

# Clipper

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## The Queen City Yacht Club

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Box 401, Terminal "A" Toronto, Ontario

### July 1979

HELLO THERE . . .

When July is here, it's summer, and in spite of the sometime inclemencies of the weather this year, a number of the Queen City fleet is vacationing on Lake Ontario, the Bay of Quinte or the Thousand Islands: Windrew, Elessar, Fandango, Ceilidh, Maja II, Slither, Cadenza, Solana, Ma-Kee, Mazinaw, Red Sky, Simaaron, Pokey, Mal de Mer, Sassy, Dixons' Renaissance.

Fandango is the first yacht home, and Peter and Susan Grant report more traffic than ever, if such a thing is possible, in the Thousand Islands.

Subito is once again cruising Georgian Bay. Keith and Mary Douglas will bring her home through the Trent system this year.

Ernie Middleton and Agnes have been seen, according to reliable sources, sailing Dawendine.

Late in June Gord and Marion Anderson were met by a flotilla from the club when Maid Marion sailed in from the last leg of her two-year odyssey in the Caribbean. Welcome home!

Welcome also to our many visitors, particularly from American clubs, who have stayed with us. They report general pleasure with our hospitality and facilities.

The July 1st cruise to Hamilton was sailed mostly from the Great Hall, but Interlude III left and returned as scheduled, magnificently handled as always by Commander Case and his mini-crew. He was closely(?) followed by Mal de Mer, intrepid Malcolm Wardman on the helm.

### OAK ORCHARD CRUISE

Queen City Yacht Club has arranged for a night cruise to Oak Orchard Yacht Club at Point Breeze, New York.

Departure will be Friday, August 3rd. Actual departure time will be your own choice. Distance to Oak Orchard is 54 nautical miles, rhumb line.

U.S. Customs have arranged to clear us at Oak Orchard around noon on Saturday, August 4. The Yacht Club has been advised that there will be 10 to 12 yachts.

A good cruise to start holidays, or just a great long weekend venture. A sign-up chart is posted. Information and navigation kits will be available.

Brian Case

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Good weather and bad, our special events are being well supported. It is essential, though, that you book your tickets as early as possible. Peter Siskos is finding it difficult to accommodate the late comers, and you may find yourself disappointed. If possible, book a week ahead so that we know how many to cater for.

I would like to hear from more of you. You must have something to say which you feel will be of interest to your club, be it controversial or otherwise. The address is:

Jean Grice, 'The Clipper', QCYC, P O Box 401, Terminal A, Toronto, M5W 1C2

Your Editor

REFURBISHING-THE SUNROOM FUND:

Proceeds from 1978	
Marine & Bake Sale	\$ 310
Proceeds from June, 1979	
Marine & Bake Sale	85
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Present Total	\$ 395

Although the 1979 amount may seem small, it should be remembered that most of the contributors had less than a week's notice of the event. We did so well relatively, that we're going for a repeat, with plenty of warning to all:

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HEAR YE! HEAR YE!

END-OF-SEASON

MARINE & BAKE SALE

SUNDAY, SEPTEMBER 23

1100

FANTASTIC LUCKY DRAW, TOO!

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A N D . . . watch your August Clipper for a couple more fantastic ideas on how we can raise the funds to enliven our facilities.

Marg Pitcher

QUEEN CITY MEMBER TO YOUTH WORLDS, ITALY

Student member ALISON BURY, crewing for Frank McLaughlin of RCYC, won the CYA Youth Championships in June at Royal Vancouver Yacht Club. This qualified them to campaign their 420 at the Youth Worlds in Italy in mid-summer.

Not content with that performance, the team went on to win the 420 Canadians Championship at the same regatta.

Our congratulations to you both, and our best wishes for your success at the Worlds.

