

THE SEAWAY STORY

SEAWAY DAMS

have tamed the rapids of the St. Lawrence. Those at Cornwall and Iroquois contain sufficient concrete to build a 3-foot-wide sidewalk, four inches thick, which would reach from sea to sea across Canada, and *back again!*

SEAWAY POWER

is immense. For instance, one hour's output from the Robert Moses Dam and Robert H. Saunders generating station at Cornwall, Ont., at the northern end of the International Section of the Seaway, is sufficient to supply the needs of the average Ontario family for 300 years!

SEAWAY PROFILE

Ships enter the St. Lawrence Seaway near Montreal, 20 feet above sea level. The Seaway's locks lift them up 226 feet to the level of Lake Ontario. Ships going further into the lakes ascend another 226 feet through the Welland Canal to Lake Erie. At Lake Superior, a ship reaches its highest elevation—602 feet above sea level!

SEAWAY LOCKS

are 859 feet long overall, enabling them to accommodate huge, ocean-going ships. To gain an idea of the size of the locks, *each one* is almost long enough to accommodate two buildings the size of the Bank of Commerce Building, Toronto, (tallest in the British Commonwealth) laid end to end!



The prow of Britannia rises gracefully from the water of a lock as the ship makes its way through the seaway —Erik Schack

It Happened Forty Years Ago Tonight

EXTRA The St. Thomas Daily Times. EXTRA

THE MOST READABLE NEWSPAPER IN WESTERN ONTARIO

FIRST PUBLISHED 1857

ST. THOMAS, ONTARIO, TUESDAY, AUGUST 4, 1914

150 CENTS PER COPY

WAR IS DECLARED!

British Navy Ordered to Strike German Fleet at Once

French Said to Have Been Victorious in a Battle in North Sea

ENGLAND FULLY PREPARED AT EVERY POINT

London, Aug. 4.—(Special) The British Admiralty and the War Office have made such general and thorough preparation that she is in perfect readiness at every point. Not a detail has been overlooked and navy leaves were cancelled days ago, reservists and absentees were recalled and mobilization at strategic points swiftly and quietly carried out. England is all ready.

Tremendous Excitement and Feverish Activity All Over Great Britain

Nine Hundred Elgin Men Wanted

TORONTO IS WARFRENZIED

Thousands of Men Besiege Recruiting Stations Eager to Volunteer; 20,000 Men Could Be Enrolled in Toronto Alone

IS THIS ARMAGEDDON?

THE BULLETINS RECEIVED SINCE FIVE THIS EVENING

German Boats Close to Halifax

Montreal, Aug. 4.—A special item authentic sources states that five German boats are within 35 miles of Halifax.

THESE SHOULD HAVE BEEN CANADA'S

London, Aug. 4.—England has bought the two Turkish dreadnaughts and the two Chilean destroyers that are under construction in British yards. All of the craft are nearly completed and work will be rushed with all speed.

LONDON WILD WITH EXCITEMENT

London, Aug. 4.—The excitement of the war declared by Germany at 7 o'clock tonight.

CABLES IN GORE ARE ABSOLUTELY STOPPED

But the cables are absolutely stopped.

City Regiment to be Mobilized

The City Regiment is to be mobilized.

DUTTON COMPANY OF THE 25TH SWORN IN

The Dutton Company of the 25th is sworn in.

OFFICIAL DISPATCH FROM THE LONDON WAR OFFICE CONFIRMS THE NEWS

London, Eng., Aug. 14.—Germany has declared war against England. War Office here officially admits this.

BRITAIN'S REPLY

London, Aug. 4.—Great Britain declared war on Germany at 7 o'clock tonight.

British Navy Ordered to Engage German Fleet at Once; Battle At Dawn

London, Aug. 4.—The Commander-in-Chief of the British Navy has orders to seek battle with the German fleet in the North Sea tonight. It is expected that the British and German naval fleets will meet in terrible conflict at dawn.

"Capture or destroy the enemy" was the instructions wireless to the British battle fleet just before the King's message.

Germany's declaration of war was delivered to Premier Asquith at 11 o'clock tonight (London time). The news was withheld by request of the King to prevent demonstrations.

