



The Streets of Sarnia Project

What's in a (Street) Name?



Randy Evans

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Dear Friends:

What a wonderful journey is the Sarnia Street Project. It explores Sarnia's rich and diverse history going back to the founding of Port Sarnia in 1836. Street names provide a fascinating look into the community's history, diversity, culture and social and economic evolution over time. The project, while reflecting our past, also mirrors the present with hundreds of citizens contributing to the research with their own personal knowledge. In turn, it demonstrates the spirit of the "New Sarnia" where collaboration is the unofficial motto of the City.

Randy Evans and Tom St. Amand took on an enormous task with enthusiasm, good humour, dedication and commitment. They became two modern-day historical detectives, never assuming why a street was named, and always searching for supporting evidence. They engaged people from around the world in their research and historical treasure hunting. Readers will learn not only why the street was named but also by whom--with historical background--giving context and colour to the name.

On behalf of the City of Sarnia, I would like to thank Randy and Tom for their dedication to preserving and enhancing Sarnia's history and for leaving a legacy for this generation and future generations of the history of our streets. Enjoy your fascinating journey through the streets of Sarnia.

Yours sincerely,

Mike Bradley

Mayor of Sarnia



Introduction

In November 2014, when Mayor Bradley asked if we would consider updating the history of Sarnia's street names, we agreed to do so for a couple of reasons. First, it was a subject that we both found very interesting and, secondly, we had the available time to finish the project in six months.

As we complete the seven year mark in researching and in writing what has become known as "The Streets Project", we have many people to thank. It is always a risky venture to name individuals for fear of excluding others, but we would be remiss if we did not acknowledge the contributions of certain people and groups.

Mayor Mike Bradley has ardently supported this project in every way possible, from providing us with people to contact to obtaining resources for us to use. In completing the project, we met several people who are passionate about Sarnia and its history and Mayor Bradley is certainly one of them.

A special note of thanks also to the Sarnia Community Foundation for its financial support in helping us complete the project. You took a chance on us and we hope you consider it money well spent.

The local media has been wonderful in publicizing this community project in its various stages of completion. In particular, we would like to thank George Mathewson of the *Sarnia Journal* for sharing his knowledge of Sarnia's history and for publishing a series of articles on our findings in the last three years.

The researching and compiling of information on Sarnia's streets was, at times, challenging, but three groups of people helped make this task less daunting.

Carol Ann Dillon and the Planning Department of City Hall promptly answered our many requests by providing us with too many registered plans to count and invaluable street maps of Sarnia.

Secondly, we tested the patience of the extremely helpful personnel at the Registry Office and, in particular, benefited from the immense knowledge that Allan Mearns imparted, saving us hours of time.

Finally, the co-operative staff of the Sarnia Public Library helped us to locate and to use resources and gave us more than a few lessons on how to properly operate the microfiche machines.

Special thanks to Cheryl McFarlane for patiently deciphering our illegible scrawls and for typing the information accurately. Cheryl was kind enough to let us use her design for the front cover. Our sincerest thanks to City Hall for granting us permission to use the 1941 map of Sarnia for our back cover.

To our thorough and exhausted group of editors, a sincere thank you.

The late local historian, George Smith, provided a foundation for the 2018 Sarnia Streets Project, with his 1988 publication *The Origin of Sarnia's Street Names*. We used George's book as a starting point and as a reference for a number of streets.

We both still think it is a great honour to have a street named after a person or his/her family; therefore, we agreed from the beginning that, as much as possible, we would try to tell the story of not only the person after whom each street was named but also the person who did the naming. In other words, who the person was and why the street was named for him/her.

Unfortunately, despite our best intentions and efforts, we did not find the origin of every street in Sarnia; however, for streets where more than one plausible origin exists, we provided every explanation.

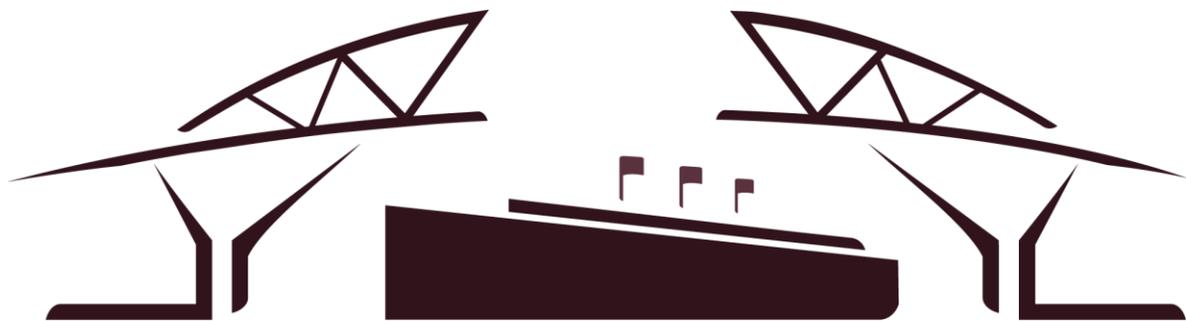
We also knew beforehand that Sarnia had the well-deserved reputation of being a very generous community and we would need the community's help in completing the project. Collectively, you have been more than generous with your time and in every way this has always been a

community project. To the over 550 people who returned our phone calls and answered our emails and letters; who provided us with a name, a book, a map, a piece of information or a telephone number; who invited us into your home or your workplace where you answered our innumerable questions; who met us for a coffee or something stronger to share your thoughts and your knowledge--we couldn't have done it without your help.

Sadly, Al Charge, Ivan Mater, Matt Schafer and Onorio Iacobelli, four gentlemen who developed and named streets over a number of years in Sarnia, passed away during the completion of this project. They were very accommodating in providing background information on many streets.

In December 2018, Dean Hodgson passed away. A former land surveyor, Dean was a local historian who was a rich and generous source of information for Lambton County and for *The Streets of Sarnia Project*. Dean will be missed by many.

We enjoyed writing the history of Sarnia's street names and sincerely hope you get as much enjoyment reading about Sarnia's streets as we did writing about them.



Sarnia Historical Society

The third printing to *The Streets of Sarnia Project* was made possible through a kind and generous donation by the Sarnia Historical Society.

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Preface

- A Significant Dates in Sarnia's History
- B The Naming of Sarnia's Streets
- C After Whom or What are Sarnia's Streets Named?
- D Street Designations

A Sarnia – Significant Dates

- **1626–1679** First discovery of the location of Sarnia by French explorers – LaRoche (1626); Joliet (1668); Hennipen (1670); Duluth (1686); LaSalle (1679).
- **1800** Approximate date of arrival of French Canadian settlers: Ignace Cazlet (1800); Joseph LaForge (1809); Jean Baptist Pare (1809).
- **1815** Arrival of Lt. Alexander Vidal into the area.
- **1826** First survey of Lambton County by Mahlon Burwell.
- **1829–1832** First survey of Lambton West. Initiated by Roswell Mount and finished by Peter Caroll.
- **1832** Arrival of Captain Richard Emeric Vidal at age 47. Takes Crown Grant of 200 acres of land north of George Street.
- **1832** Wesleyan Mission Church established. By the 1850s, Port Sarnia has six churches of different denominations: Church of England, Roman Catholic, Congregational, Baptist, Presbyterian and Wesleyan/Methodist.
- **1833** Arrival of George Durand and the establishment of Sarnia’s first store.
- **1834** Arrival of Malcolm Cameron who takes Crown Grant of 100 acres of land in what would become the heart of Sarnia
- **1835** Arrival of Sir John Colborne to the area then known as The Rapids.
- **1836** First Plan of Survey in October establishes the street beginnings of Christina, Trongate (Front), Vidal, George and Harris (Lochiel).
- **1836** In March, the name of area changed from The Rapids to that of Port Sarnia.
- **1837** First mail delivery by stage from London via London Road.

- **1839** Establishment of the Durand ditch to power Port Sarnia's first lumber mill.
- **1840–1850** Population of Port Sarnia grows in this decade from 420 to 800 inhabitants.
- **1840** First school established at Christina and George Streets. Other early schools included Sarnia Collegiate Institute (1851); Baptist Church (1857-1871); Lochiel Street (1862); London Road (1867); Durand Street (1869); Albert Street (1869); Russell Street (1901); and Lochiel Street (1910).
- **1844** Formation of The Sarnia Syndicate Banking Loan operation. It would later become Lambton Loan and Savings Company.
- **1852** By Plan of Survey the following streets are shown at their west end area: Wellington, Queen, Albert (later Vidal), Brock and Nelson (Johnston).
- **1855** Passenger and mail service to and from London begins in February.
- **1856** Plan of Survey registered for the area known as Robertsville immediately north of Sarnia's then northerly Town limit of Exmouth Street and occupying what is now known as Northgate Plaza.
- **1857** On January 1, Port Sarnia becomes in name Sarnia. Sarnia receives Town designation from the Upper Canada government.
- **1858** The first oil well is established at Oil Springs.
- **1858** On December 27, the first regular train arrives along the Great Western Railway Line in south Sarnia from London and other points east.
- **1859** The first regular train arrives along the Grand Trunk Railway in Pt. Edward from St. Marys and other points east.
- **1862** The establishment of The Liverpool Oil Refinery owned by Charles Mackenzie and John Mackenzie. Other similar enterprises followed: Boston Oil Co. (1869-1870); Dominion Oil and Refining Co. (1871); Monitor Oil Works; Merrit-Black Star Oil Refinery, Alpha Oil Co. (1885-1887); Bushnell Oil.

- **1863** Construction starts on The Sarnia and Florence Road better known as the Plank Road.
- **1864** Population is registered at 2091 individuals
- **1864** Plan of Survey No. 14 shows East Street as Sarnia's easterly boundary.
- **1866–1871** Fenian Raid from the United States of America poses threats to the area. A defense garrison of militia is encamped at Pt. Edward.
- **1866** A September fire destroys much of the commercial district in downtown Sarnia.
- **1867** Extensive Registered Plan of Survey No. 16.5 by early town surveyor E, R, Jones, is released in September. Residential lots laid out in the core of Sarnia west of Brock Street.
- **1867** On July 1, four provinces form the Confederation of Canada
- **1873** Sarnia's Alexander Mackenzie becomes Canada's second Prime Minister.
- **1875** In April, the first laying of tracks for the Sarnia Street Railway. Operation starts in August 1875 and continues until 1931.
- **1880** On September 8, Imperial Oil Ltd. is formed.
- **1888** Population of Sarnia now stands at approximately 1,000.
- **1890** Tunnel cut initiated in south Sarnia to connect by direct rail Canada and the U. S.
- **1890-1891** Athletic Field (later Norm Perry Park) established.
- **1896** Sarnia General Hospital is established.
- **1897-1899** Imperial Oil Ltd. takes over operation of The Dominion Oil and Refining Co. and Bushnell Oil Refinery in south Sarnia.
- **1900** Town of Sarnia begins house numbering system.
- **1912** Town Council entices the Mueller Manufacturing Co. to build in Sarnia.

- **1914** In May, Sarnia attains City status.
- **1914** Pipeline connects Sarnia oil refineries to Ohio/Pennsylvania oil fields.
- **1914-1918** Approximately 10% of Sarnia's population enlists in what is known as The Great War and later World War I. 116 Sarnians are killed in the conflict.
- **1915-1919-** The Sarnia Automobile Club begins to post street signs in the City and surrounding area.
- **1933** Sarnia hosts the Grey Cup game with the local Imperials losing to the Toronto Argonauts. The Sarnia Imperials recover to capture the Grey Cup in 1934 and 1936.
- **1935** St. Pat's High School opens.
- **1939-1945** In WWII, 189 Sarnians die in the conflict.
- **1940-1970** The Chemical Valley begins to develop beyond its Imperial Oil Ltd. roots.
 - **1942** Polymer
 - **1945** Dow Chemical
 - **1951** Suncor
 - **1953** Cabot Carbon
 - **1956** Ethyl Corporation
 - **1959** Du Pont
 - **1963** Shell
- **1945** World War II ends and the Baby Boomer Generation begins the following year, lasting until 1964. Residential, commercial and industrial growth in Sarnia begins to escalate.
- **1946** St. Joseph's Hospital established in October.
- **1951** Sarnia's expansion involves partial expropriation of the Township of Sarnia north

to Lake Huron and east to Murphy Road. The population of Sarnia is 34,697.

- **1953** Inter Provincial Pipeline established, bringing into Sarnia petroleum feedstock from Alberta and points west.
- **1950s and 1960s** Residential development begins to the east and north. Population growth in various areas is reflected by the establishment of new area high schools.
 - 1955 Central High School
 - 1956 Northern Collegiate Institute and Vocational School
 - 1961 St. Clair High School
 - 1969 Alexander Mackenzie Secondary School
- **1991** On January 1, official expropriation of the remaining portion of Sarnia Township. Establishment of the municipality of Sarnia-Clearwater.

B The Naming of Sarnia's Streets

In 1954, a civic controversy arose over the proposed naming of Flamingo Drive. Various citizens and councillors did not consider a pink tropical bird appropriate for a Sarnia street name.

Led by Mayor William Nelson and Alderwoman Ruth Donohue in opposition, the critics lost out. In reaffirming past policy, Alderwoman Donohue declared, "It's a definite restriction on the rights of an individual. If a developer wants to name a street after his Aunt Emm, it's his right."

The Aunt Emm rule has held to this date.

The only reported exception to this was in April 1866 when Council passed a by-law establishing nine street names: Elizabeth to Vidal; Derby, Russell and Prague to Russell; Mechanic to Emeric; Elgin to Mackenzie; an unnamed lane to Fleming; Nelson to Johnston; Durham to Napier; Francis to Davis; Sarnia's most southerly road to Watson.

To be sure Sarnia has had a street naming committee over the years. It appears, however, that for the most part this group has had limited influence, mainly restricting its efforts to preventing only the duplication of names. Accordingly the names on the Sarnia street signs are essentially those which have been chosen by the various landowners and developers.

Some might question the efficacy of this. Indeed numerous street names add absolutely nothing of significance to the City – its history or otherwise. Further, as in the case of honouring Sarnia's fallen veterans, some historical aspects of the area are sorely underrepresented.

These drawbacks aside, it is noteworthy that the Aunt Emm policy has resulted in literally hundreds of citizens over the years being involved in the naming of this community's streets. Each brought to the task not only his or her name, but also surroundings, interests, personages and events of their times whether they be local, provincial, national or international.

Each geographic location and each event was either celebrated or endured. And each person's name reflects an individual or family who became part of the Sarnia mosaic over the generations.

C After Whom or What Are Sarnia's Streets Named?

In an article she wrote for *The Sarnia Canadian Observer* in 1938, Charlotte Nisbet Vidal, granddaughter of one of Sarnia's founders, admits she was very thankful that the streets of Sarnia, from the beginning, were named and not numbered. Our history, Charlotte asserted, is woven into the street names which reflect the stories not only of Sarnia's history but also of the personal lives of our first residents.

Eight decades later, Charlotte's words are still relevant. The names of our streets still reveal who we are and who or what is important to us. Years ago, Queen and Victoria Streets, named for a youthful Queen Victoria then in her second decade of rule, as well as Wellington Street and Nelson Street, signified the importance of the 19th century British monarchy and of England's military and naval heroes to some of Sarnia's earliest residents. So much so, that they named streets in their honour when Port Sarnia was just a village of under 800 citizens who lived in a colonial outpost over 5,000 kilometres from England.

On a much smaller stage, and closer to Charlotte's heart, many of Sarnia's oldest streets bear the names of its earliest pioneers for the simple reason that our founders were not averse to naming streets after themselves or their family members. Nearly all of Sarnia's first streets were named by early settlers, and mostly after themselves or after people whom they knew and admired. These are the street names that tell our local history.

The one exception to this trend was Henry Jones. In the early 1850s, Jones chose not to name any streets after himself or after his immediate family. Rather, he chose to honour men who, like himself, had served in the Napoleonic Wars. Thanks to Henry Jones, the names of naval officers like Collingwood, Cotterbury, St. Vincent, and Capel live on in their streets.

For the most part, though, Sarnia's older streets bear the names of its early residents. We may not know their stories, but we do know their names. Since we've walked, driven, jogged, biked, or roller-bladed on Sarnia's streets, we recognize today streets bearing the names of Talfourd, Proctor, Fleming, Johnston, Cameron, Davis, Vidal, Durand, and Mackenzie—and a host of others whose efforts helped Sarnia to flourish and whose names, at the very least, gain life in our streets.

Other Sarnians, with names like Glass, Skilbeck, Flintoft, Leys, Gemmill, Poussette, Burke, Brockdorff, and MacLean, were prominent citizens who played a vital role in building Sarnia in its infancy; however, their efforts are largely unknown, their names generally unrecognized for one simple reason: no streets are named for them.

The streets of Sarnia have a historical significance to our community, and they collectively represent diversity and tell different stories as The Rapids became Port Sarnia and grew from a village, to a town, and finally to a city. From the beginning, when a survey by Roswell Mount in 1829 shows only Laforge's farm, to 1836 where the first plan of Port Sarnia lists five streets, through to the streets developed only this year, individuals have named over 700 streets after a variety of people and objects.

So, beyond Sarnia's early years and as of 2020, after whom or what did we name our streets?

We continued to name them after famous people and not only after monarchs, generals and naval officers but after statesmen, explorers, prime ministers, premiers, governors-general and artists. Many of us, however, chose to emulate Sarnia's founders and to leave our mark by naming streets after ourselves or our loved ones. So, throughout the years, we named them after our first name or our last name or sometimes both; we named them after nicknames, some known only to our families and others so familiar that people in the community assumed the nicknames were our given names; we named them after wives, husbands, sons, daughters, grandsons, granddaughters, brothers, sisters, fathers, mothers, uncles, mothers-in-law, daughters-in-law and sons-in-law. We named them to please some relatives or to honour their memories.

Occasionally, we blended names of family members and friends, so streets like Clarendon Drive, D'Marrocco Court, and Wilgrun Drive would represent more than one person or more than one family. Sometimes, such as with Walter Herridge and Cyril Hallam, we reversed the spelling of a first name to get Retlaw Drive and a surname to form Mallah Drive.

Beyond family, we named them after local people whom we admired: a mayor, a neighbour, an educator, a trustee, a lawyer, a secretary, an employer or an employee. Five streets--Barclay Drive, Berger Road, Eddy Drive, Quinn Drive, and Wheatley Drive--were named for fallen soldiers from Sarnia who fought and who lost their lives in World War I or World War II. And, occasionally, streets such as Lyndale Crescent or Maynard Road were named as a favour to or as

a suggestion from a third party.

Sometimes, we chose to name streets after objects or places close to our hearts. We named them after our ancestral homes and after our birthplaces; after the favourite vacation spots of our youth in foreign lands; after famous areas in different countries; after a town we had passed through that caught our fancy; after golf courses and trees and flowers; after colleges and universities; after a river or a lake or another city; after shopping malls and because of a lighthouse; after a bird and perhaps a dog; after an appliance company; and even after a vegetable.

Famous events gave birth to street names like Confederation Line, Centennial Avenue and Jubilee Street. Occasionally, we named streets in French and in Spanish. Sometimes we named streets for the simple reason that we liked the name or that it sounded pleasing. At least one street, Echo Road, was named because its name evoked the memory of pleasant sounds. Sometimes we can't remember why we named the street as we did, but it *must* have sounded good to our ears at the time. For sure, on at least one occasion, we erred and named a street on which no one would reside because of how it sounded. Athole Street, difficult to spell and even more unpalatable to pronounce, was surveyed and laid out in 1892 but lay empty for fourteen years before the street name was wisely changed to the more inviting and now familiar McClaren Avenue. People moved in the following year.

And sometimes, the spelling of the street is incorrect and changed, like Stewart to Stuart and Bridalpath to Bridlepath and from Beverly Road to Beverley Road; and occasionally the spelling mistake remains. Howston Street, for instance, much to the chagrin of the Howson family, has been spelled incorrectly for over sixty years.

Occasionally, we couldn't decide which spelling is correct so a street features street signs with different spellings. Johnson Street begins at the south end of Front Street, but when it intersects with Christina Street 100 meters to the east, the street sign inexplicably, but correctly, gains a letter and becomes the properly spelled Johnston Street. Similarly Green Acre Road off Lakeshore Road heads north, yet when it veers west after 300 meters it does so as Green Acres Road.

It wasn't only the spelling of the streets that contained different versions. Many street names we recognize today had different names at one time and were changed for a variety of reasons and

circumstances; for instance, if Elijah Harris and Francis Laforge had not sold their land in the 1850s, we'd be travelling on the formerly-named Harris Street and Francis Street instead of the current Lochiel Street and Davis Street.

Some streets we deemed too important to lose, so we assigned their names to different streets. In two instances, we still have the names today. The original name of Johnston Street was Nelson Street, but it was moved in the 1880s to its current location north of London Road. Similarly, when Elgin Street became Mackenzie Street, its new location in 1887 was the one we still have today.

However, many street names in Sarnia's history have been swept aside for a variety of reasons. If the names of Ham Street, Mechanic Street, Prague Street, Colina Street, Durance Avenue, Emeric Street, Spragge Street, and Huntington Street do not sound familiar, that is perfectly understandable. They are but a few of the many street names that have disappeared from Sarnia forever. Many names were changed because the land changed hands; others were expunged to avoid repetition and to ease confusion.

At no time was the municipal game of musical streets played with more fervour than when Sarnia expanded its boundaries in 1951. Suddenly, many of the street names in the former township had to be changed to avoid repetition with existing city streets. A few examples from the many highlight the changes:

- John Street became Hall Street
- Cameron Street was changed to Toro Street
- Two Oakdale Streets meant one of the two was changed to Glendale
- Chestnut Street was changed to Superior Street
- One of the two Indian Roads was changed to Churchill Line
- Lakeview Street became part of Charlesworth Drive east of Colborne

This trend even continued in the mid to late 1950s. The original registered plans for Gurd St. show that it was initially named Kemsley Drive in 1954 and then Beverley Road the following

year. In 1959, it became Gurd Street. Similarly, the Parks Board in 1945 elected to change the name of Park Road to the more inviting Lake Chipican Drive.

More recently, the streets names in Heritage Park have come under review. Built in the mid-1990s, the Heritage Park Subdivision features streets named after the first and last names of prominent Canadian artists. Since its development, David Bolduc Street became Bolduc Street, only to return to its former full name. At one time, city council accepted a recommendation for Paul Sloggett Court to be shortened to Paul Court, but then overturned its decision. The former Lupe Rodriguez Court has become Rodriguez Drive.

The naming of Sarnia's streets has been mostly a straightforward, simple process with a few twists and turns along the way. A simple process but *not* a simple result for our street names are an eclectic, diverse mix, a patchwork quilt of many patterns. They collectively tell a 185 year-old story of the people who founded Sarnia and who helped shape it into our sprawling city of 2020. Charlotte Nisbet, who passed away in 1948, might not recognize the Sarnia we live in today, but she would, no doubt, approve of the over 700 street names that continue to tell our story.

D Street Designations

On what type of street do you live? An avenue, a road, a crescent? More relevant questions, perhaps, are does it matter to you or do you care? We're not sure if you've considered anything to do with streets beyond the unanswerable, "Why do we drive on parkways and park on driveways?"

Historically, however, each designation contains subtle and, at times, overt differences. Living on a "Crescent" is probably only slightly different from living on a "Circle"; but, if you're in search of a quiet lifestyle, then any street designated as "Lane" or "Close" or "Trail" is the spot for you, not a house on a "Line" or a "Parkway."

The earliest streets in Sarnia were invariably designated as "Streets" or "Roads." As the city expanded and streets were developed to accommodate a swelling population, streets took on different designations. Like any community, therefore, Sarnia has a number of streets with different designations: Avenues, Boulevards, Closes, Circles, Courts, Crescents, Drives, Gates, Lanes, Lines, Parkways, Places, Roads, Streets, Trails, and Ways. We also have a number of streets which end with the suffix "dale" or beginning with the word "glen."

Each street designation has some historical significance which may have played a part in how and why each street was named.

- An **avenue** typically runs north south. Avenues and streets may be used interchangeably for directions, and avenues usually have medians.
- A **boulevard** is usually a street with trees down the middle or on both sides.
- A **close** is a short road serving a few houses. It typically has a cul-de-sac.
- A **circle** usually circles around an area but sometimes is like a "square," typically, it is intersected by multiple roads.
- A **crescent** is typically one of two streets: a road whose shape represents an "S", or a crescent shape, and a small road where both ends link to the same connecting road.
- A **dale** is a valley and generally has a pleasant connotation. The word comes from the

Old English word *doel*, which, in turn, probably comes from the Old Norse word *dali*, which was a common name for a farmstead.

- A **drive** is usually a private, winding road.
- A **gate** is usually a short street that serves as an entrance to a subdivision or a shortcut between two larger streets.
- A **glen** is derived from the Gaelic 'gleana', meaning valley.
- A **lane** is a narrow street usually lacking a median.
- A **line** is a road with more traffic and high speed limits. It is sometimes used in Ontario as a synonym of concession road.
- A **parkway** is usually a major public road and is sometimes part of a highway and usually has traffic lights.
- A **place** is similar to a court, usually a short, skinny, dead end road, with or without a cul-de-sac.
- A **road** has no special qualifiers. It is the generic, functional designation which connects point A to point B.
- A **street** connects buildings together, usually in a city, and usually east to west, opposite of avenue.
- A **trail** is usually in or near a wooded area.
- A **way** is usually a small, out-of-the-way road.

The Street Names of Sarnia

Abbott Street

Located in the Coronation Park subdivision, **Abbott Street** was named after our country's third Prime Minister, the Rt. Honourable John Abbott. A lawyer before he entered politics, Abbott in his short tenure as prime minister (1892-1893) oversaw the signing of the Reciprocity Treaty with the United States. Sir John Abbott passed away in 1893. (Sir John Joseph)

Aberdeen Avenue

Aberdeen Avenue is located in Coronation Park and was named for Lord Aberdeen, Canada's Governor-General from 1893-1898. Even before he became the Queen's representative in Canada, Lord Aberdeen and his wife knew Canada well and loved the country and what it offered.

In his term, in which he saw five different men serve as Prime Minister, Lord Aberdeen travelled extensively in Canada and encouraged Canadians to become more active by following his lead in playing hockey and curling. Lord Aberdeen passed away in 1934. (The Marquess)

Acadia Court

Located off Errol Road East in a cluster of streets named for Canadian universities, **Acadia Court** was named for Acadia University in Wolfville, Nova Scotia. Professional golfer Lori Kane and stand-up comedian Ron James are two of its many notable alumni. (Acadia)

Adams Street

Adams Street, under Plan 316 of 1954, was originally named Sunset Street. Five years later, Plan 446 shows it was renamed Adams Street. The street is only 213 feet long and no homes face onto it.

Of note is the fact that while the Registered Plan 446 sets out the name Adams, the street signs and city official map use the name Adam - no "s."

To date, no explanation has been found for the street name Adams or Adam.

Admiral Avenue

British Naval veteran, Henry Jones, named many streets in the 1850s after Royal Navy heroes. Called The Maxwell Estate, Jones's plan lists streets named after several veterans: Nelson, Napier, Parker, and St. Vincent to name a few. **Admiral Avenue** was named as a nod to these distinguished and historical gentlemen.

Afton Court

Afton, after which **Afton Court** was named, is a common place name in the English-speaking world, notably used in the United States (30 locales), in Canada (12 locales), and in the United Kingdom (14 locales).

Registered Plan no. 629 shows that, beginning in 1976, Afton Drive and its surrounding streets were laid out and developed by Auriol Properties Limited.

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Registered Plan no. 629 shows that, beginning in 1976, Afton Drive and its surrounding streets were laid out and developed by Auriol Properties Limited.

Agnes Street

In Sarnia's south end, three streets lie in consecutive order from west to east: Whitmore Street, Alice Street and **Agnes Street**. These streets were named after the family members of Sarnia citizen John Tomkin Sr., born in England in 1833. (Certain records spell Tomkin as "Tomkins" or "Tonkins.") Sometime between 1881 and 1891, John Sr. passed away.

John Sr. named Agnes Street after his daughter-in-law, Agnes (Reid), who married John Horton Tomkins Jr. in Sarnia in 1890. We know little about Agnes and John unfortunately. The 1891 census reveals that John was born in 1867 in St. Thomas and that Agnes was born a year later in Sarnia. Beyond the fact that John was supporting Agnes and himself as a plumber, no other

information exists about them. (John Tonkin)

Airport Road

It follows that this, **Airport Road**, is the conveyance leading to the Sarnia Chris Hadfield Airport. In 1997, the terminal was named after the NASA astronaut with close personal ties to this community.

The first flight into Sarnia occurred on September 10, 1911 when W.T. Constable landed his craft at that year's fall fair. As air travel increased in popularity across Canada, so too did the demands to establish a local airport. The matter, however, became a political football. From the late 1920s to the mid-1950s, the Federal Air Transport Authority showed little inclination to respect the protestations coming out of Sarnia as expressed by its political representatives in Parliament. This changed, however, in 1956 when the agency granted a license authorizing the construction of a local airport. The current Telfer Road site was chosen in July 1956.

By the fall of 1956, construction began. Three years later, commercial aviation began with Sarnia Airlines taking to the air. The first flight was to Windsor on July 26, 1959.

Political haggling continued, however. The initial operator of the airport was the Sarnia Airport Ltd., a corporate entity made up of the federal government, the local civic government and Sarnia industry interests. Very quickly, the federals wanted out, so much so that in June 1962, Ottawa threatened closure unless the City of Sarnia assumed operational control of the airport. The city relented and took over the responsibilities a few months later.

Over the years, air carriers coming into Sarnia have come and gone. The names of Sarnia Airlines, Nord Air, Millard Air and Great Lakes Airlines are but a few of the erstwhile enterprises which brought passenger air travel into Sarnia. Current service is provided by Air Canada.

Albion Place

Developed in 1976 according to Registered Plan No. 626 by Sylvio Gagnon and Regner Blok-Andersen, **Albion Place** is located in an area with English street names. Albion is the oldest name attributed to the island of Great Britain. At the Confederation Conferences in the 1860s,

New Albion was considered as a name for the new country eventually called Canada.

Alder Crescent

Alder Crescent, named for the alder tree, runs north off Rosedale Avenue just west of Murphy Road. It was established in 1967 by developer Lorne Hay.

The importance of wood as a natural resource is evident in Sarnia's street names. Many streets are named after different types of trees found on properties within Sarnia's boundaries.

Before oil and large-scale agriculture, timber was the natural resource which was the bedrock of the area's economy. The settlers of Port Sarnia would have found the surrounding environs graced with a bounty of deciduous and pine trees including oak, maple, black walnut, ash, cedar and spruce, hardwoods and softwoods ideal for trade.

The pioneers of the Rapids in the 1830s soon took an interest in this abundance of woods. Such a resource, no doubt, was not lost on Malcolm Cameron when the young entrepreneur first came to The Rapids and staked his initial claim in 1833. Commencing with the first mill established by George Durand in 1837, logging operations began to spring up throughout Lambton County and Sarnia. Their output became significant.

Finished wood products included squared oak for English shipbuilding, barrels for Jamaican rum and lumber for the construction of homes and businesses for both local and distant markets. One source estimated that Cameron's mills alone accounted for one-sixth of all oak imports into England year over year. To satisfy the transport requirements of such exports, shipbuilding began in Sarnia. Indeed the Cameron enterprise itself boasted six large ships.

The lumber companies were not the only ones to profit from the trade. The farmers in the area also gained from the sale of maple sugar, as well as the timber they cut while clearing their lands for future agricultural use. Resulting potash also became a source of much-needed cash for those pioneers. Of note the farms produced an immense amount of cordwood, which was then in high demand by the steam-powered railroads and ships. In the early years of Port Sarnia, steam power was generated by wood, not coal.

A pioneer in Port Sarnia observed that it "was not uncommon to see thousands and thousands of

cords of wood piled high and ready for use along the [railway] line.” As the Lambton County forests began to be depleted, raw timber was imported from points north, mostly the Georgian Bay and Nipissing areas. During the navigation season, tug-guided log booms would be brought up river into Sarnia Bay and other points along the City’s shoreline. Rail also imported logs into the area.

Eventually the extent of milling in Sarnia-Lambton would decline. The relative lack of this industry today should not, however, obscure the truth that, in many respects, the economy of this area was first founded by its trees. (Elford, J; Smith, G; Evans, R; Phelps, E; Phillips, G)

Alex Cameron Court

Alex Cameron Court was named for celebrated Toronto-born visual artist Alex Cameron (b. 1947) who is recognized for his many achievements, including his abstract landscape canvases. (Opening)

Alexander Street

Alexander Street was named after landowner Alexander Davis who held title together with his wife, Eliza F. Davis. Alexander was born in Ontario in 1866 and around the turn of the century he married Eliza, from Moore Township and four years his junior. After living in Moore Township where he farmed property, Alexander and Eliza moved to Sarnia where they lived with their daughters Ethel and Lyla. Alexander worked as a gardener before he passed away in 1943, one year before Eliza. They are both buried in Lakeview Cemetery. (Alexander)

Alexi Drive

Alexi Drive was named after landowner Aleksander Peter Otulakowski, who acquired the land title in 1955. Aleksy passed away in Sarnia in 2006 at the age of 89, but his life, especially before he immigrated to Canada, was full of risks and adventure.

Born near what is now Gniezno, Poland in 1916, Aleksy Otulakowski came from a large family. Aleksy’s father died at an early age, so Aleksy and his brothers had to pitch in and work. Aleksy trained as a baker briefly, but he disliked the early hours the trade demanded. He eventually became a butcher, a job more suited to him, and he excelled at it for the rest of his life.

When Germany invaded Poland in 1939, he was captured and sent to Stalag XA, a German prisoner of war camp for enlisted personnel near Denmark. During his incarceration, he soon was recruited to work in the camp kitchen, and later the camp leaders also hired him out to work with a butcher in a nearby village. Aleksy eagerly absorbed additional knowledge of his chosen profession during this time.

After the war, Aleksy did not return to Poland. He loved his mother dearly, but he did not want to live and to raise children under communism. Via letters, he kept steady contact with his family throughout his life, but he would never see his mother again. She passed away in 1965.

Aleksy lived in Scandinavia for a while but was determined to make a new life in Canada. Once he attempted to be a stowaway in the cargo area of a plane bound for Canada, but he was caught before the flight left and sent to jail. A good thing he was caught, for he would most likely have perished in the sub-zero temperatures and thin air. Eventually, Aleksy and his Finnish wife, Raili, immigrated to Canada. A family in Toronto opened their home to them. In 1952, after 2-3 years in Toronto, they moved to Sarnia where Aleksy lived for the rest of his life.

It was a challenging time. Raili spoke English and had employment, but Aleksy had only started to learn the language when coming to Canada, and they had a two-year-old son, the first of three children, to feed as well. They began their life in Sarnia by living on East Street North, where they would live for a few years. Aleksy added a smokehouse extension to the small barn behind their house. There, he made sausages, loaded them into the front basket of his bicycle, and then earned money selling them as he pedaled through the city.

Later, Aleksy built a smokehouse on land that was to become Alexi Drive, but was then 1521 London Road. In 1958, Alex and his family left their East Street home and moved to 156 Vidal Street. He again added a smokehouse, and this time a storefront where he opened his shop, "Aleksy's Meat & Delicatessen." The business was his livelihood and his hobby. He closed it down in 1998, but throughout the city Aleksy had earned a reputation as a superb sausage maker.

To those who knew him, "Alexi" was kind, gentle and generous, a person of sharp mind and quick wit. In June 1986, the street was named after Mr. Otulakowski. (Otulakowski, C.)

Alfred Street

Alfred Street was named after landowner Alfred Shepherd, born 1841 in England. Shepherd owned lots 12 to 19 Range 8 between Campbell Street and Confederation Road. Alfred and his wife, Mary, both emigrated from England, and Albert supported his family by farming. Mary passed away in Sarnia in 1902, and Alfred, at age 78, passed away in 1918. (Alfred Shepherd)

Algonquin Court

Algonquin Court is located in College Park, a subdivision whose streets are named for Ontario colleges. Algonquin College was founded in Ottawa in 1967 and has expanded to three campuses, which have currently an enrolment of 46,000 full and part-time students. Comedians Tom Green and Norm Macdonald and Olympic medalist equestrian Ian Miller are a few of its notable alumni. (Algonquin)

Alice Street

In Sarnia's south end, three streets lie in consecutive order (west to east), namely Whitmore Street, **Alice Street** and Agnes Street. These streets were named after the family members of Sarnia citizen John Tomkin Sr., born in England in 1833. (Certain records spell Tomkin as "Tomkins" or "Tonkins.") Sometime between 1881 and 1891, John Sr. passed away.

John Sr. named Alice Street after his wife. We know little about Alice other than, like her husband, she was born in England. Together, John and Alice would have two sons: John Jr. (1866) and Whitmore (1875). After John Sr. passed away, Alice lived with Whitmore who supported them by working as a dry good clerk. (Alice Tomkin)

Allandale Drive

Allandale Drive, which runs off Bond Street, was established in 1968 as part of what was called the Rosedale Gardens Subdivision according to Registered Plan No. 564. It is a street that developer Al Charge, President of Ainras Developments Inc., named after himself.

Born in Kenora, Ontario, in 1917, Al owned a dry cleaning business and was a real estate agent in Toronto in the late 1940s. Desiring to move from Toronto, Al and his family relocated to Sarnia even though neither Al nor his wife had ever been to the Imperial City. Al was drawn to

the area because it reminded him of Kenora and he loved living close to water.

After initially working at real estate, Al teamed with builder Frank Miller and began building houses, an occupation he pursued from the 1950s to the 1970s. Sadly, Mr. Charge passed away at the age of 100 in early 2018. (Charge, Al)

Althouse Court

The College Park subdivision is home to **Althouse Court** which was named for Althouse College, the teacher's college of Western University (The University of Western Ontario) in London. Since it first opened its doors in 1962, Althouse College has helped thousands of its graduates become teachers in Canada and abroad. (Faculty)

Amesbury Court

Widely adopted as a place name in the English-speaking world, Amesbury originates from the town located in Southern England. It is after this town that **Amesbury Court** was named. As witnessed by the presence of nearby Stonehenge, it is believed that human settlement in the area dates back to 8820 B.C.

Amsterdam Court

Amsterdam Court was developed by Sarnian Ron Robertson in the 1970s. Since this area was heavily populated with Dutch families, who attended the church and the school nearby, Ron named it Amsterdam Court after the capital city of the Netherlands. Often called the "Venice of the North," Amsterdam has such famous places of interest as the Van Gogh Museum and the Anne Frank House. (Amsterdam; Robertson)

Andover Lane

Thomas Grace, a prominent contractor in Sarnia until his death in 1931, named **Andover Lane**, in Canatara Park, after Andover in the County of Hampshire, England. He grew up in Clatford, very near Andover, and the family business was located across the street. First mentioned in the history books in 950 A.D., Andover was the site of the Royal Air Force Staff College during World War I and World War II.

In the early 1900s, Thomas rented a cottage near Lake Huron in what is now Canatara Park to see if his wife, Agnes, and his children would enjoy spending the warmest time of the year away from their house on South Vidal Street. Life on the lake appealed to the Grace family so, shortly after, Thomas bought three-and-a-half acres bounded by what are now Charlesworth Lane and Andover Lane. He built a large A-frame house which he called “Interlaken” and kept his growing family busy by having them tend to the large vegetable garden to the south of their summer home.

When the time came for the street off Lake Chipican to be named, Thomas named it for a place that meant much to him in England. Andover Lane led directly to his summer home on the lake. Sadly, Thomas Grace passed away on July 17th, 1931, from kidney failure brought on by complications due to diabetes.

After Agnes passed away, the property on the lake was divided among the offspring who were interested in owning property. Today, Thomas’s granddaughter, Jane, is the only family member residing on one of the original lots. Jane and her husband Don call their home Interlaken, as Thomas had called the original home more than a century before. (Fraser; Hunter; Thomas)

Please see Appendices

Andrew Court

Running north off Errol Road West, **Andrew Court** was developed in March 1976 by contractor Hercule Theberge. The street was probably named after Jacques Andrew Letourneau who was part of Rosedell Construction Limited which completed all the interior work on the houses on Andrew Court. (Wanner, Louis)

Anise Lane

Named by Sifton Properties, the Magnolia Trails Subdivision is located near the northwest corner of Modeland Road and Michigan Avenue. **Anise Lane** runs off Michigan Avenue and was named after a type of magnolia tree native to Japan. Anise Lane is a dual purpose street that leads first to the commercial block at the corner of Modeland Road and Michigan Avenue and then continues as a private street into a multi-family block called the Magnolia Crossing. (Sloan, Jamie)

Ann Street

Ann Street is one of Sarnia's oldest streets. Located between Confederation Street and Campbell Street and running east-west between Stuart Street and Samuel Street, Ann Street was named when Mrs. Clara Ann Rowles subdivided the area in 1891. (Smith p. 2)

Arbor Court

Located next to Aspen Court, **Arbor Court** is a tree street established in 1959 by Bluewater Developments Ltd. (Sylvio Gagnon – Pres.) as part of the Lakewood Subdivision, Plan No. 455. **See Alder Crescent or the final entry of the Appendices.**

Arlington Avenue

Initiated in 1972 through Plan No. 595 by landowner-developer North American Construction, **Arlington Avenue** is thought to be named after the borough of Arlington, Virginia, a significant part of the Greater Washington, D.C. area.

Home to the U.S. Pentagon, Arlington is also the home of the Arlington National Cemetery. Established in May 1864, on the home grounds of U.S. Civil War Confederate General Robert E. Lee, the WAC veterans' cemetery derives its name from Henry Bennett, the First Earl of Arlington (1618-1685).

The Earl's influences and name adoption relates directly to his control over land grants to North American English settlers, including those settling in the pre-American Revolution colonies.

Arlington Court

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The Earl's influences and name adoption relates directly to his control over land grants to North American English settlers, including those settling in the pre-American Revolution colonies.

Arthur Street

Arthur Street was named after landowner Arthur Kettle (1886-1942), husband of Fannie Kettle. Born in Ontario, Arthur married Fannie, an English woman 13 years his junior. Arthur and Fannie lived in the Bright Street area where Alfred supported them through his work as a contractor and had the means to purchase a parcel of land on which Arthur Street is located. Arthur Street is part of Registered Plan 280-1947, named the Kettle Subdivision.

Ascot Circle

Ascot Circle was named after a town in the County of Berkshire, England. This is the home of the world famous Royal Ascot Horse Races which date back to 1711. To this day the English Crown owns the race track.

