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### **Tidbits from old Newspapers!**

With Christmas and the New Year just past, and due to all the time I have been spending preparing for this summer's Port Maitland, Festival of History, I have had little time to write my article. Being a reasonably resourceful fella, I decided to cheat a little! The abbreviated items you find in my article today came from various old publications. You will get a quick and incomplete look into a few days from the past. Enjoy, the old writing style, and be just a bit frustrated!

**Haldimand Tribune Thursday, Sept. 20, 1860;** We are sorry to state that the Scow *Ayrshire Lassie*, belonging to Mr. Mason of this town, was wrecked on Lake Erie, off the Clay Banks in the Township of Sherbrooke, on Tuesday the 11<sup>th</sup> inst. The scow was on her voyage to Buffalo, and was loaded with lumber and shingle-bolts, and towed by the *Howard* steam-tug. On Tuesday she was three miles below Gull Island (Mohawk Island), off the Sherbrooke shore, when a storm sprang up to the westward. The captain of the *Howard*, on seeing the storm, immediately put back for the mouth of the Grand River. The scow was thus bro't into the trough of the sea, and was instantly filled, the waves beating through her sides, and breaking up her cabins. The whole of her cargo was washed out of her, and drifted to shore at various points. The hands on board of her were picked up by the *Howard's* boats, but such was the fury of the waves that one of them had his clothing completely washed off.

... The value of the cargo was from eight to nine hundred dollars, and that of the scow about eight hundred more, while the freight amounted to upwards of two hundred dollars. Mr. Mason's loss, including freight, will be over a thousand dollars.

Attempts have been made to raise the scow, but hitherto without success,—owing to the wind being in an unfavourable direction. It is hoped, however, that she may be recovered. Although very much damaged by the waves it is thought that she may yet be repaired, but at an expenditure which would amount at least, to half her original value.

We learn with feelings of deep indignation and regret that some parties residing near the scene of the wreck, so far from lending any assistance in recovering the property that has been washed ashore, have been busily plundering every article that they could lay their hands upon. We are informed that one person was detected teaming some of the lumber into the woods for the purpose of hiding it there, and some have actually chopped up parts of the scow for the sake of stealing the bolts and rings. Such proceedings are most disgraceful, and we trust that the perpetrators of these offences will be discovered and receive the punishment they so richly deserve.

**Advertisement found in the Huron Signal (Goderich) February 1862;** "SCHOONER FOR SALE, the subscriber offers for sale a Fore-and-Aft [corsel] built schooner, the "*Belle Brandon*," three years old; registering 20 ½ Tons; rigging and sails complete and nearly new. She is a very fast sailor, and is admirably adapted for the North Shore traffic. For particulars address (Post paid) Henry Lawe - Dunnville.

**Haldimand and Monck Advocate May 1906;** Obituary; In part it reads. . . , Mr. Francis Lattimore early in life went sailing on the lakes and for a time was master of the *Scottish Chief*, owned by the late Hon. Lachlan

McCallum. This boat was one of the fleet wrecked in the great storm of Nov. 6, 1862, when Mr. Lattimore and all aboard were so fortunate as to escape, with their lives. With one exception, the crews of the other boats, the *Empire*, and the *Sarah Ann*, were drowned one perished from exposure, among them being two of Mr. Lattimore's brothers Robert and William. During the Fenian raid in 1865 Mr. Lattimore served in the Naval Brigade under Senator McCallum as one of the crew of the steamer *W. T. Robb*, which patrolled the Niagara river, and on June 2<sup>nd</sup> he was one of the brave company who were under fire at Fort Erie, when Fergus Scholfield of Dunnville and Capt. King of Port Robinson each lost a limb. Mr. Lattimore made Dunnville his home during the latter part of his life being in the hotel business at first, later on lockmaster until relieved from office by the Laurier government in 1896, and then engaged in teaming and other occupations until appointed chief constable.

**The Reform Press, May 1881;** Dunnville, The tug *Humming Bird*, and the scow *Lady Carr* are kept busy bringing plaster of paris from the Merritt mill, near Cayuga. It is deposited on the river bank at the foot of Pine Street, and then shipped via the Grand Trunk Railway to different parts of Ontario, to be used as a land fertilizer, its effects as such are mirabile

**The Reform Press, May 1882;** Dunnville, Mr. M. A. Smith has purchased the propeller *Starling* formerly run as an excursion boat on Burlington Bay from the City of Hamilton. She arrived here on Saturday evening. Judging from her appearance she will be just what was wanted, being available for excursions and for towing on the upper level of the river. Length about 50 feet, with a large breadth of beam in proportion to her length of 15 horse power and can make nine miles an hour. She will easily accommodate 100 passengers . .

**The Reform Press, June 1882;** A tidal wave two miles in width and 11 feet high sweeping into Cleveland, Ohio harbour on June 24<sup>th</sup> covered the docks and immense damage to buildings and other property- estimated damage of \$30,000. It was noticed near Port Stanley on the opposite side of the lake.

**The Reform Press, June 1884;** Port Maitland, The body found at Port Maitland recently is said to be that of Mrs. Sheriff's daughter, cook on the schooner *Edmond Fitzgerald*, lost on Long Point last Fall. [Note The *Edmond Fitzgerald*, sunk near Long Point in 1883 with cargo of wheat and seven lives lost.]

**The Dunnville Gazette August, 1884;** Port Maitland, On Tuesday last a young man named John Corcoran, while engaged cutting grain on the farm of Mr. J. Root, Stromness, had his hand badly smashed. He was using a self-binder in cutting a field of barely, and it appears the straw was short and the packers did not catch it properly, so he told Mr. Root to get on and drive and he would follow the machine and work the barley down with his hands. While thus engaged, the packer caught one of Mr. Corcoran's shirt sleeves, and drew his arm into the binder, with the above result.

**The Reform Press August 1892;** Dunnville, Mr. M. A. Smith has built himself a model skiff for fishing and hunting. To be called the *George MacArthur*. Will someone please tell me what the M. S. stands for in Mr. Smith's name?

If you have items, you wish to have written about or pictures you would be willing to lend me, please drop me a note. Let me know how you feel about these articles. William (Bill) Arthur Warnick 180 Rosslyn Ave. South HAMILTON, ON L8M 3J5 e-mail [wwarnick@cogeco.ca](mailto:wwarnick@cogeco.ca) Phone 905 549-6086.