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Photographer Louis Pesha

Alyssa Hall, Oil Museum of Canada

Louis Pesha is arguably one of the most famous early photographers to have had his start in Lambton County. Critics today describe his photographs as “having the ability to portray a community lost to the passage of time” claiming that “his expertise in the photography business, as well as his creative artist’s eye, made him an immediate success.” Born on August 11, 1868, in Euphemia Township, Pesha spent the early years of his life and career working as a farmer in and around Lambton County.¹ It wasn’t until 1895 that Pesha began working in the photography trade. It is unknown how Pesha learned the art of photography, but it was likely through an apprenticeship with a local photographer, a practice that was common at the time.

Pesha began the early years of his photography career taking portrait photos. However, after having little success in the portrait business, Pesha started taking photographs of the unique ships, railway stations, and buildings that he saw while visiting the scenic towns, cities, and villages of Lambton County. Pesha travelled all over North America to take photographs, and he visited areas such as Lower Michigan, Southern Ontario, Northern Ohio, Niagara Falls, Wisconsin, and Oklahoma City. Pesha made the controversial decision to print his pictures on postcards, making him one of the first artists to do so. This decision made Pesha an immediate success and his postcards were eventually sold all over North America.

¹ “[Louis James Pesha](#),” Wikipedia (January 5, 2021).

While Pesha's customers enjoyed the affordability of his postcard photos, his competitors did not. Competing regional photographers, such as G.A. Hadden, even went as far as making threats towards Pesha's photography business. These threats began as an anonymous letter that was published in the Alvinston Free Press. This letter warned Pesha to raise the price of his "cheap 98 cents" postcards or else further damage may be done to his business. The threats continued to escalate when Pesha refused to raise the price of his postcards, and his competitors eventually broke into his photo studio, destroying the majority of his photos. The price war was eventually settled amicably between the parties involved.²

Between the years 1895-1901, Pesha owned multiple photo studios located throughout Lambton County, including studios in Oil Springs, Inwood, Alvinston, and Brigden.³ However, tragedy struck in 1901 when a massive fire destroyed Pesha's Brigden photo studio. It was then that Pesha made the decision to move his business to Marine City, Michigan, and, in 1901, he opened up the Pesha Art Co. Pesha continued to produce postcard photographs until his tragic death on October 2, 1912.⁴ At the age of 44 Pesha died while operating his motor vehicle. At the time of his death, Pesha was believed to be at the height of his career and was known across North America for his ability to depict "impossible scenes" through his photography.

Following his death, Pesha's wife Lena continued to sell his postcard photos from his Marine City photo studio. This continued until about 1920 when Lena moved the business to a new studio in Detroit. Lena continued to sell postcards until the mid-1920s, at which time postcards were starting to become a less popular form of correspondence. Pesha's photographs continue to have an impact on local history today, and some historians argue that his postcards have helped to record the visual history of Lambton County.



"Petrolia, Ont"

Note the different spelling of "Petrolia."



"Sunset on Sarnia Bay"

² Phil Egan. "[Local Photographer among First to use Images on Postcards](#)," The Sarnia Journal (October 28, 2017).

³ Paul Morden. "[The Work of Louis Pesha Featured at Black Gold Fest](#)," The Sarnia Observer (July 14, 2013).

⁴ Mark W. Rummel, "[Death of Photographer Louis Pesha Published Oct. 2, 1912 in Lansing \(Mich.\) State Journal](#)," (May 24, 2018).



"Oil Springs Oil Fields"

Wyoming Expands

Gordon MacKenzie, Plympton-Wyoming Museum

This description of the Village of Wyoming comes from the *Illustrated Historical Atlas of the County of Lambton*, which was published by H. Belden & Co. in 1880:

The location of this corporation is upon lots 15 and 16, in the 2nd Concession of the Township of Plympton. Like several of the other villages in Lambton, it owes not only its development but its original inception to the railway. Previous to the building of the Sarnia branch of the Great Western, the locality was simply a farm settlement, with the settlers few and scattered. Geo Bron and Robert McAuslin were the men who lived upon the lots now constituting the village plot.