CANADIANS WILL MOBILIZE

Aldermen Sing National Anthem

RESERVISTS TO BE SENT ON TO QUEBEC

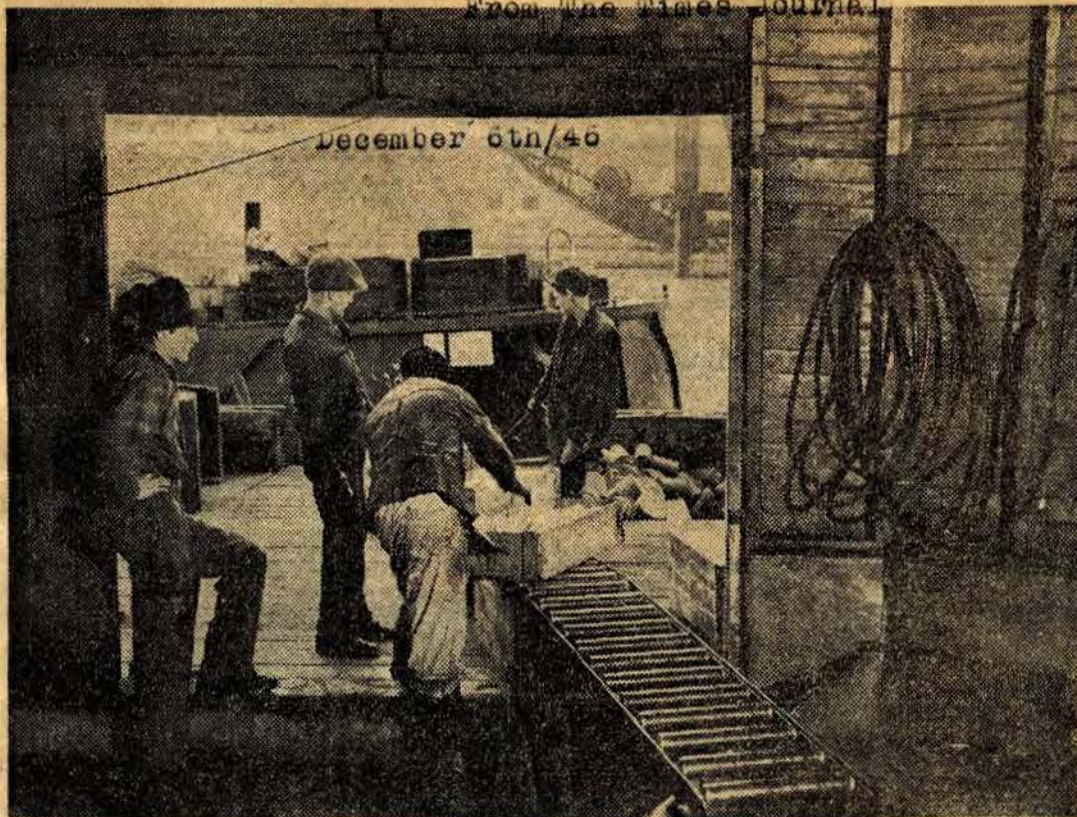
Editors, Printers at Work

There was no radio in those days, no Canadian Press news distributing set up. First news came into the newspaper offices over independently-operated telegraph wires and was promptly bulletined. The staffs of both St. Thomas newspapers, The Times and The Journal, previously told to be prepared, were called back and put to work getting out an "Extra". As a glance at the above reproduction of The Times "Extra" will reveal no attempt was made to produce a work of the printer's art. The necessary brief press despatches were rushed into type as were the bare headlines and in no time at all the presses were rolling and the paper out on the crowded street, where newsboys speedily disposed of them.

Down the street, a block away, a scene similar to that in The Times office was being enacted. The Journal, too, was getting out an "Extra". For in those days there were two daily newspapers in St. Thomas and competition to be first with the news was keen. The Times, in its next day's edition, claimed to have been first with its "Extra", but its safe to say the Journal wasn't far behind.

Port Stanley Run of Jumbo Herring at Peak

From The Times Journal



EVERYBODY has a job when a gill net tug turns from lifting its gear, bringing plenty of fish. The above picture was taken at the Finlay Fish and Storage Company's dock, Thursday afternoon, when the Parker Brothers' tug, *Cormorant*, out of Port Dover, returned with about four tons of cisco herring. Many of the fish had been dressed by the fishing crew in the 90 minutes run back to harbor. These dressed fish, in reconditioned Bren Gun carrier cases, are rolled across the dock into the packing and storage plant, there to be packed in cases and shipped out to the markets. Handling the cases in the picture from the doorway out on the dock are Charlie Parsons (back to Camera), George Reid and John Holland. Leaning against the door frame is Ralph Glover, office man and foreman. The *Cormorant* has been a heavy producer since the start of this season's cisco run, lifting, from four to six tons daily. Many of the tugs are only fishing half their gear because of the heavy run.