Ash Crescent

Running north off Rosedale Avenue, just west of Murphy Road, **Ash Crescent** was developed in 1967 by Hay Construction Company (President Lorne Hay). Mr. Hay named it after the ash trees in the area. **See Alder Crescent or the final entry of the Appendices.**

Ashby Crescent

Ashby Crescent was named after a town in Leicestershire, England, notable for Ashby-de-la-Zouch castle. Built in the 12th century, the castle and surrounding area was the setting for the historical novel, *Ivanhoe*, by Sir Walter Scott

Aspen Court

Aspen Court runs off Mills Street and is located east of the Sarnia Riding Club. It was named in 1959 by developer Sylvio Gagnon who, it is believed, named the street after a beautiful aspen tree found on the property. **See Alder Crescent or the final entry of the Appendices.**

Assiniboine Crescent

Assiniboine Crescent, which runs south off Maxwell Street just west of Indian Road, was named after the Assiniboine River by developer Matt Schafer, a Winnipeg native.

A tributary of the Red River, the Assiniboine River, named for the Assiniboine First Nation, stretches 1,070-kilometres through the prairies of Western Canada in Saskatchewan and Manitoba. (Assiniboine; Schafer, Liette)

Assumption Court

Assumption Court was named after Assumption University in Windsor, Ontario. Founded in 1857, Assumption was originally known as Assumption College until it changed its name in 1956. Today, Assumption University is a privately operated university separate from the University of Windsor and yet an integral part of it. (Assumption)

Athena Avenue

Running north-south off Kemsley Drive, **Athena Avenue** was developed by contractor Regner Blok-Andersen in the late 1950s. He named the avenue after Athena as a nod to his appreciation for Greek mythology.

In Greek mythology, Athena was the daughter of Zeus and the Greek goddess of reason, arts and literature. As a female warrior, Athena was brave and fierce, who only took part in wars to defend the attacks of enemies on the state and the city named in her honour (Athena; Bendall; Crabbe)

Athlone Street

Athlone Street is located in the Coronation Park area and was named by developer George Marshall after Earl Athlone, the Governor General of Canada from 1940 to 1946.

Earl Athlone, the nephew of King George VI, took the post on June 2, 1940, after the sudden death of Lord Tweedsmuir. While in office, Earl Athlone was very active and visible in supporting the Allied cause and Canada's war efforts. He passed away in 1957. (Major)

Atkin Avenue

Atkin Avenue is found in a commercial subdivision accessed from Plank Road between McGregor Sideroad and Modeland Road (Highway No. 40). In the 1990s, Marjorie Atkin developed the land and named this street in honour of the Atkin family which has a long history in Lambton County.

Marjorie's father-in law, the patriarch of the family, was Walter Stanley "Duffy" Atkin who was born in Inwood, Ontario, but spent most of his life in Oil Springs. In Oil Springs, Duffy and his wife, Petrolia native Evelyn (Freer), raised two children: Ken also known as "Duffy" and Donna (Oke). Duffy was also heavily involved in local politics for many years, owned a hardware store and was the Chief of the Oil Springs Volunteer Fire Department. He also had an interest in antiques and when the local Presbyterian Church was up for sale, Duffy purchased it and filled it with his antiques.

"Duffy" or "Duff" (1928-1980), Walter and Evelyn's son, eventually moved to Sarnia and Point Edward where he became the owner of Sarnia Cranes. Donna (1931-2015) lived most of her life in Petrolia, but retired to Mar, Ontario, with her husband, Neil Oke. (Atkin, Bill and Marjorie)

Auburn Place

Since the street is located in an area populated with English-based names, **Auburn Place** may refer to the town located on Yorkshire, England.

The conveyance was established in 1976 by Plan No. 626 by developers Sylvio Gagnon and Regner Blok-Andersen of North American Construction Ltd.

Augusta Boulevard

Augusta Boulevard is situated in the Blackwell Glen Subdivision off Blackwell Sideroad, just south of London Road. Developers Frank Durco Sr. and Jr. named August Boulevard after one of the most famous golf courses in the world, Augusta National Golf Club, located in Augusta, Georgia, and the site of the annual Masters Golf Tournament. Sarnians, for sure, identify Augusta National with our own Mike Weir, who became a Masters champion in 2003. (Durco, Frank Jr.)

Autumn Breeze Drive

Autumn Breeze Drive, established under Plan 25M-15 in 2008, was named because real estate developer, Joan Walker, liked the name. She was familiar with the name as her aunt lived on Autumn Breeze Drive in Mississauga. (Walker)

Avenue Road

Registered plan 742 shows that **Avenue Road** was developed in 1993 by Meadow/Down Holdings. The name itself is a play on words.

Avenue Road is not, however, an uncommon name. In London, England alone, at least 40 venues bear this name. Avenue Road in Toronto is a major nine-km north-south artery connecting Bloor Street in the south to Highway 401 in the north.

Azalea Court

Azalea Court is a cul-de-sac in the “Magnolia Meadows” subdivision, located south of The Rapids Parkway and Saint-Francois-Xavier Catholic Secondary School. It was named for a popular flower. (Fazio, Frank)

Banbury Avenue

Banbury Avenue was named after a market town and civil parish in the County of Oxfordshire. It is historically known best as Oliver Cromwell’s base of operations during the English Civil War (1642-1651).

Registered Plan no. 626 indicates it was developed by North American Construction in 1976 (Sylvio Gagnon President; Regner Blok-Andersen Secretary).

Barclay Drive

Early in the 1990s, Sarnia Council decided to name three streets after three local veterans who had lost their lives fighting for Canada. One is **Barclay Drive**, named in honour of Private James Barclay, who was killed overseas in September 1943.

After attending school in Sarnia and working at the Canadian National Railway, James enlisted

with the Royal Canadian Army Service Corps when he was twenty years old. Unfortunately, he passed away two years later, the result of a motorcycle accident. Private James Barclay is buried in Brookwood Military Cemetery in Surrey, England. Inscribed on James' headstone are these comforting words: "At peace in Jesus' arms safe and secure from all harms."

After the street-naming ceremony in May 1994, Mayor Bradley received this note from a member of the Barclay family. In part it reads, "His [Jim's] parents would have been deeply touched had they been witness to this commemorative recognition of Jim's supreme sacrifice, so that we may all have the benefits of God's providence in a hoped for peaceful world. Thank you all!" (Bendall; Slater)

Barrington Crescent

Barrington Crescent came into being under Plan No. 678 of 1983 by landowner MHG Property Ltd., R.C. MacLeod (President) and J.C. Bell (S.T.).

Basquiat Crescent

Basquiat Crescent, located east of The Rapids Parkway, is named after neo expressionism painter/artist Jean-Michel Basquiat (1960-1988). Haitian by birth, Basquiat was based out of New York City, but his works have been exhibited world wide. One such work set a United States auction record when it sold under hammer for \$110 million U.S. (De Sena)

Baxter Avenue

Baxter Avenue runs north off Charlesworth Drive, just east of Colborne Road. It was named after Alfred Moore Baxter (1873-1942) of Moore Township who became a well-known and well-liked resident of Sarnia. Alfred married Nellie M. Wees Baxter (daughter of David Wees and Ella Locke). When the nuptials between Nellie and Alfred were completed on November 25, 1904, Baxter had married into the Wees family who owned the farmland in what is now the Colborne Road area, north from Errol Road to Lake Huron.

In addition to farming the land, the Wees family developed the lakefront area of their holdings on what was then called Wees Beach (now Baxter Beach). The family constructed and ran the Grandview Hotel (at the end of Colborne Road) from the 1880s until 1923 when the resort was

torn down. Alfred Baxter is listed in the 1921 census as a caretaker. Both Alfred and Nellie are buried in the Froomfield United Cemetery in 1942.

Baxter Avenue was developed in 1944 by Registered Plan No. 277. Ownership at the time was the estate of Alfred Baxter through its executrix, widow Nellie Baxter. (Alfred Baxter ancestry)

Bay Street

Located in the Bright's Grove area immediately east of Yonge Street, **Bay Street** was named after Toronto's historic street long known for being a national and international center of commerce and business. The Toronto street was named in 1797 as it then connected the town harbour on Lake Ontario to Lot Street (now Queen Street West) in the north. Visually, the street now ends at Old City Hall whose clock tower location was specifically placed so that it was center to the street. In actual fact, Bay Street proceeds north to Davenport Road.

For the Bay and Yonge Streets of Bright's Grove, it is interesting that, with Bay Street being to the east, this is opposite to the situation in Toronto.

Beach Lane

Beach Lane runs north off Lakeshore Road, just west of Lecaron Avenue, and heads east along the Lake Huron shoreline. In the early 1950s, the street that was to become Beach Lane was a dirt path covered in cinders, which housed cottages close to the lake.

When it came time to name this dirt lane in the early 1950s, one of the cottage owners, Mrs. Frehl, suggested it be called Prince Charles Drive in recognition of Queen Elizabeth's first son and oldest child, who was born in 1948. Mrs. Christine Fader, whose family rented a cottage from Mr. and Mrs. Frehl, thought it better to not embarrass the royal family and Prince Charles specifically by naming a dirt path after him. Owing to the lane's proximity to Lake Huron, she suggested the simpler and, perhaps, more appropriate name which was accepted: Beach Lane. (Fader)

Beachwood Avenue

Located in Bright's Grove, just west of Waterworks Sideroad, **Beachwood Avenue** runs north-south from Old Lakeshore Road to south of Hamilton Road. The name most likely was chosen

by its proximity to the beaches of Lake Huron. (Bendall)

Beacon Court

Established by landowner Bertha White (nee Williamson) in 1932 under Plan No 268, **Beacon Court** runs west off the north end of Christina Street, very close to Woodrowe Avenue to the east. When it came time to give this new street a name, one of the street's residents, Marjorie Herr, suggested it be called Beacon Court thanks to the visible and functioning lighthouse across the river in Port Huron.

The Fort Gratiot Lighthouse, built at its present location at the mouth of Lake Huron in 1829, was the first lighthouse on Lake Huron and is the oldest surviving lighthouse in Michigan. Today, it has the distinction of being the oldest operating lighthouse on the Great Lakes. Standing approximately 27 meters high, it still casts regular beams of light across the water that are noticeable to anyone living on Beacon Court. (Fort; Herr; Hilson; Smith, Davis)

Beaver Circle

Beaver Circle was thus named owing to the importance of the beaver pelt trade in the late 1600s and early 1700s. The beaver has been adopted by Parliament as the official Canadian emblem in 1975.

Bedford Crescent

Bedford Crescent was named after a very popular place name in the English-speaking world. In the east of England lies Bedford, and Bedford, Nova Scotia, is located at the north eastern end of Bedford Basin in the Halifax Harbour. In the United States numerous municipalities are named Bedford, most notably in Massachusetts, New York State and Indiana.

Registered Plan no. 598 shows that Bedford Crescent and its surrounding streets were developed beginning in 1973 by the Ontario Housing Corporation.

Bel Aire Drive

When he developed what was called Lornewood Subdivision beginning in 1959, contractor Lorne Hay chose to name **Bel Aire Drive** after a style of split level house that he had designed,

named, and patented in the late 1950s.

Lornewood Subdivision encompassed part of lot 19, Concession 7 and included a number of streets in the area. (Crawley, Beverly; Hay, Roger) See Lorne Crescent.

Bennett Street

Bennett Street, located in Coronation Park, was named in honour of Richard Bennett, our 11th Prime Minister (Conservative Party) from 1930-1935. A practicing lawyer before he turned to politics, Bennett was elected in the Great Depression and faced formidable challenges.

During his tenure, he created the Bank of Canada, the Canadian Wheat Board and the Canadian Radio Broadcasting Commission. Prime Minister Bennett passed away at the age of 77 in Surrey, England, and is the only Prime Minister to date not buried in Canada. (Richard Bedford)

Bentley Court

Development of the Sherwood Village area began in 1976 with further redefinition of the streets in 2002 and 2012.

It was on this latter stage that **Bentley Court** was developed under Plan 25M 44 by Danbury Developments Ltd.

The lands in the area were first purchased from the Crown in July 1836 by Thomas Williams. Later, in 1845, the lands were purchased by Malcolm Cameron, the “founder of Sarnia” in an obvious land speculation transaction based on the upcoming arrival into Sarnia of the Great Western Railway.

Always the politician and eager to spread the profits, Cameron brought onto title his political ally, The Honourable John A. MacDonald, first Prime Minister of Canada.

Berger Road

Berger Road, which opened in 2008 to connect Modeland Road and the Rapids Parkway, was named in honour of Private Max Berger, who died in service to his country in World War II. After attending SCITS and working in St. Thomas as an electrician, Max enlisted in the Canadian army in 1939.

On December 22, 1941, Max, 22, lost his life while defending Hong Kong from Japanese forces. In 1945, Pvt. Max Berger and thirteen other Jewish members of the armed services from Sarnia had their names inscribed on a plaque displayed at the Ahavas Isaac Synagogue. (Slater pages 56-57)

Berkshire Road

Landowner John Kember Construction Limited set out **Berkshire Road** in Plan No. 443 in 1958. Since it is located next to Wedgwood Avenue (of English Pottery fame), Berkshire Road was possibly named after the county located in South East England. Berkshire County is of note the home of the Royal Windsor Castle and the Royal Ascot Racecourse.

Of interest, early maps of Port Sarnia and Sarnia Township show the name Bryn Mawr as labelling the area north of Exmouth Street and west of what is now Colborne Road. Bryan Mawr, meaning “big hill” and pronounced “brin mowr”, is the highest locale in Wales at 1250-1500 feet above sea level.

Bernard Court

Developed in the early 1990s, **Bernard Court** was named for Sarnia resident, Bernie Dillon. (Dillon, Carol Ann; Dillon, Janice)

Bessborough Drive

Located in Coronation Park, **Bessborough Drive** was named in honour of Canada’s 14th Governor General, Captain Vere Brabazon Ponsonby, the 9th Earl of Bessborough. The Earl of Bessborough was a businessman and a politician before he served as Canada’s Governor General from 1931-1935.

Bessborough made a favourable impression on Canadians struggling in the Great Depression: He donated 10% of his salary to the populace; he praised the citizens’ tenacity and indomitable spirit on his tours of the country; and he played an integral part in the creation of the Canadian Broadcasting Corporation. The Earl of Bessborough passed away in 1956 at the age of 75. (The Earl)

Bettina Court

Bettina Court, part of the Huron Shores Subdivision in Bright's Grove, was named for Betty Minato who, with her husband, Dan, began to develop the subdivision in 1966. "Bettina" is the childhood nickname that Betty's mother, Mrs. Julia Marius, had for her. (Minato)

Beverley Road

Beverley Road, developed in 1958 as part of Lot 58 of the Front Concession, was named for current Sarnia resident Beverley Crawley (nee Hay), the daughter of local developer and contractor, Lorne Hay. For those who've walked or driven on this quiet street and, especially, for those who live on Beverley Road, the two street signs used to be somewhat confusing because one was spelled Beverley Road, the other Beverly Road.

The correct spelling of the street is Beverley Road. The east part of Beverley Road, Lots 1 to 18, was developed separate from the west end. (Crawley, Beverley). See Lorne Crescent.

Bill Boulevard

Bill Boulevard is found in a commercial subdivision accessed from Plank Road between McGregor Sideroad and Modeland Road (Highway No. 40). Built in the 1990s, Bill Boulevard was named for Bill Atkin who is currently living and working in Petrolia. (Atkin, Bill)

Birch Avenue

Birch Avenue was part of the unnamed subdivision east of East Street that has become informally known as "The Tree Streets." Registered Plan 109 shows the area as being in Concession VI and part of lots 20 and 21. Located between Bright Street and Kathleen Avenue, Birch Avenue was developed in 1946. "The Tree Streets" subdivision was developed to accommodate Sarnia's rising population with the advent of Chemical Valley. **See Alder Crescent or the final entry of the Appendices.**

Birkdale Crescent

Birkdale Crescent was established by Plan 646, a 1978 venture of Sherwood Forest Ltd.

Of historic interest, this land was the subject of a Crown grant in 1835 to Andrew Birkdale very

early in the area's settlement.

Additionally, between 1862 and 1869, the lands were owned by Froome Talfourd, local Indian Agent and early area leader.

Bishop's Road

Bishop's Road is located off Errol Road East in the Twin Lakes Subdivision and, like many of its surrounding streets, Bishop's Road was named for an institution of higher learning. Established in 1843, Bishop's University in Lennoxville, Quebec, is one of three universities in the province of Quebec where courses are taught primarily in English. Among its many notable alumni are poet F. R. Scott; author Michael Ondaatje; country singer Johnny Reid; and CFL player Leroy Blugh (Bishop's)

Blackwell Road and Blackwell Sideroad

Blackwell Road and **Blackwell Sideroad**, as well as the community of Blackwell, were named for Thomas Evans Blackwell (1819-1863), the first general manager of the Grand Trunk Railway in Canada from 1858 to 1862.

In 1852, the Grand Trunk Railway Company of Canada was formed, with its original charter to build a railway between Montreal and Toronto. That was soon extended east to Portland, Maine, and west to Sarnia. In 1856, the section from Sarnia to St. Mary's, Ontario, was completed and by 1859 a ferry service was established across the St. Clair River to Fort Gratiot (now Port Huron).

Locally, the rail line ran through Perch Station (Bright's Grove near Waterworks Road) and Blackwell Station (just west of Blackwell Sideroad) until it followed what is now Cathcart Boulevard into Point Edward. The GTR operated from its headquarters in Montreal, but its corporate headquarters were in London, England. Despite the GTR being one of the factors that pushed British North America into Confederation, the railway was always on shaky ground financially.

By the time it was completed from Sarnia to Montreal in 1860, the GTR was 800,000 pounds in debt to the British banks of Baring Bros and Glyn Mills. A businessman by the name of Edward

Watkin was sent from England to reorganize the railway and declared that the GTR was “an organized mess--I might say a sink of iniquity.”

Clearly Watkin was dissatisfied with the performance of Thomas Evans Blackwell, the GTR’s first general manager.

Thomas Blackwell was born in England in 1819 and, when he arrived in Montreal in 1857 to become the vice-president and general manager of the GTR, he had a wealth of experience despite his relatively young age of 38. He had obtained a liberal education and also received a thorough training in mathematics. He had a practical education as well. He trained under his father, John, who was for many years Engineer to the Kennet and Avon Canal Company. When his father passed away, Thomas assumed his position with the company despite being only 21.

His years in Canada saw the GTR expand, but the British investors continually complained about the rising costs. Some even demanded Blackwell be relieved of his position for incompetence; nevertheless, when he retired in 1862, the working staff presented him with a handsome testimonial and a sincere and unanimous regret at his leaving.

When he returned to England, Mr. Blackwell was unfit for work; in fact, he had not long to live. The disease which had slowly been disabling him, chronic inflammation of the membranes of the spinal cord, proved to be fatal, and, in his remaining months, he was more or less an invalid. A post-mortem examination showed the disease to have been both severe and long-lasting. Physicians speculated then that the suffering he incurred in a railway accident in 1851, combined with the stress and tension of his job, aggravated his condition. Undoubtedly, Blackwell had suffered immense physical pain during his years in Canada.

Before he died, he got his wish to visit Egypt. He spent some time in Rome and in Naples, but his weak condition cut the trip short. He took to his bed on the second day after he returned home and died on the 25th June, 1863. He was 45.

What is Thomas Evans Blackwell’s legacy? He was known to be a kind and generous soul with an enterprising disposition and an extremely high intellect. He had a scientific curiosity and expertise, and his scientific achievements were many, including the invention of an improved aneroid barometer. One of his sons, Kennet William, rose to prominence by becoming the

GTR's mechanical superintendent of the line between Toronto and Montreal. Kennet was dubbed the "steel man" by the *Montreal Star*, for he was the most prominent figure in building the steel casting industry in Canada.

The original Blackwell Station, located a hundred metres west of Blackwell Sideroad, was destroyed in a fire in 1877, and passenger service was discontinued in 1952. At the site of Blackwell Station today are a bench, a plaque and stands of lilacs brought by early settlers to the area. (Kennet; Mathewson, George. "Blackwell; Thomas Evans) **Please see Appendices**

Blanche Street

Named after the daughter of Judge Frederick Davis and Laura Charlotte Davis (nee Adams), **Blanche Street** runs between London Road and Durand Street, just east of Mackenzie Street. Blanche Davis was born in Sarnia in 1857 and, at the age of 28 and now living in London, married Samuel Fralick Robinson (1852-1927) of Niagara Falls. Their union would produce three sons. Blanche and Samuel lived in London and Walkerton, and after Samuel passed away in 1927, Blanche moved to Montreal where she passed away in 1932. (Laura)

Bloomfield Drive

Bloomfield Drive was developed in 2006 according to Plan No. 25M-15. The real estate developers liked the name, having seen it in Bloomfield Hills, a city in Oakland County, northwest of Detroit, Michigan.

In popular culture, Bloomfield Hills has been the setting for a few movies and is the location of the National Landmark Cranbrook Educational Community and other historic sites which are listed on the national register of historic places. (Walker)

Bluair Gate

Bluair Gate was named after a style of split-level house that developer and contractor Lorne Hay created, named, and patented the late 1950s. Bluair Construction was also the company that Lorne Hay, John Chrapko, and Fred Hutchison formed when they started to develop the Twin Lakes Subdivision; in fact, the original name for Twin Lakes Drive was Blu-Aire Estates.

The area commonly known as Twin Lakes is shown as the Blu-Aire subdivision under

Registered Plan No. 632. (Crawley)

Bluebird Court

Bluebird Court started to be developed by Rapids Parkway Development Inc. in 2008 according to Registered Plan 25M-22. The streets listed in this plan, Meadowlark Lane and Sandpiper Drive, are all named after birds.

Bluevale Court

Bluevale Court, located in the Stoney Creek subdivision in Bright's Grove, was named by Peter Hungerford to commemorate the birthplace of "Yorkie" McLellan, the grandfather of Mrs. Katharine Hungerford, Peter's wife. Bluevale is a small hamlet located in west central Ontario. (Hungerford)

Bond Street

Bond Street was named after the world-famous street located in the west end of London, England. Home to the world's upscale retailers and the auction house, Sotheby's, Bond Street is "one of the most expensive strips of real estate in the world."

Registered Plan no. 564 shows that the east side of Bond St. was developed in 1968 as part of what was known as The Rosedale Gardens Subdivision. The owner and developer was Al Charge, President of Ainras Developments Ltd. The west side of Bond St., part of lot 19, concession 7, was developed in 1967 as indicated by Registered Plan no. 559. The owner and developer of this section of Bond St. was Lambton Lands Inc. (President Regner Blok-Andersen and Secretary Keith Stoner). (Charge, Al)

Borden Street

Situated in Coronation Park, **Borden Street** was named after Sir Robert Laird Borden, the eighth Prime Minister of Canada, who led our country before, during and after the Great War (WWI). A self-made man, Borden became a lawyer, entered politics and defeated Liberal incumbent Wilfrid Laurier in 1911.

It was a challenging time for all Canadians, including the government. While Canadians went to

war for Britain overseas, at home Prime Minister Borden's government was responsible for the Emergency War Measures Act; the "temporary" income tax; and the nationalization of the Canadian Northern Railway, the first step in the creation of the CNR. After the war, Borden was instrumental in helping other nations recognize that Canada and other Dominions had autonomous status. Sir Robert Laird Borden passed away in 1937 at the age of 82. (Sir Robert)

Bove Court

Bove Court, which runs north off Cathcart Boulevard west of Murphy Road, is the short form of developer John Chrapko's place of birth, Vrbove, Slovakia. (Stevens)

Bradford Drive

Bradford Drive was named after an English city. Located in west Yorkshire, England, Bradford was home to Emily, Anne and Charlotte Bronte, authors of the English classics, *Wuthering Heights* and *Jane Eyre*.

During World War I, no fewer than three battalions of soldiers were raised in Bradford. Sadly, the units and city suffered a casualty rate of 60%, mostly incurred during the one-day fighting on July 1, 1915, in the Battle of the Somme.

Bradley Place

Bradley Place, running off O'Dell Street just west of Colborne Road, was named for Art Bradley, a real estate agent. Born in London, England, in 1920, Art immigrated to London, Ontario and then to Sarnia where he began a career in real estate. Art passed away in 1999 at the age of 79. (Art; Rocca)

Braemar Lane

Braemar Lane, which runs north of Lakeshore Road and ends at Murphy Road, was originally and informally called Kemsley Lane by its residents before it was fully developed and officially named in the 1950s. The Kemsley family had owned the land, and Walter Kemsley, at the time, lived at what is now the northeast corner of Braemar Lane and Murphy Road; therefore, when it came time for the street to be given its official name, residents pushed for the name Kemsley Drive. The name assigned to their street, however, was Braemar Lane, not Kemsley Drive.

According to one former resident, the name was not received well by the residents. Someone of Scottish descent at City Hall, as the story goes, chose the name Braemar. The name probably refers to the Scottish village of Braemar (Braigh Mharr in Gaelic), situated about 90 kilometers west of Aberdeen in the Highlands and the site of the annual Highland Games for the past 900 years. Queen Elizabeth, the “chieftain of the gathering”, opens the ceremonies each year and considers it the beginning of summer in Scotland.

A feature of the Highland Games is the stone toss called "The Braemar Stone" wherein competitors can do no running to gain momentum and can throw heavy stones only from a standing position.

Braemar may refer also to the surrounding area that has been called “a holiday playground unequalled in Scotland.” (Buono; Braemar; MacLaren; The Queen)

Brenchley Street

Brought into existence starting in 1948, **Brenchley Street** was established on lands owned by John Carl Kember and Gertrude Parsons.

Together with her late husband, William, Gertrude Parsons, and the Parsons family had been titleholders since 1907. At this time, the reason for calling it Brenchley Street is not known.

Breakey Road

Breakey Road was possibly named after the Sarnia family who, for generations, served as members of the municipality’s fire department.

In 1892, Joseph Breakey was a driver for the fire department. By 1912, he had been promoted to Fire Chief. His descendants followed suit with Gordon Breakey becoming Fire Chief in 1967 and Joseph Breakey then serving as Fire Marshall for Polymer Inc. (Chief

Brentwood Road

Brentwood Road was established in 1965, Plan No. 531, by its landowners, St. Clair Woods Developments Ltd., J.D. McKnight (President), M. J. Morgan (V.P.)

Brescia Court

Brescia Court, located in the north east corner of the College Park subdivision, was named for Brescia University College on the campus of Western University in London. A small, Catholic, student-centered university college established in 1919, Brescia is Canada's only women's university. Two of Brescia's notable alumnae are Margaret Chan, Director General of the World Health Organization since 2006 and philanthropist Beryl Ivey. (Brescia)

Bretanek Boulevard

Bretanek Boulevard was named after landowner Louis Bretanek, a Petrolia resident. He acquired the lands in October 1958 and owned this part of Lot 18, Front Concession in the Township of Sarnia until 1975.

Briarfield Avenue

According to Plan No. 288, **Briarfield Avenue** was laid out in 1949 by owner Charles Laidlaw, City of Sarnia Engineer. At the time it was developed, Briarfield Avenue was an open field with many thickets of briar bushes. The most likely explanation is that the street name took its name from this geographical feature.

Along with Grandview Avenue, Woodland Avenue and Strathmoor Avenue, Briarfield Avenue forms part of that development known as the Grandview Park Subdivision. (Rapaich).

Bridlepath Trail

Bridlepath Trail was established in 2002 by Registered Plan No. 773. At the time of the Plan and street naming, the landowner was C&R Sand and Gravel Developments Ltd., John Oravec (President), Roy Bernardi (V.P.). The name Bridlepath Trail was one the real estate developers liked, as they had seen the name Bridlepath Trail in Farmington Hills, Michigan. Farmington Hills, located in southern Oakland County, includes many diverse businesses and shopping areas, and is also the home of several major corporations.

Of historic interest, this road is located in Lots 16 and 17, Concession 8 in the Township of Sarnia. The original Crown Grant of title was made in 1841 to local land speculator Samuel Street. Thereafter, title passed through many families including those named Copland and

Gallie. For a period of time the Sun Oil Company Ltd. held lessee rights to explore for possible fossil fuel deposits under the surface of the subject lots. If drilled, apparently dry wells ruled the day in this regard. (Walker)

Brigden Road

Running south from Lakeshore Road to Kent Line, **Brigden Road** and the Village of Brigden were named after William Wharton Brigden, one of the Canada Southern Railway engineers who surveyed the road in the 1870s.

In his early 20s at the time, William Brigden was surveying and laying tracks for a much-anticipated railway line which would run from St. Thomas west to the St. Clair River. Its construction spawned the creation of a few villages on its line from St. Thomas to Windsor (Inwood, Brigden, and Courtright to name a few). On July 1, 1872, an excursion train ran from Courtright, at the western terminus, to St. Thomas, officially opening a new branch of the Canada Southern Railroad.

In his own way, William Brigden was a fascinating character. He was a prodigious walker, often walking from St. Thomas to his nameplace in a day. And if snow covered the tracks, he would walk the rails. He was also a tireless worker for the rest of his life. In 1886, he began working with the public works department of Battle Creek, Michigan and 50 years later, Brigden, now the superintendent of waterworks, was honoured at a testimonial dinner. He was believed to have the longest record of public service in the United States at the time.

At the age of 90, the former president of the Michigan Engineering Society who was still working for the city of Battle Creek passed away in 1939 of a heart attack. (Brigden; Brown, R. M; Mason, Ian; McCarthy, Voices”; “William Brigden”)

Bright Street (Sarnia)

One of Sarnia’s oldest streets, **Bright Street** was named by Malcolm Cameron after 19th century English statesman and orator, John Bright (1811-1889). Along with Richard Cobden (after whom Malcolm Cameron named Cobden Street), Bright was a founding member of the Anti-

Corn Law League, which fought, successfully, for lower grain prices.

Since 1815, the British government had imposed tariffs and restrictions on any grain that would be imported; consequently, the British landowners could keep their grain prices high and the lower and middle classes would go hungry or spend all their money on food and nothing else. Some who couldn't afford the cost of food starved to death.

In 1839, Cobden formed the Anti-Corn Law League with the sole purpose of getting the Corn Laws abolished. Despite modest beginnings--it had only seven members--it soon mushroomed into a national organization. Part of this was due to John Bright who joined the Anti-Corn Law League at Cobden's bidding.

Bright was a dynamic and impassioned orator whose words struck a receptive chord with a national audience. When the Irish potato famine hit and mass starvation ensued, the Anti-Corn Law League put even more pressure on the Conservative government. Finally, after a seven year fight, the Anti-Corn Law League was instrumental in getting the government of British Prime Minister Sir Robert Peel to repeal the Corn Laws.

John Bright, for his entire adult life, fought to end social, economic, political and religious inequalities in Victorian society. (Feeney p 9, 10; Read, Donna; St. Amand "Political") **Please see Appendices**

Bright Street (Bright's Grove)

Located at the most north-easterly end of Sarnia is the community commonly known as Bright's Grove.

Due to residential development over the last thirty years, the Grove's area is much larger than its historical dimensions. Although differing versions exist, the generally-accepted original boundaries were east from Telfer Side Road to the westerly limit of Cow Creek and north from the railway tracks to the Lake.

Initially the area was settled by Henry Jones and his band of followers looking for a communal form of life. When this community, named Maxwell, failed around 1834, Jones parceled off his Crown Grant to members of his family including his son-in-law, Col. Robert Faethorne.

In 1841 the balance of the area's lake frontage was acquired through Crown Grant by one Samuel Street. Being a land speculator during the Port Sarnia era, Street had apparently little desire to settle the land himself. Rather Street sold the farm lots to settlers arriving with more permanent intentions.

In August 1865, one such settler named John Bright made his presence known by purchasing from Street Lots 8, 9 and 10 of the Front Concession (Concession 9) Township of Sarnia. With this purchase Bright became a major landowner in the area with holdings encompassing the road eventually known as Waterworks Side Road.

John Bright (1803-1882) was from a family who immigrated to Canada in the early 1800s from Mayo County Ireland. Clan Bright originally settled in Peel County, Upper Canada near York (later Toronto) but eventually found their way westerly to the lake shores of Lambton.

John and Rachael Bright had nine children. As John entered his retirement from farming, he parceled off the bulk of his land title to two of the boys, Robert (Lot 9 in July 1877) and James (Lot 10 in April 1882.). Lot 8 was sold to one Alexander Bright, no relation.

James continued to farm Lot 10 but eventually did so in a diminishing scale. Commencing in April 1921, James began to sell parcels of the farmland and continued to do so until April 1946. Through this process the farm ultimately was sold for residential use. Robert also farmed Lot 9 after his acquisition of the same from his father, but had a reported flair which went beyond farming.

When the Grand Trunk Railway established the St. Marys to Pt. Edward line, the railway also situated a station at Perche. Built in 1863, the structure was located at what is now the intersection of Lakeshore Road and Waterworks Side Road. Of additional significance, the station was positioned directly south and adjacent to the central dividing line between the James and Robert Bright landholdings.

Recognizing the station as presenting an opportunity, Robert reportedly began to promote summer excursions to the area. The response was positive with Sarnia and Lambton County folks boarding the train for a day out to the lake for leisure, sun and beach.

After arriving at the southerly edge of the Bright property, the visitors would board a horse and

wagon driven by Robert's son, Jack, for the short trip up to the waterfront. Once arriving, many would set out their blankets, enjoy the day at the beach and, at some point, make their way to Robert's refreshment stand.

In May, 1897 Robert sold to the Town of Petrolia the historic one-acre lakefront property now housing that Town's waterworks station. The selling price was the princely sum of \$200.00.

For the next quarter century Robert continued to farm his landholding; however, in February, 1921 Robert, now a widower and himself in his last year, sold the lands to one Robert Nicholson. This transaction set up further residential development in the area. The family continued to reside in the area and some do to this date.

The question, however, remains: Why did the area become known as Bright's Grove?

The first portion of the name indicates not only that the Brights were significant pioneers and landowners in the area, but also that the visitors to the area would identify the name Bright as the hosts who offered up their holdings for summer excursions.

As for the appellation "Grove," a 1954 *Sarnia Observer* article recounts that adjacent to the beach the Bright "farms contained the original grove of tall hard maples where church and school picnics were welcome."

Favourable notoriety goes a long way in putting one's name on the map. (Bright-Ryan, Carol; Franklin; Lambton County Atlas; Lambton County Registry)

Brimwood Crescent

As Registered plan 630 shows, **Brimwood Crescent** was developed in 1976 by Major Holdings and Development Limited. Like many streets in Sarnia, Maplestone Avenue was named, in part, after a tree. **See Alder Crescent or the final entry of the Appendices.**

Bristol Street

Bristol Street is located in Sarnia's Cardiff subdivision and, as such, shares with its surrounding streets a name of British heritage. Bristol Street was named after the historic city located in south-west England. Established by the Romans, Bristol Harbour has been a center of nautical

history from North American expeditions (John Cabot 1497) to troop ships in the World Wars. Because of its strategic location as a port, Bristol was heavily damaged by Nazi Luftwaffe bombing in World War II.

Brittoli Avenue

Hamilton developer, Paul Silvestri, named **Brittoli Avenue** after Brittoli, Italy, a small town of 300 people which is located in the mountains of Abruzzo. Of special significance to the Silvestri family is that Brittoli is the place from which Paul's parents emigrated in the 1950s. They came to Canada to make a better life for themselves and, since they had relatives already living in Hamilton, chose to join them there.

Paul's father created the company Silvestri Investments in The Steel City in the 1970s, and the company is still very successful as it nears its 50th anniversary. Brittoli is found in the Rapids Parkway Subdivision. (Silvestri; "City to")

Brock Street

Brock Street, extending south to north from Campbell Street to London Road and one of Sarnia's few one-way streets, was named in honour of Sir Isaac Brock, Major General of the English forces in Upper Canada, killed at Queenston, Upper Canada during the War of 1812. In the early days of Port Sarnia, Brock Street was a combination of three different names:

- Emeric Street from London Road to George Street, whose name comes from the middle name of Captain Richard Emeric Vidal. The name "Emeric" was given to several generations of family members. According to Charlotte Nisbet, Captain Vidal's granddaughter, the replacing of Emeric Street with Brock Street was met with much protest.
- Mechanics Street from George Street to Wellington Street, thought to be named because of the number of working men/labourers who lived in the area.
- Brock Street from Wellington Street to Campbell Street.

By 1903, the other names were dropped to become the Brock Street we know today. In the late 1960s, it became a one way south-to-north conveyance.

Brookridge Court

Like many streets in the Stoney Creek subdivision of Bright's Grove, **Brookridge Court** was so named because its name sounded appealing and was appropriate to the subdivision's theme of water and rock. (Durco; Keane)

Brookside Crescent

Brookside Crescent was so named because its name sounded appealing and was appropriate to the Stoney Creek subdivision's theme of water and rock. (Durco; Keane)

Brook View Court

In 2001, when Pat Fazio developed **Brook View Court** running east off Blackwell Side Road, he chose the name because he liked the sound of it. (Fazio)

Brown Street

Brown Street in Bright's Grove was named after Cameron Brown's father, who was a pioneer settler. Brown Street connects Helen Avenue and Kathleen Avenue, which were named after Cameron's daughters. (Bendall)

Bruce Street

Running north of and parallel to Lakeshore Road, **Bruce Street** was named after local architect, Norman Bruce Forbes (1890-1979). After graduating from the Department of Architecture at McGill University, Mr. Forbes worked in Toronto, fought in World War I, and came to Sarnia to set up his own architectural practice in the 1930s. Before retiring in 1965, Mr. Forbes designed several area homes and schools, as well as our current City Hall.

In 1951, Mr. Forbes married Ruth Hansard Mackenzie, whose grandfather, Charles, was brother to Prime Minister Alexander Mackenzie. The Mackenzie family owned a summer cottage on the land which encompasses Bruce Street. For many years, Mr. and Mrs. Forbes lived at 1070 Bruce Street. (Ruth; Smith, "Origins")

Buckingham Road

Buckingham Road, part of Lot 19, Concession 6, was named after the London Royal Palace of the English monarchy. The British sovereign has used the palace's 775 rooms since 1837.

Part of Rosedale Gardens Subdivision, Buckingham Road was established in 1946.

Buena Ventura Street

Buena Ventura Street runs off Old Lakeshore Road west of Brigden Side Road and is Spanish for "Good Fortune." J. W. Murphy, the local Conservative MP, owned some land just west of Brigden Side Road on the lake. When he laid out The Mira Mar Subdivision in 1952, Jim Inglis purchased the first lot and built the first house. Mira Mar means "sea view" or "sea sight" and is a placename of Spanish and Portuguese origin.

Mr. Murphy asked the first home owner to name the streets and, since Mr. Inglis was born in Chile, he chose to name one street after the Spanish phrase "Buena Ventura" which means "Good Fortune" in English. The Inglis family lived there from 1948 until 1965, and their original house has subsequently been demolished and replaced. (Inglis)

Burr Street

Burr Street, which runs east-west between Cathcart Boulevard and Lakeshore Road, was named after John Cleaver Burr and his wife, Sarah, who moved from Wilkesport and purchased Lot 60, Concession 9, between 1901 and 1911. Their son, Gordon, also had a house on the property.

Burr Street was established by Registration Plan No. 305 in 1952 as part of the Retlaw Subdivision. At the time, landowners were William A. Burr and Edna Burr. (Burr)

Business Park Drive

Originally owned and developed by the City of Sarnia in 2006, **Business Park Drive** is located immediately east of Airport Road. The area is a fully-developed, 85-acre parcel of land located near the major transportation routes in and out of the city.

Cambrian Close

Cambrian Close runs off Tawny Road in the Twin Lakes Subdivision. Like many of the streets in the subdivision, Cambrian Close was named after a Canadian institution of higher learning, in this case, Cambrian College in Sudbury, Ontario.

Established in 1967 as a trade school with campuses in Sudbury, North Bay and Sault Ste. Marie, Cambrian College today not only has changed to a college of applied arts and technology but also has the largest enrolment (4,500 students) of any college in Northern Ontario. Offering over 90 programs, Cambrian College has expanded beyond Sudbury to include campuses in Espanola and Little Current. (Cambrian)

Cambridge Crescent and Cambridge Place

Cambridge Crescent and **Cambridge Place** were named for the city located in Cambridgeshire, England, approximately 50 miles north of London. Granted a town charter in the 12th century, the city is best known as being the home of the University of Cambridge, founded in 1209. A world famous place of higher learning, the University of Cambridge boasts no fewer than 92 Nobel laureates amongst its alumni.

Camelot Crescent

Camelot Crescent was so named probably because of the developer Regner Blok-Andersen's love of history and of mythology.

Harry and Bernice (nee Toole) Ireland for several years owned property on the northeast and northwest corner of what is now Michigan Avenue and Murphy Road. They lived on the northwest corner of the intersection until they opened a grocery store and service station known as "Urban Corners" at 1226 Murphy Road on the north east corner. Today, it is the site of the building housing Milk Marc Variety and Ideal Dry Cleaners. When their business opened, Harry and Bernice moved across the street to live. Harry passed away in 1957 and when Bernice sold their land on the northwest corner to Mr. Blok-Andersen and others in the mid-1960s, the street they built was named Camelot Crescent.

Camelot Crescent is named after Camelot, the castle and court headed by King Arthur, a

mythological figure who may have been based on a 5th or 6th century A.D. warrior who staved off invading Saxons. Together with his Knights of the Round Table, Arthur turned Camelot, as the legend goes, into a place where truth, beauty, and goodness reigned. More recently, the name “Camelot” has been associated with the short-lived presidency of John F. Kennedy. (Bernic; History; Willock)

Cameron Street

Malcolm Cameron, who is generally acknowledged as the “founder of Sarnia,” is the namesake of **Cameron Street**. Cameron was born at Bytown (now Ottawa) in 1808. Being a man of entrepreneurial drive, at age 26 he owned no fewer than four businesses in Lanark County. In 1833, he visited the County of Lambton, found it to be of great potential and, thereupon, purchased 100 acres along the St. Clair River just south of Lake Huron. Within three years this land would be known as Port Sarnia.

At Cameron’s urging and promotion, citizens of Lanark County moved to the area. By 1857, the Cameron land purchase had been subdivided and sold to the extent that the area could then boast of a population of 1,000 and many commercial enterprises. Cameron led the way with his ownership of business, including dry goods, lumbering, milling, ship building and, later, railroad (Great Western Railway) and road construction (The Plank Road).

In addition to his business pursuits, Cameron also found time to represent Kent-Lambton Counties in the various Provincial and Federal legislatures. His political career spanned 26 years as representative for the area, holding Ministerial positions of note, including Postmaster General, Inspector General of Revenue and Queen’s Printer.

