



MASTHEAD

Journal of the ACS and CSMA

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On Course for the Future

The Victory hosted a glorious celebration of Trafalgar Day on October 21st, 2007. Vanwell Publishing and John Lord's Books set up a Book Fair comprising a vast number of nautical treasures. We were honoured to listen to music performed by the Sea Cadet band.



Ship's Band from RCSCC Quinte

Guests danced to the music and enjoyed the wine provided by Black Prince Winery and the cider from County Cider Company.

Isabel Slone, the Young Canada Works student for 2007, gave her first community presentation on the early settlers to Prince Edward County, showing a film about building a birch bark canoe, the mode of transport that pioneers borrowed from Canadian aboriginals. Her story board, highlighting

important facts about the loyalists who settled in the Quinte region, received ample attention from visitors.

The grade six class from Queen Elizabeth School came for an afternoon presentation of the various types of boats used by the early explorers of Canada.



Isabel and Paul answering questions

Our photo shows the discussion following a viewing of the award-winning Frédéric Back film *The Mighty River* that illustrated the evolution of the St. Lawrence River throughout history.

Paul Lockyer brought his grade twelve class from Prince Edward Collegiate Institute to the Victory for a morning to study and research topics in local history. They made good use of our extensive library, and Dennis Calnan came in person to talk about the history of his

family's dairy. Research topics included the history of the Hasty "P's", the local police, the mills in Consecon and Wellington Park, to name just a few.

Book Reviews



17th and 18th Century Ship Models from the Kriegstein Collection by Arnold and Henry Kriegstein, Pier Books and Dupont Communications, Pier Books, Inc, PO Box 5, Piermont NY 10968-0005; 2007, 215 pages, hardcover, US\$85.

The Kriegstein collection of ship models is the largest collection in private hands of ships built, for the most part, by the shipwrights as models of the full-size ships they also built. Instead of being a dockyard of arsenal models that were utilitarian and most often stayed at the shipyard, these models were given by the shipwrights, at their own discretion.

Twins Arnold and Henry Kriegstein have been collecting intricately built, beautifully executed, painted and carved warships for more than 30 years. Their meticulous research has

added to the rather scarce surviving knowledge of seventeenth and eighteenth century models, and they open their collection to serious researchers and collectors.

This book is a compilation of the knowledge the brothers have gained and distilled into a limited edition, beautifully executed book. Arranged chronologically by model, the authors discuss the history of each ship model, its provenance, and how they acquired and restored it. Each chapter is accompanied by detailed photographs of the ships, both before and after restoration. All the photographs were taken by the Kriegstein brothers, with few exceptions.

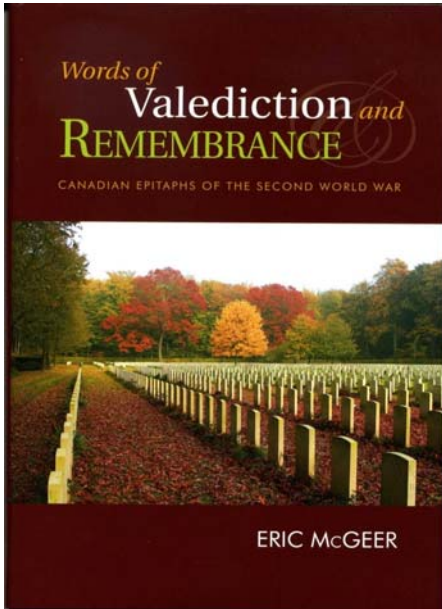
The last chapter of the book goes into 'Fakes and Forgeries.' They write, "In 30 years of collecting, we have encountered two 'models' that were alleged to be period Admiralty models, both in American collections." They subtitle the chapter, "The Good, the Bad, and the Phony."

While the topic is somewhat narrowly focused, the attention to detail in both the writing and the photography makes this a fascinating study for serious collectors, students and those who love history and the sea.