—Photos by Stollery.

PORT STANLEY, Nov. 30.—The greatest haul of cisco herring in at least a quarter of a century, an estimated 40,000 pounds of fish, kept commercial fishermen of Port Stanley busy from six o'clock Thursday morning until three o'clock, Friday morning, and necessitated calling every able-bodied man and woman who could help out in the emergency. Thursday's giant lifts of ciscoes was the peak in a week of good fishing. Tugs were out again Friday morning to lift nets again with the fishermen hopeful that the flood of flunny wealth will continue. 1946

There was only one unredeeming feature of the record lifts. The prices of fish on the United States markets have dropped about two-thirds since meat rationing was discontinued in that country, but the commercial men should make some money just the same from the great quantities of ciscoes that are being shipped out.

Many of the fish were being shipped out Thursday and Friday by train and by truck. Large quantities are being frozen. The Finlay Fish and Cold Storage Company expects to handle a record number of cases in their storage plant.

The heaviest lifts for the day were made by the *Stanley Clipper*. That tug brought in 12,000 pounds of ciscoes. The smallest lift was 5,000 pounds, brought in by Lorne Berry on his *Ellen S.*

Women were called from their housework, men from their vocations to assist in handling the unprecedented lifts of fish. They literally flooded the docks as they were shoveled from the heavily-laden tugs.

Most of the fish caught at Port Stanley are shipped to the New York, Detroit and Buffalo markets. They have commanded a ready sale and good prices, but it is possible that the demand will drop off along with the price, now that meat rationing has been lifted in the United States.

Port Stanley Docks Flooded With Tons and Tons of Fish



THE RUN of the silvery cisco or Jumbo herring has been reaching peak proportions for the season at Port Stanley this week with tugs riding low as they return from lifting their nets. Still wearing his dillskins, Gim Brown, of the crew of the *Vary Boat*, the *L. & S.*, is shown as he sat in the prow of the tug removing the fish from the nets, Thursday afternoon. The *L. & S.* brought in approximately 10,000 pounds of ciscoes on this trip. While Brown removed the fish from the gill nets, the other members of the

crew were busily engaged in dressing the fish, preparatory to packing in cases and shipping out to the markets. The dressing calls for fast and expert action, slitting the fish open and removing the insides in two deft motions. Crews share in the production returns, usually on a 60-40 basis. After 60 per cent is deducted for the boat, nets and other equipment, the crew divides 40 per cent of what a lift brings. In a heavy run of herring, it means big money for the fishermen for a relatively short period—big money after many lean weeks and months.

Port Stanley Pier Keeps Tryst With Beauty—

Even In March



—THE FREE PRESS, LONDON, ONTARIO, MONDAY, MARCH 10, 1947.

As the chill March wind whips down the Lake Erie shore beves of bathing beauties and rows of ardent anglers basking in the hot sun on Port Stanley pier are only a memory. But the port has its beauty even in the blustery month of March. For months

the wind and the snow and the storm-tossed waters of Lake Erie have combined to cloak the drab concrete pier in a sheath of shimmering silver ice. From this favorite summer promenade the beach looks desolate as only a summer resort in winter can.

New Dial System at Port Stanley 1952



HEART of Port Stanley's dial telephone system will be this attractive new Bell Telephone building on Colborne street, near the Anglican rectory. The building is completed, except for the landscaping, and the work of equipping it with complex switching apparatus is scheduled to be finished in time to inaugurate dial service early next year.

Port Stanley Soon to Have Dial System of Telephones

First in Elgin District; Equipment Specially Designed for Port Stanley Needs

PORT STANLEY, Oct. 24 — A vital step in the extensive preparatory work to provide Port Stanley with its own telephone system, the installation of dial equipment now is under way in the new exchange on Colborne street. The building is a smart addition to the business places in the village.