Unfortunately, for all his efforts, Cameron’s good fortune eventually ran out. On June 1, 1876, he died, leaving a bankrupt estate with a negative value of \$190,923.72. (In 2018 that value exceeds \$4 million).

Fortunately, his eventual impecuniosity did not overshadow his accomplishments as the driving force during Sarnia’s earliest years. Cameron Street bears witness to the positive legacy which, to this day, remains to the credit of Malcolm Cameron.

By Plan No. 126 of 1920, each of these streets (Cameron Street, Cobden Street, Cromwell Street

and Davis Street) was finally extended to East Street, then the City's easterly limits.

Campbell Street

Campbell Street is a main artery in South Sarnia bearing on an east-west basis. The street was named and surveyed in part in 1866 under Plan 16-½. It is believed that the street was named after Colonel Robert Campbell (1815-1899) of Warwick/Watford.

Robert Campbell served as a member of Lambton County Council for 33 years. Additionally, he was an active member of the Lambton County Militia, having seen duty in the Rebellion of 1837 and the Fenian Raids in the mid-century.

Campbell was appointed Colonel of the Lambton County's 27th Battalion in 1867.

Through his political and military activities, Colonel Campbell would have, on both fronts, been a colleague of Port Sarnia's then leading families and landowners. In this regard, it is noteworthy that actively involved in local militia were the families of Vidal, Harkness, Kenny and Johnston.

The first significant subdivision of Campbell Street into residential lots took place under Plan 36 in 1881. At that time, the landholding was largely owned by the family of early Sarnia surveyor, E.L. Jones.

Canadian Court

Canadian Court was named after the Dominion of Canada, established by the British North America Act, an act of British Parliament, in 1867.

Canadore Court

Located in the northwest section of College Park, **Canadore Court** was named after Canadore College in North Bay, Ontario. Canadore was established as part of Cambrian College in 1967 but became an independent institution in 1972. With over 1,000 students annually, Canadore College has over 40,000 alumni. (Canadore)

Canterbury Court

Canterbury Court runs south off Devine Street between East Street and Indian and was named after the city of Canterbury located in the district of Kent in Southeast England. It is best known for its historic cathedral, built in 597 A.D., and also notable as being the setting for Geoffrey Chaucer's novel *The Canterbury Tales*.

Registered Plan no. 582 shows that Canterbury Court was laid out in 1970 and developed by J. Harris and Sons Development (Middlesex) Limited.

Capel Court and Capel Street

Capel Street is located at the farthest point east of the Maxwell Estate established by British Naval Veteran, Henry Jones. The streets in the estate were often named after British Naval heroes.

In this vein, Capel Street was named after Admiral Sir Thomas Bladso Capel (1776-1853). A sixty-year veteran of service, Admiral Capel saw action in the Napoleonic Wars. Admiral Capel was Nelson's flagman directing to the fleet the orders of engagement.

Capel Street begins at Maxwell Street and extends north where it ends upon merging with Colborne Road near the 402 underpass. Access to the much shorter **Capel Court** is from Maxwell Street, just east of Capel Street.

Capri Street

Capri Street was named after a style of split level house that developer and contractor Lorne Hay created, named, and patented in the late 1950s. See Lorne Crescent. (Crawley, Beverly; Hay, Roger)

Cardiff Court, Cardiff Drive and Cardiff Place

These streets are named after the capital city of Wales, United Kingdom. Cardiff is an ancient city whose roots can be traced, in part, through the Roman (A.D. 43 to A.D. 96) and Norman (11th century) conquests of England. Due to its waterway location, Cardiff's economic growth began during the Industrial Revolution when it became a major centre for the shipping of coal.

The **Cardiff Acres** area was first purchased from the Crown by Benjamin Fairchild and Elizabeth Fairchild in 1835.

Later, Port Sarnia pioneer, George Durand, owned the same lands from 1869 to 1880.

Carl Street

Running between Webster Drive and Lakeshore Road, **Carl Street** was named after William Carl Tripp who was born in Nipissing in 1906. Carl arrived in Sarnia in the 1950s where he worked at Polymer (now ARLANXEO) and his wife, Freda, and he lived on Beach Lane. Carl purchased the land on which Carl Street would eventually be developed. In 1958, the land was sold to Sarnian John Teasall, but the name Carl Street was retained. (William Carl; Teasall)

Carleton Place

Carleton Place runs north of Indian Road South and connects Ross Avenue to Wellington Street. Al Charge, a developer, named it after the town of Carleton Place, which sits in Lanark County, approximately 50 kilometers west of downtown Ottawa. When it came time to name the street, Al thought of the town near Ottawa whose name appealed to him. (Charge, Al)

Carr Street

A black and white 1935 photograph shows a man standing near his horse-drawn dairy wagon, with the name “N. Carr” on the front panel and the words “Pasteurized”, “Milk” and “Cream” on the back panel.

The man in the photo is 34 year old Norm Carr, the owner of a dairy farm on the land where **Carr Street** now runs and after whom it is named. Mr. Norman McLeod Carr, whose farmhouse and two acre lot sat at the corner of London Road and Pontiac Drive, owned property which was bordered by Exmouth Street, Murphy Road, London Road, and the current Howard Watson Nature Trail.

Throughout the years, he sold off pieces of his property to developers. In the original plans, given the location of his house, what is now Pontiac Drive was supposed to be named Carr Street.

Carr Street was established through Registered Plan No. 301, 1950. The plan was entitled “Carr Subdivision.” (Carr; Smith, Laurene)

Carriage Way

Carriage Way was co-developed by Rino Iacobelli and Frank Fazio. They purchased the land from great Canadian actor, Harvey Atkin, who is perhaps best known for his roles of head counselor in the summer camp classic *Meatballs* or as Sgt. Ron Coleman in the TV series *Cagney and Lacey*. Carriage Way was chosen to pay homage to the previous agricultural use of the land; in fact, the developers tried to incorporate carriage-like hardware in each home. (Fazio, Frank; Harvey).

Cartier Court

Located in the north end subdivision which honours French explorers on its road signs, **Cartier Crescent** was named for Jacques Cartier (1491-1557). Acting under Royal Charter, Cartier led a French expedition in 1534 to Newfoundland, Prince Edward Island, New Brunswick and, ultimately, into the St. Lawrence River as far west as present day Montreal. Follow up exploration of the St. Lawrence River took place under his leadership in 1535.

Cartier’s travels and accurate mapping are credited with initiating French emigration to those lands along the St. Lawrence River known later as “New France.”

Cassandra Boulevard

Developer Craig Nordell named **Cassandra Boulevard** after his daughter Cassandra (Cassie), who was a teenager when the street was developed in the late 1990s. Cassie and her husband Patrick are business owners in Sarnia. (Nordell)

Cathcart Boulevard

Cathcart Boulevard was named after Bryan Lewis Cathcart, the popular and personable Progressive Conservative MPP for Lambton-West from 1945 to 1963. Born in Washington State in 1896, Mr. Cathcart also served as Ontario’s Minister of Travel and Publicity from 1955 until 1963.

Prior to becoming a politician, Bryan and his wife, Hazel (Sutton), owned a grocery store in Courtright. Mr. Cathcart passed away in 1979 at the age of 82, seven years after Hazel. As a politician, Bryan was instrumental in creating on the St. Clair River south of Sarnia a string of 15 public parks, one which bears his name. These parks, connected by a trail, remain popular with walkers, joggers, swimmers, and cyclists.

Even a brief glance at the Boulevard, which runs straight from the gates of Canatara to Modeland Road, will show that Cathcart, at 99 feet, is much wider than most City streets. The explanation for this is that, originally, Cathcart Boulevard was not laid out as a street. Rather its origins date back to the mid-1800s when the then Province of Upper Canada set aside the property as a railway right of way.

The recipient of the right of way was The Grand Trunk Railway, which was looking to connect its Toronto-Stratford line farther west to the mouth of Lake Huron at Pt. Edward. By 1859 the line had been completed connecting the village with freight and passenger service to and from Blackwell Station, Perche Station (Bright's Grove), Camlachie, Aberarder, Forest and other points easterly.

When the Sarnia Railway tunnel opened in 1891, rail traffic became increasingly diverted to the Grand Trunk's yards and station in south Sarnia. Accordingly the rail lines to Pt. Edward became less and less important. By the early 1900s they were expendable. The right of way would thus remain but eventually giving up its industrial character in favour of future residential development.

It was not until 1966 that Cathcart Boulevard was extended east to Murphy Road. (Andreae; Bryan; Cathcart; Mathewson; Nisbet) **Please see Appendices**

Cecil Street

Running north-south between Exmouth Street and London Road, **Cecil Street** was named after the son of Frederick C. Watson. Since at least 1849, the Watson family owned 200 acres on the then eastern boundary of Sarnia. The family patriarch, R. S. Watson, an auctioneer, farmer, and breeder of livestock, owned land which encompassed the present day East Street, Maxwell Street, Exmouth Street and London Road area. The Watson's land also included a picnic grove

and a fairgrounds for the area's residents. In the late 1930s and early 1940s, the area was subdivided and developed.

The Watson family became prominent in Sarnia politics with Ebenezer Watson becoming the city's 19th mayor in 1890 and Frederick C. Watson becoming the 29th mayor. (Lambton; Ontario Land; Sarnia Mayors)

Cedar Crescent

Cedar Crescent was part of the unnamed subdivision east of East Street that has become informally known as "The Tree Streets." Registered Plan 109 shows the area as being in Conc. VI and part of lots 20 and 21. Located between Bright Street and Kathleen Avenue, Cedar Crescent was developed in 1946. "The Tree Streets" subdivision was developed to accommodate Sarnia's rising population with the advent of Chemical Valley. **See Alder Crescent or the final entry of the Appendices.**

Centennial Avenue

Centennial Avenue was named in honour of Canada's 100th anniversary on July 1, 1967. See, also, Harbour Road.

Centre Street (Bright's Grove)

Part of the Plan No. 262 (1931) established by landowner Thomas Gaillee, the registered name for the street is actually **Centre Avenue**. Perhaps the name comes from the fact that it is the central road within the survey, with Jean Avenue being the westerly street and Olive Avenue the easterly roadway.

Champlain Road

Samuel de Champlain (1574-1635), French explorer, navigator, and colonial administrator, is recognized as the "Father of New France" and the founder of Quebec City. He also mapped the Atlantic Coast and the area around the Great Lakes. **Champlain Road** is named in his honour.

Before travelling to Canada for France in 1603, Champlain was the geographer for Henry IV, having learned his skills from his father and his uncle. On another trip to New France in 1608,

Champlain and his men constructed a fort in what is now Quebec City. Soon it would become the hub for French fur trading. Knowing he needed the help of the Hurons to survive, Champlain fought the first major battle against the Iroquois, an incident that would lead to a hostile relationship lasting for more than a century.

On one of his trips home to France, he married Helene Boulie, who, aged 12, was 31 years his junior. Champlain named St. Helen's Island (Ile Sainte-Helene) in the St. Lawrence after his wife, and when he passed away, Helene became an Ursuline nun.

Champlain spent some time writing about his travels and provided at the time the most detailed account of life in this North American colony. In his lifetime, Champlain would author four books, as well as detailed maps of North America. Champlain was the governor of New France until failing health caused him to resign in 1633. On Christmas Day, 1635, he passed away, leaving behind a passion for the colony he considered home, a fear that the English would conquer it, and an understanding of the native people in and around New France. (Samuel)

Chantel Court

Located in the Cardiff Acres Subdivision, **Chantel Court** was named in the late 1980s by developer Dan D'Andrea after his daughter, Chantel. Chantel is currently living in Sarnia and managing the DMI Professional Building in Point Edward. (D'Andrea, Dan)

Charlesworth Drive and Charlesworth Lane

Charlesworth Drive and **Charlesworth Lane** were named for developer Leopold "Leo" Otto Charlesworth (1882-1961), who spent a brief time in Sarnia. Leo was born in the southern part of Huron County in the tiny settlement of Egmondville near Seaforth. The second oldest of five children, Leo married Florence Laughton, also from Huron County, in 1918. Leo and Florence lived in Wheatley, Ontario, for a time and Leo also owned a motel west of London in Appin.

In the mid-1940s, Leo and Florence were living in Sarnia, and records show that Leo purchased property in July 1946 in the area of the streets later named for him. At the time, it was mostly an apple orchard. Originally laid out by Plan No. 172-1921 by developer H. F. Holland, Charlesworth Drive was called Chipican Boulevard initially with the name Charlesworth being substituted in 1946 by Plan No. 278. East of Colbourne Road, what is now Charlesworth Drive

was known as Lakeview Street until the city amalgamated the property in 1951.

Until the mid-1950s, Charlesworth Lane west of Christina Street and leading into Canatara Park was called Parsons Lane, after the Parsons family which owned the property immediately east of Christina Street and north of the lane. By 1956, the name had been changed to Charlesworth Lane.

People who knew Leo cite his passion for harness racing, a passion which he held most of his life. He was active in the sport as a trainer, as an owner, and even as a rider on smaller tracks. Leo is buried in the Egmondville United Cemetery. (Leopold; Smith, Robert) **See Appendix**

Charlotte Street

Charlotte Street was named after Charlotte Vidal, the wife of Richard Vidal, one of our city's founding fathers. Born in Herefordshire, England, in 1789 to William Mitton, a lawyer, and his wife, Anna Maria (Penrose), Charlotte would spend nearly four decades in Canada, most of it in Sarnia.

Richard Vidal married Charlotte in 1816 in Southampton, England, and, before immigrating to Canada, they would have six children (their seventh child, Emma, was born in Sarnia). Immediately after Captain Vidal arrived in Sarnia in 1834, he arranged for a log house to be built opposite Sarnia Bay on what is now North Front Street. The following spring, Charlotte and the children, along with her mother, Anna Mitton, joined him in Sarnia.

Those who knew Charlotte attest to her strong character and her willingness to accept the conditions of pioneer life in a land foreign to her upbringing. Life was certainly not any easier for her after her husband, Richard, passed away in 1854.

Charlotte lived in Sarnia until 1861, but records show she moved to Brantford sometime in the next decade. In 1871, she was living with her daughter, Maria, who had married the Reverend George Salter in Sarnia in 1850. George and Maria, now the parents of many children, gave Charlotte a home with them. On January 30, 1873, Charlotte passed away in Brantford, Ontario, in her 84th year. (Biography; Charlotte; Mathewson "Street"; Warwick)

Chelsea Court

Chelsea Court, laid out in 2009 according to Plan No. 25M-27, was named for Chelsea, a neighbourhood on the West Side of the borough of Manhattan, New York. The real estate developers chose it for their love of art. Chelsea is known as the centers of New York's art world, as it features over 200 art galleries in the neighbourhood.

For the lands in this area, the original title by Crown Grant was effected in 1841 to early Port Sarnia land speculator, Samuel Street. (Walker)

Cherry Drive

Cherry Drive was part of the unnamed subdivision east of East Street that has become informally known as "The Tree Streets." Registered Plan 109 shows the area as being in Conc. VI and part of lots 20 and 21. Located between Bright Street and Kathleen Avenue, Cherry Drive was developed in 1946. "The Tree Streets" subdivision was developed to accommodate Sarnia's rising population with the arrival of industries in Chemical Valley. **See Alder Crescent or the final entry of the Appendices.**

Cherry Blossom Court

Cherry Blossom Court was developed in 2008 by Remo Valente according to Plan 25M-15. The real estate developers chose the name for the simple reason they found it very appealing. And it is. Several varieties of cherry blossom trees exist and, while most of them produce flowering branches full of small pinkish-hued flowers, some produce actual cherries. In Japan, thousands of people celebrate the blossoming of the thousands of cherry blossom trees. Botanists have also speculated the cherry blossom to be native to the Himalayas. (The Significance; Walker)

Chester Street

Chester Street, registered Plan No. 616 (1975), was named after Chester Sandercock (1908-1960), the uncle of local contractor and businessman, Edwin N. "Bud" Sandercock. Following The Great Depression of the 1930s, Chester came to Sarnia and established himself as a mechanic. His business, known simply as "Chester's Garage" was located at the back of a

building at 156 Victoria Street N.

The Sandercock family faced hardships but knew the value of hard work. They also took care of their own. Chester's nephew, Edwin (more familiarly known as Bud"), and his siblings all suffered from polio, a formidable disease. After he graduated from high school and was able to work, Bud moved 1500 kms east when Chester gave Bud the opportunity to work at his garage. A 1952 Sarnia and Point Edward Directory lists Bud as a "bulldozer operator" at Chester's Garage. A few years later, Chester's sister's son, Ernie Hoey, also came to Sarnia seeking employment and Chester hired Ernie as well.

In the late 1950s, Chester purchased property at the southwest corner of Modeland Road and Confederation Line. With only a bulldozer and a backhoe as equipment, Sandercock Construction Limited was founded. Their first task was to purchase some second-hand equipment, which they repaired and rebuilt. It paid off, however. Their first big job was to help develop the Lorne Hay subdivision west of Murphy Road in 1959. A year later, they won a contract to put a water line from Petrolia to Watford under the Winter Works Program. They did so under harsh working conditions, and the job nearly finished them, but they persevered and completed it.

Unfortunately, while attending a ploughing match in St. Thomas that same year, Chester passed away of a heart attack. In honour of his uncle, Bud named the newly developed street on the property Chester Street, while Bud and Ernie carried on the business.

Chester was well known in the community, not only for his work and his outgoing personality, but also for his willingness to help others and to lead by kindness. Through Mr. Sandercock's donation, for example, the Sarnia Scouts enjoyed time at Camp Chester located in Bright's Grove.

Chester is buried in Lakeview Cemetery. (Sandercock)

Chestnut Avenue

According to Registered Plan 111, **Chestnut Avenue** was part of the Eastview Subdivision that was developed in 1948 to accommodate the 1940s housing shortage in Sarnia. The city's explosive rise in population was brought on by the influx of men (and their families) who found

jobs in Chemical Valley. The area is known unofficially as “The Tree Streets.” **See Alder Crescent or the final entry of the Appendices.**

Chippewa Crescent

Chippewa Crescent was named in honour of the Chippewa First Nations people of North America. Since and including the War of 1812, the Chippewa nation has “played a critical part in defending” Canada, including involvement in World War I and World War II. Locally, the Chippewas of Sarnia have, since 1827, been an important part of the community and are now known as Aamjiwnaang First Nation.

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Christina Street

Christina Street was named after the wife of one of Sarnia’s founders, Malcolm Cameron. When Cameron arrived in Sarnia in the 1830s, one of his first actions was to spend 400 pounds (\$1,600) to purchase 100 acres in the heart of the village then known as The Rapids (soon to become Port Sarnia). Cameron’s land extended from the St. Clair River to what would become East Street and from Cromwell Street north to George Street. After laying out a few streets in a grid pattern, Cameron divided the streets into lots, and when he began to sell the lots, he named the streets.

One of the first he named was **Christina Street** after his wife, Christina (nee McGregor). In 1833, Cameron married his cousin Christina, the daughter of Robert McGregor who owned a successful cotton spinning company in Glasgow. They moved to Lanark County the following year where Christina gave birth to their only child, Christina Colina. The following year they moved to Sarnia. If Malcolm Cameron's love for his wife was measured by the number of

objects he named for her, he was a man besotted.

Besides Christina Street, one of the six ships in his fleet for transporting lumber was named *Christina* and he named McGregor Square which stood at the east end of Lochiel Street until Vidal Street was extended south to Wellington Street. Of the three, only Christina Street remains.

We know little about the namesake of one of Sarnia's oldest streets. By all accounts a popular and outgoing person, Christina had become such a good friend of the Vidal family that they allowed Christina Street to retain its name when it ran through the Vidal property, north of George Street.

She was also active in the community; for instance, in 1841 Malcolm and she purchased a lot of land just north of the current City Hall. They donated the land for the construction of the original St. Andrew's Church, the first Presbyterian Church in Sarnia.

Her life changed in 1853 when she was diagnosed with rheumatoid arthritis at age 45. For the rest of her life she endured the accompanying pain and eventual isolation with dignity and selflessness. A semi-invalid for the last few years, Christina passed away in Ottawa on October 9, 1868. Her remains were brought by train to Sarnia where a crowded funeral service was held on October 14th. As a show of respect, Mayor Gurd asked that Sarnia's shops be closed during her funeral. Christina Cameron is buried in Lakeview Cemetery.

Originally, Christina Street was nothing more than a dirt path that ran north through Malcolm Cameron's property. Although the name of the street has always been Christina Street, parts of it have had other names in its 180 year history.

Early maps of Sarnia have Christina Street being spelled as Christiana Street. Although most maps have the spelling of Christina Street as what we know today, an 1854 city map has Christina Street south of Maxwell being called Errol. In Plan No. 3 (1854), south of Maxwell Street, Christina Street was originally named Errol Road. At one time, part of Christina Street

was also called Dufferin Avenue, but that name was dropped in 1903. Before 1952, when Exmouth Street was the city's northern boundary, Christina Street was first named Seward Road and later named Woodrowe Road. In 1952, Woodrowe Road was replaced with Christina Street. In Sarnia's early days, Front Street had commercial dominance. In 1873, Christina Street was merely a collection of various residential structures with the occasional storefront. Due to Sarnia's population growth, Christina Street in the 1920s became a continuous row of newly constructed commercial buildings. (McGregor, H; McLean Sarnia's; Phillips, Sarnia. 52; St. Amand, Tom "The Courageous) **Please see Appendices**

Chrisvale Boulevard

Chrisvale Boulevard was named in honour of the late Christopher Dawson who passed away in July 2006. A local Sarnia charitable foundation was established in 2009 "as a lasting legacy for the late, Chris Dawson." Entitled "The Chris Dawson Foundation," the foundation is a private family entity benefitting the Sarnia Community.

Chudleigh Road

Registered Plan 499 shows that **Chudleigh Drive** was named by landowner Henry (Harry) Alexander Nisbet in June 1963 when he developed the area which also included Rutherglen Drive. More than likely, Harry named it after Chudleigh, a town located in Devon County in Southern England. Its roots can be traced back to the 13th century.

Churchill Line (Churchill Road)

Churchill Line (Churchill Road) is often called Churchill Road and was originally named Indian Road before its annexation into the City of Sarnia. After the annexation, it was renamed in honour of Winston Churchill.

The first foreigner to be given an honorary citizenship to the United States, Winston Churchill was a dynamic orator, a prolific writer, an aspiring artist, and a long-term British statesman; however, Churchill, who twice served the as the Prime Minister of the United Kingdom, is best remembered as the indomitable wartime leader who led his country against Hitler's Nazis in World War II. Winston Churchill passed away in 1965 at the age of 90. (Sir Winston)

Clarence Street

Clarence Street was named after the builder Clarence Clark of Wyoming. Around 1950, Clarence and Edna Clark purchased property along Lakeshore Road and submitted to Sarnia Township a plan for a subdivision they would develop. Their original plan had no street names, but it was approved with the street names Clarence and Edna included, as well as permission to change the names if they wished. Mr. and Mrs. Clark kept Clarence Street. (Clark, Ron; Jackson, Dorothy)

Clarendon Drive

Running south from Lakeshore Road to Clarence Street, **Clarendon Drive** was named by Wyoming builder Clarence Clark and his wife Edna. Around 1950, Clarence and Edna Clark purchased property along Lakeshore Road and submitted to Sarnia Township a plan for a subdivision they hoped to develop.

Their original plan had no street names, but it was approved with the street names Clarence and Edna included, as well as permission to change the names if they wished. Wishing to replace "Edna", Clarence and Edna combined the letters of their first names with the names of their children, Doug and Ron, to get Clarendon. (Clark, Ron)

Clark Drive

Clark Drive was named under Plan No. 310-1952 by landowners Clarence Oliver Clark (1910-1990) and Edna May Clark (nee Thompson). A farmer in Wyoming, Ontario, Clarence, along with Edna, purchased a few properties in Sarnia before developing them or selling them.

Clarence and Edna are both buried in Wyoming, Ontario.

Claxton Avenue

Claxton Avenue was named after Alfred Fincham Claxton (1848-1915), who was a market gardener in the Sarnia area for many years. Alfred and his wife, Alice (nee Merrison), emigrated from England to Canada around 1877, and they and their family of seven children lived on East Street near the corner of Exmouth, very close to the current location of Claxton Avenue. Claxton Avenue was developed in the early 1900s, shortly after Alfred passed away at the age of 67.

(Claxton; Smith “Origins” p 13)

Clearwater Court

Clearwater Court was named after the Town of Clearwater, successor to the Township of Sarnia. The town was amalgamated into the City of Sarnia by provincial act passed on July 13, 1989. Although known by the name Sarnia-Clearwater upon amalgamation, the City reverted to the name of Sarnia on January 1, 1992.

Clifford Street

The south end area around **Clifford Street** began to be developed in the late 1890s by a very early Sarnia corporation, The South Sarnia Properties Ltd., owned by the merchant Kenny family.

Over the years, Clifford Street would be the site of some very prominent Sarnia businesses including The Erie and Huron Railroad Co. (later Pere Marquette Railway), The Perfection Stove Co. and Muellers Ltd.

Early Sarnia commuters could access transportation to this area by the south spur line of the Sarnia Street Railway Co. with its starting point at The Grand Trunk Railway Station at the foot of Cromwell Street. This southerly service continued until April, 1918.

Cobblestone Crescent

Cobblestone Crescent is a name that does not have any special historical significance. Under Registered Plan 667, it was developed in 1981 by Major Holdings and Developments Ltd (Ian McIlroy, President and Keith Hansen VP).

Cobden Street

Registered Plan 14.5 of 1853 shows that **Cobden Street**, is one of Sarnia’s oldest streets. By Plan No. 126 of 1920, each of these streets (Cameron Street, Cobden Street, Cromwell Street and Davis Street) was finally extended to East Street, then the City’s easterly limits.

Malcolm Cameron, one of Sarnia’s founders, named Cobden Street after Richard Cobden, a man he admired greatly. Richard Cobden was a 19th century English politician (1794-1865), who was

a leader of the free-trade movement and a pacifist who vehemently opposed war by working tirelessly for the cause of international peace.

Cobden is best remembered, however, for his creation of the Anti-Corn Law League which eventually put enough pressure on the British government to reverse its stand.

Since 1815, the British government had imposed tariffs and restrictions on any grain that would be imported; consequently, the British landowners could keep their grain prices high and the lower and middle classes would go hungry or spend all their money on food and nothing else. Those who couldn't afford the cost of food starved to death.

In 1839, Cobden formed the Anti-Corn Law League with the sole purpose of getting the Corn Laws abolished. Despite modest beginnings--it had only seven members--it soon mushroomed into a national organization. Cobden was a brilliant strategist and a shrewd politician. When he became an MP in 1841, he personally challenged British Prime Minister Sir Robert Peel in debate and won, the only time that Sir Robert Peel lost a parliamentary debate.

When the Irish potato famine hit and mass starvation ensued, the Anti-Corn Law League put even more pressure on the Conservative government. Finally, after a seven year fight, the Anti-Corn Law League was instrumental in getting the government of British Prime Minister Sir Robert Peel to repeal the Corn Laws.

Like John Bright, after whom Bright Street is named, Cobden was instrumental in having the prices of grain reduced in England to help the less fortunate. (“Richard Cobden”; St. Amand “Political”) **Please see Appendices**

Colborne Road

Colborne Road is a major north-south artery running from its southerly limit at Exmouth Street and then north to its intersection at Beach Lane. The street today is home to commercial enterprises, apartment buildings, residential homes, and Sarnia's main cemeteries.

Formerly named Lake Road, Wees Beach Road, and, as late as 1947, Cemetery Road, **Colborne Road** runs south from Lakeshore Road to Exmouth Street and was named for Sir John Colborne, the governor of Upper Canada.

Sir John Colborne is significant in our history, for it was he who suggested naming our city Port Sarnia. Certainly, his name was well known to others before he came to Sarnia. At an early age, Colborne entered the English army and, according to a fellow officer, Sir John was “a man of singular talent for war.” As Lieutenant Colonel of the 52nd regiment, Colborne led the charge and broke Napoleon’s Old Guards at The Battle of Waterloo, an event which was a turning point in the battle.

In 1835, in his sixth year of being Governor General of Upper Canada, Colborne for the first time visited Sarnia, then known as “The Rapids”. By this time, the inhabitants were convinced the name had to be changed, but no one could agree upon one name. Among other names, the Scots favoured “New Glasgow” and the English favoured “Buenos Aires”.

It was Sir John who suggested “Sarnia” from the Roman name of Guernsey in the Channel Islands where he had previously been a governor. On January 4, 1836, in a meeting chaired by R. E. Vidal, the vote was 26-16 in favour of Port Sarnia.

Colborne Road also served as a new form of transportation for the citizens of Sarnia. From August 1875, to February 1931, the Sarnia Street Railway provided both passenger and freight service to residents. Originally horse drawn, the system was powered by electricity in 1901. The first line ran from the railway offices located in downtown Sarnia at the corner of Front and Cromwell Streets to the northerly points of Bayview Park and then on to Pt. Edward.

Over the years, the railway expanded its service to include a line along Colborne Road (then known as Cemetery Road) to the shores of Lake Huron in the area of Beach Lane (commonly known as Wees Beach); a southerly line to the Pere Marquette Railway Depot on Clifford Street and to the west to Russell Street.

In the late 1940s, Cemetery Road was changed to Colborne Road. After Sir John left Canada, he served in Ireland as commander of the forces and as a privy councilor. On his retirement in 1860, he was awarded the rank of field marshal, England’s highest military rank and honour. Sir John Colborne passed away in 1863 in Torquay at the age of 85 (Lambton Old; Wilson, Alan)

College Avenue

College Avenue in the 19th century was known by two different names thanks to two of Sarnia’s

founding fathers. Malcolm Cameron named the section from Wellington Street to George Street as Colina Street after his daughter, Christina Colina (1835-1884). Not to be outdone, the section of the street north of George St. to London Rd. was named Richard Street after the property owner Captain Richard Emeric Vidal (1785-1854)

Richard Vidal's name is well known to Sarnia (see Vidal Street). What we know about Colina Cameron is extremely limited. Records show that the only daughter of Malcolm and Christina Cameron (McGregor) was born in Lanark County and came to Sarnia sometime in the 1870s after living in Huron County. In 1881, three years before her death, she was living at the home of Alexander and Catherine Vidal and their four children. Colina never married.

By 1903, Richard Street and Colina Street became College Avenue. In this year, the Sarnia Collegiate Institute was built on London Road at the site of the current London Road School, prompting the name change. Fittingly, in 1922, SCITS (Sarnia Collegiate Institute and Technical School), a much larger school, opened on Wellington near College Street.

In 2016, the Lambton-Kent District Public School Board decided to merge students from two high schools and to change the name of SCITS to Great Lakes Secondary. In 2016-2017, students from St. Clair High School joined Great Lakes Secondary students at the 94 year old building on Wellington Street. Beginning in September 2019, SCITS closed its doors for good and students attended Great Lakes Secondary School at the former site of St. Clair High School. (Christina Colina; Great Lakes)

Collingwood Street

Collingwood Street was named by Henry Jones after Vice Admiral Lord Cuthbert Collingwood (1748-1810), British Admiral of the Royal Navy who served with Lord Nelson in the Napoleonic Wars. Upon Admiral Nelson's death, he succeeded him as commander of the fleet and was thanked by both houses of parliament for his "splendid work." When he retired, he was granted a pension of £2,000 per year. (Nisbet "More")

Concordia Drive

Part of the Twin Lakes Subdivision, **Concordia Drive** was named after Concordia University, located in Montreal. Concordia University was officially formed in 1974 when Loyola College

(a Jesuit college founded in 1848) and Sir George Williams University (founded in 1851) merged. Author Margaret Atwood; broadcaster and author Stuart Maclean; former governor-general George Vanier; and ex-NHL player Larry Carriere are some notable alumni. (Concordia)

Conestoga Drive

Conestoga Drive is situated in the College Park subdivision and was named for Conestoga College in Kitchener Ontario. Founded in 1967, Conestoga College has, to date, over 100,000 alumni and has satellite campuses in cities such as Brantford, Stratford, Guelph and Ingersoll.

Confederation Road and Confederation Line

Confederation Road and Confederation Line are conveyances that were named as a nod to the creation of the nation of Canada by the enactment of the British Parliament.

By Plan No. 15-1877, Confederation Street ran westerly through Front Street and to the banks of the St. Clair River. At the river, the street veered southerly for a stretch of conveyance shown on the Plan as River Road. River Road became an industrial and commercial base. The McGibbon Lumber Mill, Pere Marquette Railway roadhouse, water tower and shops and part of the Imperial Oil Refinery were at one time located along this stretch of land.

By by-law, Sarnia City Council closed River road on May 21, 1912.

Connaught Crescent

Located in Coronation Park, **Connaught Crescent** was named after the Duke of Connaught, Prince Arthur, the third son of Victoria. The Duke of Connaught was the first member of the Royal family to become Governor General of Canada (1911-1916). On May 7, 1914, the Duke of Connaught and his daughter, Princess Patricia, visited Sarnia to officially grant the status of city to Sarnia. (H.R.H)

Connolly Street

Connolly Street was named for Mrs. Mary Connolly (nee Hay), the sister of local developer and contractor, Lorne Hay. (Crawley)

Conrad Stree

Conrad Street, established by Plan 13 in 1875, was named after a member of the Robert H. Harkness family. Between 1874 and 1875, Robert Harkness was speculating on the area's lands, which became Harkness Street, Conrad Street and Gibson Street.

See also Gibson Street and Harkness Street.

Copland Road

James Copland (1820-1882), after whom **Copland Road** was named, was an early settler in Port Sarnia. His business interests included being a Front Street merchant, the owner of a wood yard and a land speculator.

With his 1843 marriage to Mary Leys (1818-1899), James became a member of that commercial family. Family Copland business ties further expanded in 1875 when his granddaughter, Jessie Emma Copland (1848-1877), traded nuptials with a then young watchmaker, David Barr (1847-1909), scion of the Barr Jewellers clan.

When James Copland died in 1882, he was title holder to various land holdings in the area, including that parcel bounded by the now Copland Road (westerly), Maxwell Street (northerly), Southern Street (easterly) and London Road (southerly).

In 1883, his executors, Robert MacKenzie and George Leys, developed this tract of land by Registered Plan No. 120. The plan named the area Coplandville.

Copperfield Court

Copperfield Court runs off Cobblestone Crescent, just east of Finch and south of Wellington. Plan 667 reveals that it developed by Major Holdings and Developments Limited in 1981.

No explanation has been found for the origin of Copperfield Court.

Coral Way

Registered Plan 295 shows that **Coral Way** was developed in 1950 as part of the Oak Acres Subdivision. Regner Blok-Andersen developed this subdivision, which encompassed part of lots

59, 60 and 61 in the ninth concession. Sources indicate the street was named after a Caribbean resort where Mr. Blok-Andersen convalesced after a health concern. Unfortunately, the authors were unable to find the actual name or location of the hotel. (Blok-Andersen)

Coronation Lane

Coronation Lane is located north of Lakeshore Road near the end of Modeland Road. In 1952, the residents of a narrow gravel and sandy path named it **Coronation Lane** in honour of Queen Elizabeth II's coronation.

Prior to that, the laneway, home to a few cottages, had been known unofficially as "Car El Way". This distinctive and unofficial name derived from combining the short form of the names of Albert and Emily Sole's three children: Carlson, Eleanor, and Wayman. For years, a sign reading "Car El Way" was affixed to a tree at the corner of Modeland Road and the lane that officially became Coronation Lane.

When the area was developed in 1977, the developer kept the name Coronation Lane. (Graham, Jodie; McGeachy, David, Dorothy and Sandy; Millman, George and Margaret)

Cotterbury Street

Most likely named after the municipality in Devon, South West England, **Cotterbury Street** was established by Plan No. 12 in 1862. Early Sarnia surveyor E. R. Jones completed the works for then owners A.F. McCord and W.D. Taylor.

Of interest, Plan No. 12 shows a "burial ground" located in the area on the south west corner of Maxwell Street and Durham Street (now Napier Street).

Court Street

Established by Plan No. 282 in the 1940s, **Court Street** bears a name with no apparent historical or other significance.

Coventry Court

Coventry Court was named after the city located in the west midlands region of England. Founded in 1043, the city was the 15th century capital of England. Being an industrial base for

the production of motor vehicles (i.e. Jaguar), Coventry was fire bombed by the German Luftwaffe during World War II.

Covington Court

Covington Court was established in 1976 by the owners R.C. Vanvelhuisen and R.W. Lavigne.

When railways were being developed and built in the 1800s, land speculators bought up land hoping that the rail routes would go through their property. The ensuing sale of land to the railways would be profitable indeed.

In this regard it is interesting to note that the lands of Covington Court and those surrounding were, in October, 1853, owned by the Honourable Malcolm Cameron (founder of Sarnia) and also the Honourable John A. MacDonald. The Honourable gentlemen were no doubt purchasing the land on the strength of insider knowledge that the Grand Trunk Railway from St. Marys would soon be going through this area en route to Pt. Edward. (Registry Office)

Craig Court

Craig Court was named for Craig Haney (born in 1975), the son of Sarnia residents, Doug and Marlene Haney. Craig is currently living in Waterloo, Ontario. (Haney)

Crawford Street

Running north-south between Wellington and Talfourd Streets, **Crawford Street** was named after 1891 landowner John A. Crawford. A gardener by trade, John emigrated in 1857 from Scotland with his wife, Elizabeth. For the remainder of his life, the Crawfords would reside in Sarnia. John (1825-1909) and Elizabeth (1820-1896) are both buried in Lakeview Cemetery.

Crestwood Place

Crestwood Place was developed in 1975 and is located north of Lakeshore Road, just west of Modeland Road. Like many streets in Sarnia, Crestwood Place is named after a tree or, in this case, a group of trees. The name probably derives from the crest or hill that is formed at the north end of Crestwood Place close to Lakeshore Road. **See Alder Crescent or the final entry**

of the Appendices.

Crocker Lane

Crocker Lane, developed in early 1950s, was named after landowner Sarah Augusta Crocker, who purchased the property in July 1909 and who held onto the land holdings until her death in 1932.

At the time of her death, Sarah had been living in apartments at the corner of George and Brock Streets but was the owner of several cottages at Lake Huron Park (along the shores of Lake Huron at the north end of Colborne Road and McMillen Parkway). Shortly before she passed away, Sarah had been living at Lake Huron Beach, but illness had forced her to move closer to the Sarnia General Hospital.

Sarah Augusta Crocker was born in Buffalo, New York in 1858. Along with her family, she moved from Milwaukee, Wisconsin to Sarnia as early as 1891. Henry and Jane Crocker (nee Cooke), both born in the New England area, had six children with Sarah being the oldest. Only three came to Sarnia with their parents. The 1891 census shows that Henry was supporting his family by working in the oil industry, calling himself an “oil producer.”

Shortly after arriving in Sarnia, Henry passed away at the age of 67, and the 1901 census shows that Sarah was unmarried and the head of the household, living only with her widowed mother, Jane. Her other siblings were by now all living in the United States, as close as Washington D.C. and as far away as California. Sadly, Jane would pass away shortly after the census was taken.

For the remaining years of her life, Sarah lived on what became Crocker Lane and was the owner of several cottages. Sarah passed away in 1932 at the age of 75 and is buried in Lakeview Cemetery. (Sarah Augusta)

Cromwell Street

In the 1840s Malcolm Cameron named **Cromwell Street**, one of Sarnia’s oldest streets, after Oliver Cromwell, the controversial 17th century military and political leader. After England’s Civil War, Cromwell eventually became the Lord Protector of the Commonwealth of England, Scotland and Ireland. Cromwell ruled England for five years until his death in 1658.

By Plan No. 126 of 1920, each of these streets (Cameron Street, Cobden Street, Cromwell Street and Davis Street) was finally extended to East Street, then the City's easterly limits. (Oliver)

D'Andrea Trail

D'Andrea Trail is located in the southwest corner of the Sherwood Village Subdivision and was named by developer John D'Andrea in honour of both his father and the family name. John was originally going to call it Titen Trail, after his real estate business, but decided to name it after his family and his father instead, a decision he does not regret.

In the early 1950s, John's father, Rocco, immigrated to Canada to join his father who had been working as a labourer in Sarnia. Eventually, Rocco's mother and his sisters joined him, and a few years later, Rocco married Maria (Frezza) whose family was also from Frosinone, an area near Rome. Together Rocco and Maria would have five children, and while Maria stayed at home to look after her children, Rocco worked in the local labour union, eventually becoming the Business Agent from 1965 to 1985.

It was a proud day for Rocco when he saw the family name on the street that his son, John, had named. Sadly, Rocco passed away in 1994 at the age of 60. (D'Andrea, John)

D'Marrocco Court

D'Marrocco Court is located off Errol Road West and was named by John D'Andrea in honour of his parents, Maria and Rocco D'Andrea. Although Maria (Frezza) and Rocco both came from Frosinone, an area near Rome, they first met in Sarnia and married after a brief courtship. In their four decades of marriage, Maria and Rocco had five children: John, Dan, Gina, Donna, and Rocco Jr. (Rick). While Maria stayed at home to raise her children, Rocco worked in the local labour union, eventually becoming the Business Agent from 1965 to 1985. (D'Andrea, John)

Dagan Street

Dagan Street, located one street south of Rosedale Avenue, was named by developer Al Charge, President of Ainras Developments Inc. The section east of Bond St. was established in 1968 as part of what was called the Rosedale Gardens Subdivision according to Registered Plan No. 564. The section west of Bond St. was developed a few years later.

Mr. Charge named the street Dagan for a couple of reason. First, he liked the sound of the name and, more than likely, the Dagan after whom the street was named was Sarnia's Mayor Joe Dagan, our 34th mayor, who was instrumental in arranging for Illinois-based Mueller Manufacturing to set us an industry in Sarnia. The subsequent influx of residents pushed Sarnia over the 10,000 mark, qualifying Sarnia to become a city in 1914.

Historians credit the elevation to city status as spring boarding Sarnia's growth, doubling in the next two decades. Mr. Dagan knew that Sarnia's status as a city was more than symbolic for, as historian Edward Phelps asserted, "as a city, Sarnia would be far more appealing to industries looking for a base in Southwestern Ontario."

A tailor by trade, Mr. Dagan settled in Sarnia at a young age. He passed away on April 19, 1930, at age 77, leaving behind a wife and two children. (Charge; McCaffrey; Tailor)

Daley Avenue

In September 1985, landowner Paksboro Developments Ltd. (Wayne Shipley, President) brought this street, **Daley Avenue**, into existence under registered Plan No. 692.

