

The Grand Dispatch

A brief social history of Port Maitland Ontario, and the surrounding area
Port Maitland, "On the Grand" Historical Association (PMHA) Price \$2.00 - Free to PMHA members

Port Maitland; Name and Founding still in the Dark & What Lies Beneath our River!

What lies beneath the Grand River at Port Maitland?

A number of years ago while searching the Dunnville Chronicle old files I came across the following information which surprised me a bit.

"November 16, 1928 - usually tranquil Port Maitland had excitement enough last week to last for a long time. The first incident was that of an engine jumping the track on the TH&B. Then the car ferry MAITLAND II [should be I] dropped anchor and pulled up the main of the Dunn Natural Gas Company [located just south of the passenger ferry dock.] shutting off that company's service for several hours. The resident's resignedly settled back and awaited the inevitable "three times and out." It came when the chain, on which the ferry from Sherbrooke to Port Maitland, broke and as a result the residents of the two villages could only gaze at each other across the river and wish for a means of transit."

This creates three separate stories but for now I want to tell only one. Until reading this article it never occurred to me that there was a gas line running under the river at Port Maitland. Even more surprising to me was that I found that gas line on November 8, 2013 while taking photos at Brown's Point. I have walked around that property a hundred times as a child and if I saw that pipe it never registered. In a conversation with Gerald McKenzie of the Canadian Drilling

Museum in Selkirk I learned the other end resurfaces near the Orange Fish house of the former Earleejune Fisheries Co.



Four inch gas pipe which was ripped from the river bed by the rail car carrier Maitland # 1 as it remains on Brown's Point today.

William A. Warnick Collection

This event reminded me of a water pipe which runs beneath the Grand River in a tunnel. This pipe line tunnel runs essentially from the former ferry dock in Sherbrooke to the dock on the Dunn Twp. It may surprise you to know that circa 1961 a tunnel was dug between these two locations. It is large enough to hold a thirty-six inch water line. Until recently, I was of the understanding a person could walk alongside the pipe and cross under the river from one side to the other. I am told by Paul Mungar, General Manager of Public Works for Haldimand County this is not correct. Short sections of

pipe were inserted in the tunnel which was bored through rock then grouted between the outside of the pipe and the tunnel. In this way it secured the pipe from moving which if it did would cause a major leak.

The pipe is still used today providing water to Mosaic, Innophos and DUNDEE Energy L. P. This water is not safe to drink as it receives only filtering at the water processing plant on Grant's Point. A separate much smaller line emanates from this plant and supplies raw water to Dunnville where it is processed; making it safe to drink. But this is about water and my story is about gas.

Did you know?

In 1891 Carmody Brothers of Port Colborne were awarded the first contract to drill for natural Gas for the Dunnville Natural Gas Company. Then, in 1912 - The Charles Ross Gas Company struck a well in Stromness that yielded more than 2 million cubic feet a day. This was the largest well in Haldimand County.

Did you also know that natural gas was installed at Beckley Beach when the cottagers agreed to dig the trench? They formed work bees over a couple of weekends dug the entire trench by shovel and hard work. They even laid the pipe by themselves. Try that today and see if a gas company will hook you up!

When and Where did the name Port Maitland come from?

A couple of months ago I received a phone call from Chris Summerhayes asking me where Port Maitland got its name. I knew perfectly well where it originated but for that moment I could not think of who Maitland was. I did suggest he was a former Lieutenant Governor, but that was the best I could do at the moment. What kind of a history association president am I

when I cannot even tell someone where we got our name? That is to be corrected here and now. Not only will I know, but so will you, provided you continue to read this article.

I was correct; it was Sir Peregrine Maitland (1777 – 1854), the Lieutenant Governor of Upper Canada, from whom we got our name. His appointment took place in 1818. This date is important as it relates to the article in *The Grand Dispatch Vol. 1-A No 3 summer, 2013* issue in which I questioned when Port Maitland was formed and/or named. There is no reason to believe it was named as such prior to 1818 and I believe Sir Peregrine Maitland's appointment date confirms that fact.