Only 1,000 copies of this book have been published, and its \$85 price make it a collector's book, as well as a research tool.

Anne Kugielsky

Antiques and the Arts Weekly, December 28, 2007. Reprinted with permission



Words of Valediction and Remembrance, Canadian Epitaphs of the Second World War, by Eric McGeer published by Vanwell Publishing, 312 pages, \$35

For centuries, the epitaphs carved on their monuments have eulogized kings and common men.

When Toronto history teacher Eric McGeer visited a Canadian war cemetery in Normandy, the memorial lines engraved on the monuments of soldiers from the Second World War moved him deeply.

Later, he was inspired to write *Words of Valediction and Remembrance*, a 312-page book detailing the powerful sentiments he found written in stone.

McGreer recorded epitaphs ranging from the religious “For me, to live is Christ and to die is gain” to the poetic “a checker-board of nights and days where destiny with men to

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pieces plays” – *Omar Khayyam* to expressions of raw grief “You were mine and I love you. Sadly missed by his mother; *God's Will Be Done.*”

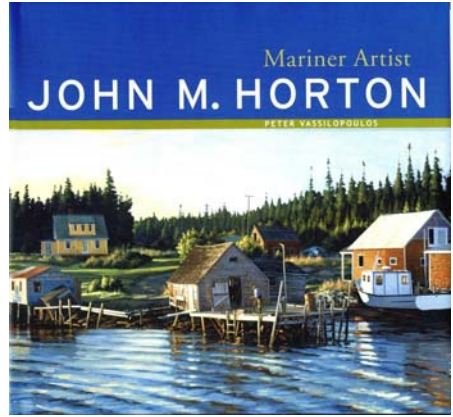
The author has used this collection of epitaphs to shed light on the way Canadians of all backgrounds perceived the Second World War and the sacrifices required to achieve victory.

He notes that families contributing epitaphs to be engraved on monuments, in war cemeteries to be maintained in perpetuity, were mindful that the words honouring soldiers who fell for their ideals should be appropriate to their setting. Archaism and diction somewhat removed from common speech seemed the appropriate medium of expression to give lasting and universal meaning to the death of a loved one – especially if the inscription took the form of a prayer, invocation or declaration of principle, as many do.

McGreer writes “Although the epitaphs of the Great War may, as a result, sound stilted to our ears, they impress sympathetic readers by their forbearance and dignity, in the face of unprecedented catastrophe.”

Words of Valediction and Remembrance, Canadian Epitaphs of the Second World War is published by Vanwell Publishing of St. Catharines, Ontario. Through this sensitively written book reverberate the voices of thousands of grieving families, whose loved ones made the supreme sacrifice for King and Country

Margaret Haylock



Mariner Artist John M Horton by Peter Vassilopoulos, 173 pages published by Heritage House 2007, \$59.95

For the lover of marine art, this book is a must, as it contains over 85 beautiful colour reproductions of the artist’s paintings covering a wide range of marine subjects.

The significance of this edition for the ACS is that John M. Horton is one of the founding members of the Canadian Society of Marine Artists and its first president. This was twenty five years ago and he remains involved in the running of the Society as an honorary director - although there is no mention of this in the narrative.

The first part of the book tells the story of how John became a marine artist. His philosophy of painting has come from those who mentored him. He explains that drawing is important, as is the accuracy of the ships and boats, and the buildings in the background.

The largest part of the book is devoted to his paintings

accompanied by descriptions of the actual subjects and the story around them.

Betty Ann Anderson

Kids Learn about Pioneers

On May 14th, the Archives and Collections Society held a “Pioneer Day” for students in grade seven and eight. Following a short introductory talk about *The Victory* and what it has to offer, our co-op student, Jessica Marr, gave the students an informative power point presentation about pioneer food, technology, transportation, and childhood.



