

Members of 1939 Council



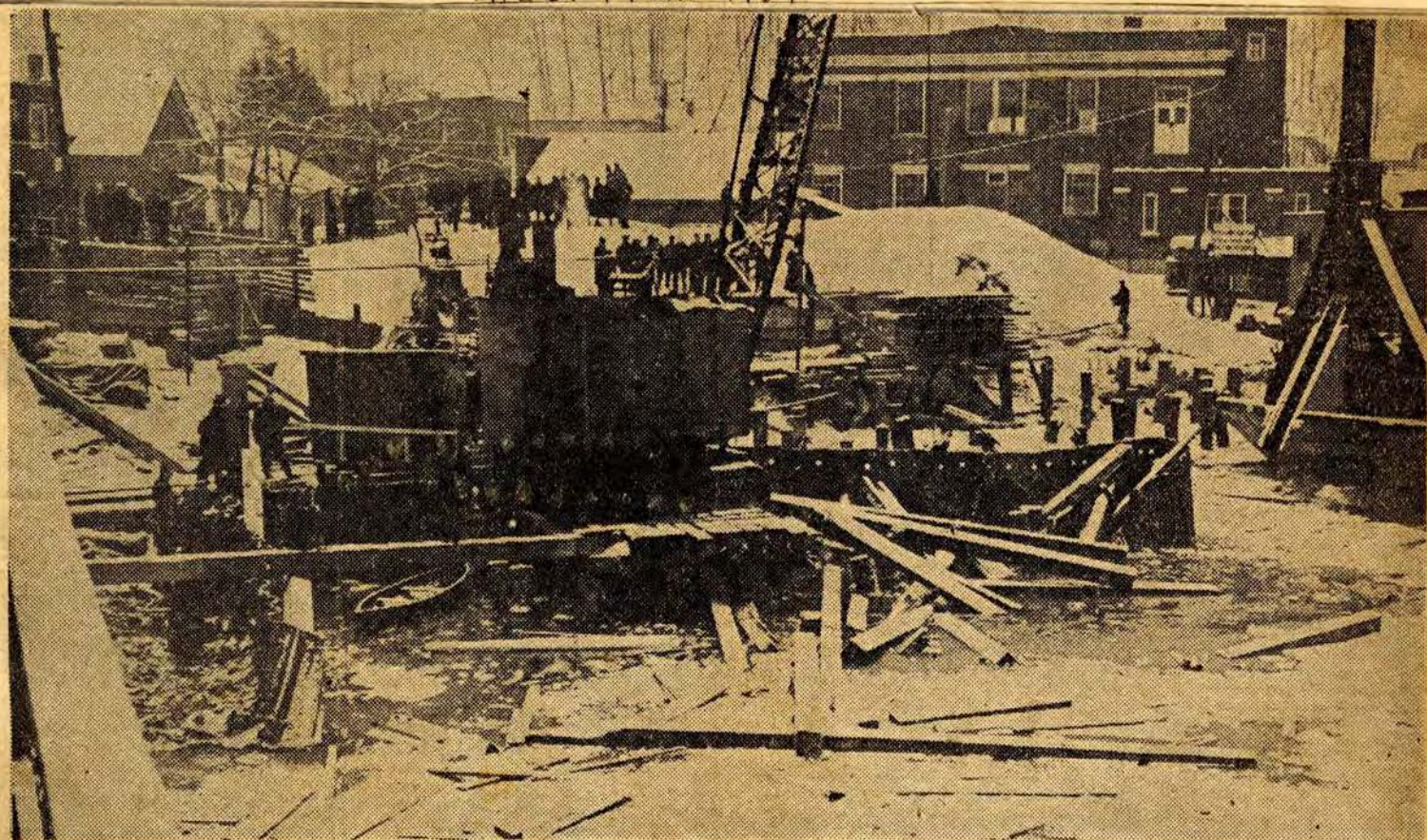
Front row—Dugald G. Brown, Reeve W. C. Wheaton, J. A. MacDonald. Back row—W. Eastwick, A. S. Taylor.

The Ontario Department of Highways is proceeding with plans to build a new lift-bridge at Port Stanley at an estimated cost of \$250,000, according to word received by Wilson H. Mills, M. P., for Elgin, from Premier M. F. Hepburn by long distance telephone. 1937

