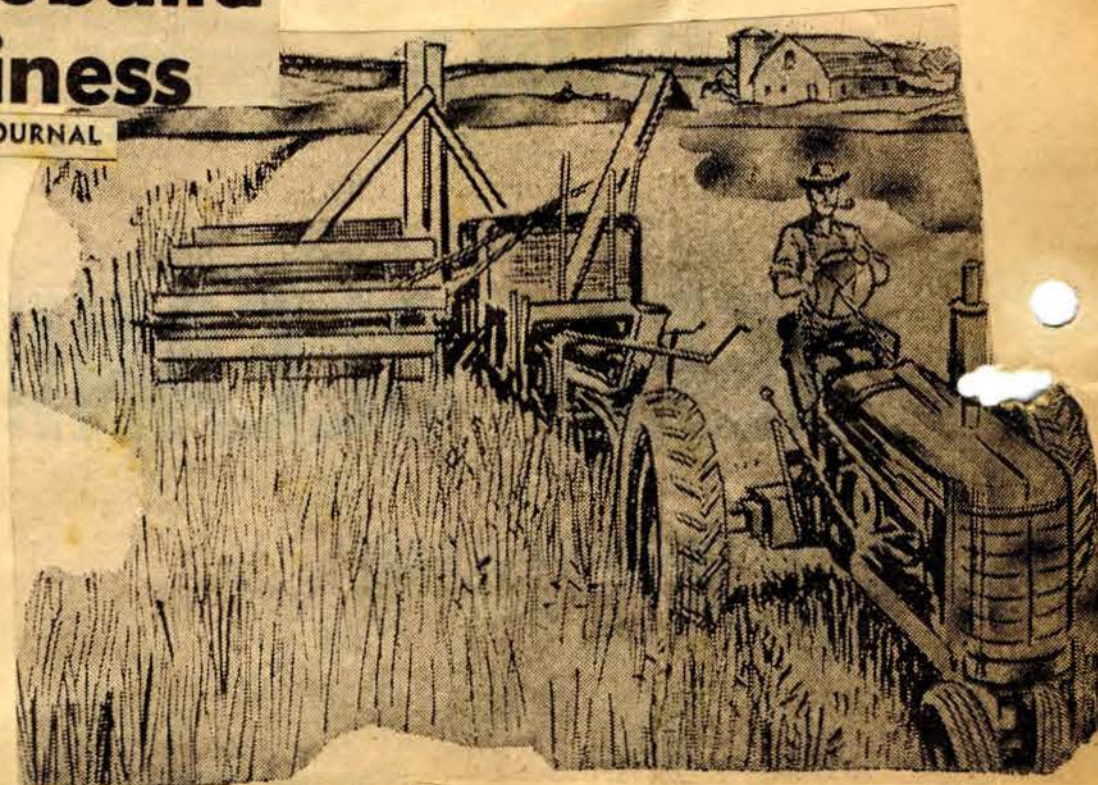
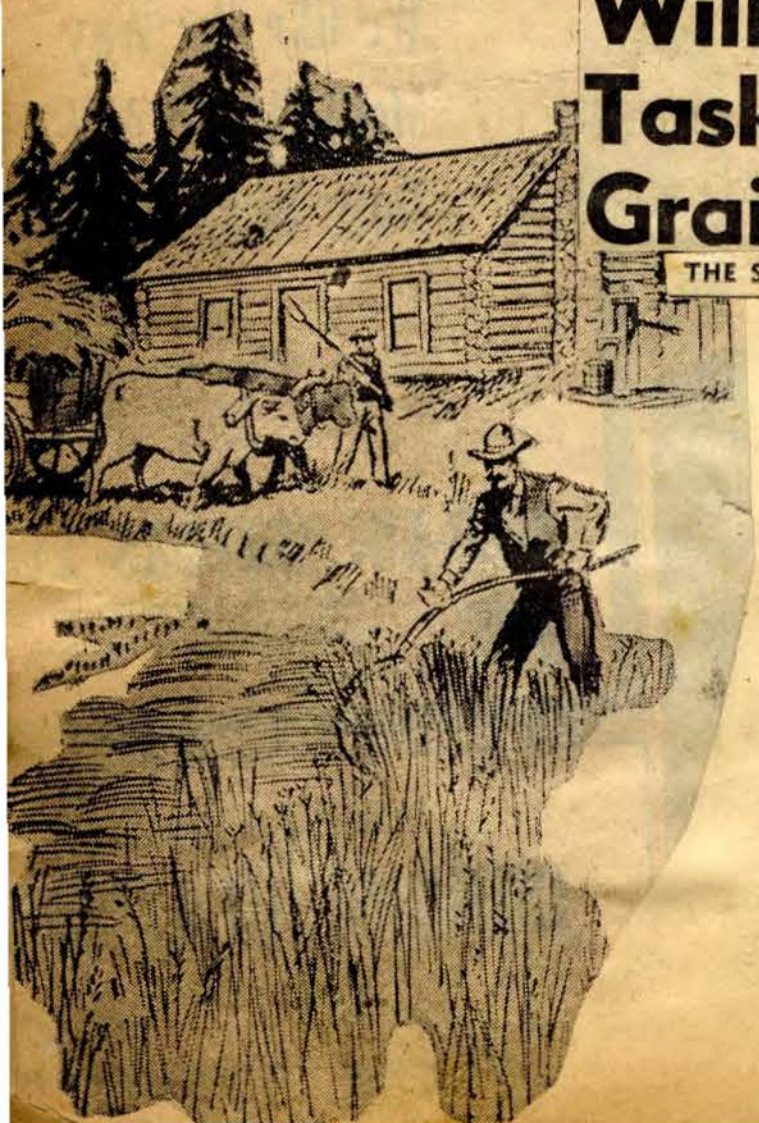
Resumption of business by the elevators at the lakeside and at St. Thomas will mean a certain amount of freight business restored to the L. & P.S., cut off when both McClean Grain and Port Stanley Grain and Transit suspended operations more than two months ago.

