

*Chapter IV*

**TRANSPORTATION  
& COMMUNICATION**

## CHAPTER IV TRANSPORTATION & COMMUNICATION

### *Transportation*

**T**ransportation in the Tri-Community has evolved from marine to rail to highway, all of which are enjoyed to the present day.

### Marine

Located in the middle of the Great Lakes, the Amherstburg Channel is a natural bottleneck that lends itself not only to military advantage but also to the marine-related activities of shipping, shipbuilding, channel clearance, aids to navigation, excursions and towing and salvage. The harbour is federally controlled but its boundaries were uncertain until the British and American governments finally agreed in 1822 that Bois Blanc Island would remain British and Sugar, Fox and Stony Islands would become American.<sup>1</sup>

### Shipping

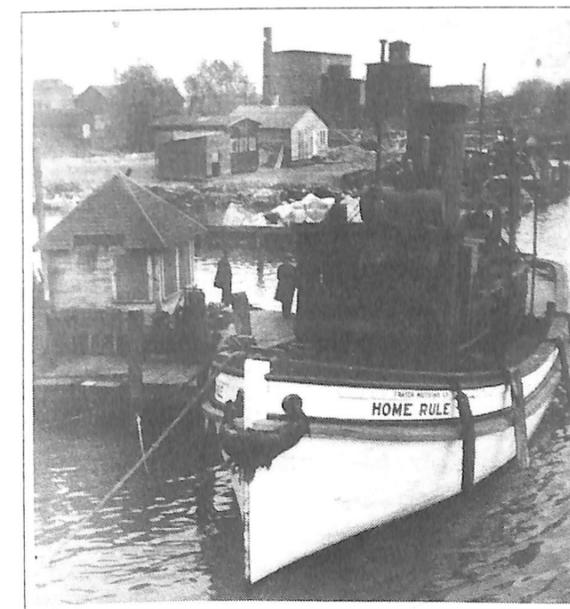
From its inception, Amherstburg was a busy port with typical pioneer trade: exports of salt pork, hardwood timber, furs, potash, wheat and whisky, and imports of coffee, tea, sugar, cloth, glass, iron and salt. Hemp for ropemaking was grown for the King's Navy Yard with the active

encouragement of the Parliament of Upper Canada.<sup>2</sup> The first dock was erected in 1797 and volume soon necessitated the stationing of a Collector of Customs and Excise by 1806 and the legislative establishment of wharfage fees and tolls in 1831.<sup>3</sup> American trade dominated, as demonstrated by the 1874 statistics of vessels calling at port: 15 steamers and 43 sailing ships of Canadian origin; 323 steamers and 204 sailing ships of American origin. Total tonnage in 1874 was 146,422.<sup>4</sup>

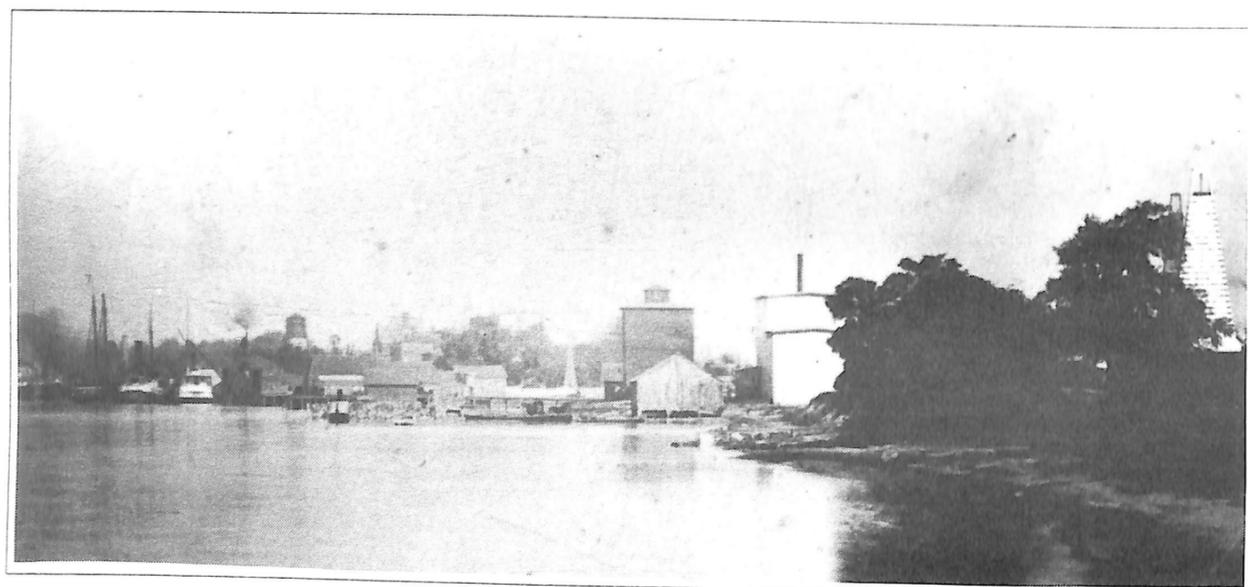
Sail and steam vied for prominence throughout the 19th century by balancing speed with expense. The sailing vessels varied from small 30-ton sloops like the *Good Intent* around 1800 to larger ocean-going schooners such as the *Thomas F. Park*. Steam made an early entry with the *Walk-in-the-Water*, a two-masted, one-funnel ship which anchored in Amherstburg harbour on the night of August 25, 1818 while on her maiden voyage to Detroit. By mid-century, fast steamers such as the commodious *Arrow* offered passage to Detroit in 1¼ hours. Its slower competitor, the *Seneca*, carried passengers at 25 cents each and freight at 12½ cents per barrel with scheduled departures from Amherstburg at 10am and 5pm daily in the summer and three times a week in the spring and fall.<sup>5</sup> Passengers could travel farther afield to Chatham on the steamer *Brothers* after a stop in Detroit; to Buffalo on the steamers *Atlantic* and *Canada* in 18 to 22 hours; to Montreal in 10 days aboard the *Earl Cathcart*; and even to Liverpool, England on the aforementioned schooner *Thomas F. Park*.<sup>6</sup>

The *Conductor*, a local vessel manned by an Amherstburg crew of Captain Henry Hackett, Jerry Sawyer, James Cousins and John Jones, was the centrepiece of the famous story of Abigail Becker, a lone woman unable to swim who managed to rescue the entire crew when the ship foundered off Long Point in Lake Erie in November, 1854.<sup>7</sup> Among sailors of the modern era was Captain Walter Callam who often hired local men such as the Maloney brothers (David, Mac and Jack), Russ Fox, Alex Callam, Hank Whelan and Bill Miller for service on the steamer *Ralph Caulkins* which always blew greeting salutes to appreciative families on shore.<sup>8</sup>

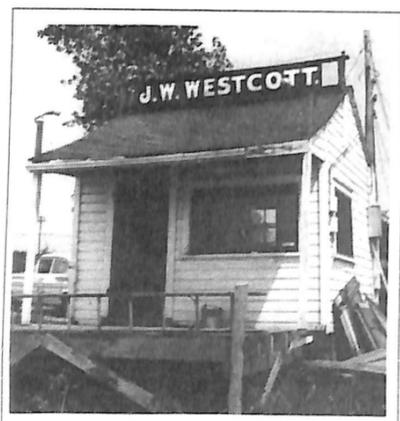
Steamers required coal and late in the 19th century John G. Mullen took over the Pittsburgh Coal docks to become the Mullen Coal Company, the largest independent steamship fuel company on the Great Lakes. The 800-foot dock between Murray and Richmond Streets permitted two ships to coal simultaneously. The fuel was brought from Ohio in the company's barge *S.J. Tilden* towed by the Hackett/Trotter tug *Home Rule*. Unknown to many, the wealthy Mullen gave coal freely to families too poor to afford it. In 1921 sparks from the coal derrick ignited the old town pavilion (and nearly the town!) but were doused by buckets of water dipped from the river by the derrick. The dock remained in use through the 1960s when coal and stone shipments were landed by large freighters such as the *E.B. Barber* and the *Leadale*.<sup>9</sup> The site is now occupied by the King's Navy Yard Park.



Tug *Home Rule*.



Amherstburg shoreline, looking north, circa 1915.  
Department of Canadian Heritage: Fort Malden National Historic Site



J.W. Westcott Marine Reporting office.

Fuel and stone are still received at the Brunner Mond (now General Chemical) dock at the harbour's north end. The oil is transported by the Montreal-based vessels of the Branch/Simard lines and the stone arrives in the Seaway-sized vessels of the Algoma Central Marine of Sault Ste. Marie.<sup>10</sup> Many a southbound motorist on Highway 18 has been surprised by the immense bulk of the ship unloading almost next to the road.

Not all activities were of a size comparable to that of Mullen or Brunner Mond; many were as small as one person. In 1885 William Fortier ran a supply boat with light provisions and newspapers to passing ships. Marine reporting to Detroit shipowners of the passage of their ships and estimated time of arrival was conducted by the partnership of H.G. Duff and William H. Gatfield and after 1934 by Mrs. Eileen Callam,

Joseph McGuire and later Miles Maricle of the J.W. Westcott Company. McGuire's perch on the Livingstone Channel lighthouse dividing the Amherstburg and Livingstone Channels became too interesting on the foggy morning of September 11, 1952. The downbound *George R. Fink* missed the light but turned into the wrong channel and ran aground. The *E.J. Kulas* aimed better and struck the lighthouse head-on, demolishing it and pitching McGuire into the water. Miraculously, he was back at work eleven days later with a new set of teeth and a new perch on the shore.<sup>11</sup>

Piracy existed in the 1800s but only two local instances were recorded. Captain John Williams and his scow *Trader* were captured at Wyandotte, Michigan in August of 1885 after his theft of 35 hogs from Eli Reaume of Malden and various articles from Alexander Hackett and Henry Klie of Amherstburg. The last recorded incident took place in 1890 when the Coveau Gang from Detroit began robbing the passengers and the strongbox on board the steamer *Kirby* as it passed Amherstburg. Captain Fox steered close to shore to call for the police and then stood off until authorities arrived and arrests were made.<sup>12</sup> The river remained quiet until the 1920s when it became a virtual Barbary Coast with rumrunners and gangs hijacking each other.

### Shipbuilding

When the British army established their new post at Amherstburg in 1796 they also constructed a navy yard at the southern boundary of the garrison lands (now the site of King's Navy Yard Park). In the Battle of Lake Erie in 1813 the navy yard lost its fleet of ships: the *General Hunter*, *Queen Charlotte*, *Lady Prevost*, *Chippewa*, *Little Belt* and *Detroit*. Military shipbuilding ended with the torching of the yards in the British flight of 1813. Two private yards later came into operation on Dalhousie Street - John Pembroke Jones' yard just north of the former navy yard in the 1850s and John McLeod's shipyard at the southern end of the street in the 1860s.<sup>13</sup> Later the Canada Southern Railway built a drydock a mile north of town at Gordon to service its steam ferry *Transfer* operating between Gordon and Stony Island.<sup>14</sup> All of the yards have disappeared.



Amherstburg Navy Yard: September, 1813.  
Peter Rindlisbacher

### Channel Clearance

As ship size increased in the latter part of the 19th century, difficulties were encountered with the depth of the Amherstburg Channel, especially at the Lime Kiln Crossing (so named for a lime kiln on the shore). Improvements began in 1875 and continued through the turn of the century with the well-known contractors Dunbar & Sullivan Dredging Company, M. Sullivan Dredging Company and the Great Lakes Dredge & Dock Company.<sup>15</sup> The work was not always easy and in the early morning of August 30, 1901 the drill boat *Destroyer* lived up to its name when sticks of dynamite floated off the bottom, blew at its waterline and caused a severe list. Fortunately, the crew suffered only a rather loud wake-up call as they took to the boats to abandon ship.<sup>16</sup>

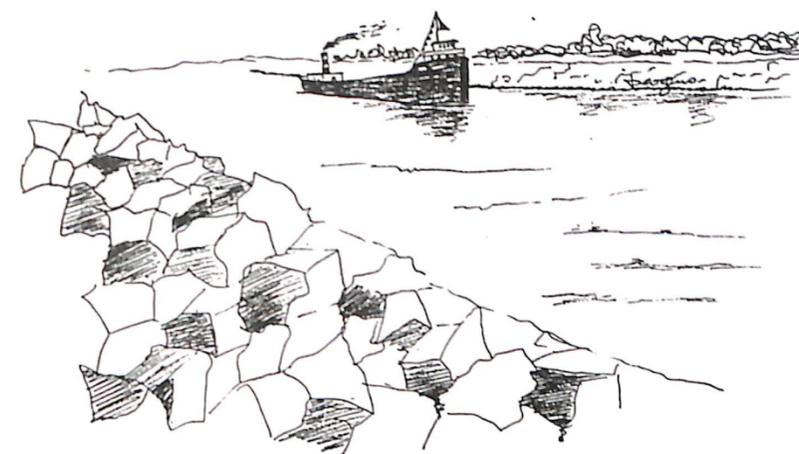
The advent of the 600-foot freighter meant that a permanent solution had to be found for the Lime Kiln Crossing. By fortuitous coincidence, visionary William Livingstone (1844-1925) arrived on the scene. From humble beginnings in Dundas, Ontario, Livingstone had sought and won fame and fortune in Detroit as a banker, publisher, state legislator and vessel owner. In the latter role and as president of the Lake Carriers' Association, he conceived a bold plan for a deepwater channel to the west of Bois Blanc Island. In 1907 a contract for \$1.6 million was awarded to H.S. Locher for a channel 11 miles long, one-half mile wide (330 feet available for navigation) and 22 feet deep. For one mile near Stony Island the excavation would be on dry river bottom by means of coffer dams.



Deepening of the Livingstone Channel, 1907-1912.

A total of 3.5 million tons of limestone would have to be removed, the majority of the work to be undertaken by the Dunbar & Sullivan Dredging Company. A crew of 300 lived in a village named Locherville built for them on Stony Island. An impressive list of equipment was assembled: Dredges No. 3 and 8 of the Great Lakes Dredge & Dock Company; Breymann Brothers Dredge No. 3; C.H. Sharkey's Dredge No. 9; the drill boat *Dynamiter*; and tugs *Milwaukee*, *Sullivan*, *G.H. Breymann*, *Pauline Heckler* and *T.J. McCarthy*, all with double crews. Headquarters were on the second floor of the Hough building, next to the Salmoni Hotel on Dalhousie Street. Locally popular were Commander C.Y. Dixon and his staff, Harry Hodgman and Fred Haynes. The area prospered from the flow of wages which were set at ten hours' pay for eight hours' work to speed the project. The only major mishap occurred when a dynamite shed blew up on Powder Island, killing two people. At 2:30pm on October 19, 1912 traffic was inaugurated in the Livingstone Channel by the steamer *William Livingstone*, captained by William Livingstone himself<sup>17</sup> - a Livingstone day all around.