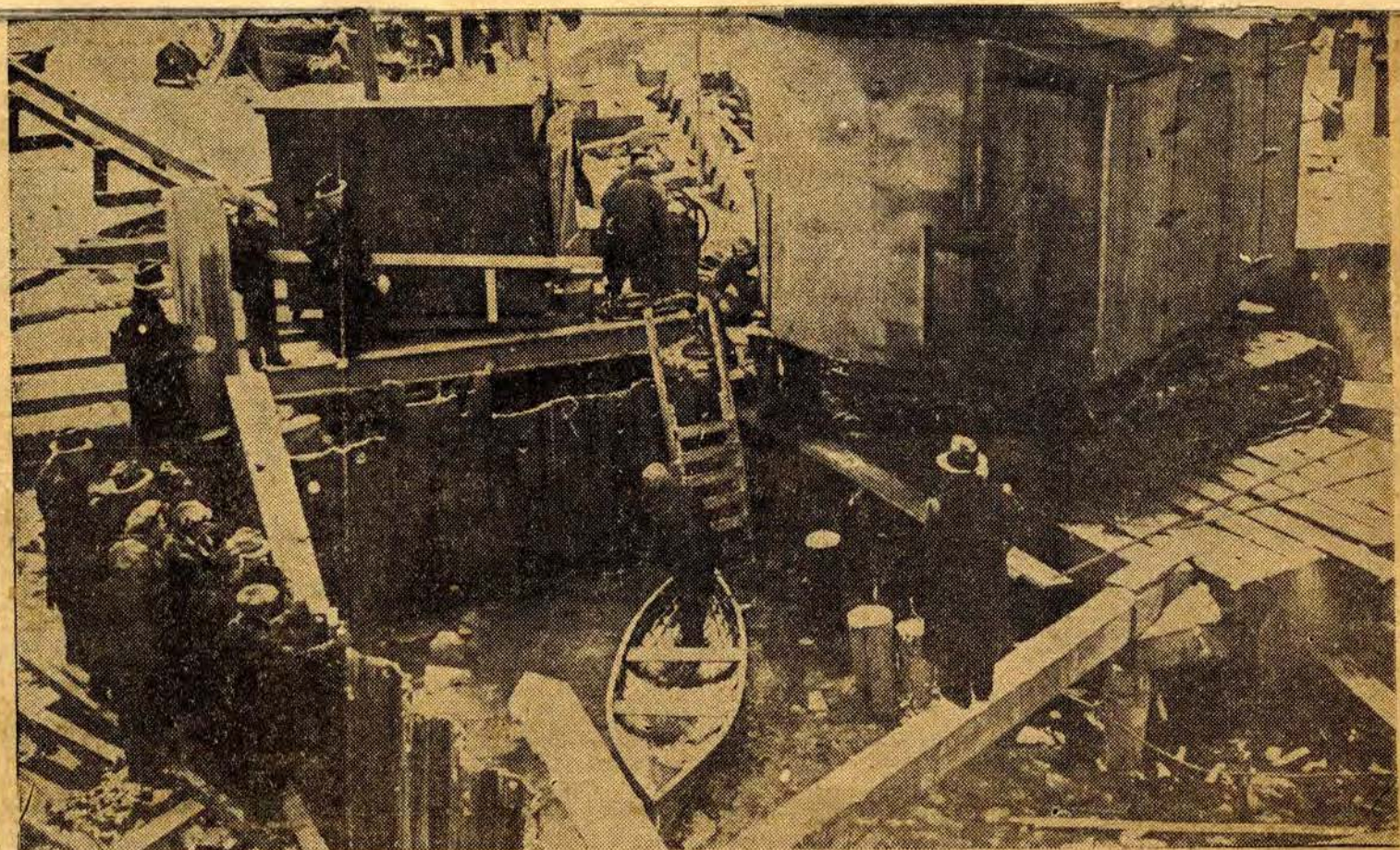
MAY 6, 1937

Port Stanley Tragedy

DEC. 19th. 1937



WHAT remains of the coffer dam at Port Stanley may be seen in the above view, taken from a position on the old bridge toward the west approach. Near the bridge railing in the left foreground may be seen the northerly wall of the coffer dam still standing, while behind the derrick is the east wall. Shoring timber that broke loose as the dam collapsed is strewn about below the derrick platform. At the time the picture was taken, Diver Montour was at work below the surface and a crowd of spectators was watching the work from the easterly bridge approach and from other high points of vantage to the east of the coffer dam.



Photographers swarmed about the edges of the ruined coffer dam at Port Stanley Monday morning endeavoring to get "shots" of Diver Montour at work. Bubbles seen rising beside the rowboat and just to the left of it are from his suit. The corner of the coffer dam shown is the northeast part and the only section which did not cave in.



Workers are seen in the above view of the wrecked coffer dam at Port Stanley endeavoring to dislodge with pike poles timbers jammed in the hole that had been the coffer and in which at the time the photograph was taken, eight men were still entrapped. The picture was

taken from the dredge which occupies a position immediately south of the dam. Part of the derrick may be seen resting precariously on a special platform which did not capsize.

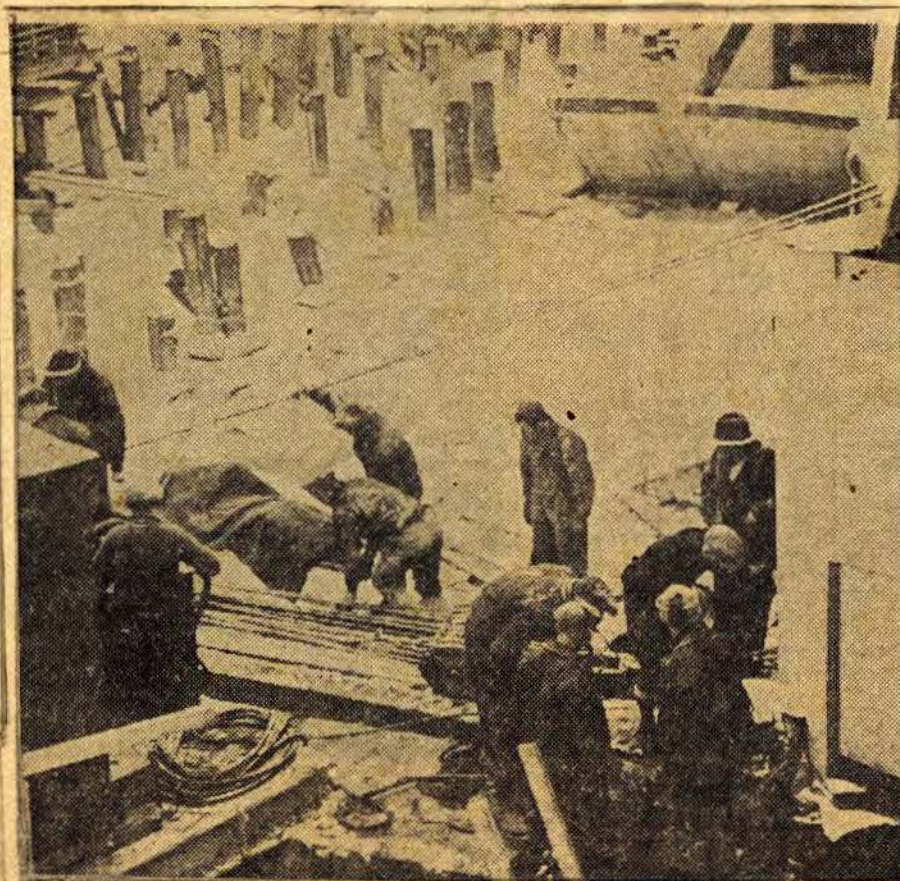
A Cofferdam

Much misunderstanding apparently existed in the public mind about the nature of a coffer dam. Many people seemed to have the impression that a coffer dam, like that which collapsed in the upper harbor at Port Stanley, Sunday evening, is similar to the dams of the St. Thomas Public Utilities Commission. A coffer dam is like an immense steel case sunk below the level of the creek bed, with the top projecting above the water level. The water is then pumped from the steel case, enabling excavations to be made below the creek bed. The coffer dam at Port Stanley was constructed of heavy sheet piling, the long sheets of piling being fitted together by sliding grooves, thus forming four waterproof steel walls. The sheet piling was driven down into the bed by pile-driving equipment.

The walls of the caisson or coffer dam were cross-braced with six-inch square timbers spaced about five feet apart from top to bottom.

Increasing water pressure on the south wall of the coffer dam, several feet above the bottom of the excavation, apparently caused the catastrophe, bracing timbers cracking and breaking under the strain, thus causing the wall to buckle.

Excavations were being made to a depth of about 29 feet below the water level.



THE second body recovered Monday morning after diving operations got under way as Pete Montour dropped into the tangled wreckage of the coffer dam at Port Stanley

Killed in Crash



AT left, Arch. Jones, of Port Stanley. At right, George Sealey, of St. Thomas, fatal victims of Sunday's disaster at Port Stanley.

