

Haldimand Past Times

OGS Haldimand County Branch Newsletter

Volume 14 Issue 2

June 2003



Port Maitland Lighthouse

**Note the catwalk & light standards
(photo from a postcard circa 1940)
courtesy of William A. Warnick**

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The OGS Haldimand County Library is located at the Haldimand County Museum & Archives, 8 Echo Street, Cayuga, telephone 905-772-5880. The Museum is open from Monday to Friday for research, 10 a.m. to 4:30 p.m.

Articles are not necessarily the views of our branch. Every effort has been made to provide accurate information. In the interests of goodwill, permission is hereby granted to newsletter editors to copy any article in whole or in part, for genealogical purposes, provided that proper credit is given to the originating organization & author.

2003 MEETING DATES

September 2nd - Marnie Freeborn, topic

"Researching In Germany"

October 7th; November 4th.

Speakers to be announced in local newspapers.

MEETING LOCATION

Unless otherwise announced, general meetings will be held at the Haldimand County Museum & Archives on the first Tuesday of the month. No meetings are held in Dec., Jan., Feb., July and August. Research time from 7-8 pm., followed by meeting.

**All cheques payable to

'Haldimand County Branch OGS.'

•VISITORS ARE WELCOME

*** Thanks ***

The June Newsletter was compiled by two of our Haldimand OGS members- Sylvia Weaver & Marion Smith Tait. The majority of the included material is provided by John Docker & William A. Warnick, with information also from an article by Robert Schwyer.

I am most grateful to Sylvia & Marion for their thorough organizational skills and knowledge. Thanks, ladies, for this edition of Haldimand Past Times. (from the editor, Marg Clause)

Upcoming Meeting of Niagara OGS Branch - September 11, 2003

Time: 7:30 pm.

Event: Brian Gilchrist will speak on "Census and Sensibility: Making Enumeration count in your Family History Research".

Location: Holy Rosary Parish Hall, 35 Queen St. S. (corner of Sullivan and Queen St.), Thorold.

Parking: Lots of parking behind parish hall.

For information call (905) 262-9039

(The following article was compiled by JOHN THORNLEY DOCKER, a retired priest of the Episcopal Church, U.S.A., who with his wife Georgie, moved to his ancestral home, GLASSERTON, on the shores of Lake Erie in 1998. John is the author of "GRAND RIVER NAVAL DEPOT" for which he received the SCADDING AWARD OF EXCELLENCE from the Ontario Historical Society. His second book is about the 1866 FENIAN INVASION and is titled "DUNNVILLE HEROES.")

Port Maitland 1815 - 1850

by John Thornley Docker

Like the rest of North America, the mouth of what is now the Grand River was the habitat of Aboriginal people. For centuries a trail along the shore of Lake Erie, through present day Sherbrooke and Dunn Townships, crossed the Grand River at its mouth. A sandbar provided a way for travelers to ford the river and here on the east bank, in 1815, the British navy established an installation to protect the north shore of Lake Erie from an American invasion. By the next year there were 187 enlisted men, 20 buildings, four schooners and several gunboats at the Grand River Naval Depot. The river provided a natural harbour but the vessels from the naval depot kept running aground on the sandbar.

A village sprang up on the opposite side of the river from the depot and soon there were several dwellings and Philpot's Inn. Captain Basil Hall who visited the naval establishment in 1827 wrote about being tormented by the mosquitoes when he spent the night there.

The canal system in the United States and Upper Canada brought settlers to the area. The Welland Canal was built by William Hamilton Merritt to unite Lakes Ontario and Erie, with a marine stairway that by-passed Niagara Falls. A sufficient flow of water to lift ships over the Niagara Escarpment was needed. The original plan was for the Welland Canal to be supplied with water from the Welland River, [Chippawa Creek]. In 1828 when workers attempted to dig the canal down to the level of the Welland River, the excavation had to be halted due to slippages in the "Deep Cut" caused by heavy rains and quicksand. This complication resulted in a recommendation that the water for the locks come from the Grand River, to raise the level of the river with a dam to be constructed near its mouth. The water would travel from the Grand to the main canal through a canal feeder. Commodore Robert Barrie, in charge of naval operations on the Great Lakes, however opposed the construction of the dam.

In spite of the military objections Lieutenant-Governor Sir Peregrine Maitland gave the Welland Canal Company permission to build a dam. In what was presumed to be a compromise, the lieutenant-governor directed that "as it is proposed to make a convenient Port at the entrance to the Grand River, no dam can be thrown across it nearer than five miles from its Mouth". In appreciation for such services on behalf of the canal Merritt named the village that was growing up at the mouth of the river Port Maitland.

Merritt's wife, Catharine, spent the night Philpots' Inn in 1829 and had a more pleasant night than Hall.

The directors of the Welland Canal Company addressed the problem of the sandbar. After the first season of operation, the board was aware that the original canal route from Lake Erie down the Niagara River to Chippawa, then up to the canal at Port Robinson and on to Lake Ontario, was difficult, slow, and circuitous. Ships traveling in the opposite direction, to Lake Erie, had to navigate the dangerous and treacherous currents of the Niagara River between Chippawa and Lake Erie. They concluded that the route of the Welland Canal needed to be changed. The question was whether it would be better to enlarge the Feeder Canal and make Port Maitland the Lake Erie entrance to the canal, or extend it southward from Port Robinson making Gravelly Bay, [Port Colborne] the entrance. They ended up deciding on Port Colborne, but they did decide to build piers to alleviate the problem of the sandbar at Port Maitland making it one of the best harbours on the north shore of Lake Erie.

In 1841 when the government decided to enlarge the Welland Canal, its plans included a branch of the Feeder Canal from Stromness to the mouth of the Grand River. This permitted navigation between the Feeder and the river below the Dunnville dam. From 1845 to 1850 renovations on the main canal were carried out between Port Robinson and Port Colborne. During the years that section was closed to traffic, the Feeder Canal provided an alternate route to Lake Erie.

An 1832 treaty with the local Indians opened Dunn Township to European settlement. A. P. Farrell immigrated to Canada in the spring of 1833. He purchased a log house and a few acres from a squatter and cleared a large farm. The British abandoned the naval depot in 1834 and some of the enlisted men settled in the area. Among them were William Evers and Squire King.

There was a government sale of Indian Lands in Dunn and Cayuga at Hamilton that year when 11,539 acres were sold at prices between 15 and 23 shillings per acre. James Blott bought one of the lots on the lakeshore and James Hoggan bought several. Included in the purchase was Lot 15 (three miles west of Port Maitland), which Hoggan in turn sold to Frederick Hyde. Hyde, his wife Georgina, and their family settled there in 1834.