R. A. Mercer, Bell Telephone manager for this region, said that the installation is a complex job which is scheduled to take several months to complete.

The dial switches and their associated apparatus will take over the task connecting all local calls in Port Stanley when the new dial exchange is uninaugurated early next year. Known as line-finders, selectors and connectors, the switches are set up in long columns in the equipment room, and with their metal covers look somewhat like rows of canned goods on a grocer's shelves.

The switches act when they receive electrical impulses, which are sent out by the action of the dial turned by a telephone called. As the digits are dialed, the switches seek out the line of the called party and make the connection.

The equipment was especially designed and manufactured to meet Port Stanley's telephone needs. Skilled Northern Electric craftsmen will be busy for the next few months installing and testing the delicate mechanisms, which must be kept in dust free rooms because even a few specks of dust can interfere with their operation.

All telephone lines in Port Stanley will be connected with the dial equipment but the switches will be kept out of operation for the present by means of small blocking de-

vices. When the time arrives to inaugurate the new dial system, the blocking devices will be removed simultaneously so that all telephones can be converted from manual to dial operation at the same time.

Mr. Mercer said that all subscribers will be advised well in advance of the actual date and hour of the conversion. When the dial system takes over in Port Stanley, a special supplementary directory will be issued for the Port Stanley subscribers, for use until the next general directory is issued.

SHIP BUILDING

THE CLARA B.

electrically welded



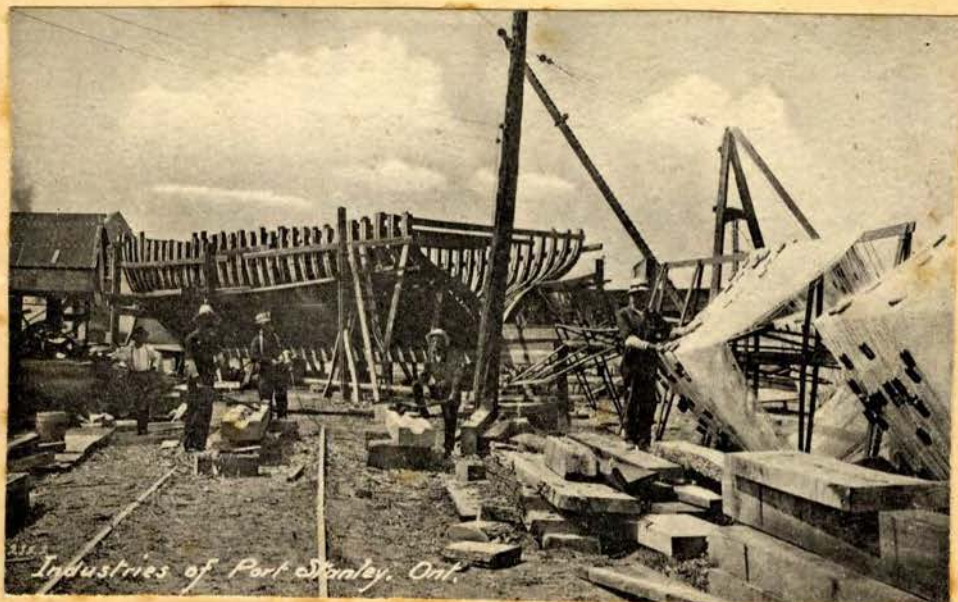
This was the first steel ship built on the North shore of Lake Erie and is said to be the first welded craft built in Canada."The Clara B. as she was named, was built by Russel Bronson who operated a portable electric welding outfit in our village, in the garage now managed by Mr. Joe Sharp.

The designer of the craft and one of the chief workman on its construction was Mr. Herb Colley, a former resident. The Government measurements were given as 11 gross tons under deck and 21 gross tons above deck.

The beam of the craft measured 12 ft; the length-47 ft. and the draft-4 ft. It was equipped with a diesel 60 horse-power oil engine and the speed per hour using 4 gals. of ^{fuel} gasoline was 12 miles.

note--(Mr. Bronson was also the inventor of the Stanley ice-harvester)
(The Clara B. is now owned by the Koby Fish Co. of Port Dover.) This is also the home of the first practical electrically welded fishing boat on the Great Lakes, the Clara B, which was created by the efforts of H. Colley and the late Russel Bronson

Kolbe



Industries of Port Stanley, Ont.