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Two volunteers in period costume from Macaulay House discussed aspects of pioneer life with the classes and brought along some interesting artefacts for the students to see, including a spice tin and a ruffle iron.

“Pioneer Day” was a true victory for both the ACS and the students.



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Raymond McIntosh

“He’s a wizard on the water, a true gentleman and he’s my friend!” It was a gloriously sunny day with a fair wind blowing and I was sitting on the dock on Amherst Island listening to the last commercial fisherman on the island, Howard Welbanks, tell me about Raymond McIntosh. “Why, you could blind fold Raymond, set him down in the middle of Lake Ontario in the dark and in the fog, and he could tell you where he was!”



I have spent the past twenty years collecting oral histories from the last of the Prince Edward County commercial fishermen. Time and time again, the fishermen told me stories about Raymond, and they always had a kind of reverence in their voice when they did.

There are some ship and airplane pilots who have almost a sixth sense when it comes to navigation.

Raymond is one of those people. “You see there were fog horns for one thing,” Raymond told me when I interviewed him in 1996. “If you could hear a fog horn, you would stop the engine and listen. False Duck had a fog horn, but it was a useless thing, but Main Duck had a good one. So if you really got a little undecided where you were or where you were headed, why you’d stop and hear the horn. Oh yeah, there it is, so o.k. you’d go on. If you were off course a little bit, you would correct it. Another way too, I knew the bottom of the lake very well, and I would take a sounding if I decided I didn’t know if I was just where I should be or not. So I’d take a sounding. I used to have a chunk of lead on a line and just dropped it over and measured with that. That was before we had depth sounders. We didn’t have one. That’s the truth and I never seen a compass for two years!”

Born in 1916, Raymond was the eldest of six children. He quit school at the age of thirteen to help his father fish and farm. The great depression had hit, and it was not uncommon for children to leave school to help their parents fend for a living. A very bright student, he was able to transfer that intelligence from the class room to becoming a master seaman, a boat designer, and a boat builder. In the 50s, the floor of Lake Ontario was littered with bombs, military ordinance dropped from airplanes from a World War Two Royal Air force bombing school on

Prince Edward Heights. It was a time when fishing for bombs was more lucrative than fishing for fish.

“Yeah, we were after the bombs down there,” said Raymond. “There were divers around trying to get them over in the bay. It was too silty and you couldn’t see them. I said maybe we could come up with something that we could dig them up with. So I invented a rig that we could rake them up with. It is called a bomb rig. I took it up after it had been assembled, I was alone at the time. Sure enough I got a few bombs with it! My partner and I went again the next day and got a few more. Quite a few more in fact! Then the other guys got into the act. They copied it.” I asked him if any of the bombs ever exploded. “Well, there’s one I got up and I seen that it hadn’t exploded. The fellow who was working for me picked it up and threw it against a hard object. It blew right in his face, all over him. It ruined his clothes. Acid you know. He said he’d never do that again! But it was kind of comical afterwards. His face got brown, brown, and brown, except for his eyes. He had glasses on. The explosion wasn’t that bad because it had been in the water. But, he was lucky I guess.”

In all my years of collecting stories, Raymond’s story about getting lost on the ice is my very favorite. It was a warm sunny day, the first of March. Because of the beautiful weather, he had left his coat behind on the dock. There was ice all over the area, but not where he was going to set his

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nets. When they were out setting their nets, the engine failed, and they could not get it to work. “Then the wind came up, blew a gale, and we started to drift. We didn’t have to drift very far before we came into the ice. We were about 200 feet from the main ice when we got caught in drift ice and couldn’t get through it. We tried every way with the oars.

There we sat, and then this other ice came in during the night. Miles of it came back. We couldn’t see, plus we had to keep warm, but I had left my coat on shore. The boat was getting jammed this way and that, and then we saw ice peeking through the bottom of the boat. The ice was there and we were being elevated a bit. I said the engines got to go! So we threw our prize engine overboard. That way we could save 500 pounds. We just picked it up and threw it overboard after it was disconnected. Then we threw the wet nets overboard, and the ice was just grinding them up. Then we threw the floor boards over. We had everything out of the boat but ourselves and a pair of oars. That was all that was left in the boat.”