During the Livingstone Channel construction, the U.S. Army Corps of Engineers stationed itself in Amherstburg to conduct its own improvements to the south end of the Amherstburg Channel by removing a large number of sailing wrecks from Callam's Bay. In the early 1800s a large sandbar



First ship up the Livingstone Channel, the steamer *William Livingstone*, October 19, 1912.

had been located there, as shown in the famous Margaret Reynolds painting, "A View of Amherstburg, 1813." After the sand had been removed to build many of the great buildings of Detroit, another hazard was created by the dumping of derelict ships into Callam's Bay, the clearing of which led to the hiring of two divers, Harry Hamilton and Arthur Kiyoshk. Hamilton, who had trained with the Royal Navy, was hired by the Corps and became the first hardhat diver on the river. Kiyoshk was part of a duo with his father Adam, both of whom belonged to the Walpole Island Native Band and worked for the Trotter Wrecking Company. The divers died young: Hamilton at 41 years of age in 1914 from too many bouts with the 'bends' (he used to sleep fully-suited on the river bottom when they bothered him); Kiyoshk drowned the following year at the age of 37 when he fell fully-suited off a gangplank of the Trotter barge *J.E. Mills*, moored at the foot of Murray Street.<sup>18</sup>

The Corps returned in a big way for the construction of the St. Lawrence Seaway from 1956 to 1959. The equipment was truly gargantuan. Two drill barges were used: Marine Operators' *Hornet IV* with 20 drill towers and the ability to blast every 1 3/4 hours; and Great Lakes Dredge & Dock's Drill Boat No. 1 with 12 drill towers. Boaters marvelled at the size of the dipper-dredge *Mogul* and the drag-line scow *Samson*. The cost of deepening the Amherstburg Channel consumed \$23 million of the Seaway Authority's budget of \$136 million for all connecting channels; however, on a cost-benefit analysis it was worthwhile, as each additional inch of draft allowed the passage of 90 more tons of cargo.<sup>19</sup> The



Marine divers Adam (left) and Arthur Kiyoshk, early 1900s.

Seaway may have opened the Great Lakes to foreign vessels but only two ever called at Amherstburg, the German *Innstein* and the Swedish *Oslo* both arrived in 1961 to load ketchup from the Aylmer Canning Plant on Fort Street.<sup>20</sup>

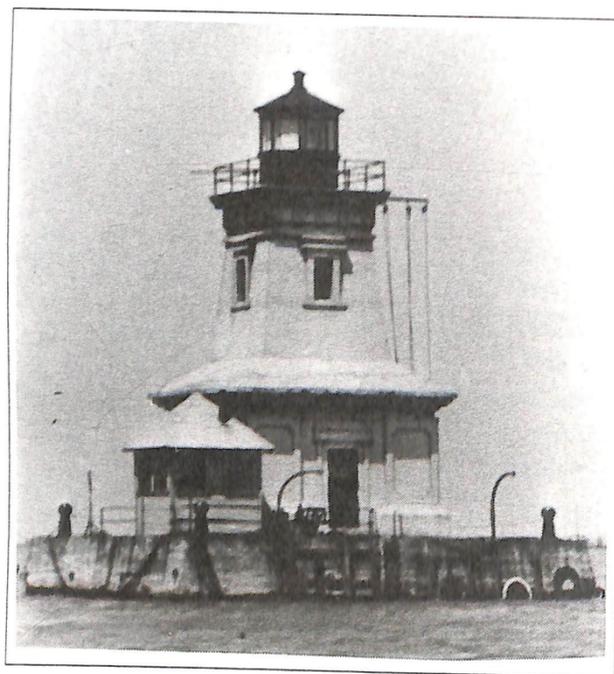
At the present time, the Corps has on station for the purpose of channel clearing the crane-barge *Veler* assisted by the tug *Duluth* under the respective commands of Masters Gerald Benson and Bob Kerr. Master Benson's family history on this water goes back 170 years to a time when his maternal Iroquois (Oneida) ancestors sailed past on their way from New York State to Wisconsin.<sup>21</sup>

### Aids to Navigation

The first documented aid to navigation was a fire lit in August, 1679 to mark the entrance to the Lower Detroit River for LaSalle's *Griffin* which stayed for a fortnight to enjoy the abundant food.<sup>22</sup> In the early part of the 19th century, channel markers consisted of fires lit atop rock piles built up in the river but the piles became hazards themselves in bad weather or when a sailboat tried to tack upriver and consequently they were levelled, although they can still be seen (if not felt) during low water levels.

The rock piles were replaced by lanterns hung both in the river on red and white floating buoys and in trees near the Lime Kiln Crossing by the firm of Duff & Gatfield, under contract with the Lake Carriers' Association which never missed a payment after one dispute led to a tie-up of traffic when the lanterns were not hung.<sup>23</sup>

At the turn of the century, use was made of lighted gas buoys that had to be towed upriver each spring for refuelling by the Detroit Gas Company. These were replaced a few years later by the Wilson carbide buoys which remained in service for over 40 years until the present type of battery-operated electric buoy was put into use during the early 1940s. The service of these buoys was contracted by the Government of Canada to McQueen Marine Limited from 1929 until the 1960s when the Canadian Coast Guard began to permanently station ships (such as the *Kenoki* and lately the *Gull Isle* under Captain Alan Morris) at Amherstburg to carry out this function. McQueen's staff used to comment that the cost of their contract had been less than the grocery bill for the Coast Guard base! Nevertheless, the Coast Guard station provides valuable revenue to the town and has been expanded to include a search and rescue function using a series of ships, lately the *Sora* under the command of Coxswains Greg Sladics and Leonard Moody. Leading Seamen in town are Jack Quinn, grandson of John G. Mullen, and Blane McBride.<sup>24</sup>



Livingstone Channel lighthouse.

Department of Canadian Heritage: Fort Malden National Historic Site

Channels and at the southern tip of Bois Blanc Island. The latter was built in 1837 and was maintained for a half-century by the Hackett family (father James, son Andrew, the latter's widow and then grandsons Harry and Charles) until 1924 when it became non-attended.<sup>25</sup> Range lights were erected at the head of Bois Blanc Island in 1875 by Dunnville Contractors. For years a lightship held station at Bar Point under Captain S. A. McCormick.<sup>26</sup>

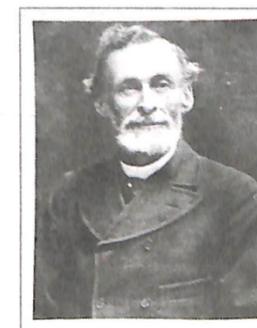
### Towing and Salvage

The tricky currents of the Detroit and St. Clair Rivers led to the industries of towing and salvage. Tows upstream for sailing ships were available from fleets of tugs stationed in Amherstburg. Most were local and owned by the wrecking companies but the largest hailed from Detroit, such as the *Crusader* and the *Wilcox*, captained respectively by Ed Gatfield and David Girardin. A record tow of eight fully-laden schooners was held by the massive *Champion*.<sup>27</sup> A less powerful but well-known tug was the *T.J. McCarthy*, owned and operated by the local Goodchild family - Robert as captain, James as first mate and Lewis as engineer.<sup>28</sup>

Marine salvage was carried on by various companies: Captain Francis B. Hackett and his Hackett Wrecking Company whose pride and joy was the tug *Home Rule*; M. Sullivan Dredging Company; Trotter Wrecking Company with the tug *Marion E. Trotter* and barge *J.E. Mills*; Dunbar & Sullivan Dredging Company; Great Lakes Towing & Wrecking Company with the tug *Abner C. Harding* at the foot of Rankin Avenue; and the famous larger-than-life Captains McQueen - father John Sylvester and son John Earl,<sup>29</sup> who formed McQueen Marine Limited.

John Sylvester McQueen (1858-1941) was born in Ruthven and entered the transportation business in 1888 only after he could not find adequate transportation for his Pelee Island sawmill. His succession of vessels included the sailing ships *Albert E. Bailey* and *Maple Leaf*, the steam yacht *Ida*, the steamers *Energy* (purchased from Colin Wigle who owned the mill on Dalhousie Street), *City of Mt. Clemens* and *City of Dresden*, the barge *Malden* and the tug *Leroy Brookes*. The rumrunning trade for the *Brookes* and the *Dresden* was lucrative but costly for McQueen. As told in Chapter III, "Prohibition," the 1922 wreck of the *Dresden* cost the life of his son Peregrine, nearly claimed his own life and forced his retirement from the sea. His last act was to purchase and refit the South East Shoal lightship, renamed *Geronimo*, which he sold to rumrunners who eventually lost it to seizure by American authorities.<sup>30</sup>

Captain John Earl 'Cap' McQueen (1891-1957) succeeded his father in the trade and rose to be the most colourful character on the Great Lakes. In 1891 his mother braved a stormy January passage over the ice from Pelee Island in order to give birth to him at Kingsville. Service in the Empire forces of World War I proved important in his life: a friendship with the future King George VI; salvage skills from the scuttled German fleet at Scapa Flo; a bravery award for the Battle of Zeebrugge; and a lifelong marriage to Shetland Islander Patricia Williamson. Upon his return to Canada he set up a cold storage and fish business in Belleville and developed an association with Corby Distillers in the lucrative trade of transporting alcohol to quench American thirsts. When his father retired after the loss of Peregrine, McQueen activities once again centred in Amherstburg under



Captain Francis B. Hackett.

Marsh Collection Society, P1275



**McQueen Marine crew, circa 1946.**

*Marsh Collection Society, P1288*

**Front row** (left to right): Lionel Laframboise, Oromond Hamilton, Captain J. Earl McQueen, John Goodchild, Art Scott.

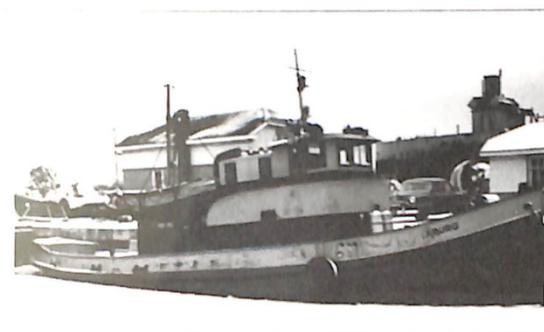
**Back row:** Louis Vigneux, Joe Fox, Jack Davis, Captain Bert Hoag, Delore Faucher, Captain C. Hackett, Glen 'Mac' McKenzie, Captain Jake Penner, Harry Atkinson.

the soon-to-be-famous banner of McQueen Marine Limited. Beginnings were modest - a small wooden tug named *Max L.* with which a government contract for buoy-servicing was landed - but soon eight tugs were operating. During World War II, the call of country led him back into the Navy in 1941 as Commander of Harbour (Boom) Defenses for Canada and Newfoundland - not an easy position when submarines lay off Halifax and St. John's in wait for convoys.<sup>31</sup>

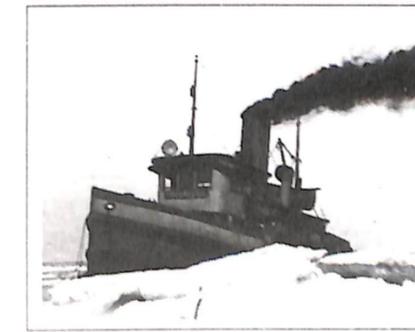
McQueen's fleet was numerous and diverse: the lighter *T.F. Newman* from whose deck children jumped to see if their feet would stick in the muddy river bottom; the steam derrick *Commander*, condemned already when purchased from Dunbar & Sullivan and patched constantly in storms; the yachts *Priscilla* and *Sheltie*; and the famous tugs *Progresso*, *Henry Stokes* (formerly *Leroy Brookes* and later *A'burg*), *Patricia McQueen* (named for his wife), *Amherstburg* and *Atomic*. Built at a cost of \$160,000 by Russel Brothers in Owen Sound, the *Atomic* was famous for several reasons. McQueen had it designed to his own specifications with a bow flared back underwater so that its knife-like edge could cut through five feet of ice at six knots. The tug was outfitted with modern radar and depth-finder from the corvette H.M.C.S. *Kamloops*, which McQueen had purchased for \$12,000 and scrapped in Amherstburg after its conversion to a lighter was given up (it was unstable after the engines were removed). Most importantly, the *Atomic* achieved its place in history by winning several annual races sponsored by the International Tugboat Racing Association, including the first such race in 1950.<sup>32</sup> Before an event, McQueen was not averse to replacing an everyday work-propeller with one specially pitched for racing. McQueen also owned Middle Sister Island in Lake



**Tug Patricia McQueen.**



**Tug A'burg.**



**Tug Progresso, 1936.**

Erie from which stone was extracted and crushed at the Amherstburg dock.

The fleet had character and so did the men who worked for it. Captains were Angus Morrison and son Cliff, Charlie Hackett, who acted also as a marine superintendent; Jake Penner, who escaped the Russian Revolution of 1917 with his mother and died at the wheel of the *Atomic* in 1955; Bert Hoag; and 'Wynkie' Winters. Captain Hackett's small rock island in the river opposite Bois Blanc Island was known as 'Alcatraz' by the men who built it in their spare time. An early diver and later chief engineer for the Captains McQueen was Harry Atkinson. The derrick *Commander* was operated by engineer Oromond Hamilton, son of U.S. Army Corps of Engineers diver Harry Hamilton. John Goodchild was another well-known diver and his stepbrother Eric 'Sonny' Boulton was engineer on the tugs. Regular staff consisted of David Lowe, Al Jackson, Joe Fox, Alec Deehan, Remi Moore, Ted Rousseau, Irvin Brush, Bob Crowder, Glen 'Pop' McKenzie, Rube Franklin, Martin 'Wimpy' Boufford, Dave Crowley, Mark 'Reb' Rebidoux and the Fauchers, father Delore and sons Mark and Leo. The homes of Captains McQueen, Penner and Hackett were next to each other on south Dalhousie Street, each with a yardarm in the front, such that locals referred to the location as 'Pirates' Row'.<sup>33</sup>

'Cap' McQueen retired in 1956 and disposed of his business to a Detroit syndicate headed by G.G. Garland, Sparkman Foster, Jack Bliss and Stan Dupont. The latter became superintendent and general manager after a career with the Nicholson Transit Company and the D&C Line. On October 6, 1957 Cap entered the hospital for kidney tests but by 06:00 hours on October 8th he made his last voyage.<sup>34</sup>

Many a harrowing tale could be told by these men but none more so than a run of the *Atomic* up Lake Huron two weeks after the freighter *Edmund Fitzgerald* sank on Lake Superior in 1975. McQueen Marine had been contracted to proceed to Thunder Bay to escort a new ferry boat, the *Wolf Islander*, to Kingston. While proceeding upbound on Lake Huron the *Atomic* was hit by a gale that at times entombed the tug in mountainous seas and threatened to capsize it. Sheer surprise was expressed each time it surfaced upright. Fortunately, the windows were bevelled inwards so the water pressure inside a large wave only sealed them tighter instead of blowing them inwards. When Houghton, Michigan



**William Franklin placing helmet on diver Harry Atkinson.**

**Cap McQueen's Atomic**

-Anonymous

In Amherstburg, in Amherstburg,  
The deeds are ever new  
Of stout *Atomic*, tug of fame,  
Of Cap McQueen and crew.  
And Seamanship beyond the call  
Of sailors' wages due.

