

Please
take
one!

Reflections

Newsletter of the Marsh Historical Collection
Amherstburg, Ontario

Please
take
one!

Volume IV Issue 4

Summer 2011

ISSN 1913-8660

Amherstburg - A Baseball Town

Baseball has been around this community at least since the official incorporation of Amherstburg as a town in 1878. It was probably played here on a smaller scale in earlier times, although cricket was then the more popular sport.

In browsing through our old *Echo* files back to November 1874, we find that a variety of baseball teams played on the "town park," although they were not as organized as today's games.

In a July 1877 game, the "Amherstburg R.A.R.'s" beat the "Muffers" of Petite Côte. That team consisted of four fellows from Sandwich, four from Petite Côte (LaSalle) and "one College player," while seven on the Amherstburg team were ringers brought in from the "Shamrocks" of Wyandotte. In August the Vereker "Union" club was beating the Malden "Bruisers" 42 to 28 when that game was called in the 7th inning due to darkness.

In August 1881 there was still no regularly organized club, so the 'Burg boys got up a team but were whipped 42 to 11 by the Empire Baseball Club of Essex. It was then decided to get serious, organize and practice regularly. On that team were three Hamilton brothers, Alex and Bill Brown, George Johnson, James Sullivan, John Ellis and James Wilkinson.

By 1886 there were several teams, but still nothing strictly organized. However, it appeared to be a dangerous game at that time, which may have accounted for the lack of participants. An article in the *Echo* of August 6th that year describes the following incidents, rather injurious to the health of some players: "*During the first inning, Capt. Brown, who was*



**The Echo Champion
Baseball Team of 1889**

Front (left to right): Calixte Laframboise (pitcher), Gus Maloney (right field)

Second row: Ernest Brown (2nd base), Leroy Wigle (centre field), Alex Ellis (left field), Frank Salmoni (3rd base)

Back row: James Taylor (shortstop), Vincent Bertrand (1st base), Thomas Salmoni (centre field)

catching, got a crack on the hand with a bat, breaking a small bone of his hand...R. Hamilton had a cord of his leg injured, the first run he made...Thos. O'Rourke nearly dislocated his ankle and Capt. McEvoy had one of his fingers dislocated while attempting to look through a mask and catch at the same time...S. Kolfage got knocked out while endeavouring to stop a hot one behind the bat, and several other players met with misfortunes and had to retire...If the players survive there is no doubt but the 'Burg has the stuff for a good baseball team."

Those were the days when the catcher wore no chest protector, shin guards or padded mitt; the fielders weren't allowed to use gloves. Baseball spikes were likely unheard of, but in a game in 1888 a very prominent feature was "*the appearance of J.D. Smith and F. Lemay in new slipper pumps.*"

By 1889 baseball was permanently ensconced in Amherstburg and the regular practice paid off. That year the *Echo* team was champion, having gone through the entire season without a defeat. They had met all the teams in the county as well as some from Detroit and Grosse Île.

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Growing Up in the 'Burg

The Good Old Days

by anonymous

As we had already seen the movie playing at the Liberty Theatre, we hitchhiked into Windsor to see one there. When it was finished we felt it was way too early to head back to the 'Burg so we pooled our thoughts on what to do next. The decision was made that a trip to Detroit would be in order. To do what, we had no idea, it just seemed like the right thing to do. How to get there was the next order of business.

Back in those days you could readily cross the border with not much more than a library card for identification. A taxi or other form of transportation other than foot power was out of the question, as we had blown our resources on the movie. The Ambassador Bridge would be our means of getting there and this decision was based on the following criteria: first, a nice leisurely walk across the bridge to take in the scenery (yes, they allowed you to walk across the bridge in those days); and secondly, the bridge was the cheaper way to go. Tolls at the bridge were considerably less than the tunnel. I remember asking why this was the case and the man at the bridge said it was because the bridge had less overhead. Another lesson learned: Don't ask questions unless you already know the answer.