FRIDAY, APRIL 12, 1957

Old Methods

Will Be 2-Year Task To Rebuild Grain Business

THE ST. THOMAS TIMES-JOURNAL



PORT STANLEY BEACH-

The first places of business at our Beach were Bath Houses, the Fraser Bath below the hill; Jno. Howe's Bath, near Mackie's and Ben. Hough's on William St. but Jno. Howe was the first who had the vision of catering to the public. From a small beginning, he branched out into a place of considerable business. The picture below shows Jno. Howe's, "GLEN ERIE BATHING HOUSE".



The next picture shows Mr. Howe's Home and the Bath house near the water.



The Port Stanley Amusement Co. was formed about 1919 and they bought out Mr. Howe, and the buildings were wrecked.

Mr. Ben. Hough's place of Business was sold to Mr. Hopkins of St. Thomas and on the site, the Casino was built. The picture below shows Mr. Howe's and the Casino, both doing business.



THE CASINO

Foot of WILLIAM ST.



CASINO POPULAR PLACE AT "PORT" MANY YEARS

Times-Journal, 1927.



THE Casino at Port Stanley, where the Goddess of Terpsichore reigned supreme for many years at Western Ontario's great outing place. The Casino was built by James H. Hopkins of St. Thomas, and has been enlarged and renovated several times to accommodate the increasing number of pleasure-seekers who made it their dance rendezvous. The dancing floor of the Casino is considered one of the best on the North American continent, and it also has been noted for years for the high quality of its orchestras. The Casino was completely redecorated this spring and is more popular than ever this summer with dance lovers. The space under the big dance floor is devoted to an up-to-date cafeteria, bath-house and shelter, and table accommodations for picnickers and bathers.

Casino & Bathing Beach, Port Stanley/ Ont.



PORT STANLEY BEACH.

If you had attended the picnic run over the L.&P.S.R. in 1856, this is probably a true picture of the what you would have seen in a stroll along the Pt. Stanley Beach, and this is the Beacon by which the Mowkawk, Forest City and Telegraph passed in that long ago excursion.

The Fraser Bath Houses were later built and used in 1871, when the Fraser House had its official opening. These Bath houses were the first buildings. It was in 1877, that the original painting was made, from which this picture was produced. The original hangs in the Village Clerk's office and was a gift from City Engineer Bell, St. Thomas. Col. Cameron had the copies made and presented this for the Village History.

In the picture you will see a ball diamond laid out, and the team that used it were the "Pt. Stanley Erie's". The game is in progress at this time.

The poplars seen in the picture are still standing to this day.



THE PORT STANLEY AMUSEMENT BEACH



X-This building is now on the board walk east of Mackie's.



This building was destroyed by fire. The Orion Beverage Rooms are built on the site.



Board Walk and Casino Dance Hall, Port Stanley

HOTEL IS MOOTED FOR CASINO SITE

Owner Declares Property to be Too Valuable to Go Vacant

No decision has been reached about rebuilding the Hopkins' Casino at Port Stanley or replacing the building that was destroyed by fire early last Thursday morning with an up-to-date beach hotel. Chester Hopkins, proprietor of the Casino, intimated that the site will not remain vacant long. "It is too valuable property for that," he said. There is a possibility that American capitalists may be interested in the property for summer hotel purposes. A few years ago a group of Cleveland men inspected lake front property some distance west of the Casino as the site of a proposed hotel, but the project did not materialize. The Casino site is regarded as being much more desirable for the location of a summer hotel than the property surveyed. A hotel equipped with a dance floor and other attractions that would add to the revenue has been suggested. There is plenty of land available for such a structure. The hotel would have one of the best bathing beaches at Port Stanley.

Hundreds of motorists of the city and district visited Port Stanley Sunday and inspected the fire ruins.