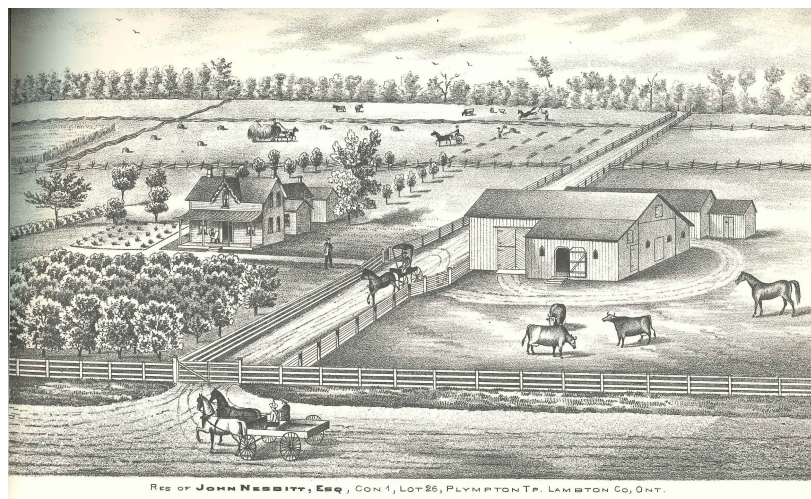
Even after the railroad was completed the place was only a station (receiving its present name from the railway authorities), with a small store and hotel comprising the bulk of the village till the year 1861, when it received a wonderful impulse, occasioned by the discovery and development of the petroleum works at Oil Springs, to which Wyoming was the nearest railway station, and to and from which all Oil Springs business was conducted for some years. So rapid was this development, that even during the first year of the oil discovery - or at least the first in which it was worked to any great extent - Wyoming had grown to a place of greater size than at present in population, though the growth at that time was a "mushroom" character, the buildings of the cheapest description, and the general surroundings and attributes of the place very far behind their present standard.

At the time spoken of the oil interest was of course paramount. All the Oil Springs products were brought here for shipment, and some considerable portion was transported in the crude state for manufacture here, there being at one time four large refineries in the place. Of these but one is now left, that belonging to Mr. Ward with a capacity of some 500 barrels of refined per week.

The other manufacturing industries are neither numerous nor extensive. There is, however, a woolen mill, two grist mills, and a saw-mill, planning, sash door and blind factory, all operated by steam power, besides five or six wagon and blacksmith shops; while general business is carried on by 3 general stores, 6 groceries, 1 drug store, 2 book and fancy goods stores, 3 tailor shops, 2 boot and shoe shops, several millinery and dressmaking establishments, and 2 each of tin, stove and hardware stores, furniture stores, butcher and baker shops. There are three good hotels and two liverys, two doctors, one school with three departments, and six churches. They comprise the Canada Methodist, Episcopal, Baptist, and Roman Catholic. The school is an exceptionally fine one for a small village. It is a brick structure, erected recently at a cost of \$6000.00, and is a credit to the place. The character of the buildings generally is fully up to mark - in fact above the average, there being many fine private residences and a number of excellent business blocks.

As to the municipal history of Wyoming, it was incorporated under the general provisions of the Municipal Institutions Act in the year 1873, coming into force January 1, 1874. The first municipal council elected by the new village was composed of H.H Hunt, Reeve and Messrs Bell, Given, Moncrieff and Ward councillors. John B. Dale was the first Village Clerk.

Wyoming is 15 miles from Sarnia and 45 Miles from London. It has daily mail both ways, express, and two telegraph offices, one private bank, and alternates with Camlachie and Forest as seat of the Fifth Division Court. It is the Junction of the Petrolea Branch with the Sarnia division of the Great Western Railway; and though this very branch was the original cause of Wyoming's temporary retardment and decline, by removing the oil business and all connected therewith thence to Petrolea, yet with the gradual settlement and improvement of the surrounding country Wyoming continues to prosper.



What Happens When the Museum is Closed?

Sandy Burkhart, Forest Museum

What happens behind the scenes when the museum is closed? Quite a lot happens, actually. The volunteers at the Forest Museum keep busy. Contact with the public is maintained through our [website](#) and [Facebook page](#). Plans are underway for an electronic bulletin board in the museum window to inform tourists and residents of local events and attractions.

Forest Museum operates on a volunteer basis. It depends on financial support through fundraising and grants. Museum volunteers cleaned and organized their storage this summer. When items were found that were not suitable for display in the museum, it was decided to hold a garage sale. The volunteers and others also donated items for sale. This was the museum's first garage sale and we were pleased with the result.