Off we went. It seemed like forever for us to get to the middle of the bridge. Once there we stopped to watch a few freighters pass below us. They seemed really big from that height. We continued on with our adventure, admiring the scenery as we went. When we finally reached U.S. Immigration it

dawned on us that we did not have a story for them, other than that we felt like walking over the bridge. This apparently was not reason enough to allow us into the United States and, as they heard we liked walking, we were escorted back onto the bridge and pointed toward Canada.

The trip back seemed much longer than on the way over and we weren't sure for a while that we would make it. The return scenery no longer held the same appeal and the freighters were just that - freighters, something that was readily available for viewing in Amherstburg. We were now also concerned that Canada would give us the same welcome we received in the U.S. and send us back in that direction. Visions of spending the rest of my days walking back and forth on the bridge did cross my mind.

Not to worry, though. The kind Immigration Officer in Canada accepted our story and told us to get home. It was getting late and home was Amherstburg and we still had to hitchhike. We were fortunate that one of the first passing cars picked us up and dropped us in the 'Burg just before dark. It sure was comforting being back on home ground.

The above illustrates just how much things have changed. Hitchhiking today is just not done and to even think of trying to get into another country without a passport and pledge of your firstborn is sheer folly. Bring back the good old days, as that's just what they were.

Where to find us

The Marsh Collection is located at
235 Dalhousie Street on the upper floor.

We are open **Tuesday to Friday from 10am to 4pm.**

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If you enjoy Reflections, please let us know! We welcome your comments. Reflections is also available by e-mail - please contact us for details.

What is the Marsh Collection?

The Marsh Historical Collection is a local history/genealogy centre located in the heart of Amherstburg. Researchers, genealogists and history buffs utilize our information files, books, photographs, maps, genealogy files and other items. Even if you have no specific research purpose, come in to see our exhibits on Detroit River history and other aspects of Amherstburg's rich heritage. We also produce and sell a variety of local history publications and notecards.

The Marsh Collection takes its name from its founders, the Marsh family, who owned and operated the *Amherstburg Echo* for over 80 years.

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COMING SOON!

Brunner Mond Highlights

In the early 1920s a lengthy column appeared in the *Amherstburg Echo* each week, highlighting news from the Brunner Mond - items of interest about the activities of the staff, bowling league, Boy Scout troop and B. M. band. The Marsh Collection is compiling these columns into a book, full of entertaining tidbits about life in Amherstburg and the influence of a large corporation on a small town.

Watch for more details in future issues of *Reflections*.

Yesterday's News

from the archives of the *Amherstburg Echo*

1881

June - J.D. Burk is planning a two-storey addition on the north side of his dry goods store, corner Gore and Seymore.

July - Amherstburg merchants have agreed to close their stores at 7:30 p.m. every evening except Saturdays. The bell of Christ Church will be rung at that time to enable stores to close promptly.

- A horse belonging to James Wright walked into George Brantford's house, causing quite a panic before being evicted.

August - Residents of Richmond Street have asked council to clean out the ditches and to build a bridge and crossing opposite Wolfe Street.

1891

June - A fire in McGregor has destroyed several buildings. It is thought to have been started in Fred Reaume's barn by boys setting off firecrackers.

- Thirty men have begun work at the Anderdon Quarry, getting out block stone for the Soo Canal.

July - 90 cords of stone have been taken to the Colchester Lighthouse to fill in the cribs which were placed in position last fall.

- Dr. Hobley's house is the first to have pipes laid to connect with the new waterworks mains.

- The population of Amherstburg is 2279.

August - Park & Borrowman's "Dolly Varden" house, corner Dalhousie and Rankin, will be cut into three parts, one moved across the street, and all will be fitted up as residences.

1901

June - Mrs. Andrew Hackett has been appointed keeper of the Bois Blanc Lighthouse.