Also - *Samuel Richardson came to Upper Canada in July 1819 and received his license as a land surveyor on 10 March 1821. That summer he worked for a short time as a supernumerary clerk at Sherbrooke, the naval depot situated where the Grand River empties into Lake Erie, and later served on a schooner, HMS Confiance, based at Grand River, while engaged in a survey of the boundary line between Upper Canada and the United States.*

You will note there is no reference in the above paragraph to this location being named "Port Maitland" as early as 1821. This seems to hold true with other research conducted on this subject. It is becoming more and more likely that Port Maitland might not have been named by 1821, which is not what the sign at the four corners suggest.

Sir Peregrine Maitland was born into privilege on July 6, 1777 in Hampshire England. He entered the British army at 15 years of age as an ensign in the 1st foot Guards. By age 17 he was a lieutenant and by age 26 a colonel. By age 34 he was a major-general and took part in the defeat of Napoleon at Waterloo and formed part of the occupation force in Paris following the defeat of

Napoleon. He clearly made friends in high places while being talented enough to earn their support.

Sir Peregrine Maitland strongly opposed any Americanization of Upper Canada; remaining staunchly loyal to the Family Compact a sarcastic label given by their opponents to a group of men who ruled politics, the economy and held judicial power in Upper Canada from 1810 until the late 1840's. They were extremely conservative and opposed to any movement to the democratization of Upper Canada.



Sir Peregrine Maitland

Photo from Dictionary of Canadian Biography

It is interesting to note that when Sir Peregrine Maitland's tenure was over in Upper Canada he was then appointed Lieutenant Governor, otherwise known as British Governor of Nova Scotia (1828 – 1834). This fact is not the point of this article; but rather as a side, it leads me to mention that there is a Port Maitland in Nova Scotia. It too was named after Sir Peregrine Maitland, additionally Maitland, in Hants County, Nova Scotia was named after him. Port Maitland, N.S. is some distance from Hants County and shares a like history to Port Maitland, ON. I visited there about 1996 and

was amazed by many of our likenesses. Maitland, was later to serve in South Africa where yet another Maitland was named in his honour. Then back in Canada we find still another Maitland on the shores of the St. Lawrence River near Brookville.



Prisoners being taken to Dunnville then on to Hamilton and Toronto

<http://www.uppercanadahistory.ca/foreword.html>

Our Port Maitland was caught up in a bit of a whirlwind of politics and rebellion when it came to the friends and enemies of Sir Peregrine Maitland. It was here at the mouth of the Grand River where four rebels from the conflict at Montgomery's Tavern, on December 7, 1837 were captured. (*However by this time Sir Peregrine Maitland was in Nova Scotia supporting the Family Compact there. He is remembered in that area as a major annoyance to the rebels and is given considerable blame for the rebelliousness in that area.*) Two of the rebels captured at Port Maitland, Colonel Samuel Lount age 46 and Peter Mathews 51, would die at the end of a rope; both hanged in Toronto. Edward Kennedy was jailed initially in Hamilton while Colonel Anthony Van Edmond was imprisoned in Toronto where he died of natural causes a few months later. I have found little primary evidence to suggest that the people of Dunn, Moulton or Sherbrooke gave much support to the rebellion, yet history would suggest there was indeed some support of the cause.

For my part, I do not have the talent nor do I have the wherewithal to do this story the justice it properly deserves. Haldimand County from the time of the War of 1812 and well past the Rebellion of 1837 held strong views on both sides of the issue of democracy, or no democracy. We sometimes bred and twice elected men like Aaron Stevens and William Lyon McKenzie who fought for democracy. Others turned in those who were captured in our midst while fighting for that freedom.

The War of 1812 produced Aaron Steven who would be hung at Burlington Heights on July 20, 1814; an admitted spy for the Americans.)