Sandy Burkhart and Betty Jones at the Craft Show with their wares.



The front of the Forest Museum 2022 Calendar

Usually there is a Christmas Tea and Craft Sale at the museum. This year we participated in a local craft sale instead. Many enjoyable hours were spent creating beautiful signs, decorations, and pots of fresh greens to sell. The sale was very successful. And it also supported our Legion who hosted the show. Another fundraising project was the creation of the annual museum calendar. This year the \$20.00 calendar featured images of local postcards from the museum's extensive collection.

The museum would like to thank the Forest Community Foundation for their grant. This grant will allow a much needed update to the heating system. Historic buildings like the Forest Home Bakery, which houses the museum, often require repair and upgrades. The volunteers are very appreciative of community support.

The museum is also supported by the Kiwanis Club of Forest. The Forest Film Festival features six movies, three in the fall and three in the winter months. This year the winter session runs February, March and April. The subscription for three films is \$35.00. The movies are well received by patrons, although sales have been limited by pandemic restrictions.

The museum volunteers will continue to prepare for reopening in the spring. We look forward to welcoming everyone back with some refreshed exhibits.

Sweet Maple Sugar

Colleen Inglis, Lambton Heritage Museum

Every year, maple sap runs for six to twelve weeks between February and April. For an extended period the temperature rises above freezing in the daytime and falls below freezing at night. This freeze-thaw cycle is necessary to make maple sugar and is unique to the Great Lakes region and east towards the Atlantic Ocean.

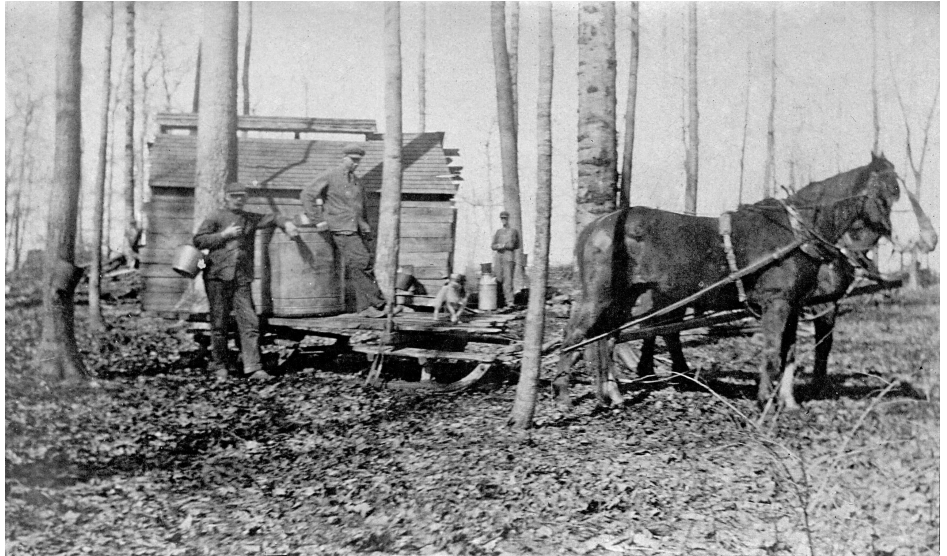
Indigenous peoples have been collecting maple sap for so long that we cannot pinpoint exactly when they started.

When European settlers arrived in North America, the settlers learned Indigenous methods for processing sap into maple sugar. Over time the process evolved to make use of new materials and changing technologies. Before modern canning and refrigeration, maple sugar was a more common product than maple syrup.

There is a long history of maple sugaring in Lambton County. Samuel Smith was an early surveyor in Brooke, Euphemia, and Zone townships. He kept a diary with detailed survey notes. On May 28, 1821, he wrote that he camped overnight at an Indigenous sugar camp.

The Lambton Heritage Museum collection includes items used to harvest and process maple sap. A tree is tapped to collect its sap by making a cut through the bark into the sapwood. A tool called a spile directs the running sap into a container. The Anishinaabe traditionally used a piece of flat cedar to guide the sap into a waiting container. Spiles were also made of carved wood or metal.

The earliest containers were made of birchbark. Later containers were pails made of wood slats held together with metal hoops, flat metal pans, or metal pails. The Howes family had a sugarbush in present day Dawn-Euphemia. They placed flat pans on the ground below spiles to collect sap. In the 1940s they replaced the flat pans with larger tin pails that hung from the trees.