- Brickwork on the new electric light plant is completed and the dynamo and engine have arrived. Amherstburg now has one of the finest incandescent plants in Ontario.

- Ed and John Biddle, formerly of Anderdon, have been convicted of first-degree murder in the killing of grocer Thomas D. Kahney in Pittsburg.

July - Two new windows are to be placed one on either side of the sanctuary of St. John the Baptist Church. J.G. Mullen is donating the stained-glass for one side and Mrs. John Bray the other.

August - The Public Library has moved into

its new location opposite the *Echo* building on Ramsay Street [now #273 Ramsay]. The electric lights are being installed and the library should be open in a few days.

1911

June - The cornerstone of the A.M.E. Church was laid at Central Grove (Harrow).

- The new passenger steamer *Put-in-Bay* passed down on her trial trip.

July - The Public Library Board is purchasing 75 cords of stone from the Anderdon Quarry for the new library about to be constructed.

August - The contract for the six new piers on which to construct the light for the new Livingstone Channel has been let to John Ginzel of Wyandotte.

1921

June - Vernor's of Detroit is installing a ginger ale plant on Bois Blanc and on the Bois Blanc boats.

July - The Great War Veterans' Assn. put on a Dominion Day celebration, the first in Amherstburg in many years.

- The High School Board is receiving tenders for construction of the proposed new high school.

August - Lieut. J. Earl McQueen and his Scottish bride will arrive home soon. He has been overseas for over five years.

1931

June - Stancliff & French are having two new greenhouses built facing Ramsay Street on the former *Echo* lot [west side Ramsay, south of Murray].

- Summer residents of Amherst Pointe are holding their 4th annual Field Day.

July - A "cleaner backyard competition" is being held in Amherstburg.

August - During the 1930 season, 17,438 freighters passed the Westcott Marine Reporting office [Anderdon].

- Council has agreed to sell the Two-in-One Auto Factory building to Canadian Cannery.

1941

June - The Tri-Community's Victory Loan objective of \$165,000 was exceeded by 50%.

August - Capt. McQueen is almost

finished remodelling the Jarmin house and will move in soon.

- The SW&A buses run 15 return trips per day between Amherstburg and Windsor.

- Hamilton Park, northwest corner Balaclava and Richmond, was officially opened with a ball game between the Wyandottes and the Iroquois of the Amherstburg Youth Centre Softball League.

1951

July - Graeme Hutchinson was the first customer at the new Simpson's order office on Dalhousie Street.

- The Swiss Chalet Shop, corner Sandwich Street and St. Arnaud, will open July 28th.

1961

June - Tenders will be called for the new R.C.S.S. #11, Anderdon, northeast corner Townline and Concession 6 [aka St. Gerard Majella School; razed 2008].

August - The *Innstein* is the first ocean vessel to take on cargo at the Port of Amherstburg - 154 tons of catsup.

1971

June - A tornado in McGregor caused thousands of dollars in damage, including part of the roof on St. Clement's Church.

- Gray's Greenhouses on Dalhousie Street are being razed.

- Construction of services for the new Venetian Garden subdivision has begun.

- Construction has begun on a new showroom on Simcoe Street for Murray Kennedy Motors.

August - Construction is rapidly proceeding on the large addition to St. Bernard's School.

1981

June - Names of Amherstburg soldiers killed overseas will be used in renaming streets that became part of Amherstburg due to annexation.

- The Brunner Mond Club will close June 30th.

August - The former abattoir on Pike Road will be demolished.

- The 4 million gallon per day capacity Area Water Treatment Plant goes "on stream" this month.

- The *Echo* has been sold to John and Linda James of Bowmanville.