Georgina named their house "Glasserton" after the home of her Aunt in southwest Scotland, where she had spent many happy days in her childhood.

In 1835 Lieutenant Colonel John Johnson, C.B. a retired engineer with the East India Company and aide-de-camp to the Duke of Wellington, during Wellington's campaign in India in 1803, arrived with his son William Arthur Johnson. Johnson was so enamored of the new country and its possibilities that he completed arrangements to purchase nearly 800 acres of land on the lakeshore for the purpose of forming a settlement.

The Johnson party left England on April 17, 1836 aboard the sailing ship *Hannibal*. After arrival in New York City, the Johnson's possessions were loaded on a river steamer, which took them up the Hudson to Albany, where they boarded a canal boat for the journey on the Erie Canal to Buffalo. With flies, mosquitoes, and the hot June weather there was no rest day or night. Their fare on the journey was fried pork swimming in its fat washed down by "a decoction called coffee". When they reached Buffalo they took a small steamer down the Niagara River to the mouth of Chippawa Creek and into the Welland Canal, and finally along the Feeder Canal to Dunnville. They found it to be a gloomy village with two small stores, a tavern or two, a blacksmith shop, a small gristmill, a sawmill, and a few houses mostly built of logs.

Since there were no roads, a boat had to be secured to take them to Glasserton where Frederick and Georgina Hyde had most graciously offered to house the Johnson party on their arrival. The boat got them safely down the river to Port Maitland but when they entered the lake, the boatman would go no further, because he feared a coming storm. The weary travelers were stranded on the shore of the lake with all their belongings until Frederick Hyde brought them to their destination. The lake and the land would provide fish, deer, bear, rabbit, duck, woodcock, and wild rice for them to eat but it must have been quite a feat for Georgina Hyde to provide food and lodging for so many people.

Beside John Johnson, his wife Dedrika, their daughter Margaret Ann, and their niece Ann Hickes, other passengers on the *Hannibal* included Catherine Imlach, her daughter Catherine, and sons William and Henry, William Spratt and his sister Martha Spratt, his sister-in-law Mary Cooper, and her two sons William and Robert, William Mills, and Job Matthews. Other settlers who arrived to the lakeshore around the same time were W. C. Lowe, Richard Paddock, Richard Constable, Dr. S. J. Carter, George Calbeck, Archibald Reid, Robert Jamison, George Gorrell and their families.

The settlers along the lakeshore were busily engaged in clearing their farms when word came in 1837 of the outbreak of the Mackenzie Rebellion. They at once formed a volunteer company that was stationed in the buildings of the naval depot.

Through the influence of William J. Imlach a church was constructed in Port Maitland. Imlach was called to Newark, now Niagara-on-the-Lake for jury duty. Hearing church bells for the first time since he had left England, he attended services and vowed to establish a church at Port Maitland. The congregation of Christ's Church, Port Maitland first met in a log house. Captain Francis Dobbs gave the land and Georgina Hyde donated a sizeable amount of money to build the church, which was completed in 1840.

Except for the Indian trail along the lake the only way of travel was down the river in canoes or along the lakeshore. Wolves were numerous and aggressive doing much damage to sheep and young stock. Deer were plentiful and venison was called poor man's meat. Malaria decimated the families of early residents.

In the years to come Port Maitland's natural harbour would be filled with vessels of all types: schooners, fishing boats, barges, steamers, scows and would have one of the largest inland fleets in Lake Erie. William Moss, a baker by trade, kept a general store at Port Maitland. William Turner was one of the first Customs Officers. Charles Klingender was licensed by the British Government to pilot ships in and out of the river. William Hendershot and Henry Ross fished in sailboats off the shore.

On May 6, 1850 the worst disaster on Lake Erie, up to that time occurred just outside the Port Maitland harbour. The *Despatch*, stationed at the naval depot, rammed the steamer *Commerce*, which was damaged so badly that it sank in a very short time. The *Commerce* had been en route to London with 125 officers and men of the 23rd regiment of the Royal Welsh Fusiliers, their wives and children. Those saved were put on board the *Minos* and taken to the naval establishment. The actual number of those who perished that night has never been definitely established. Twenty-five bodies recovered from the wreck were interred in a long grave in Christ's Church cemetery. A monument placed over the grave by the regiment remains as a reminder of the tragedy. Other stones in the burial ground mark the graves of many of the other settlers.

By 1850, according to the Canadian Directory the population of Port Maitland was 130. The 1852 Directory lists three innkeepers: James Darrugh, Maria Logan, and Robert Latimore; a gristmill, a mustard factory, and a general store owned by Imlach and Hickes. James Moss was listed as wharf keeper and storekeeper; Charles D. Parnell as cabinetmaker; and John Thompson, William Thompson, Abraham Thewlis, Allan Thewlis, and Daniel Weir, as carpenters. The Rev. Adam Townley was the Church of England vicar. The 1850 records show that 575 vessels carried a total tonnage of 42,957 tons through Port Maitland between Brantford and Lake Erie ports. **page 4**

CHRONOLOGY OF EVENTS RE. PORT MAITLAND & DUNNVILLE

Compiled from various sources by William Arthur Warnick
Last updated; March 27, 2003

A History of Haldimand Schools = AHHS, Aileen Lynn nee Haworth = ALH, Beckley Beach Cottagers' Association Minutes = BBAC, Beckley Beach Cottagers' Corporation Minutes = BBCC, Brantford Courier = BC, Brantford Courier-Express = BCE, Buffalo Evening News = BEN, Canadian Vessels Register = CVR, Christ Church Port Maitland = CPCM, Dunnville Centennial Salute to a Century of Achievement = DC, Detroit Free Press = DFP, Duluth Herald = DH, Dunnville Fire Dept = DFD, Glasserton; by John Thornley Docker = GH, Grand Heritage = G, Grand River Naval Depot; by John Thornley Docker = GRND, Haldimand and Monck Advocate = HMA, Haldimand Tribune = HAL T, Hamilton Herald = HH, Hamilton Times = HT, Hamilton Tigers Official Program = HTOP, Huron Signal and Goderich = HSG, Lake Erie Fisheries Assessment Unit Report 1992-8 = LEFAR, Ontario Rugby Football Union = ORFU, National Archives of Canada = NAC, Port Colborne Citizen = PCC, St. Michael's Parish Dunnville Bulletin = SMB, Railway Steamships of Ontario; by Dana Ashdown = RSO, Registrar Office Cayuga = ROC, St. Paul's Anglican Church Dunnville = SPACD, Tales of the North Shore; by Frank and Nancy Prothero = TTNS, Toronto and Globe and Mail = TG&M, The Catholic Magazine = CM, The Catholic Voice = TCV, The Dunnville Chronicle = TDC, The Dunnville Gazette = TDG, The Grand Dispatch; by William Arthur Warnick = TGD, The Great Lakes Fisherman = TGLF, The Hamilton Spectator = THS, The Reform Press (Brock University, St. Catharines) = TRP, Tales of the North Shore; by Frank and Nancy Prothero = TTNS, Welland Tribune = WT, Windsor Star = WS, World Wide Web = WWW [] = My comments

NOTE: The name LIVINGSTON and LIVINGSTONE are interchangeable.