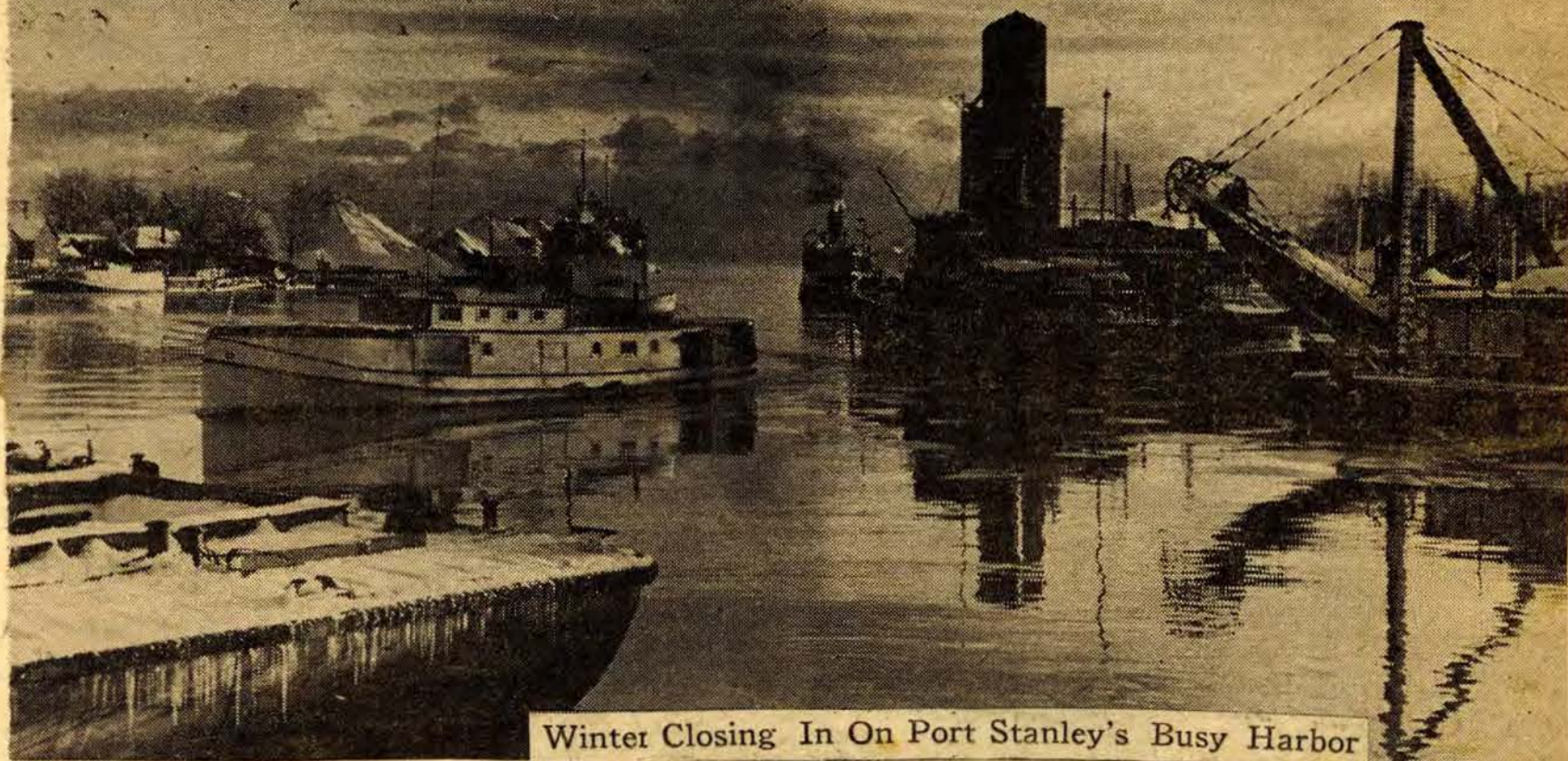
INDUSTRIES

Plough Works in 1908
Neucoal in 1923