Shipping the Detroit

100 Years Ago (Part Two)

One hundred years ago, work on the Livingstone Channel was in full swing and Amherstburg was booming. An analysis of the 1911 census shows that 31% of employed people in town had a marine-related occupation; following is a list of their names and jobs. (* denotes an American citizen.)

continued from Spring 2011

Hackett, Annie, tugboat cook
 Hackett, Francis B., mariner, lakes
 Hackett, Howard, mariner
 Haley, John*, drillman on river
 Haley, John W., drillman on river
 Hamel, John, drillman on river
 Hamel, Remi, drillman on river
 Hamilton, Alfred, riverman
 Hamilton, Henry, cranesman on river
 Hamilton, James, riverman
 Hamilton, William, purchasing agent, Great Lakes
 Hancock, Robert Jr., drillman, marine
 Hanley, Thomas, sailor
 Hanley, Thomas E., drillman on river
 Hancock, Joseph J., mariner
 Harris, Ernest, mariner, fishing
 Harris?, John*, drillman on drill
 Haynes, Elbert J.*, civil engineer, marine
 Healy, Arthur M., drillman, river
 Hilliard?, Walter J., drillman, marine
 Hobin, Dennis, cranesman on dredge
 Hodgman, Harry*, civil engineer, Detroit River improvements
 Holton, Forrest Arthur, cook on steamer
 Holton, James Henry, cook on steamer
 Horsley, George, fireman on drill
 Hunt, Walter, engineer, marine
 Hutton, John, mariner master
 Iler, Andrew, drillman on river
 Jackson, Samuel, marine engineer
 Jarmin, James, mariner, master of Govt. work
 Jones, George H., engineer, marine
 Jones, Edward B., carpenter, marine
 Jubenville, Elmer J., drillman
 Jubenville, Frederick?, carpenter, shipyard
 Kaake, William C.*, engineer, marine
 Kelley, James, mariner
 Kemp, Charles, drillman on river

Kett, Robert, labourer on river
 King, Alfred, engineer carpenter, Sullivan Dredging Co.
 King, Edward, drillman
 King, Patrick, dredgeman on dredge
 Kirtley, James Henry, cook on lakes
 Kiyoshk, Adam, submarine diver on river
 Laframboise, Ferdinand, mariner
 Laframboise, Jacques, mariner
 Laframboise, William, drillman, marine
 Lalonge, Lyle R., drillman on river
 Langlois, Lewis, drillman on river
 Lapierre, Maxime, U.S. Govt., river
 Lawler, Walter T., mariner
 Lewis, Edward R.*, engineer, marine
 Long, David H., drillman, marine
 Lovegrove, Fred., mariner, U.S. Govt.
 Maguire, Eugene, mariner, U.S. survey on river
 Mahon, Joseph E., mariner
 Maloney, Henry, mariner on lakes
 Manly?, Alfred Jones, engineer on lakes
 Manson, John, lightkeeper, Colchester Reef light
 Manson, Walter, mariner, American boats
 Marks, Joseph M., mariner
 Martin, Antoine, drillman on river
 Martin, Clovis J., dredgeman, marine
 Martin, Eli J., dredgeman, marine
 Martin, Ernest, drillman on river
 Martin, Henry L., mariner
 Martin, Percival D., mariner
 Matthews, Harvey, fireman on lakes
 Matthews, Louis, engineer on dredge
 McCormick, E.W., mariner
 McDonald, Alexander*, drillman on river
 McDowell, Benjamin, mariner on lakes
 McDowell, Raymond, mariner on lakes
 McDowell, Simuel, mariner on lakes
 McFarlan, John P., drillman, marine
 McGee, Ernest, drillman, Detroit River
 McGee, George, machinist, Dunbar Co.
 McGuire, James, mariner
 McGuire, James E., mariner
 McKenny, Isaiah, cook on lakes
 McQueen, Earl John, mariner on lakes
 McQueen, John Sylvester, mariner on lakes
 McSpadden, Joseph, mariner
 McTaggart, William, drillman on river
 Meloche, Albert, drillman on river

