



## Yacht Converted at 'Port' For Banana Boat Service

PORT STANLEY, April 20—(Staff)—In the leaden calmness of a raw wintry day, a trim grey vessel tugged fretfully at her moorings.

Crewmen dodged from cabin to hatchway, or shuttled from shore to ship with last minute supplies.

Bound for the Gulf of Mexico, the 120-ton Capitola was incongruous with the setting of barges, fishing boats and bulky lake freighters.

### Brought From Midland

A converted steam yacht, the craft was brought to Port Stanley from Midland during the summer of 1945. Gradually, the transformation from pleasure craft to banana boat has proceeded, and when the Capitola slips her moorings tonight, it will be the first commercial ship in at least half a century to have been completely fitted out for foreign trade in this harbor.

Some claim she is the first since the schooner Mary was commissioned for a trading ship to Germany in 1869. Certainly the Capitola is the only one since 1897, when Capt. F. R. Dale became harbor master.

With her mahogany fittings torn out, a refrigeration system in her hold, and propelled by twin Diesel engines replacing original steam power, the ship has retained little more than her original graceful lines.

### Virtually Abandoned

The Capitola had been virtually abandoned for years when the re-conversion began two years ago. Scarcity of materials hampered progress. Labor problems were solved by employment of a number of German merchant navy men who were prisoners of war.

Due to leave Port Stanley last December, the ship was unable to get lifeboats, or the approval of the Department of Transport. Lake trials were held last autumn, and the Diesel engines provide a maximum speed of 12½ knots.

Manned by a crew of 10 under Capt. Paul Noel, the Capitola is scheduled to leave tonight, to proceed via the Mississippi River to New Orleans and the Gulf of Mexico.

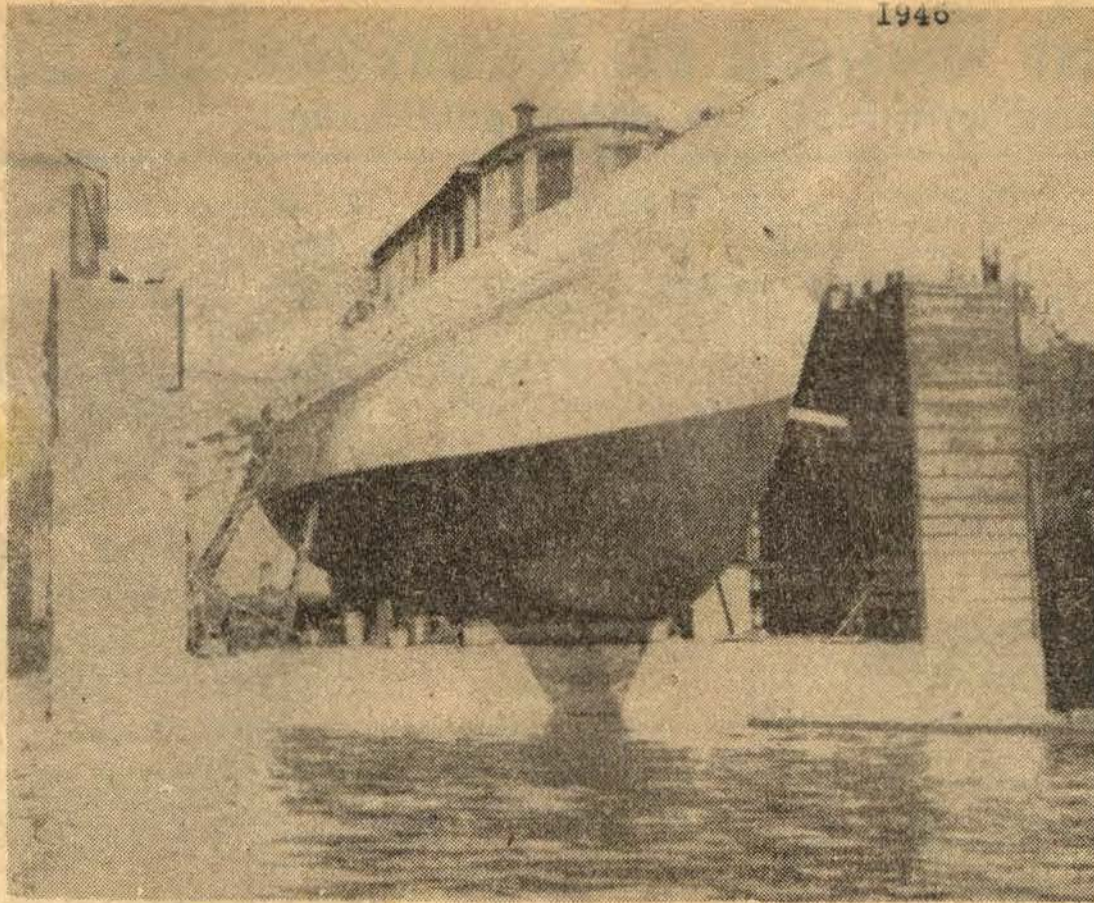
There it will freight bananas from Southern Mexico to Brownsville and Galveston, Texas, for rail shipment to Montreal.

A TRIM GREY VESSEL, THE CAPITOLA, 120-ton former yacht, has been fitted at Port Stanley for service as a banana boat plying between Mexico and Texas with fruit destined for Canadian mouths. These pictures were taken as final preparations were made for the sailing which was scheduled for last night.

TOP—A general view of the Capitola which has been converted from a steam yacht to a Diesel. BOTTOM LEFT—George Pollock, of Port Stanley, No. 1 helmsman, who will steer the craft through the intricate waters of the Great Lakes and Mississippi system to the Caribbean. George is an army veteran.

## Port Stanley Converting Yacht to Freighter

1946



**A**N unusual marine conversion of a former palatial steam yacht to a fast fruit-carrying freighter is underway at Port Stanley. The ship lifted from the water by a drydock is moored in the quiet water of Kettle Creek some distance north of the King George VI lift bridge. When completed the "Capitola" will leave for the Gulf of Mexico to rush fruit from Mexico, the Dominican Republic, and Cuba, to United States ports. Diesel power is replacing steam. Former

luxury staterooms have given way to insulated holds where refrigeration units will keep fruits in sound condition despite tropical temperatures. Due to the shortage of certain types of labor, some German prisoners of war, all former members of the German merchant marine, have been employed in cleaning out the ship. Attempts are also being made to secure other boats for refitting to commercial use, especially decommissioned war-craft.

