



NORTHSHORE NEWS

A publication of The Probuss Club of Northshore Cobourg

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President

Rose Wood

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Northshore Defies Mother Nature

Still recovering from a mid-April snow/ice storm, the members of Northshore Probuss thumbed their noses at Mother Nature and attended the April 18th meeting festooned in their best spring/rain outfits.



Clockwise from above, Lucille Dore used her trash bag's golden hue to encourage the sunshine. Carol Lawless used her blue top and matching umbrella to reflect the blue skies she saw coming in the future. Frank Farago however was still pessimistic, (perhaps realistic) dressed in his slicker and rain hat.

More pictures on page 6

Ramblings From Rose



Hello all. May is upon us and we begin to look forward to the summer. There is lots going on over the summer so keep your ears open and eyes on your e-mails. Groups are beginning to get the Annual Picnic underway and the Car Rally is getting into gear. We have some great speakers coming up so stay tuned to the Newsletter and your minutes. Start thinking about the positions you would be interested in taking over in October. September elections arrive all too soon and you can speak to Al or Carol regarding your desires to help out. Enjoy the warm weather, and enjoy getting those gardens in shape. There is never a dull moment for a Probud member.

Rose Wood

Northshore Bridge Schedule

Hosts

May 10 Diane Morrison

May 24 Alf Johnston



Men's Night Out

Where?

At the home of Charlie Girard
784 Prince of Wales Drive

When?

Tuesday May 29 (rain date May 30)

Time?

5:00 p.m.



Details



It's a barbeque. Burgers and bangers supplied. Bring your own liquid refreshments

Welcome to Northshore



President Rose Woods welcomed Shirley Minnifie and Bob Bradshaw into the Northshore Probus family at the April 18th meeting. Make sure you give them a sincere Northshore welcome and make them feel at home.

UPCOMING SPEAKERS



May 16 Plugndrive Ron Grove

June 6 Coast Guard Cobourg - Liam Pigott and crew

Men's Day Out Takes Flight

The Probus Men's Group visited the National Air Force Museum in Trenton Ontario. The whole place has been massively expanded and the collection of planes on display is impressive. The tour was led by Harry Nash, a retired air force officer from another one of our Cobourg Probus Clubs. His enthusiasm, knowledge, professional presentation and tour was a tremendous event to participate in.

This is the story of the Halifax bomber on display at Trenton. It's amazing that a plane raised from a fiord in Norway after 50 years of being submerged under a 1/4 km of water could look so fine after restoration and being put on display in Trenton. An amazing story. Anybody up for another trip to Trenton? Thanks to Terry Ashcroft who organized the trip but was unable to attend.

Doug Weldon

Photo of plaque below



Recovery of Halifax NA 337 2px

TORJ MARSOE, A 16 YEAR OLD NORWEGIAN BOY LIVING IN THE TOWN OF HAMAR ON THE SHORE OF LAKE MUSA, NORWAY, HEARD AN AIRCRAFT OVERHEAD ON ITS LANDING APPROACH TO THE LAKE IN THE EARLY MORNING OF APRIL 24, 1945. YEARS LATER, HE AND A FRIEND, ROLF LIBERG, DECIDED TO FIND THE AIRCRAFT. IN 1991, THEY FOUND IT IN THE LAKE AT A DEPTH OF 750 FEET (230 METRES).

THE HALIFAX AIRCRAFT ASSOCIATION, LOOKING FOR A SUITABLE AIRCRAFT FOR THEIR PURPOSE, DID RESEARCH AT THE BRITISH WAR MUSEUM IN ENGLAND, AND DISCOVERED THAT A HALIFAX AIRCRAFT HAD BEEN LOCATED IN LAKE MUSA. IF IT COULD BE SALVAGED AND RESTORED TO ITS ORIGINAL WARTIME CONDITION, IT WOULD BE A FITTING TRIBUTE TO THOSE WHO LOST THEIR LIVES WHILE SERVING THEIR COUNTRY.

COLONEL L.A. WRIGHT, THE CANADIAN AIR ATTACHE TO NORWAY, AND JOHN STENE DFC AND BAR, A NORWEGIAN, ARRANGED WITH THE NORWEGIAN GOVERNMENT THAT FULL RIGHTS OF SALVAGE BE GRANTED TO THE ASSOCIATION.