Upon this scene, then Cap McQueen,  
A man of might arose.  
And many are the proven deeds  
His exploits bold disclose.  
As shipping lanes his guidance gains  
His reputation grows.

The lakes she plied are lakes by name,  
Tho' seas if judged by size,  
The furrowed rivers slip between  
Two countries' watchful eyes.  
And overhead in flaming red  
The navy ensign flies.

No task too great to contemplate,  
Defeat admitted never.  
At his command the *Tashmoo* grand  
Forsook the claiming river.  
No lakebed take too strong to break.  
Tenacity his lever.

*Atomic's* name is known on all  
The lakes both east and west.  
But Lake St. Clair and Huron air  
And Erie know her best.  
Six hundred tons of salvage strength  
Unrivalled feats attest.

Oh Amherstburg, Oh Amherstburg,  
Your storied banks recall  
In Amherst's name to Amherst's fame  
And likened heroes tall.  
But Cap McQueen, a man's marine,  
Remains the toast of all.

The first to break the ice in Spring  
Where once Eliza stepped,  
The first to reach a stricken ship,  
At rescuing adept.  
And in the Tugboat Tournament  
The holden honours kept.

With modern ships from busy ports  
And schedules to the fore,  
And radar routes and weather calls,  
We've lost the oldtime lore.  
We hold the sailor's life routine  
Endangered nevermore.

We travel many miles ourselves,  
Life's pathway trod the fuller,  
But find with all our worldliness  
The headlines growing duller,  
Can nothing shock us, rouse us up,  
Supply our days with colour?



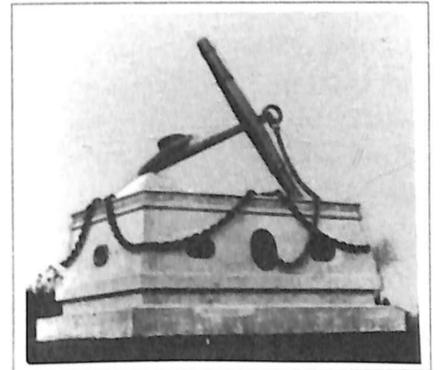
**Atomic winning the 1952 International Tugboat Race ahead of the John Roen III.**  
*Marsh Collection Society, P1267*

was reached that night, three of the crew left permanently. Cliff Morrison took over as captain and Sonny Boulton remained as engineer. At the Soo Locks, the U.S. Coast Guard requested that the crew keep a sharp lookout for any debris from the 'Fitz' as they crossed Whitefish Bay, but none was found. The return passage was freezing cold but uneventful<sup>35</sup>

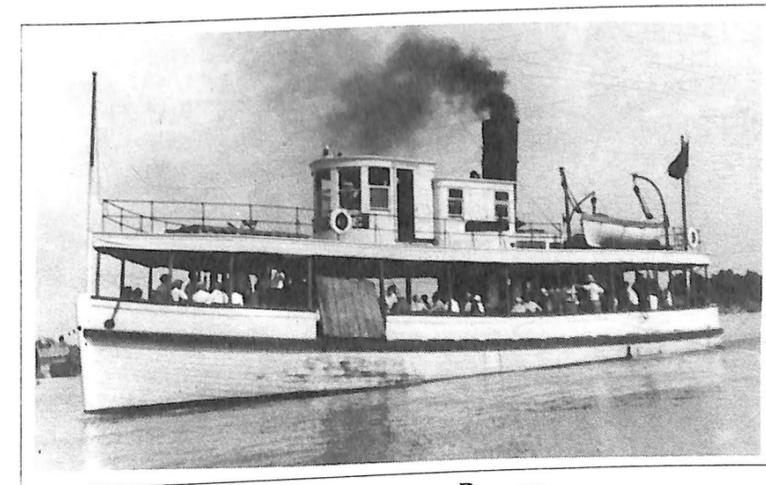
**Excursions**

In 1897 the Detroit, Belle Isle & Windsor Ferry Company, under the presidency of Walter Campbell of Detroit, leased 10 acres of Bob-Lo Island for a park and excursion destination.<sup>36</sup> The first steamer runs began on June 20, 1898 with the *Pleasure* and *Britannia*, later followed by two vessels built for a dedicated Detroit-Bob-Lo route, the *Columbia* of 1902 and the *Ste. Claire* of 1910. In 1909 the company erected on Bob-Lo the still-visible monument to Great Lakes sailors, capped by a 1½ ton anchor of the Bradley steam barge *City of Cleveland*.<sup>37</sup> A series of smaller passenger boats operated between Amherstburg and Bob-Lo, starting with the Goodchild family's *Scotia* (1898-1902), followed by the original *Papoose*, the *C.H. Park* under Captain Everett Saunders and occasionally Don Turner and the later *Papoose* boats of the early 1970s, captained notably by Harry Spearing. Bob-Lo Island also had a tug/barge combination with the tugs *H.E. Gorry* and the later *Marvin O.*, captained by Marvin O'Gorman and Cliff Thompson.

Steamers of other companies called in the area but none was more famous than White Star Line's *Tashmoo*, known affectionately as the 'glass hack' because of her many windows. While cruising on the evening of June 18, 1936 she holed herself on a boulder that had rolled into the Sugar Island Channel. Under the guidance of Captain Donald McAlpine and an escort from McQueen's tug *Progresso*, the *Tashmoo* proceeded across the river to the Brunner Mond dock as 1400 passengers, unaware of their plight, continued to dance the night away to the swing band of Gene Calloway. All were disembarked safely as the ship slowly settled deck by deck into the water. After another



**Monument to sailors, Bob-Lo.**  
*Department of Canadian Heritage: Fort Malden National Historic Site*



**Excursion steamer Papoose.**



Passenger steamer *Tashmoo*.  
Marsh Collection Society, P1344

contractor had tried for two months to raise the ship, Cap McQueen took the contract on a 'no cure, no pay' basis and floated it in six weeks by using unconventional means: bracing the hole in its hull with mattresses and pouring horse manure upstream so that the finely chewed straw was drawn into the hull cracks by the suction of pump inside the ship. Along with \$12,000, the underwriters gave him the ship which he later sold for scrap after removing the wheelhouse for a summer home.<sup>38</sup>

Usually once a season, either the *Columbia* or the *Ste. Claire* was chartered locally for an excursion from Amherstburg in July. The scene was lifted straight out of Stephen Leacock's *Sunshine Sketches of a Little Town*: a band playing, the ship's whistle blowing, mothers calling, children screaming and the ship stuck in the mud at the dock until a McQueen tug could arrive to pull it free. A memorable time was had by one and all!

The Bob-Lo boats were very convenient for local mothers who wished to shop for children's clothing in Detroit without the encumbrance of the prying eyes of Customs and Immigration officials. The routine was the purchase of a return Amherstburg-Bob-Lo ticket followed by the purchase, with a wink, of a return Bob-Lo-Detroit ticket from the office manager on the island. Trouble arose on only one occasion when during World War II the German Bund used the ruse to escape from Canada to the then-neutral United States.<sup>39</sup>

The importance of the Bob-Lo boats to Amherstburg life cannot be underestimated. People marked the seasons by the sound of the first whistle blown on the Victoria Day weekend and the last blown on Labour Day. One of the great impromptu events in the county was the spontaneous arrival of thousands of area residents and dozens of small boats in the harbour to bid farewell to the last boat of the season, which left the Bob-Lo dock at 8:30pm sharp. From the ship came the continuous blowing of the whistle and the strains of "Auld Lang Syne," and from the shore the sirens and water cannons of emergency vehicles and the fond farewells of those gathered together. There was many an arm waving, many a tearful eye and many a thought whether we, too, would see another season of Bob-Lo. Few imagined outliving the event.

### Canadian Coast Guard

The Amherstburg Canadian Coast Guard base is located at the foot of Pickering Drive. Until the mid-1960s the Canadian government contracted marine work in the Amherstburg area to McQueen Marine, whose headquarters were located at the north end of the present Coast Guard

base. In the fall of 1965 Transport Canada: Canadian Coast Guard established a base at Amherstburg with four employees: Captain John Bennett, sub base manager; Peggy Gould, secretary, who had worked for McQueen Marine; a light and maintenance technician; and a yard labourer. The latter two maintained the buoys and prepared them for deployment. Two light keepers, one on the evening shift and the other on the midnight shift, reported to work at the base and were responsible for the Livingstone and Bar Point foghorns as well as base security. Buoys were placed by the *Kenoki* and its crew of twelve men.

In 1967 the search and rescue component was added with two 3-man crews who worked 24-hour shifts for seven consecutive days. The first search and rescue vessel, the *I-11*, arrived in Amherstburg in June, 1967. Around 1981 living quarters were added for the search and rescue crews who had previously been living aboard the *I-11*.

Since the base was established thirty-two years ago there have been many changes in staff and equipment. Captain Bennett retired around 1981 and five men have served as base manager since that time: Tim Kirkby for 6 months, Steve Lear for 5 years, Captain Larry Bell until 1994, Ron Bradfield in an acting position for 1 year and Gus Moscatello who started August 21, 1995. The *Kenoki* was modified around 1974 and was replaced by the *Gull Isle* in the spring of 1996. The *I-11* was replaced by the *2-22* and later by the *Sora*. Until 1981 all the work was carried out at the north warehouse and the south warehouse was rented out. In 1982-83 the south warehouse was adapted for use and the north became the office and shops.

During the summer, staff includes two 4-man crews which are reduced to two 3-man crews in the autumn. The base now has the *Mark 5*, a shallow-draft vessel with pontoons which is used for search and rescue operations in shallow waters. Buoys are now painted once every five years. Coast Guard employees no longer perform this duty but are responsible for cleaning and repairing the buoys.



Canadian Coast Guard base, Amherstburg, 1995.

## Land Transportation

### Highways

Early land travel was on horseback over trails laid out by the Native inhabitants of the area. The present-day Highway 18 to the south of town was the lakeshore trail and to the north, part of the Great Sauk Trail which continued to Illinois. The route was travelled by Chief Tecumseh and the Shawnee to their encampments on Bois Blanc Island in order to receive their annual gifts for loyalty to the British forces. Another trail ran eastward near the present Pike Road/Simcoe Street until Big Creek was crossed and then turned southwards to the lake. The eastern portion, on the property of Colonel William Caldwell, extended to the Sixth Concession of Malden Township.

Maintenance of the roads was accomplished by Provincial Ordinance that required each settler to maintain the road, often corduroy,<sup>40</sup> in front of his home, just as present-day homeowners are responsible for cleaning snow and ice from the sidewalk in front of their homes. The Pike Road was so named for the turnpike tollgates of Tim Barron at the Third and Seventh Concessions; the tollgates were removed in 1889 to the joyous celebration of the town's inhabitants, annoyed that the revenue collected never found its way into an improvement of the road.<sup>41</sup>

Paving of the roads began with the Malden-Anderdon Townline (Alma Street) in 1926, followed by the Pike Road in 1927 and Highway 18 in 1925 and 1932, the latter also receiving a concrete bridge over Big Creek. Sharp corners at Malden Centre and the Malden-Colchester Townline were replaced by sweeping curves. In 1949, Highway 18A was upgraded and paved. The improvements led to the popularity of motorbuses, initially on routes not served by the SW&A streetcar, such as the ferrying of passengers 25 at a time for one dollar each between Detroit steamers docked at Amherstburg and resorts at Oxley and later to Windsor and Harrow twice daily on the W.A.L.S.H. Bus Lines.<sup>42</sup>

### Stagecoaches

The Tri-Community was fortunate from early times to receive four regular stagecoach services. Average speed was six miles per hour with a change of horses every twenty miles. A daily round trip was possible to Windsor/Detroit in 1827 because two companies, McKinstry & Burton and G. Bruce Carter, operated morning and evening services, each leaving from the opposite end of the route at a one-way fare of 50 cents. Embarkation occurred at the Canada Stage Office in Detroit, the General Stage Office at the Windsor Castle Hotel in Windsor and the British North American Hotel at the northeast corner of Dalhousie and Murray Streets in Amherstburg. By 1848 the stages to Windsor were operated by Levi Foster who also started the first livery stable in Amherstburg.<sup>43</sup>

The third service was operated Mondays, Wednesdays and Fridays from Windsor at 9am through Amherstburg at 1:30pm to St. Thomas along the lakeshore, which eventually became the route of the Canada Southern Railway. The fourth coach operated from Chatham along old Highway 98 through Amherstburg, up the riverbank to Sandwich and Windsor and then back to Chatham on Longwood's Road.<sup>44</sup>

The last stage operator was William Fox of Amherstburg, who drove the Windsor route from 1885 until 1907. Dark green was the colour of the stage that accommodated nine passengers inside, three more on the front seat and Fox on the driver's seat - thirteen in all. He always had good luck, especially in blizzards that stopped trains. Sleigh runners under the coach were used in the winter.