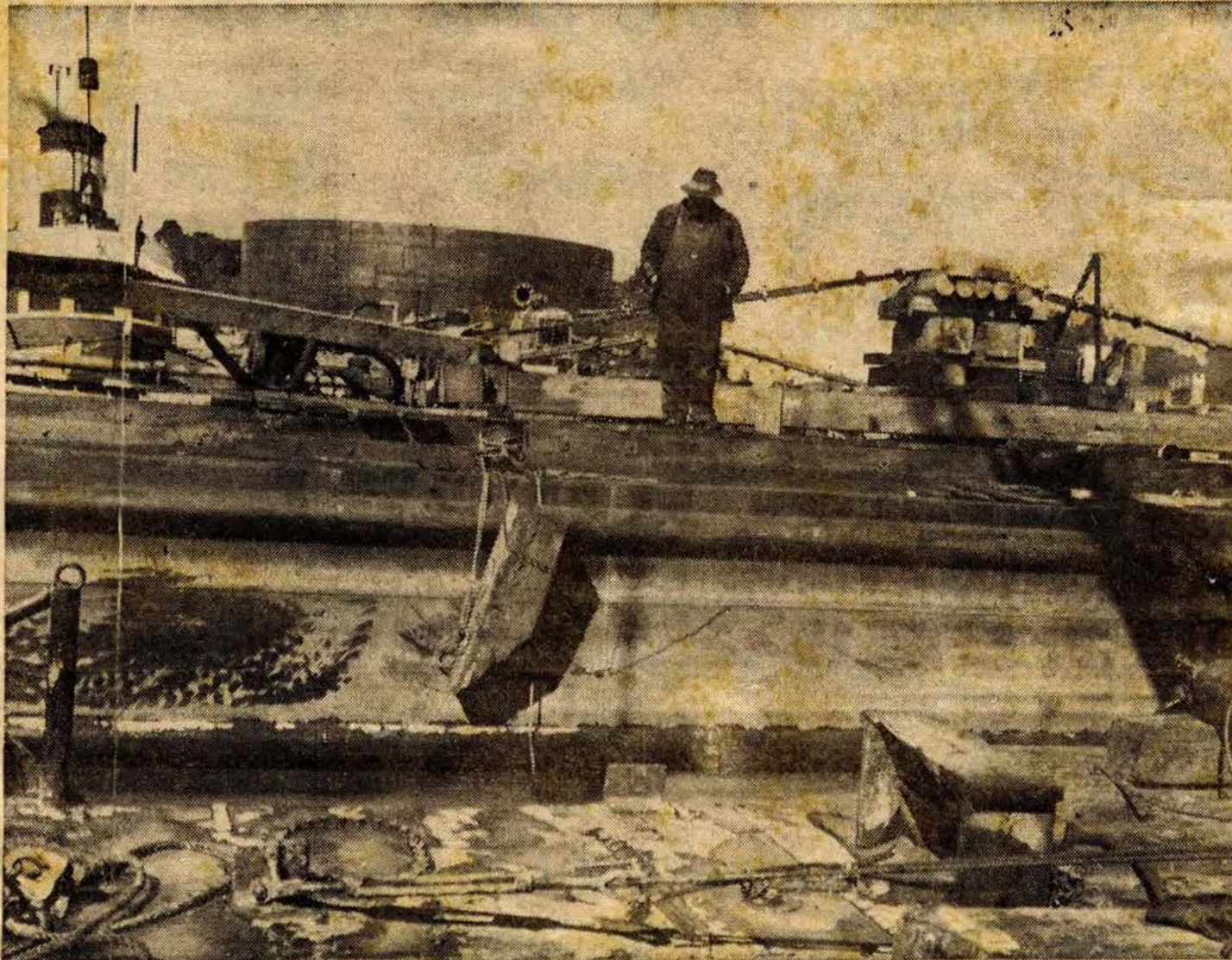
JOINS BRENNAN PAVING



COL. C. J. BERMINGHAM

News of interest is the appointment of Col. C. J. Bermingham as Assistant General Manager of Brennan Paving Co., Ltd., Hamilton, Ont. Previous to joining the Royal Canadian Engineers in the fall of 1939, Col. Bermingham directed the firm of Wm. Bermingham & Son, Kingston, Ont. Since that time he has been actively engaged with the army in Canada, England, Europe and the South Pacific. 1945

Scenes at Port Stanley As Long Job of Raising Wreck Nears End



Moved Speedily

With the salvage vessel Black Carrier as the motive power, the hulk was moved the 2,000 feet in one hour and 20 minutes and is now well into the shelter of the harbor away from the rough waters which have caused so much delay and upset to the salvage work in the past. The dredge has a 265 ton displacement and it is estimated there are 100 tons of mud inside it.

This morning diver Val Pavuls went into the muddy waters of Lake Erie to inspect the hawser rigging and report to Superintendent

Young on the clearance between the hulk and the lake bottom.

On receiving the diver's report, Mr. Young gave instructions for the hulk to be lowered to the lake bottom again. The pontoons were then lowered and the slack in the hawsers taken up. By this method, Mr. Young sought to obtain 18 feet clearance between the hulk and the harbor bottom, this being sufficient room to permit the manoeuvre into the dry dock.

Maybe Nothing But Scrap

Because of the depth of water at the harbor mouth where the hulk has been lying, Mr. Young was unable to obtain the necessary amount of clearance for dry dock entry and had to wait until he had moved the dredge into shallower water.

It should be an interesting sight when the sunken dredge first emerges from the water. The ravages of time and tide are expected to be great and although the value of the dredge has been estimated at \$1,000,000, little hope is held out that it will be useful for anything other than scrap metal.

Coffer Dam Was Needed

A theory put forward by one of the men engaged on the salvage work was to the effect that the dredge could have been salvaged within a week of the sinking had the effort been made. The salvage man said a coffer dam could have been built around the sunken dredge, the water pumped out, and the hole in her side repaired. Then the coffer dam would have been filled with water and the dredge could have floated out.

Had this most feasible method been employed, Public Works Department dredge No. 117 would have been at work on the Great Lakes today instead of being a rusted, useless hulk.

SUPERINTENDENT SURVEYS — Walter Young, superintendent of the McNamara Construction Co., is seen here inspecting one of the two huge pontoons which support the sunken dredge. Behind him can be seen the thick hawsers which hold the hulk clear of the lake bottom. In the background the fuel tanks show the nearness of the salvage vessels to the shore.

PORT STANLEY (Staff Special) — The sunken Public Works Department dredge No. 117 which has been lying on bottom at the harbor mouth here for nearly three years, was moved some 1,200 feet towards the shore in less than two hours last night.

This amazing lift, accomplished by the McNamara Construction Company salvage crew, has placed the hulk within a short distance of its final resting place in the old Bessemer slipdock.