Mero, Louis, drillman, marine
 Mero, Peter Jr., drillman, river
 Mickle, Andrew A., drillman, marine
 Mickle, Henry J., ticket agent, ferry landing
 Middleditch, Charles G., mariner
 Middleditch, John E., drillman, marine
 Mongeau, George, dredgeman on dredge
 Mongeau, Joseph, cook on tugboat
 Morin, Gilbert, drillman on river
 Morin, William H., driller, drillboat
 Munson?, Edward J., cranesman on dredge
 Murray, Michael, blacksmith on Livingstone Channel
 Nattress, Leonard J., engineer, marine
 O'Neil, James Matthew, drillman on river
 Ong, Charles, drillman, river
 Ong, Francis, labourer on river
 Ong, Orin Joseph, mariner on lakes
 Ouellette, Albemi, drillman on river
 Paddington, Charles, drillman, river
 Palmatier, Raymond, odd jobs, Sullivan [Dredging Co.]
 Parker, Lemuel, drillman, river
 Pettypiece, Arthur, drillman, marine
 Pettypiece, Hilland W., powdermaker, making dynamite
 Pettypiece, Lloyd J., mariner
 Pettypiece, Nelson, drillman, marine
 Pettypiece, Stephen, lighthousekeeper
 Pillon, Gordon, drillman on river
 Pineau, Ernest, engineer on river
 Plant, Frank B., dredgeman, marine
 Pouget, Norman, cook on river
 Pulford, Milton, drillman, marine
 Quinlan, William, dredgeman, marine
 Quinn, James*, drillman on river
 Raines, William G., engineer, marine
 Reaume, Adolphe, fireman, marine
 Reaume, Henry, drillman on river
 Renaud, Norman, drillman
 Renaud, Peter, drillman, marine
 Renaud, Walter, drillman on river
 Renaud, William, laborer on river
 Richard, Ellis J., drillman, marine
 Ridgedale, John, laborer on drillboat
 Robidoux, James, drillman, river
 Ryan, John, drillman, marine
 Ryan, Joseph J., engineer, marine
 Ryan, Paul P., drillman, marine
 Ryan, Robert J.*, drillman, marine

to be continued in Fall 2011 issue

Bricks 'n' Beams Have House, Will Travel

One thing we've learned over the years at the Marsh Collection is that houses didn't always stay where they were built! In fact, relocating a residence was a fairly common practice. What would be a huge undertaking in our modern world of poured basements, sewer lines and gas hook-ups would have been a much easier job a hundred years ago.

When a motive to research the two-storey frame house at 229 Seymore Street arose a few months ago, it seemed so easy - the architectural style clearly reflects the 1870s. Imagine our surprise when a glance at the 1926 insurance plan showed an empty lot! A peek at the land instruments told us that it was owned at that time by Charles Harris, who soon

afterwards sold it to his father-in-law, Charles McLean. McLean was a well-known builder and we'd often come across descriptions of him moving and renovating houses.

Luckily, the files of the *Amherstburg Echo* gave us our answer. In September of 1929, the paper reported that "the Curtis bakery building was moved to Apsley Street....the Curtis residence is being moved to the corner of Seymore and Murray Streets." From there, it was a simple matter to ascertain that William Curtis' bakery and residence had been located on the north side of Murray Street between Ramsay and Bathurst.

We repeated the research process

Cornerstones of Our Community Amherstburg's Designated Heritage Buildings



Work is currently underway
on this new exhibit,
opening later this summer

on that property and discovered that the house was originally built circa 1869-70 for Joseph and Ann Powell, who lived there until their deaths in the 1890s. William Curtis purchased it in 1905 and operated his bakeshop next door until his death in 1924.

H.M.C.S. *Shearwater* (K-02)

by Vince Spearing

If one were to look directly above the pool table in the Amherstburg Legion, one would see a large wooden ship's wheel, constructed of teak wood and brass. Few people in Amherstburg are aware of the origin of this magnificent piece of local history.