Four horses went on a run with two used at a time and in bad weather a fifth horse was sent from town to Petrimoulx Corners, a difficult clay area, to offer assistance. Terminals were located at Millard's Feed Barn near the present market in Windsor and at the livery barn of Albert Fox, William's brother, on Richmond Street opposite the Amherst Hotel. Departures were made six days per week from Windsor at 9 am with an arrival in Amherstburg at 12:36pm, followed by a return departure at 1:30pm to meet the Grand Trunk train's departure at 6:30pm. William Fox's most memorable run was the carriage to Amherstburg of \$9000 in a safe for the opening of the Sovereign Bank. A second Fox service had operated until 1887 to Oxley through Harrow and Colchester with an overnight at Oxley. Both services were ended by the coming of rail service: the Windsor run by the electric railway in 1903 (Fox kept running until 1907) and the Oxley run by Hiram Walker's railway (later part of the Canada Southern Railway) through Harrow to Kingsville. It was pointed out, however, that the trolleys just could not move around snowdrifts like the old stagecoaches could.<sup>45</sup>

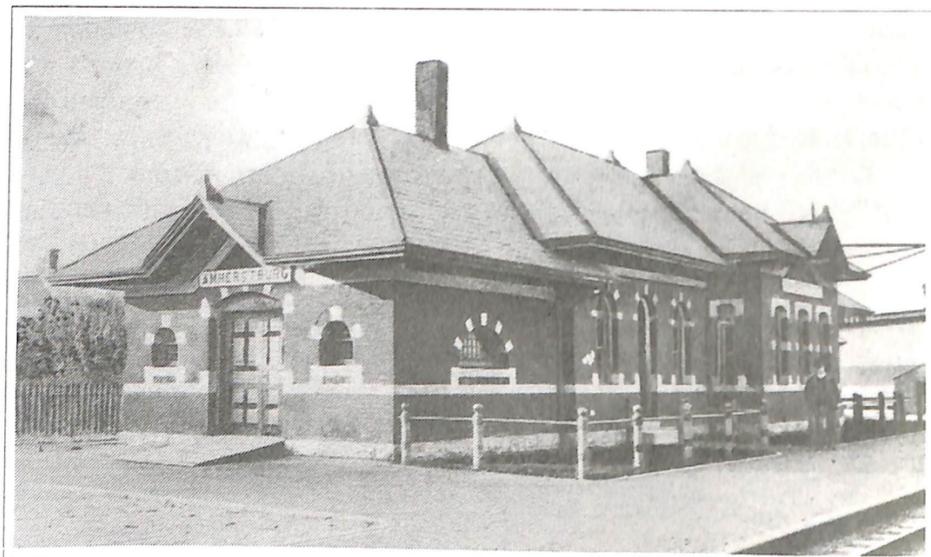
### Railways

Amherstburg has suffered the whims of railway politics, often at the hands of influential Windsor personalities. Although Amherstburg and Sandwich were the prominent municipalities along the Canadian shore in the mid-1800s, Windsor lobbied hardest and was chosen by the Great Western Railway (GWR) as its terminus in 1854.<sup>46</sup>

Amherstburg finally succeeded in 1872 when the Canada Southern Railway (CSR) chose Gordon, a mile north of town, as a western terminus for transporting railway carriages across to the United States via Stony Island. The route along the lakeshore followed prior routes laid out for the Niagara and Detroit River Railway and the Great Southern Railway, both of which were scuttled by powerful opposing interests. The first train arrived from St. Thomas in November, 1872 on Friday the 13th which in time lived up to its reputation. The regional headquarters were located in the present Legion building on Dalhousie Street just south of Gore Street. The rugged ferry *Transfer*, built at the Jenkins shipyard at Walkerville, carried nearly 1000 cars daily. Trains were fast, as ably demonstrated on September 13, 1877 when a CSR train between St. Thomas and Amherstburg via Essex clocked the fastest time in history for a wood-burning engine - 111 miles in 109 minutes. Prosperity followed the railway until 1883 when a growing ice problem in winter led to the cessation of the ferry service. An option to build a bridge had expired, so U.S. railway baron W.H. Vanderbilt commenced the construction of a railway tunnel under the river until politics intervened to force a termination of the project.<sup>47</sup>

In 1883 local interests again fell victim to the lobbying of Windsor politicians, this time the merchant James Dougall and the Windsor Board of Trade. The Michigan Central Railroad ('railroad' is an American term, 'railway' is British) allied with the GWR, took control of the CSR and built the 'Essex cutoff' to divert at Essex the CSR's mainline traffic from Amherstburg to Windsor. The future of Windsor as the economic hub of the county was now secure. Prominent Amherstburg families such as the Bartlets, Nobles and McGregors all moved to Windsor.

On January 21, 1883 the frame MCR station at Gordon was destroyed by fire.<sup>48</sup> A new station was erected but when it met the same fate in August, 1892 thoughts turned to building a station closer to the centre of town.<sup>49</sup> Over the next two years the railway committee sought a direct connection to the railway. A connecting line was granted to the Michigan Central Railroad in 1894



Michigan Central Railroad Station, Richmond Street, circa 1910.

and the railway was extended into Amherstburg from Gordon.

Construction of the brick railway station and frame freight warehouse on Richmond Street was begun in October, 1895 by Detroit contractor A. Ellison. On January 25, 1896 MCR station agent Thomas Moffatt "took farewell of the old Amherstburg station in Anderdon, which will be hereafter known as Gordon, and he is now located in the new freight shed with all the paraphernalia of his office...All freight is now received and despatched from here and all business must be transacted at the new office."<sup>50</sup> Although it was hoped that the building would be occupied by March 1st,<sup>51</sup> the work was not completed until May<sup>52</sup> and Moffatt did not move his office into the new station until September of 1896.<sup>53</sup>

Until September of 1923<sup>54</sup> the MCR continued a twice-daily passenger service to Windsor via connections at Essex with a car called the 'Plug' which transported high school students to Essex for a time. The Richmond Street station was abandoned by 1969 and CSR/MCR freight service ceased in the early 1970s, nearly a century after the arrival of the first train. All that now remains of the CSR in the Tri-Community area is abandoned tracks in the bush and bridge pylons in the river near Stony Island.<sup>55</sup> At the present time, service is provided by the Essex Terminal Railway and the CSR/MCR station on Richmond Street has been preserved as the Gibson Gallery.

#### Streetcars

An interurban streetcar service between Amherstburg and Windsor was started in 1903 by the Sandwich, Windsor & Amherstburg Railway Company (SW&A), owned and operated by the Detroit United Railway Company and its successor, the Hydro Electric Power Commission of Ontario. After the line was extended to the post office at the end of Richmond Street in 1905, the cars returning to Windsor would turn at the corner of Richmond and Sandwich Streets and back down to the town hall.<sup>56</sup> The service was popular with commuting workers, market gardeners who shipped their produce to the city and social groups who chartered it for a 'trolley party' that resembled

a cruise for landlubbers through the suburbs. By 1925 the trip between Amherstburg and Windsor took only one hour and five minutes, with cars leaving Amherstburg hourly.<sup>57</sup> Regularity was its hallmark, except when lightning struck the car, sending sparks across the floor or when Halloween pranksters rolled boxcars onto its turnaround track in Amherstburg. The heating system, forever in search of the happy medium, varied from freezing to suffocating.

The rise of the automobile led to the demise of the service. The backing up of the cars between the library and the town hall was eliminated in 1935<sup>58</sup> and buses replaced streetcars entirely in 1938.<sup>59</sup> Although the rails and copper lines were supposedly removed in April of 1938,<sup>60</sup> remaining tracks were uncovered by improvements to Richmond Street in the fall of 1994. The small SW&A waiting room built by H.G. Duff Sr. circa 1903 on the west side of Highway 18 north of town was razed in 1971.<sup>61</sup>

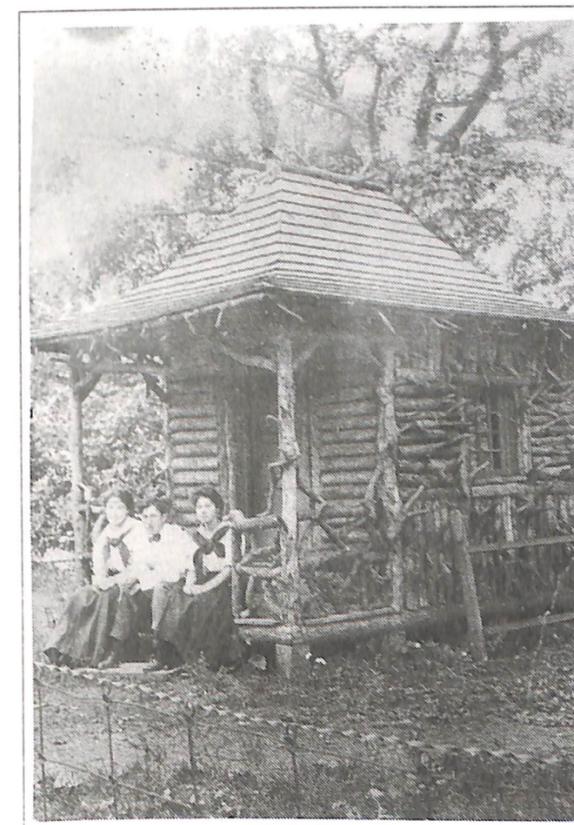
Vince and Alma (Renaud) Brunette of Amherstburg were regular commuters on the SW&A streetcar route, Vince travelling from his home in LaSalle to his job at Calvert Distillers, Alma from Amherstburg to a hairdressing school in Windsor. Vince and Alma recall the 'days of the streetcar':

*Art Taylor and Joe Armstrong were the regular operators and were both very popular with the passengers. Joe was quiet and good-natured; Art was comical and had an answer for everything. The ride was bumpy but the passengers were friendly and there was always a lot of jokes and fun. The fare was 15 cents.*

*When Alma caught the streetcar home in the evening it was already getting dark. Once enroute to Amherstburg, Art would turn off the interior lights in order to improve the visibility of the road ahead. In the darkened car the passengers would start to sing and they sang all the way home. In no time at all they arrived at the 'show corner'.*

*Vince remembers a little rhyme that Art used to say when the car was crowded:*

Move closer please, let these people on;  
Crowd closer, I'm the trolley con;



SW&A waiting room at H.G. Duff's, circa 1915.



SW&A waiting room, south side of Richmond Street, circa 1936.



Art Taylor,  
June 14, 1934.

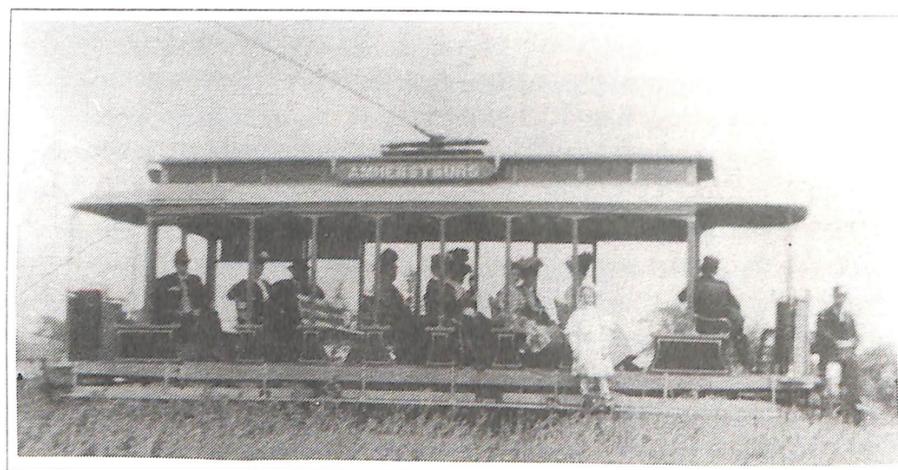
There's lots of room on your neighbour's feet,  
Won't you get up, ladies, and give the men your seat?

*He also recalls the time a group of fishermen tried to board the streetcar with a mess of smelly fish. The passengers were horrified! Art advised the anglers that they could not board with their fish; not wanting to leave their catch behind, they chose not to take the streetcar.*

*Both Vince and Alma remember that in 1938 the snow was so deep that the streetcar couldn't come to Amherstburg and no one could get in or out of town. Alma says the snow was so deep it was hard to find where you were going; the only way to go anywhere was to follow the path made by the horse-drawn snowplow. The snowbanks it made were so high that a person couldn't see over the sides.*

*Just a few months after this hard winter, the streetcar was replaced by buses. Many bus passengers had a 'favourite' seat. Alma liked to sit on the three-passenger seat directly behind the driver. Each morning for the next few years, Joe Armstrong drove the 8am bus that picked up Alma at the 'show corner'. George Somerton was picked up next at Fort Street then Cliff Anderson at Texas Road. The three friends always occupied this favourite seat from which they were better able to hear all the jokes and the latest news. Every evening, with Art Taylor driving, they caught the 6pm bus home and each was let off at his or her respective corner.*

*All in all, those were truly the 'good old days'!*



Amherstburg streetcar, circa 1910.

Department of Canadian Heritage: Fort Malden National Historic Site

### Buses

Bus service between Amherstburg and Windsor was inaugurated Monday, March 21, 1938. The Sandwich, Windsor & Amherstburg Railway switched from streetcars to buses in order to compete with the efficiency of the modern automobile. By bus one could get to Windsor from Amherstburg in 45 minutes - 15 minutes less than a journey by streetcar - and the buses cost the SW&A only half of the streetcars' expenses.<sup>62</sup> By 1943 there were 27 southbound and 28

northbound buses arriving at Amherstburg between the hours of 6:20am and 1:45pm on weekdays

Popular Amherstburg bus drivers included Joe Armstrong, Mickey Cochrane, Tommy Cook, Red Sudding, Mr. Martin and Bill Rumble. Perhaps the best-known streetcar/bus driver in Amherstburg was Arthur 'Art' Taylor. Born in Tilbury, Art came to Amherstburg in 1929 as motorman-conductor for the SW&A Electric Railway Company. The following is a recollection of Art's daughter, Jane Taylor Teeple:

*Art and his partner Joe Armstrong operated the Windsor-Amherstburg route and in 1938 drove the last streetcar out of town. On the last streetcar trip Art and Joe had a hard time keeping the car intact as passengers all wanted keepsakes and souvenirs. A crowd lined the track along the route and stood in the way in farewell.*

*Art claimed that he also drove the first bus carrying fare-paying passengers into town. He continued to operate this route for many years until it was discontinued. He became well-known for these daily trips and it was 'hang on' to the rail of the seat, especially at River Canard! We also recall his sense of humour and ready jokes and there is that classic story concerning the woman passenger whose live chickens got loose on the bus. These stories caused owner H.J. Furlong to follow the bus in his car and do some checking-up on the stories. On these occasions, once Art was aware, one was in for a real super-duper ride home. Art was also thoughtful of his passengers. He always carried gum for those who got bus sick and candy for the kids. Many passengers were driven to their street corners or even to their door, especially in bad weather. Ladies with packages were always assisted off the bus and to safety across the street. He always bought something from passengers selling things - from tickets to Avon products - because he hated to refuse. Art continued to work for SW&A until his death in 1968, the year he was to retire.*

*Art married Matilda Graveline and the couple had three children - Dorothy, Jane and Robert. Art was known for his great athletic ability, playing for Amherstburg teams during the 1930s and '40s. He was an avid hunter and fisherman and was one of the last of the 'Old Duck Hunters'. He was jokingly nicknamed 'Arthur the Great' by John Marsh himself.*

*Art once coralled the Watsons' horses with his bus. They had gotten loose and were heading into town via Sandwich Street. In those days the Windsor Daily Star did not deliver papers to the towns along the LaSalle-Amherstburg route. The bus drivers would stop the bus, go to the rear stepwell where the bundles of papers were stacked and throw them off or deliver them to the pick-up stops for the paperboys and newspaper outlets.*

Twenty years after the bus service began, the Ontario Municipal Board approved the transfer of the bus service license from the SW&A to private interests. George Issel of the Sun Parlour Coach Line took over the operation and announced plans to expand the service which had been steadily downsizing due to a lack of demand as more and more people were driving their cars into the city.<sup>63</sup>



First Amherstburg bus, March 1938.  
Marsh Collection Society, P25

A much-reduced bus service operated between Windsor and Amherstburg for a number of years.