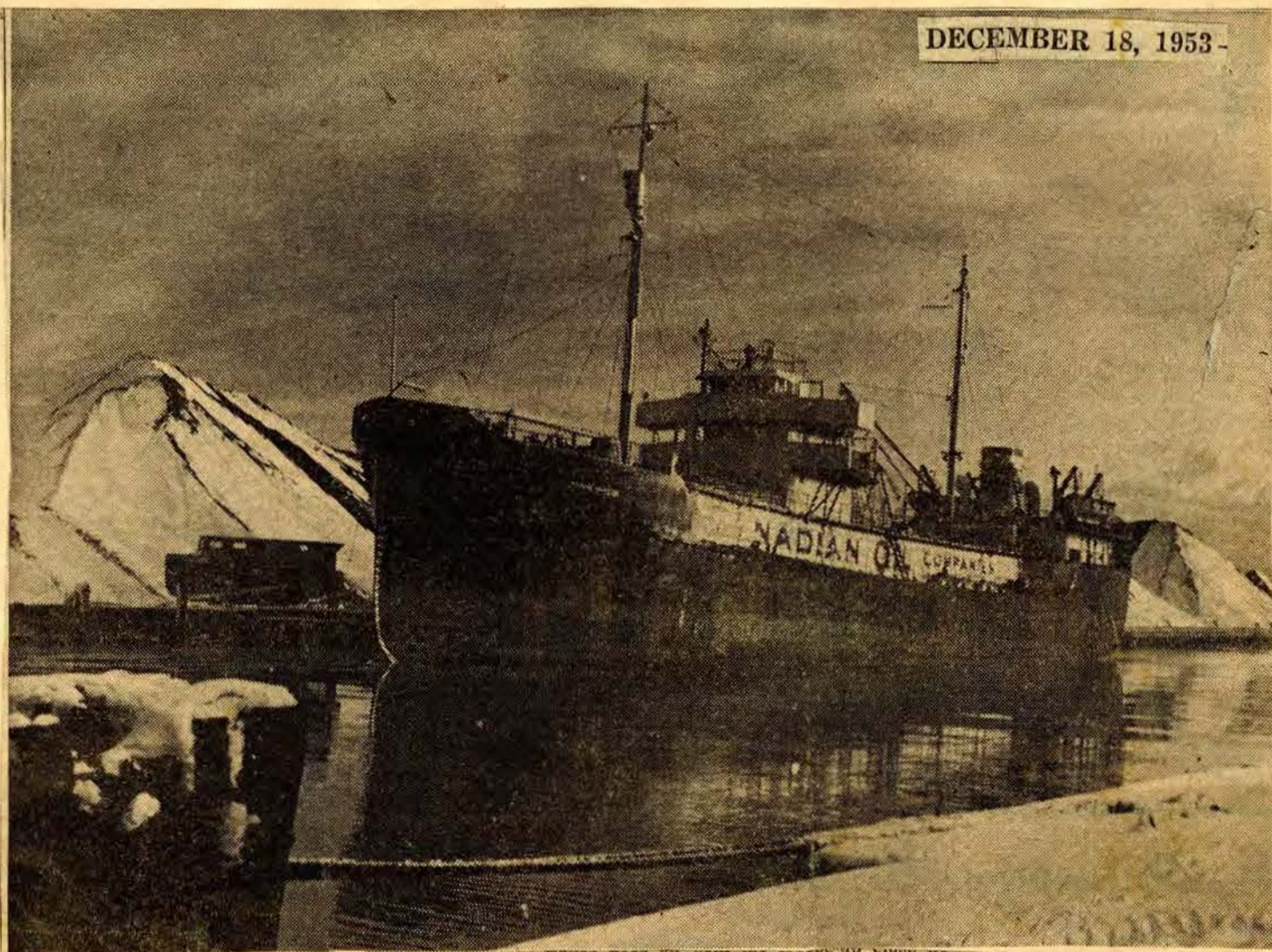
Near the present Sun Oil
and
Mc Coll Frontenac Oil tanks.