NOTE: If your use these dates for research and the "Issue Date" of a newspaper are wrong or you cannot find the item, reverse the "Event and Issue Date". I have found that on some occasions I reversed them.

NOTE: This file still requires considerable editing Re. Typo-errors etc.

NOTE: The date of the article where/when information is found is missing from this table, as is the short subject title and information regarding the availability of a photograph.

Event Date yr/mth/day	Source	Brief Description of story
1669/	LEFAR-1	Port Maitland, Lake Erie [Late Summer], Louis Joliet with Iroquois guide travels from Sault Ste. Marie to the Grand River.
1669/	TDG-5 COL-3	Port Maitland, Father Patrick J. Donovan talks to the Women's Institute in Dunnville, giving them a lengthy history of Port Maitland and area. He tells them that in 1669, Fathers Francois Dollier de Casson and Abbe Gallinée both missionary fathers of the Sulpician Order from Montreal made camp on the shores of the Grand River, which they called the Rivière Rapide. It is known they wintered in 1669-70 somewhere on the shore of Lake Erie but the exact location is not known.
1783/	LEFAR-4	Grand River 7,000-8,000 Six Nations Indians settle {Hatcher 1945}.
1784/10/25	LEFAR-4	Deed of track to Mohawks {Dunham 1958}
1793/	LEFAR-6	Haldimand Co. And others grant of land 6 miles wide along both sides of Grand River to Six Nations Indians from New York State {Zavitz 1962}

Pages 5 to 10 are collected from local newspapers and other books and periodicals. Permission is given to use information found here, but credit to WILLIAM A. WARNICK is expected, as is the original source as provided in this Chronology.

1887/07/08	TDG-2 COL-3	<p>Sherbrooke, Voters list. [Copied are only a few of the voters on the list.]</p> <p>James Burgess/lot Gov. Res./con.1</p> <p>John Corcoran Sr./owner/lot e 2/con.2</p> <p>Dennis Corcoran/tenant/lot nw 1/con.2</p> <p>James Corcoran/owner/lot w 2/con.2</p> <p>Patrick Corcoran/Fmr's Son/lot tw 4/con. 2</p> <p>James Connor [O'Connors]/owner/lot 2/con. 1</p> <p>George Jones/occupant/lot Gov. Res./con. 2</p> <p>John Lockhart/owner/lot e 6/con. 2</p> <p>David Livingstone/owner/lot 4/con. Stromness E</p> <p>Archd McDonald/tenant/lot 3,4/con. Stromness E</p> <p>Robert Quinn/lot Gov. Res./con. 2</p> <p>Mrs. John Robinson/lot Gov. Res./con.2</p> <p>Henry Ross/occupant/lot Gov. Res./con. 1</p> <p>Henry Siddell/occupant/lot Gov. Res./con. 1,2 [Siddall]</p> <p>Robert Siddell/occupant/lot Gov. Res./con. 1,2 [Siddall]</p> <p>Thomas Turner/lot Gov. P./con.3</p> <p>Michael Wilcock/lot Gov. R./con.2</p>
1888/10/11	TDG-3 COL-5	<p>Moulton Crosby [spelled Crosby here] In Moulton on the 11th inst. Hamilton Cosby [spelled Cosby here], aged 62 years 4 months and 9 days. Deceased was a resident of Moulton for about 30 years, and had gained the esteem of a large circle of friends. His ailment was asthma, with which he had been afflicted for 26 years. He died as he had lived, in the full hope of Heaven. He leaves a widow with six children - 4 boys and 2 girls- to mourn his loss. His remains were interred in the Attercliffe Cemetery on Sunday last.</p>
1889/11/19	TDG-4	<p>Return of Convictions ending December 31, 1889 at Haldimand; Name of Prosecutor [complainant]; Alfred Turner, Name of Defendant; Francis Docker, Charge; Assault, Name of Justice; J Taylor, Amount of fine; \$2.</p> <p>Name of Prosecutor [complainant]; Lizzie Luggs, Name of Defendant; Robert Giles, Abraham Knisley, Herbert Winkworth, William Binbridge, Charge; Disturbing Religious Service, Name of Justice; A. A. Davis & D. T. Rogers, Amount of fine; Robert Giles \$2., Abraham Knisley \$2., Herbert Winkworth \$3., William Binbridge \$2..</p> <p>Name of Prosecutor [complainant]; Edwin Wilson, Name of Defendant; John Corcoran, Charge; Aggravated Assault, Name of Justice; J Taylor, Amount of fine; \$13.30.</p> <p>Name of Prosecutor [complainant]; James Hare, Name of Defendant; Wellington Hare, Charge; Trespass, Name of Justice; Dr. Harrison, Amount of fine; \$1.. Pay to the Twp of Walpole.</p> <p>[I have this article in my files.]</p>
1890/01/10	TDG-5 COL-4	<p>Dunnville, In Dunnville on the 1st inst. by Rev. R. MacKnight. William Thomas Hart of Canboro; to Sarah Matilda, third daughter of Mr. and Mrs. David Ross of Moulton.</p>
1890/10/29	TRP-5 COL-2	<p>Dunnville, One day last week a Rock Bass was seen swimming beneath the bridge in rear of Haney & Middaugh's Mill. As it rose to the surface a large Black Spider which evidently had been laying its plans suddenly dropped upon the fish, clinging to its back fin. Whether or not the Bass was stung and poisoned, or stunned, it continued to float and move slowly and steadily toward the shore. Then by some mechanism arranged by the Spider probably, it flopped, or was turned by its captor upon dry land. The truth of this story, although seemingly improbable, is vouched for by Mr. S. Haney of the above firm, whose veracity we have never heard questioned. The Bass was of average size.</p>
1890/10/31	TRP-5 COL-3	<p>Canboro Twp. Died In Canboro Township, Oct 31st, Bartholomew Hartnett, aged 89 years. He settled in Canboro over fifty years ago, cleaning the farm on which he died. John and Dennis Corcoran of this place are his grandchildren.</p>