Currently, no explanation exists for the origin of the name Daley Avenue.

Danbury Crescent and Danbury Court

Danbury, England, after which these streets were named, is located in the south-east area of the U.K. The town dates back to medieval times, seeing foreign conquests by both the Romans and Saxons. Danbury Crescent and Danbury Court were developed by North America Construction Limited in 1974 (Registered Plan No. 606).

David Blackwood Drive

David Blackwood Drive was named after David Blackwood (born 1941), a Canadian artist best known for his historical drawings and paintings of scenes in Newfoundland. (Black)

David Bolduc Street

David Bolduc Street was named after the late David Bolduc (1945-2010), widely regarded as one of the premier practitioners of abstract painting of his generation. (David)

Davis Street

Davis Street was originally named Francis Street after Francis Laforge, grandson of Joseph Laforge, a very early settler of the area. In 1856, LaForge sold his land to Judge Frederick Davis. The street that we now know as Davis Street had two names for a dozen years: it was Francis Street, west of Victoria Street and Davis Street east of Victoria Street. In 1868, the entire street became Davis Street.

Frederick Davis (1828-1893) was Sarnia's seventh mayor, holding that position in 1866 and 1867. Davis practiced law in Sarnia and served locally both as Crown Attorney and County Solicitor. He was appointed as a judge serving in Middlesex County.

Davis Street was first laid out by the 1857 survey, Registered Plan No. 9 for the Town of Sarnia. By Plan No. 126, each of these streets (Cameron Street, Cobden Street, Cromwell Street and Davis Street) was finally extended to East Street, then the City's easterly limits.

Debora Court

Located in the Wiltshire subdivision, **Debora Court** was named after the daughter of developer Frank Durco. (Durco)

Delia Crescent

Delia Crescent was named for Delia DeSantis who, together with her husband, Ercole, purchased land in Bright's Grove in the early-to-mid 1960s and developed the area. A member of the local chapter of the Canadian Authors Association for several years, Delia was also a member of WITS, Writers International Through Sarnia. (Bernier; DeSantis).

Dell Avenue

Dell Avenue was named for Mrs. Dell Simpson (McArthur), wife of Guy, whose family owned the property where Dell Avenue is now located until they sold it in the early 1960s. The driveway to the former Simpson house is the current Rutland Place.

In the 1903s and 1940s, Dell operated Dell's Bar-B-Que on Lakeshore Road opposite Mulberry Street. It was a very popular spot for Sarnians to enjoy a good meal and to dance on a marble

dance floor. Born in Sarnia, Del passed away in 1983 and is buried in Lakeview Cemetery. (Graham; Hawkes; Smith “Origin” page 17)

Denmark Street

Reg. Plan 295 shows that in the 1950s, developer Blok-Andersen named **Denmark Street**, part of the Oak Acres Subdivision, in honour of his native country. (See Kim Street)

Dent Drive

Dent Drive, which runs off Lakeshore Road east of Pineridge Trail, was originally a private lane that was named for the family of Arnold Dent who owned and farmed property in this area of Sarnia Township. Born in Halton in 1882, Arnold moved with his family to Sarnia by 1891, married Jennie (Hopper) in 1907, and had three children with Jennie.

Sarnia Township must have been a pleasing location for the Dent family, for Arnold’s parents, Richard and Eliza, and their four children all settled in the Sarnia area. Arnold (1963) and Jennie (1941) are both buried in Lakeview Cemetery. (Stonehouse; Arnold; Smith, George “Origins page 17)

Derby Lane

The original name for **Derby Lane** was Russell’s Lane, so named because brewer George Russell created this path by driving his wagon from his brewery on Front Street to Christina Street. It was given its current name by developer, Regner Blok Andersen, as a result of his keen interest in horseracing, the sport of Kings. (Blok-Andersen, Betty; Lost) See Kim Street

Devine Street

Devine Street is a major east-west thoroughfare located in south Sarnia. Residential homes, schools, spiritual institutions and commercial enterprises are found on Devine Street today.

The road first shows up under the name of Spragge Street by Registered Plan No.16.5 of 1867. The plan surveys the street as starting at Christina Street and running east to McGregor Street (now Indian Road). Residential lots are laid out from Christina Street easterly to what is now Russell Street. Thereafter, the plan sets out larger three-acre lots.

An 1873 map from Ottawa's Ministry of the Interior has what is now Devine Street marked as Wawanosh Street. At no time did any map of Port Sarnia or Sarnia include this as a name for one of Sarnia's oldest streets. The name, apparently, was short lived and never endured in Sarnia civil government.

In a March 31, 1882 report on Sarnia City Council, the name of Spragge Street is referenced; however, two months later, a May 12, 1882 Council report references the street under the new name of Devine Street. Regretfully no reason for the name change is given in these accounts. On title documents, the name Devine Street first appears on Plan No. 26 in 1883. This plan was commissioned by Sarnia businessmen Robert MacKenzie and George Leys acting as Executors of the late landowner James Copland.

The origins of the name Devine remain elusive.

In a July 29, 1936, *Sarnia Observer* article, the late local historian Jean Elford claims that the street was named after a prominent Sarnia family. Unfortunately, newspaper reports, Sarnia directories, Canada census records, land registry office title records and the Lambton County Atlas offer no proof for this assertion.

In his 1988 book *The Origin of Sarnia Street Names*, the late George Smith claims that the street was named after the family who first settled on the street. Unfortunately Mr. Smith's conclusion cannot be corroborated by any information from the aforementioned authorities.

There indeed were a few--very few--residents named Devine in Port Sarnia; however, these families did not settle in the area for any extended period of time nor did they ever own title to real estate or proceed into noted enterprises.

Since Sarnia streets in the late 1800s were generally named after only landowners, their kin, business leaders and politicians, it is doubtful that Devine Street would have been named after any of these families who were without such status or property title.

During the investigation into the street's name, a meritorious theory arose that it was named in relation to Port Sarnia's first place of worship. Located on the river side of Christina Street but immediately across from the westerly limit of Devine Street, the Mission Church was established in 1832 by the Reverend Thomas Turner of the Wesleyan Methodist Church. Although the

genesis of the Mission was Christian missionary to the local First Nations, it is persuasive to conclude that the Church served all members of the then community.

In this regard, of significance, the Mission was the location of the funeral of Anna Maria Penrose Mitton, the mother-in-law of Captain Richard Emeric Vidal. Being the first person interred in The Mission Cemetery, the pedigree of Mrs. Mitton could very much confirm the Mission Church was a place of joint worship.

Further evidence to this effect could be found in a July 2, 1880 *Sarnia Observer* article which reported that, when the Reverend E.G. Weaver left his posting at the Mission, dignitaries from both communities attended his farewell tea. Interestingly enough, so did the famous American author and poet Walt Whitman who was visiting Sarnia at the time.

Considering the Mission's decades of service to the young village and the apparent honour it held, it is not beyond belief that the City Fathers would honour the place of worship with a street name at the location where the Church was situated.

If the Mission was, in fact, the basis for the 1882 naming, it would be expected, however, that the street would be entitled Divine and not Devine. As a reconciliation of this point one might ponder the authoritative explanation from the Random House dictionary which states the word devine is "a frequent misspelling of divine." (Elford "Street"; Smith "Origin"; Lambton County Records; Onamayaang)

Devon Avenue

Developer Al Charge named **Devon Avenue** after the historic county located in South West England. On his many trips to England, Mr. Charge found Devon County (at one time Devonshire) to be very appealing. It is a very large county, famous not only for its history but also for its cliffs and its seaports on the Bristol Channel to the north and the English Channel to the south. Over the years, Devon County has been home to many notables, including mariners, Sir Francis Drake, Sir Walter Raleigh, and the novelist Agatha Christie. (Charge, Al)

Devonshire Drive

Devonshire Drive, which runs east off Lakeshore Road between Cathcart Blvd and

Charlesworth Drive, was named by Leo Charlesworth after the Devonshire Race Track in Windsor, Ontario. Plan 278, dated 1945, shows that the street was laid out according to the instructions of Mr. Leopold “Leo” Charlesworth.

It makes sense that the Huron Country native would name a street after a race track. Leo was involved in the sport of harness racing throughout most of his lifetime, as an owner, a trainer, and even as a rider at some small tracks.

In 1950, for example, a newspaper article covered the Michigan Governor’s Cup Trot, held in Northville Downs near Detroit, with the State’s most coveted prize of \$10,000 to the winner. The article reveals that the trotter, Grattan Volo, won the race and “owner Leo Charlesworth of Sarnia, Ontario was again the recipient of the winner’s share and a handshake from then Governor G. Mennen ‘Soapy’ Williams.” Other articles have Leo attending harness races as an owner in the 1940s.

In the 1920s and 1930s the Devonshire Race Track in Windsor was famous. It burnt down and today is the site of the Devonshire Mall. (From; Smith, Robert)

Diane Drive

Diane Drive, which connects Schafer Court and Westgrove Drive in Bright’s Grove, was named for the late Diane Evans, a legal secretary who passed away in 1999 at the age of 60. Diane moved to Sarnia in 1959, shortly after she was married, and sometime in the 1960s began working at the firm of George, Murray and Shipley (later known as GMSB) at Ferry Dock Hill.

Considered an extremely competent administrative assistant, Diane was Jack George’s legal secretary whom local builders and developers liked and respected. Local developer, Matt Schafer, who was a partner with Jack George in many dealings, named Diane Drive in her honour for all the work she had done for him. (Gunn; Schafer, Claudette; Schafer, Liette)

Donalda Street

Running south off the east end of Lakeshore Road, **Donalda Street** was named for Donna Hardick (nee Lewis), the daughter of George Edward John Lewis and Vera Lewis (nee Hardick). The Hardick family were the early owners of the property. Donna passed away in 1980 at the

age of 55 and is buried in Blackwell Cemetery. (Lewis)

Doral Close

In keeping with the theme of naming streets in the Blackwell Glen Subdivision after golf courses, developer Frank Durco Jr. named **Doral Close** after one of Florida's most famous golf courses.

First opened in 1962, Doral Country Club was founded by real estate pioneer Alfred Kaskel and his wife Doris. The word "Doral" comes from combining letters of their first two names and, over the years, the most famous course at the Doral, Florida resort has been the championship course known as the "Blue Monster." Since 1962, Doral had been the site of a PGA event, making it a mainstay of the tour.

In 2011, the controversial Donald Trump purchased Doral Country Club for \$150 million, changed its name to Trump National Doral Miami, and spent another \$250 million in renovations. In May 2016, the PGA Tour announced it was moving the site of its WGC-Cadillac Championship from Doral to Mexico City. (Durco, Frank Jr; Doral)

Dorchester Drive

Most likely named after the county town in Dorset, England, **Dorchester Drive** was established in two phases.

Registered Plan no. 515 shows that Dorchester Street was laid out in 1964 by owners Regner Blok-Andersen (President); Rita Bird (Secretary-Treasurer); and Edmund and Katherine Jacques.

Part of the street was developed five years later by owners Martin Boersma and A. Boersma according to Registered Plan No. 576.

Doris Court

Developed in 1990 at the east end of Blackwell Road, **Doris Court**, was named by developer Don Guerette after his mother, Doris.

Doris McCarthy Court

Doris McCarthy Court was named for the artist, Doris McCarthy (1910-2010), whose abstract works made her one of Canada's foremost landscape painters. (Doris)

Driftwood Avenue and Driftwood Court

Driftwood Avenue and Driftwood Court, developed in 1978 as part of the Huron Shores Subdivision in Bright's Grove, were named by developer, Dan Minato, because of their proximity to the beaches of Lake Huron. (Minato)

Duff Drive

When Marjorie Atkin developed this commercial subdivision off Plank Road between McGregor Sideroad and Modeland Road (Highway No. 40) in the 1990s, her family and she decided to name one of the roads **Duff Drive** in memory of her husband.

Born in Oil Springs in 1928, Ken "Duffy" Atkin moved to Sarnia and then to Point Edward in the early 1960s. Eventually he became the owner of Sarnia Cranes before passing away in 1980 at the age of 52. People remember Duffy or Duff as a very sociable man who liked meeting people, and a generous individual who, with no fanfare, would bring ham and turkeys to the less fortunate at Christmas. And although he wasn't an engineer, Duffy had the ability to see exactly how a piece of equipment could be moved efficiently with a crane or cranes.

As a further tribute to his father, Bill built a delicatessen off Plank Road in the 1980s and named it McDuff's Deli, the name Duff's Donuts having already been used. (Atkin Bill and Marjorie)

Dufferin Place

Dufferin Place, situated in Coronation Park, was named for the Earl of Dufferin, Canada's governor general from 1872-1878. His six years as Governor General fell during an important part of our history: Prince Edward Island became a province; and such well-known institutions as the Supreme Court, the Royal Military College of Canada and the Intercolonial Railway were established. The Earl of Dufferin's term coincided with the term of Sarnia's Alexander Mackenzie, Canada's second Prime Minister. (The Earl of Dufferin)

Dukinfield Court

Dukinfield Court was established in 1974 as part of the subdivision Edgewood Park, Plan No. 595/25E20.

Of interest, the Buchner family (originally Marinus Buchner and Maartje Buchner) held title to the property before transferring same to developer North American Construction Ltd., Sylvio Gagnon (president), Regner Blok-Andersen (V.P.).

Dundas Street

Most municipalities in Ontario have a **Dundas Street**. It draws its name from Henry Dundas, British Secretary of State from 1791 to 1801 and aide to Lord Simcoe, Governor of Upper Canada. The Right Honourable Henry Dundas was associated with Governor Simcoe in making a road all across Canada with the entire stretch to be called Dundas according to Simcoe's plans. This is the reason that many communities have a Dundas Street and that, near Hamilton, is the town of Dundas. (Nisbet "More")

Durand Street

Plan 12 of the Town of Sarnia reveals that **Durand Street** was developed by 1847 and was named for George Durand (1805-1875), one of Sarnia's earliest residents. Durand made his mark in our history as a merchant, an entrepreneur, and a benefactor. According to sources, Durand's father helped his enterprising son by purchasing the land north of London Road to the current Durand Street.

That would be one of the few times that George Durand needed help from anyone. He defined the term "pioneer entrepreneur." The front page of the November 16, 1880 edition of the *Sarnia Observer* featured Mr. Durand's obituary. In it the author states that "the name George Durand has been closely associated with the progress of Sarnia for nearly half a century and to write his biography for that period would be to write a history of the town."

Along with Malcolm Cameron and Richard Vidal, George Durand is considered one of Sarnia's three founding fathers. Born in Hamilton, Durand first arrived at The Rapids from London, Ontario in 1833. Henry Jones, another early settler who played a prominent role in Sarnia's

history, writes of meeting George on the road to Sarnia.

The son of a Welsh sea captain, the 28 year old Durand came to Sarnia from London, bringing oxen and a wagon loaded with provisions. He made the lengthy trek, probably using the crude, uneven Errol Road, and arrived with a nose for business. He wasn't disappointed. Shortly after he arrived, he established Sarnia's first store at the corner which is now Christina Street and London Road (the building, a small log house, was razed during the construction of London Road).

This was the beginning of his business dealings. The longer Durand stayed, the more diverse his business interests became and the wealthier he grew-- those who knew him talked about his keen eye for business and his thoroughgoing honesty. Four years after he arrived in Port Sarnia, Durand moved his store to Front Street and ran the post office from it, becoming Sarnia's first postmaster in 1837. Before this, the Rapids, now Port Sarnia, relied either on a post office at Desmond, now part of Port Huron, or on a runner sent up from Chatham. With the opening of the new office, a postal carrier came in on horseback from London by way of the Egremont Road

Sometime in the mid-1830s, George foresaw the importance that the lumber and timber business would bring to this fledgling community, so he gave up his store and built the first sawmill in the area. On December 15, 1837, Durand's saw-mill produced its first plank of lumber. From this point on, no one in Port Sarnia would be dependent on sawn lumber coming from the American side of the river.

Never, it seemed, to be finished with any enterprise, Durand expanded his holdings to include a second store in outlying Port Franks (1839) where natives from as far away as Manitoulin Island exchanged their furs for goods from Durand's store. He purchased several pieces of real estate in Port Sarnia and built a stately brick building in downtown Sarnia on the west side of Front Street. Known appropriately as the Durand Block, this commercial structure would serve the community until its demolition in 1978.

He also was involved in the businesses of shipbuilding and was, along with others, persistent in having Plank Road built. In 1863 he was the president of the Sarnia Florence Plank Road Co. George Durand was, according to one of his contemporaries "always ready to lend liberal assistance to any scheme which he thought would benefit the town."

Durand was not, however, solely a businessman. As his wealth grew, Durand found time to serve on City Council and County Council. One of the big social events of the village was Durand's wedding celebration on October 10, 1837 when he married Mary Jones, the daughter of the Indian agent, William Jones.

Although he was a Protestant, Durand, out "of respect for my wife" in the 1840s donated the land and the lumber for the building of St. Michael's Church, the community's first Roman Catholic Church. Located approximately on the current site of the parking lot of Our Lady of Mercy, St. Michael's Church was built entirely of wood. It was a mission church whose parishioners were served by traveling Jesuit priests.

Mary, sadly, had passed away months shy of her 24th birthday in 1844.

The land George Durand donated extended a city block, bordered by Durand Street, Fleming Street, Christina Street and London Road, and beside the church stood a Catholic cemetery or a "burying ground" as it was called originally. In the 1890s the cemetery was moved to Michigan Avenue where a monument still stands directly east of the main gate in honour of Mary (1820-1844) and two of their children.

George moved to the Niagara area sometime in the 1860s. The census of 1871 shows that he had taken a second wife, Caroline Emily Hamilton, with whom he'd have five children. George passed away in 1880 at the age of 75 and is buried in Lincoln, Ontario. (Death; Elford, Pages 36-37; Feeney; Lauriston p 98)

Durco Avenue

Durco Avenue, located in the Wiltshire subdivision, was named in the early 1970s after developer, Frank Durco. Born in Slovakia, Mr. Durco immigrated to Canada in 1949 and two years later, arrived in Sarnia. In 1958, he left his job at Holmes Foundry to build houses full time. (Durco)

Durham Drive

Located in College Park, **Durham Drive** was named for Durham College in Oshawa, Ontario. Opened in September 1967 with 16 portable classrooms, 14 staff and 205 students, Durham

College has expanded to include satellite campuses in seven other cities. To date, over 60,000 students have graduated from Durham College. (Durham)

Eagle Way

Eagle Way, located in the Blackwell Glen Subdivision, fits in with the surrounding streets named after famous golf courses. The score of an eagle, two under par on a hole, would warm the heart of any golfer. As golf pro Raymond Floyd says, “They call it golf because all of the other four-letter words were taken.” (Durco, Frank Jr.; Bladon)

Earlscourt Drive

Earlscourt Drive was named after a district located in central London, England. An upscale area, Earlscourt can claim as one-time residents many notables including film producer Alfred Hitchcock, General Edmond Allenby (WWI) and Diana, Princess of Wales.

East Street

East Street was so named because it was, at one time, the eastern boundary of Sarnia; however, like many roads in Sarnia, its original name was slightly different. Its history begins in the early part of the 19th century.

To facilitate the opening of Lambton West for settlement, the government of Upper Canada commissioned the surveying of the area. Charles Rankin began the survey in 1829 and, three years later, his successor, Peter Carrol, completed it. On the original plan the surveyors denoted a line running north-south between Lots 21 and 22 in the 7th Concession of Sarnia Township. In the north the line started at Errol Road and continued south to what is now Confederation Street.

It would be this designation which, in the days of Port Sarnia, would have two names: Ham Street and East Street. Ham Street ran from Exmouth Street to Maxwell Street and was named after Ham House, the seat of the Earl of Dysart, England. The first East Street was restricted to London Road south to just beyond Wellington Street. Eventually the two conveyances were joined to form what would thereafter be called East Street, so named to reflect its status as Sarnia’s original easterly boundary.

To signify this location and to recognize Canada’s Confederation Jubilee, the local chapter of

The Imperial Order of the Daughters of the Empire (Pro Patricia Chapter) brought forth the construction of two “I.O.D.E. Gates” at the intersection of London Road and East Street. This location was significant not only in that East Street marked the City’s easterly limit but also that London Road was then the main highway into Sarnia. Accordingly, the designers of the Gates incorporated into each structure a center stone embossed with the name “Sarnia.” From their unveiling on July 1, 1927 the welcoming Gates remained in their original location until 1951 when they were relocated “in perpetuity” to the easterly entrance of Canatara Park.

The lands surrounding East Street were initially rural with visits by the early citizenry generally restricted to outings to the park and fairgrounds area set up by the farming Watson family in the East Street and London Road area. For the less fortunate, the County’s House of Refuge represented home and a place to work in the establishment’s agricultural grounds (1889-1950).

This predominantly agricultural base would continue until the eve of World War II at which time the City began to spread out easterly from its historic core. Further demands for residential property came from the development of Polymer (1942) and the opening of the nearby St. Joseph’s Hospital (1944).

Post-war industrial expansion and population growth in all of Sarnia resulted in further demands for housing and related services. To accommodate these needs, the municipality in 1951 expropriated some Sarnia Township lands and, thereby, extended the easterly City limits to Murphy Road.

With East Street no longer being the easterly gatekeeper, the I.O.D.E. Gates were moved, but the street persevered and grew. The Walnut Street area “wartime subdivision” expanded and Germain Park (1950) and Northgate Plaza (1951) were created. In 1952 the street was extended south from Wellington Street to Confederation Street. This was followed by Central High School (1955), East Street Fire Hall (1965), the Dr. John and Edith Jackson Pool (1966) and the Strangway Centre (1989).

In terms of historical interest and importance, East Street is of utmost significance to the City of Sarnia. (Phelps, Historical; Elford, Canada; Nisbet; Indexes; Phillips, Glenn)

Eastfield Close

Established by landowner/developer Kim Gladwish in trust under Plan No. 685 in 1984, **Eastfield Close** is a street whose name does not have any known historical or other significance.

By definition, a close is a short road with few houses and typically is a cul-de-sac. (Gladwish, Kim)

Eastlawn Avenue

Eastlawn Avenue was developed in July 1954 by C. T. Laidlaw, Clarence Sexsmith, Catherine Sexsmith, Anton Dewos, Allister Smith and Clifton Mason under Plan No. 304-1952. The plan was for 26 houses to be built on both sides of Eastlawn from Elizabeth Street to Murphy Road and 14 houses on Exmouth Street between the same streets. The subdivision was known officially as “Eastlawn Garden,” but the name does not have any known significance, historical or otherwise. (Forty)

Eastwood Street

Eastwood Street is a “tree street.” Established by landowners/developers Gordon Battle, John C. McNally, and Winnifred McNally under Plan No. 287-1949, Eastwood Street is a street whose name does not have any known significance, historical or otherwise.

Echo Road

Extending north off Michigan Avenue, **Echo Road** was named by landowner, Myrtle Harkins, who purchased the land from William "Billy" Joseph Giffels in 1952.

Before Echo Road was developed, the surrounding area was a field with sand hills running through it. Neighbourhood children used it as their playground, and Mrs. Harkins would hear their shouts and cries echoing throughout the sand hills. One game they used to play was to compete among one another to determine who could create the best echo. When the street was developed, Mrs. Harkins chose to name it Echo Road after the sounds of the children playing. (Harkins) **Please see Appendices**

Eddings Street

Eddings Street was named after John Eddings (1819-1904), who purchased the land on August 8, 1867. Born in England, John and his wife, Emily Celia (Gibbs) from Essex County, lived in St. Clair Township before moving to Sarnia. John and Celia are both buried in Lakeview Cemetery. (Emily)

Eddy Drive

Although it was developed in 1945, the lane that runs alongside the south side of the 402 Highway between Collingwood Street and Park Avenue had no official name until the early 1990s. It was at this time that Sarnia City Council decided to name three streets after local veterans who had lost their lives fighting in World War I or World War II.

Sometime in the 1990s, the street was named **Eddy Drive** after Sarnia-born William Peter Eddy (1890-1918), who lost his life fighting in World War I. His parents, Walter and Mary, immigrated to Canada and had three children, with William being the only son and the oldest child. William grew up in the Christina Street area, but ended up moving to Winnipeg where he enlisted in the 90th Winnipeg Regiment in November 1914. He was commissioned as First Lieutenant and would serve with the Winnipeg Regiment.

When the regiment went overseas, the officers were disbanded and William returned to Sarnia. Still single and working as an engineer, William enlisted again, this time in London in June 1915. He would eventually be transferred to the Canadian Field Artillery, 3rd Brigade, with the rank of Gunner. As Tom Slater noted in his 2014 *War and Remembrance Project*, William “reverted to the ranks in order to serve his country.”

William went overseas with his company in September, 1916 and, while completing a drill in England, he was thrown from his horse and broke both his arms. In May 1917, his parents received a letter from William in which he told them of his accident, his slow convalescence in the Canadian Military Hospital at Bramshott, England, and his hope that it would not be “many months now before I am with you again.”

On October 1917, William was sent to France. Nearly a year later, and two months before the war ended, William was killed on September 2, 1918 during Canada’s final Hundred Days

Campaign. Now living on Vidal Street, Mrs. Eddy received the heartbreaking letter about her only son's death in combat. In it, Sgt. George Shearer told Mrs. Eddy that William was manning his gun in support of the Infantry during a period of heavy enemy shelling. Unfortunately, an enemy shell "burst close by the gun killing your son instantly." The remaining men in the Battery, William's comrades, expressed deep regret over "the loss of a most popular comrade."

Thirty-two year old William Peter Eddy has no known grave, but is memorialized on the Vimy Memorial in Pas de Calais, France. The street signs bearing his name still include the distinctive red poppy that has been embossed for nearly 25 years beside the words **Eddy Drive**. (Slater pages 138-139; St. Amand, T and Slater T. "Quiet") **Please see Appendices**

Edgewater Court

Edgewater Court was so named by its immediate proximity to Lake Huron. In 1959, it was developed as part of the Lakewood Subdivision on land previously owned by Thomas Kennedy.

Edgewood Street

Edgewood Street was developed in 1975 as part of the Wiltshire Park Subdivision. Durco Construction (Frank Durco, President) named it after the number of trees that had existed in the area before development. See Alder Crescent or the final entry of the Appendices.

Egmond Drive

Egmond Drive, which runs north from Cathcart Boulevard to Lakeshore Road west of Colborne Road was so named in the 1950s by developer Leo Charlesworth (1882-1961), for the name "Egmond" was very significant in his life. Leo named the street after either his place of birth, his mother's maiden name, his grandfather who founded Egmondville, or his adventurous and intrepid great-grandfather who emigrated from Europe and after whom Egmondville is named. Or perhaps all four.

Leo was born and buried in Egmondville, a historic former village which is now part of the community of Seaforth. Although he lived in Kent County, in Wheatley, in London, and in Sarnia, Egmondville must have always been home for him. In the 1870s, his father, Alexander Charlesworth, married Margaret van Egmond, and together, they would have five children, with

Leo being the second oldest.

Margaret's father was Constant van Egmond who emigrated from Germany in 1841 at the age of 33 and founded Egmondville in 1845. Constant named the settlement after his father, Anthony van Egmond, who emigrated from Germany and became one of the largest landowners in the area, as payment for the work he had done for The Canada Company. (Leopold; Antonij)

Please see Appendices

Elena Court

Elena Court, part of the Huron Shores Subdivision in Bright's Grove, was named after Elena, the daughter of developers Dan and Betty Minato, who passed away in 1969. (Minato)

Elgin Street

One of Sarnia's oldest streets, **Elgin Street**, was named in memory of James Bruce, the 8th Earl of Elgin and the 12 Earl of Kincardine. Originally, Elgin Street was located where the current Mackenzie Street runs; however, when that street was named to honour the Mackenzie family, Elgin Street was moved to its present location.

At the age of 36, Lord Elgin was named the Governor General of the Province of Canada in 1847 and served for the next seven years as the Queen's representative. When his controversial term ended, Lord Elgin's legacy would be that he played an instrumental role in the first real attempts at establishing a responsible government in Canada. (James)

Elizabeth Avenue

Elizabeth Avenue was named after Elizabeth Parsons, widow of Joseph Parsons, and member of the landowning family. In 1948, Elizabeth Avenue was developed under Reg. Plan No. 238.

Ellwood Avenue

Ellwood Avenue, which runs off Errol Road West, was named for Ellwood Stewart Philipps (1882-1941), the clerk of Sarnia Township for 25 years and subscribing witness to Registered Plan No. 132 in 1923. In 1886, the Phillipps family purchased lots 65 and 66, south of Errol Road, land that was commonly known then as "Oakdale." The land encompassed the current

grounds of the Sarnia Tennis Club, the court buildings and the Fairway Tower apartments. Upon the death of landowner William Francis Phillips in 1925, the land was bequeathed to his son, Ellwood.

Shortly after receiving the land, Ellwood subdivided a section where he constructed a roadway, which he named Ellwood Avenue. Although he was born in Watford, Ellwood spent most of his life in Sarnia and was a prominent member of Johnston Lodge, Knights of Pythias Sarnia, as well as being a member of the I.O.O.F. and of the Tuscan Masonic Lodge. (Phillips, Lockhart, Bruce)

Elm Avenue

According to Registered Plan 111, **Elm Avenue** was part of the Eastview Subdivision that was developed in 1948 to accommodate the 1940s housing shortage in Sarnia. The city's explosive rise in population was brought on by the influx of men (and their families) who found jobs in Chemical Valley. The area is known unofficially as "The Tree Streets." **See Alder Crescent or the final entry of the Appendices.**

Elmhurst Avenue

Like many streets in Sarnia, **Elmhurst Avenue** was named after a tree. The streets are located on property formerly owned by the McNally's: John Clarence McNally (1899-1970), at one time Reeve of Sarnia Township and a gardener; and his wife Winnifred (1900-1995). Registered plan 281 shows that in 1948 Elmhurst Avenue was developed as part of the City View Subdivision. **See Alder Crescent or the final entry of the Appendices.**

El Prado Street

El Prado Street runs off Old Lakeshore Road west of Brigden Side Road and is Spanish for "The Meadow." J. W. Murphy, the local Conservative MP, owned some land just west of Brigden Side Road on the lake. When he laid out The Mira Mar Subdivision in 1952, Jim Inglis purchased the first lot and built the first house. Mira Mar means "sea view" or "sea sight" and is a placename of Spanish and Portuguese origin.

Mr. Murphy asked the first home owner to name the streets and, since Mr. Inglis was born in

Chile, he chose to call one El Prado or The Meadow. The Inglis family lived there from 1948 until 1965, and their original house has subsequently been demolished and replaced. (Inglis)

Elrick Crescent

Running through Lots 56 and 57 of the Front Concession for the City of Sarnia, **Elrick Crescent** was named after William Elrick and Rose Elrick, who owned the land from March 1929 until January 1954. John Chrapko developed the street as part of the Valleyfield Subdivision in the mid-1950s.

Elsfield Crescent

Elsfield Crescent, located in Coronation Park, was named for Sir John Buchan, 1st Baron Tweedsmuir of Elsfield, who was Canada's Governor General from 1935 to 1940.

He was born in Scotland in 1875 and was a lawyer by profession, as well as member of the British House of Commons for Scottish Universities. Prior to becoming our Governor General, Sir John was perhaps more recognized as a successful and prolific author who published two to three books a year. His best-known novel, *39 Steps*, was made more famous when Alfred Hitchcock turned his suspense thriller into a movie.

Lord and Lady Tweedsmuir, herself an author of note, created the prestigious Governor General's Literary Awards, which continue to recognize literary merit today. She also advocated that Women's Institutes throughout Canada compile the histories of local communities and villages. Now called the Tweedsmuir History Books, these books provide invaluable facts and stories about small towns throughout Canada.

While in office, Sir John travelled extensively throughout Canada and, aware of the horrors of war, worked with Prime Minister Mackenzie King to avert another war. Tragically, Sir John Buchan passed away in Canada from a stroke in 1940, becoming the first Governor General to die in office. His library was bequeathed to the Queen's University in Kingston, Ontario. (Lord)

Emma Street

Emma Street was named after landowner Emma Bothwell. As a single woman, Emma purchased the lands in 1899 for a section of the street that would eventually be named after her.

Emma was born in London, Ontario in 1872 and, at age 27, married Alfred Edward Taylor, a Point Edward resident who was an employee of the railroad. Emma's mother-in-law was Mary Ann Proctor, a member of an eminent Sarnia family in the late 1800s.

Originally, Emma Street was named James Street when the street lots were first put to auction by the Estate of James Copland on 1 February 1888. Following public notices with the *Sarnia Observer* on January 19, 1888, the auction for the area known as Coplandville (James Street, John Street and Mary Street) was conducted by E.P. Watson, Auctioneer and Estate Agent, at the Front Street establishment, Belchamber House.

The information about Emma and Alfred is limited. We do know that early in their marriage, it appears that Alfred and Emma had adopted Emma's younger brother, Wallace Karl, when their father, Thomas Bothwell, was killed in an accident with the Grand Trunk Railway at age 30.

Ennio Avenue

Ennio Avenue, found in the Rapids Parkway Subdivision, was named for Ennio De Sena, the late father of local lawyer, Francis De Sena, whose firm was working on the Rapids Parkway Subdivision project for Silvestri Investments, the developers of the subdivision. (Silvestri)

Ennisclaire Drive

In 1958, landowner John Kember Construction Ltd. named **Ennisclaire Drive** under Plan No. 443. Of note, this subdivision was named Bryn Mawr Village.

Ennis is the capital of Ireland's County Clare. The town traces its roots to the 11th century. Today, Ennis is a market town and heritage designation.

Erica Court

Erica Court, located just east of Rosedale School, was named by developers John, Dan, and Rick D'Andrea in 2008 after Rick and Carol's oldest daughter, Erica. (D'Andrea, Rick)

Erindale Court

Located in College Park, **Erindale Court** was named for Erindale College, founded in 1965, which today is formally recognized as the University of Toronto Mississauga. UTM is the

second biggest campus in terms of enrolment and in 2007 introduced the first ever Forensic Institute in Canada. Famous alumni include astronaut Roberta Bondar and Zaib Shaikh, lead actor on the successful TV show *Little Mosque on the Prairie*. (Celebrating).

Errol Road East and West

Errol Road East and West were so named because this was the road that ran from Sarnia out to the village of Errol in Plympton Township. And the village of Errol, once known as Ruglen, was named after a small village, Erol, on the Firth of Tay in Scotland in 1835.

Errol Road is the oldest road in Sarnia as it was here long before any settlers. The original Errol Road was really a deer trail through the forest which was used by the First Nation people and later the early settlers. It was used by people for many years to travel from “The Rapids” to the Sessions Court in the Village of Errol in Plympton.

In 1877, following many years of controversy and disagreements among owners as to the actual location of Errol Road, surveyor J. H. Jones got to work. Jones was an experienced surveyor who had the confidence of the Township Council as well as the property owners.

He surveyed Errol Road from Christina Street to Murphy Road, including the parts of the road that had to be closed through Lakeview and Our Lady of Mercy Cemeteries—thus creating Errol Roads East and West.

The road then runs in a north easterly path through current Bright’s Grove to Errol Village.

Nineteenth-century plans for the town of Errol, which were registered in the County Registry Office, show streets and avenues covering many acres to accommodate the expected influx of settlers, and Sir John Colborne had plans for Errol to be a border defence point; however, Sarnia’s interests, headed by Malcolm Cameron, succeeded in getting a road built between Sarnia and Warwick Village. This meant that people going between London and Sarnia no longer had to follow the Egremont Road through Errol. When the Grand Trunk Railway bypassed Errol, the dreams for Errol as a thriving commercial community died. (Hodgson, Dean *History* page 77)

Esser Crescent

Extending north and south of Errol Road East, **Esser Crescent** was named for John Esser (1934-2007), a local gravel contractor and the owner of 10 or 11 acres of land upon which Esser Crescent is located. In the late 1970s or early 1980s, John sold the land to developers, but the original Esser home, formerly listed on Michigan Avenue, is currently situated at the northwest corner of the intersection of Esser Crescent and Tawny Road. (Esser)

Essex Street

As payment for service in the Royal Navy, Captain Vidal was given two lots, a tract of land which stretched roughly between George Street north to London Road all the way from the river to East Street. Plan No. 14, an early street map of the core area of Port Sarnia, signed by surveyor Alexander Vidal (Captain Vidal's son) in 1853-54, shows that Richard Vidal, before he passed away in 1854, had named streets on his property after himself or his family members: Vidal Street; Emeric Street (now Brock Street); Richard Street (now College Avenue); Charlotte Street; Maria Street; Penrose Street; and Mitton Street.

Also named at this time on his land holdings was **Essex Street**.

Charlotte Nisbet, Captain Vidal's granddaughter and a local historian, stated that her grandfather named Essex Street after "his grandmother and the family name." This makes perfect sense since "Essex" was the maiden name of Captain Vidal's mother, Jane (1757-1811), born to Captain Timothy Essex and his wife Margaret in Berkshire, England.

Captain Vidal's mother, Jane Essex, and his maternal grandparents had passed away in England long before Captain Vidal arrived in Sarnia to play such a part in Port Sarnia's early history; however, some members of the Essex family did come to Sarnia. Records show that Alfred Theodore Essex was born in Middlesex, England, in 1840, and had arrived in Sarnia by 1861, one year after his father, Alfred, had passed away and six years after Essex Street was named.

Alfred, who worked as a postal carrier, married Jane Lees, and both are buried in Lakeview Cemetery along with their two children and Alfred's mother, Louisa, who arrived in Sarnia in 1871. (Alfred; Gormley, Sheila; Nisbet "What's)

Estella Street

Estella Street, located in Bright's Grove, is a street in a subdivision that was listed in 1927 as Part of Lot 8, the Front Concession. The owners of the land were listed on Plan 256 as James L. Valiquette and Estella Holmes, the latter being for whom Estella Street is likely named. (Plan 256)

Euphemia Street

Running north-south for three blocks from George Street to Davis Street, **Euphemia Street** was named by founding father Malcolm Cameron in honour of his mother Euphemia (nee McGregor). Unfortunately, little is known of Mrs. Cameron beyond a brief biographical sketch of her life.

Euphemia, born in Glasgow in 1774, married at age 23 Angus Cameron, a hospital sergeant in a Scottish regiment. When his regiment was disbanded, Angus, along with Euphemia and their four children, immigrated to Canada early in the 19th century. The Camerons would have six more children in Canada, but none was born in Sarnia. Angus passed away in 1822 and sometime after that Euphemia moved to Sarnia where she passed away in 1858 at the age of 84. In 1848, Malcolm also named Euphemia Township in honour of his mother.

The word "Euphemia" in Greek means "sweetly spoken" or "well regarded." (Cameron, Euphemia; Cameron, Malcolm)

Evan Street

Evan Street and Joel Park were established according to Registered Plan no. 410 in 1956 by developer Huron Construction Co. Ltd., W. H. Watson, President. Although surveyed by Sarnian Hunter MacKenzie, Evan Street, it is believed, was developed by an out-of-town company.

Evan Street was named after Thomas Evan Milway, a prominent surveyor in Sarnia who also helped survey these streets. Born in Rouyn, Quebec, Mr. Milway worked for the Department of Highways of Ontario before moving to Sarnia around 1950. In Sarnia, his wife, Stella, and he started a family, and Mr. Milway became a thorough and highly respected Ontario Land

Surveyor. Mr. Milway was also active in the local federal and provincial Liberal Party from the late 1950s until his death in 1973 at the age of 45. (Milway, Jim)

Everest Court

Everest Court, which runs off Hillary Street, was named by developer Ivan Mater after the famed Mount Everest, recognized as the highest mountain above sea level. Standing at 8,845 meters (29,029 feet), Mount Everest has been an object of fascination and mystery to generations of climbers. Until Edmund Hillary and Tenzig Norgay ascended the summit in 1953, more than 30 years after the initial attempts, Mount Everest was considered unclimbable.

The name of the street also has a history personal to Mr. Mater, and it has nothing to do with mountain climbing. In the 1960s, the planning department at city hall was hesitant to approve Ivan's proposed subdivision north of Maxwell Street and west of Indian Road. As the area had been a garden center and a nursery, the residents on adjacent Southern Avenue lobbied City Hall to keep the area as a green space. Finally, after a two-year struggle in which Ivan hired a planning director, the planning department approved the subdivision. For Ivan, the struggle to get the subdivision approved was "like climbing Mount Everest." (Mater; Mathewson "Everest") **Please see Appendices**

Evergreen Drive

According to Registered Plan 111, **Evergreen Drive** was part of the Eastview Subdivision that was developed in 1948 to accommodate the 1940s housing shortage in Sarnia. The city's explosive rise in population was brought on by the influx of men (and their families) who found jobs in Chemical Valley. The area is known unofficially as "The Tree Streets." **See Alder Crescent or the final entry of the Appendices.**

Evet Street

Evet Street, which runs south off Confederation Street, was named by Toronto landowner Gary Vettese after his father Ernest Vettese. The name "Evet" is a combination of Ernest's first initial and the first four letters of his surname. In the 1950s, Ernest was a contractor and in the trucking business. (Ernest Vettese; Vettese, Karin)

Exmouth Street

Exmouth Street was named after Edward Pellew, who was the 1st Baron Exmouth. His March, 1796 appointment was as a result of his service with the British Royal Navy, which included being the Admiral and Commander of the Mediterranean Fleet.

Historically, Exmouth Street was the northerly boundary of Port Sarnia (later Sarnia) and remained so until the city's expropriation of Sarnia Township lands in the mid-1900s.

The early days of Exmouth Street bear little resemblance to the busy road we have today. It was the original line between concessions six and seven and was initially impassable because of a black muck swamp; consequently, Sarnia's settlers built a "given road" (land donated by the owner for use of a public road) on the high ground out to Perch Creek. (Hodgson, Dean *History* Page 75)

Fairlane Avenue

Established in 1959 by Registered Plan No. 454, **Fairlane Avenue** was named by its then landowner, Lorne Hay, president of Hay Construction Company Limited. The Blu-Air Subdivision encompassed part of lot 19 concession 7 and also included Wilson Drive and Sole Street.

Currently, no research has unearthed the origin of the name Fairlane Avenue. (See also **Hay Street, Lorne Crescent**)

Fairview Crescent

Located in the Cardiff Subdivision, **Fairview Crescent** looks westerly towards the recreational area of Cardiff Park. Registered Plan no. 598 shows that Fairview Crescent and its surrounding streets were developed beginning in 1973 by the Ontario Housing Corporation.