### APR 15/47 **Reconditioned Yacht Will Start Voyage of Adventure**

**Sturdy Little Craft Capitola Leaving Port Stanley, Via  
Mississippi, for Caribbean Waters**

**PORT STANLEY, April 15.**—The former pleasure yacht, Capitola, converted into a fruit carrier last year and belonging to Montreal interests, is scheduled to leave Port Stanley on its first voyage of adventure, Wednesday, with Captain W. Murphy, a salt water mariner, in charge and Fred Gerster of Port Stanley as chief engineer.

The Capitola has been docked at Port Stanley since last summer, its departure on a regular fruit carrying run being delayed while waiting for lifeboats and other equipment. The lifeboats have now been delivered and installed, the

trial runs were made Monday, out in Lake Erie, when the compass was adjusted, and the crew has been signed on, including some local men.

The Capitola is to engage in the banana trade between Mexico and Central America and Canada and will travel the Great Lakes to Chicago, thence down the Mississippi to the Gulf of Mexico to take on its first load of fruit.

The sturdy little craft was completely remodelled for ocean-going service and is equipped with powerful Diesel engines. As a pleasure yacht it was steam driven. It still retains its pleasure craft name, Capitola.



This was the first Commercial Vessel to pass upstream and downstream under the new lift bridge. "Capitola"-120 tons. Crew-Fred Gerster, Hugh Smith, Garnet Speers, Clarence Pope, George Pollock.

Picture handed in by  
Mrs. John Stevenson.

# St. Mark's Masonic Lodge in Port Stanley Was Initiated by London, Ontario, Masons

Interesting Early History of Lodge Sketched by J. M. Burke at Observance of 100th Anniversary of Freemasonry in Port Stanley, Celebrated This Week

Early records of St. Mark's Masonic Lodge in Port Stanley, which celebrated its 100th birthday this week, have been lost by fires on at least two occasions, Joseph H. Burke, clerk of the village, told a Masonic gathering at the centennial observance, but from the records that are intact, he was able to present a history of steady growth and community service.

The earliest records were destroyed in a fire in 1873 or 1874; then a fire that occurred late in 1891 or early in 1892 destroyed the intervening records. The present records of the veteran lodge date from a meeting held in March, 1892.

"From the history of Masonry in Canada published by John Ross Robertson, who was Grand Master of the Grand Lodge of Canada in 1891, considerable data can be found regarding individual lodges, and it is from these minutes that we can gain definite information about the institution of the first Masonic Lodge in Port Stanley," Mr. Burke reported. "In the minutes of a meeting held early in the year 1850 by St. John's Lodge No. 209 in London, Ont., working under a warrant from the Grand Lodge of Ireland, we learn that some of the London Masons went to Port Stanley with the desire to establish a Masonic lodge in that village. They requested aid of their London lodge. It was moved by John Brown, seconded by John McDowell, that the sum of seven pounds, 12 shillings and six pence be advanced to the Masons of Port Stanley, with one half of this amount to be given as a gift and the balance to be refunded when the Port Stanley Masons were able to do so. In the minutes of London Lodge No. 209, held April 29, 1851, a warrant had been received for Port Stanley and officers and members of the London lodge were instructed to proceed to Port Stanley.

"At a meeting of the London lodge, on June 10, 1851, a letter was read requesting that the officers of that lodge visit Port Stanley for the purpose of installing officers on St. John's Day, June 24, 1851.

"St. John's Lodge No. 209 of London met and installed their officers and afterwards proceeded to Port Stanley for the purpose of constituting Lodge No. 211. The minutes of Lodge 209 read: 'The ceremony having been performed the brethren with their visiting brethren, proceeded in procession to the church at Port Stanley after which the brethren dined at the North American Hotel, and at six o'clock the brethren left for London.'

## Called Middlesex Lodge

"The Robertson history further records that the Masons of Lodge No. 209 were invited to assist the brethren of Middlesex Lodge No. 211 of Port Stanley in laying the cornerstone of the new County buildings in St. Thomas. The name and number of the lodge and its officers, together with the name of every member who attended on that occasion was to be deposited in the cornerstone on a prepared rod.

"On the morning of the visit, July 13, 1852, the lodge was opened at seven o'clock. At eight o'clock members assembled in their respective vehicles at Robinson Hall, preceded by a six horse coach conveying the band of the Royal Artillery Regiment, then stationed at the lakeside, and left for St. Thomas. The laying of the cornerstone was conducted by W. D. Hale master of Middlesex Lodge No. 211.

"At four o'clock, the Masons assembled at Thompson's Hotel, St. Thomas, where upwards of seventy sat down to dinner at six o'clock. The first officers of Middlesex Lodge 211 included William Dundas Hale as worshipful master, David Thompson as senior warden and Henry B. Bostwick as junior warden. Mr. Bostwick is also named in a list of members of St. John's Lodge 209, London, from 1852-1855.

"There is no definite record of the work of Middlesex Lodge 211 between the time of its institution in 1851 and the surrendering of its charter in 1857 or 1858, but of recorded members of St. Mark's Lodge No. 53, now No. 94, we find seven names of those initiated into Middlesex Lodge 211 during 1851 and 1852.

## Dedicate New Hall

"Unfortunately there are no definite records of St. Mark's Lodge between the years 1858 and 1892. Perhaps this is due to the fires. A Masonic journal printed in Hamilton in January, 1870, reported that at Port Stanley a new hall was dedicated and the event celebrated by a ball and a supper which was eminently successful. The lodge cost the members \$1,000 and the following officers were elected: Worshipful master, Samuel Shepherd; senior warden, John Sweeney; junior warden, Laughlin Leitch; treasurer, J. Mason; secretary, William Hemphill; chaplain, T. Edgecombe; director of ceremonies, Major Ellison; senior deacon, J. T. C. Findlay; junior deacon, Dr. Laughlin Sutherland; stewards, E. and R. McCorkill; inner guard, Andrew Hepburn; tyler, William Gough.

"This report states that the lodge room was dedicated on Dec. 27, 1869. It must have been used for only about five years. Whether

it was destroyed by fire is not known, but we do know that the cornerstone for a new Masonic Hall was laid on Nov. 2, 1874, as the lodge has in its possession a carefully preserved sterling silver trowel inscribed as follows:

"Presented to Rt. Wor. Bro. W. D. McGoughlan, District Deputy Grand Master, by the brethren of St. Mark's Lodge No. 94 on the occasion of the laying of the cornerstone of their new Masonic Hall on Nov. 2, 1874.