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## Communication

### The Printed Word

A local newspaper is an important organization in any community. Amherstburg is fortunate since long before its incorporation as a town it had the benefit of local papers to report and record events, organizations and figures in the community. These newspapers have twofold importance: they serve as an immediate means of communication and as time goes by they acquire significant historical value as records of daily life in the community. The *Amherstburg Echo* of February 12, 1875 described the function and value of local journalism, a description which is still relevant today:

*The local paper is an absolute necessity to the country and community where it is published. All the city papers cannot supply the place of the home paper. That should be the first love of every man and woman, for with the paper is the locality identified. The paper gives the county and town where printed much of their importance in the world, and gives in detail the local news which cannot be gained by any other source. Every week's issue of the paper is so much local history, and the rise, growth and development of the town and county can be measured and recorded only by the local newspaper that constantly is gathering its items...The home paper at any price is the cheapest paper one can take, for in it is found the information to be obtained from no other source...There is therefore the greatest need of activity and interest on the part of the people, to give their own good paper vigorous and substantial support.*

### The Amherstburg Courier

Amherstburg's earliest newspaper, the *Amherstburg Courier and Western Advertiser*, was published every Saturday between March 10, 1849 and February 9, 1850<sup>64</sup> from its office on Dalhousie Street opposite the British North American Hotel. Its original owner, James Augustus Reeves, was born in Montreal in 1822 and raised and educated in Kingston. After apprenticing there with the *Chronicle and Gazette* he took over the printing of Sandwich's *Western Standard* in 1839. Early in 1849 Reeves moved to Amherstburg and shortly thereafter began publication of the *Courier*. The first editor of the paper was Charles Sangster, a noted Canadian poet.<sup>65</sup>

Reeves felt that the population of Amherstburg needed a newspaper and he promised to publish one of high quality. In the Prospectus of the *Courier* dated February 17, 1849 Reeves stated:

*The increasing prosperity of the town of Amherstburg, has for a long time made it*

*a matter of surprise that no printing office has yet been established in its precincts. The subscriber having been kindly solicited by many of the most influential gentlemen in the town and neighbourhood informs the public that he is about to publish a paper there with the above title. He trusts to have his arrangements completed, and to issue his number about the first of March next. The Courier will be ready and at all times to advocate every beneficial measure and support every honest political character unnecessarily assailed. Nothing of a violent or personal description shall appear in its columns, and equal justice shall invariably be extended to all.*

Mr. Reeves went on to say that the *Courier* would in fact be better than other, larger newspapers in the province and guaranteed up-to-date information:

*News, Agriculture, Miscellaneous Intelligence and in a word everything that may most avail to please and benefit the subscribers will be inserted in the Courier which its proprietor intends shall always contain interesting articles not to be found in many of the city papers. The full development of the resources of this noble province, by urging forward useful internal improvements, will be constantly aimed at, and the claims of the town of Amherstburg and the Western District generally especially advocated. Arrangements have been made with different telegraph offices in Detroit by which means all important telegraphic news, market prices, etc. will be published and distributed through the district earlier than they can be learned from other papers.*

*An Extra will be issued on the same day that any of the Royal Mail Steamers arrive; whenever the news shall be of sufficient importance to require it. A daily extra will be issued during the sitting of the District Council, containing a faithful report of their proceedings in full.*

*The proprietor being a practical printer, and for many years a resident in the District, has some confidence in the success of this enterprise and assures the public that no extortions of his shall be wanting to furnish them with a useful family paper.*

The price of this information was 10 shillings per year if paid in advance or 12 shillings six pence at the end of the year. If one's newspaper was delivered by carrier, the cost was 12 shillings six pence per year in advance or 15 shillings at the end of the year.<sup>66</sup>

Unfortunately James Reeves had very little time to carry out his promises to the citizens of Amherstburg. He died October 6, 1849, not quite seven months after the appearance of the first issue. I.B. Boyle became the new publisher.<sup>67</sup> For reasons unknown, the *Courier* only lasted a few more months. The final issue was published February 9, 1850.

### The Forester / The Telegraph

Dr. Thomas Hawkins, a former surgeon in the Royal Navy, settled in Colchester around 1840 and moved to Amherstburg in the early 1850s. As well as practising medicine, he published a newspaper called the *Forester* from 1853 to 1855 when it was merged into the *Telegraph*,<sup>68</sup> a

newspaper owned and operated by Colin Fox and a Mr. Wallace. The *Telegraph* was published only for a few years.<sup>69</sup> After 1855 Dr. Hawkins moved back to Colchester, later serving as clerk of Colchester Township and justice of the peace. He died in January, 1886.<sup>70</sup>

### The Amherstburg Echo

By far the longest-running newspaper in Amherstburg is the *Amherstburg Echo*. William D. Balfour and John Auld began publication of the *Echo* in November, 1874. The Prospectus dated October 17, 1874 outlined their plans for a newspaper that would be "Liberal in politics" and "essentially local," devoting "considerable space to the interests of the farmers" and "advocat[ing] whatever will tend to advance our educational interests." An annual subscription cost \$1 50.<sup>71</sup> Balfour and Auld had been managing the *St. Catharines Daily News* prior to their arrival in Amherstburg which was later described in the *Independent*, a rival newspaper, in May of 1884.

*In the fall of 1874 there suddenly appeared in our midst two very delectable young men, who, after having made themselves 'at home,' pro tem, at the Bruce House, proceeded to inspect the town and suburbs. Notebook in hand, they were seen in close consultation, jotting down observations, interviewing business men, etc., etc. Now, everybody and his wife were anxious to know who they were and what was their mission. Young ladies - as usual - were 'qui vive' to find out if they were single men. Some thought they were Government inspectors, others said, nay; but as detectives were they come. Well...these prognostications were all wrong. The gentlemen in question were none other than [Mr. W.D. Balfour] and estimable partner, Mr. John A. Auld; and [they] were reconnoitring for a site to establish a newspaper...*<sup>72</sup>



Original Amherstburg Echo building, Ramsay Street, 1900.  
Marsh Collection Society, P55

Balfour and Auld established their office on the west side of Ramsay Street in the former Sons of Temperance Hall. The building had also been at various times the Knights of Labour headquarters, the tin shop of James Borrowman and a cabinet shop owned by Mrs. Abel.<sup>73</sup> They also began "a Jobbing Office in connection with the *Echo*, with the latest styles of presses and type...we can guarantee our patrons that their orders will be executed in a style second to none in the Province."<sup>74</sup> This became the Echo Printing Company which lasted for many years.

Both Balfour and Auld were politicians as well as newspapermen. In the 1883 and 1886 elections, Balfour was voted in as the South Essex representative in the Provincial Legislative Assembly. He was elected Speaker of the Legislature in 1894 and Provincial Secretary two years later.<sup>75</sup> Mr. Auld served on the Amherstburg Public School Board and Amherstburg Town Council and was elected Warden of Essex County in 1890. He also became a member of the Legislative Assembly.<sup>76</sup>

W.D. Balfour passed away August 19, 1896 at the Parliament Buildings in Toronto as a result of tuberculosis, just a week after commencing his duties as Provincial Secretary. Arthur W. Marsh of the *Essex Free Press* joined the *Echo* as John Auld's partner. Mr. Marsh married Bessie Hicks shortly thereafter and the couple had two children: Helen, born in 1900 and John, born the following year. The Marsh family connection with the paper would last nearly a century.

The present *Echo* building was erected in 1915 and the newspaper office moved into its new location in September of that year. On Friday, October 1, 1915 the first issue was published from the Dalhousie Street office.<sup>77</sup> The Ramsay Street building was torn down in January, 1931 by Forest Hutchins who intended to use the brick for his new home.<sup>78</sup>

When John Auld passed away in 1924, John Marsh, a recent graduate of McGill University's Commerce program, joined his father at the *Echo*.

In 1934 the *Echo* celebrated its Diamond Jubilee (sixtieth anniversary) with a special anniversary edition of the paper. This issue was received with great critical acclaim. The *Boissevain (Manitoba) Recorder* of November 29, 1934 commented that "the management of this paper must have gone to a great expense and given considerable time in preparing for this issue. If any of our subscribers are from Amherstburg, or even from Essex County, we would strongly advise them to make application at once for a copy...before all are sold out." The *Sarnia Canadian Observer* also praised the special edition, calling it "a credible mirror of the commercial and social status of the community...The business community is splendidly represented by generous advertising space and the issue is outstandingly credible to Arthur W. Marsh, the editor, and the staff that produced it."<sup>79</sup>

Arthur Marsh was tragically killed in an automobile accident in 1940. The following year Helen Marsh, a teacher at Amherstburg Public School, joined her brother in the operation of the paper, a partnership which continued for forty years.



Announcement in the *Amherstburg Echo*, September 24, 1915.

The years of World War II provided a challenge for all newspapers. Paper purchases and usage were controlled by the Wartime Prices and Trade Board as were maintenance, repairs and parts for mechanical equipment including printing presses. Nonetheless, the *Echo* continued to produce a quality newspaper, winning Canadian Weekly Newspaper Association awards in 1941 for its Editorial Page (first place) and Front Page (third place). During the '40s an annual subscription cost two dollars.

Part of John Marsh's role as reporter included meeting important political and world figures. On December 27, 1941 he received a telegram requesting his presence at a speech given by Winston Churchill in Ottawa.<sup>80</sup> Marsh was given press passes for the Royal Visits of King George VI and Queen Elizabeth in 1939 and Princess Elizabeth and the Duke of Edinburgh in 1951 and was invited in 1983 to a barbeque hosted by Canada's Prime Minister, The Right Honourable Pierre Elliott Trudeau.

Both Arthur and John Marsh took active roles in the Canadian Weekly Newspapers Association. Arthur was national president of the CWNA in 1932-33. His son was elected president of the Ontario-Quebec division in 1941-42 and became president of the Southwestern Ontario Weekly Newspapers Association in 1955.<sup>81</sup>

The year 1974 marked the one hundredth anniversary of the *Amherstburg Echo*. John and Helen Marsh received congratulations from many organizations and government officials including Prime Minister Trudeau, Premier William Davis, The Honourable Eugene Whelan, M.P., the Lions Club, Uniroyal Limited and the AAM Chamber of Commerce. In 1982 the Ontario Community Newspapers Association awarded John Marsh the Gold Quill award, a much-coveted honour that is rarely given to a weekly newspaper publisher.<sup>82</sup>

In August, 1981 John and Helen Marsh retired after selling the *Amherstburg Echo* to John and Linda James. Mr. James had been for several years one of the publishers of the *Bowmanville Canadian Statesman*, a prize-winning weekly newspaper. In his 'With the Tide' column that appeared in the first issue published by James, John Marsh wrote, "Mr. James will bring new blood and thinking in the operation of the *Echo* that will be beneficial to the paper and the community."<sup>83</sup> Both John and Helen continued to write columns for the *Echo* for a few more years. Helen Marsh passed away in March, 1986 and John in February, 1993.

Under the leadership of the James family, the *Echo* continued to be an esteemed and respected newspaper. In 1989 it received the Ontario Community Newspapers Association General Excellence Award for advertising layout and sales. Layout artists at the time were Connie Sinasac and Betty Vanderheide.<sup>84</sup>

In August, 1990 John and Linda James sold the *Echo* to Bowes Publishers Limited. At that time Bowes owned 23 newspapers throughout Canada. In the August 22, 1990 issue of the paper Mr. James stated, "...in terms of 'best for our people' considerations, there was never any question about the best firm. We think that will become obvious after Bowes takes over." The new publisher was Bob Ponton, formerly of the *Kenora Daily Miner and News*. The editor was E.P. Chant.<sup>85</sup>

Terry Carroll replaced Bob Ponton as publisher in August, 1991. Mr. Carroll was the former publisher of the *Paris Star*, also owned by Bowes Publishers.<sup>86</sup> He was succeeded two years later by Karen Morrell, formerly of the Kenora paper.

Since April, 1994 Jack Kindred, also of Kenora, has been publisher of the *Amherstburg Echo* which remains a community newspaper that reflects the flavour of this historic town.

### The Amherstburg Independent

The *Amherstburg Independent* was published by C.M.S. Thomas one Saturday each month for a period of about three years during the 1880s. Mr. Thomas owned a drugstore on the corner of Richmond and Ramsay Streets and was a vocal member of the Independent Party. Consequently, his newspaper was of a decidedly political nature.

The masthead of the *Independent* proclaimed, "Country Before Party." The second page stated

#### *WE ADVOCATE:*

1. *British connection*
2. *Prohibition*
3. *Manhood suffrage*
4. *Workingmen's Rights*
5. *Taxation of Bachelors*
6. *Abolition of Capital Punishment*
7. *Abolition of Private Canvassing in Political and Municipal Elections.*<sup>87</sup>

That Mr. Thomas was in favour of rights for the working class, Prohibition and Temperance was obvious from his editorials:

*The two great questions of the day - the Labour and Temperance questions are again stumping the country...How much longer are we going to tolerate a government that sits indifferent whilst the land is being filled with jails and asylums caused by the evils of the liquor traffic?...How long are the workingmen going to toil from cradle to grave?*<sup>88</sup>

A notice found on the last page of the December 20, 1886 issue sums up what Mr. Thomas saw as the purpose of his newspaper:

*Know ye that this is the living germ of the future SOUTH ESSEX INDEPENDENT, a weekly paper to be printed in the town of Amherstburg. A paper that will be Independent in politics, but a paper that will shout for British Connection in opposition to Independence or Annexation. A paper that will fight for Prohibition - to save our boys, and lessen poverty and crime.*

*And a paper that will champion Workingmen's Rights - Short hours of labor and good pay - that the daily laborer may have time and means to enjoy life.*

Not surprisingly, the *Independent* often disagreed with the views put forth by the *Amherstburg Echo*, whose editors were staunch Liberals.