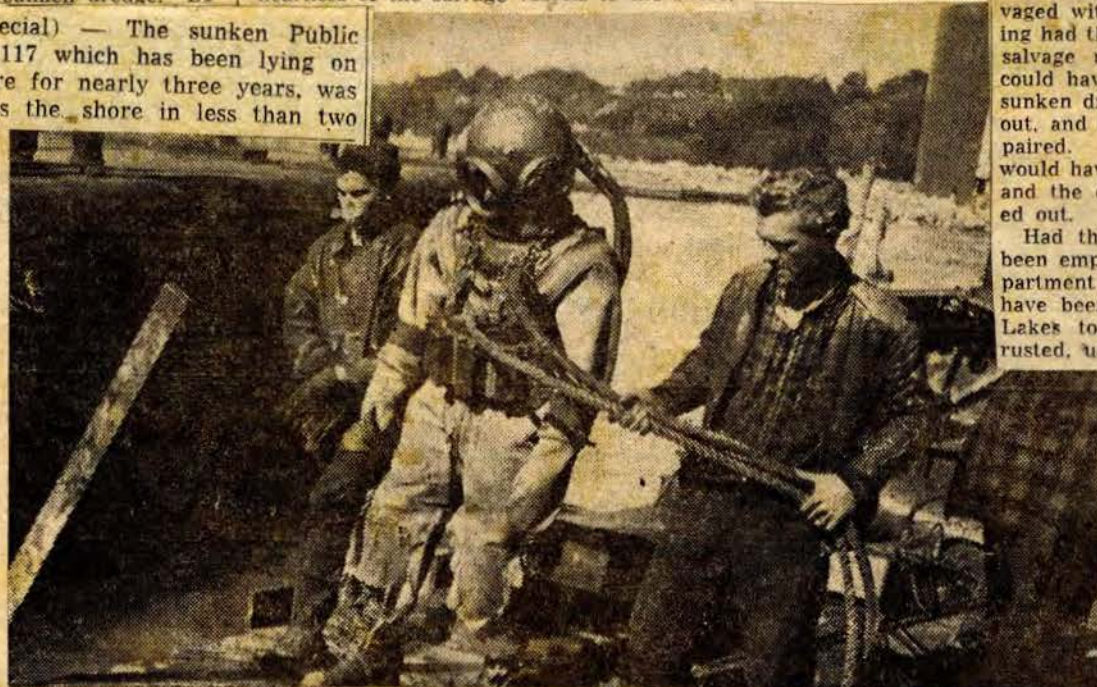
Walter Young, superintendent of the salvage operations, told a Times-Journal representative this morning that he hoped to have the hulk safely in dry dock in the old Bessemer dock waters in two days' time.

Position Drydock Next

The last few yards of the channel were being dug out this morning and it was expected that work would begin to place the dry dock in position later today.

At 10 o'clock last night the big move along the specially dug channel towards the old dock began. Earlier in the day the sunken dredge had been raised completely clear of the lake bottom.

The lift was accomplished by passing thick hawsers beneath the hulk and over the two huge pontoons. The water ballast was then pumped out of the pontoons and as they rose so the hulk was lifted clear of its muddy resting place.



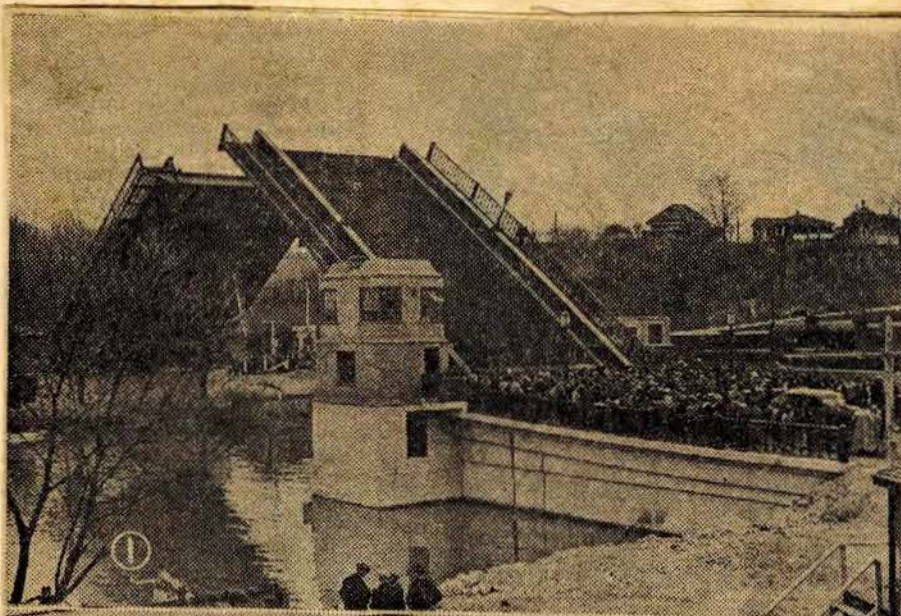
DIVER DESCENDS—Being assisted across the deck of the salvage vessel Black Carrier, toward the ladder over the side is diver Val Pavuls, who descends to the lake bottom to inspect the hulk and report on clearance. The hulk has filled with an estimated 100 tons of mud.

Wreck of Dredge, No. II7

This disaster happened on May 9th, 1952 at 9 a.m. Two lives were lost, Capt. John Howell and the fireman's helper, Wm. Sweet, eighteen years of age, Wm. Sweet was employed on the tug Hercules and was from St. John's, N.B. Mr. John Howell had been a citizen here for many years.

Port Stanley's

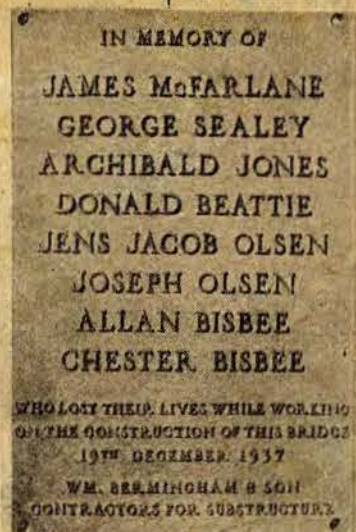
New Bridge Is Opened



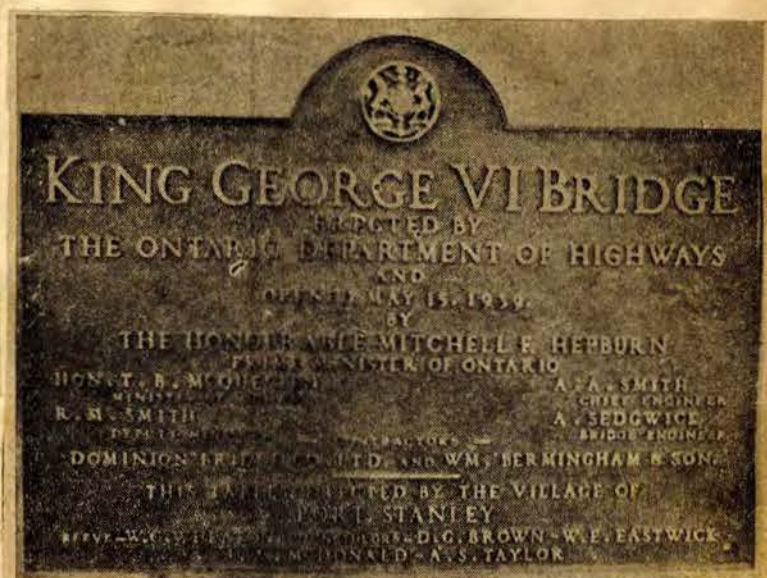
Plaques for New Bridge



Erected by Pt. Stanley.
Unveiled by Mrs. W. Wheaton.



Erected by the
Birmingham Co.
Unveiled by
Mrs. Jas.
McFarlane.



Erected by the Department of
Highways. Hon. T. B. McQuesten
officiated.