1890/11/22	TRP-5 CL-2	Port Maitland, Fishermen outside of Port Maitland experienced the roughest weather of the season on Saturday.
1890/12/17	TDG-4 COL-2	At the Manse on the 17 th inst., by the Rev. R. MacKnight, B.A.; Miss Daisy Lousia Gapes to John Alexander Grant both of Dunn Twp.
1891/01/21	TDG-1 COL-6	Dunnville, Siddall-Smith, At Dunnville on January 21 st 1891, by the Rev R. MacKnight B.A. Mr. James Siddall of Sherbrooke to Miss Matilda Smith of Moulton. The young couple took the evening train for Buffalo intending to visit some of the Eastern American cities on their wedding trip. Best wished from The Gazette.
1891/01/21	TDC-4 COL-5	In Dunnville on the 21 st inst. by Rev. Mr. Motherwell, at the residence of Mrs. John Edgar, grandmother of the bride. Mr. Wm. Deamude to Miss Nettie Edgar, both of this town.
1891/01/28	TRP-8 COL-1	Port Maitland, The late Wm. Anger, who was the victim of the fatal accident at the tunnel portal some weeks ago, was the son of the late Augustus Anger, who resided near the village of Stromness, known to sailors as Port Maitland, Ont. The family grew up and went west and north and little was known of them in Bertie, where several reside. Deceased was a second cousin of the editor of this paper, although we had never heard of him previous to his sad end. He has several first cousins living in Bertie... From the Niagara Falls Review.
1892/04/29	TDG-1 COL-4	Dunn, The many friends of S. W. Hornibrook whose illness we noticed last week, will regret to learn of his death which took place on Friday last. The deceased was in the 61 st year of his age, and was well known and highly respected by all. His remains were interred in St. John's Church Cemetery, S. Cayuga on Sunday afternoon. . . Deceased leaves a grown up family of five sons and two daughters. . .
1893/05/03	TRP-4 COL-1	Dunnville, The navigation of the Feeder is now fairly open. Mr. R. R. Lattimore's barge MARGARET J. LEESEON, has proceeded to her loading grounds to take on a cargo of firewood. There are prospects of her having a pretty brisk trade in wood and stave bolts for sometime. Shipments of ashes to the United States may also be looked for, as we believe that Mr. F. R. Lalor has a large quantity on hand, which he is making arrangements to dispose of. . . [I have this article in my files.] [I do not know if R. R. Lattimore is the same person as F. R. Lattimore.]
1896/09/18	TDG-1 COL-5	In Dunnville, on the 18 th of September, Phillip Vassbinder, aged 80 years. Deceased was born in Ohio, USA, in 1816, and came to Canada in 1821, and settled in Dundas. On the 15 th of August 1885 he married Eliza Bacon, and moved to South Cayuga, where he settled on a farm on the south side of the Grand River, about 8 miles west of Dunnville. In the troubles of 1837 he took part He was devoted member of the Baptist Church at the time of his death, and had been for forty years previous. Some five years ago he retired from farming and moved to this town; and notwithstanding his advanced years he was quite active up to within two days of his demise. He received a paralytic stroke on the 16 th , and on the Friday following - two days - his spirit took its flight. He leaves a widow - 78 years of age and six children. Rebecca Doan, Caroline Kitchen, Homes Vassbinder, Samuel Vassbinder, Marie Johnston and Maggie Keefer, to mourn his loss. . .
1898/08/03	TDC-1 COL-4	Welland, At Welland, Aug 3 rd , Mrs. John Speck, aged 72 years. - Also from same paper and page column 1 - Mrs John Speck, mother of Mrs. S. M. Clemo, died at her home in Welland on Wednesday afternoon, Aug. 3 rd . Of apoplexy. . . Deceased was 72 years of age and leaves a sister, Mrs. Anger, aged 89, in Dunnville, and another sister, Mrs. Speck of Port Colborne, aged 87 years. . . Interment at Lowbanks, where the family formerly lived and was well-known. And again on page 8 column 1, . . . She was born at Low Banks, and was a sister of Geo. Ayres, Sr. . .
1898/10/28	TDC-8 COL-2	Port Maitland, Jas. Moyer and wife have adopted a daughter, a child of Thos. McKee of Dunnville.
1899/08/13	TDC	Dunnville Dramatic Club presented the drama "A Noble Out Cast - or A Convict's Daughter." Leading parts were taken by F. P. Smithers, Thomas Joseph Kenney, W. A. Fry, P. R. Deatry, Miss Sophia Miller, Miss H. Elizabeth Muller and Miss Lou Steele.
1902/12/24	TDC-5	Port Maitland, George F. Little of Port Maitland and Sarah McIntee of Dunnville were married last Tuesday (1902/12/24 or 30)
1903/	LEFAR-115	Dunnville, William Cowel builds SAIDA for James Crumb {TGLF June 1987}.