"This trowel was secured for the lodge through the efforts of former Secretary H. G. Goodhill, who discovered early during the war of 1939-45 that the trowel was being held for ransom in a pawn shop in New York City. The assistance of Grand Lodge was enlisted and while the ransom demanded may have been a war secret, the trowel is now in the guarded possession of St. Mark's Lodge.

"Apparently the lodge room in question was destroyed by fire late in 1891 or early 1892. The present lodge records date from meetings held temporarily in a room over the store of Moon and May. A new lodge room was dedicated on Oct. 10, 1892, by the Grand Master, J. M. Gibson, and it would appear that the present lodge may have been erected on the site of the previous one as no mention is made of the laying of a cornerstone; or it may have been built by a private member and rented to the lodge as minutes indicate payment of rent."

## CHARTER MEMBERS — ST. MARK'S, No. 94

1858

Wor. Bro. Wm. D. Hale	Bro. Mathew Child
Wor. Bro. T. D. Warren	Bro. John Hemphill
Bro. E. G. Forknath	Bro. I. H. Davidson
Bro. James Price	Bro. Edward Irwin
Bro. Wm. Bobier	Bro. John Bostwick

# Port Stanley Kiwanis Club Charter Presented



W. C. WHEATON, president of the Port Stanley Kiwanis Club, smiles broadly as he receives the club charter from the hands of District Governor Ralph Steele. Looking on are Lloyd Coleman, Blenheim, lieutenant-governor of Division No. 2, and Norman H. Kilmer, president, St. Thomas club. Left to right in the picture are; Mr. Coleman, Mr. Steele, Mr. Wheaton and Mr. Kilmer.

PORT STANLEY, April 3.—A colorful natal event took place here Monday evening. It was the official birth of the Port Stanley Kiwanis Club—and most appropriately it took place in the attractive Stork Club, in the presence of Ralph Steele, K.C., of Chatham, governor of the Ontario-Quebec-Maritimes District of Kiwanis International; Lloyd Coleman, Blenheim, lieutenant-governor of Division No. 2; and members and their ladies, 240 in all, from 13 different Kiwanis clubs in Division No. 2, and the Forest City Club of London, Ont., from Division No. 3.

From each of the clubs, led off by the sponsoring club, St. Thomas, came gifts to the "baby" of the District, officially registered as Club No. 109 in Ontario-Quebec-Maritimes. Port Stanley will remain in the infant class for 24 days, Governor Steele announced, in presenting the charter from Kiwanis International, then a new club organized at Cochrane, Ontario, will take its place in the District cradle.

The charter was received by W. C. Wheaton, president of the Port Stanley Club. President Norman E. Kilmer had charge of the proceedings to open the program, then turned the gavel over to Lloyd Coleman, the lieutenant-governor, who introduced Mr. Steele, the governor, and also introduced the presidents of the various clubs as they came forward to present their gifts. Arthur New received them and expressed the thanks, as secretary of the Port Stanley Club.

#### Gifts Presented

The gifts were presented in the following order: Secretaries' kit, from St. Thomas, the sponsoring club; the Union Jack, on standard, from President James Smith for the Ridgetown Club; Old Glory on standard, from President L. Stirling in behalf of the Blenheim Club; official plaque from President Frank Kenzie in behalf of the Point Edward Club; guest register from President Wilfred Marsland of the Strathroy Club; gong and gavel from President Ralph Fretz of the Sarnia Club; club banner from President Murray Brown of the London Club; classification badges for the Port Stanley Club members from President Jack Jones of the Chatham Club; fine mug from President Lynn Lashbrook of the Rodney Club. President Jack Hay of the Forest City Club announced that they were giving Port Stanley a regulation Kiwanis sign from the highway entrance to the village, announcing the time and place of the weekly meeting; from President Ron Trevett of the West Lorne Club came a pair of rubber pants for the "baby," with the announcement that West Lorne had worn them for four months. A message was read from Riverside Club, Windsor, stating that their gift, a president's gift, was being expressed to Port Stanley.

The Port Stanley Club received another fine gift from one of its own members—a cheque from Jack Brumpton for \$150, representing first prize in the St. Thomas Kiwanis Club's Easter Travel Club contest. Unable to take the trip to New York City, Mr. Brumpton turned over the cash to Dr. C. A. Bell of the Port Stanley Club to assist in work for underprivileged children.

## 240, Representing 13 Clubs, Witness the Official Birth of Latest Service Organization

#### Plenty of Uses

Dr. Bell, who represented the municipality as deputy reeve, accepted the gift with the quotation: "No man stands so straight as he who stoops to help a child."

"And we have a shining example of this in Jacn Brumpton tonight," he added.

He assured the gathering that the money could be put to good use. As chairman of the underprivileged children's committee and a practising physician, he knew of "conditions around the village where children were living under circumstances that would make a person shudder."

The Port Stanley Club got some other working funds from charter night—a little over \$51 in fines that were imposed high, wide and handsome by Norm Kilmer, aided and abetted by Larry Soper and Marsh Towers of the St. Thomas Club, and Tom Goodland, chairman of the Port Stanley Club's house committee. The heaviest fine, five dollars, was imposed on Charlie Cole, of London, for being a newly-wed. The fines were dumped into the fine mug from the Rodney Club and presented to George Dawson, treasurer of the Port Stanley Club.

Governor Steele pinned to Mr. Kilmer's coat lapel a gay ribbon that is to be attached to the St. Thomas Club's banner in recognition of its achievement in sponsoring the first club in the district in 1951.

#### For Community Service

Governor Steele told the Port Stanley Kiwanians that their charter was a certificate of international fellowship; a bond of brotherhood in community service. Kiwanis had certain ideals and objectives, but it held no monopoly a copyright on them. The co-operation of human beings that Kiwanis practised was not confined to the club itself. Kiwanis believed in work and that labor is dignified.

"The best clubs are the most active," he said. "The club that is not active is in danger. The club that is strong and secure likes to set an objective and then go beyond it . . . All these things are

possible without Kiwanis but we feel they are better accomplished in Kiwanis. No one can possibly engage in Kiwanis activities without being of service to the community. The record of Kiwanis from its beginning has been written in expanding service. And so this charter is really a certificate testifying that this club has been organized to serve this community. It is said that religion will not keep a man from sinning but it will keep him from enjoying sin. The same applies to Kiwanis. It may not make a man engage in community service, but it will make himself conscious if he doesn't engage in such service.