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REMINDER . . . the Wilson Oxroast Cruise will be August 18, a date which gourmet cruising types should leave open. If you need more details to fill in your plans now, contact -

Murray MacInnes

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QUEEN CITY RACERS

Only a very few of our members race their yachts regularly, but they make a fine showing. For instance, at the Royal Canadian MYRC Regatta this year, LOR II Division showed Fandango (Peter Grant) and Veleda III (Kevin Loughborough) standing 1-2; Queen City stood 1-2 in the Alberg 30 class, Candy Cane (Klaus Noack) and Gay Gordon (Gord Proctor); the Thunderbird class was won by Flying Cloud III (Con Lister); and Running Free (Fred Mayerhofer) took third in LOR I-A.



GREATER LOVE HATH NO MAN THAN THIS:  
than that he marry in the height of  
the sailing season!

Our warm congratulations to Don and Beverly Bester, who were married on Saturday, July 7.

## HOW TORONTO ISLAND WAS BORN

Toronto Island celebrated its 100th birthday as an island in 1958. Its birth was not a pleasant blue-ribbon-and-scissors affair accompanied by speeches and tea, but rather a day of violent storm and personal misfortune.

In days gone by, before 1858 to be exact, the Island had been a spit of land jutting out from what we now call Cherry Beach. The spit's creation was the result of the action of lake currents depositing silt from the Scarborough bluffs. Together with the mainland the peninsula, as the spit was sometimes called, formed a horseshoe open at the western end of the bay. The eastern end of the bay, where the Don River meandered in, was a swampy, stagnant area.

The peninsula had long been used as a resort. The Mississauga Indians used it as a health resort before the French arrived. The peninsula abounded in fowl and fish and by the middle of the nineteenth century it had become a favorite haunt of hunters and anglers. In 1858 The Globe carried a resort ad offering "Excellent fishing . . . and every accommodation afforded for healthful recreation." It was chosen as the site of the first race-track in the Toronto area, a straight course situated between Ward's and Centre Islands. Even Lord Sydenham, the Governor-General, was quick to see the qualities of the area; in 1841 he moved to an old hotel and made it the viceregal summer residence.

It was about five years after this that the future of the Island was first considered in city council. In 1846 the Commissioner of Crown Lands sought permission to make grants on the peninsula. Strenuous objections to such grants were raised in council on the grounds that the peninsula should be used as a "source of pleasure and healthful recreation and exercise for the people." But if the peninsula was to be used for the people, the stagnancy of the eastern end of the bay had to be cleared out. The solution to this problem lay in cutting a channel across the eastern end of the peninsula and thereby allowing a free flow of water to clear out the scum.

This seemed a simple enough solution until the cost was considered. At this point council hedged and seemed on the verge of shelving plans for development of the peninsula.

Then, in the early hours of April 13, 1858, nature, fed up with civic wrangling and procrastination, took matters into her own hands, and, in a spectacle that even Hollywood would be hard pressed to imitate, created Toronto Island.

The story of the birth of the Island is also the story of a misfortune that befell John J. Quinn, a well-known and widely respected Toronto tavernkeeper. Quinn's was a favorite of the coroner of the day, who held most of his inquests there, and of many of Toronto's young lawyers. Quinn himself was a sergeant-major in the 10th Royal Grenadiers as well as superintendent of the militia rifle range, then on the site of the present Exhibition grounds.

In 1855 John Quinn had purchased from the Privat brothers their Peninsula Hotel and surrounding amusement park. The building, a three-story structure erected about 1830, was 40 by 50 feet, with a wooden foundation, and stood near the site of the present Eastern Gap.

During the winter of 1857-58 Quinn made extensive renovations to his hotel. They were completed early in the spring of 1858, and he planned to entertain his workmen there on the afternoon and evening of April 12.

April 12, 1858, was a cloudy day. It was not storming as it had been off and on for the previous 10 days, but still it was a good day for staying off the lake. A storm was brewing, and a bad one. John Quinn was concerned. His weather eye made him fearful of the ominous-looking sky. He decided to postpone the celebration.

Taking his small daughter Jennie, he accompanied those of his workmen who had been helping him that morning around the end of the bay. They hoped to catch the other guests in time to warn them away. By the time they reached the city proper, the storm had broken in full fury.