The Rebellion of 1837 was but one issue that makes us aware of William Lyon McKenzie who later became a member of parliament for the Province of Canada representing Haldimand County (1848-1851.) It is interesting to note that he defeated George Brown, a future Premier of Ontario and a Father of Confederation.)



Likeness of Samuel Lount at the McKenzie House in Toronto. Sculptured by Emanuel Hahn

Today one might wonder who the real traitors were and who the real countrymen were. It may be that I need to find an author willing to write a short article of a couple thousand words in a future *Dispatch* to better sum up this long and complicated history. Do you have any suggestions?

Grave Robbing for Pirates Gold in Lowbanks and finding my Relatives!

Ahoy matey! All pirates, swashbucklers and buccaneers (and those associated with them) there be something for everyone – from powder monkeys in training to old Salty dogs, from gentlefolk to the scurviest bilge-rats. Whether ye be young or old, or just looking for a good time with your mates, this story offers fun for all!⁵

One of my early hobbies related to history is genealogy. I am not the usual genealogist, but then again I strive to never be the usual anything! While researching old Dunnville area newspapers to my surprise I kept coming across names that belong in my family. I never considered myself to be from Dunnville. My first memories of this area were when my family moved to Beckley Beach in 1952. My grandfather Warnick had a cottage there from as early as 1915, but that was my only connection to this area. While attending school at S. S. # 3 in Stromness I had no relatives other than my siblings. Then all of a sudden as result of my Dunnville research I found tonnes or should it be tons of relatives, distant though they may be! That led to my changing drastically the way I now do my genealogy. I now put into my genealogy files people who are of some interest to me and those new found relatives. As I am able I connect the dots, so to speak, and out of the blue I have tonnes; or once again should that be tons of relatives. Due to the fact that “a horse would only walk so far,” many of our old-timers had to find their girl friends close by resulting in a lot of overlap of relatives. Brian Vaughan told me that line a few weeks ago! Thanks Brian!

Recently, while researching I found a couple of interesting people. One in the person of Alvin Murray Barrick, 1903 - 2005, the other being Henry Furry, 1800-1887. Their connection is that, Alvin was a great grand nephew of Henry.

In 1941, Alvin along with some un-named friends was arrested for robbing Henry's grave.

What has this to do with my genealogy research? I found an article printed in *The Pueblo Colorado Indicator* of Saturday, November 29, 1941 when I was looking up Henry Furry. Until then I knew nothing of this robbery or Henry's connection to . . . wait . . . be patient . . . here it comes; Spanish *Doubloons* and Spanish *pieces of eight*. That article and some of my own research has provided me with this folkie like yarn. To my knowledge there is no connection to any of the people in this story and Pueblo Colorado.



Caught in the Act! Photo from the internet.

Rumour had it that when Henry was buried, a stone chest was found in the grave. Jim Dickhout suggested to me, it might have been the remains of a baby whose parents were visiting the Furry Tavern when their infant child died. Some think, Henry who was a neighbor gave them a place to bury the infant. Time and some imagination soon had that chest full of *doubloons* and *pieces of eight* brought to the area by early Spanish pirates. In the original article, William H "Big Daddy" Burkett 1859-1954 a grandson of Henry told of a different rumour; "the chest contained gold hoarded by a number of Americans during the American Civil War. Uncertain of which side would win the conflict they buried their treasure

for safe keeping" was his story.

Then Roy Houser, another old-timer and the local mail carrier believed the pirate story and theorized that when they were unable to locate the stash as the storms of Lake Erie had removed their marker, they returned to Cuba empty-handed; later to be hung for earlier crimes.

Of course there was also Frank Gibson, aged 63 in 1941, who tells of his dowsing for the gold on Henry's grave and finding little results. He did however, find stronger responses outside the graveyard. Alvin U. Barrick 1903 – circa 2005, and his buddies may have found something, but it has never been established that what they found was worth anything. They did reach Henry's body shattering the casket as they dug in every direction. To this day it seems no one knows . . . or is telling what, or if anything of value was found.