This steering wheel is from the H.M.C.S. *Shearwater*, later named *Vedas*. H.M.C.S. *Shearwater* was an armoured sloop and submarine tender to Canada's first two submarines. The ship was based at Esquimalt, British Columbia, at the onset of the First World War in 1914. She and her sister ship H.M.C.S. *Algerine* had been transferred to the new Canadian Navy from Britain. These two vessels were built and commissioned in Scotland for the Royal Navy. They would eventually be sent to the Pacific Ocean as part of the Royal Navy's Pacific Ocean squadron.

At the start of World War I,

Shearwater's two 4-pound guns were taken ashore and mounted to defend Seymour Narrows, B.C. The ship was then sent as a tender to Canada's two submarines, H.M.C.S. *CC-1* and H.M.C.S. *CC-2*. This service saw *Shearwater* escort her two submarines through the Panama Canal to Halifax, Nova Scotia. She arrived on the Atlantic coast and was subsequently used as a support vessel until the war ended in 1918.

The *Shearwater* was sold to private enterprise in 1919 and rechristened *Vedas*, thus ending her Naval career. She was used along the coast and eventually entered the Great Lakes. During the days of Prohibition she was used as a rumrunner and was seized by the Federal Government. The *Vedas* sat under arrest at the foot of Goyeau Street in Windsor until 1935, when she was sold to Capt. J. Earl McQueen.

The ship's connection with

Amherstburg began when she was moved to the McQueen Marine site in 1935. After sitting idle for two years she was valued more for her scrap value and was dismantled in 1937. Her six-foot diameter steering wheel and any valuable parts were stored away. In 1953 Capt. McQueen donated the steering wheel to the Amherstburg Legion Branch 157, where it remains bolted to the ceiling. The main mast for years overlooked the Detroit River in Ambassador Park below the bridge. It was removed from this site several years ago and is in storage at Windsor Parks and Rec. I was given two solid brass gimbal lamps from the officers' quarters by my late grandmother. I am sure a few other relics from this 110-year-old ship could be found around Amherstburg.

As unillustrious a history as this gunboat had, it was a very important vessel to the new Canadian Navy in its infancy in 1910 and into World War I.

Ancestral Lines

1812 Ancestors

Can you believe it? It was in our June 2009 *Reflections* that we invited folks to come in to the Marsh Historical Collection and let us assist in tracing your 1812-era ancestors. A few have taken advantage of our offer and many others have already completed their genealogies, but we know there are more descendants out there! In this issue we will just tease a little with some bits of information about certain families who were here, as listed in the 1812-13 Assessment for Amherstburg and Malden. One of the first names in the alphabetical listing is Pierre Baron (spelled Barron in this district).

Pierre Baron (1748-1798) was 4th generation in Canada of this family and 1st generation in the Detroit River Region. At Detroit he married Mary Anne Reaume and they raised five children, the eldest being Pierre Lupien Barron Jr. (1767-1841) who married Susanne Pouget (1776-1833) in 1800. They spent their married life in Malden Township, where they raised eleven children who married into other well-known families in this area, such as Bondy, Langlois, Bastien and Laferté. Today there are Barrons of the 11th and 12th generations in Malden whose names include Amlin, Robidoux, Boufford, Wright, Brush, Arquette, Marontate, Bingham, Deslippe, Mailloux and many, many more. If you wish to connect the dots, come in and let us help.

Council Crumbs - 100 Years Ago

By EGW

While researching a variety of subjects in the June 1911 *Amherstburg Echo* microfilm, we were amused to read some of the council minutes, which were then reported in great detail. The bi-weekly minutes always required at least two full columns of print, sometimes more depending on the issues of the day.

Dr. Fred Park was mayor; D. H. Terry, reeve; the six councillors were Daniel Boufford, James D. Gibb, Tom Tomlinson, Gilbert Morin, Thomas Lukes and Theodore H. Fox. Committees reporting regularly and with apparent transparency were: Finance; Board of Works; Fire, Water & Light; Property; Health & Charity.