In Bygone Days

TWENTY-FIVE YEARS AGO

(From the files of The Times-Journal)

Hopkins' Casino at Port Stanley, for twenty years or more, a rendezvous for dancers and pleasure seekers from all parts of Western Ontario, is completely destroyed by fire, with a loss estimated at \$75,000 to \$80,000.

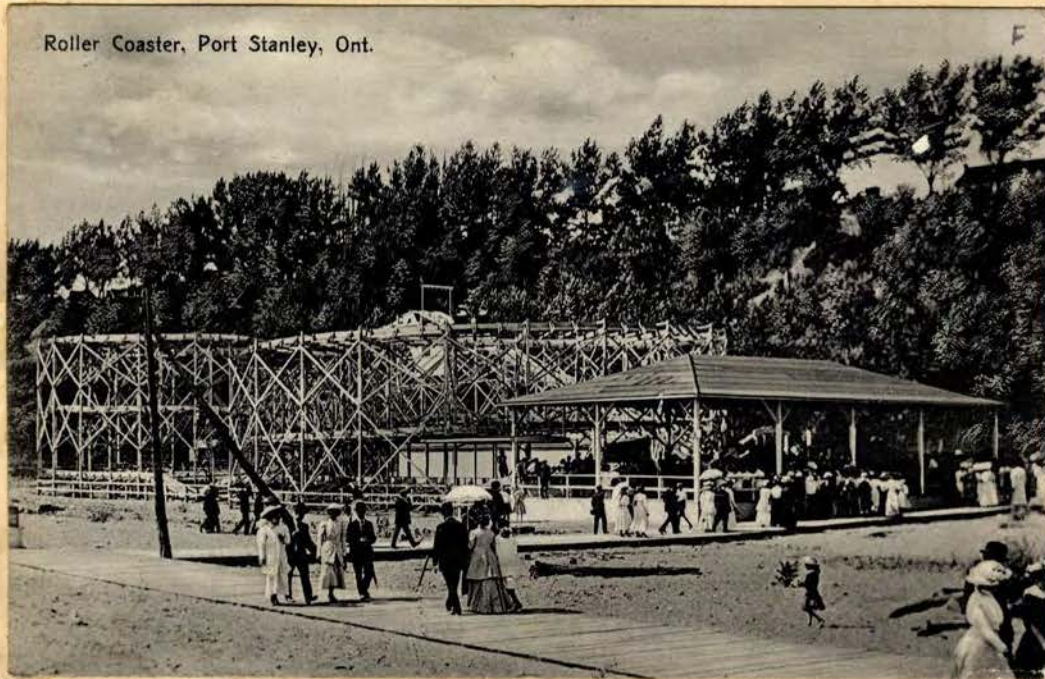
TUESDAY, APRIL 9, 1957

THE PT-STANLEY AMUSEMENT COMPANY

At first the company was made up of, -Burleigh Bennet, R.D. Ferguson, Jno. Ferguson, Alf. Ferguson, Albert Ponsford and Ben. Honsinger. Mr. Henry Jelly was Manager, at first, then Mr. Arthur McDonald.

July 3rd/08

The roller-coaster on the beach at Port Stanley in connection with Hotel Invererie. will cost \$10,000 and will be in operation about the end of July.



The Roller Coaster was a business project of this Amusement Co.



The Beach in Winter.

Cavell Boulevard, Port Stanley, Ont.



Cavell Blvd. is the first street running east and west, parallel with the lake. The four high buildings were made from the lumber taken from the Fraser House, when it was razed.

1934

The roller coaster which came into existence at Port Stanley 24 years ago and erected by the Erie Amusement Co., has been razed, and the lumber will be used for building tourist camps.

1958

Times Journal Spring of

THE AMUSEMENT BEACH
of the present day.



Bathing Beach, Port Stanley, Ontario, Canada



Ball Game
Port Stanley, Ont.

Showing the use made to-day of the cliffs in front of picnic grounds.



Hotel Orion

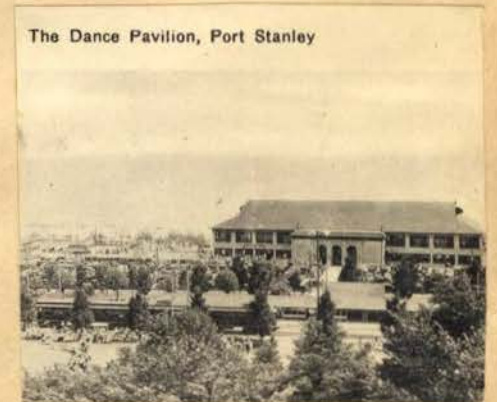
THE AMUSEMENT BEACH
of the present day.



Land P.S. Bath House and Dance Hall, Port Stanley.



Dance Pavilion, Port Stanley, Ontario, Canada.—5.



The Dance Pavilion, Port Stanley



Land P.S. Bath House and Bathing beach Port Stanley, Canada.