THE DACON SUBSEA SALVAGE COMPANY, WHO HAD DEVELOPED A SALVAGE PLAN, WAS AWARDED A CONTRACT IN 1995 TO RAISE THE AIRCRAFT FROM THE BOTTOM OF THE LAKE. AFTER MANY DIFFICULTIES, CAUSED BY WEATHER AND EQUIPMENT PROBLEMS, THE AIRCRAFT WAS SUCCESSFULLY RAISED.

COLONEL ROARE GLENN, THE DIRECTOR OF THE NORWEGIAN AIR MUSEUM AT GARDERMOEN, ARRANGED WITH THE NORWEGIAN ARMY TO PROVIDE HEAVY EQUIPMENT TO MOVE THE AIRCRAFT ONTO THE BEACH AT HIAS.

LED BY LIEUTENANT DOUG RUTLEY, A TEAM OF TECHNICIANS, FROM CANADIAN FORCES BASE TRENTON, DISMANTLED, CLEANED AND CRATED THE AIRCRAFT COMPONENTS FOR SHIPMENT TO THE RCAF MEMORIAL MUSEUM FOR RESTORATION.



Coal to Canada

A History of the Ontario Car Ferry Company 1905-1950

At our April 18th meeting, Frank Farago introduced us to Ted Rafuse a local historian and author. Ted had written the **book** in 2000, the result of his long time interest in history and railroads.

In 1905, there was a great need for coal to operate Ontario's burgeoning rail industry. (Other companies were also becoming dependent on coal). There had to be a better way to transport coal from Pennsylvania to Ontario than to ship by rail through the congested bottle neck around Buffalo and Niagara. The Ontario Car Ferry Company was formed through the combined efforts of *Buffalo Rochester and Pittsburgh Railway* and *The Grand Trunk Railway* to create a ferry service that would transport train cars filled with Pennsylvanian coal from Rochester NY to Cobourg, ON. It is believed that Cobourg harbour was chosen over Port Hope because the hills in Port Hope would present a bigger challenge in offloading rail cars. Trust me...as a former resident of Port Hope....those hills are a challenge for any caboose!!

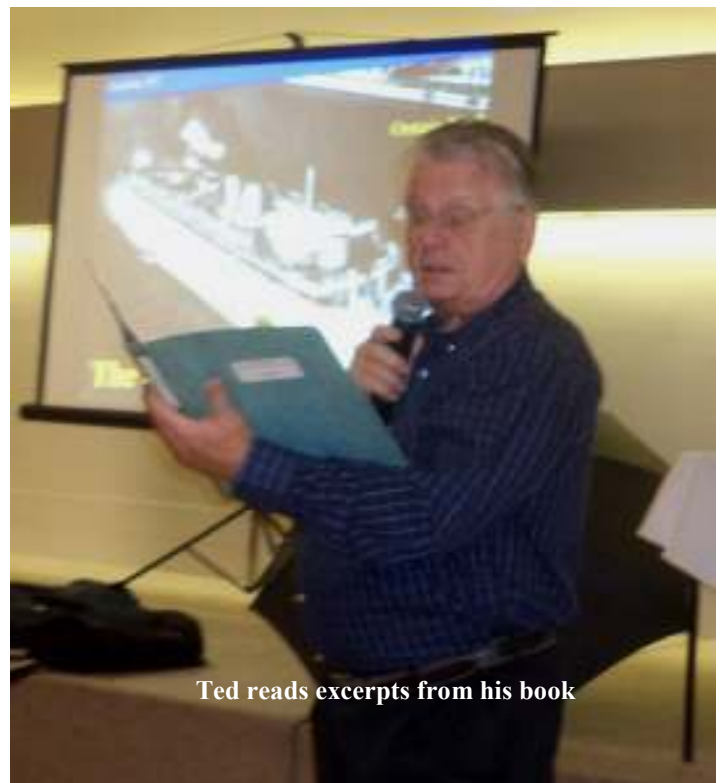


SS Ontario #1

The first ferry was named Ontario #1 and was the largest boat on Lake Ontario at the time. The maiden voyage departed Genesee Dock in Rochester NY destined for Cobourg in 1907. Rail traffic was heavy year round in Rochester. In order to transfer coal to the train cars to be ferried, a large trestle was built. The coal arriving from Pennsylvania would be emptied into a hopper which would then empty into the train cars to be loaded onto the ferry below. The empty rail cars on the trestle then headed back to

Pennsylvania to be refilled. Although the transportation of coal was more lucrative, opening up a market for passenger travel on the ferry provided increased revenue and was well used by both Canadian and American tourists.