With the charter went to the Port Stanley club a copy of the book on Kiwanis International entitled "Romance In Service."

Both Mr. Steele and Mr. Kilmer referred to the fact that the St. Thomas Club was 30 years in sponsoring its first club, and that one at Port Stanley, but even if the "parent" had started raising a family rather late in life, the St. Thomas Club had a proud record of Kiwanis service—one which Port Stanley well might emulate. He recommended that Port Stanley turn to its parent for counsel and guidance, when needed, in the future.

#### Carries a Challenge

President Wheaton accepted the charter as a challenge to the lake-side club to engage in community service. In past years, Port Stanley's internal squabbles, and difficulties had given the community advertising that was extremely detrimental. Church congregations had been divided; neighbors had ceased speaking to one another.

"I think this is a challenge to us who are in Kiwanis to give leadership for the building up of our community and giving it the kind of advertising that is not detrimental," he said.

Mr. Wheaton said that so many people had come to him since the Kiwanis Club was formed and varied the opinion that there was a vital need for such organized fellowship and service at the lake-side. Port Stanley people were really looking to Kiwanis to help the community.

Reporting on the activities of several standing committees of the club, Mr. Wheaton announced that through ways and means they hoped to institute a Port Stanley rodeo next fall as a long term project, with the co-operation of the London and St. Thomas Pony clubs.

In his official welcome from the sponsoring club, Mr. Kilmer gracefully gave credit to others—to Art Martin, president for 1950 and his organizers for laying the foundation for the Port Stanley Club; and to the members of the joint committee of Port Stanley and St. Thomas members who planned and carried out the details for charter night.

He thanked the Forest City Club of London for having a wider vision than St. Thomas and making up for the latter's delinquency in organizing the aggressive young West Elgin Clubs in Rodney and West Lorne, and he welcomed those clubs into the growing Kiwanis family in Elgin. He spoke of the importance of the smaller clubs where the fellowship was usually closer and every member knew his fellow member as a neighbor, not as a stranger.

#### Tribute To London

Invitations were extended to all the visiting Kiwanians by Mr. Kilmer to attend the 30th anniversary observance in the Grand Central Hotel, next Monday evening, of the St. Thomas Club.

Governor Steele, who described the London Club as being in the role of grandfather of the Port Stanley Club, having fathered the St. Thomas Club, paid tribute to the part the London Club had played in Kiwanis growth and organization throughout Western Ontario.

Head table guests were introduced by Pete Birdsall of the St. Thomas Club. Arn Bates, St. Thomas Club pianist, had charge of the community singing, with Walt Pearl taking his place at the piano.

Letters of congratulations to the new club were read by Lieutenant-Governor Coleman from International President Don Murdock, Winnipeg; Lyle Burdick, Niagara Falls, N.Y., former governor of O.Q.M.; and Vice-President William E. Turville of the St. Thomas Club in Hollywood, Florida.

Scottish songs and monologues by Jock McMurdo of London provided special entertainment.

## Kiwanis Club is Formed for Port Stanley Area



Members of the recently organized Kiwanis Club of Port Stanley stood up and were "shot at" by The Times-Journal photographer just before the start of the Charter Night meeting at the Stork Club in Port Stanley Monday night. In the picture are: Front row (left to right)—Norm. Pullen, Larry Dimmick, Rodney Roush, Ezra Fah-

ner, Ernie Fahner, Art Ney (secretary), Alfred Bugg, William McIntyre, Rev. Howard Rokeby-Thomas, Ross Heppburn, Fred Battram. Centre row—George Dawson (treasurer), Ralph Watt, Joseph Sharpe, Henry Parker, Wilfred Milligan, Harmon Clark, Ken Turnbull (vice-president), Jack Brumpton, W. C. Wheaton (president), Tom Good-

land. Back row—Alibert Marcks, Cecil Marr, Mark Berry, Bill Greason, Jim O'Brien, Howard Berry, Clinton Bell, Norman Hogarth (provincial police officer), Allan Burke, James Quinn. Absent from the picture—Ralph Glover, Jim Harrison, Calvin Miller, Stan Smith, Cliff Semerville, Rev. Charles A. Malcolm. —Photos by Stollery

Lovely bouquets of red rose buds were presented to Mrs. Steele, wife of the district governor, and to Miss Marilyn Coleman, daughter of Lieutenant-Governor Lloyd Coleman, by little Miss Sherry Anne Bell, daughter of Dr. and Mrs. C. A. Bell, and little Mary Lynn Turnbull, daughter of Ken Turnbull, vice-president of the Port Stanley Club, and Mrs. Turnbull. James Quinn, Port Stanley customs collector made the presentation address.

A bouquet of rose buds from Port Stanley Kiwanians, was presented by little Miss Penny Fahner, daughter of Kiwanian and Mrs. Ernie Fahner, to Mrs. N. E. Kilmer, while President Wheaton of Port Stanley presented a gift to Mr. Kilmer.

**TIMES-JOURNAL**

**ST. THOMAS, ONTARIO,**

**TUESDAY, APRIL 3, 1951**

EZRA FAHNER of Port Stanley had charge of the drawings for door prizes, donated by Lakeside merchants, as well as the St. Thomas Club. The winners were: Mrs. M. W. Meek, Union; Mrs. E.J.F. Gellatly, St. Thomas; Mrs. Tom Munro, London; Mrs. A. L. Evans, London; George Dawson, Port Stanley; William Kempyn, Rodney; Mrs. Jean Goodland, Port Stanley; Mrs. Verna R. Henderson, London; John H. Branton, Ridgetown; Mrs. Walter T. Smith, St. Thomas; C. S. Gilbert, St. Thomas; Earl Sloat, Point Edward; Kiwanian Rodney Roush, Port Stanley; Harvey Pettit, St. Thomas.

# GRAND OPENING

1951

PORT STANLEY, April 20 (Staff).—Port Stanley has a real acquisition in its attractive new theatre, the Roxy, which has its official opening tonight.

Port Stanley has a theatre that is second to none in the district in good screen presentation and sound, in lighting, unusually comfortable seats, excellent air-conditioning and generally pleasant environment.

Guests who attended the dress rehearsal Thursday evening, and saw and heard the screen and sound facilities given their initial trial will undoubtedly testify to the above statements.

It was a pleasant surprise on entering Port Stanley's new entertainment centre to see the smart lobby appointments and then to take a seat in the auditorium and relax and enjoy No. 1 screen entertainment.