Bill Marshall Lawn making maple syrup in the Marshall Hall bush on Brickyard Line, south of Arkona.

Sap is collected from the containers, combined, and boiled to remove excess water. The concentrated sap is heated until it reaches the temperature needed to make the desired product. Hot, thick maple sugar can be poured into a mold to create a solid shape. Further heating produces granulated sugar or maple syrup.

By the 1800s, the production and manufacture of maple products was an important social and economic activity for Indigenous peoples and settlers in the Great Lakes region. Syrup production remains an important annual activity in Lambton County. Many people have fond memories of visiting a sugarbush, learning how to make maple syrup, and sampling the sweet products.

Maple Sap Processing Artifacts in our Museum Collection



Pictorial hooked rug. A horse is pulling a stone boat carrying sap from the sugarbush. The sap will be boiled in the large cast iron kettle over an open fire.



Wooden spiles carved from elderberry canes by Noble Howes for use in his sugarbush in Dawn-Euphemia in the 1930s.



Two types of metal spiles.



Three different sap containers: cedar pail with metal hoops, low metal pan, and tin pail. The low pan and tin pail were used by Noble Howes.



Wooden beaver maple sugar mold.



Androck "Deluxe Dripless Server" glass and chrome-plated syrup jug made in Watford c. 1950.

A Blessing or a Curse?

Winter Freeze on the St. Clair River

*Tesse Klompstra, Curatorial Assistant (Edited by Kailyn Shepley, Curator),
Sombra Museum*

Living in Lambton County, known as "Ontario's Blue Coast," most people are in proximity to at least one body of water, whether it be Lake Huron and Lake St. Clair, or the Sydenham and St. Clair Rivers; living here, you learn to appreciate the power and capricious nature of water and see how it shapes the land and everyday life. One of the greatest shows of this natural force is seen each winter when Lake Huron and the St. Clair River freeze and thaw, creating large and sometimes destructive ice jams that threaten the shores and towns downstream.



Ships stuck in the spring ice in May 1901 at Port Lambton, as seen from the main street of the village. Photo from Sombra Museum's archival collection.



South-facing view of ships stuck in ice at Port Lambton on May 10, 1901. The passenger ship at left required coal to be delivered from Sarnia to continue its journey.

In recent years, the full scale of this destruction has been on display at various times, with towering piles of ice jamming the St. Clair and Sydenham, chunks of ice strewn across roadways bordering the water, flooding of roads and shoreline parks, and twisted remnants of steel and wood being all that remain of dozens of docks. For the people of Sombra, the most painful reminder of the devastation that the winter ice can create, was the destruction of the causeway at the Blue Water Ferry dock in January 2018. This led to the permanent closure of ferry service between Sombra and Marine City, MI, a service that had been operational since the late 19th century.

This is not the first time that the unpredictable and crushing floes and chunks of shore ice have been swept down the narrow channels of the St. Clair River to wreak havoc on the downriver communities.

In the early 1900s, the Sombra ferry dock was damaged by heavy ice and on May 10, 1901, so much ice came down from Lake Huron that boats were stuck fast in the ice for several days at Port Lambton. Storekeepers did big business selling provisions to the boats, which had run out of food and fuel. According to Captain John Conlon, one passenger ship used up all its fuel bucking ice and had to have enough coal to get to Marine City (across from Sombra), brought from Sarnia by wagon.

On February 20, 1950, the Windsor Daily Star reported that "Crushing Ice Threatens Port Lambton Docks, Boathouses" and that "5-foot-thick floes" were hammering local wharves, with six docks in the region having been damaged at the time of publication. It was believed that massive chunks of Lake Huron shore ice had been broken off in a storm and the strong downstream current had created a solid, grinding jam from Lake St. Clair up to Sombra, with ice piling to unprecedented heights.



Images from the Windsor Daily Star, February 20, 1950, from Sombra Museum's archival collection.