In a recent discussion with Bob Barrick, he told me; *I believe a bit tongue in cheek* that over the many years the grave yard has probably been completely dug by treasure seekers.

I was born at night but it was not last night, so I did some checking. I went to my old friend David Swayze at *The Great Lakes Shipwreck File 1679 – 1998*. Along with his article below, he also sent me an email in which he wrote; *I'm glad you're writing about lakes pirates and would be eager to see what you come up with. I've been asked many times about pirates on the lakes, but have never been able to find anything about actual pirates. Newspapers tended to call anyone who stole from a ship a "pirate," but I never read of any who met the dictionary definition. I've also seen a dubious rumor of "pirate treasure" that originated in a dive magazine about 20 years ago, but there was no supporting data. Dave D. Swayze*

You can look at one of David's websites: "Great Lakes Historian and Researcher at;

www.greatlakeshistory.homestead.com/home.html l

Now let's read the following two paragraphs. They are the first and last paragraphs in a small article written by David D. Swayze in 1999.

A Great Lakes Pirate Ship . . . or Not

by Dave Swayze

One of the most celebrated pieces of Great Lakes lore is the story of the seizure of the Detroit-Sandusky passenger steamer PHILO PARSONS by Confederates who were attempting to capture the American iron gunboat MICHIGAN during the American Civil War. A lesser-known but related story is that of the Canadian-built propeller GEORGIAN, which, according to the U. S. Navy publication Civil War Naval Chronology, was intended to become a commerce raider on Lakes Huron and Erie during the same period. . . .

. . . Ironically, it was her (GEORGIAN) reinforced hull that was supposedly to be used as a Civil War-era ram which finally failed the old ship. On May 9, 1888, while towing the schooner GOLD HUNTER, she collided with an ice floe and was severely damaged. After the GOLD HUNTER coasted in and picked up her crew, the steamer that many thought had made a bid to become one of the only Great Lakes "pirate ships," sank in 300 feet of water off Cape Rich, Georgian Bay.



Illustration; by David D. Swayze.

Since I am giving some genealogy in this article let me give a few more details so as to get the families correct. Alvin U. Barrick or U. Alvin Barrick is the son of Frank Barrick and Mary Amelia Pew or (DePew). The age given in the newspaper article is off by four years.

Before I type; "The End" on this story, I must

tell you how some of these people are connected; not necessarily related to me.

Henry Furry = 1st great grand uncle of husband of 4th cousin 1x removed

Alvin U. Barrick = 3rd cousin of wife of 1st cousin of wife of brother-in-law of grand aunt

William H "Big Daddy" Burkett = 2nd cousin 1x removed of husband of 4th cousin 1x removed

Roy Houser = husband of 1st cousin of husband of 1st cousin 2x removed of husband of sister-in-law of uncle

Frank Barrick = grand nephew of 1st great grand uncle of husband of 4th cousin 1x removed

Mary Amelia Pew = wife of grand nephew of 1st great grand uncle of husband of 4th cousin 1x removed

Jim Dickhout = 4th cousin of wife of 2nd cousin 1x removed of wife of uncle

Bob Barrick = 2nd great grand nephew of 1st great grand uncle of husband of 4th cousin 1x removed

Brian Vaughan = 2nd cousin 2x removed of wife of uncle

David Swayze = No known relationship Yet!

Frank Gibson = No known relationship Yet!

The Pirates = No known relationship Not likely Ever!

Fish tugs that once called Port Maitland Home!