The reading of

"communications" often led to heated discussion and name-calling. One such example - Wm. Menzies proposed he be allowed to "leave his boats at the waterworks dock, etc., for \$5 per month rent" - or he would be glad to keep the dock in repair in exchange for keeping his boathouse there. When he addressed council, he accused Reeve Terry of bad-mouthing him by saying Menzies made \$8000 out of the dock. Terry retorted that he'd never said that - but said it was McEvoy who made \$8000 and he'd never said anything about Menzies. "You'd better not!" shot back Menzies. After an hour's acrimonious debate, the issue was settled whereby Menzies was granted the use of the dock one month at a time for

\$5.00 monthly. At the next meeting two weeks later, it became obvious the issue was not solved at all. There was still the problem of getting Menzies to move his boathouse. Mayor Park spoke up - "It's up to you, gentlemen. There are two motions on the books, one to make him get his boathouse off, the other to rent him the dock." Well, that set off the fireworks! Reeve Terry rose to insist the boathouse be removed, to which Morin shouted, "Oh, sit down, Terry. I've got the floor. You don't understand. You're thickheaded!" Then he added, "I don't care any more for Menzies than I do for you, but the town needs the money!" The meeting then adjourned, with most of the other issues being laid over till next time. And those were "the good old days!"

Letters Home 1914-19

The newest addition to the Marsh Collection's publications reprints local soldiers' letters from the First World War. Families often would bring their sons' missives into the *Echo* office for publication, and these now have been compiled into an 89-page book.

"Letters Home" describes life in the trenches, its hardships and adventures, as experienced by brave young men who somehow always managed to convey a message of patriotism and hope to the folks back home.



\$15

Available at the Marsh Collection
235A Dalhousie St. (upstairs) • 519-736-9191
Tuesday to Friday 10am to 4pm

I may never get back to a safe place where I can give you a full account of our gallant attack last Friday, a day which you and I shall never forget...for it was on that eventful but fatal day for us when Bert gave his life for his country...

- Lieut. L. Murray Thomas
April 27, 1915

Last evening about six o'clock I was in my dug-out when someone outside started shouting 'trench mortar.' I looked out and saw the thing coming, turning over and over in the air...

- Capt. L. Murray Thomas
August 14, 1915

New Additions to Our Collection

The Marsh Collection accepts donations of artifacts, books, photographs and other items which are relevant to our mandate. The photos below were received in recent months. Names are all identified, but space does not allow for them to be printed here - contact us if you are interested.



**Charles Bonsor's retirement
from Brunner Mond, 1953**
Marsh Collection P4529.3

**Charlie Thomas' retirement
from Brunner Mond, 1956**
Marsh Collection P4529.1



**Frank Smith's retirement from
Brunner Mond, 1960**
Marsh Collection P4529.2



**"Duby's Dandies"
baseball team,
1967.**

Marsh Collection P4499

The Marsh Collection has an extensive reference library containing books on local history, Ontario history, a large Great Lakes/marine heritage section, Black history and other topics. Although material cannot be signed out, books can be perused in our reading room any time during open hours. Among recent donations to the Marsh Collection are:

- several books on **Canadian military history**, particularly regarding the Second World War
- **Namesakes of the Lakes 1956-1980** (John O. Greenwood)

Then & Now

Dalhousie Street South



Above: Dalhousie Street looking north from approximately the present location of Pickering Drive. Straight ahead is the Wigle Flour Mill. At the far right is the Colin Wigle residence. In the centre background is the Gordon House. Photo *circa* 1918. *Marsh Historical Collection P842*

Below: Most of the former Wigle property is now owned by Bob-Lo Development Inc. The Bella Vista apartment building (far right) was constructed in 1969, and the Gordon House was relocated in 1987. Photo taken June 8, 2011. *Marsh Collection photo*