Fairview Place

Essentially the easterly extension of Fairview Crescent, **Fairview Place** backs onto the greenbelt formerly the right of way to the Grand Trunk Railway and, later, the Canadian National Railway. Registered Plan no. 598 shows that Bedford Crescent and its surrounding streets were developed

beginning in 1973 by the Ontario Housing Corporation.

Fanshawe Drive

Fanshawe Drive, a street in College Park, is named after Fanshawe College in London, Ontario, one of Ontario's largest colleges. Founded in 1962 as the Ontario Vocational Center (OVT), Fanshawe College has expanded to accommodate 17,000 full-time and 26,000 part-time students with campuses in Simcoe, St. Thomas, Woodstock, and Tillsonburg. Notable alumni are Oscar winning screenwriter Paul Haggis and Sarnia-born Emm Gryner, singer, songwriter and actress.

Felix Street

Named after Felix Green, a Sarnia developer in the mid-1900s, **Felix Street** was established in 1947 by Plan No. 110.

Ferndale Drive

Ferndale Drive is part of the 1948 land developments under Plans No. 282 and 286. Combined, the Plans had no fewer than 19 owners; namely, Norris Tremaine, Wellington Tremaine, Charlotte Tremaine, Annie Tremaine (Plan 286), William Guthrie, Edith Lamb, Thomas Guthrie, Edgar West, Norma Mae West, Jessie Ferguson, Melville Wilkinson, Norah Wilkinson, Robert Chapman, Myrtle Chapman, Orville Ferguson, Jessie Ferguson, Herbert Elwood Gibbs, Viola Winnifred Gibbs and Thomas Guthrie.

Of these landowners, the Guthrie family is perhaps, historically, the best known. The family began to accumulate real estate in the area starting in 1913.

Ferry Dock Hill

Ferry Dock Hill is located along the St. Clair River and has long been a transportation center. Initially it was the base of ferries carrying trade across the river to the U.S.A. and, commencing December 27, 1858, was the site of passenger and freight railway service cars with the arrival of the Great Western Railway from Toronto via London.

Finch Drive

The initial development on **Finch Avenue** occurred at the corner of Wellington Street and Finch

Avenue under Plan No. 604-1974. Landowner was NBR Developments Sarnia Ltd., Patricia Allen (President), Betty Fraser (Secretary).

People with the surname Finch have long been residents of the Sarnia area. As far back as 1871 the surname can be found in the town directories; however, Registry Office records indicate that none of these families held title to land in the subject area. Rather the significant historic landowners were the Leckie family (dairy) and Robert A. Taylor.

Of interest, previous owners included Malcolm Cameron and Sir John A. MacDonald.

First Street

Under Plan No. 262-1931 for Sarnia Township, **First Street** was named by then landowner Thomas Gaillee. Also named and established at the same time under the same survey were Centre Avenue (now Street), Jean Avenue, Olive Avenue and Second Street. Under the survey, only First Street and Second Street run on a west-east basis. Since First Street is the closest to Lake Huron, this may account for the conveyance's name.

Flamingo Drive

Few streets in Sarnia have generated as much discussion as **Flamingo Drive**, when it was named in 1954. Laurette Lalonde, wife of contractor Harvey Lalonde, named Flamingo Drive and its rather unusual name at the time caused a stir in the community.

By 1954, Harvey had purchased the land on which Flamingo Drive is now located, and his company, Advance Construction, built the houses on the street. When it came time to name the street, it was Laurette's idea to use the name flamingo, after a type of wading bird which she had seen and admired during an earlier trip to Florida. Pink was a colour which Laurette obviously fancied. During one summer, her son, Marcel Blais and his friend, Gary McArthur, painted their house at 1262 Christina Street North a shade of pink.

The naming of Flamingo Drive was controversial at the time. Its unusual name garnered attention in Sarnia that eventually spilled over to City Hall concerning the issues of how streets should be named and by whom. At a city council meeting in April 1954, Mayor Nelson and Alderman Ruth Donohue, among others, objected to a proposal put forward by some councilors

that a developer should submit street names to the Planning Board for approval. (At this time, a planning board did exist on Sarnia Council).

Alderman Donohue stated at the meeting that, “It’s a definite restriction of the rights of an individual. If a man wants to name a street after his Aunt Emma, it’s his right.” Echoing her sentiment, Mayor Nelson postulated, “Where are we heading, if an owner can’t even name his own streets?”

The motion was ultimately rejected at the meeting. (Blais; Street)

See also the article, “The Naming of Sarnia Streets” in the preface.

Fleming Street

Named in honour of early prominent Sarnia resident, Michael Fleming, **Fleming Street** runs north-south just east of Christina Street between Durand Street and London Road. In addition to being a banker and developer, Michael Fleming was a long-serving municipal councilor (1875, 1888-1892) and served two terms as mayor in 1876 and 1884-1885.

Born in Ireland in 1840, Mr. Fleming came to Sarnia in 1859 when he was an agent of the Montreal Telegraph Company. He married Annie Leys and they eventually settled in their house at 251 Vidal Street (home of the present Kenneith Gallery) where they enjoyed life with their growing family of six children, two boys and four girls, including Kathleen, their second-youngest daughter after whom Kathleen Street is named.

He was a successful banker and operated an exchange office business; however, it was in the political arena that Mr. Fleming left his mark on Sarnia. Until Mike Bradley was sworn into office in 1988 at the age of 32, Michael Fleming was Sarnia’s youngest mayor when he became our 11th Mayor at the age of 35 in 1876, a 19th century Mayor Mike as it were.

In his terms as mayor, Mr. Fleming oversaw the establishment of the local parks system and the installation of Sarnia’s first gas street lights. He also approved construction of a fire department engine house and the laying of water pipes on back streets.

Although he rarely discussed his generosity, Mayor Fleming also donated to churches and charities, as well as to sports organizations. Sadly, Mr. Fleming passed away in 1892 at the

relatively young age of 51. His wife, Annie, would pass away in 1908, and both are buried in Lakeview Cemetery. (McCaffrey; Michael Fleming; Smith “Origins”)

Forest Drive

Registered Plan 405 shows that **Forest Drive** was developed in 1955 as part of the Forest Park Subdivision. Like many streets in Sarnia, Forest Drive was named because of the presence of trees in significant areas of the city. **See Alder Crescent or the final entry of the Appendices.**

Forest Street

Registered plan 401 shows that **Forest Street** was developed in 1954 as part of the Retlaw Subdivision. Like many streets in Sarnia, Forest Street was named in recognition of the many trees in the area and the importance of lumber in Sarnia’s history. **See Alder Crescent or the final entry of the Appendices.**

Forest Hill Court

Real estate developers chose to name **Forest Hill Court** after the former village, now neighbourhood, north of Toronto. The village was amalgamated into Toronto in 1967, but the area has retained the name Forest Hill. It is recognized as one of Toronto’s wealthiest and most affluent neighbourhoods and is home to many of Toronto’s prominent business people, doctors, and lawyers. (Walker)

Forsyth Street

Forsyth Street, running north-south between Davis and Wellington Streets, was named for Thomas Forsyth, Sarnia’s first mayor. It was developed in 1857 as part of what was known as The Porter Block on Farm Lot No. 76 on the Front Concession of the Township of Sarnia.

A tavern owner by trade, Forsyth served as mayor for only four months beginning March 28, 1857. Reportedly, he was forced to resign under a cloud of scandal perhaps arising from the circumstances causing his dismissal from his job as Port Collector of Duties. Forsyth left Sarnia in 1864.

The late Sarnia historian, George Smith, stated that the street was named by Malcolm Cameron

in honour of not only Forsyth but also as a nod to Forsyth's grandson, Senator Frederick Forsyth Pardee of Sarnia. A lawyer by trade, Mr. Pardee represented Lambton-West as an MP from 1902-1921. He later was appointed Senator and passed away in 1927. (Hunter, Don)

Foxwood Court

Foxwood Court was established in 2002 by Registered Plan No. 773. At the time of the Plan and street naming, the landowner was C&R Sand and Gravel Developments Ltd., John Oravec (President) and Roy Bernardi, (V.P.). The real estate developers found the name appealing and named it so for that simple reason. Like many streets in Sarnia, Foxwood Court is named after a specific tree or a group of trees. **See Alder Crescent or the final entry of the Appendices. (Walker)**

Frances Lane

Frances Lane, located in the east end of the Stoney Creek subdivision, was named for Francien Arts (nee Vanderburgt). After emigrating from Holland with her family in 1948, Francien and her husband, Leo, purchased 11 acres of land on which Frances Lane is located. Before selling the land to developers around 1990, Leo and Francien ran a chicken farm on the property and were market gardeners. Leo and Fran are currently living in Camlachie. (Arts; Westman)

Franco Avenue

Franco Avenue, found in the Rapids Parkway Subdivision, was named for Franco Silvestri, the son of Paul and Lisa Silvestri. Franco, born in 1991, is currently working with his father at Silvestri Investments. (Silvestri)

Franklin Avenue

Franklin Avenue in Bright's Grove was named after a local artist, Franklin Eldridge, whose home was located at what is now the corner of John Street and Franklin Avenue. Plan 259 of the Eldridge-Hamilton Subdivision of 1929 reveals that Wilfred J. Hamilton and Francis W. Eldridge approved the plan for the front part of the 9th concession. (Nicholson; Plan 259)

Fraser Avenue

Fraser Avenue runs east to west, connecting Twin Lakes Drive to Murphy Road. Like other streets in the Twin Lakes subdivision, Fraser Avenue was named after an institution of higher learning in Canada, in this case, Simon Fraser University in British Columbia.

Named for the famous Scottish fur trader and explorer who charted much of what is now British Columbia, Simon Fraser University is located in Burnaby BC, with satellite campuses in Surrey and Vancouver. Notable alumni include Terry Fox, Margaret Trudeau (Sinclair) and singer and songwriter, David Usher. (SFU)

Front Street

Front Street was named as a result of its proximity to the St. Clair River. Over the years, however, citizens for a variety of reasons have wanted to change the name of one of our oldest streets.

On a very early map of Port Sarnia, dated 5 February 1838, J.H. Castle designated the now Front Street as “Irongate Street.” It is believed that this name is incorrect in that the street was then generally known as Trongate Street, named by the early Scottish settlers in Sarnia after a famous street in Glasgow, Scotland. In Sarnia’s first newspaper, *The Sarnia Shield*, advertisements as late as 1852 showed how resistant to change people were, at least concerning the street name. Some establishments advertised their places of business on Trongate Street near other ads promoting businesses on Front Street. Later, the conveyance was known as Irongate Street, named after a main route into central Belfast, Scotland. By at least the 1880s, the current name was in place.

Over 130 years later, the name Front Street was found to be lacking by then Mayor Marcel Saddy in the spring of 1987. On the stretch of Front Street extending south from Exmouth Street to Johnston Street, Mr. Saddy pushed for a new name that would exude polish and class: Bayshore Drive. While some considered Bayshore Drive to be a catchy and more stylish name, the majority of business owners on Front Street were against it.

Citing the costs involved in changing addresses and stationery, the inconvenience of having to do so, and their fondness for the name Front Street, several downtown business owners voiced their

opposition. The motion was subsequently rejected. For the second time in its history, the name Front Street weathered the storms of change and the name Front Street remains.

One of Sarnia's most famous streets had a very humble beginning, as it extended north only to the current George Street, and although some people lived on Front Street—for example, Richard Vidal, a prominent citizen, built a log home on the north part of the street opposite Sarnia Bay--Front Street in Sarnia's beginning was the hub of its financial core, its financial district. In the Victorian and Edwardian periods, it was common for more prosperous entrepreneurs to build their entire blocks to accommodate their own shops and to rent out other sections of the block. At the turn of the century, for example, the Cameron Block was once owned by Sarnia's founder, and the Joss Block was named after Stanley Joss, a plumber.

Sarnia native Frank Thomas recalls the two sides of Front Street in the 1850s and 1860s as being a series of freight houses, shipyards, flour sheds, and vacant lots interspersed with Carroll's Hotel and smaller businesses which supplied the community with a variety of products and services, anything from footwear, leather products, dry goods, dresses, hats and ales to tailoring, undertaking, pharmaceutical and legal services, to name a few. Clearly, Front Street was where the action was in the mid-19th century.

Sarnia Street Railway started in 1874. It ran along Front Street to just south of Exmouth Street, followed Sarnia Bay and ended at the Grand Trunk Railroad houses in Point Edward. Originally horse drawn, the system was run by electricity in 1901. By 1905, the service was extended to the lake and proved to be so popular that the streetcar was double tracked in 1908. With the advent of the car and the Depression, the street railway was closed permanently in 1931.

In 1908, Front Street was given a brand-new surface of wooden blocks soaked in creosote.

Front St. reigned supreme as Sarnia's most "frequented commercial thoroughfare." In 1906, it featured electric lights, trolley cars, wagons, bicycles, and pedestrians. (Phillips, G; Sarnia, 3-41; West)

Frost Avenue and Frost Court

Frost Avenue and Frost Court are both located in the Sherwood Village subdivision and were named for Leslie Miscampbell-Frost, Ontario's 16th Premier (1949-1961). Due to his lengthy

tenure as Premier, Mr. Frost gained the nickname “Old Man Ontario.” A lawyer and a World War I veteran before entering politics, Mr. Frost passed away in 1973 at the age of 77. (Leslie)

Garrison Gate

Garrison Gate was named after Audrey (nee Lewis) and Glenn Garrison who purchased the land on which Garrison Gate sits from John Telfer in 1952. Glenn, a WWII veteran who flew with the 428 Ghost Squadron of the RCAF, was a machinist at Autolite for 37 years, but his passion was farming. After farming the land and growing crops such as sweet corn and strawberries, John and Audrey sold the land in 1991.

Before Glenn passed away in 2012 at the age of 87, he was awarded on separate occasions the Queen’s Golden Jubilee Medal and the Queen’s Diamond Jubilee Medal, given to Canadians who made a significant contribution to their fellow citizens, their community, or to Canada over the previous fifty years.

Antonio Fazio, who had built houses in Sarnia for over 45 years, and his son, Frank, developed the street. Sarnian Carlo Cimetta suggested the street designation for Garrison be "Gate," it being a suitable match and a play on words for the military word "garrison." The name paid homage to Audrey and Glenn Garrison, friends of the Fazios. (Everingham; Fazio; Garrison)

Gemstone Court

Gemstone Court was developed by Craig Nordell in the late 1990s. When asked, Kathy Baxter, Mr. Nordell’s secretary, provided the name Gemstone Court for the simple reason that she liked the sound of it. (Nordell)

George Street

Registered Plan 14 issued in 1855 shows that **George Street** was named for George Durand (1805-1875), one of Sarnia’s earliest residents who made his mark in our history as a merchant, an entrepreneur, and a benefactor. George Street played a significant part in Mr. Durand’s business dealings during his time in Sarnia.

The front page of the November 16, 1880 edition of the *Sarnia Observer* featured Mr. Durand’s obituary. In it the author states that “the name George Durand has been closely associated with

the progress of Sarnia for nearly half a century, and to write his biography for that period would be to write a history of the town.”

Along with Malcolm Cameron and Richard Vidal, George Durand is considered one of Sarnia’s three founding fathers. Born in Hamilton, Durand first arrived at The Rapids in 1833. Henry Jones, another early settler who played a prominent role in Sarnia’s history, writes of meeting George on the road to Sarnia.

The son of a Welsh sea captain, the 28 year old Durand came to Sarnia from London, bringing oxen and a wagon loaded with provisions. He made the lengthy trek, probably using the crude, uneven Errol Road, and arrived with a nose for business. He wasn’t disappointed. Shortly after he arrived, he established Sarnia’s first store at the corner which is now Christina Street and London Road (the building, a small log house, was razed during the construction of London Road).

This was the beginning of his business dealings. The longer Durand stayed, the more diverse his business interests became and the wealthier he grew-- those who knew him talked about his keen eye for business and his thoroughgoing honesty. Four years after he arrived in Port Sarnia, Durand moved his store to Front Street and ran the post office from it, becoming Sarnia’s first postmaster in 1837.

Shortly after he arrived in town, George foresaw the importance that the lumber and timber business would mean to this fledgling community, so he gave up his store and built the first sawmill in the area. The first thing he did was to buy a strip of land along the north side of George Street from Captain Vidal for \$700.

Then Durand dug a ditch from the Perch Creek into the village of Sarnia to build a water-powered saw-mill. The ditch was located north of George Street and, at the site of the Sarnia General Hospital, a large pond provided the necessary head of water. At this time, Essex Street was an open ditch, crossed by a bridge at Forsyth Street. The canal emptied into the St. Clair River at the northwest corner of George and Front Streets.

On December 15, 1837, the George Street sawmill produced its first plank of lumber. This sawmill was very important to the development of the town for two reasons: lumber was needed

for building material as it was the primary construction material of the time; and Port Sarnia would no longer be dependent on outside sources for its lumber.

Never, it seemed, to be finished with any enterprise, Durand expanded his holdings to include a second store in outlying Port Franks (1839) where natives from as far away as Manitoulin Island exchanged their furs for goods from Durand's store. He purchased several pieces of real estate in Port Sarnia and built a stately brick building in downtown Sarnia on the west side of Front Street. Known appropriately as the Durand Block, this commercial structure would serve the community until its demolition in 1978.

He also was involved in the businesses of shipbuilding and was, along with others, persistent in having Plank Road built. In 1863 he was the president of the Sarnia Florence Plank Road Co. George Durand was, according to one of his contemporaries "always ready to lend liberal assistance to any scheme which he thought would benefit the town."

Durand was well known in the community, but not only as a businessman. As his wealth grew, Durand found time to serve on City Council and County Council. One of the big social events of the village was Durand's wedding celebration on October 10, 1837 when he married Mary Jones, the daughter of the Indian agent, William Jones.

Although he was a Protestant, Durand in 1847 donated the land and the lumber for the building of the community's first Roman Catholic Church and burying ground "out of respect for my wife." Mary, sadly, had passed away months shy of her 24th birthday in 1844. On the current site of the parking lot of Our Lady of Mercy, St. Michael's Church was built entirely of wood in the 1840s. St. Michael's was a mission church whose parishioners were served by traveling Jesuit priests.

The land George Durand donated extended a city block, bordered by Durand Street, Fleming Street, Christina Street and London Road, and beside the church lay a Catholic cemetery. In the 1890s the cemetery was moved to Michigan Avenue where a monument still stands directly east of the main gate for Mary (1820-1844) and two of their children.

George moved to the Niagara area sometime in the 1860s. The census of 1871 shows that he had taken a second wife, Caroline Emily Hamilton, with whom he'd have five children. George

passed away in 1880 at the age of 75 and is buried in Lincoln, Ontario. (Death; Elford, Pages 36-37; Feeney; Lauriston p 98)

Germain Street

Extending east from Germain Park to Tweedsmuir Avenue, **Germain Street** was named for William E. Germain. Mr. Germain (1870-1965) moved to Sarnia from Alvinston to be the Freight Agent for the Grand Trunk Railroad. He served on the Sarnia Parks Board for over four decades, often as Chairman. Originally, Germain Street was part of George Street. (Bildfell)

Gianluca Avenue

Found in the Rapids Parkway Subdivision, **Gianluca Avenue** was named for the youngest son of Lisa and Paul Silvestri whose company developed the subdivision. Gianluca, born in 1996, is currently studying civil engineering at Mohawk College. (Silvestri)

Gibson Street

Plan 97 shows developers James H. Mara and A. J. McNally established **Gibson Street** in 1921.

Giffel Road

Running North-South between Michigan Avenue and Errol Road East, **Giffel Road** was named after the Sarnia Township family who were the early landowners of this area of lands running north from Errol Road to Lake Huron. The family patriarch, W.J. Giffel, owned Lots 55 to 61 until his death in 1909 at the age of 77 years.

Gladwish Drive

In the early 1970s, when Bob Gladwish Sr., president of Glis (Great Lakes Industrial Service) Limited, approached Mr. Willard “Sunny” Hughes about purchasing 42 acres of his land north of the current intersection of Plank Road and Modeland Road, the road that eventually became **Gladwish Drive** did not exist. Bob was familiar with the land, for his parents and Sunny’s parents were good friends. As a child, Bob spent many hours on the large Hughes’ farm with its apple orchard, chicken coops, herd of cattle and large barn.

Glis Industries was founded when Mr. Gladwish left his job with Dow to start an Industrial Dry

Cleaning plant with Len Hastings, Murray Carr and his cousin, Ron Gladwish. Intent on servicing the large industrial plants throughout Southwestern Ontario, Glis Industries expanded quickly to selling paper, safety supplies, and many other industrial products as well. The rapid growth of Glis forced the partners to look for new office and warehouse space, as it became apparent that their buildings on Hill Street in Corunna and Phillip Street in Sarnia were not big enough. It was at this time that Mr. Gladwish approached Sunny Hughes and purchased the property.

About this time, the province needed an access road to run parallel to Highway 40. Bob donated the land for the road, which runs off Plank Road to the north, and named it **Gladwish Drive** after his family. In 1976, Glis built a large modern all-brick warehouse and office building on the property, as well as another building to the north. Soon, many other businesses also purchased adjacent land and, as their businesses expanded, new roads were developed and named. The southern portion of Gladwish Drive which runs off Plank Road was extended in the late 1970s. (Gladwish)

Gladys Street

Gladys Street, located in the Farris Subdivision in Bright's Grove near Mandaumin Road, was named by landowner Rae Beattie Farris for his wife Gladys (1898-1982). The land that eventually became the Farris subdivision was originally a 14-acre field used for cattle grazing that Rae's mother, Janet, had given him.

Born in Wyoming, Gladys Tuer wed Rae Farris in 1923 and, shortly after, they moved to Detroit where Rae began to work for Henry Ford. Gladys stayed at home and looked after their three young children: Betty, Harry, and Dorothy. Rae did try to sell his property in Bright's Grove, but the deal collapsed due to the Great Depression, and Rae stated afterwards that it was one of the best things that had happened to him. In 1932, he decided to develop his property into a subdivision, with many of his friends from Detroit purchasing the lake front lots. When it came time to naming the westernmost street in the subdivision, he chose to name it after his wife Gladys.

In the early 1960s, Rae and Gladys moved from Detroit to the Bright's Grove area. They lived in a house opposite St. John in the Wilderness and, when the house was torn down, the Farris

family donated the land for use as a community park. Rae passed away in 1977 and Gladys five years later. (Farris)

Glen Abbey Drive

Glen Abbey Drive in the Blackwell Glen Subdivision was named by developer Frank Durco Sr. and Jr. after the internationally-known golf course located in Oakville, Ontario. The first golf course designed by Jack Nicklaus himself, since 1977 Glen Abbey has hosted 30 Canadian Open Championships to date. (Durco, Frank Jr; Glen)

Glen Allen Drive

Glen Allen Drive comprises part of lots 62 and 63 of the Front Concession. It was developed in 1956 as part of the Woodland Subdivision by Algore Developments, with the 39 acres of property being purchased from the Sarnia Cemetery Company for \$84,000 in July 1955.

The term “glen” usually refers to a Scottish term for a secluded valley. In this case, the name Glen Allan was appropriate, for the rolling, wooded land on which the subdivision sits was deemed better for building than for burying by the Sarnia Cemetery Company. The money used from the sale of the land would be sufficient to beautify the grounds of Lakeview Cemetery on which the Sarnia Cemetery Company operates.

At this time, no explanation has been found to determine the origin of the name Glen Allen. (“Sale of Cemetery”)

Glen Douglas Drive

In 1956, Sarnia surveyor George Marshall prepared Plan No. 412 for landowner Algore Developments Ltd., with Alexander Jeffrey being listed as the company’s vice president. The plan of survey established the streets of Glen Allen Drive and **Glen Douglas Drive**. Historically these lands were owned by land speculator Samuel Street (Crown Grant May, 1852), Townsend Vidal (1853) and Alexander Vidal (1869)

Glen Douglas Drive was developed in 1956 as part of the Woodland Subdivision by Algore Developments, with the 39 acres of property being purchased from the Sarnia Cemetery Company for \$84,000 in July 1955.

The term “glen” usually refers to a Scottish term for a secluded valley. In this case, the name Glen Douglas was appropriate, for the rolling, wooded land on which the subdivision sits was deemed better for building than for burying by the Sarnia Cemetery Company. The money used from the sale of the land would be sufficient to beautify the grounds of Lakeview Cemetery on which the Sarnia Cemetery Company operates.

At this time, no explanation has been found to determine the origin of the name Glen Douglas. (“Sale of Cemetery”)

Glendale Drive

Before Sarnia amalgamated some Township property in 1951, **Glendale Drive** was known as Oakdale Drive. It extended east off Ellwood Avenue, both streets having been developed in 1923. Since the current Oakdale Avenue existed approximately a mile away, the name of Oakdale Drive was changed to Glendale Drive in 1958 according to Registered Plan 132. No explanation has been found for the origin of the street name.

The **Glendale Drive** area owners reads like the who’s who of Port Sarnia: Samuel Street (1871), George Durand (1842), Malcolm Cameron (1847) and Alexander Vidal (1848). Plan No. 132 of 1923 laid out the street for then owner William Francis Phillips.

Goldie Lane

Goldie Lane, which runs off the north end of Lambert Road, was named after two members of the Lewis family whose first names resembled each other. Goldie Lewis (1884-1969) and her husband, George Henry, had four children together, the youngest being Goldwin (b 1910) whom the family often called “Goldie”. (Lewis)

Gordon Street

Gordon Street was named after Thomas Johnston Gordon, an early Sarnia real estate promoter and subscribing witness to the street’s Registered Plan No. 65 for the Town of Sarnia in 1903.

Thomas (1833-1916) and his wife, Emma, emigrated from Ireland to the United States in the 1860s before moving to Petrolia in 1881. Ten years later, they were living in Sarnia with their four children. (Thomas J.)

Grace Avenue

Extending north from Cathcart Boulevard east of Murphy Road, **Grace Avenue** was named for accomplished and prominent Sarnia businessman, Charles W. Grace (1903-1965). William Charles Selkirk Grace was born in Sarnia in 1903 to Thomas Grace and Agnes (Selkirk). His father, Thomas, was a prominent builder in Sarnia until his death in 1931, and Charles, their only son, continued his father's business, Grace Builders' Supplies for many years.

In the mid-1930s, Charlie decided to enter the excavating business and operated a gravel business at Canatara Park known as Charles Grace Limited. Up until then, Sarnia contractors had to bring in heavy excavating equipment. His first contract was the approach to the original Bluewater Bridge on the Canadian side and other large excavating jobs included St. Joseph's Hospital and Sarnia General Hospital; however, one his largest and most challenging projects, which took a year to complete, was the straightening of the Ausable River at Port Franks.

Charlie's company did some excavation work in the area of what would become Grace Avenue in the 1950s and the street was named for him. (Teasall) **Please see Appendices**

Graham Coughtry Court

Graham Coughtry Court was named for the late artist Graham Coughtry (1931–1999), one of Canada's most accomplished Canadian painters whose works reflect "high sensitivity and a delicate imagination." (Fulford)

Grandview Avenue

Located just off Guthrie Drive West, **Grandview Avenue** is a residential development without any view to speak of.

It was developed in 1949 as part of the Grandview Park Subdivision, part of lot 20, Con. 7.

Grant Street

Grant Street, which runs east-west connecting the two branches of McMillen Parkway at the north end, was named for Grant McMillen, the grandson of Dr. Andrew and Mrs. Florence McMillen. The area was certainly well known to Sarnians in the early part of the 20th century,

for on the site of the current Grant Street had once stood the luxurious Lake Huron Hotel which, unfortunately, burned down in 1935.

To help ease Sarnia's housing shortage in the 1940s, Dr. and Mrs. McMillen built a series of houses on the land they owned off Lakeshore that newcomers to Sarnia in need of a home could rent at affordable prices. When Mrs. McMillen was contacted in 1946 about the naming of the short street running parallel to the lake, she chose to call it after the newest grandchild in the family, Grant.

Born in Hamilton, Grant and his wife, Sharron, are currently living in Toronto. After a career in the consumer package goods sector in which he became the President of Primo Foods, Grant is enjoying retirement. (McMillen, Grant)

Gratiot Avenue

Established by Plan No. 282 in 1948, **Gratiot Avenue** was likely derived from Fort Gratiot (the original name of Port Huron, Michigan) and the Fort Gratiot Lighthouse. Located at the mouth of Lake Huron, the lighthouse was constructed in 1829. It is the oldest lighthouse in Michigan.

The name Gratiot comes from U.S. Army engineer Charles Chouteau Gratiot (1786-1855). It was Colonel Gratiot who was in charge of rebuilding the original Fort St. Joseph located on the Michigan side of the St. Clair River across from Point Edward, Ontario.

Graycliff Drive

Graycliff Drive was established in 2002 by Registered Plan No. 773. At the time of the Plan and street naming, the landowner was C&R Sand and Gravel Developments Ltd., John Oravec (President) and Roy Bernardi (V.P.). The real estate developers chose this name for the simple reason they liked it.

Of historic interest, this road is located in Lots 16 and 17, Concession 8 in the Township of Sarnia. The original Crown Grant of title was made in 1841 to local land speculator Samuel Street. Thereafter, title passed through many families including those named Copland and Gallie. For a period of time, the Sun Oil Company Ltd. held lessee rights to explore for possible fossil fuel deposits under the surface of the subject lots. If drilled, apparently dry wells ruled the

day in this regard. (Walker)

Green Acres Road

Established by Plan No. 277 for the then Township of Sarnia in the 1940s, **Green Acres Road** sports a name with no apparent historical or other significance.

Green Street (Sarnia)

Green Street in Sarnia was named after James Green. He was the original landowner, having received his crown grant in 1880. A native of Scotland, Mr. Green was a road inspector in Sarnia. Registered Plan 40 shows that in 1892 E. R. Jones surveyed Green Street which comprised Lots 13 to 21 of range ix. (James Green).

Green Street (Bright's Grove)

Green Street in Bright's Grove was named after the family of Helen Green (nee Brown). Of historic note, Helen Green was a member of the Cameron-Brown clan whose subdivided farm holdings in Bright's Grove resulted in Brown Street, Helen Avenue and Kathleen Avenue.

Greenbriar Trail

Developers Bruce and Gord Metcalfe named this road in the Rainbow Cove subdivision as **Greenbriar Trail** for the simple reason that they liked the name (Metcalfe, Al)

Greendale Street

Greendale Street is part of the 1948 land developments under Plans No. 282 and 286.

Combined, the Plans had no fewer than 19 owners: Norris Tremaine, Wellington Tremaine, Charlotte Tremaine, Annie Tremaine (Plan 286), William Guthrie, Edith Lamb, Thomas Guthrie, Edgar West, Norma Mae West, Jessie Ferguson, Melville Wilkinson, Norah Wilkinson, Robert Chapman, Myrtle Chapman, Orville Ferguson, Jessie Ferguson, Herbert Elwood Gibbs, Viola Winnifred Gibbs and Thomas Guthrie.

Of these landowners, the Guthrie family is perhaps, historically, the best known. The family began to accumulate real estate in the area starting in 1913.

Grey Crescent

Located in Coronation Park, **Grey Crescent** was named after Sir Albert Henry George Grey, the 4th Earl Grey and the Governor General of Canada from 1904-1911. Earl Grey's legacy was his desire for social reform and the energy he poured into unifying French and English Canadians.

Then Prime Minister Sir Wilfrid Laurier stated that Earl Grey gave "his whole heart, his whole soul, and his whole life to Canada." Most Canadians probably recognize Earl Grey for his donation of the football trophy bearing his name, awarded today to the championship team of the Canadian Football League. Earl Grey passed away at his residence six years after leaving office in Canada. (Earl Grey)

Griffith Road

Located just east of the Indian Road and Rosedale Avenue intersection, **Griffith Road** was part of the Lornewood Subdivision (lot 19 of concession 7) established by Lorne Hay and Hay Construction Ltd. in 1959 through Plan No. 454. The subdivision also included five other streets named by Mr. Hay.

The original Crown Grant for this land was made in 1841 to speculator Samuel Street. In 1861, Malcolm Cameron received title but promptly placed three mortgages thereon. Eventually the Honourable Cameron defaulted on his covenants and the creditors had to exercise their foreclosure rights.

At this point, no explanation has been found to determine the origin of Griffith Road. See Lorne Crescent.

Grove Avenue

Located east of Colborne Road just south of Lakeshore Road, **Grove Avenue** was part of the Oakwood Park Subdivision when it was laid out and named in 1923. Owner James Woodwark probably named it, as well as Orchard Avenue, for the grove of trees and the orchard which existed in the area. Mr. Woodwark passed away shortly after the registry plan was signed and never did get to see Grove Avenue's development which began in 1947-1948.

Groves of trees and orchards were not unusual features in Sarnia-Lambton. From its earliest

days, The Rapids, Port Sarnia and then Sarnia was a series of bushes, marshes, orchards and forest. One of the most significant orchards was the LaForge Orchard.

Tradition has it that the first Europeans to settle in the now-Sarnia area were French. Not having title to the land, Jean Baptiste Pare, Ignace Causley and Joseph LaForge and their families set up their homesteads in the Cromwell Street area and south therefrom.

The first and most northerly establishment was that of LaForge, who is said to have arrived in the area around 1807-1808. Next and southerly to LaForge was Pare. The most southerly was the Causley establishment.

At some point after the Vidal-Cameron group arrived and established the concept of land ownership in the area, LaForge obtained title to the property on which he was, in effect, a squatter. This having been the case, the French pioneer sold part of his northerly holdings to Cameron. By Plan No. 16 of August 27, 1857, this realty was bounded by the streets of Front Street, Francis (later Davis) Street, Christina Street and Talfourd Street.

Of interest is that the Registered Plan is entitled a subdivision of "The LaForge Orchard." Historian Victor Lauriston indicates that the orchard consisted of "very large apple trees which they [LaForge's] themselves planted." The *Lambton County Atlas* stated that, given the ages of the trees, three quarters of a century had passed since their planting.

Although acknowledging the existence of the grove, local historian George Smith disputes the above-mentioned age attributed to the trees.

Of secondary interest is that Francis Street was named after the grandson of LaForge. Judge Fred Davis purchased the land from Laforge in 1856 and the street remained Francis Street until the 1870s.

Of final interest is that having first arrived in the Sarnia area enroute to the establishment of the Maxwell community, Henry Jones and his family were initially the house guests of the LaForge family.

The diary of Jones' daughter reveals the Jones women were not enthused about their stay. The ladies were more used to a degree of refinement which was lacking chez LaForge.

Gurd Street

Like a few other streets in Sarnia, Gurd Street is not the original name. In 1954, Registered Plan No. 317 shows the street was developed by the Kembers and the Kensleys and was called Kemsley Drive, a continuation of Kemsley Drive that ended two blocks to the west. The following year, Registered Plan 403 shows that the west end of the street was named Beverly Road (a misspelling of the Beverley Road off Indian Road). In 1958, the street was changed to Gurd St.

Gurd Street was probably named for the family who held great prominence in the area from the mid-1800s. The patriarch, Robert Sinclair Gurd, was a pre-Confederation lawyer whose fortunes grew to the extent that, in 1875, he built the town's most palatial mansion on the former site of pioneer George Durand's store (south-west corner of London Road and Christina Street).

Gurd served as Sarnia's eighth mayor in 1968 and director/investor of the Lambton Loan Co.

The next generation of Gurds were led by lawyers William J. Gurd and, thereafter, Norman Gurd.

Of interest is the personal connection which Norman Gurd had with a then burgeoning group of Toronto artists later known as the Group of Seven. This association is credited as assisting Sarnia's Women's Art Conservation Committees in acquiring original works from this group, as well as from painter Tom Thompson, whose pieces remain as treasured portions of the City's gallery. Of further interest, Gurd Township in the Parry Sound, Ontario district is also named after the family. This came about as a result of the influence of Sarnia's Timothy B. Pardee, then Ontario Commissioner of Crown Lands.

Guthrie Drive East and West

Guthrie Drive West extends from Colborne Road to Hagle Street and **Guthrie Drive East** runs from Hollands Avenue to Edgewood. Both were named for the Guthrie brothers and their families, who were the major landowners of the property when most of the land was developed in 1948. The Guthrie Subdivision, which encompassed Sarnia's first subdivision called Robertsville, was extensive.

Together, brothers Jim, Tom, and Bill Guthrie (also a Sarnia MPP) around 1916 owned three farms, which extended north from Exmouth Street to the south edge of Lakeview Cemetery and from Colborne Road (first known as Lake Road and then Cemetery Road) east to King Street. William, for example, had a farm where the present day Shoppers Drug Mart, Metro, and Northgate Plaza are located. In fact, William's original white farmhouse is still standing on the east side of Colborne Rd, just south of the 402 overpass.

North of William's farm was James' farm, and his farmhouse is still standing on Court Street, the first street off Guthrie Road West. North of his brothers' farms was Tom Guthrie's land, which extended to the southern edge of Lakeview Cemetery and the current Pineview Avenue. Tom Guthrie's original farmhouse is still standing on Colborne Road.

Before the family sold their land to developers in the late 1940s, the Guthrie brothers and their offspring used their property for market gardening. (Guthrie, Mitch; Guthrie, Stewart; Hodgson)

Hadfield Crescent

Hadfield Crescent was established in 2002 by Registered Plan No. 773. At the time of the Plan and street naming, the landowner was C&R Sand and Gravel Developments Ltd., John Oravec, (President), Roy Bernardi, (V.P.). It is named after one of Sarnia's most famous citizens, astronaut Chris Hadfield.

After graduating in engineering from the Royal Military College of Canada (1982), Colonel Hadfield entered the R.C.A.F. where he became a test pilot and fighter pilot. Thereafter, he moved onto the Canadian Space Agency and, ultimately, to NASA as an astronaut. In this capacity, Hadfield flew in five space flights, beginning in 1995. Of these, he is perhaps best known for his position as the first Canadian commander of the International Space Station during Expedition 35 in 2013. It was during this venture that Colonel Hadfield became "the most social media savvy astronaut to ever leave the earth" with his outer space communications through songs and interviews sent back to the folks on earth.

Ever the Sarnian, Colonel Hadfield took two photos of his home town from outer space: a day portrait in 2001 and a night rendition in 2013. These photos are now icons of Sarnia history.

Now retired from the space agencies, Colonel Hadfield is a professor at the University of

Waterloo. It is only fitting that Sarnia's airport bears his name: Chris Hadfield - a Remarkable Sarnian.

Of historic interest, this road is located in Lots 16 and 17, Concession 8 in the Township of Sarnia. The original Crown Grant of title was made in 1841 to local land speculator Samuel Street. Thereafter, title passed through many families including those named Copland and Gallie. For a period of time the Sun Oil Company Ltd. held lessee rights to explore for possible fossil fuel deposits under the surface of the subject lots. If drilled, apparently dry wells ruled the day in this regard.

Hagle Street

Hagle Street was named for John Henry Hagle (1891-1978) and his wife Sarah (nee McNally 1891-1967) who owned the farm on which Hagle Street is located. They sold the land to developers Lorne Hay and Ivan Mater in the 1950s.

In the 1920s, John Hagle owned a considerable tract of Sarnia and Sarnia Township, bounded by Christina Street (to the west), London Road (to the south), Indian Road (to the east) and Errol Road (to the north). When the area was subdivided by developer Lorne Hay, Hagle Street was named as a nod to this farming family. (Mater; John Hagle)

Haight Lane

Haight Lane, which runs east from Murphy Road north of Lakeshore Road, was named after a family of fishermen who carried on business in the area of the street bearing their name. Three generations of Haight men were drawn to the sea. In 1891, Francis Haight, age 36, listed his occupation as a sailor. Later, his son, William (b 1883) and his grandson, Francis, (b 1921) worked as commercial fishermen on Lake Huron.

Known as fishermen in Sarnia, the Haight and Kemsley families are closely linked in Sarnia's early history. The 1861 census shows that the two families lived next door to each other, and, when Sarah Kemsley was in her early 20s, she married Francis Haight around 1875. In 1891, Francis and Sarah and their two children were living with Tom Kemsley and his family. Members of both families are buried in the Haight Kemsley Cemetery, which is located on Murphy Road, just north of Lakeshore Road. (Burr; Obituary Francis)

Hall Street

When Robertsville was established in 1856, Horace Hall of Port Sarnia did not own land in that village. He did, however, own the lots abutting Robertsville to the east, making him the major landowner in the immediate area. Of note, Horace Hall was a blacksmith, innkeeper and wagon and carriage maker in Port Sarnia.

Hall Street was originally named John Street in 1856 after contractor John Cameron. In November, 1951, it was renamed Hall Street to prevent duplication and confusion with the John Street which already existed in Sarnia.

The renaming of other streets came about as a result of Sarnia's 1951 amalgamation of portions of Sarnia Township lands.

Hamilton Road

Hamilton Road, which stretches from Brigden Side Road to just east of Waterworks Side Road, was included in Plan 259 of the Eldridge-Hamilton Subdivision of 1929. It shows that owners Wilfred J. "Bill" Hamilton and Francis W. Eldridge approved the plan for the front part of the 9th concession. Mr. Hamilton in all likelihood named the street after himself or his family name.

The original section of Hamilton Road ran east from Waterworks Side Road, past Franklin Ave. and Orchard Ave. before ending at Thelma Avenue. When the road was developed in various stages west of Waterworks Side Road, the name Hamilton Road was retained.

Since 1850, the Hamilton family has been a presence in Lambton County. Bill's father, Andrew, was born in Sarnia in 1850 and spent most of his life in Mooretown. Bill (1878-1962), the oldest son of Andrew and Mary Ann, lived in Mooretown until he married Catherine Elizabeth Strangeway in 1899 in Sarnia. Their union would produce three children: Rhea, Thelma, and Elmer, but sadly Catherine passed away in 1929 at the age of 53. It was in this year that Hamilton Road was developed and named.

Wilfred would marry again, and his marriage to Mabel Gibbs was fruitful but short-lived. Mabel and Wilfred would have two children, Wilma and John, before Mabel passed away giving birth to twins in 1934.

In 1962, Wilfred passed away in Bright's Grove at the age of 84. (Grant; Nicholson; Plan 259; Wilfred John)

Hampton Avenue

Hampton Avenue was named after the suburb in London, England, best known for the Royal Palace at Hampton Court, established in 1427.

Hanna Crescent

Hanna Crescent was developed in 1975 by Major Holdings Development of Kitchener as part of the "Leckie Farm Subdivision."

Hanna Crescent was probably named after William John Hanna (1862-1919) and his wife, Maude Hanna, both prominent citizens of Sarnia in the late 1800s and the first half of the 1900s.