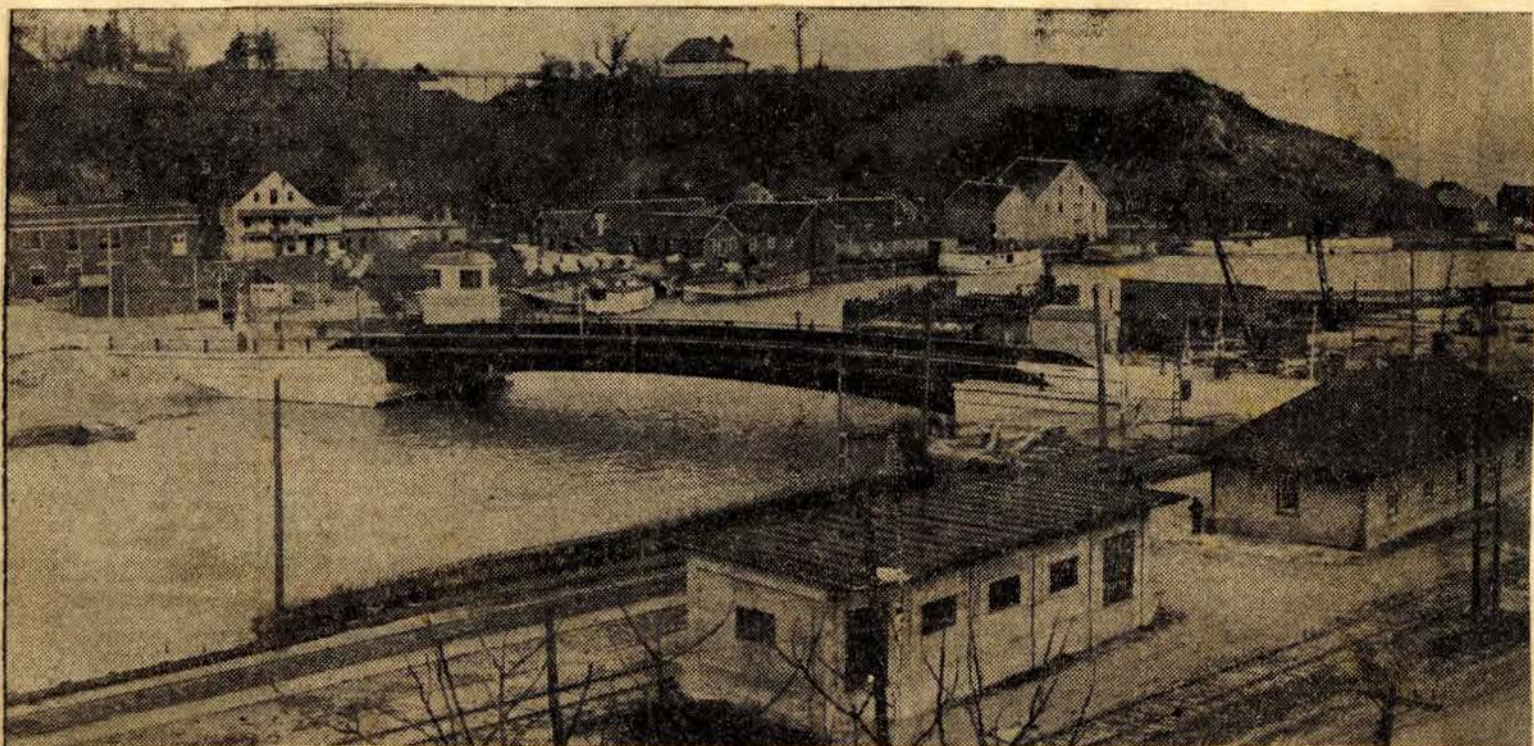
Ribbon is Cut to Open New Bridge



THE HONOR of cutting the ribbon to open the new King George VI bridge at Port Stanley Monday was given to Mrs. Cornell, widow of N. S. Cornell, former reeve and warden, who was so largely instrumental in starting the movement for the new structure. In the picture, Mrs. Cornell is being assisted by Highways Minister T. B. McQuesten who officially declared the bridge open. Mrs. Hepburn, wife of Ontario's Premier, looks on.