DECEMBER 18, 1953

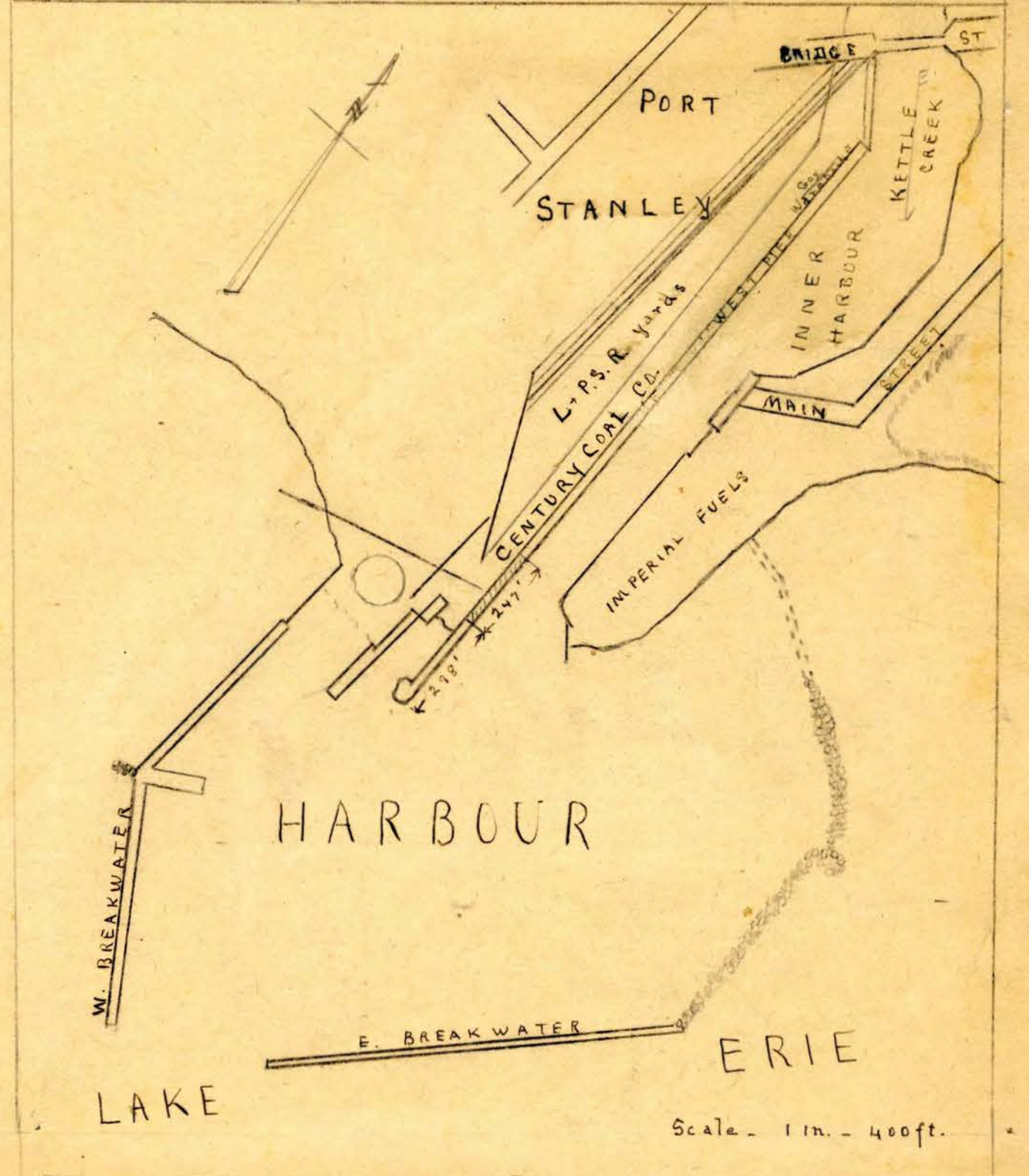
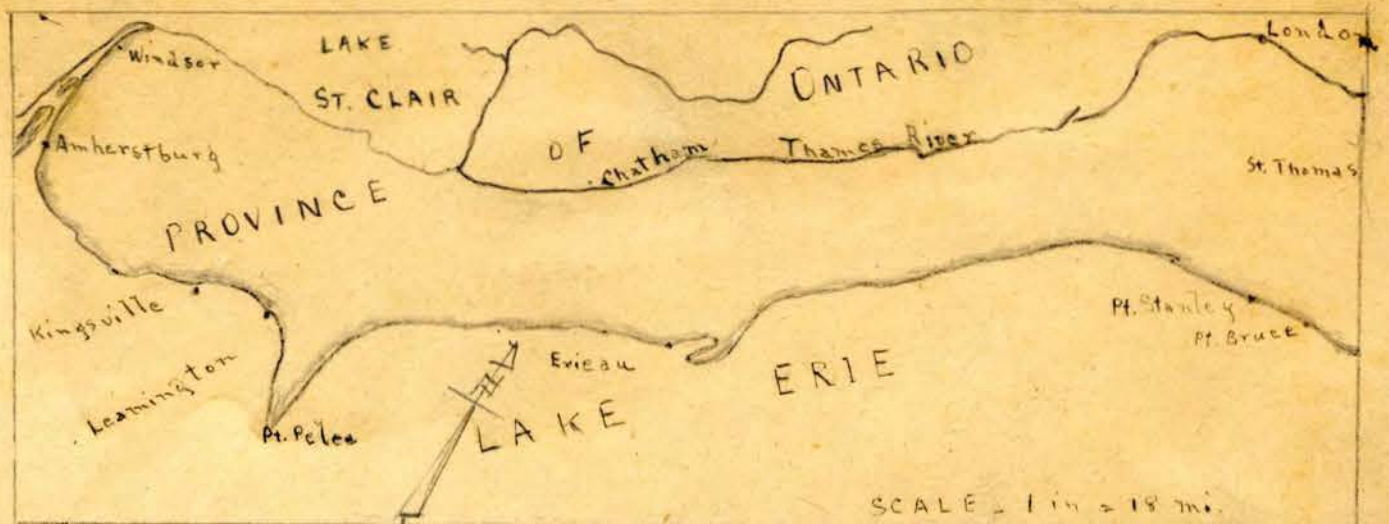