Meanwhile, only one month earlier, on January 11, 1950 in the London Free Press, Port Lambton town historian and restaurateur Joe Richards was bemoaning the lack of ice on the St. Clair River and the forecast that the river would not freeze at all that year. He recalled that prior to the previous few years, the St. Clair River would freeze solid and allow for cars and sleds to travel back and forth between Port Lambton and Robert's Landing, MI, making for good neighbourly relations; he also recalled the 'parade' of bootleggers that easily traversed back and forth across the frozen river during the height of rum running in the 1920s (elsewhere in our files, there are stories of many a bootlegger getting a cold bath after falling through a thaw hole or even of occasional drownings, so there were still perils to venturing across the "solidly" frozen waters).



Line of Christmas trees marking safe passage between Port Lambton, ON and Robert's Landing, MI, year unknown, from unknown newspaper, pasted into Port Lambton Women's Institute Tweedsmuir scrapbook belonging to Sombra Museum's archival collection.



Harvesting ice at Port Lambton. L-R: Otto Young, Charles Service, Bert Hart. From Sombra Museum's archival collection.

To belie the seeming strength of the frozen St. Clair, after previous years of uncertain ice conditions, the residents of Port Lambton donated their old Christmas trees to be used to make a safe path to guide future users of the crossing. My own great-grandfather, Elmer Thomas, was one of the men who undertook this task at the Sombra crossing.

In the days before electricity reached the riverside villages, once the ice had reached at least 12" thick, men would harness a team to their ice sled and take saws and shovels out to harvest blocks to store in the village icehouse. Packed in sawdust, these massive blocks, weighing about 25 pounds (11 kilograms), would last into the summer, when they were delivered to local residents to be used in their ice box, or perhaps for making shaved ice or ice cream! One block of ice would last five to seven days, keeping foods such as dairy and meat cool, even in warm summer temperatures.

Lastly, despite the destructive power of the ice jams, they were also great sources of entertainment for locals. As a child, I remember driving with my mom and grandfather up to Courtright on Wednesday evenings and watching the ice breakers cut a path through the channel, while enjoying an ice cream cone. The scrape and grind of the cutters busting through the thick ice with the loud thrumming of their engines at full power were really something to hear. The man versus nature struggle of the ships as they took on the thickly packed ice was a mesmerizing sight, for myself as a small child and for the dozens of others parked along the shores of the St. Clair River with us on those winter evenings to take in the show.



Opposite Port Lambton, January 25, 1956, thousands of sightseers crowded the roads along the Canadian and American shores to watch U.S. Coast Guard cutter Acacia make repeated runs downriver at the build of paced ice. By mid-afternoon, the 180-foot-long ship had broken off large chunks of the ice that was choking the water supply of the riverside communities. It still had a long day ahead breaking up ice over 48 more kilometres of waterway. From unknown newspaper, pasted into the Port Lambton Tweedsmuir scrapbook, part of Sombra Museum's archival collection.

Captain Henry Bury

Colleen McLean, Lambton County Archives

WITH ALL ON BOARD.

No Longer any Doubt as to the Loss of the
Steamer Eclipse.

STATEMENT OF THE ONLY SURVIVOR.

The Lost Eclipse.

Special Dispatch to The Detroit Free Press.

WIARTON, ONT., November 27.—The statement of John Drew, the only known survivor of the steamer Eclipse, is as follows: The steamer Eclipse, Capt. Berry, left Algoma Mills November 15 for Port Sarnia with the barge Etta in tow. She ran into Rattlesnake Harbor, Manitoulin Island, and left there Wednesday, November 21, intending to make Southampton. Capt. Bush, of the barge Etta, left me alone on the barge and went aboard the Eclipse. The weather was fine and I was up until we passed Cove Isle light, about 10 p. m., then I turned in and slept until about 4 a. m. I dressed and went on deck, but could see nothing of the Eclipse, and realized that I was

CAST ADRIPT

And alone on Lake Michigan, and a fearful gale raging. After a while I heard the steamer's whistle several times, then saw nor heard no more of them. At daylight I saw land about a mile distant and about 4 p. m. the barge went ashore on the beach at Little Pike Bay, and I jumped ashore and started for Wiarton, sixteen miles distant. I do not know the names of the crew. There were

SEVEN MEN ON THE ECLIPSE.

Some fishermen were out in a boat at Pine Tree Harbor and saw three bodies floating near the shore with life preservers on marked "Steamer Eclipse," and what appeared to be the upper works of a steamer. One of the bodies had a watch and \$23 25, another a watch and \$22, and another \$8 95. By papers found one was identified as Capt. Bush, of the barge Etta, and J. Moore, engineer of the Eclipse.