### The Western Herald / The Leader

In the 1884 provincial election Napoleon Coste was the Conservative candidate running against Liberal representative W.D. Balfour, one of the owners of the *Amherstburg Echo*. To further his chances of winning, Coste backed the *Western Herald and South Essex Liberal-Conservative*, a rival newspaper. Later that year he took over the running of this paper with M. Grand as printer and Napoleon's son Denis as editor. Denis became sole proprietor in 1885.<sup>89</sup> According to its publisher, the paper folded in 1887 because it was not supported by the citizens of Amherstburg, including those in the Conservative party. Coste was not able to make a living from this enterprise and when the newspaper's last issue was printed, he claimed that over \$1200 of subscriptions were left unpaid.<sup>90</sup>

Despite his tactics, Napoleon Coste lost to Balfour in the 1884 election. His political ambitions, however, were not dampened and Coste later helped to finance another Amherstburg newspaper. From 1891 to 1896 the *Leader* was published every Friday from its office at 102 Dalhousie Street. It included reports on world events, politics, local news and advertising. Like the *Echo*, the *Leader* office could print other products in addition to the publication of the newspaper:

*The LEADER office is fully equipped with the latest and most attractive faces of job type. Our presses and machines are unexcelled in design and mechanism, and we are therefore able to execute all orders for Book Work, Circulars and Job Printing in all branches promptly and to guarantee a superior class of work.*<sup>91</sup>

The founder of the newspaper, Henry Clay, was the editor and manager. A Mr. Wynn from Aylmer, Ontario later took over.<sup>92</sup> Napoleon Coste became the sole owner in 1896 with his son Maurice as editor.<sup>93</sup> When publication of the *Leader* ended the same year due to financial difficulties, circulation was about 350 copies. Employees included A.Z. 'Gus' Maloney, William 'Tommy' Renaud and Charles Gott. The first compositors were William E. 'Brickie' Sullivan and Bob Bastien, former *Echo* employees.<sup>94</sup>

### The Amherstburg and District Booster

The *Amherstburg and District Booster* was published weekly during 1964 and 1965 by Redmars Printing Service (John and Marion Fox). A typical issue was eight pages long. This newspaper focussed on local news and issues and was "distributed by mail to every household in Amherstburg, Anderdon and Malden FREE of charge."<sup>95</sup>

### The Amherstburg Times

A monthly newspaper called the *Amherstburg Times* was published during 1993-94. Staff included Michael J. D'Aloisio, publisher; Joseph A. D'Aloisio, editor; and Angela Castagna, advertising manager. Reporters included Susan Curtis and Cindy Kavanaugh. The paper's slogan was, "Amherstburg Times, Amherstburg Stories for Amherstburg People."<sup>96</sup> The *Times* was distributed free of charge to 4000 homes in the Amherstburg area.

### The River Town Times

On August 8, 1995 the first edition of the *River Town Times* was published. This weekly newspaper was established by co-publishers Karen Morrell, Rusty Brown and Ryan Deslippe with

editor Adrian Harte and is distributed free of charge to homes in the Amherstburg-Anderdon-Malden area each Tuesday. The introductory issue stated, "We will be reflective on heritage, vocal about today's issues, and hold a commitment towards the future." The paper also promised "up-to-date locally-sourced news coverage that is topical and interesting, easy to read, and accompanied by top-quality photos."<sup>97</sup> In February, 1996 the *RTT* moved from 79 Murray Street to their new location at 251 Ramsay Street.

### Telegraph Service

Telegraph lines came to Windsor in May, 1854 courtesy of the Montreal Telegraph Company. The lines between Windsor and Amherstburg were built a year later.<sup>98</sup> The following notice appeared in the *Windsor Herald* on May 19, 1855:

*We are pleased to announce that we can now communicate with our neighbours at Amherstburg by telegraph. H.P. Dwight, Esq., Superintendent of the Telegraphic Company will commence operations this morning, and any of our friends wishing to communicate with Amherstburg today will have an opportunity.*

The 1861 Census of Amherstburg lists James Hedley, a 20-year-old Scottish immigrant, as a telegraph operator. In 1872 Alex Hackett was appointed as agent for the Montreal Telegraph Company<sup>99</sup> which later became the Great North Western (GNW) Telegraph Company. The first Amherstburg GNW office was run by John G. Mullen and W.H. Gatfield in the Kevill building on the east side of Dalhousie Street south of Richmond Street.<sup>100</sup> An advertisement in the *Amherstburg Echo* on February 6, 1885 announced Francis Carroll's Telegraph and Express Agency in the "Old Firemen's Hall" opposite the post office on Dalhousie Street. Carroll sold stationery, school books, toys, games and other items in "The Telegraph Store."<sup>101</sup> By October, 1885 Carroll resigned as telegraph operator and sold out to W.H. McEvoy who was appointed express agent for Amherstburg. McEvoy relocated in March of 1886 to the old post office on the east side of Dalhousie Street, recently vacated by Postmaster E.G. Park. Over the next several years Amherstburg had many telegraph operators, including Miss Clara Jarmin,<sup>102</sup> Miss Irene McEvoy<sup>103</sup>, Miss Jennie Rome<sup>104</sup> and George M. Brett whose sister Minnie became the manager for the Bell Telephone Company in Amherstburg.

Operator Leila Handy was succeeded by Katherine Tobin in May, 1916.<sup>105</sup> The office relocated on March 1, 1918 to the south store in the Hough Block (west side of Dalhousie Street), formerly occupied by the Daughters of the Empire.<sup>106</sup> The *Amherstburg Echo* of March 11, 1918 reported that William Beckett was in charge of the Great North Western Telegraph Company at Amherstburg. When Mr. Beckett passed away during the flu epidemic later that year, Mrs. Irene (McEvoy) Kitchen became the new operator/manager. The office moved to her Dalhousie Street home in March, 1940<sup>107</sup> where it remained until Mrs. Kitchen moved to Vancouver a few years later. The office was then relocated to the Canadian National Express office in the New York Central depot and later to the Sandwich Street home of Mrs. Ross H. Munroe who was destined to be the last of the Amherstburg telegraph operators.

With new progress in communications, the demand for telegraphic service dwindled. In 1953 the Amherstburg telegraph office announced that it would close on weekends.<sup>108</sup> There was no longer enough business to make its operation feasible and at the end of March, 1961 the office closed completely.<sup>109</sup> Since that time, telegraph services for the town have been handled through the Windsor office.

### Telephone

The telephone was invented by Alexander Graham Bell in 1876.<sup>110</sup> The first telephones in Detroit were installed in 1878,<sup>111</sup> the new invention reaching Amherstburg in 1881.<sup>112</sup> This first telephone structure, the 'Edison system', was operated by the Montreal Telegraph Company<sup>113</sup> and had no long distance connections. The local manager was Thomas Board who operated from his bookstore in the Kolfage Block on Murray Street. Both the store and the job as telephone operator were taken over by Colborne 'Cobe' Wright around 1885. That year, Englishman J.W. Tringham came to Essex County to install a better system of phone lines. He hired Mr. H.M. Richardson as the head of the construction gang that was to build the lines between Windsor and Amherstburg and also install telephone boxes.<sup>114</sup> Cobe Wright's job as operator/manager became full-time when the telephone office was moved in 1885 from Murray Street to "Mrs. Wilkinson's building, opposite the new post office."<sup>115</sup> This new location was on the northeast corner of Dalhousie and Richmond Streets, the present site of the Canadian Imperial Bank of Commerce. A few years later Bell Telephone bought out Tringham and brought long distance connections between Amherstburg and Toronto.<sup>116</sup>

Amherstburg's first telephone directory was published in 1887.<sup>117</sup> Of the eighteen names listed, only three were residential; two of these were doctors. Duff & Gatfield Marine Reporters, who reportedly had a lot to do with the phone system being installed in the first place,<sup>118</sup> certainly could make good use of their telephone as they were responsible for reporting all the boats that travelled the Detroit River.

However, as with any new invention, there were problems. One could not use the telephone after the operator went home at 6pm. The Bell system was very expensive for subscribers - as high as \$25 per year - and town council gave a franchise to a group of men to erect poles and lines for an independent phone system in opposition to Bell. Mr. D.H. Terry was the head of this organization. In response to the competition the Bell Telephone Company instituted day and night service and gradually decreased their annual rates. Terry's company eventually "died a natural death."<sup>119</sup>

The telephone connection between Amherstburg and Harrow was completed in September, 1893 having taken less than three weeks to erect.<sup>120</sup> That year the *Amherstburg Echo* reported that "the Bell Telephone Company is having the lower parts of its poles in Amherstburg painted red and bound in galvanized iron to keep the horses from gnawing at them."<sup>121</sup> Bell secured contracts for rural lines in Anderdon and Malden early in the twentieth century. These 'party lines' had in some instances as many as twenty-five subscribers sharing one line!<sup>122</sup>

In early summer of 1918 the Bell Telephone Company rented and moved to the upper storey of the *Amherstburg Echo* building.<sup>123</sup> The old building was purchased by William Farmer the following year and was moved to his farm in Malden.<sup>124</sup> Miss M.M. (Minnie) Brett, the manager who

replaced Cobe Wright, retired in 1926 after 38 years' service and was succeeded by Miss Ruth Brown<sup>125</sup> who had been an operator since 1915.<sup>126</sup> Operators in June, 1930 included Pauline Manson, Jenny Autin, Myrtle Gibb, Marie Gibb, Iva Jubenville<sup>127</sup> and Josephine McKenzie.<sup>128</sup>

In June, 1925 telephone cable was laid for the first time to Bois Blanc Island with three public phones installed in the amusement park buildings.<sup>129</sup>

Amherstburg and Windsor were linked by a new long distance circuit in 1930.<sup>130</sup> The *Amherstburg Echo* of June 2, 1933 reported that the Depression had substantially reduced the number of telephone subscribers in Amherstburg, especially in rural areas. However, it also stated that the number of telephones being installed in summer homes was on the rise as was the number of long distance calls. In early 1934 Amherstburg telephone operators were handling an average of 1500 local calls and 1400 rural calls per day as well as about 120 long distance calls. Up to this point the farthest call the Amherstburg office had handled was to British Columbia; there had 'almost' been a call to England but the subscriber decided to use the Windsor office instead. Operators dealt with more than just phone calls: night operators would give wake-up calls to local citizens and people would often call the operator to ask who had won the latest hockey match or how to keep hairpins in one's hair!<sup>131</sup> Ship-to-shore telephone was used in the Amherstburg area for the first time in December, 1934 when Irving T. Kelly of Westcott Marine called the steamer *James McNaughton*, ten miles out on Lake Erie.<sup>132</sup>

By 1937 there were 598 subscribers in Amherstburg; 428 were residences, 170 were businesses.<sup>133</sup> Things seem to have changed since 1887 in this respect! Ship-to-shore connections with 25 ocean liners were also available at this time.

Just prior to World War II, Bell Telephone decided to install automatic phones in Amherstburg, eliminating the need to use the operator to make a call. Bell acquired an option on a lot on which to erect a building to house this new dial system; however, the project was abandoned when war was declared. In early 1947 Bell Telephone bought the former Herbert Coyle property on Sandwich Street.<sup>134</sup> Windsor architect D.S. Cameron was commissioned to design a building which, according to the Bell Telephone Company's policy, would "harmonize with and enhance the neighbourhood or community."<sup>135</sup> Ground was broken on March 21, 1949<sup>136</sup> and on October 5, 1950 the *Amherstburg Echo* reported that:

*Every passing day brings the dial telephone service near and nearer to subscribers in Amherstburg and district...The new dial building on Sandwich Street at the eastern end of North Street has been completed and now engineers from the Northern Electric Company are busy installing the necessary dial equipment...Everything will be ready for the switch over which probably will be made early in the year...*

Accordingly, the old magneto system was converted to dial on March 21, 1951, making Amherstburg the third community in Essex County to implement a dial system.<sup>137</sup> After a luncheon at the Amherst Hotel hosted by the Bell Telephone Company, a group of officials went to the new building to witness the changeover which took place at 2pm. The first long distance call on the new system was placed by Mayor William Nattress to his daughter Marianne in Toronto. Mr. F.T. Pickering, president of the AAM Chamber of Commerce, dialed the first local call to Provincial Constable A.B. Dobie. The dial system was a much-needed improvement in the Amherstburg

exchange as the number of subscribers had more than doubled since 1940. The exchange dealt with more than 6000 local calls daily and so many long distance calls that they had to be rerouted through Windsor.<sup>138</sup> Residents continued to use a telephone operator when making long distance calls until Direct Distance Dialing was instituted on December 16, 1957.<sup>139</sup> However, with the dial system in place, many former operators had to find other positions.<sup>140</sup> Ruth (Brown) Hamel remained as manager, retiring in 1962 after 47 years' service.<sup>141</sup>

Pat Warren remembers the telephone system of the 1930s:

*My grandchildren seem unable to understand my reluctance to connect my computer to a telephone line. Even my children and their spouses have decided that it's the ordinary thing to do. As I fight against the idea of connecting my computer to the telephone I remember that high technology, back when I had my first introduction, was intensely interesting and mysterious and centred around the phone. It seems very strange to me now but the mystery was mostly around those two big batteries that every phone had and the ordinary part was to walk over to the phone and vigorously spin the crank to send a signal to the young ladies upstairs over the Echo office. After twirling the crank I would move the earpiece to my ear and the mouthpiece to a short distance from my mouth and when a young lady's voice said, "Number please," I would reply something like, "34J please." The lovely young voice would say, "Thank you," or "One moment please." And the next sound would be a buzzing on the line that sounded like ring ring riiinnng or bzz bzz bzzzzz.*

*More than one ring or bzz meant it was a party line with anywhere from two to six households on that line. Any one of them could pick up the phone and listen in on their neighbour's conversation. Everyone knew that a signal pattern of two shorts followed by one long ring was the signal for only one of those households. Even if you were new on that line you quickly learned each of the other ring patterns as well as your own and in time you came to know all the other families on your line. Most businesses had a dedicated line and some like my dad made special arrangements so that the home phone and the office phone would both ring at the same time. In fact the two phones, even though they were over half a mile apart, were really both on one line. If you were using the phone at the office then you could not use it at home. Just like now when someone picks up the phone in one room the rest of the phones on that line are occupied by the same call.*

*The telephone operators became a very special part of everyday life. They handled hundreds of special calls along with all the ordinary ones. There were times when people would ring the operator and ask if they knew the location of the police chief or the fire chief or a doctor or even a husband, and usually the operator receiving the question would ask the question out loud so the other operators could hear and often one of them had the answer. Sometimes they would even do a rapid search by phone of the usual places and within minutes the emergency message would get through. Captain McQueen always kept the telephone operators informed of his location and how soon he would be at the next one. I would guess that he never missed a call. The operator had control of the length of the ring you would hear so if you did not answer they would really lay on the ringer. Usually that produced results. If they thought you should have answered and you did not then they would phone your next door neighbour and ask them to look in on you right away. Those young ladies knew their town and customers so well that if a call came for someone without a phone the operator would direct that call to a friendly next door neighbour and complete the call that way.*

*Those were the days when the phone was very friendly and personal. So far this year I've*

*had at least three calls from Sprint and about five from Bell. Two of the Bell calls were just to see if I was happy with the service, did I have any questions (which I did) and was there anything else (which there wasn't). That does sound a bit more like the old Ma Bell I grew up with but given the funny stuff happening on the phone [these days] I'm still not sure that I am willing to connect my computer to the phone line just yet. But...*

### Postal Service

From about 1806, mail was delivered to Amherstburg from Niagara by courier once every six months. This was gradually increased until by the 1840s mail was arriving nearly every day.<sup>142</sup> In 1816 the first attempt was made to establish a local post office. According to a letter written February 18th of that year by W.P. Allan of York, at least one Amherstburg citizen had requested a post office in town. From Allan's reply it is evident that he did not seriously consider the request: "I should think as long as you continue to send down the letters the moment they come to hand and keep a person there till the following day to bring back whatever there may be - that ought to accommodate the persons there."<sup>143</sup>

However, according to the *Amherstburg Echo* of November 23, 1934 there was indeed a post office established at Amherstburg in 1816. There is some discrepancy as to the identities of the early postmasters. James Kevill held the position of Amherstburg postmaster from the 1830s until the 1870s. At the time of his appointment the post office was attached to his residence on the west side of Dalhousie near Gore Street.<sup>144</sup>

By the 1850s the mail couriers, who had previously travelled on foot or horseback, were making use of the Amherstburg-Windsor stagecoach which made weekly mail runs. Another stage line travelled to St. Thomas along the lakeshore. In 1856 Park & Company, commercial merchants and steamboat operators, secured the contract to carry mail from Windsor to Goderich by steamboat. (Theodore Park was not only the next-door neighbour of Postmaster Kevill, he was also Kevill's son-in-law!)