Winter Closing In On Port Stanley's Busy Harbor

DECEMBER 18, 1953 -



The tanker John Irwin, from Sarnia, with a cargo of fuel oil for Sterling Fuels, made her last call at Port Stanley for the 1953 navigation season on Thursday. Snow covered mountains of coal piled on the Imperial Fuels dock provided a background for the above Times-Journal photo of the vessel riding high in the water near the end of discharging 800,000 gallons of oil into Sterling marine storage tanks.



HARBOUR IMPROVEMENTS
Portion of West Pier

1954

PLAN No. A - 242

Old Homes

In Selborne



NEELY HOMESTEAD

Last Log house in the Port Stanley
district.

AGNES M. HEPBURN

January 9, 1881 ----- August 21, 1972

PORT STANLEY LOSES NOTED

LOCAL HISTORIAN

Village residents were saddened to learn of the death of Miss Agnes Hepburn, of 285 Bridge Street, Port Stanley, on Monday, August 21st, at Victoria Hospital, London. Miss Hepburn, who was in her 92nd year, had been ill for several months.

Born in Port Stanley, the daughter of the late Susanna (Kennedy) Hepburn, and Andrew Hepburn, she had resided in the Lake Erie village all her life.

Miss Hepburn received her education in Port Stanley's old two-room Public School. After attending London Normal School, she taught for three years in Barrie, Ontario.

With the construction of the Port Stanley Public School on Francis Street, in 1908, she returned to Port Stanley to teach for a total of 31 years before her retirement. An accomplished musician, she provided musical instruction, as well as academic teaching, for her students.

A noted local historian, she devoted much of her time to compiling historical material about her home town of Port Stanley. She presented her first essay on the history of Port Stanley at the age of thirteen.

A very active member of St. John's Presbyterian Church, in Port Stanley, Miss Hepburn compiled a "History of St. John's Presbyterian Church" for the church's One Hundredth Anniversary in 1954.

Her "Historical Sketch of the Village of Port Stanley", compiled for the Port Stanley Women's Institute, for the Elgin County Centennial, traces the history of the lakeside village, from Col. Bostwick's arrival in 1817, to the year of 1952.

In May of this year, Miss Hepburn was honoured at the Chamber of Commerce's Annual Banquet and received a Presidential Citation, termed "citizen exceptionnelle" for her contribution to her home town of Port Stanley.

The last member of her own family, Miss Hepburn is survived by a niece, Miss Irene H. McBride, Toronto; and two nephews, Wallace Hepburn, Shedden; and John K. McBride, Oakville.

Funeral services were conducted Wednesday afternoon at 3 p.m. from the L.B. Sifton Funeral Home, St. Thomas. Rev. J.L. Petrie officiated, in the absence of Rev. David Stewart of St. John's Presbyterian Church. Interment was made in Union Cemetery.