[The Eclipse was a Canadian steamer measuring seventy-four tons. She was built at Hamilton by Cooper in 1878 and had no rating, not having been surveyed last winter. She was once employed on the route between this city and Dresden, Ont., and afterward on the Dresden and Sarnia route, when there was very hot competition between her and the steamer Hiawatha. Later she was either purchased or chartered by the Canada Pacific Railway Company and employed by them as a supply boat. —[Ed.]

The Bury family lived and died on the St. Clair River, Lake Huron, and the other waterways of the Great Lakes.

Captain Henry Bury was born about 1846. He was the son of William and Margaret (nee Oughton) Bury and he was the grandson of John C. Bury, one of the early settlers of Kent County.

He married Martha Lark on March 27, 1867 in Kent County. She was the daughter of Richard and Jane Lark of Chatham.

To this union were born:

- Henry "Arthur" Bury born October 12, 1870 at Sombra, Lambton County and unmarried. On September 7, 1910 his life came to a tragic end when he fell off a motor boat and drowned.
- Emma Bury born about 1876. She married Francis Barnier in Chatham, Kent County on August 3, 1911. Their children were Harry, James, Bertha, Marie, Alfreda, and Annie.

Captain Henry Bury's life came to sad ending on November 22, 1883. While operating the steamer *Eclipse* in the waters of Lake Huron near Little Pike Bay, the *Eclipse* went down.

The *Eclipse* was towing the barge *Etta*, which was loaded with wood. They had left Algoma Mills on November 15 heading to Port Sarnia. On their way, they stopped at Rattlesnake Harbour, Manitoulin Island, and remained there until November 21. When they left Rattlesnake Harbour they were bound for Southampton.

Captain Bush of the *Etta* left the barge that night to board the *Eclipse*, leaving John Drew alone on the bridge of the *Etta*. Mr. Drew was up until about 10:00 p.m. They had just passed Cove Island light when he retired to bed. He slept until about 4:00 a.m. then he dressed and went on deck.

Article: Bury Henry - With All On Board
- Detroit Free Press Detroit Michigan -
28 November 1883 p. 7

John Drew reported that when he went onto the deck he could see nothing of the *Eclipse* and realized that he was cast adrift and was alone on Lake Huron in a raging gale. After a while he heard the whistle of the *Eclipse* sound several times. Then there was silence, and he never saw the *Eclipse* again.

At daylight Mr. Drew said that he could see land about a mile away. At about 4:00 p.m. the barge went aground at Little Pike. He started walking the sixteen miles (twenty-five kilometres) to Wiarton.

John Drew was the only surviving member of the crew of the steamer *Eclipse* and barge *Etta*. He said that he didn't know the names of the others. Seven lives were lost, including that of Captain Henry Bury.

Three fishermen were out in a boat at Pine Tree Harbor and found three bodies floating near the shore, all were wearing life preservers marked the *Eclipse*. Two of the bodies were identified by the papers they had with them – one being Captain Bush of the barge *Etta* and the other J. Moore, engineer of the *Eclipse*.

In December, two more bodies washed ashore. One was described as a man with light hair and of stout build with papers found from Sault Ste. Marie. The other body could not be identified. They were wearing life preservers. These men were buried at Johnston's Harbour along with one other individual from the *Eclipse*.

Source: [Maritime History of the Great Lakes](#)

Lambton County Branch of Ontario Ancestors (The Ontario Genealogical Society)

Alan Campbell, Ontario Genealogical Society, Lambton Branch
(lambtonnewsletters@ogs.on.ca)

I hope that 2022 will be a good research year for you. I am also hoping that you will write about your Lambton County ancestors and share that information with us either as a family history or as a submission for our quarterly newsletter, *Lambton Lifeline*.

This may be old news to some of you but recent research took me back to the Wesleyan Methodist Baptismal Registers so I googled them figuring I would find Bill Martin's site with his index. Instead I found the [Bower-McBurney Genealogy website](#), whose owner has cleaned up the index and linked each entry to an image of the original register. Seeing the original record is always a bonus!



The button links on the landing page of the [Lambton County Branch website](#) can be clicked by non-members to access indexes in order to get an idea of what records the Branch has collected, and of course to look for ancestors! If you become a member, you can access the transcriptions, original materials and family histories found in our Members' Resources located on the [Ontario Genealogical Society website](#).