Around four in the morning, Raymond wondered if the ice was solid enough for them to walk on. It was. The boat was sitting on a wedge of ice twenty feet high. “We couldn’t see anything, but I knew where to go to get us back to shore. We finally made it to shore about daylight.”

When the men went back with a sleigh and chains to retrieve the boat, they saw it had come through ½ mile

of solid ice. “We couldn’t believe it!”



Raymond McIntosh is one of the most respected commercial fisherman I have ever known. He carries with him a vast knowledge of skills learned from many years working on the dangerous waters off Prince Edward County shores. His is a vanishing legacy. One of the greatest honours in my life was the little bit of time I spent with him and the incredible stories of his life he was kind enough to share with me.

Suzanne Pasternak
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Trish Hause's CD Launch



'Thank God I Feel Like Singing'

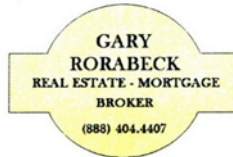
On January 29th, County musicians arrived for the launch of talented vocalist Trish Hause's new CD. People danced and children swayed to the music, and the audience thoroughly enjoyed the festivities. Trish's music, an eclectic variety of folk melodies, country tunes,

virtuoso yodeling and original material, graces the air waves of our local radio stations. For those who missed the afternoon, we have the CDs on sale at the desk.

Jane Haaksman, PFP, Branch Manager

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Beautification Project 'Victory Gardens'



Out with the old asphalt and in with the new garden and walkway! Above, Frank Roloson and his helper lay the sidewalk from Main Street to Benson Park.

Jack Kooter delivered plants for the garden, and with the assistance of volunteers Jessica, Joyce, Mark, Henry, Paul, and Dieter, created a very pleasing and elegant attraction on Picton Main Street. Thanks go to our donors and contractors

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News and Events

Great achievements have taken place since the last newsletter. The Society has received significant financial donations.

We were also given significant collections that have greatly expanded the size and scope of our library/archives. As a result of these recent acquisitions, we created two new sections for military literature and the Rebellion of 1837.



Volunteers planting

Around the outside of the building, our new landscaping project significantly improves the appearance of our property and Main Street.

The Society received grants for two summer students, and as a result, we will enjoy a busy and productive summer.

Preliminary work has started on the second floor for extending library space. A fundraising campaign will soon be announced.


Our next newsletter will cover the Silver Anniversary Exhibition of the Canadian Society of Marine Artists, a very exciting show that we know many of you have enjoyed.

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Victory Kids!

Come join the fun this summer with Saturday morning programs for children ages 7-11. Find out what life was like as a pirate, Viking, or pioneer.

Learn about canoes, bateaux, long ships, lighthouses, and shipwrecks. Investigate a variety of topics in local and maritime history, and then show your creative side with related artistic, dramatic, musical, and writing activities. Classes start on June 28.

On August 23, participants will get a chance to give a presentation to their parents and the community. Cost is \$10 per day. Register now. Sponsored by YCW

Calendar of Events

- 2 May - 22 June **25th CSMA Silver Anniversary Exhibition**
- 24 June - 17 July **Annual Victory Show** with local artists & models including the Phoebe from the Kingston Pump House and an RCN Flower class corvette
- 19 July - 3 August **Essroc Italcementi retrospective *Artists of the Year*** celebrating Essroc's fifty years of community involvement
- 4 Aug – 20 Sept **Marine Art of the CSMA and other masters**
- 20 Sept – 10 Oct **Artist *Tony Lassing*, CSMA** – retrospective of a life of paintings and sculpture

Archives and Collections (ACS) Society and Canadian Society of Marine Artists

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