KING GEORGE VI BRIDGE

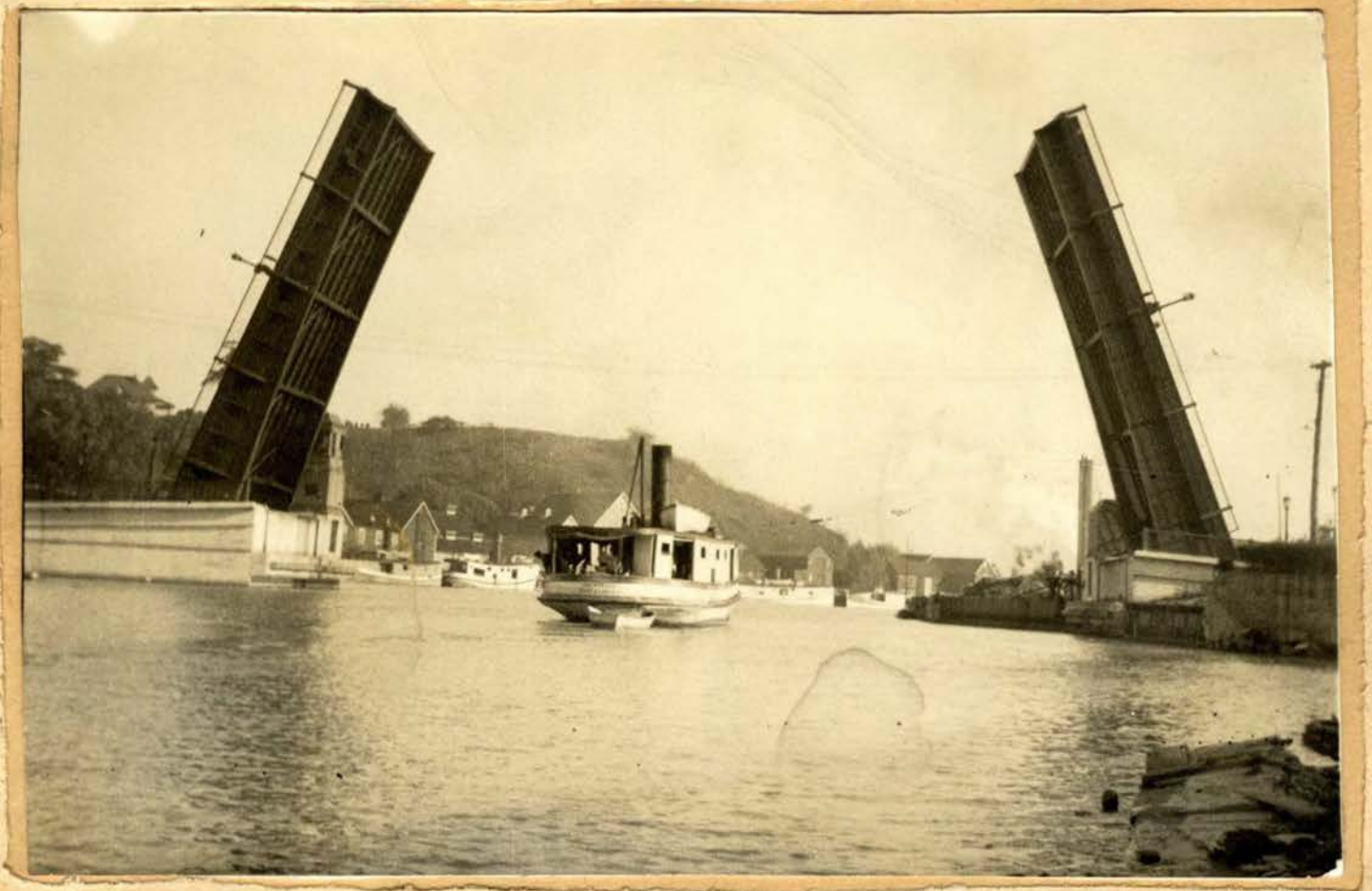


Operator

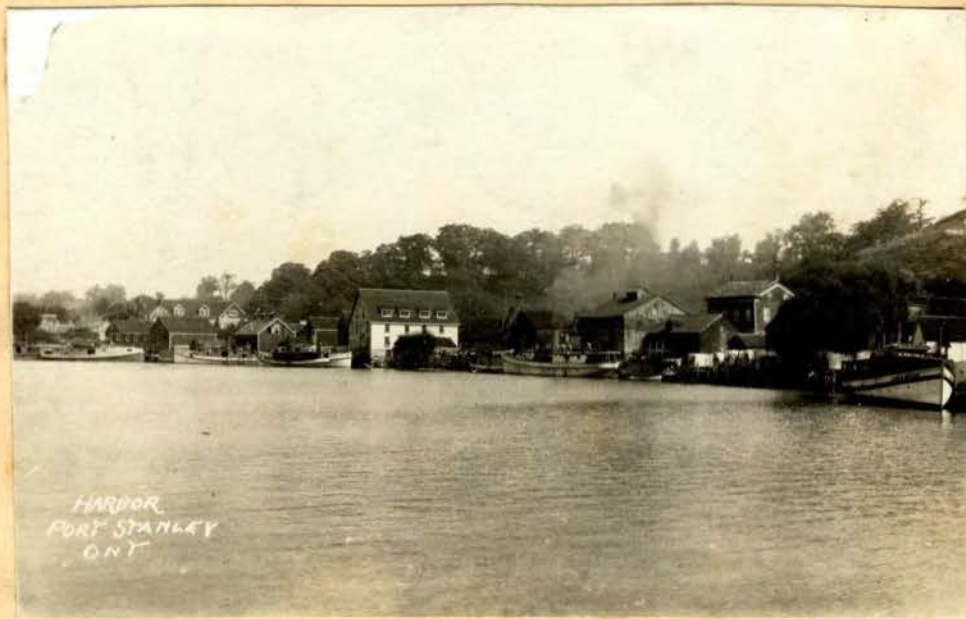


JOHN A. M'CALLUM, on twenty-four hour duty in charge of the new bridge.

THE KING GEORGE BRIDGE-
OPEN-



This picture shows the tug "MORGAN". It was the first tug to have the bridge opened for passage up stream. It is returning from pulling Oscar Smith's dry dock which went aground near the foot of Hetty St. (October 10th. 1939.)



Looking South from the Lift bridge, this is the beautiful sight you would see.

**WELL-REMEMBERED SCENES DEPICT STIRRING
DAYS OF 1914-18; 400 MADE SUPREME SACRIFICE**



WHEN THE FIRST CONTINGENT MARCHED AWAY

Scene at the old London & Port Stanley depot in Kains street, St. Thomas, as the first hundred men, raised in Elgin county just after the outbreak of the Great War, left the city for London, where they joined other units of the First Battalion and went overseas in the greatest Armada that ever left Canada's shores.

A Battle-Scarred Flag

Organization of a St. Thomas branch of the First Battalion Association has been started with another meeting to be held in about two weeks. It is hoped at that meeting that the old flag sent to the St. Thomas men at Calisbury Plains in 1914, which saw service in the trenches, will be presented to the local organization. Faded and bullet-riddled, the flag has an interesting history. Members of the old St. Thomas Journal staff sent the flag to England, a number of them writing their names on it. Among the names still legible on the flag are those of Ellison Young, editor of the Windsor Star, and L. M. Bradley, Toronto sales representative for St. Thomas Metal Signs, Limited. Mr. Young was editor and Mr. Bradley advertising manager of the St. Thomas Journal when the flag was sent. The flag saw duty in "Plug street" in the trenches.



A LONG-TO-BE-REMEMBERED DAY FOR ELGIN

Every part of the county was represented in St. Thomas on Sunday, June 5, 1916, when the Ninety-First Battalion, recruited in Elgin and trained in St. Thomas, marched from their barracks to the Michigan Central depot and began their long journey to the battlefields of Europe. It was the largest, saddest and proudest gathering in the history of the county and city.

THE EMPIRE IS OUR COUNTRY
AND CANADA OUR HOME.



LT.-COL. ANDREWS

1914-1918

Ypres
Mons
Marne
Le Cateau
Arras
Hill 60
Loos
Somme
Cambrai
St. Eloi
Aisne
Neuve Chapelle
Verdun
Amiens
Heligoland
Dogger Bank
Jutland

Reunion
1947



LT.-COL. W. J. GREEN
Raised, Commanded the 91st

The county of Elgin had a splendid record of service in the Great War of 1914-18. On the outbreak of hostilities there was a ready response from volunteers. A contingent of 100 men under Lieutenant G. A. Metcalfe, who was subsequently killed, left a short time afterwards for the big training camp, which was established at Valcartier, Quebec, and went overseas with the first battalion of the Canadian Expeditionary Force. Another unit of 200 men was soon raised, and they proceeded to London, where they were merged in what was the 18th battalion. They went overseas in April, 1915. Another unit of 200 men was formed, joining the 33rd battalion in London, and going across in the summer. The Thirty-third Battalion on reaching England was divided up among other Canadian battalions requiring reinforcements in France.

The spirit of patriotism, however, took a deeper hold upon the people of Elgin as the war progressed and the seriousness of the cause developed, and an all-Elgin battalion was formed. This, the 91st, was under the command of Lieutenant-Colonel, William J. Green, with Major F. G. Stanbury second in command. The battalion, one thousand strong, went overseas in the summer of 1916, but, like the previous units, it was broken up at the other side and officers and were drafted into various Canadian battalions in France.

Over 400 Made Supreme Sacrifice
The records of all the Elgin men

are not available locally, and an exact chronicle of their services cannot be given. This is unfortunate, and an attempt will be made in the future to compile a reliable and exact account of what Elgin contributed to the Allied cause, by exhaustive search of the war archives at Ottawa.