Upcoming Events

These webinars are free to access by non-members of the Branch. The Lambton Branch 2022 Program page is located [here](#).

Tuesday, Feb. 8, 2022 - Beth Atkinson and Penny McDonald will describe how they found their sister. Register for this free webinar [here](#).

Tuesday, March 8, 2022 - Christine Woodcock co-ordinator for the Ontario Ancestors Scottish SIG will talk about researching in Scotland. Register for this free webinar [here](#).

Thursday, April 14th at 7pm - Eunice Robinson, Team Leader of the Education Team for the British Columbia Genealogical Society will be talking about the "new" in her Society's website and collection. Register for this free webinar [here](#).

Winter Ice for Summertime Cooling

Staff, Moore Museum

A frosty winter day in the late 19th and early 20th century was the perfect time to think ahead to summer – and not just to forget the cold for a moment! Harvesting ice from the St. Clair River or from ponds in inland areas provided ice for warm weather months, to keep food longer using an ice box, and to enable people to enjoy the summertime treats of homemade ice cream and freshly squeezed lemonade over ice. Larger supplies of ice were also used by the railroads, as well as hotels and other commercial establishments.



*Ice plough and ice tongs
in Moore Museum's collection.*

Ice harvesting would wait until the ice was at least a foot thick, and preferably 18 inches. Horses were essential to this harvest, as the snow would be cleared from the surface with a horse-drawn scraper, and then a horse-drawn plough used to score the blocks. (The plough pictured here is 5 feet in length, plus the handles, and each blade is 8 inches high). Then, the ice harvesting crew would use saws which resemble crosscut saws, but with a handle on only one end, to cut the blocks along the score lines into approximately 2 foot squares. The large blocks (often weighing over 100 pounds, depending on the thickness) were floated to the loading area using pike poles. Ice tongs were utilized for lifting the blocks onto horse-drawn sleighs for transportation to ice houses.



Ice harvesting off Stag Island – Moore Museum postcard collection.

Individual homes or farms might have ice houses, and certainly every good-sized commercial establishment would have one. Ice houses would, of course, require excellent insulation. This could be achieved by placing a second wall 2 to 3 feet inside the outer wall and packing the space in between with bark or sawdust for insulation. Sawdust was also packed around the ice within the building. A well-designed and well-insulated ice house could keep ice available throughout the summer months, although more than half the original volume of ice would be lost to melting.



Much ice was used to keep perishable food fresh in a household icebox from the 1830s onward. In rural areas, these would be supplied by the farm's own icehouse, but in cities and towns, the iceman would deliver blocks to each home. Iceboxes were generally of wood construction, and often the ice compartment would be lined with zinc panels, as is the case with the one pictured here from Moore Museum's collection.

Icebox from Moore Museum's collection.

Sale of natural ice remained strong in cities and towns until the 1930s, when the widespread use of electric refrigerators removed much of the need for ice supplies, and artificially manufactured ice gained in use. In rural areas, use of iceboxes continued well into the mid-20th century, until electricity arrived at each farm.

[Note: there are many interesting videos online, both historical films and modern re-enactments, showing the process of ice harvesting]

Sources:

Geikie, John C. *Adventures in Canada; or, Life in the Woods* [1882. Originally published in 1864 as George Stanley: or, Life in the Woods. A Boy's Narrative of the Adventures of a Settler's Family in Canada].

Powell, James. "[Remember This? The iceman no longer cometh](#)". City News, Ottawa. May 18, 2020. Accessed Dec. 8, 2021.

Scott, Amy. "Ice Harvesting in 19th & Early 20th Century Ontario". Culinary Historians of Ontario newsletter. Winter 2003. Number 35.

Moore Museum Gratefully Acknowledges the Financial Support of Its Community

Moore Museum gratefully acknowledges the community-minded industries and individuals who have supported the ongoing heritage preservation and programming activities of the Museum in 2021:

- Ruby Bailey – in memory of Paul Bailey
- Eleanor Vargo
- ARLANXEO Canada Inc.
- Earle & Joanne Clysdale
- Jack & Catharine McKenna
- Scott, Susan and Laurie Shaw
- Bonnie Lester
- Sally Townsend
- Wilhemine Mason

Ships in Winter

Photos from Moore Museum's collection give a great indication of the challenges faced during the end of each shipping season and the beginning of the next.