The Roxy should add greatly to the enjoyment of life at the lakeside, not only for summer residents at Western Ontario's foremost watering-place, but also for the year-round residents.

On hand at the Roxy, Thursday evening, to receive and welcome the guests to the preview and later at the reception held at Hillcrest inn were Mrs. Nan Robinson, the petite manageress of the new theatre; her husband, George Robinson, manager of the popular Odeon in St. Thomas; Frank Worthington, the man who built this grand little playhouse; Sam Fingold, president of National Theatres, Limited, Toronto; Ralph Dale, general manager of National Theatres; and Clare Appell, manager of the Eastern Canada Division of Odeon Theatres, Limited, also of Toronto.

They will all be on hand tonight to extend the right hand of good fellowship and good entertainment to those attending the official opening.

#### Interlocking Policy

The Port Stanley Roxy will be operated on a co-operative or interlocking policy with the St. Thomas Odeon, officials explained. Most of the pictures will have three-day runs at both theatres. Thus people of the district will have six days in which to see some popular pictures. For example, "Ma and



GARNET SPEERS

DEDICATION and grand open-

ing of Port Stanley's new Roxy Theatre will take place on Friday evening of this week at 7 p.m. Reeve Garnet Speers, of Port Stanley, will officially declare the new theatre opened, which will usher in a new era of entertainment for the residents and visitors of the popular resort.

Robinson, the Roxy manager, with such entertainment.

"Pa Kettle Back on the Farm," which packed them in at the St. Thomas Odeon, has an early booking for the Roxy. "The Petty Girl," co-starring Robert Cumming and Joan Caulfield, which was the screen attraction for the Roxy's preview program, will be featured on the Odeon's screen next weekend.

What especially appeals to a person in Port Stanley's Roxy is that it is a small theatre, seating between 400 and 500 persons, which seems to make for better screen presentation and sound distribution than in larger theatres. The acoustics are very good from any part of the theatre. The seats are the latest types of Kruehler push-back chairs in leather deep cushion upholstery.

A happy note in the lobby is the candy bar directly opposite the entrance.

#### Asset to Town

The lobby and aisles are carpeted in deep pile broadloom in rich shades of red.

The lighting is of the recessed ceiling type, permitting the dispensing with side lighting in the auditorium.

The front of the Roxy is very attractive also. Ornamental stone facing, set on the edge exposure plan, has been employed very effectively.

Mr. Worthington is to be congratulated on having given Port Stanley such a theatre building. It is under 25 year lease to National Theatres, Limited.

"We think the Roxy is one of the nicest small theatres in Western Ontario and we hope that Port Stanley and district people will enjoy the entertainment we will offer under Mrs. Robinson's management," Mr. Fingold said. "Our policy will be to give the best in screen entertainment in the Roxy."

A small town boy himself, a native of Aurora, Ont., Mr. Fingold said he likes the friendliness and the companionship to be found in the smaller communities like Port Stanley and enjoys providing good wholesome entertainment for such people. He said it will be the policy of his company to provide Mrs.

THE NEW ... BEAUTIFUL  
ROXY THEATRE  
PORT STANLEY

FRIDAY, APRIL 20th, at 7 p. m. 1951

# Old-Fashioned Barn Raising on Southwold Farm Revives Neighborly Custom of Past

Pioneer Spirit Is Shown as Farmers Assist Morley Claus in Framing New Barn to Replace Structure Destroyed by Fire

One of the disappearing acts of pioneer neighborliness took place on the farm of Morley Claus, off the old River Road and above the Fulton Bridge in Southwold Township, Wednesday afternoon, when strong-armed friends and neighbors to the number of about sixty formed a bee and raised the timbers of the new barn that will replace the structure destroyed by fire in December last.

Barn raisings are not a common occurrence these days; they have become almost a thing of the past. In fact it was the first barn raising a number of those who responded to Mr. Claus' invitation had ever attended. Fortunately, they were under the guidance and direction of older men of wide experience and the framework went up without any serious delays or mishaps.

Manager of the raising was Richard Kimble, former reeve of Southwold, with more than a quarter of a century of active experience in barn raising to his credit. Associated with him were John McCormick, now resident in Nolan street, St. Thomas, a Southwold carpenter and barn builder for 53 years. Jack Travers of Middlemarch, who is the carpenter on the job and jovial Fred Lindsay, who used to captain barn-raising teams.

Framing a barn the old-fashioned 'Yo-heave' way is almost a lost art, older men at the Claus raising told The Times-Journal. There are few men left who are qualified to tackle a job of this kind. Richard Kimble's experience included about 20 years with the McIntyre brothers, Dan and Doug, who built so many barns in the Southwold district. Mr. Kimble directed the raising of most of the barns they built over two decades.

### Barns of the Past

The barn that was raised on the Claus farm, Wednesday afternoon, was a good-sized structure, measured by present standards, but its upright timbers were small as compared with the hand-hewed stuff that went into the barns of 75 or 100 years ago. Dan McPherson, near neighbor to Morley Claus, described one of those old barns on the Sam Robinson farm just west of Wallacetown—possibly the oldest structure of its kind in West Elgin. That pioneer barn was built in 1837—the year of the rebellion—according to Mr. McPherson, and the upright timbers in it, still strong and sturdy, are about 16 inches square. They had to be rugged men in those early days of the Falbot Settlement to raise such timbers, most of them cut and prepared green. No wonder there was usually a pail of pioneer whisky with a dipper on hand after every lot of timbers was raised.

The old McPherson home, which

also stands as a rugged monument to the pioneer past, west of Wallacetown, was built a year following that old barn with its 16 inch timbers.

Among those who attended their first barn raising, Wednesday afternoon, at the Claus farm, and did their eshare of heaving and grunting was Alderman Carson Smith. He thoroughly enjoyed the experience, even getting up on the cross-beams and pounding in the wooden pegs and steel spikes with a man-sized sledge.

He'll probably be talking about "purline plates" and other barn-raising vernacular at the next meeting of the City Council.

### The Inevitable Cigar

Lead man on one of the heavy pike poles throughout the afternoon was Jack Ferguson of the Port Stanley district—Jack in cream-colored coveralls and with the inevitable cigar in his mouth. Jack's first cigar was down to a dead nubbin long before the last upright were raised. He renewed his stogie for the "crowning act," the raising of the rafters.

Jack Curtis from the Middlemarch district confessed that he swallowed a chew of tobacco during a prolonged period of heaving and didn't feel too comfortable for a short time afterward.