W.J. Hanna was a Sarnia lawyer, politician (MPP for 14 years, including Secretary of Ontario) and businessman (President of Imperial Oil.) His 1919 death has been, in part, attributed to the loss of his son, Lt. Neil Hanna, in a WWI aviation accident.

Maud Hanna (1870-1946), the second wife of W.J. Hanna, continues to be known as one of Sarnia's pre-eminent philanthropists. Her financial contributions and personal efforts resulted in establishments which, to this day, benefit the citizens of Sarnia: Canatara Park (1932); the Children's Ward at the Sarnia General Hospital; Boy Scouts of Canada; Hanna Park.

William Nell Hanna was the son of W.J. Hanna and stepson of Maude Hanna. Lt. Hanna served both the Western Front and Eastern Front in the First World War. He was killed in Italy on 20 November 1918, just ten days after Armistice, in a flying accident. Lt. Hanna is memorialized on the Sarnia Cenotaph.

Hansard Lane and Hansard Street

Hansard Lane and Hansard Street were both named after the middle names of Ruth Hansard Mackenzie (1902-1968) and her mother, Edith Hansard Robertson. Hansard Street and Hansard Lane were originally laneways to the Mackenzie farmhouse, which was demolished in the 1980s. The Mackenzie family also owned a summer cottage on the adjacent Bruce Street. (Bower; Ruth)

Harbour Road

From its intersection at Exmouth Street, the appropriately named **Harbour Road** proceeds southerly towards the Sarnia Bay, an area rich in the city's history. Being the only natural bay located on the St. Clair River, the bay provided to its earliest settlers a place where transport and commerce by ship could arrive from the outside world. Primarily originating from Detroit early shipping would have been attracted to the safety afforded by the bay. Additionally the harbour provided the citizens with an important area of respite from the hardships which always accompany early settlement.

At its northerly portion, Sarnia established in 1891 a 40-acre park fittingly called Bayview Park. The land for such came from a gift from The Grand Trunk Railway (33 acres) and from the then Town itself (7 acres). By all accounts, the Park was heavily used recreationally. Fair weather pursuits included visiting the park's zoo, swimming, fishing, picnics and horse racing. As the weather closed in with cold, the sportsmen would pursue hunting for fowl, ice boat racing, skating, curling and playing shinny on the bay. A grandstand and casino were built to augment the Park's attributes.

Initially these pursuits were essentially enjoyed free from interference by commercial interests. In the early years of Port Sarnia, receipt of transport, some shipbuilding and the harvesting of ice from the harbour were the only enterprises of note; however, by the turn of the 20th Century industrial pursuits began to overtake the recreational land.

Dredging in the area caused a filling of the bay, thereby reducing its size. This was followed by the construction of three enterprises on the bay's shores: The Cleveland-Sarnia Saw Mills (1901); The Empire Salt Company (1904 which became the Dominion Salt Company in 1910); and The Sarnia Elevator Company (1927). These businesses were significant in size. Using logs towed from Georgian Bay and Nipissing, the saw mill produced 250,000 board feet of lumber in its first year alone.

The recreational use of the area had been squeezed out, but not permanently. The salt works mined enough of the resource that it remained in business on the Bay for six decades, and Cleveland Mills went out of business in the early years of the Depression. Dominion Salt ceased operations in 1965. When the salt mines closed, its then corporate owner, Domtar, granted its

lands to the City on the condition that such be used as parkland.

And while ships and rail continue to load grain from the elevators, today's Centennial Park had its origins, like Bayview Park, through a corporate grant. (Smith, G; Elford, J; Phillips, G; Phelps, E)

Hardick Drive

Running south off Lakeshore Road just west of Telfer Side Road, **Hardick Drive** was named for the Hardick family, early pioneers who owned the land encompassing present day Hardick Drive.

At the turn of the century, Joe and Ester Hardick farmed cash crops on the land, which extended west from Donalda to Wilaurie Court and south to Michigan Avenue. In the 1950s, the Telfer and Hardick families co-developed the area, using gravel from the pit located between Wilaurie Court and Clarence Street East. Joe and Esther, the landowners, established Hardick Drive under Plan No. 321. Hardick; Lewis)

Harkness Street

Harkness Street was named after Robert Harkness who came to the Sarnia area and set up shop as the proprietor of a livery stable and inn known as "The Traveller's House." His son, W. G. Harkness, kept on this tradition with his 1870s establishment of the Western Hotel at the corner of George Street and Christina Street (now the Ups and Downs building). Additionally, W.G. Harkness was also a land developer. By his Registered Plan of Subdivision No 43 in June 1892, he named the street in honour of his family.

Harrogate Drive

Developer Al Charge named **Harrogate Drive**, which runs off Dagan St, for one of the most spectacular areas in England. Set in the heart of Yorkshire, the Harrogate District has several historic houses, castles, abbeys, beautiful parks, boulevards lined with mature streets and expansive parks. (Charge, Al; Harrogate)

Hastings Crescent

Hastings Crescent was named after the 11th Century English battle in which the invading Normandy army of William the Conqueror defeated the Anglo Saxon King, Harold II. Fought by an estimated 16,000 men, the battle was the initial conflict in the Norman conquest of England.

Havergal Road

Located in the Twin Lakes Subdivision, **Havergal Road** was named after the Toronto Independent Girls' School for students to grade 12. According to the school's publicity, the institution was founded in 1894 in Toronto. It derives its name from Frances Ridley Havergal noted as "an exemplary Victorian woman who was a composer, author and humanitarian."

Hay Court and Hay Street

Hay Court and Hay Street were named for Lorne Hay, a local developer and contractor. (Crawley, Beverley) **See Lorne Crescent or the Appendices**

Hazelwood Court

Hazelwood Court, part of the Wiltshire Park Subdivision developed in 1975, was named after Hazel Hull (Guthrie), the wife of developer Don Hull.

The daughter of Thomas and Clara Guthrie, Hazel was born in 1928 and was working as a telephone operator in the Bell Building when she met her future husband, Don, who was working in the building for Northern Electric. This chance encounter led to their marriage in 1953, a union which produced three children, Shaun, Susan, and Nancy, and two grandchildren.

While Don supported the family by working at Polymer (now ARLANXEO) and eventually by building houses full time, Hazel was anything but inactive. She not only stayed at home to look after their young children but also was the bookkeeper for Don's company and an advisor on property values and purchases.

When Don and his business partner, Tony Fazio, developed the south end of the Wiltshire Park Subdivision in 1975, Don honoured Hazel by naming a street after her.

On December 1, 2007 Hazel passed away at the age of 79. Don is still living in Sarnia. (Hull)

Hedden Court

Located in the College Park Subdivision, **Hedden Court** was developed through Plan No. 766 of 2001. It is named after Hedden Hall, a student residence located at McMaster University in Hamilton, Ontario.

Helen Avenue

Helen Avenue and Kathleen Avenue in Bright's Grove were named after the daughters of Cameron Brown Jr., an early Bright's Grove landowner and farmer.

Hemlock Avenue

Hemlock Avenue is named for a type of tree in the "Hickory Subdivision," established according to Registered Plan 414 in 1956 by owners Gordon P. Stoner (1897-1961) and his wife, Ada (1895-1979). **See Alder Crescent or the final entry of the Appendices.**

Henley Crescent

Established in the 12th century, **Henley** is a municipality located in South-East England on the River Thames. Henley is famous for its international rowing competitions and regattas established in 1839 and held ever since. Canada adopted the name Henley for its own regattas beginning in 1903.

Registered Plan no. 629 shows that **Henley Crescent** and its surrounding streets were laid out and developed by Auriol Properties Limited, beginning in 1976.

Heritage Park Drive

Heritage Park Drive is part of the Heritage Park Drive Estates Subdivision, developed in the mid-1990s by Onorio Iacobelli and his partners. Each of the streets in Heritage Park Estates was named in recognition of a prominent Canadian artist whose works have contributed to and promoted Canada's culture and heritage.

Each artist, as part of this project and the naming of the subdivision streets, donated original

pieces of artwork in his or her medium and the Heritage Park Estates Group in turn donated this uniquely Canadian collection (The Heritage Park Estates Collection), worth in excess of \$750,000.00, to the Judith and Norman ALIX Art Gallery.

As part of the Street Dedication Ceremony, a Gala Event was held and many of the Artists attended, along with local dignitaries and several members of the Canadian art community. This was the first time any of the artists had ever visited Sarnia, and all were very pleased that their name and their art would forever be part of such an impressive and beautiful city. (De Sena, Francis; Walker)

Hickory Avenue

Hickory Avenue is named for a type of tree in the “Hickory Subdivision,” established according to Registered Plan 414 in 1956 by owners Gordon P. Stoner (1897-1961) and his wife, Ada (1895-1979). **See Alder Crescent or the final entry of the Appendices.**

Highbury Park

Highbury Park, established in 1959, is a street name which can be found in numerous municipalities. The name Highbury comes from the ancient (1271) aristocratic manor which was located in London, England, Borough of Islington.

Simply put, the manor was given the title “Highbury” merely because it was located on the top of the hill. Centuries later, the Highbury area has become the home to the Arsenal Football Club of the English, Premier League and to the Wessex Recording Studios (established by Beatles Producer Sir George Martin and studio for Queen, Genesis and Rolling Stones).

Highway Drive East and West

Highway Drive East and West are streets that run in an east-west direction immediately beside what was originally Highway No. 7, now Highway No. 402.

Hillary Street

In the early 1950s, when Ivan Mater was looking for a name for a street he planned to develop, he named it **Hillary Street** in recognition of the recent and still famous accomplishment of New

Zealand mountain climber Edmund Hillary. In 1953, after seven weeks of climbing, Hillary and Nepal's Tenzing Norgay reached the summit of Mount Everest, a mountain many thought was unclimbable. Appropriately, Hillary Street runs off Everest Court. (Mater; The First)

Hillcrest Drive

Hillcrest Drive extends north from Lakeshore Road and branches off to the west along Lake Huron's beaches. When he developed the subdivision in 1963, Henry A. Nisbet named it, presumably, for the elevation at Lakeshore Road that dips as the street heads north. In effect, Lakeshore Road is the top line of a hill. (Harry A.)

Hillcrest-Nisbet Drive

In 1963, when Harry A. Nisbet developed his property on the north side of Lakeshore Road, he named **Hillcrest-Nisbet Drive** after either his family name or himself. Hillcrest-Nisbet Drive extends east at the end of Hillcrest.

Certainly the Nisbet family was a prominent family in the community, beginning in the late 1800s through the middle of the 20th century. Harry's father, Thomas William (1847-1915) was the long-term (20 years) branch manager at the Imperial Bank of Commerce and the driving force behind the Boys' Brigade, a civic organization created for the physical and emotional health of Sarnia boys in the formative years.

Harry's mother was Charlotte Vidal (1855-1948), a member of a prominent family from Sarnia's earliest days. Befitting her heritage as granddaughter of Captain Richard Vidal and his wife Charlotte Vidal for whom she was named, Charlotte became a local historian of note. Her history-based articles under the banner "Voices" regularly frequented the pages of *The Sarnia Observer* in the 1930s.

The headline of Harry's November 29th, 1967 obituary in *The Sarnia Observer* read "Harry Nisbet, City Pioneer, Dies at 80". Like his mother, Harry had a keen interest in history throughout his life.

Born in Sarnia in 1887, Harry attended London Road School and SCITS before he enlisted with the Canadian Overseas Expeditionary Force in 1916 to serve his country in WWI. Harry

survived the war and worked at Imperial Oil until he retired in 1952. When he retired, he went on a world cruise and, according to his obituary, visited his uncle in Samoa who was serving as a missionary. When he returned home, Harry set up a museum of South Sea relics and artifacts at his Lakeshore Road home.

In 1965, when the city needed someone to unveil the Mackenzie Memorial Plaque at Mackenzie Park to honour our second prime minister, Harry was asked to do the honours. He gladly obliged. Harry passed away in 1967 and is buried in Lakeview Cemetery. (Harry; “Voices”)

Hogan Street

Hogan Street, which runs off Cathcart Blvd., was named for Gregory A. Hogan, a St. Thomas native, who arrived in Sarnia in 1947 and became one of its most influential citizens. A pharmacist who operated the pharmacy when St. Joseph’s Hospital opened, Mr. Hogan, a father of six, found time to make his mark on the community. He served two terms on the Separate School Board, served six years on Sarnia City Council and sat on a number of boards and committees, including the parks board and the Sarnia Centennial Committee. He was active among schools and Mr. Hogan even took his turn driving busses.

In 1962, Pope John XXIII conferred knighthood on Mr. Hogan in recognition of his works promoting the interests of society, church and Holy See. When a new Catholic School was being built off Cathcart Boulevard in the mid-to late-1970s, the original proposal to call the school St. Gregory was changed at a board meeting. The board opted for in Gregory A. Hogan Catholic School in honour and in memory of Mr. Hogan who did so much for the community. The road leading to the school was also named in his honour. Mr. Hogan passed away in 1968 at the age of 50. (Hogan)

Holden Drive

Holden Drive is named after local businessmen Mac Holden and Don Holden. (Rocca)

Hollands Avenue

In the late 1950s, when a street off Rosedale Avenue was to be developed and named, developer Regner Blok-Andersen named it **Hollands Avenue** after members of the Hollands family who

had owned part of the land. Land records show that Frank Tallock Hollands, as well as Harry Winston Hollands and their wives, were owners of part of Lot 19 in the seventh concession. The Hollands' family sold the land to North America Construction in 1956 and, three years later, Hollands Avenue was developed. (Smith "Origins"; Frank)

Hollywood Place

Hollywood Place was developed in two stages. Plan 307 shows that the street was laid out from Christina Street east to Colborne Road in 1952, as part of lots 65 and 66 of the Front Concession (Concession Nine); four years later, Hollywood Place east of Colborne Road was developed as part of the Woodland Park Development (part of lots 62 and 63 of the Front or Ninth Concession).

The federal voters' list of June 1953 shows eight occupied households on Hollywood Place. According to local resident Marcel Blais, Hollywood Place was named by Laurette Lalonde, wife of contractor Harvey Lalonde and Marcel's step-father. Harvey Lalonde's company, Advance Construction, built some of the houses on the street.

When it came time to name the street and Harvey was given the opportunity to do so, he deferred to Laurette. It was Laurette's idea to use the name Hollywood, after a city in southern Florida that they had visited often and liked very much. Hollywood, Florida itself was founded and named by Joseph Young who dreamed of building a motion picture empire on America's east coast. (Addington; Blais; Federal Voting; Hollywood;)

Howston Avenue

Howston Avenue, which runs south from Lakeshore Road between Indian Road and Colborne Road, should actually be called **Howson Avenue**. That it is still mistakenly called Howston Avenue is the result of a 60 year old spelling error.

The street was named after Charles and Maud (nee Burr) Howson who purchased land adjacent to the Burr property between 1911 and 1921. Charles and Maud lived at 863 Lakeshore Road, on the corner of Howston Avenue, until they moved to Blackwell Road in the mid-1950s. Howston Avenue was part of the Retlaw Subdivision that began development in 1952.

Charles passed away in 1979, at the age of 99, sixteen years after Maude predeceased him. Many years ago, Norman, Charles' son, looked into having the street name changed but was told by someone at City Hall that with the street signs already completed, nothing could be done about it.

In 2003, on behalf of his two sisters and himself, Eric Howson, Charles' grandson, inquired at City Hall about possibly amending the misspelling of Howston Avenue. He was told that he would have to gain the approval of every homeowner on the street to effect the change. Eric opted not to do so. (Burr; Charles; Dunlop; Howson; Kohut)

Hull Court

Developer and builder Don Hull named **Hull Court** in 1975 after his family. It was developed in 1975 as part of the Wiltshire Park Subdivision.

Don was born in 1929 in Port Credit, Ontario and, in 1949, moved to Sarnia where he started working at Northern Electric. Four years later, he married Hazel Guthrie, and they were blessed with three children: Shaun, Susan, and Nancy.

Don was working at Polymer (now ARLANXEO) when he got into the house building business, mainly because Hazel's brother, Ken Guthrie, was a builder. Don's father-in-law was Tom Guthrie who had a market garden on the land he owned—extending from the south side of Rosedale Avenue near Colborne Road and north to Pineview Avenue.

Although Don continued to work at Polymer, the opportunity to build houses was available, for Tom Guthrie started subdividing his farmland into housing lots between Hall Street and Rosedale Avenue east as far as the present Dunlop United Church at the corner of Laidlaw Place and Rosedale Avenue. Don's first house is the still-standing, a yellow brick house at the south corner of Rosedale Avenue and Colborne Road.

In 1967, Don started building houses full time. Forming Donalzo Construction, Don and his building partner, Tony Fazio, bought the land that is now Wiltshire subdivision. They held onto it for years before they started selling it to other developers. Don and Tony themselves developed the south section of the Wiltshire Park Subdivision and, in 1975, Don named Hull Court after his family.

Sadly, Hazel passed away in early December of 2007. Don is still living in Sarnia. (Hull)

Humber Drive

Humber Drive, found in the College Park subdivision, was named after Humber College in Toronto. Founded in 1967, Humber College has two campuses in Toronto and can count TV personality George Stroumboulopoulos and retired politician Bev Oda among its thousands of alumni. (Humber)

Hunt Street

Hunt Street was named after long-time Sarnia surveyor, Hunter MacKenzie. The street was developed in 1954 under Registered Plan No. 317.

The Huron and Lake Streets

Huron Avenue; Huron Boulevard; Huronfield Close; Huron Landing; Huron Shores Court; Huron Shores Drive; Huronview Drive; Lake Huron Parkway; Lakefield Close; Lakeland Avenue; Lakeshore Road; Lakeview Trail; Penhuron and Lakewood Avenue all owe their names to the significance that Lake Huron has played in Sarnia's history.

In the early days of Sarnia's settlement, the St. Clair River provided the inhabitants with two vital aspects which Lake Huron could not: a protected harbor for ships and a trade route from Detroit. Accordingly it was from the St. Clair River that Sarnia developed and grew.

Bordering the lake named after the resident First Nations, the lakeshore lands were divided into 61 farms whose narrow but deep lots ran from the lake south to what was Errol Road, the conveyance linking Sarnia to the lake hamlet of Errol.

Indeed it was not until 1951 (to Murphy Road) and 1991 (out to and including Bright's Grove) that the lakefront even came within the municipality's limits. Until then, those lands fell under the jurisdiction of the Township of Sarnia and, later, the Town of Clearwater.

Eventually the citizens of Sarnia began to frequent the Lake environs primarily for recreational purposes. For 19th-century residents of Sarnia, access to the lake waters became available by 1875 from the then northerly town limit of Exmouth Street through the construction of a road

and The Sarnia Street Railway, both of which terminated at the end of what is now Colborne Road. The waters from that point west to Canatara became accessible.

To the north-east, similar excursions were taking place from Blackwell to Bright's Grove. Spurred on by the promotional activities of Robert Bright, the Grand Trunk Railway provided access to this portion of the lake by depots located at Blackwell and Perche. These day trips in the late 1880s and early 1900s were more like extended holidays. Cottages became available for rent or for purchase, and the well-heeled could enjoy the beachfront amenities offered by the Lake Huron Hotel, the Grandview Hotel at Wees Beach (now Baxter Park) and the Bluewater Inn, all located near the end of the streetcar line.

With the advent and increasing popularity of the motor vehicle in the 1920s, demands arose for a passable roadway connecting the western road (at Colborne Road) with the easterly Old Lakeshore Road. Since Old Lakeshore Road began at Telfer Side Road, some seven kilometers of construction would be required.

It was not until the 1930 survey of County Road #5 that steps were undertaken. The survey was followed by land purchases and road development undertaken in the Great Depression, which dictated a piecemeal approach. In 1934, the final paving of the last stretch of Lakeshore Road was completed. Consequently, that which was farmland to the shores began to be sold off, first for cottages and, over time, for permanent housing. With the subsequent amalgamations, Sarnia thereupon became a developed two-waterway municipality.

As developers created subdivisions when the Sarnia's core expanded, the importance of Lake Huron in the naming of Sarnia's streets became evident.

Huronfield Close

Huronfield Close was established by landowner/developer Kim Gladwish in trust by Plan No. 707 in 1986. See also "The Huron and Lake Streets."

Huronview Drive/Trail

Immediately east of St. John in the Wilderness Church in Bright's Grove is **Huronview Drive**, so named because of the beautiful view of Lake Huron it offers the residents of this private lane.

The street was named in the 1940s and is located in what is known as "The Thomas Beach Subdivision." Born in the late 1890s in Camlachie, Hugh Thomas and his wife, Irene, farmed the land until they started gradually selling lots to homeowners.

When certain streets had to be renumbered and, in some cases, renamed to accommodate the introduction of the 911 emergency services in the county and to conform to City planning, the residents of Huronview were approached by the City of Sarnia to select a street designation.

No fewer than seven streets in Sarnia begin with the name "Huron" so the street designation of Huronview could not cause any confusion. Roland Papineau, a street resident acting on behalf of everyone on Huronview, informed City Hall that the name the residents had chosen unanimously was Huronview Drive.

As a result, and per their request, the name on the street signs says "Huronview Drive"; however, for some reason, "Huronview Trail" is recognized as its official name by the NEXUS authorities and by Canada Post. Residents on the street have received mail that is addressed to either Huronview Drive or to Huronview Trail; in fact, the list of streets in Sarnia found on various internet sites refer to this street as Huronview Trail, not Huronview Drive. (Papineau; Thomson)

Huxley Avenue

Located in the Cardiff Acres development, **Huxley Avenue** was set out by landowner Auriol Property Ltd., Bruno Gambin, President in 1976, pursuant to Plan No. 629.

Imperial Avenue

There are two ways of looking at the naming of **Imperial Avenue**.

When Sarnia officially became a city on May 7, 1914, City Council officially adopted the moniker "Sarnia, The Imperial City." Given that the city was then being visited by the Governor General, His Royal Highness The Duke of Connaught and his daughter, Princess Patricia, monarchists would claim that the name, Imperial, was adopted as a nod to the bluebloods.

However, many others would stipulate that the name, Imperial, comes from the local oil refinery, Imperial Oil. This group would point to the fact that, since its establishment in Sarnia in 1897, the business has been a commercial bedrock for the municipality.

Indian Road

The name **Indian Road** stems from its connecting of Sarnia Township and, later, the City of Sarnia, to Aamjiwnaang First Nations. In the mid-1800s, the southern portion of what is now Indian Road was known as McGregor Street, as shown on Registered Plan No. 16-½ for the Township of Sarnia, September, 1867.

The road today follows the earliest of area surveys which delineated its location as the north–south line running between Lots 19 and 20, Concession 8 in what was then the Township. Initially, the northerly end of the road terminated at Errol Road. The southerly portion of the conveyance was initially called Old McGregor Road, which ran along the east side of the Indian Reserve and had its southern terminus at the Froomfield Road intersection.

Despite its significance as a major north-south traffic artery for Sarnia, Indian Road was slow to develop. The linking up of the two branches of the road was accomplished only after many years of piecemeal development. After the veterans of World War II returned home and began to fuel what became known as “The Baby Boom”, the city experienced a growing demand for more housing. This, in part, led to Sarnia’s 1951 expropriation of the Township lands east of East Street to Murphy Road with Indian Road falling into the center of such expansion.

The building of homes and schools ensued on the newly acquired lands both north and south of London Road. This included, in a gradual fashion, the lands surrounding Indian Road. At the time, Indian Road was not the convenient thoroughfare we know today. For those living in the north who used Indian Road to travel to the south end of the city--for example, those working in Chemical Valley--the trip included a detour at Michigan Road, which sent them west to find other streets heading south.

In 1952, the City Fathers opened up the treasury and began to purchase the privately owned lands which interceded between Indian Road north and south. Additionally, planning was undertaken to construct two overpasses on the contemplated road. With these overpasses, drivers on Indian Road would be able to traverse without traffic delay Highway 7 just south of London Road and the railway lines at the Plank Road/Ontario Street intersection.

Paving of Indian Road began in 1961. With the railway overpass having already been

completed, the August 1964 opening of its north overpass finally established Indian Road as a true major road for the City of Sarnia.

Isabella Street

Isabella Street, which runs between Murphy Road and Pontiac Drive, was named for Isabella Catherine Baxter (1874-1948), who was listed as one of the owners of the Baxter Subdivision on which Isabella Street was developed beginning in 1948. The Baxter subdivision extended from the north side of London Road to Exmouth Street and from Murphy Road east to Carr Street.

Born in Caledon, Ontario, Isabella moved to Sarnia at a young age and lived on property farmed by her brothers, Duncan and Hector. Perhaps because she was the oldest sibling or because she passed away shortly after the development plan was drawn up, her siblings chose to name Isabella Street in her honour. (Isabella Catherine)

Jackson Road

The Jackson family, after whom **Jackson Road** was named, emigrated from England to pre-Confederation Canada in 1857. They are a tenable link to Sarnia's and Lambton County's past, for generations of Jacksons have resided on the same property since Alexander Mackenzie of Sarnia served as Canada's second prime minister.

Beginning with Anthony Jackson and his wife Mary Louise (Gorham), at least one Jackson family has resided on the land abutting Jackson Road from 1874 to the present. Over the decades, the fathers in the Jackson families would divide their farms for their sons; for instance, Anthony, the patriarch, divided the 100 acres he owned with two of his sons, Ernest and Thomas, with each receiving 50 acres to practice mixed farming. The pattern continued throughout the years. In the 1960s, for example, four Jackson families lived on the land. Currently residing on Jackson Road are Bruce Jackson and Janice Jackson Wilkinson.

Jackson Road, on the 8th concession, had previously been called Blind Line, and the Jackson families who lived on the road received their mail at R. R. #1 Sarnia. Problems with mail delivery arose when two men, not related but both named Don Jackson, resided on R. R. #1 and R. R. # 3 respectively. To avoid complications with further mail delivery, Sarnia Township in the mid-1960s designated that Blind Line be called Jackson Road. (Jackson, Don and Marlene)

James Street (Sarnia)

Established in 1915 by Plan No. 81, **James Street** was named after William James Barber, subscribing witness to all parties to the plan.

James Street (Bright's Grove)

James Street was established in in May, 1927 (Plan No. 256) and named after co-developer James L. Valliquette. Valliquette's partner in the venture was Estella Holmes whose first name is found on a neighbouring street sign. (Registry Office)

James Maitland Court

James Maitland Court was named after James Maitland, the father-in-law of real estate agent, Don Knight. According to Plan 772, it was developed in 2002 by landowners Arthur Jean, Marion Jean, Pastor Dan Helps and Lakeshore Angel Enterprises Ltd, Valery Winberg. The land was originally owned by Port Sarnia land speculator Samuel Street, through an 1848 Crown Grant. (Knight)

Jean Avenue

The Gallie family was at one time one of the most prominent fishing families in the area. **Jean Avenue** was named after Jean Gallie, a third generation member of the well-known Gallie family in the early days of Bright's Grove.

Dan Gallie, married to Maria Lucas, bought a farm on Lake Shore Road near Brigden Side Road. He began his fishing career in 1893 and at one time owned all of the fishing rights from Telfer Side Road to Stony Point.

All five of his sons worked on the lake with their father for many years. Oliver, Gordon, and Kenneth spent their lives fishing while Fred took over the family farm. William Gallie moved farther up the lake where he later developed Gallimere Bach subdivision. The Gallie sons spread out along the lake from Blackwell to Bright's Grove. For many years the Gallie fish house was located on what is now Remo Drive.

Oliver Gallie (born 1889 in Ontario) and his wife Jennie (nee MacKinlay) also subdivided the

family's landholding of approximately 10 acres. When doing so, he named **Jean Avenue** and Olive Avenue after his daughters. (Hodgson, Dean *History page 33*)

Joel Park

Joel Park and Evan Street were established according to R. Plan no. 410 in 1956 by developer Huron Construction Co. Ltd, W.H. Watson, President. Although surveyed by Sarnian Hunter MacKenzie, Joel Park, it is believed, was developed by an out of town company.

At this time, no explanation has been found to explain the origin of the street name.

John Street (Sarnia)

James Copland (1820-1882) came to Port Sarnia from his native England. Together with his wife Mary (1814-1899), James raised his family on the income he made as a baker, merchant and landowner.

John Copland, born in 1852 in Sarnia, was one of five children born to James and Mary (nee Leys). When he was 55, John married Montreal-born Clara (Simcock), who was 25 years his junior. John supported Clara by working as a hauler and a contractor before he passed away in Sarnia at the age of 77. Clara would outlive John for 25 years, and both are buried in Lakeview Cemetery.

When James Copland died in 1882, his estate included property located in Sarnia's south end. By Registered Plan No. 26 (1898), the estate's executors, Robert MacKenzie and George Leys, subdivided this land. In doing so, the executors named Mary Street after Copland's widow and **John Street** after his son. (John Copland)

See also Copland Street and Mary Street.

John Street (Bright's Grove)

John Street was named after John Bright in 1924 under Plan No. 39 for the Township of Sarnia. (See Bright Street)

John Hall Court

John Hall Court was named after Edmonton-born artist John Hall (b 1943) whose still life works focus on contemporary urban life. After completing his degree in 1966, John lived and worked in the U.S., Mexico and Alberta and British Columbia. He was elected to membership in the Royal Canadian Academy of Arts in 1975 and is represented in numerous private and most major public gallery collections across Canada, including The National Gallery in Ottawa. (John)

Johnston Street

Johnston Street is one of the oldest streets in Sarnia. Under Registered Plan No. 2 of 1852, the conveyance was named originally called Nelson Street. It became Johnston Street in May, 1886.

In 1854, Henry Jones registered his first plan for the Maxwell Estate, Plan No. 3-1854. In his survey, Jones also named a street as Nelson Street (which exists to this day.) Such being a case of duplication, the original Nelson Street was changed to Johnston.

The normal sources of information are still silent on the origins of the name. Trying to decipher this point is compounded by the fact that in the mid-1850s, a significant number of Port Sarnia citizens carried the surname of Johnston. Two so-named residents, however, stand out.

Of lesser note is one George Johnston, who would seem to have been the first pharmacist in the fledgling community. His drug store was located on Front Street, next to that of George Durand's store.

Of more significance, however, is the pharmacist's brother, Dr. Thomas W. Johnston. Dr. Johnston was born in Ireland, March 24, 1813. He immigrated to New Orleans, Louisiana, where he received his medical training. Upon his appointment as the physician for the 4th Lambton Battalion, Dr. Johnston settled in Sarnia where he made his mark professionally and politically.

In 1859, the physician became Sarnia's fourth mayor. For the first time in the community's history, Dr. Johnston repeated his position as mayor two further times, ending his tenure in that office in 1862. Appointment to the County Registrar's position followed in 1865.

Dr. Johnston passed away on March 12, 1872 at the age of 62 years.

The home of Thomas W. Johnston was located at 123 Christina Street in then Port Sarnia. Built in the 1840s, it was located at the corner of Cromwell Street and Christina Street.

With the background and heritage of his wife Grace Sutherland-Johnston, Dr. Johnston rests in the Sutherland Cemetery in Mooretown, Ontario.

In the case of the Johnston brothers, a postscript is called for.

With regard to George Johnston, his son, Albert, followed the elder in the pharmacy business. In addition, Albert Johnston became Sarnia's 30th mayor in 1910, serving for one term.

Not to be outdone, Dr. Thomas W. Johnston passed on his medical practice to his son, Dr. Thomas C. Johnston. The youngest Dr. Johnston went on to serve the Sarnia community in its defence forces during the Fenian uprising as its 23rd mayor for two years and, thereafter, as Member of Parliament 1989-1905.

It is important, however, to point out that a very credible alternative theory exists for the naming of Johnston Street.

According to local historian John Rochon, the conveyance was named after Edward H. Johnston, town clerk.

Before his death in 1885, Mr. Johnston was very active in the community with postings which included Chief of the town's fire brigade and Quartermaster office for the 27th Battalion. It is noted that the late George Smith also attributes the street name to this gentleman.

Of final interest is the fact that the actual street signs for Johnston Street do not oblige. One sign spells Johnston with a "t". The other does not.

Jones Avenue (Bright's Grove)

Jones Avenue (Bright's Grove) was named after the long-time family ownership starting with John Humphrey Jones who received title through a Crown grant in 1854.

Jordon Drive

As part of the Smith Subdivision, established in 1950, (Plan No. 429), **Jordon Drive** was named by then landowner Landevco (Sarnia) Ltd.

At this time, no explanation has been found to explain the origin of the street name.

Jubilee Street

Jubilee Street in Bright's Grove was named and developed in 1935 according to Registered Plan 265. It was named to commemorate the Silver Jubilee of King George V of England, who reigned from 1910 until his death in 1936. King George was the grandson of Queen Victoria and the grandfather of Queen Elizabeth II.

Julia Street

Julia Street was named after Julia Maria McVicar, wife of Stuart Aeneas McVicar, publisher of the local newspaper, *The Sarnia Canadian*. Julia (nee Fisher) was born in Belleville, Ontario in 1842. In the early 1860s, she married the Scottish-born Stuart McVicar, and they settled in Sarnia when Stuart's work drew him here. Their union would produce four sons and two daughters. In 1900 at the age of 68 Stuart passed away, followed 17 years later by the passing of Julia, who had been living in widowhood on Forsyth Street. Both Stuart and Julia are buried at Lakeview Cemetery. (Julia)

Kamal Drive

In 2001-2002, when the Green Acres Subdivision was starting to be developed, Louis Wanner named **Kamal Drive** after his wife. From Mumbai (Bombay) India, Kamal immigrated to Sarnia in the mid-1960s where she became a physiotherapist for over a decade. Kamal and Louis raised four children, and currently Kamal is the owner of Sarnia's Natural Healing Clinic. (Wanner)

Kathleen Avenue (Sarnia)

Kathleen Avenue (Sarnia) was named after the daughter of Michael Fleming, an early Sarnia banker and two-term Mayor of Sarnia. Kathleen was born in Sarnia in 1882 and, after her father passed away when she was ten, spent the next decade living with her mother, Ann, and her five

siblings at the family residence at 251 Vidal Street. At the age of 25, Kathleen married Reginald Vaughan Macdonald, a merchant from Arkona.

Kathleen Avenue (Bright's Grove)

Helen Avenue and **Kathleen Avenue** in Bright's Grove were named after the daughters of Cameron Brown Jr., an early Bright's Grove landowner and farmer.

Kaymar Crescent

Kaymar Crescent was established in 1978 under Plan No. 650 by then landowners North American Construction Ltd., (Sylvio Gagnon, President and Regner Bloc-Andersen, Secretary/Treasurer) and R. Gladwish.

Two explanations have been forwarded as to the source of the name "Kaymar." The first contends that Kaymar Crescent in Bright's Grove is named for Katherine (McKay) Martin, a Sarnia resident who was born in March, 1955, and who defined perseverance, self-reliance and a wonderful attitude toward life from early childhood. Kay suffered from spina bifida, a condition in which an infant's spinal column does not develop properly, resulting in varying degrees of permanent damage to the spinal cord and nervous system. Kay refused to let this slow her down or to stop her.

Before attending Lambton College, Kay was a Rotary Easter Seal child twice and attended Lansdowne School and St. Clair High School. After graduating from Lambton College, she eventually moved to Toronto where she had a number of jobs, lived independently and, in the early 1980's, married Len Zywicki whom she had met at Lambton College.

While in Toronto and later in Victoria, B.C., Kay worked tirelessly on government committees to improve accessibility for the handicapped. Kay was instrumental and inspirational in establishing the improved standards we have today for the handicapped.

When it came time to name what would become Kaymar Crescent in the late 1970's, Kay was contacted about having a street named in her honour, even though she was living in Toronto at the time. Kay agreed, and Kaymar Crescent, a combination of her first and last names, came into being.

Kay passed away in Victoria, B.C. in June 2015 at the age of 60.

The second theory on the street name deals with the historic ownership of the lands by the Cameron Brown family. Of note, Plan No. 650 includes the names Brown Street, Helen Avenue and Kathleen Avenue. Each one of these names refers to the Brown family, as did ownership of the abutting lands by Mark K. Trangmar. It is on the above evidence that some would suggest the street is named after Kathleen Brown Trangmar. See also Brown Street, Bright's Grove.

Keane Lane

The late local historian, George Smith, named **Keane Lane** after his son Kean who was named after his grandfather, Leslie Kean Smith. Before the development of Rainbow Cove, the property on which Keane Lane is located was owned by the Smith family and Keane Lane itself was just a driveway to access a group of cottages called The Sunset Cottages. The cottages still exist and, due to the housing development, Keane Lane now extends from Huron Shores Drive to Old Lakeshore Road. Kean Smith currently resides in Port Huron, Michigan. (Smith, Kean).

Keddco Street

Keddco Street was named after Keddco Manufacturing Ltd., which is located on this street. Established in 1973 by the Keddy family, the corporation is a supplier of products to the oil and petrochemical industry.

Kember Avenue

Located in the High Park Subdivision, **Kember Avenue** was established by John Carr Kember and Alma Kember in 1948. Born in Sarnia in 1920 to Guy and Mary (Carr), John was a prominent builder and developer until he moved to Sault Ste. Marie in the early 1960s to preach the gospel. He was responsible for building one of the city's first apartment blocks, The Kember Apartments, on London Road.

In addition, the Kembers were active in the areas of East Street-London Road, the Carr Subdivision, Parsons Street-Brenchley Avenue and College Park. John passed away in 1968 in Sault Ste. Marie and is buried at Blackwell Cemetery. (John Carr)

Kemsley Drive

Kemsley Drive was named for the three generations of Kemsley family members who lived in Sarnia and who owned land on which Kemsley Drive is located. Of particular note is that the name Thomas Kemsley was used in the family over five generations covering nearly 200 years.

The initial link which tied the Kemsleys to Sarnia was William Thomas “Tom” Kemsley, a 19th-century pioneer resident of Port Sarnia. Born in Kent, England around 1819, Thomas and his wife Sarah (b 1825 in the United States) arrived in Sarnia from Warwick, Ontario between 1848 and 1850 with their five children. Tom and Sarah would eventually have eight children, and to support their family, Tom farmed, purchasing Lot 55 Concession 9. Besides farming, they earned a living by obtaining the first commercial fishing license in the area.

The Kemsleys beached their boats on the Lake Huron shoreline near the end of what is now Murphy Road. In 1856, their oldest son, William, became the first family member to be buried in the Kemsley-Haight Family Cemetery on Murphy Road, north of Lakeshore Road. The patriarch, Tom, was buried there in 1896, two years after his wife, Sarah.

The second generation of the Kemsley family was led by the third oldest son, Thomas (1844-1913), who wed Matilda Fuller of Woodstock, Ontario. Married in Sarnia in 1873, Thomas and Matilda would be blessed with twelve children. Their fourth oldest son was Thomas John (1884-1960), and it was Thomas John who would name Kemsley Drive and who would develop the area.

Around the turn of the century, Thomas John and his father purchased 70 acres of land in what would become the Oak Acres Subdivision north of Exmouth Street. The land at the time was a large, barren expanse. Intent on using the land for their sand and gravel business, Tom Sr. and Tom Jr. discovered that the deposits on the land were not suitable for mining.

When Sarnia expanded its borders in 1950, Tom Kemsley entered into a partnership with Regner Blok-Andersen and James Hornblower. They formed the Oak Acres Land Co. Ltd. and developed the land that would become known as the Oak Acres Subdivision. Tom Kemsley named **Kemsley Drive** for either himself or his family name. (Burr; “City Within”; William)

Kenny Street

Kenny Street was named after the Kenny family which has a long history with Port Sarnia/Sarnia.

From the 1880s, Thomas Kenny and Randall Kenny operated an apparently successful Front Street enterprise as grocery and liquor merchants.

The following generation continued this profitable provisions business but, additionally, expanded their commercial interests into the Sarnia Street Railway (Randall Kenny, V.P.), and the Sarnia Gas Co., (Thomas Kenny, President).

With this background, it is therefore not surprising that the group formed the South Sarnia Properties Ltd. (Will Kenny, Secretary) with the goal of developing a residential community on the lands immediately south of the Sarnia (Railway) Tunnel.

To further this goal, the Kenny family corporation commissioned the creation of Plan No. 150. This 1925 Plan of Subdivision envisioned a residential community with seven streets uniformly crossing each other at ninety-degree angles. In the centre of the plan was laid out the neighbourhood park.

The passage of time has not been kind to the Kenny plan. Each street name, Limerick, Boyd, Adelaide, McKinley, Warner, Howard and Wilton, no longer forms any part of the Sarnia map.

When one considers the proximity of the Kenny plan to the historic location of Imperial Oil Ltd, The Grand Trunk Railway (later Canadian National Railways) and the Pere Marquette Railway (later Chesapeake and Ohio Railway), it is perhaps not surprising that industrial interests superseded the residential proposal under Plan No. 150.

Kensington Boulevard

Kensington Boulevard is named after the Royal Borough of Kensington and Chelsea in central London, England, known internationally for its gardens, Hyde Park, the Royal Albert Hall and Palace.

Kensington Boulevard was part of the Rosedale Gardens Subdivision that was established in

1946 as part of Lot 19, Concession 6.

Kenwick Street

Kenwick Street, which runs south from Old Lakeshore Road to New Lakeshore Road in Bright's Grove, was so named from the combination of parts of the surnames of Jack Kennedy and his wife and business partner, Genevieve "Gen" Kennedy (Warwick). The name Kenwick is also familiar to many Lambton County residents, old and young alike, for the music and dance halls that Corunna residents Jack and Gen Kennedy gave us and for the legacy they left us.

Jack Kennedy was an accomplished musician who, along with Gen in January 1943, opened Kenwick Terrace, a dance hall with a wooden dance floor and live music. Built on the second floor of the old National Hotel on Christina Street, Kenwick Terrace was an immediate hit and a popular venue until it closed in 1978. The opening night featured none other than Louis Armstrong and, for the next three and a half decades, Kenwick Terrace went on to hold regular dances with the Jack Kennedy Orchestra and other big bands and singers.

In June 1946, Jack and Gen opened a summer venue, Kenwick on the Lake, on the shores of Lake Huron in Bright's Grove. To make the night special, the Governor-General of Canada was in attendance and, in subsequent years, the new venue attracted such big names as Tommy Dorsey, Guy Lombardo and Glen Miller to play to crowds of up to 3,000 on weekends. On July 26, 1946, with the Jack Kennedy Orchestra as performers, the inaugural broadcast of CHOK lasted six hours. Many of the shows were broadcast via CBC radio across Canada, often featuring the Jack Kennedy Orchestra. Jack and Gen gave up the ownership of Kenwick on the Lake in 1950, and it closed its doors in 1962.