Published in The Dunnville Chronicle

October 10, 2001

By Bill Warnick

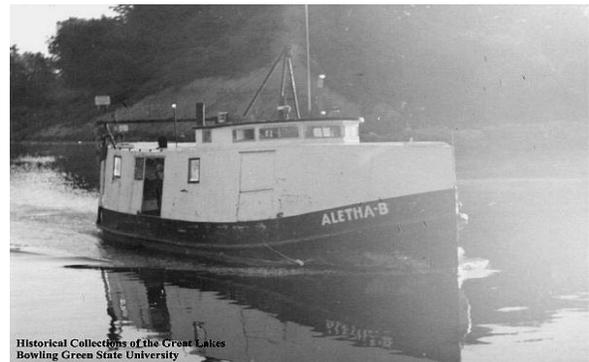
On September 9, 2001 just two days before 9/11, my wife Carole, and I travelled to Kingsville, Ontario, for a look at the J. P. SIDDALL, a fish tug formerly owned by the Earleejune Fisheries of Port Maitland, a well-known fishery founded by the late John Percy Siddall. I had written an article about the J. P. SIDDALL some time ago in *The Grand Dispatch* and at that time talked to the present owner Steve Vary about her. Steve

invited me to see her, so it was time to take him up on his invitation. He was more than gracious, even taking the J. P. SIDDALL out into the outer harbour and bringing her back in at full tilt, so I could get some action shots. Until this visit, I had never before set foot onto this boat. By to-days standards she is not a large boat, but when the Siddall family had her built in 1946 she was big for a diesel.

One of the things that struck me was the fine detailed work still apparent in her wheelhouse. Steve told me that a couple of years ago to accommodate all the new electronic equipment he tore every piece of original wire out of her from engine room to the wheelhouse and rewired her. In the process he had to remove much of the paneling. Every perfectly inserted screw holding the panels were precisely the same distance apart as if a template had been used. The wheelhouse was quieted with a thick blanket of insulation on the engine room side of the bulkhead. With the engine running at full tilt, it was still possible to carry on a conversation without raising your voice, something not considered too important by many at the time of her construction.

Another Port Maitland boat no longer here is the WAYNE B. She was once owned by the late Bill Siddall Senior, a 1st cousin of John Percy Siddall. The WAYNE B. was captained by Bill's eldest son the late Billy Siddall. I remember spending the summer of 1962, on her with the crew of Harry Olsen and the recently deceased Percy McIntee with Billy Siddall at her wheel. I was seasick every day! At first I could make it until noon, but some days all I had to do was pass the piers and up came breakfast. Billy would say, 'you are supposed to get better and last longer!' But not me! Harry Olsen assured me that one day I would get back to Port and won't be sick; from that day on I would never get seasick again. Well Harry, that day has not yet come!

The last time I saw the WAYNE B. she was fishing out of Collingwood and was owned by Walter White. On a visit there a couple years ago I took a picture of her. Her colour was blue and white; a bit different than she was as a Siddall boat, but otherwise she looks much as I recall her. She began life as a small yacht in Buffalo. When Bill Siddall bought her in the early 1940's he took her to Port Colborne Iron Works and had her converted and enlarged. She was again enlarged in 1950 by Steve Powell. The WAYNE B has returned to Lake Erie -when this spring Walter White sold her to Mark and Jeff Gamble of Port Dover.



Another boat I remember was the KOLBE. She was also owned by Bill Siddall. His youngest son Wayne was her captain. I often went on the lake with Wayne and liked the KOLBE. She was built in 1943 or 47 -depending on your source, for Fred Kolbe and purchased by Bill Siddall in November 1951, to replace a much smaller boat named the ALETHA B.

As quiet as the J. P. SIDDALL was, the KOLBE was the opposite. When Wayne started up her engine at 5:30 a.m. it seemed to rattle every weld in her and signalled that it was time for the residents of Port to awaken. You could also hear her coming in from the lake long before you could see her. I remember standing in my yard with some of my city slicker cottage friends and saying "here comes the KOLBE" only to be ridiculed that there was not a boat in site.

“How can you tell a boat is coming in, or even what boat it is” they asked! “I can hear her and they each have their own sound!” Sure enough in ten minutes or so, she would round the pier. ‘Just a lucky guess,’ they would say, or ‘you knew all along it was time for her to come in!’ I recently asked Wayne why the KOLBE was so noisy. He said ‘it was just the muffler. It had a 6-71T Detroit Diesel, as did the J. P. SIDDALL’ Earl Siddall had designed a special muffler for the J. P., which made her run much quieter.

