

1764. FORT ERIE:
On Aug. 14th., 1764 Col. Bradstreet named the post he had Montessor build, as FORT ERIE. Besides the fort, which was garrisoned by Col. John Warren and twenty military men, there was a wharf, a private and a military warehouse, and clustered nearby were a number of small homes of the senior military men, and business men in the trading and shipping of goods.
1795. William Dunbar was given permission to build a grist mill on the riverfront by the foot of Erie and Walnut streets. A number of the villagers moved to this site, as it was closer to the Ferry landing by the foot of Bertie St. This area for a time was known unofficially as Fort Erie Mills and Fort Erie Rapids.
1816. After the end of the war, very little remained of the settlement by the old fort, except for the homes of a few military men and smugglers. Almost all of the population had moved to the site of the mill; and the official name of Waterloo was given to it in 1816.
1857. The village of FORT ERIE was incorporated on July 13th., 1857.
1873. With plans well underway in 1870 for the building of the International Railway Bridge, Stephen Jarvis of Toronto bought large tracts of land near the projected site. As work got underway, boarding houses, stores and taverns as well as a school and church were erected. The new village was called Victoria in honor of the Queen by Mr. Jarvis. Fort Erie, lost what hustle and bustle it had a settled back to a much quieter community.
1878. AMIGARI: (Irish Row)
With the opening of the bridge, and the new approach to it from the west made for the Canadian Southern; there sprung up another hamlet at the west end of town, by Gilmore Rd. called Amigari. The name was given to honor Mr. Bunting the member of parliament who brought the first post office to the village. It was to be the name of his hometown in Ireland Amigan, however, the authorities mistook the n for ir, thus AMIGARI.

Fort Erie being the first British Military Post established in the Province of Ontario, naturally became the base for Bradstreet's important expedition, and the point of transfer for supplies from the river to the lake. Navigation of furs and other commodities from ships on the lake to boats on the river, all bodies of soldiers passing to and from the upper posts, embarked and disembarked here, and it made it at times a busy station.

1764. The sloop Charlotte sailed from Fort Erie with 21 packs of peltry, being the last of 1464 packs that were sent from Detroit last month.

1771. Storehouse built by traders at Fort Erie to accomodate traders from Detroit merchants.

1789. Headquarters of John Richardson, great trader and founder of the Bank of Montreal

1795. William Dunbar built a grist mill by the foot of Walnut St. just north of the present Peace Bridge.

1810. William Stanton. Commissary at the Fort, had a storehouse in front of it by the river.

1812-1814. Hugh Alexander merchant and trader at Fort Erie and owner of the schooner the Chippawa. He came to Canada in 1784 and was employed by Robert Hamilton at Queenston as a clerk. He imported annually goods to the value of 2,000 pounds Halifax currency, by the year 1796. He moved to Fort Erie where he had his home and warehouse at the site of the Fort. He went into the business of shipping salt although he shipped other goods as well, pork, flour, potash, whisky etc. His place of business was destroyed during the war and he moved to Stamford Green.

1816. The ferry which had closed down during the war operated again and a village sprung up by the landing called Waterloo. There was considerable immigration into Canada do to the rivalry between the American land

and Canadians. Before the war the boats landed at Black Rock on the American side, and at the foot of Bertie on the Canadian shore, the upper landing, and at the foot of Catherine the lower landing.

1817. ^{To 1825} With the building of the Erie Canal, the landing known as Black Rock had to be destroyed and the Ferry landing moved downriver to Ferry St. By 1840 the border had it's first steam boat. The Erie Canal put an end to the boat traffic that originally crossed over to the Canadian shore before heading to the Upper Lakes.

1850's. The railroad came to Fort Erie, or Waterloo as it was called at the time. The yards were by Queen St. where the Peace Bridge touches the Canadian shore. This put new life into the village of Waterloo. A cut off just south of the Fort carried a line to the river road. From here the trains were loaded onto the Steamer International and ferried across the river to Buffalo.

1873. The International Bridge was opened, and the railroad ferry discontinued, thus bringing to end the importance of the railraod to the village. S.M. Jarvis from Toronto began to lay out the village of Victoria which mushroomed overnight at the site of the International Bridge. Boarding houses, stores, tavers a school and a church sprung up. Skilled workmen, laborers, executives, inspectors, merchants poured in, and there was employment for several hundred. By 1876 Victoria was expected to end up a suburb of Buffalo.

1927. The Peace Bridge opened. More than i million cars passed over the Bridge in the first year of operation. Once more Fort Erie began to see progress. The Canadian scene was interspersed with thosands of summer homes of Americans. Communities sprong up in many locations especially close to the Lake: Erie Beah, Crescent, Waverly, Bertie Bay, Thunder Bay, Windmill Point, Point Abino, Crystal and Bay Beach. For amusement there was the Fort Erie Race Track, Erie Downs Golf Course, Cherry Hill, The Buffalo Canoe Club all these catering to Buffalo residents.

FORT ERIE ARINA

As well there was the park at Erie Beach and Crystal Beach.

Buffalo businessmen began to open branch office on the Canadian Shore and many plants began to spring up, The Fleet, Mentholetum, Williams Gold, Irvin, The Canadian Gasket etc.

At the foot of Jarvis ST. Archie Mc. Glashian had his dock where small ocean vessels would land to unload their goods from foreign ports.

By 1896 Charles Glenny and a few of his buddies, had set up a 3/4 mile telephone line between their farms in Stevensville. It began by telegraph and several of the boys were operators. It eventually developed into talking and interest grew throughout the country and the U.S.A. Buffalo interest from the Century Telephone Company came in and got those who had first joined the line, to purchase regular Century telephones. This done the line became known as the Farmers Mutual.

1889. The Provincial Gas Company drilled it's first well in Bertie Township.

1894. INTERNATIONAL BRIDGE:

In June the county council passed a by-law creating International Bridge. Objection was raised to this choice by the people of Amigari and by the railway companies. In Dec. another bi-law was passed to name the place Riverton, however this was quashed by objections from the solicitors for the G.T.R. William M. German brought the matter up in Parliament, and the name International Bridge was confirmed .

1895. Many of the townsfolk still objected to the rather unwieldy name, and when the village was enlarged to include Amigari , John T. James the Reeve suggested Bridgeburg, and it was accepted.

1916. Bridgeburg officially became a town.

1931. Bridgeburg and Fort Erie officially merged Dec. 31st., 1931. There were three post offices: Fort Erie North (formerly Bridgeburg): Fort Erie West (Formerly Amigari) and Fort Erie, which serves the residents of the old village of Fort Erie.

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