That the country's contribution to the Allied cause was a substantial and honorable one, is revealed, however, in the sad, cold figures of the known list of dead. The tablets in the Elgin Memorial hospital contain the names of 402 men who sacrificed their lives in the war. That is the number directly traceable, but as there were many enlistments of Elgin born men in other units, opinion inclines to the addition of another 100 names to the list of killed. As to the number of wounded, gassed, etc., that is somewhat a matter of guesswork, but taking the proportion experienced by the entire British forces, the number is five to one; so that the total number would be about well over 2,000.

The number of local enlistments was about 3,000, but many more went from here to the Pioneers, artillery batteries, Mounted Rifles, Army Service Corps, and other units.

Elgin County's V.C.

Further evidence of the fact that the men of Elgin went into the fires, is proved by the number of men who received decorations for bravery in the field. Elgin had one Victoria Cross. The recipient was Corporal

E. W. Sifton, Wallacetown, who, unhappily, sacrificed his life. Again there is no actual record of decorations, but there was a large number of M.C.'s, D.C.M.'s, M.M.'s, and special decorations awarded to men of the Flying Corps.

The county's tribute to the men who died and all who served was the erection of Elgin Memorial hospital, and a suitable memorial placed at the entrance, in addition to the tablets referred to. This hospital is one of the finest in the province, and

is a most practical form of memorial as well as a worthy one.

Having sketched the record of Elgin in the war, a brief summary of the history of the Elgin volunteers and militia may be added.

The beginning of the Elgin regiment was the St. Thomas Rifle Company formed in 1857. Forty-four men of the Company served against the Fenians in 1866, although they did not come in contact with the enemy. In September, 1866, the 25th Elgin Regiment was organized. Many members served in the South African war of 1899-1901, including Colonel Green who was wounded.

At the conclusion of the world war, the regiment was reorganized as The Elgin Regiment, with Lieutenant-Colonel D. E. Gerrard, V.D., in command. This year he relinquished the command to Lieutenant-Colonel Warren A. Andrews, V.D., and Lieutenant-Colonel Gerrard became Colonel, commanding the Third Infantry Brigade.

APRIL 29, 1947

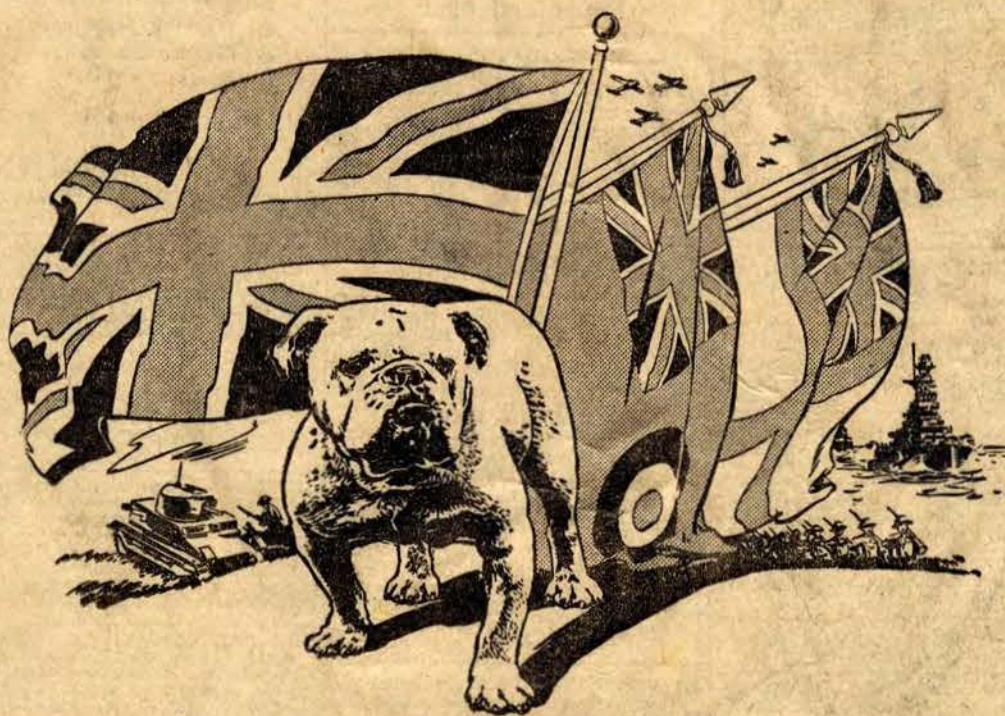
At six o'clock, a small body of 91sters led by their commanding officer, Lt.-Col. W. J. Green, and headed by the Canadian Legion Brass Band, marched from the Legion Hall on John street to the Memorial Hospital to place a wreath at the foot of the Soldiers' Monument. The wreath was carried on the march by A. B. Ellis, immediate past-president of the Battalion Association, and was placed at the monument by Lt.-Col. Green and Lt.-Col. Warren Andrews, while Bugler Kenneth Barrett sounded Last Post and Reveille.

Back at the Legion Hall, where the main assembly of the reunion

In spite of their ranks thinning out from year to year, last night's reunion of veterans of the 91st Battalion, World War I predecessor of the Elgin Regiment, brought forth an attendance of well over 100 former members of the regiment and an additional 200 guests, including their wives and ladies. Though most of the 91st veterans attending were St. Thomas and Elgin County men, there were a number from London, Woodstock and Chatham present. Prominent among the out-of-town guests were Howard Vair, Detroit; Tom Lindsay, of the staff of Westminster Hospital, London; and Verne Mitchell, Woodstock. The consensus was that it was one of the best reunions yet.

had gathered by seven o'clock, about 300 sat down to a dinner of roast beef served by the Ladies' Auxiliary of the Legion. During dinner, the band, under direction of Bandmaster Jack Andrews, whose father was a 91st man, played the same fine program presented last week at the St. George's Day dinner of the Elgin Regiment officers. Immediately following dinner, two minutes' of silence were observed in memory of members of the battalion who are gone. Present in a group were the Silver Cross Ladies, widows and mothers of men of the 91st who lost their lives in service. The association was indebted to them for the flowers which decorated the tables.

The Hour of TRIUMPH



This Is The Day That History Will Remember



This is the day for whose coming we have hoped and prayed. THIS IS THE DAY OF FINAL VICTORY.

It seems only a short while ago that the odds were insurmountable. Only yesterday that Faith alone could sustain us... that faith never faltered. Our united effort as a mighty empire has brought Victory. Today, the enemies of Freedom lie in the dust.