In 1872 the Canada Southern Railway was extended to Gordon (one mile north of Amherstburg along the river) and began to carry mail. A Mr. Cousins of Amherstburg served in the railway mail service for many years. Each mail route and method of transportation had its own schedule, described in an advertisement in the *Amherstburg Echo* on January 15, 1875:

<p style="text-align: center;"><b>Amherstburg Post Office</b></p> <p>MAILS CLOSE: 6:15 a.m. via C.S.R. ; 12:40 p.m. via Lake Shore Stage ; 1:40 p.m. via Windsor stage.</p> <p>OPEN: From Lake Shore Stage 10:30 a.m. ; Windsor stage 12 noon ; C.S.R. 8:30 a.m.</p> <p>OFFICE HOURS are 8 a.m. to 6 p.m.</p> <p style="text-align: right;">E.G. Park, P.M.</p>
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Amherstburg Post Office (1886-1956), razed in 1968.

The stage run ended in 1907 when the Sandwich, Windsor & Amherstburg Railway began to carry mail between Windsor and Amherstburg.<sup>145</sup>

Ernest G. Park succeeded James Kevill in 1872 after a brief six-month stint by William Pettypiece, during which time the post office was located in a grocery store on the south side of Richmond Street.<sup>146</sup> When Park became postmaster the office was on the east side of Dalhousie Street, later the location of W.H. McEvoy's store.<sup>147</sup>

Postmaster Park had the honour of being the first in charge of the new federal building. Begun in 1883, the three-storey brick building on the northwest corner of Dalhousie and Richmond Streets housed the post office on the ground floor and the customs house on the second storey. The attic level was the caretaker's residence.<sup>148</sup> Mr. Park opened for business in the new building on March 1, 1886:

*On Saturday evening, Postmaster Park removed his office effects to the post office department of our new government building, and opened business in his new quarters, Monday morning. The new rooms are commodious and look neat while Deputy Postmaster Bowes gives the universal satisfaction in his new abode which he did in the old quarters.*<sup>149</sup>

The editors of the *Amherstburg Echo*, however, did not seem impressed with the quality of the facilities:

*The boxes are far inferior to those in the old office, while the lock drawers are miserable apologies compared with the old ones, and the government has increased the price from \$2.50 to \$4.00 a year. They have not even a spring lock, no drawer,*

*no glass in front of them, and must be opened in order that a person can see what they contain, while a person is compelled to get down on his knees to wrestle with the hole in the wall.*<sup>150</sup>

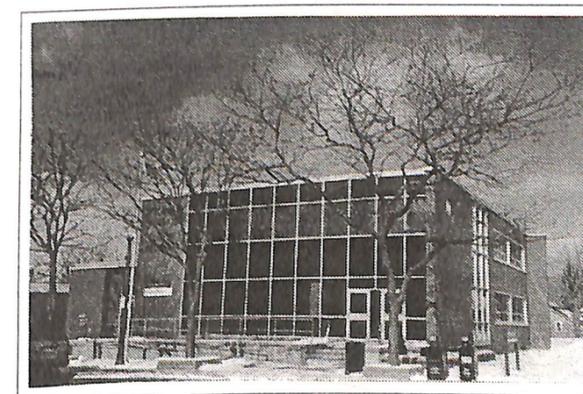
In 1951 ten drop letter boxes were placed around town to serve the growing population.<sup>151</sup> By 1953 the demands upon the Amherstburg post office necessitated a larger facility. The *Echo* of July 16, 1953 mentioned that the town was awaiting construction of a \$75,000 addition to the post office, authorized by the federal government the previous year. Plans changed and the federal government expropriated property on Richmond Street in March, 1955<sup>152</sup> where construction of the new federal building was begun later that year by Dean Construction Company of Belle River. The new building also housed the Customs and Excise office and the Department of Public Works.<sup>153</sup>

For several years the Dalhousie Street post office was used for a number of purposes, including the headquarters of the U.S. Army Corps of Engineers (who vacated the building in 1962),<sup>154</sup> extra classroom space for General Amherst students during the construction of additions to the high school (1963-64)<sup>155</sup> and housing town employees while the new town hall was being built (1965-66).<sup>156</sup> The 82-year-old building was razed in August, 1968. Barbra (Bailey) Bradley, who grew up in Amherstburg, remembers both the old and new buildings:

*...my earliest memories are of climbing the creaky stairs of 'the Old Post Office' that sat where the flags of the Navy Yard Park now fly...Sometime during life at Amherstburg Public School, the new Post Office was built and everyone received a post-office box - and extra keys on wonderful key-rings that had changing 'pictures' on them. It became a part of the normal school day to go and 'check the mail' at lunch-time and after school, since mail could be added to the boxes more than once a day.*

In response to an increase in the population of Amherstburg, door-to-door mail delivery began May 17, 1971.<sup>157</sup> A ceremony was held that day on the steps of the federal building, during which the first letter was delivered by carrier Richard Bondy to Mayor H. Murray Smith.<sup>158</sup> This new service involved quite a bit of coordination. John A. Marsh in his 'With the Tide' column in the *Echo* commented on June 2, 1971:

*There are still growing pains in connection with the door to door mail service in the Amherstburg area that went into operation May 17th...There are a number of residents who have not notified the post office of their new street numbers with the result that some mail cannot be delivered...A lot of work was done by postmaster W.H. Knight...The letter carriers are*



Federal Building on Richmond Street, 1995.  
Marsh Collection Society, P1518

**Amherstburg Postmasters  
(now called Superintendents)**

Postmasters from 1816 to 1838 are difficult to identify due to conflicting information. The following individuals are said to have been early postmasters at Amherstburg: William Hands, John Wilson, Michael Bailey, Charles Berczy, John Stayner and William Kevill. Succeeding postmasters were:

1838-72	James Kevill
1872	William Pettypiece
1872-1921	Ernest G. Park
1921-1953	J. Carl Brandie
1953-58	Charles Langlois
1958-1979	Calvin C. Hart
1980-1989	Kenneth W. Bashura
1989-	Patricia Caron

*becoming known and welcomed by residents and people are getting faster and better mail service...*

In January, 1979 the main post office in Amherstburg eliminated Saturday delivery as there were too few customers to warrant the post office being open. The sub-post office located in the Fort Malden Mall was still open Saturdays to accommodate those who needed service.<sup>159</sup>

Postal service in Amherstburg was dealt a blow in January, 1984 when the federal government decided that all mail deposited in street pickup boxes in town would be sent to Windsor for sorting. Mail dropped off at the main post office would still be sorted locally. This decision prompted opposition from postal workers and citizens alike and town council voted

unanimously to lend its support to them.<sup>160</sup> The decision, however, was carried out.

Several new subdivisions were constructed in and around Amherstburg during the 1990s. Instead of door-to-door delivery these homes are serviced by 'superboxes', banks of mailboxes located throughout the subdivisions, containing a mailbox for each residence and a slot for outgoing letters. The main post office is still located in the federal building at 66 Richmond Street.

**Marine Mail**

A marine post office was established at Detroit in 1895 to serve the boats plying the river. Tom Swan, superintendent of mails at Detroit, decided to deliver mail to the boats by tug and established the Detroit River Station aboard the steam tug *Florence B.* Sam Coulter was the first superintendent of this floating post office and was later replaced by Chub Randall. In 1932 Captain Frank Becker and his tug *G.F. Becker* were given the mail contract. Four years later it was awarded to Oliver F. Monk and his tug of the same name. The *G.F. Becker* regained the contract in 1946 under Captain Troy H. Browning. In 1948 the marine mail service at Detroit was taken over by J.W. Westcott on the condition that the mail be sorted on shore. George Martin became the superintendent of this stationary marine post office the following year.<sup>161</sup>

**Rural Routes**

The rural post office of Vereker was established in 1871<sup>162</sup> on the Colchester-Malden Townline in a farmhouse on Lot 1. Tancred Caya was the first postmaster, followed by Hilaire Bondy. The facility was later relocated to Lot 93, corner of Pike Road and Ninth Concession. In 1912 Postmaster Charles Fawdry resigned and Vereker was closed.<sup>163</sup> The building was the home of Joseph Gyori Sr. from 1937 until it was razed in 1981.<sup>164</sup> Vereker was absorbed by the North Malden Post Office, established in 1905 on the Seventh Concession at Pike Road in Joe Maguire's store. Thomas Thornton drove the mail route for Postmaster Maguire. The *Amherstburg Echo* of

November 17, 1905 carried the following announcement:

**North Malden Post Office.**

British and Foreign mail closes daily at 12:30 (noon) for all points in Canada, United States, Great Britain, European, Asiatic, African, Australian and South American points, also Amherstburg, Sandwich and Windsor.

Received at 3:30 o'clock pm via Amherstburg from every place big enough to a name on the map of the world, and where letters are written or papers printed. Joseph Maguire, P.M.

Succeeding postmasters were John B. Deslippe (1911-42), Oliver Bezaire (1942-46) and Monica (Bondy) Bezaire who was postmistress when North Malden closed in 1948.<sup>165</sup>

A post office was established in 1874 at Gordon,<sup>166</sup> a busy area since the railway terminus was established there in 1872. Postmaster J.S. Smith was replaced in 1885 by John C. Duff.<sup>167</sup> The latter resigned in 1895 and was succeeded by Miss Nellie Fortier.<sup>168</sup> After the 'Essex cutoff' was built in 1883 the importance of Gordon diminished and the post office was closed in 1914.<sup>169</sup> The building itself became a private residence and was razed in 1959.<sup>170</sup>

Auld Post Office was established in 1906 at the junction of the Michigan Central Railroad and the 5th concession of Anderdon at the home of Postmaster Alexander Mayville.<sup>171</sup> Jay L. Fryer later took over and the post office was relocated to his residence on the 6th concession. When Earl Jones succeeded Fryer in 1924 the Auld Post Office moved to Jones' house.<sup>172</sup>

Rural delivery in the Amherstburg-Anderdon-Malden area was enhanced by the creation of rural routes in 1911. The first carrier of R.R. #1, out the Pike Road, was William Sutts whose daughters Marguerite, Gladys and Marion would take the route in good weather. The mail was taken to Deslippe's store on the corner of Sixth Concession. Mrs. Carrie McGuire took over the route from 1933 until her retirement in 1962 when Lawrence Deslippe became the new carrier.<sup>173</sup> Howard Gibb was the first mail carrier of R.R. #2 which was taken over by Marie St. Onge in 1917.<sup>174</sup> During



**D. Pillon, rural route courier, 1915.**

the 1930s, R.R. #2 boasted Victor Renaud as its mailman. Mr. Renaud was apparently a very conscientious employee; he had "[begun] to make his daily rounds seated at the wheel of a flivver"<sup>175</sup> but when the Depression hit he began to doubt the efficiency of an automobile. His solution was to outfit a bicycle with a box on the front and the back and made his rounds using this mode of transportation, so popular "among the younger set."<sup>176</sup>



Marie St. Onge, courier on R.R. #2, 1917.

#### Endnotes to Chapter IV

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15. *The Amherstburg Echo*, October 19, 1888; November 23, 1934; and July 1, 1938.
16. *The Amherstburg Echo*, September 6, 1901.
17. *The Amherstburg Echo*, August 23, 1915; October 23, 1925; April 3, 1943; May 30, 1957; and February 13, 1974. Also, the *Detroit Free Press*, December 13, 1908 and December 17, 1911. Also, the *Detroit News*, October 28, 1910. Also, Lee, R.E. "Opening of Livingstone Channel." Radio broadcast, August 5, 1961 (Windsor Public Library).
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19. *The Amherstburg Echo*, May 30, 1957. Also, Nemmers, R.J. "Channel Blasting at Amherstburg." *Compressed Air Magazine*, March 1958.
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22. *The Amherstburg Echo*, March 17, 1976.
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26. Ibid.
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28. Interview between H. Lester Hamilton, nephew of the Goodchilds, and Terry Hall.
29. *The Amherstburg Echo*, October 19, 1888; November 23, 1934; July 1, 1938; February 7, 1973.