In 1984, Wayne traded in KOLBE, to John Van Halteren in partial payment to have John build the G. W. SIDDALL. Somewhere along the way, the KOLBE was renamed the LOIS T. and sold to a dive school in Toronto. It then made its way to Port Dalhousie and finally back to Port Dover where it is owned today (2001) by Nadro Marine Services.

The ALETHA B mentioned earlier would later have a tragic and interesting history, sinking in Lake Erie in 1974 with the loss of two lives only to be raised and renamed the GLEN L. It again sank in 2007 taking yet another life. It even sank a number of years ago while being raised from the lake bottom! This boat needs an article written explicitly about its long and interesting path!

Over the years there have been hundreds of fish boats of all types and power; from manpower through sail, and steam to diesel, that have fished out of Port Maitland. More to come.

Port Maitland, “On the Grand” Historical Association to hold its first Speaker’s night!

Finally, after being incorporated for nine years PMHA will hold its first speaker’s night. We are proud of our work over the past eight years but we have never held a speaker’s night. This

is going to change on **March 5th at 7 pm in the Garfield Disher Room in the Dunnville public library**, when Mr. Joe Farwell the CAO of the Grand River Conservation Authority (GRCA) will visit us and share the Grand River water management plan. This year is of particular interest as it marks the 20th anniversary of the Grand River being designated a Heritage River.

By April 5th PMHA hopes to have proposed an initiative for the mouth of the Feeder Canal at Port Maitland to Haldimand County. As you might guess, anything that happens along the shore of the Grand River involves the GRCA to some degree. If we have made that proposal to Haldimand County by then, Mr. Farwell will be asked to talk to us about where GRCA may stand on the issue and what hurdles we must leap over to see our hopes fulfilled so far as the GRCA is concerned. This could prove very valuable for us as any information is good information!

When we incorporated some of my friends who assisted in the process questioned me as to why we needed such a long name. Why not simply Port Maitland Historical Association instead of the “On the Grand” placed smack in the middle of our name. Sometimes I know they were correct and I was wrong. This is especially true when I am telling an advertiser what they need to write on the cheque. It was my hope that our group would not just see the value of Port Maitland, but would in part through our name make a stronger connection to the Grand River. It was no coincidence that I named this news letter *The Grand Dispatch*. It is only fitting that our first speaker should be Mr. Farwell!

Hope we see you on;

**March 5th at 7 p.m.
in the Garfield Disher Room
at the Dunnville public library,**

**Do you have a fireplace or do you
purchase wood for a bonfire?
If so please read on!**

The ash borer infestation is spreading very quickly across Ontario. Don't help it spread more! On that note; in 2011, the people of Beckley Beach wondered if there may be a forgotten graveyard in their mist. In preparation for a possible archeological assessment Ron Calvert was asked to look at the trees in the immediate area. This assessment and following conversations highlighted the need to look further at the Ash trees on the Beckley Beach property for the presence of the ash borer. The good news is that he found no sign of any infestation. There seems to be little doubt that someday the ash borer will affect the entire province, but we can slow it down a bit hopefully giving time for and less expensive cure (But don't hold your breath). You can help to slow it down by reading the pamphlet below and following its suggestions.

The Emerald Ash Borer Kills Ash Trees

The beetle is a highly destructive insect, native to Asia. It was first discovered in the Windsor, Ontario/ Detroit, Michigan area in 2002 and has since killed millions of ash trees in North America. This pest is a major economic and environmental threat to urban and forested areas.

Adult beetles emerge from trees in May. They feed, mate and lay eggs in crevices of the bark. Once the eggs hatch, the larvae feed under the bark, creating

tunnels, which cut off the flow of nutrients, causing the tree to die.

The greatest risk of spreading the emerald ash borer is through moving ash nursery stock and forest products, such as firewood and logs.

**Help protect Canada's trees and forests.
Don't Move Firewood**



Actual size
8.5 - 13.5 mm

www.inspection.gc.ca/pests

CFIA P0087E-09

What we need at Port Maitland is: Um - well what Dunnville needs is!