In 1914 at a cost of \$430,000, Polson Iron Works won the contract to build a second ferry which was aptly named Ontario #2. During the 20s and 30s passengers used the boats as an inexpensive taxi between New York and Ontario. Old ticket stubs show a fare of \$2 for a one way trip. There were fancy promenades and dance floors, elegant dining areas and staterooms aboard the boats, which seemed extravagant for a mere 5 hour crossing. Apparently Ontario #1 and #2 were the original Loveboats!! Besides ferrying coal, the boats were also rented out for fancy events at sea and offered romantic moonlight cruises. There were a total of 8 lifeboats on Ontario #1...which held 1,000 passengers.....great reassurance for the safety conscious!!



Ted reads excerpts from his book

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The spring parade around the hall



H.R.H. Prince of Wales Opens Victoria Hall 06/09 1869

A two fold but less familiar stories of the Prince of Wales visit to Cobourg was presented by local historian, George Parker.

Three nights before, on September 3, the Prince and entourage arrived in Kingston harbour by steamer ready to go ashore. Awaiting them was a large crowd, including a large number of the Orange Lodge in full regalia and a large decorated archway. Since the Prince was 18 years old, his closest confidant, the Duke of Newcastle, advised remaining on

George Parker reads the details of the ball in Victoria Hall telling how the dance cards had to



board ship, in order that the Royal party avoid any connection with the religious controversy of the time. There must have been some negotiation at the time but the upshot was that the Royal party remained on board (in relative luxury) and left for Belleville two days later. The Orange men followed along via the Grand Trunk R.R. As the situation in Belleville was a repeat performance, after waiting a day, the party moved on to Cobourg. Due to mechanical breakdown or otherwise, the Orangemen did not arrive in large numbers.

The second half of George's presentation described The Ball at Victoria Hall. The Prince of Wales came ashore at 9:30 at night, to be greeted by a crowd of over 20,000 people. The celebration occurred with great excitement, horses and carriages parading down the main street, candles and gas lights, speeches from dignitaries and the Prince officially opening Victoria Hall. Two hundred guests then joined the Prince as he hosted the first Grand Ball at Victoria Hall. As befitting Victorian society, the ladies were costumed fully and the men in white tie and tails. The ball began at 11:30 p.m., and the first to dance with the prince, was the daughter of the mayor. Twenty other ladies followed as the Prince fitted in very well. He enjoyed himself so much that he wrote his mother the Queen. The Prince stayed overnight at the home of Sydney Smith, the Postmaster General and moved on to Peterborough the next day.

George then proceeded to describe the various dances that were occurring at the time. These included quadrilles, polkas, galops, waltzes and lancers. Some of the dances were just being introduced into society. We Probians were treated to samples of the actual

music as George brought along his keyboard. The music was lively and almost brought some of us to our feet Thank you George for an intriguing tale. Terry Ashcroft introduced and thanked our guest.

Harry Knapper

George plays a quadrille



Trips and Tours

Canadian Federation of University Women Northumberland-Joy Kogawa Canadian poet & novelist May 9 Dalewood Golf Club 11:30 am cash bar 12:00 luncheon \$65.00 Tickets Victoria Hall Box office 905 372 2210

Stratford Theatre: The Music Man, Wednesday, July 11, 2018, \$160.00

Shaw Festival: Grand Hotel, Wednesday, August 22, 2018, \$160.00



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SS Ontario #1 manoeuvres in Cobourg harbour

place. The two boats were tied up to the West Pier awaiting their fate. Eventually they were dismantled and given up for scrap metal. The era of ferry boat crossings between Cobourg and Rochester had come to an end.

Sheridan thanked Ted for his enlightening talk and presented him with a basket of goodies.

Louise Weldon

Photos displayed by Ted showed a far different Cobourg Harbour than our modern day waterfront...with train tracks and waiting station. Boarding the ships could be a tad treacherous.....as could the severe winter weather! One trip left Rochester in January 1924 and ended up in Port Credit due to high waves.....three days later, the ferry boat finally arrived in Cobourg!! and then there was the time the ferry boat got stuck in the Genesee River and had to be pulled out by its sister ship.

In 1927 the ferries started carrying automobiles, but because of the train tracks onboard autos had to be loaded onto flatcars. The ferry service was vibrant until the Depression when the two boats could be tied up for long stretches of time in the Cobourg Harbour. In April, 1950, the last ferry crossing took

Lunch Bunch:

The next lunch will be May 16th at “Sakura” a Japanese and Korean Restaurant.



This song will be sung in honour of Brenda Carter

“If You Knew Sushi, Like I Know Sushi”