Of course the big event of every barn raising is the dinner that follows the completion of the job. That's when the women folk play an important role and when tired and hungry men don't require any "Yo heaves!" to inspire them to lay to the victuals.

Mr. Claus' esteemed mother, Mrs. Edith Claus, was hostess to the barn raisers, Wednesday evening, assisted by neighboring women and they saw to it that every guest left the tables with a sigh of deep satisfaction.

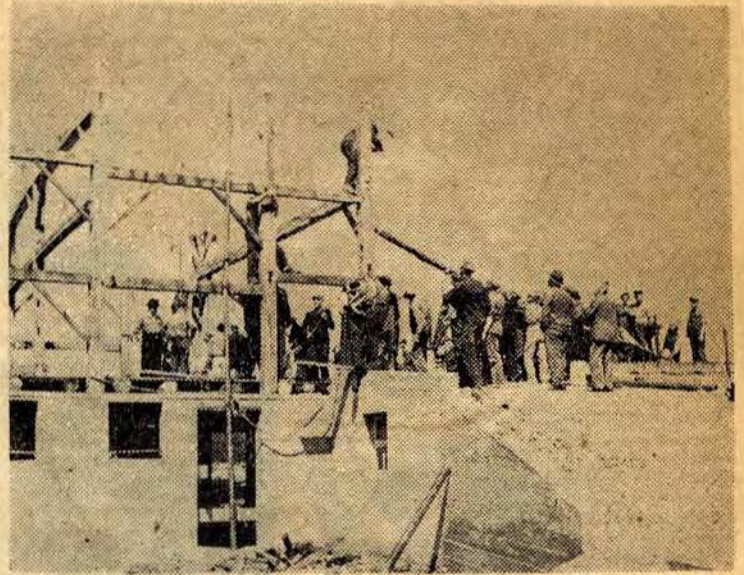
### Up-To-Date Structure

The barn Mr. Claus is building to replace his fire loss will be an up-to-date structure, 32 by 70 feet, with concrete basement to accommodate a maximum of 20 cows and concrete-walled box stalls along one entire side. Mr. Claus did most of the concrete work himself. A commodious concrete milk-house has been built under the runway or approach to the barn.

The framework for the barn was purchased from the Longhurst farm at Talbotville and met the requirements of the new barn without too much cutting and fitting.

The new barn stands almost on the site of the old—and several young men who were at the scene, Wednesday afternoon, in years to come can point it out to their children or grandchildren and say: "I helped raise that barn over there."

## Southwold Barn Raising



THERE was a real old-fashioned barn raising on the farm of Morley Claus, just off the River Road, in Southwold, on Wednesday. Manpower in quantity was required to lift a set of timbers from the floor of the barn. This squad lifted the timbers by hand and with scantlings to the point where the pike pole squads took over. As soon as this initial heaving was over, members of the squad scrambled up the timbers to set the cross beams and pound in the pegs and spikes.



LEADING FIGURES in the barn raising talk over the next move. From left to right: Morley Claus, owner of the barn that was raised, Wednesday afternoon; Jack Travers, Middlemarch, the boss carpenter; Richard Kimble, veteran barn framer of Southwold, who was manager of the raising; John McCormick, another veteran barn builder of West Elgin, who assisted in directing the framing.



—Photos by Stollery.

The gentleman in front in this cut, is Jack Ferguson. His grandparents on both sides of the house were pioneers of this district. These were Mr. Manual Payne and Andy Ferguson. He is a graduate of Queen's University, but returned to the Ferguson Homestead after graduation. He attended Port Stanley Public School.

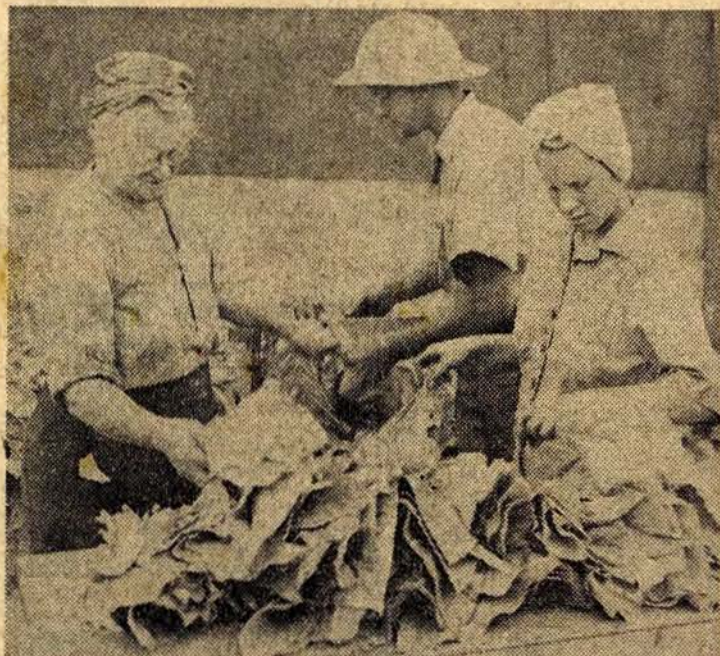
## TOBACCO FARMING



The Tobacco farming provides plenty of work for people in the village

ALL the work on a tobacco farm is not hoeing and harvesting.

The tobacco plants have to be sprayed for the control of the greedy tobacco worms and also for fungus disease. Spraying is a thirsty job. The Times-Journal photographer caught Maxine Reid, daughter of Mr. and Mrs. Clarence Reid, as she was handing a jar of water to her brother, 19-year-old Arnold Reid, on the Faulkner-Barendregt farm, Union Road, Southwold. Arnold was giving a back field of flue-cured its final application of arsenate of lead. His job called for the driving of the horses and operating the pump handle. The Reids are from the Vienna and Port Burwell district. Maxine, just 14 years old, expects to be busy as a primer for many weeks.



**SORTING** and tying the tobacco on lath sticks, as it is brought from the fields in the horse-drawn "boats," calls for nimble fingers. The above picture shows Mrs. A. Perry and Sally Pettit of the Union district, at the sorting table on the Parks' Brothers' tobacco farm, off the 2nd Concession, Union, handing the leaves to Jim Perry, at the rear, to be fastened to the lath which thread on light cord. An expert tier works very fast, binding the stems of the tobacco leaves to the lath in a criss-cross or alternating plan. The lath sticks to which the tobacco leaves are tied are placed in tobacco kiln in rows, with row above row.