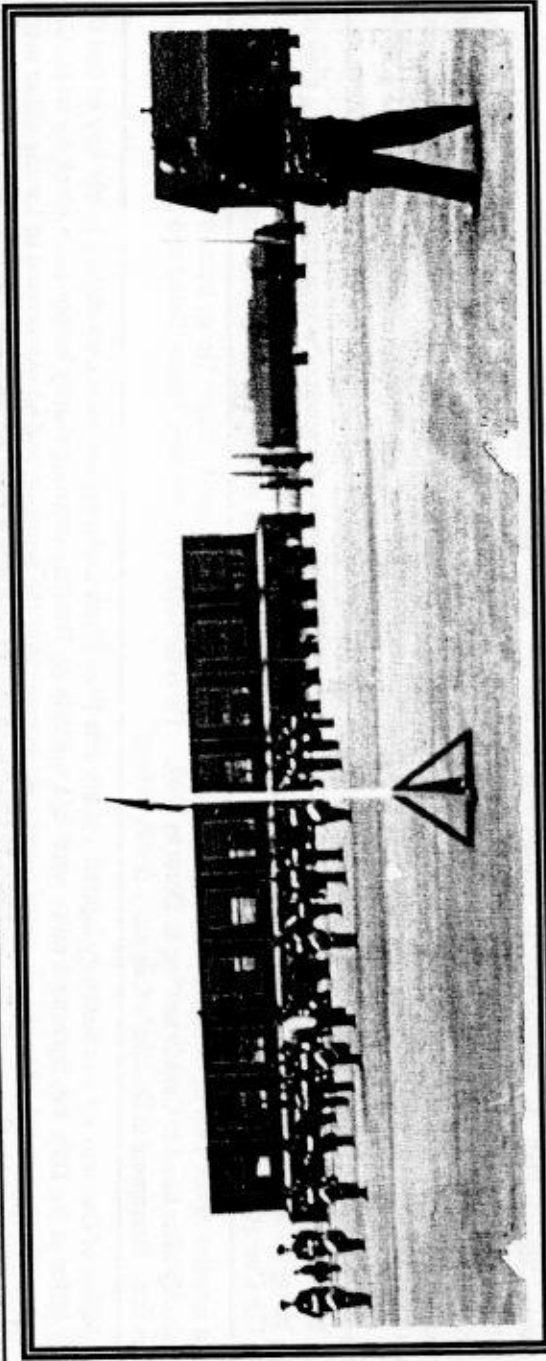
1903/07/18	TDC-8	Port Maitland, It is with much regret we Chronicle the sudden death of Mrs. Sophia Thompson which occurred on Saturday night at the house of her daughter, Mrs. John White of Dunnville. Deceased was well and favorably known throughout the surrounding township being the daughter of the late Henry Ross Sen. She leaves two sons, George Little of Dunnville and Will at home and three daughters, Mrs. J. White, Mrs. J. McKee Jr. and Rose at home.
1904/10/15	TDC-1 COL-5	Port Maitland, Mrs. Mary Ann Docker relict of the late George Docker, died at her home "The Elms" Lake Shore on Saturday morning last at 5 o'clock in her 94 th year. . . Born Birmingham England July 1811 - Married 1831 - Immigrated June 1842 by sailing to New York. - they brought six children with them. - came to Port Maitland in Sept 1842 - purchased a small farm with house from Mr. Bourne - they called it "The Elms" - Mr. Docker died in 1879 - They had 13 children in total, of only five now survive - buried in St. John's Cemetery South Cayuga. [This is a very good article telling much about their immigration.]
1906/04/09	TDC-5 COL-4	Port Maitland, Lighthouse keepers Fergus Scholfield and R. O. Smithers respectively lighted on Monday, Port Maitland and Mohawk Island
1906/04/24	TDC-1 COL-5	Cayuga, Mrs. Elizabeth Clair relict of the late Moses Clair died at the residence of her son-in-law John C. Leavey, North Cayuga on Tuesday April 24 th aged 71 years. Born in the province of Quebec in February 1835, her maiden name being Bigelow. Her father having died she and her mother moved to Toronto and later they settled at Cayuga where in 1858 she married Moses Clair. Her husband died three years ago last January. Their family consisted of eight children of whom six daughters survive her. James and Alice died at Cayuga a number of years ago. . . Funeral from St. Stephen's Cayuga. . . Rev Dean Laussie. . . Mrs. M. J. Cleary and Mrs. J. B. Cooley of Dunnville were daughters of the deceased.
1906/06/05	TDC-1 COL-5	Dunn, Margaret, relict of the late Samuel Lyons passed away at her home in Dunn on Tuesday evening in her 82 nd year. Born in County Down Ireland Oct. 20, 1824. Her maiden name was Edgar. She emigrated to America when a young woman and was married to Mr. Lyons at New York. The had been acquainted in the old country, and he had predeceased her to this country. After their marriage they removed to Dunnville where after a short residence they purchased a farm in Dunn and have lived in the township ever since. Her husband died about five years ago. She leaves to mourn her loss Mrs. Andrew Grills and Samuel Lyons, and Mary and Sarah at home. She also leaves seventeen grandchildren. A second daughter, Mrs Henry Cowell died about four years ago. . . Funeral at Knox. Burial at Port Maitland.
1907/10/22	TDC-1 COL-3	Hamilton, Died: Mrs Mary A. [Ann] Michener at Hamilton Hospital on Tuesday. The remains were brought here [Dunnville] to the home of her brother-in-law, Mr. Edward Swayce. Deceased was the daughter of the late David and Mary Ross. She was in her 45 th year. Born in Moulton. She married Philander Michener who predeceased her nine years. She leaves a daughter Myrtle; her mother and six sisters. Mrs. Edward Swayce, Miss Alice Ross, Mrs Wm Hart, Mrs Charles Barrett, Mrs Edward Kline and Mrs Thos Grills.
1907/11/21	TDC-1 COL-3	Port Maitland, [This is a long and informative article about the accidental death of Arthur Dudley Docker. It tells of his birth and his move to the Elms in 1842. His father was George Docker. VERY INFORMATIVE ARTICLE.]
1907/12/04	TDC-1 COL-5	Port Maitland, At the residence of Mr. & Mrs. G. H. Hornibrook Caledonia. Dec 4 th by Rev. J. K. Goddes; Evelyn Georgina Hornibrook of Dunn and Robert Thornely Docker, son of Mr. & Mrs. Frank Docker of Lake Shore. . .
1908/01/01	TDC-N/A COL-3	Dunnville, On Wed. Jan 1 st 1908 at the Baptist parsonage Dunnville; Mr. Anson K Minor and Miss Candace Irene Niece, daughter of Mrs. And Mrs. Hosea Niece of Sherbrooke. . .
1908/02/02	TDC-1 COL-5	Canboro, The death of Robert Hall occurred at the home of his son James in the Twp. Of Canboro on Sunday February 2 nd 1908 in his 88 th year. Born in county Fermanagh Ireland in 1820. At age 22 he thought of emigrating to America. He shipped to Belfast, not knowing that his intended bride was coming at the same time, she with her sister having taken passage on another ship. He changed his mind and cancelled his passage to go on the same ship with her and strange to say the boat he first took passage on was never heard of since. They were married in Sligo. Her name was Sarah Dixon. They then came to this country and settled in Stromness where he has resided ever since. . . His wife predeceased him 32 years ago. They had ten children; James, William, Robert, Mrs. John Chick of Moulton, Mrs. Thomas Bessey of Byng, and Mrs. James Congdon of Essex, Four died when small, David, Robert, Susannah, and Ann Jane. In politics he was a staunch Conservative and a farmer all his life. He was a member of the Orange Order for 68 years and the only one of the charter members left at L. O. L. 171 Port Maitland which afterwards met in his own house at Stromness. . . Interment at Christ's Church Port Maitland.