Although Jack (1990) and Gen (2006) have passed away, the name Kenwick lives on, not only through Kenwick Street, but also with the recently refurbished Kenwick on the Lake Park on the original Bright's Grove site and the distinctive looking Kenwick Apartment Building on Christina Street. (Cuthbert; Kennedy; Kenwick)

Kenwood Avenue

Kenwood Avenue was established in 1952 by a survey authorized by landowners C.F. Laidlaw (City of Sarnia Engineer), Henry Whiffen and M.C. MacDonald.

Of note, this land was originally owned by Samuel Street by Crown Grant in 1841. Six years later, the street transferred title to the Skillbeck family, pioneer Sarnia bankers.

Kim Street

Kim Street was named by developer Regner Blok-Andersen after his son. Registered plan 295 shows that Kim Street was part of the Oak Acres Subdivision built in 1950. Kim's father, Regner, was an influential figure over a number of years in Sarnia's street development.

Regner Blok Andersen was born in Denmark in 1927. He immigrated to New Brunswick with his parents at the age of two years.

As a graduate of the University of New Brunswick in professional surveying, Mr. Blok-Andersen came to Sarnia in the late 1950s. At the time, he correctly recognized that the area was about to experience considerable growth.

During his four-decade building career, Blok-Andersen became a significant contributor to Sarnia's landscape. Through his single-family and multi-family residential developments (Derby Lane, Venetian Village), as well as commercial enterprises (The Drawbridge Inn), his mark will be prevalent locally for years to come. Blok-Andersen passed away on December 25, 1998.

Kimball Road

Kimball Road (County Rd 31), which runs from Lucasville south to Kent County, was named for James Kimball, a postmaster and store proprietor. In the late 1860s, when a branch line of the Canadian Southern Railway entered Lambton County east of Alvinston and ran west to the St. Clair River through Courtright, several settlements were established around the train stations.

One was called the village of Kimball, located at the intersection of the current Kimball Road and Courtright Line (Highway 80). James Kimball became the first postmaster and proprietor of the store in the village, and from 1837 to 1852, Kimball was the only post office in Moore Township. (McCarthy "Our"; Kimball)

King Street

King Street was named after King George VI of England. Albert Frederick Arthur George

Windsor (1895-1952) reigned over the United Kingdom and British Dominions for 16 years (1936-1952). The father of the current monarch, Elizabeth II, King George inhabited the throne during the last half of the world Depression and all of World War II.

Reg. Plan 282 shows that King Street was developed in 1948 as part of the Guthrie Subdivision.

Kintail Street

Kintail Street was named by landowner Daniel McLaren for a mountainous area in the Northwest Highlands of Scotland. The Kintail district was an area traversed by David Balfour in the book *Kidnapped* by Robert Louis Stevenson. It was developed under Registered Plan No. 44 in 1892.

Kipling Street

Kipling Street was named after Rudyard Kipling (1865-1936), an English writer and poet, whose verse remains influential and popular today. Registered Plan no. 629 shows that Kipling Street and its surrounding streets were laid out and developed by Auriol Properties Limited, beginning in 1976.

Born and raised into Victorian England, Kipling's works reflect the times, places and morals of imperialistic Britain.

Awarded the Nobel Prize in Literature in 1907, Kipling wrote such novels as *The Jungle Book* (1894), *Kim* (1901), *The Man Who Would be King* (1888), and *Gunga Din* (1890) and the poem "If" (1910), all of which are regarded as classics.

After World War I, the author became a member of the Imperial War Graves Commission to whom was entrusted the establishment and maintenance of British War Cemeteries throughout the world. Sadly, it is reported that Kipling's involvement in the Commission arose out of the death of his son, John, who, at 18 years of age, was killed in Flanders on the Western Front during the Great War.

For those deceased British soldiers whose identities could not be determined, their headstones read "known to God." This phrase was penned by Kipling, perhaps in memory of his son whose body was never found during the lifetime of his parents.

Rudyard Kipling is buried in Poets' Corner in Westminster Abbey.

Kiran Court

Kiran Court, in the Green Acres Subdivision north of Michigan Avenue, was named by developer Louis Wanner after Kiran Mehta, the wife of Dr. Pran Mehta. (Wanner)

Kirby Street

Kirby Street derived its name after Arthur Kirby, Sarnia's mayor during the years 1930-1931.

Emigrating from Yorkshire, England at age four in 1881, Arthur was the second oldest child of five children born to Emma and William Kirby. He grew up in Sarnia and found work as a mason at Imperial Oil, eventually become a mechanical superintendent. Arthur and his Michigan-born wife, Ottalia, would enjoy life with their two children on Vidal Street.

In 1930, after serving as a city councilor for five years, Mr. Kirby became Sarnia's 48th Mayor, and there couldn't have been a worse time for assuming office for the stock market had collapsed two months before Mr. Kirby was sworn into office.

Although Sarnia fared better than other Canadian municipalities because the Electric Auto-Lite had opened a plant in Sarnia in 1930, the Depression soon caused unemployment to soar into the hundreds. It became incumbent upon Mayor Kirby and his council to provide jobs for them. To that end, it was during his tenure that the Exmouth Street sewer was constructed; that Russell Street was paved; that the Vidal Street Bridge over the CNR tunnel cut was built; that the Lochiel Street sewer was installed; and that the Municipal garden on Ferry Dock Hill was planted.

Mr. Kirby died in 1945 at his home on Vidal Street, 20 years after Ottalia. Both are buried at Lakeview Cemetery. (Arthur; McCaffrey)

L'Heritage Drive

L'Heritage Drive was built and named after the development company that developed the adjoining lands known as L'Heritage Business Centre. The developers liked the name L'Heritage.

Laidlaw Place

In 1949 under Registered Plan No. 288, **Laidlaw Place** was named after landowner, Clinton Thomas Laidlaw (1889-1960). Mr. Laidlaw was an engineer for the City of Sarnia. (Clinton)

Lake Chipican Drive

One of the many simple (and free) pleasures that Sarnia-Lambton offers its residents and tourists alike is the year round tour of Canatara Park via picturesque **Lake Chipican Drive**—whether it be by car, by bike or on foot.

Registered Plan 268 of the White Subdivision (1932) shows that the area Lake Chipican Drive encompasses was part of Lot 20 of the Front or Ninth Concession. One of Sarnia's most popular roads was not built until 1938, began approximately 30 meters north of today's main entrance off Christina Street (then known as Woodrowe Road) and was given the rather unimaginative name of Park Road. At an October 1945 meeting of the Parks Board, members decided to rename it Lake Chipican Drive. And by 1953, the east entrance to Canatara Park was moved south to where it is today. This followed the installation in 1951 of the pillars which still guard the main entrance to the park. Donated to the city in 1927 by the I.O.D.E. (Imperial Order of the Daughters of the Empire), the pillars had stood for over two decades at the corner of East St. and London Road.

Why Lake Chipican Drive? Well, the name had history on its side. The body of water known as Lake Chipican was mentioned in print over 170 years ago in W. H. Smith's reference book entitled *Smith's Canadian Gazetteer, Canada West 1846*. The gazetteer, the first of its kind for Ontario, identified a city, a town, a village, or a hamlet by its name and its location and also provided any details about the place as they were known at the time. In describing the area around Port Sarnia, Smith mentioned that “Lake Chipican, a small lake about six acres in extent, is separated from Lake Huron by a ridge of high land: it is two miles north from Port Sarnia.”

While certain residents called it “Lake Chipican” in 1846, some also referred it as “Seward's Pond” at that time. In his wonderful book, *History of Sarnia Township 1829 - 1990*, Dean Hodgson mentions that sometime in the early 1840s New Yorker John Slocum, the first

commercial fisherman in Sarnia Township, and his employee, Connecticut born Henry Seward, established a successful fishery on the St. Clair River in Point Edward. According to longtime Lake Chipican Drive resident and local researcher, Jack Fraser, Seward lived in a house in the northwest corner of Lake Chipican from approximately 1840 – 1860. For many years, people referred to the adjacent body of water as “Seward's Pond” and the road that became Woodrowe Road and later Christina Street was originally known as Seward Road.

Lake Chipican was also known until the 1950s as “Little Lake” for obvious reasons. At normal water levels, the lake spans approximately 15 acres and has a maximum depth of 10 feet.

It's a dewdrop compared to Lake Huron whose over 14 million acres and maximum depth of 750 feet make it world famous. Local newspaper articles until the 1950s referred to the small body of water in Canatara Park as both “Lake Chipican” and “Little Lake”. Perhaps, as Fraser suggests, the naming is “a generational thing. Most people today just call it Lake Chipican because it's what they've heard.”

Evidence reveals that historically and currently most residents refer to the familiar lake south of Lake Huron as “Lake Chipican.” But its name origin remains a bit of a mystery. The answer might lie with what it was—and still is—called by some people: “Lake of the Root” or “Lake of Roots”.

Certain legends have grown about the Lake Chipican area. First Nations people considered the waters of this small lake to be sacred and their name for it was "Lake of the Root" or “Lake of Roots.” The roots of the plants growing in and around the lake were used to make medicine. Historically, it is believed that Ojibway Medicine Men gathered the roots required by them from this special lake and that no women were allowed to approach the shores because the lake was considered sacred.

Chippewa native, Philip George, was in his 87th year (born in 1862) when he disclosed the origin of the word Chipican and, specifically, Lake Chipican from this story he had heard from his ancestors.

Lake Chipican was named for a native girl called in Ojibway, Chip-Kan, who would have been born around 1797. In English, this word would translate to “root” and the translation for Lake

Chipican is “Lake of the Root” or “Lake of Roots”. The local connection is that Chip-Kan was the full sister to Eliza Maccoose, who was the wife of Chief Joshua Wawanosh.

Why Chief Wawanosh decided to name this lake after his sister-in-law is something that Mr. George does not know. Nor does he have any idea how Chief Wawanosh’s sister-in-law would have gotten the name “Chip-Kan” (or Root) for the choosing of a native name is highly personal to the individual. (Canatara Park; “Canatara Tulips”; Chenier-Cullen; Fraser, Jack; George, Philip; “Hodgson, Dean, *History of Sarnia Township*, page 34; “How Deep”; “Largest Lakes”; Smith, W.H.)

Lake Huron Parkway; Lakefield Close; Lakeland Avenue (See explanation under Huron and Lake Streets)

The Lake and Huron Streets

Beach Lane, Beachwood Avenue, The Beaches, Huron Avenue; Huron Boulevard; Huronfield Close; Huron Landing; Huron Shores Court; Huron Shores Drives; Huronview Drive; Lake Huron Parkway; Lakefield Close; Lakeland Avenue; Lakeshore Road; Lakeview Trail; and Lakewood Avenue all owe their names to the significance that Lake Huron has played in Sarnia’s history.

In the early days of Sarnia’s settlement, the St. Clair River provided the inhabitants with two vital aspects which Lake Huron could not: a protected harbor for ships and a trade route from Detroit. Accordingly it was from the St. Clair River that Sarnia developed and grew.

Bordering on the lake named after the resident First Nations, the lakeshore lands were divided into 61 farms whose narrow but deep lots ran from the lake south to what was Errol Road, the conveyance linking Sarnia to the lake hamlet of Errol.

Indeed it was not until 1951 (to Murphy Road) and 1991 (out to and including Bright’s Grove) that the lakefront even came within the municipality’s limits. Until then, those lands fell under the jurisdiction of the Township of Sarnia and, later, the Town of Clearwater.

Eventually the citizens of Sarnia began to frequent the Lake environs primarily for recreational purposes. For 19th century residents of Sarnia, access to the lake waters became available by

1875 from the then northerly town limit of Exmouth Street through the construction of a road and the Sarnia Street Railway, both of which terminated at the end of what is now Colborne Road. The waters from that point west to Canatara became accessible.

To the north-east similar excursions were taking place from Blackwell to Bright's Grove. Spurred on by the promotional activities of Robert Bright, the Grand Trunk Railway provided access to this portion of the lake by depots located at Blackwell and Perche. These day trips in the late 1880s and early 1900s were more like extended holidays. Cottages became available for rent or for purchase, and the well-heeled could enjoy the beachfront amenities offered by the Lake Huron Hotel, the Wees Beach Hotel and the Bluewater Inn, all located near the end of the streetcar line.

With the advent and increasing popularity of the motor vehicle in the 1920s, demands arose for a passable roadway connecting the western road (at Colborne Road) with the easterly Old Lakeshore Road. Since Old Lakeshore Road began at Telfer Side Road, some seven kilometers of construction would be required.

It was not until the 1930 survey of County Road #5 that steps were undertaken. The survey was followed by land purchases and road development undertaken in the Great Depression, which dictated a piecemeal approach. In 1934 the final paving of the last stretch of Lakeshore Road was completed; consequently, that which was farmland to the shores began to be sold off first for cottages and, over time, for permanent housing. With the subsequent amalgamations Sarnia thereupon became a developed two-waterway municipality.

As developers created subdivisions when the Sarnia's core expanded, the importance of Lake Huron in the naming of Sarnia's streets became evident.

Lakefield Close

Lakefield Close was established in 1986 by landowner/developer Kim Gladwish in trust by Plan No. 707. (Registry Office) See also "The Huron and Lake Streets."

Lakeside Drive

Lakeside Drive, which extends east from Lambert Road in the Clearwater Subdivision, was

named at the suggestion of Marina Rondinelli, a resident on the street. When Passingham Drive was not extended through to Lambert Drive, it became necessary to name the newly developed road in the mid-1990s.

While the name Lakeside Drive is appropriate given its proximity to Lake Huron, the name of the street was actually taken from the Lakeside Mall, a prominent shopping facility in Sterling Heights, Michigan. The residents on the street voted in favour of Lakeside Drive over a couple of other suggestions. (Rondinelli)

Lakeview Trail

Lakeview Trail was named in the 1930s and is part of the Farris Subdivision in Bright's Grove, connecting Poplar Drive and Gladys Street. The land that eventually became the Farris subdivision was originally a 14-acre field used for cattle grazing that Janet Farris had given her son, Rae.

Rae did try to sell his property in Bright's Grove, but the deal collapsed due to the Great Depression, and Rae stated afterwards that it was one of the best things that had happened to him. In 1932, he decided to develop his property into a subdivision, with many of his friends from Detroit purchasing the \$1,000 lake-front lots. Lakeview Trail is so named because the residents have been, and still are, afforded a wonderful view of Lake Huron. (Farris; McKinley)

Lambert Road

Running north from Lakeshore Road just east of Suncor Park, **Lambert Road** was named for the family whose journey to Canada began in 1915 when they emigrated from Oltehest, Belgium to escape The Great War. In 1919, Mary Dekempe bought what became known as the Lambert farm, a 100-acre property that extended from the edge of Lake Huron to Michigan Road. Living with Mary were her daughter and son-in-law, Gusta and Cyril Lambert, and their original homestead is located in Suncor Park where the Suncor Park caretakers live to this day.

Mary sold her share of the farm to Gusta and Cyril (for \$1.00), and the Lambert farm grew potatoes, sugar beets and onions that they would sell to the markets in Detroit and London. Cyril passed away in 1950, and until she died at the age of 84 in 1980, Gusta, with her daughter Mary (Jacques), had a spot at the Farmer's Market where they sold strawberries, gladiolas, and

tomatoes. Mary kept the tradition of selling produce at the Sarnia Farmers' Market until she relinquished the spot in 1996.

In 1963, when none of Gusta's children wanted to farm anymore, she sold the remaining farm property to the west to Suncor and the property south of New Lakeshore Road to the Jamieson family. In 1954, when Lambton County Township expropriated some land to build the new Lakeshore Road, the lane that ran north from the New Lakeshore Road was designated as Lambert Road. The area in which Lambert Road is located is known as the Clearwater Subdivision. (Lambert)

Lambton Court

Lambton Court was named after the county in which Sarnia is situated. The county was established by enactment of the Legislature of Upper Canada on May 30, 1849.

The name Lambton comes from the English politician John George Lambton, Earl of Durham. In North America, Lambton is best known for authoring the Durham Report, which led to the political reforming of Upper Canada and Lower Canada after the 1837 Rebellions.

Lambton Mall Road

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Lanark Crescent and Lanark Court, Lanark Place

Lanark Crescent, Lanark Court, Lanark Place are named after Lanark County, Ontario situated just south west of Ottawa.

Two years after first coming to the area, Malcolm Cameron made an 1835 purchase of 100 acres of land fronting the St. Clair River. To find purchasers of this land, Cameron began to recruit the Scottish inhabitants of Lanark County to resettle in Sarnia. Since the soil in Lanark County was

unsuitable for farming, many were eager to move to Port Sarnia on Cameron's recommendation; in fact, for those who didn't have the funds to travel by ship, it meant walking 400 miles west to a straggling town they had never seen.

Being, himself, an established businessman and politician, Cameron saw his efforts become fruitful, albeit slowly, as more and more settlers arrived.

Among the Lanarkians who travelled west were some who would establish Port Sarnia's initial foundation: James Flintoff Sr. (miller and sheriff); James Gemmill (first publisher of *The Observer*); and the Doherty family are but three of such stalwarts.

Lanark County, Ontario, is itself named after Lanark County in Southern Scotland. The name "Lanark" means "open space" or "glade". (Hodgson, Dean *History* page 25)

Lancaster Avenue

Lancaster Avenue was developed by Landsco (Sarnia) Limited (R. Blok-Andersen President, James Stuart V.P.) in 1968 under Plan No. 561.

Lang Street

Lang Street was developed in 1966 by owners Lambton Lands Ltd. (Plan No. 536), Regner Blok-Andersen, President, and Rita Bird, Secretary/Treasurer.

Of historic note, Lang Street is located on lands which, over the years, were owned by a "who's who" of prominent Sarnians: Samuel Street (Crown Grant 1941), Malcolm Cameron (eventually foreclosed upon), Mills, MacKenzie, Kemsley, Burr, Kember.

At this time, no explanation is available to validate the origin of the name Lang Street.

Lansdowne Avenue

Running north from Confederation Road where it connects to Mayfair Drive in Coronation Park, **Lansdowne Avenue** was named for Sir Henry Charles Keith Petty-Fitzmaurice, the 5th Marquess of Lansdowne.

The Marquess of Lansdowne was Canada's Governor General during one of the most turbulent

times in our young country's history: Sir John A. Macdonald's government was facing more allegations of scandal over the building of the railway; the economy was sliding into a recession; and the Northwest Rebellion of 1885 led by Louis Riel threatened the stability of Canada.

These issues did not prevent the Marquess of Lansdowne from travelling throughout the country and gaining a great love of Canada's natural beauty. Considered a very competent Governor General, the Marquess negotiated a peaceful settlement of a fishing rights dispute between Canada and the United States. The Marquess of Lansdowne passed away in 1927 at the age of 82. (The Marquess of Lansdowne)

Lasalle Line

Lasalle Line runs east from the St. Clair River and borders Sarnia on the south. It was named for Rene Robert Cavelier, Sieur de la Salle, a French explorer who travelled the Great Lakes region of Canada and the United States, the Mississippi River and the Gulf of Mexico in search of a route to the Orient.

In 1679, La Salle sailed his newly-built brigantine, *Le Griffon*, past the waters of what is now Sarnia. It was the first European-owned vessel to sail the upper Great Lakes. Nearly a decade later and still zealously searching for the passage to the East, Sieur La Salle was shot dead at point blank range by his mutinous crew and was buried in what is now Texas. (Getting; The Explorers)

Laurentian Crescent

Situated in the Twin Lakes Subdivision, **Laurentian Crescent** was named after Laurentian University in Sudbury, Ontario. Laurentian University, a bilingual institution incorporated in 1960, can count among its thousands of alumni Olympic Swimming Champion Alex Baumann and Sarnia-born Dave Salmoni, animal trainer, entertainer and TV producer. (Laurentian)

Laurier Crescent

Laurier Crescent, located in Coronation Park, was named after one of Canada's most famous Prime Ministers, Sir Wilfrid Laurier. A completely bilingual lawyer before he entered politics as a Liberal MP (Parti Rouge), Sir Wilfrid strove to unify Canada's French and English citizens

throughout his life.

He was Canada's first Francophone Prime Minister (1896-1911) and, to date, his 45 years of service in the House of Commons make him the longest serving Member of Parliament. Sir Wilfrid passed away in 1919 at the age of 78. (Tallon)

Lecaron Avenue

Lecaron Avenue was probably named after Father Joseph Le Caron (1586-1632) who arrived in New France with Samuel De Champlain in 1615. When travelling to carry out his missionary duties among the Hurons, Father Le Caron reportedly became the first European to see Lake Huron while in the French River/Georgian Bay area. His travels saw him crisscross the Atlantic Ocean no fewer than five times over a 14-year period. His final voyage back to France in 1629 was at the invitation of the English forces which had captured Quebec that year.

Father Le Caron was a member of the Recollets who, on August 12, 1615, celebrated the first Catholic mass in Ontario near what is now Lafontaine. With Father Le Caron at that first mass were Champlain, Etienne Brule, and 14 others.

Of the Recollets who came to New France, Father Le Caron was one of the most outstanding, both because of his apostolic zeal and his culture. He contributed effectively to the establishment of the Church in Canada and had founded the first mission in the Huron country.

Lecaron Avenue was developed and named close to the opening of Sacred Heart Church and Sacred Heart School in 1949. (Cardinal; Johnston, Rev. David; 400th Anniversary; Le Caron)

Leckie Drive

Leckie Drive was named after a family which had settled in Sarnia in the 19th century. By 1877, the Leckie family owned all the land immediately north of the Great Western (now C.N.R.) railway tracks from East Street to what became Murphy Road.

William Leckie (1814-1890) was born in Scotland and immigrated to Canada as a child. He married Jane O'Neil (1821-1906) and they would have seven children together. In 1874, accompanied by their youngest son, Thomas, William and Jane moved to a farm near Sarnia.

William then formed Imperial City Dairy and delivered milk by horse-drawn wagons to local customers, as well as to the ships of the Beatty Line.

Thomas (1854-1924) carried on the family dairy business after his father's death in 1890. Two years before his father passed away, Thomas married Sarah Eliza Doherty (18670-1925) of Lanark, a union that would produce seven children. Four of their sons, Ralph, Allan, Maurice, and Arthur, continued to operate the farm until they sold it to developers who created the Coronation Subdivision. The original Leckie farmhouse was converted to the Lambton Shrine Club. (Hunter, Don; Lambton)

Lee Court

Lee Court, established in 1959 in the Birchwood Subdivision Plan No. 466, was registered by landowners Clarence de Jong, Alma Kember, John Cors Kember and George Severin.

At this point, no explanation has been found to determine the origin of the name Lee Court.

Len Avenue

Len Avenue was developed around 1980 after the filled-in gravel pit on which is it located was deemed safe for building. The street was named after Glenna "Lennie" Kemsley, daughter of (young) Tom and Margie Kemsley. (North)

Lena Court

Lena Court, which runs south off the east end of Blackwell Road, was named for Lena Mildred James (nee Farris), the daughter of Harry Farris and Janet Rae. Ken and Bruce James, who owned the land that had been in the James' family for many years, named the street for their mother when it was developed in the 1980s.

Born in Lambton County in 1907, Lena was courted by Wilfred James, also of Lambton County, and following their marriage in 1931, Wilfred and Lena had two sons, Bruce and Ken. Lena was very active in her church community and helped oversee the development of the family's Marlacres Farms, a Blackwell Road dairy farm. Lena passed away in 1993 and is buried at Blackwell Cemetery. (James, Brad; James, Mary Ellen; Wilfred)

Leopold Drive

Leopold Drive, located in Coronation Park, was named in honour of Prince Leopold, the eighth child and the fourth son of Queen Victoria and Prince Albert.

Prince Leopold was recognized for his strong intellect, but suffered delicate health all his life. At the age of 30, he passed away from hemophilia. (Prince Leopold)

Lewis Lane

Located west of Mike Weir Park, **Lewis Lane**, which runs from Passingham Lane south to Lakeshore Road, was named for the Lewis family who emigrated from Ireland around 1820.

In the early 1900s, George Henry Lewis and his wife, Goldie (nee Moore), built the Lewis family homestead on their 100-acre farm. On the land, which stretches south from Lake Huron, George and Goldie grew potatoes and tended an orchard that yielded apples, pears and cherries. In the 1940s, the Lewis family sold some parcels of land along the lake, but the Lewis family's original homestead, located at RR#3 Passingham Lane, endured until it was torn down in 2013.

The Lewis family will forever be linked to a tragic event in Sarnia in 1936. On May 23, 1936, Constable George Edward John Lewis (1903-1936), a father to two young children, was shot and killed in the line of duty by career criminal, Norman J. "Red" Ryan. Attempting to rob a liquor store on Christina Street, Ryan and an accomplice were both shot and killed.

Years later, Jack Lewis, the son of Constable Lewis and eight years of age when his father died, married Helen McGirr, the daughter of Detective Frank McGirr, one of the other police officers at the liquor store with Constable Lewis that fateful night in May.

On September 30, 2018, the Sarnia Historical Society unveiled a bronze plaque at 140 Christina Street North, the original site of the fatal shooting. In attendance that day were hundreds of Sarnians, including several members of the Lewis family.

The plaque reads *On this site, on May 23, 1936, Sarnia Police Constable George Edward John (Jack) Lewis courageously gave his life defending the lives and property of the people of Sarnia. He was slain by the notorious gangster Norman (Red) Ryan, becoming this city's first police line-of-duty death. Lest we forget.* (Lewis; Sarnia Historical)

Lilac Avenue

Developer and builder, Lorne Hay, named **Lilac Avenue** for the simple reason that he loved this colourful flower. Mr. Hay's own yard always featured several spring-flowering shrubs. (Crawley, Beverley)

Lillian Street

William "Alfred" Martin (1879-1956) named **Lillian Street** after his daughter, Lillian. Fred emigrated from England at an early age, and his family settled in Sarnia. In 1910, he married Mary Pearl Lucas of Wyoming, Ontario, and they were blessed with two children, Harold (1911) and Lillian Mae (1914).

The property, on which Lillian Street sits, Lot 22, Range 5, was at one time owned by the Lucas family for records show that Lillian Lucas purchased the property from the Crown in 1890. The Lillian in this case was Fred's sister after whom he presumably named his daughter. The ties between the Martin and Lucas families were strong and complicated in early 19th-century Sarnia, for Fred married Lillian Lucas and Fred's sister, Lillian Martin, married Thomas Henry Lucas. A brother and a sister married a sister and a brother.

Fred eventually owned the farm in the area where Lillian Street is now located. In fact, the original Martin farmhouse is still standing at the southwest corner of Talfourd Street and Lillian Street. When he wanted a side street to run between Talfourd Street and Devine Street, Fred approached the city and received permission to name the street after his only daughter, Lillian.

Lillian married Elgin Struck and, sadly, died giving birth to a child in 1941 at the age of 27. She is buried in Lakeview Cemetery. (Alfred; Mackey)

Lincoln Park Avenue

In the late 1800s, the Watson family owned and farmed a considerable tract of land in the area now bounded by East Street and London Road.

Being civic minded, the family set aside a portion of that land as a fairgrounds/park for the use of the citizens. This recreational tract was located between London Road (south), Maxwell Street (north), East Street (east) and Capel Street (west).

In 1902, by Registered Plan No. 68, Cecil Watson subdivided the land for residential purposes (Norman Street, Watson Street, and Cecil Street). By title, the plan confirms that the park was named Lincoln Park and the street, therefore, named **Lincoln Park Avenue**.

Linden Way

Linden Way was named by Owen Mitchell Lockhart, QC, a prominent lawyer in Sarnia and the son of former mayor, Homer James Lockhart. A Lieutenant Colonel who was commander of the 31st Field Regiment of the Royal Canadian Artillery, Mr. Lockhart took part in the Normandy invasion of 1944. While serving overseas, Owen noticed the beauty of the linden tree.

After the war Mr. Lockhart returned to Sarnia and was the lawyer for Sylvio Gagnon of Bluewater Developments, which developed the subdivision. Mr. Lockhart remembered the linden trees from his time in the war and named the street after them. (Lockhart, Owen; Smith “Origin” page 35)

Lisa Crescent

Lisa Crescent, which runs off Lakewood Avenue between Brigden Side Road and Moore’s Lane, was named after Lisa Schafer, the daughter of Claudette (nee Bergeron) and her husband, real estate agent Matt Schafer. Lisa is currently a teacher in Toronto where her husband and she are parents to two children. (Schafer)

Lisgar Street

Lisgar Street in Coronation Park was named for Canada’s second Governor-General, Sir John Young, 1st Baron Lisgar. While serving in Canada from 1869-1872, Lord Lisgar, unlike his successors, was not shy about voicing his opinions, and Sir John A. Macdonald appreciated his candor.

During his three years in office, Lord Lisgar proved to be a mediating voice in one of the most turbulent times in Canada’s young history. Lord Lisgar passed away in 1876 at the age of 69. (Lord Lisgar)

Lizucha Drive

Developed by Silvestri Homes out of Hamilton, **Lizucha Drive**, in the Rapids Parkway Subdivision, is the nickname that Lisa Silvestri's grandmother had for her when she was a child. (Silvestri)

Loch Lomond Place

Loch Lomond Place was named after the fresh water and largest loch in Central Scotland. A national park since 2002, Loch Lomond has traditionally been considered the southerly boundary of the northern Scottish highlands. It was developed as part of the Leckie Farm Subdivision in 1974.

Lochiel Street

During his time in Sarnia, Malcolm Cameron named several streets in our city, usually after family members or statesmen he admired. Ironically, the original name of **Lochiel Street** was Harris Street as shown on Plan 1, the earliest map of Sarnia's core streets in 1836.

Even though Cameron did own the land in 1835, the name Harris Street did exist for a short while. It was named after Elijah Harris, one of the area's first teachers, who arrived in Sarnia in 1832 to instruct native children on the reserve. At the time, Mr. Harris was also the deputy of the local Indian agent, and it was from Mr. Harris that Mr. Cameron purchased 100 acres at a cost of 400 pounds.

Eventually, the name was changed to **Lochiel Street**, which owes its name to his Scottish heritage. Described as "fiercer than fierceness itself," the Clan Cameron is a West Highland Scottish clan considered to be one of the most ancient of Scottish clans. In 1528, King James V granted a charter whereby the "Captain of Clan Cameron" had his lands erected into the barony of Lochiel. From this point on, the head of the Clan Cameron has been referred to simply as "Lochiel". Naming one of Sarnia's oldest streets after his clan chief revealed the respect Malcolm Cameron had for his Scottish roots and family history.

In 1857, Sarnia's first piece of infrastructure was put into place, namely a community water pump located at the street's westerly edge. Costing the municipality the sum of 15 pounds

(English), the pump took away the need for residents to obtain their water supply via a daily bucket dump into the river. (Cameron; Crich; Lambton Old)

Lockhart Circle

Lockhart Circle was named for the family of Owen Mitchell Lockhart, QC, a prominent lawyer in Sarnia and the son of former mayor, Homer James Lockhart. A Lieutenant Colonel who was commander of the 31st Field Regiment of the Royal Canadian Artillery, Mr. Lockhart took part in the Normandy invasion of 1944.

After the war Mr. Lockhart returned to Sarnia and, as the lawyer for Sylvio Gagnon of Bluewater Developments which developed the subdivision, was honoured with having a street in the subdivision after his family.

Mr. Lockhart passed away in 1983 at the age of 69. (Lockhart, Owen; Smith "Origin" page 35)

Locus Lane

Locus Lane is a private laneway owned by St. Giles Presbyterian Church. The lane is located just west of the Church and runs off Lakeshore Road in a south-north direction. The land was originally owned by the family of Bruce Gates and was a private road providing access to the houses and beaches at the north end of Locus Lane. The Gates family deeded the lane to St. Giles Church. (Van Brabant, Guy)

Logan Street

Logan Street was named after J. Gordon Logan, a lawyer who also served on city council in the 1930s and 1940s. Mr. Logan was listed with Isabella Baxter as the co-owner of the Baxter Subdivision, which included the street named for him. (Charge, Al: Mater)

Lombardy Drive

Lombardy Drive was named by Owen Mitchell Lockhart, QC, a prominent lawyer in Sarnia and the son of former mayor, Homer James Lockhart. A Lieutenant Colonel who was commander of the 31st Field Regiment of the Royal Canadian Artillery, Mr. Lockhart took part in the Normandy invasion of 1944. While serving overseas, Owen noticed the beauty of the Lombardy

poplars.

After the war Mr. Lockhart returned to Sarnia and was the lawyer for Sylvio Gagnon of Bluewater Developments, which developed the subdivision. He did like Lombardy poplars, and they lined the driveway of the Lockhart home for several years. When the opportunity arose, Mr. Lockhart named Lombardy Drive after one of his favourite trees. (Lockhart, Owen; Smith “Origin” page 36)

London Road and London Line

Since trade and commerce typically follow the most readily available transportation routes, Port Sarnia looked downriver to Detroit as its main trading centre in its early days. Unfortunately the governments of Upper Canada and the United States did not always see eye to eye, and wars and conflicts are not conducive to the reliable trade and security which were required by the growing settlement; therefore, out of necessity, the Port looked easterly within the colony to London for military support, as well as its next trading center.

Led by the political influence of Malcolm Cameron, the government began to establish a pioneer road which, at its western end, would follow along the line delineating Concessions 6 and 7 in Sarnia Township. The venture called for the connection to proceed easterly out of Sarnia, through the hamlets of Reece’s Corners and Donnelly Corners (located at the corner of Wanstead Side Road) and then via Warwick onto London. For the Port the route through Warwick was significant in that it skirted and effectively shut out the village of Errol, Sarnia’s main Lambton County rival at the time. The new route signaled the beginning of the end for Errol.

Travelling to London was arduous to say the least, mainly because of the primitive road conditions. In November 1898, Mr. C. D. Hitchcock, possibly the oldest living native of Sarnia at the time, reflected on the condition of London Road in its infancy, noting that it took him three or four days to get to London. A terrain of swamps and forests met the most ambitious traveler and, except for winter, the road was impassable most of the year.

Although mail service commenced from London around 1840, it was not until 1842 that something worthy of being called a road extended to Warwick. Thirteen years later, in February 1855, the conveyance was sufficient enough to allow for daytime passenger and mail service by

stage. Understandably named **London Road**, the passage was a main route in and out of Sarnia for persons, mail and commerce. This status would be retained even after the arrival of the Great Western Railway in December 1858 and The Grand Trunk Railway in the year following. Despite its continued importance, however, it was not until 1925 that the roadway, then known as The King's Highway #7, began to be paved.

Within Sarnia's (the Port was dropped in 1857) limits, development along the road took a west-to-east course. It was, however, slow to grow.

By the early 1890s, London Road included residential, church (Our Lady of Mercy, St. George's) and school (Sarnia Collegiate Institute, later London Road School) development. Such development, however, extended only as far east as Richard Street (now College Street). From that point London Road remained agricultural in nature. Indeed at the time even fair grounds could be found at the corner of London Road and Elgin Street.

While the area continued to be settled in a gradual fashion, it would not be until the mid-and-late 1930s and early 1940s that conditions would accelerate the building of St. Joseph's Hospital (1944) and the residential conversion of the Watson farmlands in the East Street area. At this time the I.O.D.E. Gates, commonly referred to as the City Gates, were erected in 1939. For the next 12 years these Gates would welcome travelers into Sarnia at their location at London Road and East Street (see East Street). Sarnia's post World War Two expansion and 1951 expropriation of lands to Murphy Road fueled further growth, mainly residential, along London Road. In 1974 the roadway was expanded to four lanes but only after a contentious three-year expropriation fight took place between landowners and City Hall.

In the 1960s London Road took on a different look as the building of large retail department stores occurred east of Murphy Road. Initiated by discount stores locating in the area, the building of The Lambton Mall in the late 1960s created an anchor around which retail stores and related service enterprises continue to be established and re-invented along that strip of London Road. And, although the 402 Highway has pre-empted its role as the primary road route into Sarnia, London Road remains one of the city's primary east-west arteries for the movement of traffic.

Further and, perhaps, more importantly, through its surrounding lands and structures, London

Road continues to bear witness to the progress undergone in Sarnia from its early days to the present. Reece's Corners is situated at the intersection of Highways 21 and 7, or Wyoming Sideroad and London Road, to give them their local names. It derived its name from Samuel Reece, who obtained a crown grant of 200 acres on the southeast corner in 1837. The Corners became a stage stop when the road between Sarnia and London was completed in 1845. Catering to the stagecoach traffic, on the northeast corner opposite to Reece was Ree's tavern. W.M. Steers, a civil engineer, made mention of it in his report on the condition of the London Road in 1854. He wrote, "From Ree's Tavern to the county line is all in low swales and very much out of repair." (Elford "Canada"; Phelps "Belden's")

Lori Avenue

In the late 1960s, Sarnia contractor Fred Forsyth and his wife, Marvel, named **Lori Avenue** after their granddaughter, Lori.

Fred, from Camilla, Ontario near Orangeville, met his wife, Wallaceburg-born Marvel, in Saskatchewan. Before entering the contracting business, Fred farmed, and Marvel and he also owned a grocery store. Sometime in the early 1950s, Fred and Marvel and their family came to Sarnia where Fred found work as a contractor. When the time came to name a street in what is called the "Forsyth Subdivision," Fred and Marvel chose to name it after their first-born grandchild, Lori.

Lori grew up in Sarnia and attended SCITS. After spending some time out west, Lori moved back to Sarnia in 2006. Fred (1976) and Marvel (1981) are both buried at Lakeview Cemetery. (Fisher; Fred; Lori)

Lorne Crescent

Lorne Crescent is one of the many streets in Sarnia developed by local builder and developer William Lorne Hay. A man with energy to spare, Mr. Hay built over 1,000 homes in Sarnia. At the time of his death at the age of 55 in 1970, Lorne was residing, fittingly, in a subdivision he had named, on a street he had developed and in a house he had built.

When Lorne passed away, Sarnian Jack (Bud) Cullen stated that "Lorne Hay was an honest businessman and a fine Christian gentleman." And, despite his having passed away nearly a half

century ago, people still remember Mr. Hay for his thoroughgoing honesty and decency.

Lorne Hay epitomized a self-made man. Born in the Watford-Warwick area in 1914, Lorne was one of five siblings; but, unlike his brothers and sisters, he had no plans for university. Instead Lorne quit school at age 16 and worked for his father in the feed and grain store. Eventually, he came to Sarnia in the 1940s.

The timing of Lorne's arrival in Sarnia could not have been better. A surge in population caused by the rapid growth of Chemical Valley and by the influx of soldiers returning after the war meant a housing shortage in the area. Lorne began buying individual lots in Sarnia and then started building houses and selling them.

Like many other builders in the community, Mr. Hay leaves a legacy that extends far beyond the houses he built. Besides being a sports enthusiast, he served on city council for several terms, was on the National House Building Association, was a board member with the Children's Aid Society, and a parishioner with Parker Street United Church. To quote onetime mayor Paul Blundy, Lorne "had a keen mind and contributed a great deal to the welfare of Sarnia." (Former; Mathewson "Hay")

Lottie Neely Park Road

Lottie Neely Park Road was named after Mrs. Lottie Neely who bequeathed eight acres of her farmland to the Township of Sarnia for use as a public park. Additionally, the late Mrs. Neely bequeathed money for the erection of buildings necessary for park and playground purposes. For the last 21 years before her death in 1941, Mrs. Neely lived on London Road in Sarnia Township. (Lottie)

Lougar Avenue

Running south of and parallel to Confederation Street, **Lougar Avenue** was named by landowner Gary Vettese after his brother and him. The street name is a combination of their first names, Lou and Gary, the latter who owned a holding company in Toronto. (Rankin; Vettese, Karin)

Lucas Avenue

Lucas Avenue, in the Rapids Parkway Subdivision, was named for the first born son of the project coordinator, Pasqualino Probo, who was heavily involved in the Sarnia developments for Silvestri Investments. Lucas was born in 2008. (Silvestri)

Lupe Rodriguez Court

Please see **Rodriguez Drive**

Lydia Street

By Registered Plan No. 70, in 1903 landowner Samuel Leggatt Clarke (1840-1934) named **Lydia Street** after his wife, Lydia Clarke (1842-1911). By the late 1850s, Samuel had emigrated from Suffolk, England with his parents, had married Lydia Morgan and had started his own family.

Samuel and Lydia had four children altogether, three daughters and one son. (In 1882, Mary Smith-Reed, Samuel's mother, passed away in Robertsville, Sarnia's first suburb). A 1901 census confirms that Samuel was supporting his family in his role as a caretaker. Both Samuel and Lydia are buried in Lakeview Cemetery. (Lydia)

Lyndale Crescent

Lyndale Crescent is part of what is known as The Rosedale Gardens Subdivision, developed in 1968 by Ainras Developments Ltd. The president of the company, Al Charge, named Lyndale Crescent after the daughter of Charlie Cox, a Sarnia realtor who was a friend of Mr. Charge and the secretary of Ainras Developments Ltd. (Charge, Al)

Lynwood Avenue

As part of the Laura Lea Subdivision, **Lynwood Avenue** was created in 1949 along with Alexander Street, Eastern Avenue, Melrose Avenue and Southern Avenue. Landowners under Plan No. 289 were Gordon Battle (C.N.R. employee), Winnifred McNally and John Clarence McNally (former Reeve of Sarnia Township). **See Alder Crescent or the final entry of the Appendices.**

Mack Avenue

The name, **Mack Avenue**, was derived from an abbreviation of the surname Mackenzie by landowners Robert Mackenzie and Charles Mackenzie. The street was developed in 1901 under Registered Plan No. 61.

Mackenzie Street

Prior to 1887, **Mackenzie Street** was known as Elgin Street. It would be difficult to imagine having no street in Sarnia named for a family who made such an impact on our community. In many ways, the foundation of Port Sarnia was set by four brothers who arrived from their native Scotland in the 1840s.

Alexander Mackenzie was born on January 28, 1822 and immigrated to Kingston, Upper Canada in 1842. He settled in Sarnia in 1846. A stonemason by trade, he became involved in local politics, eventually becoming Lambton's elected representative in the Canada West Legislature (1861-1867) and, after Confederation, in the newly formed federal government (1867-1882).

When railway financing scandals brought down the nation's first government under Sir John A. MacDonald, Sarnia's Mackenzie became Canada's second Prime Minister. He held this position for five years, 1873-1878. Alexander Mackenzie passed away in 1892 and is interred in Lakeview Cemetery.

John Mackenzie and Charles Mackenzie also made Port Sarnia their home in the 1840s. Their business partnership resulted in the establishment of a stove works manufacturing plant and an exploration venture. After John's early death, Charles went on to help initiate the Lambton Trust Co. (later Canada Trust), Mackenzie Milne Landworks, the Sarnia Gas and Electric Co. and the St. Clair Tunnel Enterprise.