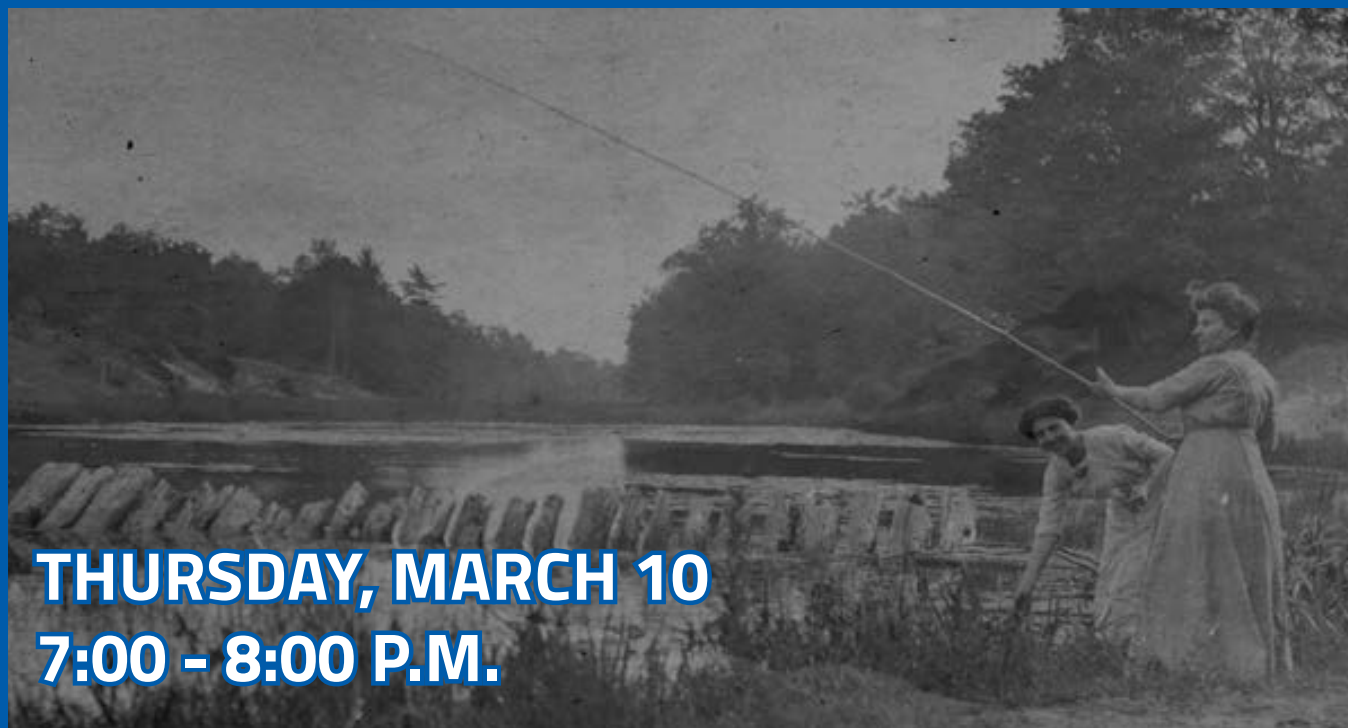


The dates on this and the next photo, show that spring might have seemed too early some years, as one is dated April 1901 and the other May 4, 1901!



Heritage Hour

Celebrating the Women of Sarnia-Lambton



THURSDAY, MARCH 10
7:00 - 8:00 P.M.

Join heritage professionals from across Sarnia-Lambton as we acknowledge the incredible women in our community. Taking place two days after International Women's Day, this Heritage Hour presentation will highlight local women that have overcome great obstacles and fulfilled great purposes.

Panelists Include:



NICOLE AZSALOS
Lambton County Archives



DAVID MCLEAN
Forest Museum



LAURIE MASON
Moore Museum



ERIN DEE-RICHARD
Oil Museum of Canada



KAILYN SHEPLEY
Sombra Museum



GREG STOTT
Historian

To watch this free virtual presentation,
[Register Online Here](#)



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Oil Museum of Canada

2423 Kelly Road, Oil Springs, ON N0N 1P0

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Arkona Lions Museum and Information Centre

8685 Rock Glen Road, Arkona, ON N0M 1B0

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