1908/02/05	TDC-? COL-5	Attercliffe Station, On Feb. 5 th at Attercliffe Station, Lulu Mable [Mabel] Jones and Orlin [poss Orlando] Austin Sundry, only son of Mr. Jacob Sundry Postmaster. . . married at the home of the brides grandmother Mrs. Joseph Teeff. . . The bride was given away by her uncle Thaddeus Teeff of Gainsboro.
1908/02/17	TDC-4 COL-3	Byng, Thomas Bessey died at his home in Byng on Monday night in his 51 st year, after an illness of over a year. Deceased was born in Welland County on April 15 th 1857. He Married Maggie Hall, daughter of the late Robert Hall, on Feb. 6 th 1879. Besides his widow he leaves to mourn his loss, two sons, John and Robert both at home, and one daughter Mrs. Harry Blake of Dunnville. He also leaves one brother William. He was a member of Orange Lodge No 895 Byng, for over 33 years and was a charter member of the Canadian Order of Foresters Dunnville. He was a conservative in Politics, and leaves many warm personal friends in this district. The funeral took place yesterday afternoon and he was buried with Orange honours. . . Interment at Christ's Church Port Maitland. Pall bearers were Bros. William Austin, Daniel Wardell, John Franklin, James Eaton, John Thrush and John Miskin.
1908/11/04	TDC-2 COL-3	Winger, On Wednesday of last week Nov. 4 th the residence of Mr. & Mrs. Wesley Marr of Winger was the scene of a very pretty wedding their only daughter Velma Etta Marr, being united in marriage to Mr. Norman McComb, son of Mr. & Mrs. Norman McComb of Francoania. . . By Rev. J. B. Backus pastor of Forks Rd. UB Church. . . The brides brother Wm. Marr was best man and the maid of honour was the grooms sister Clara McComb.
1908/11/27	TDC-2 COL-4	Dunn, . . . David Lyons Sr. a resident of the Twp of Dunn for nearly sixty years. . . in his 86 th year. Born in County Down Ireland in 1823. He married Elizabeth Jane Rogers and shortly after came to Canada settling in Dunn in 1849. . . He is survived by three sons James, David and Samuel. Mrs. Lyons proceeded him about 5 years ago. Interment at St. John's Cemetery South Cayuga.
1908/12/08	TDC-1 COL-3	Attercliffe Station, George Miller of Canboro Rd was seriously injured and his wife (Nee Edith DePotty) and their only child a bright boy of less than four months instantaneously killed at the Diltz Rd. crossing 4 miles north of Dunnville on Tuesday morning shortly before 10: o'clock by an M. C. R. express. Mr. Miller, although perfectly rational when seen by your correspondent soon after the accident, had no recollection of having either seen or heard the train The last thing remembered by him was looking towards the station to see if there was a train approaching from the west. At this instant the horse became frightened, evidently by the American Express approaching from the east - unseen and unheard by either Mr. Or Mrs. Miller. . . Mrs. Miller and her child met instant and painless death, a part of the mother's head being completely separated, and the babe's extensively fractured. Mr. Miller received many bruises, none of which were considered serious. . . Mrs. Miller was a daughter of Burton DePotty of Dunnville, and having always lived near here, and having won the esteem of a large circle of friends, her dad death has cast a gloom over the entire neighborhood. . . Mrs. Miller who is the second daughter of Mr. & Mrs. Burton S. DePotty of Dunnville was in her 31 st year. The baby was aged 3 months and 21 days. . . Mrs. Miller was Born in Gainsborough near where she has resided since her marriage about four years ago to Mr. Miller, tow miles east of Attercliffe. . . The funeral took place from the residence of Mr. B. S. DePotty yesterday at 2 o'clock. Remains to Kirk Cemetery Attercliffe Station. The last accident at this same crossing was on Tuesday Jan. 26 th 1897, eleven years ago when Mrs. Joshua Bowman, who was Mrs. Miller's aunt and a sister of Mr. Burton S. DePotty of Dunnville along her husband and team were all instantly killed by a train. . .
1914/05/05	TDC-7 COL-3	Port Maitland, Francis Splatt at his residence the Hermitage Lake Shore on Tuesday May 5 th . He was in his 76 th year. Born in Pickering May 13 1833. In June 1853 he moved with his parents to his late home. On Feb 12 1863 he married Rebecca Buckmaster who predeceased him two years ago. He leave tow sons and two daughters, Maria, Ida Alice, Edward, William Francis, and Frederick Edward. [This is three sons. Other records I have found show that there were three sons. WAW]
1920/09/24	TDC-1 COL-4	On Friday September 24 th at the Congregational Manse Forkes Road, Mr. Gerald L. Pyle son of Mr. and Mrs Thomas Pyle and Miss Edna Lindsay, daughter of Mr. and Mrs. James Lindsay both of Sherbrooke. . . by Rev. Emery Shank assisted by Pastor D. Störme.
1920/10/17	SPACD	Roy Maxwell Moss, son of Roy Walker and Harriet Grace Moss (fisherman) Born July 18 1920, Baptized Oct 17, 1920.
1928/08/11	TDC-6 COL-3	[This is a article of interest to me as it may piece together my relationship to Milan Culp. Only the last paragraph is transcribed here.] . . . The committee elected to have charge of next years proceedings are Alvin Culp chairman, A. H. Culp Secretary- Treasure, Mrs. Abram Culp, Mrs Wray Honsberger, Mrs. James Lay, Mrs. R. Lister, Mrs. Wes Culp, Eara Honsberger, J. E. Culp (The later J. E. Culp of Buffalo is a son of the late Jacob W. Culp of South Cayuga and brother of Fred Culp.

1928/08/24	TDC-8 COL-5	Stromness, Passed away at his home in Stromness on Friday August 24 th 1928 one of the pioneers of this district in the person of James Hall in his 85 year. Deceased who was a son of the late Mr. and Mrs. Robert Hall was born in Moulton Twp. And resided there until two years ago when he moved to Stromness. The late Mr. Hall was one of the very few remaining veterans of the Fenian Raid of 1886. Deceased was twice married, his first wife being Mrs. Margaret Fisher who predeceased him 31 years ago. Eleven children were born of this union namely; Annie, Maude, Hattie, Mary, Samuel, John, Minnie, Evelyn, James, William, and one child who died in infancy, four of whom survive. John Hall of Bridgeburg, (Minnie) Mrs. James Jones of Robinson Road, James and William of Stromness. Later he married Miss Noama Warden who survives him; also a sister and a brother. Mrs Margaret Bessey of Byng and William Hall Sr. of Stromness and a number of grandchildren and great grandchildren. . Buried at Port Maitland Cemetery.
1928/09/17	TDC-6 COL-4	Port Maitland, In Sherbrooke Twp on Monday September 17 th 1928 Mrs Sarah Siddall relict of the late George T. Siddall in her 69 th year. The funeral took place form her late residence on Wednesday 19 th at 2 o'clock for Christ's Church Port Maitland for Service and Interment. Deceased had been in failing health for the past two years and a week ago took to her bed from which she never rallied. She leaves to morn her loss six sons and two daughters George Siddall and Mrs. Harcourt [Hanna was also her first name. EMS] Hanna of Dunn Twp, John, Harry, Lorne, William, Thomas and Sadie Siddall all of Sherbrooke, and 13 grandchildren. Her husband predeceased her five years ago. Another son George [should be Garfield EMS.] died 16 years ago. She also leaves two sisters and a brother. Mrs. Katharine Morris and John F. Ward of Buffalo NY and Mrs William Aiken of Moulton. . .
1932/12/24	TDC-6 COL-3	Dunnville, One of the oldest residents passed away on Saturday last. . . Mrs. Mary Ross of Robinson Road. She was born in Ireland on Dec. 4, 1840, daughter of James and Margaret Kenney. Her Parents came to Canada when she was an infant and settled in Niagara Falls. When she was seven years old she moved to Robinson Road. . . She leaves to mourn her loss their daughters. Sarah (Mrs. Wm. Hart of Carisbad CA.) Aggie (Mrs. Milton Stringer Moote Settlement) and Alice at home. There predeceased her two sons James and John and five daughters, Margaret (Mrs. Edward Swayze), Mary Ann (Mrs. Phillander Michener), Rose (Mrs Barrett) and Lena (Mrs. Thos Grills). She is survived by two sisters Margaret (Mrs. George Jewhurst Dunnville) and Rose (Mrs David Livingstone, Stromness). The funeral took place from her residence on Dec. 26 th to Riverside Cemetery.
1938/	LEFAR-225	Haldimand Co. Gill-net licensees: Elmer Moyer, Charles Ross & Roy Ross, John McKee & Maitland E. McKeown, Leo Franklin, George Siddall, Lorne Wardell, Austin Park, Roy F. Jackson, John Percy Siddall, Earl M. Siddall, Arnold Clark, Frederick J. Vorwerk, Harry Siddall, George Hedges, Fred B. Clay, Thomas B. Cooper, Milan Culp, W H Wheeler, Stanley Wardell & Joseph Weideick, J. R. Fletcher, Arnold Clark & Fred Vorwerk, William Siddall, John Wesley Weiderick, Alex P. Grant, Bert Phillips, Jacob Weaver, William Ross, John A. MacDonald, Roy Ross, Lorne Siddall.