Of all articles and gimmicks I have tried over the years to get your attention and feedback none has done it so much as my World's tallest flagpole article in the Fall 2013 issue of *The Grand Dispatch*. Some if not most who commented thought it was a great idea. Others just laughed at it; which was partly much what I intended. No one told me I was nuts which surprised me! For myself, I enjoyed the research and the writing of the article and if someone wants to take it serious than please do.

In the late 1980s, Lorne Boyko a Town of Dunnville councilor who has endured on council even until today as the representative for Ward 6 at Haldimand Council worked very hard to have a boat lock built into the bridge/dam at Dunnville. Hoops had to be jumped through and nerves needed settling. Would the boat traffic in the river create waves that would damage the fragile shoreline? What other environmental issues needed to be considered and resolved? Lorne recently told me many meetings were held resolving these and other concerns until finally all the "i's" were dotted and all the "t's" were crossed. Then came the defeat of the David Peterson Liberals in Ontario who were on board with the project. The Brian Mulroney Conservatives in Ottawa were on board and money was ready to flow. All it took was an official response from Ruth Grier, the Environment Minister in the Bob Rae NDP government to the Mac Coutts, Chairman of the GRCA for Lorne to know the gig was up. *"They would not be ruling on the project environmental assessment documents in their hands on this project until the native land issues were resolved."*

Lorne has no spirit to start this one all over again! But I do; or at least I have the energy to stir things up! My lock will be better than the

one that Lorne envisioned. My . . . no; this should be “your” lock will not stop bridge traffic and will use recourses readily available on site. It will be off the grid so to speak and may even produce more energy than it uses. Your lock will handle boats of normal mast height without a hitch and those boats will fit under the current bridge. For boats with mast too high to go under the bridge the lock will first drop the boat enough to let higher mast pass under the bridge, then it will lift up to meet level of the upper river. Of course the reverse will occur when the boat is down bound. After writing this article and reviewing it with Lorne I discovered his lock was just about as good as mine! But first we need to settle the First Nations issues!

Our Membership is Growing!

Until this year we have never been very active in seeking membership. We wished to get more established and have some projects underway before asking members to pay a membership fee. Until the rebirth of The Grand Dispatch and the free distribution of it to over four hundred local residents we were one of Port Maitland’s best kept secrets. The cat is out of the bag now and our membership has grown to thirty-nine paid members. It is our belief that this number can and will grow.

Please consider joining Port Maitland, “On the Grand” Historical Association.

Effective October 1, 2013 membership fees to join Port Maitland, “On the Grand” Historical Association will be as follows;

Annual family or individual = \$10.00

Lifetime = \$100.00

Any individual donation of over \$50.00 will receive that current year’s membership. This includes sponsor of The Grand Dispatch

Any individual or corporate donation over \$500.00 will get an individual or corporate lifetime membership.

The Grand Dispatch is Growing!

When we count in the free **Dispatches** we deliver, the digital issues, and the **Dispatches** we send to our membership we now have easily over at least eight hundred readers and the number continues to grow.

Anyone who wishes to receive *The Grand Dispatch* via email may do so at no cost to themselves. All they have to do is suffer through the occasional email that may not be of a particular interest to them. Paid up members get both the digital copy as well as mailed issue.

We are pleased with the financial and material assistance that both Mosaic and Innophos give PMHA, but two corporations cannot and should not be expected to fund all our needs. We ask you to support our advertisers who have made it possible for us to publish *The Grand Dispatch*.

However we are only breaking even and we have projects to complete therefore, *The Grand Dispatch* must, until we find other means, be our major fund raising apparatus. We need to find twenty-four sponsors who will make a donation to each of the quarterly issues. We hope that each sponsor will sponsor all four issues, but we will be very pleased if they sponsor just one issue.

A thought!

She was only a whiskey maker’s daughter, but I love her still.

- Unknown

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