30. *The Amherstburg Echo*, April 5, 1940 and October 24, 1941.
31. *The Amherstburg Echo*, January 16, 1920; May 21, 1937; and October 10 and 17, 1957. Also, the *Windsor Daily Star*, October 8, 1957. Also, Bowman, M.W. & Gray, Gratton. "Thar's Gold in Them Thar Hulls," *MacLean's Magazine*, September 1, 1947. Hereafter referred to as Bowman & Gray.
32. *The Amherstburg Echo*, May 25, 1950 and February 2, 1956. Also, the *Detroit Free Press* and the *Detroit News*, May 21, 1950. Also, the *Windsor Daily Star*, May 22, 1950.
33. Interview between Eric Boulton and Terry Hall. Also, the *Amherstburg Echo*, February 2, 1956. Also, the *Windsor Daily Star*, March 7, 1946. Also, Bowman & Gray.
34. *The Amherstburg Echo*, February 2, 1956 and October 10 and 17, 1957.
35. Interview between Eric Boulton and Terry Hall.
36. Morrison.
37. *The Amherstburg Echo*, December 10, 1909.
38. *The Amherstburg Echo*, June 26, 1936. Also, the *Detroit Free Press*, January 18, 1959. Also, Bowman & Gray. Also, *Ship-Shore News*, June 1962.
39. Interview between former Bob-Lo manager, the late Harold Gorry and Terry Hall.
40. A corduroy road was comprised of logs and saplings laid side by side and was named for the fabric which it resembles. This type of road was often used in marshy areas.
41. *The Amherstburg Echo*, February 9, 1977. Also, Tweedsmuir Histories, 'Roads' (Park House Museum). Also, Morrison.
42. *The Amherstburg Echo*, April 9, 1995. Also, Morrison.
43. *The Amherstburg Echo*, February 5, 1897; July 8, 1948; and June 26, 1952.
44. Ibid.
45. Ibid. Also, the *Amherstburg Echo*, January 1, 1897; July 5, 1907; September 17, 1942; March 30, 1958; October 6, 1966; April 28, 1976; and January 4, 1978. Also, the *Detroit Gazette*, March 22, 1826. Also, notes of David P. Botsford, dated July 11, 1946 (Park House Museum). Also, Morrison.
46. Morrison.
47. *The Amherstburg Echo*, October 11, 18 and 25 and all November issues, 1895; January 31, 1896; June 26, 1952; and January 15, 1975 (quoting from the *Detroit Free Press*, September 14, 1877). Also, the notes of David P. Botsford, dated July 24, 1954 (Park House Museum). Also, the scrapbook of Dr. Neil F. Morrison, dated September 7, 1946.
48. *The Amherstburg Echo*, August 19, 1892.
49. Ibid.
50. *The Amherstburg Echo*, January 31, 1896.

51. Ibid.
52. *The Amherstburg Echo*, May 22, 1996, 'Yesterday's News - 1896.'
53. *The Amherstburg Echo*, September 11, 1996, 'Yesterday's News - 1896.'
54. *The Amherstburg Echo*, September 28, 1983, 'Upsetting the Hour Glass - 1923.'
55. *The Amherstburg Echo*, April 1, 1969.
56. *The Amherstburg Echo*, August 9, 1995, 'Yesterday's News - 1905.'
57. *The Amherstburg Echo*, April 17, 1985, 'Upsetting the Hour Glass - 1925.'
58. *The Amherstburg Echo*, July 3, 1985, 'Upsetting the Hour Glass - 1935.'
59. *The Amherstburg Echo*, March 16, 1988, 'Upsetting the Hour Glass - 1938.'
60. *The Amherstburg Echo*, April 20, 1988, 'Upsetting the Hour Glass - 1938.'
61. *The Amherstburg Echo*, July 18, 1991, 'Upsetting the Hour Glass - 1971.'
62. *The Amherstburg Echo*, March 25, 1938. It cost the SW&A 30 cents per mile to run the streetcars, compared to only 18 cents per mile for the buses.
63. *The Amherstburg Echo*, April 24, 1958.
64. *The Amherstburg Echo*, March 10, 1949.
65. Ibid.
66. Prospectus of the *Amherstburg Courier and Western Advertiser*, February 17, 1849.
67. *The Amherstburg Courier and Western Advertiser*, December 8, 1849.
68. *The Amherstburg Echo*, January 22, 1886.
69. *The Amherstburg Echo*, August 25, 1949. Colin Fox later entered a partnership with Mr. Brownlee in the railway tie business.
70. *The Amherstburg Echo*, January 22, 1886. Dr. Hawkins was for a time a bookkeeper for John R. Park and continued to practise medicine after he returned to Colchester Township. He was the oldest justice of the peace in Essex County and was also a commissioner for taking affidavits. He died January 15, 1886 at Port Stanley, Ontario at the age of 78.
71. *The Amherstburg Echo*, November 20, 1874.
72. Reprinted in the *Independent*, December 20, 1886.
73. *The Amherstburg Echo*, October 31, 1874.
74. Prospectus of the *Amherstburg Echo*, October 17, 1874.

75. *The Amherstburg Echo*, August 21, 1896.
76. *The Border Cities Star*, November 24, 1923.
77. *The Amherstburg Echo*, September 24, 1915.
78. *The Amherstburg Echo*, January 30, 1931.
79. *The Sarnia Canadian Observer*, December 8, 1934.
80. See the story about Churchill's speech in Marsh, pp. 31-33.
81. Marsh.
82. *The Amherstburg Echo*, March 17, 1982.
83. *The Amherstburg Echo*, September 2, 1981.
84. *The Amherstburg Echo*, January 11, 1989.
85. *The Amherstburg Echo*, August 22, 1990.
86. *The Amherstburg Echo*, August 14, 1991.
87. *The Amherstburg Independent*, December 20, 1886.
88. Ibid.
89. Lauriston, Victor. Blue Flame of Service. Chatham: Union Gas Company of Canada Limited, 1961. Hereafter referred to as Lauriston.
90. *The Amherstburg Echo*, October 14, 1887.
91. *The Leader*, October 23, 1891.
92. Letter from A.Z. 'Gus' Maloney to John A. Marsh, printed in the *Amherstburg Echo*, February 20, 1947. Hereafter referred to as Maloney.
93. Lauriston.
94. Maloney.
95. *The Amherstburg and District Booster*, January 6, 1965.
96. *The Amherstburg Times*, October 1993.
97. *The River Town Times*, August 8, 1995.
98. Morrison.
99. *The Amherstburg Echo*, June 21, 1987, 'Just Folks'.
100. *The Amherstburg Echo*, March 9, 1961.
101. *The Amherstburg Echo*, March 19, 1995, 'Yesterday's News - 1885.'
102. *The Amherstburg Echo*, March 9, 1961.
103. *The Amherstburg Echo*, July 7, 1905.
104. Ibid.
105. *The Amherstburg Echo*, May 29, 1996, 'Yesterday's News - 1916.'
106. *The Amherstburg Echo*, February 22, 1918.
107. *The Amherstburg Echo*, March 21, 1990, 'Upsetting the Hour Glass - 1940.'
108. *The Amherstburg Echo*, May 18, 1983, 'Upsetting the Hour Glass - 1953.'
109. *The Amherstburg Echo*, March 9, 1961.
110. Bridgwater, William & Sherwood, Elizabeth J. (eds.) The Columbia Encyclopedia, 'telephone'. Morningside Heights, NJ: Columbia University Press, 1956.
111. *The Amherstburg Echo*, February 27, 1947.
112. Address by George L. Long, Bell Telephone Company of Canada historian, dated January 22, 1941, printed in the *Amherstburg Echo*, January 31, 1941.
113. *The Amherstburg Echo*, April 26, 1940.
114. Conversation with H.M. Richardson, printed in the *Amherstburg Echo*, November 22, 1935.
115. *The Amherstburg Echo*, May 1, 1885.
116. *The Amherstburg Echo*, November 22, 1935.
117. *The Amherstburg Echo*, February 5, 1937.
118. *The Amherstburg Echo*, June 2, 1933.
119. Ibid.
120. *The Amherstburg Echo*, September 22, 1893.
121. *The Amherstburg Echo*, July 27, 1983, 'Upsetting the Hour Glass - 50 years ago'.
122. *The Amherstburg Echo*, June 2, 1933.
123. *The Amherstburg Echo*, July 5, 1918.
124. *The Amherstburg Echo*, December 4, 1968, 'Upsetting the Hour Glass - 50 years ago'.

125. *The Amherstburg Echo*, June 2, 1933.
126. *The Amherstburg Echo*, July 5, 1995, 'Yesterday's News - 1915.'
127. Photo of Bell operators, June 1930, printed in the *Amherstburg Echo*, June 11, 1980, 'Those Were the Days'.
128. *The Amherstburg Echo*, May 23, 1990, 'Upsetting the Hour Glass - 1930.'
129. *The Amherstburg Echo*, June 19, 1985, 'Upsetting the Hour Glass - 1925.'
130. *The Amherstburg Echo*, April 18, 1990, 'Upsetting the Hour Glass - 1930.'
131. *The Amherstburg Echo*, January 12, 1934.
132. *The Amherstburg Echo*, December 12, 1984, 'Upsetting the Hour Glass - 1934.'
133. *The Amherstburg Echo*, February 5, 1937.
134. *The Amherstburg Echo*, February 27, 1947.
135. *The Amherstburg Echo*, March 22, 1951.
136. *The Amherstburg Echo*, March 22, 1989, 'Upsetting the Hour Glass - 1949.'
137. Windsor was the first community to get the dial system, followed by Tecumseh in 1950.
138. *The Amherstburg Echo*, March 22, 1951.
139. *The Amherstburg Echo*, December 19, 1957.
140. "Mrs. Ruth Brown Hamel will manage the new office; Mrs. Howard (Leona) Brush will join the Imperial Bank staff; Virginia Shaw is going to SKD; Jeanette Dufour, Cecilia and Rosemary Faucher, Marilyn Gibb, Kay Natyshak, Mrs. Bill Pattenden, Frances Rose and Mrs. Jack Kennelly will work at the Windsor office; Mrs. Pauline King Bastien and Mrs. Ruth Cornwall Beaudoin have resigned; Miss Betty Brown will take a holiday; and Miss Carol Gibb will return to school." (*The Amherstburg Echo*, March 20, 1991, 'Upsetting the Hour Glass - 1951.')
141. *The Amherstburg Echo*, September 1, 1982, 'Upsetting the Hour Glass - 1962.'
142. Smith, William H. *Smith's Canadian Gazetteer*. Toronto: H. & W. Rowsell, 1846. Reprinted Toronto: Coles Publishing Company, 1972.
143. An excerpt from Allan's letter is printed in the *Amherstburg Echo*, November 23, 1934.
144. Tweedsmuir Histories (Park House Museum).
145. Morrison.
146. Tweedsmuir Histories.
147. William H. McEvoy came to Amherstburg in 1876 as assistant postmaster to E.G. Park.
148. "The New Post Office and Custom House - P. Nevin has just completed the new government building here, but has got the contract for fitting it up which will be done as soon as orders are received from headquarters. The building is three storeys high with a basement. The Post Office department will occupy the whole of the ground floor, with the exception of a hall at the north end of the building, from which the stairway leads to the Customs department in the second storey, which flat is laid out into five convenient rooms, while the caretaker's living rooms, seven in number, are in the upper storey. The whole woodwork throughout the building is painted a light cream colour, except the oaken door and stairway, which are oil finished. The ceilings are all plaster of Paris finished, as are also the walls in the upper storey, the walls of the Customs and Post Office departments being granulated finish. Five massive iron pillars on the ground floor are painted dark green, with gilt finish. The whole building presents a neat substantial appearance but the steps leading from the street are so narrow, that people will need to be very careful in ascending or descending them, unless they wish to endanger their life and limbs. No doubt the government will have some alterations made in them, as it would cost but very little and would be more safe and a decided improvement in the appearance of the building." (*The Amherstburg Echo*, March 20, 1885.)
149. *The Amherstburg Echo*, March 5, 1886.
150. Ibid.
151. *The Amherstburg Echo*, December 4, 1991, 'Upsetting the Hour Glass - 1951.' Mrs. John E. Fox was given the contract to pick up mail from these boxes. (*The Amherstburg Echo*, February 27, 1991, 'Upsetting the Hour Glass - 1951.')
152. "Notice of the expropriation of the I.J. Fox and the Melvin Wigle properties, Richmond Street, was deposited by the Federal Justice Department on behalf of the Post Office Department. Tenants have until April 30th to vacate the houses, after which they will be removed or demolished to make way for the new federal building." (*The Amherstburg Echo*, March 20, 1985, 'Upsetting the Hour Glass - 1955.')
153. *The Amherstburg Echo*, August 30, 1956.
154. *The Amherstburg Echo*, March 3, 1982, 'Upsetting the Hour Glass - 1962.'
155. *The Amherstburg Echo*, May 18, 1983, 'Upsetting the Hour Glass - 1963.'
156. *The Amherstburg Echo*, October 30, 1985, 'Upsetting the Hour Glass - 1965.'
157. A suggestion by Mayor E.M. Warren in 1955 that town council request door-to-door mail delivery was not successful. (*The Amherstburg Echo*, July 31, 1985, 'Upsetting the Hour Glass - 1955.')
158. The Honourable Jean-Pierre Cote, Postmaster General of Canada, spoke at the ceremony. Amherstburg's first door-to-door mail carriers were Michael Hunt, Stanley Mallet, Larry Neville, Kenneth McLean, Walter Bebbington Jr., Michael Fryer, Richard Bondy and Glen Laing. (*The Amherstburg Echo*, May 19, 1971.)
159. *The Amherstburg Echo*, December 13, 1978.
160. *The Amherstburg Echo*, January 4 and February 15, 1984.
161. *The Amherstburg Echo*, October 25, 1953.
162. Phelps, Edward & Cumming, Ross (eds.) *Illustrated Historical Atlas of the Counties of Essex and Kent*. Toronto: H. Belden & Co., 1881. Reprinted 1973. Hereafter referred to as *Historical Atlas of Essex County*.
163. *The Amherstburg Echo*, July 7, 1982, 'Upsetting the Hour Glass - 1912.'

164. *The Amherstburg Echo*, December 16, 1987, 'Upsetting the Hour Glass - 1937;' and April 3, 1991, 'Upsetting the Hour Glass - 1981.'

165. *The Amherstburg Echo*, June 8, 1988, 'Upsetting the Hour Glass - 1948.'

166. Historical Atlas of Essex County. Also, the *Amherstburg Echo*, May 3, 1989, 'Upsetting the Hour Glass - 1959.'

167. *The Amherstburg Echo*, May 17, 1995, 'Yesterday's News - 1885.'

168. *The Amherstburg Echo*, April 16, 1995, 'Yesterday's News - 1895.'

169. *The Amherstburg Echo*, January 16, 1974, '60 Years Ago'.

170. *The Amherstburg Echo*, May 7, 1959.

171. *The Amherstburg Echo*, May 4, 1906.

172. *The Amherstburg Echo*, February 8, 1984, 'Upsetting the Hour Glass - 1924.'

173. *Tweedsmuir Histories*.

174. In 1917 Howard Gibb resigned as mail carrier to take the position of clerk of Malden Township. R.R. #2 was taken over by Marie St. Onge and later by Victor Renaud who was replaced by Judson Bratt in the late 1930s. Leo Paquette was the next mail carrier. In 1949 Joseph Lacey took the position, holding it until his retirement in 1978. (*Tweedsmuir Histories*.)

175. *The Amherstburg Echo*, September 21, 1934.

176. *Ibid*.

#### **Chapter IV - Transportation & Communication**

p. 160 - William Knight was postmaster from 1958-78. Calvin C. Hart was appointed in 1979 and served until 1980. Arthur Langlois was postmaster from 1953-57.

p. 167 - In endnote 124, the date of the *Amherstburg Echo* issue should be December 4, 1969.