**** QUERY ****

From Sylvia Weaver,
892 Bird Rd.,
R.6 Dunnville,
ON N1A 2W5: email
<weaver1@sympatico.ca>:
Looking for the parents
and information on
GEORGE W. LITTLE
who was naturalized
Nov. 5 1866 County Cook,
Illinois, USA.



WINGS PARADE - #6 SFTS - RCAF STATION

Dunnville - October 20th, 1944 - Course 104 - (photo courtesy Marion Smith Tait)

(The following is from an article written by ROBERT SCHWEYER - his permission has been granted. Additional inserts have been added.)

No. 6 SERVICE FLYING TRAINING SCHOOL, DUNNVILLE

On August 5th, 1940, the first of twenty-eight Service Flying Training Schools constructed under the British Commonwealth Air Training Plan, was opened at Uplands near Ottawa. In the weeks that followed, similar stations swung open their doors in Saskatoon, Kingston, Calgary, Brantford and on November 25th, Dunnville, Ontario. (Under this plan, Canada would literally become one vast training station - producing the crews for air forces of the Commonwealth at bases all across the country.)

Designated No.6, Dunnville was a single-engine school for fighter pilots and was just the third such school of its kind to begin advanced flying training in Canada. Students, having completed an eight-week course at Elementary Flying Training School, would spend an additional twelve to sixteen weeks at Dunnville before earning their wings and proceeding to an Operational Training Unit or remaining on the homefront as instructors.

Comprised of 415 acres, the station was situated along the Grand River between the town of Dunnville and the village of Port Maitland on the north shore of Lake Erie. Typical of the standard, National Defence layout for airfields at that time, No.6 boasted five steel-framed hangars, three double runways ranging from 1,800 to 3,200 feet and a sprawling camp area consisting of some 50 H-huts and numerous other buildings. Initially the school flew Harvards and Yales for pilot training while Ansons were used for navigational exercises.

Under the command of F/L V.P. Cronyn, an advanced party of 20 airmen and 4 officers arrived on the station on October 30th. Continuous rain had made conditions poor at best and no one considered his kit complete without a pair of rubber boots to cope with the ever present mud. A temporary airmen's canteen was opened in a section of the supply depot and a week later the first Daily Routine Orders were issued - 35 copies without the use of a multigraphing machine!! On November 18th, five Harvards touched down and the next morning the fire truck arrived. Four flying instructors reported, ferrying Harvard aircraft to Camp Borden and returning with five Yales.

The first Commanding Officer at Dunnville was G/C Allan H. Hull, who was handed over the station by F/L Cronyn on November 25th. Formal ceremonies included the hoisting of the ensign, parade and address by the incoming CO. From Ottawa word was sent by the Minister of Defence for Air offering his best wishes for the successful operation of the school.

A re-organization of station personnel on December 9th saw the formation of two Squadrons. No.1 Training Squadron, under the leadership of S/L V. H. Patriarche, consisted of 111 officers and airmen. Officer Commanding No.2 Squadron was S/L R. L. Burnett. Rivalry between Squadrons was keen as evidenced by these entries recorded in the diary of No.2 Squadron.

"Weather was fair until 11:45 hours when had to hoist the wash-out flag due to snow. Did some night flying. A Harvard from No.1 Squadron tried to taxi over one of our Yales and took the rudder off completely. Just carelessness. Had a good showing at night flying, 40 hours and 140 landings. Busy flying. New class of pupils arrived today. S/L Burnett testing Yale 3408 for rough prop. Blizzard. No flying. Two Harvards picked up at Windsor. Top flying, over 150 hours, this Squadron. LAC Berry lost during aerobatics and forced landed over Rochester, ground looped but not hurt. A hell of a show."

On December 14th the station suffered its first fatality when LAC James Bilkey spun into the ground while carrying out routine take-offs and landings in Yale 3351. The Commanding Officer immediately ordered a Court of Inquiry and instructions were issued for the investigation of spinning characteristics of Yale aircraft at the Test and Development Establishment.

Despite dull skies, several hundred Dunnville residents attended the official opening of No.6 SFTS on December 20th. A/C G. E. Brookes, Air Officer Commanding No.1 Training Command, RCAF, officiated at the ceremonies and congratulated those responsible for the remarkable strides made at Dunnville. A/C Brookes was well pleased with progress shown by the trainees, among them British airmen from Singapore who had travelled 10,000 miles to continue their training in Canada.

(Countless graduating classes were "Winged" here. The second class to graduate was memorable in that it included the first Dunnville man to receive his wings at No.6. ROBERT A. BENNETT had been an employee of the Bank of Commerce when he enlisted in the RCAF. When the 44 pupils of the second class received their wings and were promoted to Sergeant Pilots on March 5th, 1941, Bob was among that group of fine young men who paraded before an audience of friends and relatives.)

(During the four years that No.6 was active, a total of 2,447 pilots graduated here, divided as follows: Royal Canadian Air Force-1,633; Royal Australian Air Force-200; Royal New Zealand Air Force-419; Royal Air Force-195. Countries represented by these servicemen included, as well as Canada - the United States, Australia, New Zealand, Malay States, Singapore, Belgium, Czechoslovakia, Burma, Trinidad, Barbados, the Netherlands and the Island of Mauritius.)