**PRIMING** the leaves of Bright Leaf tobacco (the common Southern name for flue-cured) is a dirty and wearisome job, but it commands good pay. Bob and Ted Perry are shown in the above picture placing primed leaves in the horse-drawn "boat" in which the tobacco is transported to the kilns, on the Parks' Brothers' farm off the 2nd Concession, Yarmouth. Seven-year-old Glen Perry was astride the back of the horse attached to the boat while Pete Pettit and Helen Pettit, who drives the "boat" horses, were priming.



# FOR HOME

The  
Port Stanley  
Women's Institute-

The Institute sponsoring this History, was organized, May 28th, 1929. The first President was Mrs. Geo. Jackson and the first Secretary, Mrs. Geo. Smith.

During all these years they have been co-operative with Board of Education and the Village Council in promoting any good cause.

They bought a piano for the school and were a force behind the teaching of Music in our Public School.

During war years, they co-operated with the Red Cross and remembered each and every villager, who joined up with the forces. Members of the Air Force training at the Air Schools on the west at Fingal and the large one on the main Highway, were also made at home in the village homes.

This Institute is affiliated with the Council of Women which meets in the City of St. Thomas.

W.I. JUBILEE is marked at PORT.

The Port Stanley Women's Institute celebrated the fiftieth anniversary of the founding of the Institutes in the Community Hall, Wed. afternoon, Feb. 19th/47. A very brief business session was held, Mrs. Wm. Levack, the president, presiding.

Mrs. Levack extended a warm welcome to the many visitors present. She briefly outlined the origin, growth and aims of the Women's Institutes and invited all to become active members.

After an enjoyable program a social hour was spent. The tea table was centered with a birthday cake bearing fifty lighted candles.

Mrs. Jno. McIntyre and Mrs. Monte Cromwell, war brides were special guests and were each presented with a gift from the members of the Institute. The meeting closed with the Mizpan benediction.

# AND COUNTRY

Yachting  
at Port Stanley



ERIE CLASS SLOOPS-

## THE KANAGIO YACHT CLUB.

A number of men and women met at the home of Mr. and Mrs. A.S. Taylor, Port Stanley, Aug. 30th, 1933, for the purpose of forming a Boat Club. A name suggested by Rev. J. Bythell, "Kanagia Yacht Club", was selected as the one most suitable. A.S. Taylor was voted into the chair and the other officers named were, -Commodore-W.A. Childs, owner of one of the first sailboats in our harbour; Vice-Commodore- A.S. Taylor; Fleet Captain- Randal Bythell; Measurer-Geo. Sutherland; Sect'y Treasurer-Arthur Goodwin. These officers were elected to carry on until the Autumn.

At a meeting held Oct. 18, 1933, a constitution was adopted and on Feb. 2nd, 34, the offer from A.S. Taylor, for enough land on which a Club House might be built, was accepted. (This land was situated at the east side of the harbour at the foot of Main St.) Five Hundred Dollars was the amount agreed upon for the cost of this building, the amount to be divided into units and sold at par. The first meeting held in this building was on June 1st., 1934. On September 7th of the same year (Labour Day) a Regatta was held. Harleen, young daughter of A.S. Taylor (Mrs. J. Stevenson) worked diligently, making coloured, cotton pennants to be used in the decoration of the boats. This same Autumn, a Club Magazine was published for the purpose of publicity and to detail the activities of the Club and stimulate interest as well.

Some of the members who took an active part in this organization in its infancy were, -A.S. Taylor, A. Goodwin, W. Childs, Norman Stuart, Randal Bythell, Theo Turville and his wife (Alma Hogg), Mrs. A.S. Taylor, Geo. Sutherland, Rev. J.R. Bythell, Wm. Gerrard, A.E. Pritchard, J.C. Bartholomew, Duncan Schliehauf, Jno. Dicker, Herb. Jamieson, J.R. Monroe, Max Greer, Hugh Harris (who built the Club's cannon), Chas. Rainbow, Philip Loughlin, and brother Jerry, H. Beck, W.A. Burke, Jack Taylor, Joe. Burke, Ed. Suttleworth, Bob Edgar, Norman Keene, Ted Hart and John Hicky.

TIMES JOURNAL-Aug. 31, 1934.

"Helka is first.

Five boats entered the race, the Althea rigged this time as a yawl, a rig which created much comment and speculation. The Helka manned by Geo. Sutherland and K. Bane of St. Thomas, was the first boat over the line, followed in order by the Jack'O Lantern, Althea, Skip and Four Diamond Dee. The Althea was skippered by Theo Turville and Esca Milne."

Other early boats were, -Gee Whiz-Jack Taylor; Sole Mio, Wee Scott class-Chester Wood (who was killed at Trenton Flying School 1940) Corsair-Max Greer; Time Off-Alan Burke; Barabra Ann-Arthur Goodwin; Sun Pal-Er Ernest Fahner; Osprey-Lorne Nicol; Beryl-power boat, built by A.S. Taylor; Little John-Hugh Harris; Macydee (power and sail)-Major A. Dillion.

A Naval Cadet was suggested but did not materialize. However, sons and daughters of the members were granted privileges of sailing and social activities. A K.Y.C. tender was built by Herb Colley for tendering members from the dock to boats at anchorage.

Some of the activities reported in the "Port Stanley Gazette" during the summer of 1936

### Local Yacht Men Bring Home Another Victory after Race in Sarnia Waters July 21/36.

The crews of the Kanagio Yacht Club came home Sunday with another victory over the Sarnia Yacht Club to their credit. The final tally of the day's racing was 36 to 35 for the Port Stanley crews. Port Stanley racing enthusiasts this week are feeling quite pleased with achievements of their crews who while racing in strange waters and in strange boats still managed to bring home a win. It will be recalled that in Sarnia last year the Port crews just tied the Sarnia men, having to wait for the Port Stanley visit to make a win. The races of Sunday, according to reports, were very fast, with a strong breeze to make the racing very close. Dur-



Ernie Fahner's boat

ing the second race of the afternoon misfortune struck the Port boys when Allan Burke, skippering a Kanagio boat, tipped over. He righted the boat to continue the race only to tip again. Once again Kanagio's vice-commodore righted his boat and continued the race. While he was never in any real danger during his antics, the boat was finally disallowed standing in the race results. Herbie Jamieson, another of the Kanagio skippers, distinguished himself by winning a trophy donated by the Sarnia Yacht Club for the most outstanding single performance. He piled up the highest individual number of points of any skipper. It is expected by the local club officials that the Sarnia Club will be entertained here in the near future when the racing competition will be renewed.