**Lest Us Remember on This Day
of Celebration to Offer
Reverent Thanksgiving to
The Lord For Victory**

WEDNESDAY,

AUGUST 15, 1945

The St. Thomas Times-Journal

Herbert Jamieson-

Commended for Distinguished Conduct-



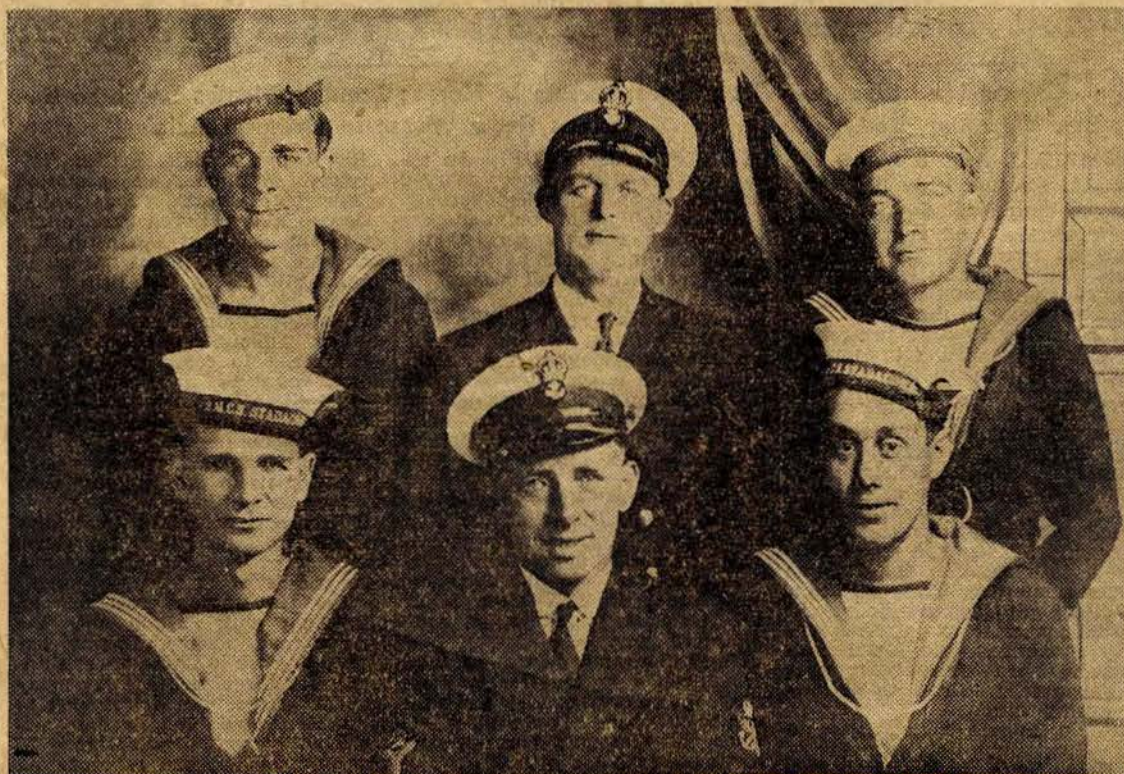
Herbert Jamieson, among 17 others was commended for distinguished conduct by the Commander-in Chief of the 1st. Canadian Army, when the boat in which they were going overseas was damaged in collision.

The troopship was forced to leave the convoy, because the captain feared the bulkheads of chain lockers might give way.

Volunteers were called to brace up the bulkheads. The men gained access to the chain lockers through a man-hole in the forecastle and for more than 7 hrs, worked in small groups in an ill-ventilated, restricted space, knowing there was little chance of escape if the bulkheads yielded or the ship was attacked by the enemy..

The Commander-in chief directed that these acts of distinguished conduct be recognized by promulgation of this order and recorded on these soldiers' conduct sheets.

Erie Sailors On Active Duty



Edward Haden-a former pupil in Port Stanley School
THE SAILING men of Port Stanley's population have already sent a large quota of their members to fill positions in Canada's wartime navy. In the above picture are four men from the Elgin County port and two from Port Dover, who are now serving the navy in Halifax. In the lower row, left to right, are: Seaman George McDonald, Petty Officer George Pope, and Seaman Roderick McDonald, all of Port Stanley, and in the top row, left to right, are: Seaman Charles Misener, Port Dover; Petty Officer Edward Haden, Port Dover; and Seaman Norman McIvor, Port Stanley. Petty Officer Pope enlisted last June 9 as an engineman aboard a minesweeper and is on duty in the waters off Halifax. He was formerly an engineer on the fishing tug Walter Mac. His wife and four children are continuing residence in Port Stanley.

Port Stanley's

Fighting Sons

PORT STANLEY HONOR ROLL

THEY MADE THE SUPREME SACRIFICE !

| | |
|------------------------------|--------------------|
| Bartholomew, Edward (Ted) | Franklin, Harold |
| Franklin, Lloyd | Harris, Ronald |
| McDonald, Norman | Pope, Ernest |
| | Smith, James (Bud) |

— THEY SERVED AND ARE SERVING —

| | |
|----------------------|----------------------|
| Anderson, Albert | Clark, Charles |
| Anderson, Lawrence | Clark, Stewart |
| Anderson, Svend | Cromwell, Monte |
| Baker, Douglas | Davy, Grant |
| Bolt, Roy | Davy, Thomas |
| Bolt, Lionel | Doxtater, Joseph |
| Brown, George | Drinkwalter, Frank |
| Bythel, Donald | Dunn, Charles |
| Bythel, Eric | Dunn, Glynn |
| Bythel, Randall | Fleming, Miss Gladys |
| Campbell, Frank | Fleming, George |
| Campbell, Murray | Folkerson, Mason |
| Carey, Arthur | Gilbert, Edward |
| Carrothers, Terrence | Gilbert, George |
| Chapman, Douglas | Gilbert, Thomas |
| Clark, Arthur | Gillard, Floyd |

| | | |
|----------------------------|-------------------------|---------------------|
| Glover, Ralph | Martin, Clayton | Rooth, Richard |
| Glover, Robert | Montieth, Joseph Jr. | Rowe, Charles Sr. |
| Graham, Donald | Moore, Jack | Rowe, Charles Jr. |
| Goodwin, Arthur | Moore, Gordon | Sanborn, Gordon |
| Goodwin, Lionel | Morgan, Frank | Sanborn, Leonard |
| Hough, Eugene | Morgan, William | Short, Brock |
| Jamieson, Herbert | Murray, Kenneth | Smale, Rodney |
| Jamieson, Hubert | McDonald, George | Smith, Eugene |
| Jamieson, Lloyd | McDonald, Miss Jean | Smith, Stewart |
| Jennings, Donald | McDonald, Roddy | Speers, Garnet |
| Jennings, Edward | McDonald, Wallace | Speirn, Clifford |
| Jennings, Miss Margaret | McIntyre, Earl | Stormes, Arnold |
| Jones, Fred | McIver, Norman | Taylor, Bernard |
| Jones, George | McKenzie, Robert | Taylor, Miss Evelyn |
| Jones, Jack | Oliver, Frank | Taylor, James |
| Jones, Stanley | Pettit, Frank | Taylor, Jack |
| Kennedy, Jack | Pollock, George | Watt, Ralph |
| Lanning, Rutherford | Pope, Aaron | Wheatley, William |
| Levack, Allan | Pope, Clarence | Williamson, Robert |
| Levack, Kenneth | Pope, George | Williamson, William |
| Loney, George | Pengelly, Leslie | Wilson, Earl |
| Long, James | Robinson, Valoris | Wyett, Cyril |
| Long, Joseph | Roush, Rodney | Wyett, Harold |
| Mack, Jack | | Yeo, Claude |
| | | Zellas, William |