FATAL CASUALTIES, No. 6 SERVICE FLYING TRAINING SCHOOL

Royal Canadian Air Force

Rank	Name	Trade
P/O	ANGUS, Alexander	Pilot
F/O	BALDWIN, Jesse	Administration
LAC	BENNIMAN, Donald	Pilot Trainee
LAC	BILKEY, James	Pilot Trainee
LAC	BLAIR, Frederick	Pilot Trainee
LAC	CONNORS, Herbert	Pilot Trainee
LAC	DAVIDSON, Robert	Pilot Trainee
W.O.I	DEAN, Lloyd	Pilot
F/L	DUNSTAN, Arthur	Administration
LAC	FLEMING, Marshall	General Duties
LAC	GOUGH, Charles	Pilot Trainee
LAC	GUELICH, Allison	Pilot Trainee
W.O.I	HERRON, Marvin	Pilot
LAC	KENDALL, Clyde	Pilot Trainee
W.O.2	KIRK, Norman	Pilot
P/O	KLINTWORTH, Richard	Pilot
W.O.I	LAWRENCE, Arthur	Pilot AC
LAC	MOORE, Sydney	Pilot Trainee
P/O	McINTYRE, James	Pilot
LAC	McMARTIN, John	Pilot Trainee
F/O	NAISMITH, Ross	Pilot
LAC	O'CONNOR, Patrick	Pilot Trainee
LAC	PANTING, Reginald	Pilot
F/SGT	PATERSON, John	Pilot
Royal F/O	PENN, Lloyd	Pilot

SGT	POMEROY, George	Pilot
LAC	POSTELWAITE, George	Pilot Trainee
P/O	QUINN, Douglas	Pilot P/O
P/O	ROY, William	Pilot
AC 2	SCHARF, Lyall	General Duties
P/O	SCHATZ, Sanford	Pilot
LAC	SCHWARTZ, Frank	Pilot Trainee
LAC	STEVENS, Robert	Pilot Trainee
LAC	STEWART, Harold	Pilot Trainee
SGT	STRICKLAND, Peter	Pilot
LAC	TAYLOR, William	Pilot Trainee
LAC	TIBBETTS, Wilmot	Pilot Trainee

Royal Air Force

LAC	SMITH, William	Pilot Trainee
LAC	TENNIAN, John	Pilot Trainee

Royal New Zealand Air Force

LAC	GREEN, Stanton	Pilot Trainee
LAC	HAWORTH, John	Pilot Trainee
LAC	RANKIN, Alastair	Pilot Trainee
LAC	WILLIS, Alexander	Pilot Trainee
LAC	WOOD, Noel	Pilot Trainee

Royal Australian Air Force

SGT	ANDERSON, Clarence	Pilot
F/SGT	EVANS, Brian	Pilot
P/O	LEIGH, Kenneth	Pilot

"Port Maitland - Festival of History"

Saturday, July 26th, 2003

10:00 a.m. - 4:00 p.m.

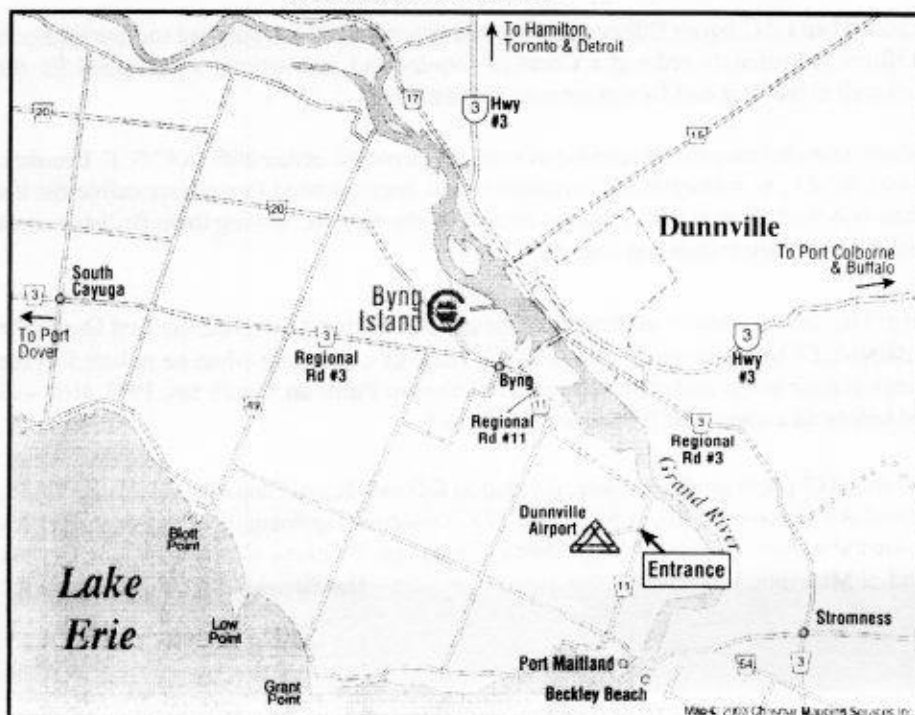
Dunnville Airport - Port Maitland

Admission is by Donation

Proceeds to

RCAF #6 Inc. Dunnville

Museum & Archives



Participants

Canadian Canal Society
 Port Dover Harbour Museum
 Haldimand Museums
 Jim Schuit, Grand River Post Cards
 Mike Walker, Mohawk Island
 9th New York Cavalry - Co. A
 Tom Pettigrew, Dunnville Lawn Bowling History
 Port Colborne Historical & Marine Museum
 Meet Pig Skin Pete!
 Historic Lalor Estate
 Ruthven Park, Cayuga
 Doug Wright, rope making demonstration
 Des Rasch, Historical Surveying Equipment
 Bill Warnick, Port Maitland Post Cards & Photos
 Joe Maggio, Dunnville Golf Club History
 Canadian Football Hall of Fame & Museum, get a photo with the Grey Cup
 Dunnville District Heritage Association
 Hamilton & Scourge Project
 TH&B Railway Historical Society
 Canadian Drilling Rig Museum
 Erland Lee (Museum) Home
 Canadian Warplane Heritage
 Ontario Genealogical Society, Haldimand Branch OGS
 Heronwood, Cheryl MacDonald, Historic Publications
 John Burtiniak, Port Maitland & Sherbrooke
 RCAF #6 Inc. Dunnville
 Doug Gilbert, Warplane Paintings
 Dunnville Chronicle
 United Empire Loyalist, Grand River Branch