K27

KANAGIO YACHT CLUB



COOLEY TROPHY/-----carved from wood by Capt.Byron Cooley.-Erie,Pa.

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Commodores from 1933,-Walter Childs,A.S.Taylor,Theo Turville,W.A.Burke,W.  
W.Scandrett,M.B.Greer, Sidney Nash,Albert Mycroft,A.H.Jeffrey,Geo.Thomson,  
Jas.McMillian,Walter Childs and for 1948,M.B.Greer.

Note-Mrs.Harleen Stevenson has aided greatly in securing information and snaps  
for this article on "The Kanagio Yacht Club."

047  
THE KANAGIO YACHT CLUB



0480  
Boats-Martin's, Johnson's, Phyllis Marie, Driftwood, Jacquette,  
and Hoist.

## THE KANAGIO YACHT CLUB



**BERYL-Shuttleworth**



**TIME OFF-Alan Burke**



**R 43-Jas.McMillian,  
Ted Hart -John Hickey.**

### Erie Leads 9-11 for Cooley Aug. 11 Trophy 1936

Arrangements have been completed between the Kanagio Yacht Club and the Erie Yacht Club of Erie, Pennsylvania, for the return visit of the local boys to Erie next week-end. In their visit to Port Stanley over the week-end of August 1st the Americans succeeded in piling up a 9-11 lead in the international racing series for which the Cooley Trophy is the bone of contention. The Port Stanley yachtsmen will leave Friday evening for Erie on board the Elgin E., owned by Captain Hub Dunn. The races are expected to take place Saturday or possibly Sunday if wind conditions are not favourable before. The boats will be matched eighteen footers and will be raced over a regular three mile triangular course in the bay. Crews had not been chosen at time of going to press.

### Erie Wins, 2 Point Lead in Seventh Race

Proud in their defeat, Kanagio yachtsmen returned from Erie, Pa., Sunday night after losing one of the epic battles of the sailing game. Handicapped from the start by a 9 to 11 score piled up by the Erie yachtsmen on their visit here on August 1, the Canadians went through the first three races of the last series for the Cooley Trophy to tie the score. It was in the fourth race that the competition was settled for another year, as Erie piled up a narrow two-point lead.

The big race of the Erie series was the second one. The Canadian boats obtained a lead from the starting line and bunched at the first marker, where a technical foul was unprotested against Braggins, of Erie, as he failed to give seaway to Turville, for Kanagio. The second leg gave Turville room for the clever blanket play he is noted for, and by keeping the Erie yachts in check, first place was guaranteed for the other Kanagio boat, skippered by Jack Taylor.

The clever tactics brought in five points for the Canadian club. The summary of the races:

First race—Braggins, Panitzke, Erie, 21.26; Jameson, Edgar, Kanagio, 21.44; Collman, Read, Erie, 22.00; Childs, Greer, Kanagio, 23.18.

Second race—Taylor, Edgar, Kanagio, 44.48; Turville, Burke, Kanagio, 45.50; Braggins, Dods-worth, Erie, 47.32; Collman, Padden, Erie, 49.25.

Third race—Collman, Padden, Erie, 23.40; Turville, Burke, Kanagio, 24.08; Taylor, Shuttleworth, Kanagio, 24.33; Braggins, Panitzke, 25.36.

Fourth race (time not taken)—Braggins, Panitzke, Erie; Turville, Burke, Kanagio; Read, Padden, Erie; Jameson, Taylor, Kanagio.

The races were run over a four-mile course off the Erie Yacht Club in enclosed water. As the times would indicate, the breeze dropped considerably in the second race, though it picked up again later on for the other races. Saturday night a special dance was given in honor of the visitors.

A new "C" boat has been purchased by Norman Keene, of London, and put in the water here. The boat is a raised deck, cabin sloop of a one design class used a great deal by the Royal Canadian Yacht Club of Toronto. Mr. Keene is a member of the Kanagio Yacht Club and his smart green racer will make a welcome addition to the local fleet.

### Sailboat Changes Hands

Bill Howarth's sail boat Puffin has acquired an auxiliary engine. The skipper is quite pleased with this addition and this certainly permits added enjoyment from the boat, as he is no longer entirely dependent on fickle winds. A short time ago, while he was installing the engine, the Puffin received changes in her rudder and keel so that the boat now sails better in every respect.

Jack Taylor has sold his boat the G-Wizz to Sid Nash, of London. The G-Wizz has a splendid sailing record since it was first brought here last season. It placed first in the 1935 series for 20 square metre boats, picked up the Cock-of-the-Walk pennant for fast time on the club course, and came second in the 1935 Times-Journal trophy 35 mile race.

The sail boat Damfino, owned by Woodrow Wilson, has now a deep keel in place of the centre-board.

KANAGIO YACHT CLUB.

1937--



THE CLUB HOUSE



SOLE MIO-Chet Wood

In the Spring of 1937, the Club House was moved from the east side of the harbour by water transportation. The new site was L & P.S.R. land, just south of the Shell Oil Co. Later, it was moved farther west on higher ground.

The present yacht club has a membership in the neighbourhood of sixty-five, both active and associate members. From a humble beginning of some five boats, the fleet has grown to thirty boats of all shapes and sizes ranging from the neat little snipes to the staunch Jacquette, largest of the cruisers.

The racing record of the club has been a proud one. Last season marked the beginning of two outside events with other clubs. The first was an international meet with the Erie Yacht Club of Erie, Pennsylvania. The harbour was crowded one morning with a fleet of the largest pleasure yachts ever seen in this harbour as the Amer-

ican contenders for the Cooley shield slipped in one after the other. The day's racing brought a win for Port Stanley, an honour which was maintained on the visit of the local boys to Erie some days later. At Sarnia, in a series of races with the Sarnia Yacht Club, the same story was repeated and the Port Stanley crews came home with the proverbial bacon. In all their ventures the local club members have received the support of permanent Port Stanley residents and summer people alike. The present racing season promises to provide plenty of excitement with both the Erie and Sarnia boys out to recover the lost glory of last year.



Erie Class-Chas. Rainbow  
Theo Turville at the tiller.



Tumlaren-"BETSY".  
Owner-W.L.Scandrett  
crew-Phil Laughlin.

The snap at the left-shows the Tumlaren-of Sweedish design and the builder.A.S.Taylor. It is ready to be launched and the ladies in the background are ready to christen "Betsy" with the Summer blossoms.