Charles Mackenzie died in 1900.

The fourth Mackenzie brother, Hope Mackenzie, was a local carpenter, cabinet maker and shipbuilder. Additionally, he served the Port as its second mayor (1857) and Provincial Representative (1859-1861).

It is most fitting that **MacKenzie Street** bears this name.

Madison D'Andrea Avenue

Located in the Sherwood Village Subdivision, **Madison D'Andrea Avenue** was named for Madison D'Andrea, the daughter of developer John D'Andrea. After viewing the 1984 hit movie *Splash*, Madison's parents decided to give their child the name that actress Darryl Hannah used in the movie.

Madison was born and raised in Sarnia and attended Gregory Hogan and St. Christopher High School. After going to Ryerson for post-secondary studies, Madison returned to Sarnia and worked at a family-related business for eight years. She also became involved in the community by serving on the Board of Directors of the Rotary Club and doing fundraising for the YMCA.

Married with two children, Madison Twose is currently a real estate agent in Sarnia. (D'Andrea, John; D'Andrea, Madison)

Magnolia Lane

Located in the "Magnolia Meadows" subdivision, just south of The Rapids Parkway and Saint-Francois-Xavier Catholic Secondary School, **Magnolia Lane** has a personal connection to the developers. The magnolia was the favourite bloom of Julia Hickey, the mother of co-developer DJ Fazio. DJ and Julia enjoyed watching the blooms outside the back of their family home in Windsor each year. (Fazio, Frank)

Maidstone Crescent

Maidstone Crescent, which was developed in 1988 as part of the Stoney Creek Subdivision, was so named by the developers for two reasons: the street name sounded appealing and it fit with the subdivision's theme of streets being named for either water or rock., (Durco; Keane)

Malcolm Crescent

Malcolm Crescent was named after Mac Holden, long-time Sarnia businessman in the automotive trade. It was developed in 1992 as part of Lot 47.

Mallah Drive

Mallah Drive is the reverse spelling of Hallam after the family which lived in the area. Cyril and

his wife, Marjorie (nee` Park), were born in England but immigrated to Canada and began living in Sarnia in the late 1920s. Cyril, Marjorie and their two daughters lived in the area, and Cyril, a realtor, is listed as being the principal owner of the land on the development plan.

Tragically, their middle child and only son, John, left Sarnia to join the RCAF and was killed in action in 1941 at the age of 23. Cyril and Marjorie lived in Sarnia for the rest of their lives. Both are buried in Lakeview Cemetery. (McClean; Slater p 82)

Mandaumin Road

Mandaumin Road, which runs south from Old Lakeshore Road past Kent Line, forms the eastern boundary of Sarnia. Like many other streets or roads in the area. Mandaumin was not its original name and is, we believe, the only street in Sarnia named after a vegetable. The story of how Mandaumin got its name goes back to pre-Confederation days.

In the 1860s, the tiny settlement near the intersection of what is now Mandaumin Line and Confederation Road included a newly-built train station and post office. The Government asked its representative of this area, Malcolm Cameron, to name the post office, and he did so, calling it Radcliffe, probably after a Reverend Radcliffe, a clergyman who worked in the Sarnia area occasionally in the early days of settlement. Residents of Radcliffe, however, did not like the name and at a public meeting attended by Cameron, they resolved to change it.

Prior to this, Cameron's political opponents at the time, in reference to his political expediency, called him "the old coon" as they said he was just like a raccoon sitting up in a tree watching to see on which side to jump. Cameron was very fond of his nickname; he had been called "Coon Cameron" for years, and at the meeting when presented with a proposal for a new name, he proclaimed, "We will give the coon something to eat; we will give the name 'Mandaumin.'

Cameron did give the residents something to eat, so to speak, for "mandaumin" is the native word for corn. During the meeting, the name for the settlement and the road running through it was adopted. (Elford p 91; Mandaumin)

Manhattan Drive

Discovered in 1524 by Giovanni da Verrazzano, mapped by Henry Hudson in 1609 and settled

by the Dutch in 1624 and named then New Amsterdam, Manhattan is one of five New York City State boroughs. It is after this famous borough that **Manhattan Drive** was named.

Actually an island, Manhattan is perhaps the world's economic and administrative centre, being home to the United Nations, Wall Street, The Empire State Building, to name a few of the borough's notable attractions. (Walker)

Manor Park Crescent

This street, **Manor Park Crescent**, was named perhaps for marketing purposes only by owners Moore Township Developments Ltd. (Owen Lockhart, President); BluAir Land Ltd. (John Chrapko, President); Vanderheide Construction Ltd. (Jake Vanderheide, President); and Anne Esser.

Established by Plan No. 632-1976, the name of the street has no apparent historical or other significance to the City of Sarnia or its citizens.

Maple Avenue

Maple Avenue was part of the unnamed subdivision east of East Street that has become informally known as "The Tree Streets." Registered Plan 109 shows the area as being in Concession VI and part of lots 20 and 21. Located between Bright Street and Kathleen Avenue, Cherry Drive was developed in 1946.

"The Tree Streets" subdivision was developed to accommodate Sarnia's rising population with the advent of Chemical Valley. After World War II Maple Avenue, Pine Avenue, Spruce Avenue and Oak Avenue were developed as a "wartime housing" subdivision. The names were assigned by City Council after considerable debate. Of interest, each venue was to be an "avenue". Council felt this was fitting as, up to that time, only four "avenues" existed in Sarnia.

See Alder Crescent or the final entry of the Appendices.

Maplestone Avenue

As Registered plan 630 shows, **Maplestone Avenue** was developed in 1976 by Major Holdings and Development Limited. Like many streets in Sarnia, Maplestone Avenue was named, in part, after a tree. **See Alder Crescent or the final entry of the Appendices.**

Marcin Road

When it was developed in 1955, **Marcin Road** was named for Steve Marciniszyn (1906-1985), a local businessman, entrepreneur and sub-contractor. Born in Ukraine, Mr. Marciniszyn immigrated to Canada before the war. In the ensuing four decades, his wife, Stella, and he ran the Embassy Restaurant, owned and operated the highly successful Marcin Bowl in Point Edward, and built houses in the Sarnia area. (Marcin)

Margaret Street

In 1891, by Registered Plans 37 and 43, Scottish born landowner Daniel Mackenzie (1827-1892) named **Margaret Street** after his wife, Margaret (Hinloft), and daughter, also Margaret (born in Ontario in 1874) Daniel and Margaret were married in 1858 and had five children from 1863 through 1878.

Maria Street

By 1854, Captain Vidal had named several streets in Port Sarnia after various family members. He chose to name **Maria Street** after his oldest daughter. Born in 1829 in Somerset, England, Maria Charlotte Vidal was the sixth child and the first daughter for Captain Richard Vidal and his wife, Charlotte.

For nearly two centuries, Sarnians have been correctly referring to it as “Ma-RYE-ah” Street, not “Ma-REE-ah” Street for one simple reason: that is how Maria Vidal pronounced her first name.

Ma-RYE-ah is, according to linguistic experts, the older, traditional British pronunciation. English literature reflects this. From Maria, a servant in Shakespeare’s *Twelfth Night*, to Maria Lucas in Jane Austen’s 1813 novel, *Pride and Prejudice*, Maria is pronounced Ma-RYE-ah. The 1994 BBC production of Austen’s novel pronounces Miss Lucas’ first name as Ma-RYE-ah.

No records or recordings exist to verify how Maria pronounced her name , but it’s a safe bet that in 1829 her English parents followed tradition by pronouncing their first daughter’s name as Ma-RYE-ah.

When Maria was five, she accompanied her parents and her brothers to the Rapids (named Port Sarnia two years after she arrived). At the age of 21, Maria married the Reverend George John

Ranking Salter in August of 1850. Reverend Salter was the first rector of St. George's Anglican Church, one of seven churches in Sarnia at the time.

What we do know of Maria's life is that she was a woman who lived in a very busy household in a few places. Between 1851 and 1874, she gave birth to 15 children (8 boys and 7 girls). Records indicate that most, but not all, of her children were born in Sarnia. Two of her children, William (1860) and Ellen (1864), were born in Somerset, England. After spending most of their lives in Sarnia, interrupted with a few trips to England, the Salters by 1871 had moved to Brantford. George and Maria lived in Brantford until they both passed away there in 1889. (Maria; Mathewson, George. "Street"; St. Amand, Tom "How) **Please see Appendices**

Marianna Place

Running south off Cathcart Blvd. just east of Murphy, **Marianna Place** is named in honour of Marianna Giampietri (1922-1994) who was beloved by her family. Born in Navelli, Italy, Marianna was affectionately remembered by her grandchildren as "Nonna Nina" and by her sons and daughter as a person who "did much, for many, and with much love." (Giampietri)

Marigold Lane

Marigold Lane is located in the "Magnolia Meadows" subdivision, just south of The Rapids Parkway and Saint-Francois-Xavier Catholic Secondary School. Frank Fazio named it for his mother's favourite flower. When he was growing up, Frank and his mother, Anna, used to plant them from seed every year. (Fazio, Frank)

Marion Avenue

Marion Avenue was first developed in 1947 (Plan No.280) as part of the Kettle Subdivision. It later appears in 1992 under Plan No. 740 taken out by Iacobelli Construction Ltd. (Reg. Office)

Marisa Court

In 1994, developer Onorio Iacobelli named **Marisa Court**, located in Bright's Grove, after his daughter Marisa. Marisa is currently teaching with the Lambton-Kent District School Board. (Iacobelli)

Marjorie's Way

Marjorie's Way, which runs south from Lakeshore Rd between Colborne Road and Indian Road, was named for Marjorie Laura Hallam (nee Park). Both Marjorie and her husband Cyril were born in England but immigrated to Canada and began living in Sarnia in the late 1920s. After being a farmer, Cyril became a realtor and is listed as the principal owner on the development plan. Both Cyril and Marjorie are buried at Lakeview Cemetery. (Smith "Origins," p 38; Cyril Hallam; Marshall)

Marlborough Lane

Marlborough Lane was named after Marlborough, a town in the English County of Wiltshire. Evidence exists to suggest the area has been inhabited since the Iron Age (1200 B.C.E).

Its town charter was granted by the English monarch, King John, in the year 1204. John Churchill, 1st Duke of Marlborough (1650-1722), was a direct ancestor of British Prime Minister Sir Winston Churchill.

Marquette Court

George Smith reported that **Marquette Court** was named by surveyor Hunter Mackenzie after Pere Marquette.

Pere Marquette (1637-1675) was a French Jesuit missionary assigned to establish Catholic missions in the then new world. Arriving in 1666 in the Great Lakes Area, he established such places in Sault Ste. Marie, Michigan, St. Ignace, Michigan and La Pointe, Wisconsin.

As a party with the Louis Jolliet explorations of 1673-1675, his journeys took him through what is now the mid-western United States and south along the Mississippi River.

Marquette died at the age of 37 and is resting in St. Ignace, Michigan.

Marshall Road

Marshall Road, which runs between Brigden Side Road and Telfer Road south of Churchill Line, was named for the Marshall family who lived for many years on lot 7, concession 1 of Sarnia Township. Fred and his wife, Edith (Allen), were both born in England in the early 1890s

and immigrated to Canada shortly before World War I when they were both around twenty years old. Fred and Edith farmed the land and, in 1921, their only daughter, Marion was born. Sadly, the previous year their newborn son, Ernest Frederick, had passed away.

World War II had an impact on the Marshall family. The Navy was the last branch of the Canadian armed forces to accept women as recruits, and when the Women's Royal Canadian Naval Service was established in July 1942, Marion joined the Wrens, serving as a cook in both Halifax and Scotland. Marion was one of 6,000 Canadian women who joined the Allied war effort as Wrens. At the same time, Fred and Edith took in young men who were part of the "Home Children Program," typically disadvantaged or orphaned children in England or its colonies in need of a place to live.

When it came time for Marshall Road to be named in the early 1950s, it was only logical that it be named after Fred and Edith. Fred passed away in 1956, but Marion continued to live with her mother on the family farm until Edith passed away in 1968. For the rest of her life until shortly before she passed away in 2011, Marion lived on Marshall Road but worked at Dunn's General Store in Mandaumin, at Durance Hatchery in Sarnia and, finally, at Sarnia Rent-All before she retired. Those who knew Marion remember her as an extremely kind and generous person, a community-minded figure who never forgot a person's birthday, anniversary, or special occasion. She was a devoted member of the Mooreline United Church and was a life member of the UCW, United Church Women.

The entire Marshall family is buried in the family plot at Hillsdale Cemetery in Petrolia. (Hardy; Hodgson; Marion)

Martha Street

Martha Street was named after Martha A. McSherry. At the turn of the 20th century, Mrs. McSherry and her husband, James McSherry, were landowners adjacent to and mortgage holders of the Proctor family holdings.

Martin Street

Martin Street was named after co-landowner, Phillip Martin (1859-1915). Born in England, Philip immigrated to Canada and in 1891 was living in the home of Alfred and Mary Shepherd.

Mary was Philip's sister and Alfred, Philip's brother-in-law, was listed as the other landowner of the property on which Martin Street is located. (See Alfred and Shepherd Streets)

Mary Street

Running east-west between John Street and Brock Street, **Mary Street** was named by James Copland (1820-1882), a local merchant, after his wife Mary (nee Leys). Coincidentally, the Leys were early merchants in Sarnia as well. Mary had emigrated from Scotland and passed away in Sarnia in 1899. (Mary; Smith "Origin" page 3)

Mary's Lane (Bright's Grove)

Located at the east end of the Stoney Creek subdivision, **Mary's Lane** was named for Maria Stancic (1927-2005) who, together with her husband, Ivan (1925-1992), owned the land before it was subdivided and developed in the 1980s.

Emigrating from Slovenia in 1950, Ivan and Maria settled in Sarnia where Ivan, trained as a blacksmith, found work as a welder and a pipefitter. He had grown up on a farm in Europe and had always dreamed of one day owning and farming land again. In 1972, Ivan and Maria purchased land in the east end of Bright's Grove and farmed it until selling it to developers a decade later. (Stancic)

Massey Crescent

Massey Crescent, located in Coronation Park, was named after the Right Honourable Charles Vincent Massey, the first Canadian to be appointed as Governor General (1952-1959) and, arguably, one of its most famous.

Governor General Massey was a tireless ambassador, travelling extensively throughout the country during his tenure and supporting Canada's efforts in such areas as arts, science, geography, and business. In 1961, the Massey Lectures were created to honour Vincent Massey, in recognition of his energetic support for the humanities in Canada. When Mr. Massey died in 1967 while visiting England, he was given a State funeral in Canada. (The Right)

Mater Drive

House builder and developer Ivan Mater named **Mater Drive**, which runs between Lakeshore Road and Cathcart Boulevard. Born in Lambton County south of Inwood, Mr. Mater served in the Royal Canadian Navy from 1941-1945 in World War II, crossing the Atlantic 30 times. He married Isabella “Belle” (nee McKibben) in Inwood in 1946 and trained to be a carpenter. Ivan came to Sarnia in 1951 and never left.

Over the next four decades, he built and developed streets and subdivisions throughout Sarnia, as well as houses, motels, apartment complexes, commercial buildings and an industrial park south of Confederation Street. Ivan’s final project was Hiawatha Race Track where he was the construction manager and one of five people that named the racetrack.

Mr. Mater was very active in the community with such organizations as Central Baptist Church, the Sarnia Legion, the Masonic Lodge and the Golden “K” Kiwanis Club of which he was a founding member. He was involved with the Shriners Mocha Temple, having recently received the 70-year plaque for the Scottish Rite Masonic Order. A longtime member of the Conservative Party of Canada, Ivan was also the recipient of the John Ross Matheson Award for Service in 2012 and a 2012 Queen’s Jubilee Medal.

Sadly, on February 16, 2016, ten days after celebrating his 96th birthday, Ivan passed away.

Mathews Avenue

Mathews Avenue was named after the landowners, John Franklin Mathews and Edna Isabelle Mathews, who registered the street layout under Plan 271 in 1938. Born in Oil Springs, John, at age 20, married Corunna resident Edna Scott in 1916. Edna, John, and their daughter, Jesse, lived on Shamrock Street for a while and John supported his family through his work as a pump man. Eventually, John and Edna purchased the land on which the current Mathews Avenue is located. (John F. Mathews)

Maxwell Street

Maxwell Street was named by Henry Jones after Naval Officer John Maxwell, the second Earl of Farnham and member of British Parliament from 1780-1783 and from 1793-1800. Of note, in

the early days of Port Sarnia, a burial ground existed immediately east of the corner of Christina Street and Maxwell Street. (See Introductory notes on Henry Jones.) The street was developed under Registered Plan No. 3 in 1854. **Please see Appendices**

Mayfair Drive

Located in west London and bounded by Hyde Park in the west and Soho in the east, Mayfair, after which **Mayfair Drive** was named, is a modern day, upscale location for corporate head offices, embassies and financial service firms.

It is named after the May Fair which, from 1686-1784, was held each year in this area.

Archaeological studies place its history back to at least the Roman occupation in AD43 under Emperor Claudius.

Mayfair Drive was part of the Rosedale Gardens Subdivision that was established in 1946 as part of Lot 19, Concession 6.

Maynard Court

Located in the Twin Lakes Subdivision, **Maynard Court** was named after Maynard Laybolt, an electrical designer who was involved in the area's construction. Mr. Laybolt was a member of a committee which dealt with the development of the area. When the topic of street names came up during a meeting, Maynard offered his name as a possibility and the committee concurred. (Lockhart, Beth; Shipley)

McCaw Street

McCaw Street, which runs between Cathcart Road and Lakeshore Road, was named by Jerry McCaw after his family name. Born in Enniskillen Township east of Petrolia, Jerry moved to Sarnia in the mid-1940s with his parents, Herman and Elsie. They lived initially on Norway Street and, within a few years, Jerry opened his business, Custom Floors.

When Walter Herridge was developing this area of the city, he hired Custom Floors to put in the floors of the new houses. Walter, as it turned out, offered Gerry the opportunity to name a street on which he had been working. Jerry gladly accepted and named it McCaw Street after his

family.

Jerry and his family have since made some outstanding contributions to the health and to the future of our community. In 1997, Jerry, his wife, Joan, and their family donated a legacy gift to the YMCA of Sarnia-Lambton, thus becoming the primary benefactor of the Jerry McCaw Family Centre on Finch Drive. Sadly, Jerry passed away in March 2017. (Jerry; McCaw)

McLaren Avenue

McLaren Avenue, which runs east-west between South Russell Street and Conrad Street, was originally named Athole Street when it was planned and surveyed in 1892, according to Registered Plan No. 44. Athole or Atholl is a large historical division of the Scottish Highlands which today forms the northern part of Perth and Kinross. For reasons that are perfectly understandable, potential residents did not want to live on a street with such a pronunciation, and the street lay empty until the name was changed to McLaren Avenue in 1906.

Daniel McLaren (1839-1914) was a Sarnia resident and farmer who, with his wife, Isabella, raised two daughters in Sarnia. Daniel signed the original 1892 street plan, attesting that the land was laid out and “prepared according to my instructions.” When the name change became necessary for any development, the street was named after Daniel McLaren. Daniel and Isabella are both buried in Lakeview Cemetery, with Isabella outliving her husband by 41 years before she passed away at age 96. (Athole; Daniel; Smith “Origin” page 39)

McCrie Street

Running north off Errol Road East, **McCrie Street** was named for the McCrie family who farmed the property before selling it to developers in the 1950s. William McCrie emigrated from Scotland in 1853 and settled in Sarnia in 1861, six years before marrying Matilda Dunsmore.

William and Matilda purchased farmland on the present site of McCrie Street and William’s only son, Hugh, helped his father farm the land before William passed away in 1923. Hugh worked at Imperial Oil and his wife, Margaret, was a schoolteacher. (Hugh)

McDougall Court

Encompassing part of lots 59 and 60 of the Front Concession, **McDougall Court** was established

in 1967 according to Registered Plan 555. The mortgage was held by Raymond W. McDougall of the Industrial Mortgage & Trust Company and the street was named after Mr. McDougall.

McGee Street

McGee Street was named for George Ross McGee and his wife, Grace (Parsons), who lived on Lakeshore Road. In 1957, Grace Elizabeth McGee was listed as one of the owners of the Valleyfield Subdivision (south of Lakeshore Road), located on Lot 57 of the Front Concession. Born in England in 1885, George and his family immigrated to Canada when George was three, and once in Sarnia, his parents, George and Martha, had many children.

For most of his life, George resided either in Point Edward or in Sarnia. Before he passed away in 1958, George and Grace had lived since 1940 on Lakeshore Road, near the intersection of Mills Street and McGee Street. George is buried in Lakeview Cemetery. (George McGee)

McGibbon Street

McGibbon Street in Sarnia's south end off Mitton Street was named after a family whose patriarch, Finlay McGibbon, established a lumber yard in Sarnia in the late 1800s. By 1874, it was one of the largest lumbering operations in the Province of Ontario. Of Scottish heritage, Finley and his wife, Margaret (nee Christie), were both born in Milton, Ontario and moved to Sarnia from Strathroy with their family of seven children.

F McGibbon & Sons Lumber Dealers was located at 101 Johnston Street. Finlay passed away in 1893 at the age of 60. Over the years, the McGibbon family continued to reside locally. Of note, their service to the community includes a fallen war hero (Lt. Davis McGibbon, WWI) and a Lieutenant Governor of Ontario, Pauline McGibbon (1974-1980). (Vernon's; Finlay)

McGill Gate

McGill Gate, found in the Twin Lakes subdivision, was named after McGill University in Montreal, one of Canada's oldest universities. Officially founded by royal charter in 1821, the university bears the name of James McGill, a Scot and a prominent Montreal merchant whose bequest in 1813 formed McGill College. Prominent alumni include Prime Ministers Sir Wilfrid Laurier and Sir John Abbott, author Leonard Cohen, and actor William Shatner. (McGill)

McGregor Side Road

McGregor Side Road was named after the McGregor family, who were early settlers in Sarnia Township next to the original “Indian Reserve.” Alexander McGregor settled in 1846 and Peter McGregor settled here six years later. The McGregors settled and farmed the lands immediately to the east of the original Indian Reserve.

A map from the 1880s shows that “Old McGregor Road” (now Indian Road) was the dividing line between the McGregor property (west edge) and the Reservation. The current McGregor Side Road is along the east boundary of the family’s land holdings.

McKay Avenue

In 1952, under Registered Plan No. 305, **McKay Avenue** was named after landowners Gordon and Irene McKay as part of the Retlaw Subdivision. Gordon, a merchant in Sarnia, and Irene lived for many years on Lakeshore Road. (Gordon)

McMaster Court

Among the many streets named for institutions of higher learning in the Twin Lakes subdivision is **McMaster Court**, named for McMaster University in Hamilton. The university was founded in 1881 as Toronto Baptist College and was moved to Hamilton in 1927. Prominent alumni include politicians Lincoln Alexander, Tommy Douglas and Dalton McGuinty and SCTV comedians Eugene Levy, Martin Short, John Candy and Dave Thomas. (McMaster)

McMillen Parkway East and West

McMillen Parkway East and West was named after Dr. Andrew Robinson McMillen, a prominent physician and public figure in Sarnia who passed away in 1949 at the age of 65. The Elgin County native attended Western, first becoming a teacher before he began his medical training. Dr. McMillen was a country doctor in Wilkesport before his wife, Florence (1884-1976), and he moved to Sarnia around 1912 where he set up his practice on Davis Street. For the rest of his life, Dr. McMillen practiced medicine from his office at 253 Davis Street.

In the four plus decades that Dr. McMillen spent in Sarnia, he accomplished much. Besides being a coroner, he was also the Medical Examiner of World War I local recruits with the 149th

Battalion, "Lambton's Own." Beyond the field of medicine, he was a member of both the Masons and the Kiwanis and belonged to the United Church of Canada. He was also heavily involved with the Conservative Party of Canada and from 1929-1934 Dr. McMillen represented West Lambton in the Ontario Legislative Assembly before he was defeated by William Guthrie when the Liberals swept into power throughout the province.

Dr. McMillen and Florence also raised three children: Douglas, who became an employee of Cities Bus Service; Norman, who followed his father's lead and practiced medicine (anesthesiology); and Ralph, who became a chemical engineer. At the funeral, Reverend Searle noted how well Dr. McMillen had served his community, its people, his country and his family.

Dr. McMillen was also involved in a few business ventures, one that led to the development of the streets that bear his name. Besides owning Cities Bus Service and Family Dry Cleaners, as well as building the dance hall that became known as Rose Gardens, Dr. and Mrs. McMillen owned a parcel of land just east of Colborne Road that fronted the lake. In 1942, the need for rubber for the Allied war effort prompted Polymer to build a plant in south Sarnia in an area commonly known as Chemical Valley. Dow Chemical built a plant the following year and, coupled with the return of veterans, the 1940s witnessed a rapid rise in Sarnia's population. It was such a rise--the population doubled in one year--that people could not find a place to live.

To offset this housing shortage, Dr. McMillen built a series of houses on the land he owned off Lakeshore that newcomers to Sarnia in need of a home could rent at affordable prices. What became known as McMillen Parkway was developed between the years 1946 and 1949 and, sadly, Dr. McMillen succumbed to leukemia on July 11, 1949.

The following year, Mrs. McMillen sold the houses to residents. It was Dr. McMillen's stipulation that the land he owned be developed specifically for middle-class individuals so that they, too, could enjoy life on Lake Huron. All initial residents on the street, as per Dr. McMillen's wishes, were average income earners; for example, a comfortable house with a sizable property on McMillen Parkway cost \$7,800 in 1952. Part of Dr. McMillen's legacy to Sarnia is as "a builder of homes when they were absolutely necessary."

In the early part of the 20th century, McMillen Parkway was situated near the eastern terminus of the city street cars that brought residents to the beach and to the luxurious Lake Huron Hotel.

The 60-room hotel was built in 1907 around the area of the current Grant Street and stretched between McMillen Parkway and Tyrie Drive. The hotel was very popular until, unfortunately, fire destroyed it in 1935. In the oval park, which still separates the east and west streets of the parkway, were swings, slides, teeter totters, picnic tables, and a stone fireplace. (An Active; Andrew; Bouskill; Ross) **Please see Appendices**

Mead Court

Mead Court is located at the east end of Heritage Park Subdivision, running east off Ronald Bloore Drive. It was named for the late Canadian artist, Ray John Mead (1921- 1988), who donated a piece of his original artwork to the Heritage Park Estates Collection that has been donated to the Gallery Lambton. In exchange for Mr. Mead's donation, this street was named after him in 2019.

Born in Watford, England, in Hertfordshire County northwest of London, Mead joined the Royal Air Force to train as a fighter pilot at the start of WWII. In 1941 while serving as a flying officer, Mead crash-landed and was injured. Following his recovery, he was posted to Hamilton, Ontario, and from here he travelled to the United States to train American bomber pilots for war.

It was during this time that he became familiar with American culture and the New York art scene. This exposure brought a new freedom to his personal artistic endeavours. He made the decision to remain in Ontario and settled in Hamilton. Mr. Mead also spent time in Toronto and Montreal, but he returned to Toronto in 1987 where he lived until passing away the following year.

Mr. Mead was a Canadian abstract expressionist painter and an important founding member of the artist collective known as "Painters Eleven". It was this group that introduced abstract expressionism to the Canadian public. For Mead, art was a passion, full of colour, movement and life. He was recognized as an artist who practiced his craft to express his inner feelings and to create his own world.

Ray John Mead was often considered a refined colourist and was one of Canada's foremost abstract painters. (De Sena, Francis; "Raymond Mead")

Meadowlark Lane

Meadowlark Lane started to be developed by Rapids Parkway Development Inc. in 2008 according to Registered Plan 25M-22. The streets listed in this plan, Bluebird Court and Sandpiper Drive, are all named after birds.

Mego Court

Extending north from Cathcart Boulevard just west of Murphy Road, **Mego Court** was named by developer John Chrapko after his mother, Maria Mego. (Stevens)

Mehta Court

Mehta Court, located in the Green Acres Subdivision north of Michigan Avenue, was named by developer, Louis Wanner, after Dr. Pran Mehta. Born in India, Dr. Mehta immigrated to Sarnia and became a well-known orthopedic surgeon. (Wanner)

Meighen Crescent

Found in Coronation Park, **Meighen Crescent** was named after The Right Honourable Arthur Meighen, a lawyer born in St. Marys Ontario who became Canada's ninth Prime Minister (1920-21, 1926). Recognized as a highly-principled individual, Mr. Meighen was one of the most respected Conservative leaders of government despite his espousal of unpopular laws with the electorate. Mr. Meighen passed away in 1960 at the age of 86. (Meighen)

Melrose Avenue

As part of the Laurel Lea Subdivision, **Melrose Avenue** was created in 1949 along with Alexander Street, Eastern Avenue, Lynwood Avenue and Southern Avenue. Landowners under Plan No. 287 were Gordon Battle (C.N.R. employee), Winnifred McNally and John Clarence McNally (former Reeve of Sarnia Township).

Metcalf Drive

Metcalf Drive, which runs off Blackwell Road just east of Modeland Road, was named for brothers Gord and Bruce Metcalfe who developed the subdivision in the mid-1970s. The Metcalfes purchased the land from the Sitter family who had owned and farmed the land since

the 1920s. For the first year, Gord and Bruce operated the greenhouses on which Metcalfe Drive was situated, but they closed them at the end of the first year. (Metcalfe, Al)

Michael Snow Court

Michael Snow Court was named for the Canadian artist and filmmaker, Michael Snow (born 1929). Mr. Snow's works have been internationally exhibited, and he is perhaps best known for the Canadian Geese display overhanging the ceiling at Toronto's Eaton Centre. (Michael Snow).

Michener Road

Local developer Ivan Mater named **Michener Road** after Daniel Roland Michener (1900-1991), the 20th Governor General of Canada from 1967-1974 and an individual Mr. Mater admired greatly. An avid sportsman his entire life, Mr. Michener advocated the "Participation Program," a campaign aimed at increasing the fitness of all Canadians.

To set an example, the septuagenarian ran two kilometers at a local track when he visited Sarnia in March of 1971. The extremely popular Governor General was in the Imperial City to open the new \$5 million Lambton School of Arts and Technology.

The Michener Awards for Journalism were created in 1970. (Former Governors)

Michigan Avenue and Michigan Line

Michigan Avenue is a major west-east artery of Point Edward and Sarnia. Its westerly limit is directly across from the State of Michigan, a location from which its name is derived. In the early days of the area, it would be from this location that trade and commerce would traverse the St. Clair River in both directions.

First mention of the road is found in Plan No. 1 (17 Nov 1864) for the "Village of Huron" (later Point Edward). The survey shows the road running easterly from the "Sarnia Station Grounds" (currently bridge location) to Albert Street. The landowners on Plan No. 1 were shown as Charles Johnson Brydges of Belleville and Joseph Hickson.

In 1879, Plans No. 2 and No. 4 for the Village of Point Edward extended Michigan Avenue further east to Louisa Street. East of this the plans denote it as "new road." For these plans, the

landowner was the Village itself. Signers to the survey were D. Livingstone, Reeve, and J. Palmer, Clerk.

Within a decade, Michigan Avenue was extended to join the Michigan Line east of Murphy, (Hodgson, Dean. *History* page 78)

Mike Weir Drive

Mike Weir Drive was named after Mike Weir, a native of Bright's Grove, Ontario and a professional golfer of international note.

After his initial training at the Huron Oaks Golf Course under the watchful eye of professional Steve Bennett, Weir's career progressed through the ranks of university golf (Brigham Young University) and the Canadian Tour before reaching the PGA tour in 1998. After obtaining his first PGA victory in 1999, his golf game progressed to the point that he was ranked in the top 10 in the World Golf Rankings for 110 weeks between 2001 and 2005.

Mike Weir's playoff victory at the 2003 Masters Tournament remains a source of local and Canadian national pride and Mike is currently playing on the PGA Champions Tour. His place in Canadian and international golf history is secure.

Miller Drive

Miller Drive was named after the maiden name of Thomas John Kemsley's wife, Jean Edna Miller. At age 32, Sarnia-born fisherman Thomas John Kemsley, married 19 year old Jean Miller in 1916. On the marriage certificate Jean is listed as a "spinster". How times have changed!

Thomas (1884-1960) came from three generations of Kemsleys who had settled in the Sarnia area in the 1850s. When it came time to name the street on property that the Kemsley family owned, the decision was made to name it after Jean's family name. After her husband passed away, Jean lived the rest of her life on Lakeshore Road until her death in 1976. (Jean Edna; Thomas John)

Mills Street

Mills Street, which runs north and south from Lakeshore Road just east of Indian Road, was named for the Mills family which owned the land on which the south part of Mills Street was developed. The section of Mills Street that runs south of Lakeshore Road was part of the Valleyfield Subdivision that was developed by John Chrapko in 1956. Three years later, Mills Street north of Lakeshore Road was developed as part of the Lakewood Subdivision on land previously owned by Thomas Kennedy.

The Mills family had resided in the Sarnia area from the mid-1850s when Robert, from Perth, Ontario, and his wife, Christina (Duncan), from Moore Township married here. From 1855 – 1874, they had seven children and Robert farmed to support his family..

Many of the Mills children settled in the Sarnia area. In particular, James (1860-1940) and John Duncan (1872-1949) were market gardeners. James and his wife, Mary (Rowe), purchased 14 acres from Lakeshore Road south to Cathcart Road (then the old CPR railroad track). They ended up selling their property to William Cornish. James supported his family by owning and running the Red Store on Mitton Street with his brother John. James eventually bought his own grocery business, but for a while he was also a policeman and a park caretaker.

James and Mary's daughter, Annie (1909-2000), lived most of her life at the corner of Lakeshore Road and Mills Street.

James' brother, John Duncan, who took his middle name from his mother's surname, lived on Lakeshore Road where his wife, Ethelwyn (Winnie), and he owned a farm. Until just months before her death at the age of 103 in 1986, Margaret Ethelwyn "Winnie" Mills (Brennan) was still living in the Mills' family home on Lakeshore Road. Thirty years earlier, she had sold their property to developer John Chrapko with the understanding that one of the streets off Lakeshore Road would be named after her husband's family name. Robert Kerr, Annie's nephew, recalls his aunt repeatedly asking Mayor Nelson that the street be named Mills Street. Given Annie's tenacious nature, she got her way and Mills Street was appropriately named for her family. (Burr; Chrapko, Chuck; Kerr, Robert; James Mills; Stevens)

Minto Street

Minto Street in the Coronation Park subdivision was named for Sir Gilbert John Murray Kynynmond Elliot, 4th Earl of Minto, who was Governor-General of Canada from 1898-1904. Sir Wilfrid Laurier wrote that the energetic and responsible Lord Minto "took his duties to heart." Lord Minto's convictions about the importance of preserving our heritage led to the creation of the National Archives of Canada. (The Earl of Minto)

Mitton Street

Commander Vidal named **Mitton Street** after Anna Mitton, the mother of his wife, Charlotte. Sometime in the early days of Port Sarnia, Commander Vidal chose to name one of Sarnia's oldest streets after his mother-in-law.

One of the earliest maps of Port Sarnia shows Mitton Street extending from Cromwell Street to London Road. Before he passed away in 1854, Richard Vidal had named a few of Sarnia's oldest streets after himself and his family members. In a 1947 article in the *Sarnia Observer*, Captain Vidal's granddaughter, Charlotte Nisbet, stated that her grandfather named Mitton Street after his mother-in-law, Anna Maria Penrose Mitton (nee French).

Richard Vidal married Charlotte, the daughter of a prominent lawyer, in 1816 in Southampton, England. Before immigrating to Canada, they had six children (their seventh child, Emma, was born in Sarnia). Immediately after Captain Vidal arrived to stay in Sarnia in 1834, he arranged for a log house to be built opposite Sarnia Bay on what is now North Front Street.

The following spring, Charlotte and their children joined him, as did his elderly, widowed mother-in-law, Mrs. Mitton. She decided to leave the comforts of England to be with her daughter and grandchildren in the rustic village then known as The Rapids on the St. Clair River. No mention is made anywhere if Captain Vidal knew that his mother-in-law would be staying with his family in this Upper Canada outpost.

She must have been a resilient sort, however. By the time Mrs. Mitton arrived in Port Sarnia from England, she was 80 years old, an arduous journey for anyone at that time, let alone someone her age. The harsh conditions of living in Canada would have been foreign to her; for example, Captain Vidal himself experienced first-hand (pun intended) the brutality of Canada's

winters when he had parts of the fingers on his right hand amputated because of frostbite.

In 1836, The Rapids officially became Port Sarnia, and the fledgling community provided a sharp contrast to the sprawling, heavily-populated London, England, that Mrs. Mitton left. One would assume that, as the widow of an established lawyer, Mrs. Mitton would have been accustomed to a level of luxury and culture that were non-existent in her new home.

Most of the town was marsh and bushes, with an orchard here and there. Only four or five roads, dirt paths really, were formed, and the first wharf was built shortly after her arrival. Travel to London, 100 kilometers to the east, required a three-or-four-day journey through swamps and on poor roads.

Port Sarnia is recorded, in 1836, as having 44 taxpayers, 9 frame houses, 4 log homes, and 3 stores. These houses, as noted by an observer in 1885, were cheaply built and located on the east side of Front Street. No records exist to indicate the reaction of Mrs. Mitton to her new surroundings.

Despite its small population, Port Sarnia also had two taverns. As the Vidals were teetotalers, one wonders how Mrs. Mitton viewed not only the primitive conditions but also the two taverns in town. A Mr. Ferguson moved into a log house on Front Street and opened a tavern, the first one anywhere on the St. Clair frontier. The more famous of the two was Oliver Allen's tavern, described as a "swell place" that was bolstered by Mr. Allen's gregarious, welcoming personality. Certainly, it was the better known of the two for its distinctive name.

To advertise his establishment, Allen hired two labourers to paint a basic sign which simply said INN. The painters finished their task but, being illiterate, hung the sign upside down so that it spelled NNI. For years, the sign stayed upside down on the front of the tavern, and Oliver Allan's bar was known throughout the area as the "Double N I."

Little is known about Mrs. Mitton beyond a few biographical facts: that she was born in Kensington, England in 1754; that she would marry William Mitton, a lawyer, nine years her senior; that their daughter, Charlotte, was born in 1789; and that her husband would pass away in 1818.

Mrs. Mitton would live the last four years of her life in Sarnia in the home of her daughter and

son-in-law, Captain Vidal. By all accounts, she embraced “pioneer life” by going for walks and by going sailing in the St. Clair River with her son-in-law and grandchildren. She was active in Port Sarnia despite being over 80 years of age.

A plaque on the north wall of St. George’s Anglican Church on Vidal Street is dedicated to Mrs. Mitton. Erected by her loving grandson, Senator Alexander Vidal, the plaque also reveals that, “She [Anna] was the first white adult buried in Sarnia.”

Prior to the Vidal family’s arrival, the Colonial Government had, in 1831, erected a mission church on a tract of land near the St. Clair River bank, just north and south of what is now Devine Street. At the west end of Devine Street beyond Christina Street, you can find today a memorial stone marking the site of the Wesleyan Mission.

The church also served as Sarnia’s first school. Besides the church/school and the parsonage, the grounds (enclosed by a picket fence) contained a cemetery. On the evening of November 30, 1838, Commander Vidal wrote in his diary that “Mrs. Mitton departed this life at half-past 8.” A few days later, he records the burial service: “All the villagers came and at 11:00 started with the body carried by four soldiers, buried it at the schoolhouse yard.” (Anna; Egan; St. Amand, Tom “Indomitable) **Please see Appendices**

Modeland Road

Stretching south from Lake Huron where it becomes Highway #40 south of Highway 402, **Modeland Road** was named for the Modeland family who farmed the property close to where Modeland Road meets Lakeshore Road. Henry Thomas Modeland (1836-1915) came from a large family in the Brampton area and arrived in Sarnia around 1865. They initially lived in Sarnia, but a decade later he purchased the front part of lot 46 in the Front Concession. This is the area on the west side of the road now bearing his surname, located a short distance west of what was the GTR station for Blackwell.

When Henry, his wife, Isabella (1841-1914), and their three children lived on their property beginning in 1878, the area was rustic, markedly different from what we have today. Between the lane that became Modeland Road and the site of the present Blackwell Side Road, few houses existed, and even though the recently-completed Cull Drain had diverted water from Lake

Wawanosh to Lake Huron, water still gathered in the lowlands between the two conveyances.

Together, the Modeland family transformed their uncultivated land into one of the finest fruit farms in the area. It was not easy work and by now at the age of 79, Henry had been considering enjoying the fruits of his labour and of enjoying a well-deserved rest. It would never happen.

On June 10, 1915, Henry collapsed while delivering supplies of dairy and garden produce to his regular customers in Sarnia. His daughter rushed to his aid and managed to put her father back into his buggy, but Henry died shortly afterwards.

The local community was shocked and saddened by Henry's passing. Three weeks prior to his death, he was badly shaken up when his horse-drawn wagon capsized. The effect of this fall was far more serious than it seemed at the time and experts claimed this fall had much to do with Henry's death. Prior to being interred at Lakeview Cemetery, a funeral was held at Ivanhoe, the name of the Modeland family's residence on Lakeshore Road.

Henry Modeland was known for his sterling honesty and was thoroughly respected by all who knew him or knew of him. Henry was one of the builders of the original Blackwell Church in 1880, which is still standing at the Blackwell Cemetery. Minutes from an April 12, 1886 Sarnia Township meeting reveal that Henry Thomas was on the Township Board of Health Committee for some years; throughout his years in Sarnia, until his death in 1915, Henry Thomas Modeland also served on other local committees.

All three of Henry and Isabella's children and some of their grandchildren stayed in Sarnia-Lambton area. (Blackwell Women's; Henry Thomas; Hodgson; "Sudden"; St. Amand "Settler"; Township) **Please see Appendices**

Molinari Drive

Molinari Drive, located in Heritage Park, is named for Montreal born artist, Guido Molinari (1933 - 2004). From 1948 to 1951, Molinari took a few courses in his hometown's Ecole des Beaux Arts de Montreal and the Museum of Fine Arts School; however, Guido acknowledged that the bulk of his artistic education came from a childhood bout of tuberculosis and his readings and his travels, especially to New York City.

Molinari had an existentialist approach to art and his abstract pieces focused on modular and contrasting colours, shapes and lines. His works are exhibited worldwide, including the National Gallery of Canada and the Musée d'art contemporain de Montréal, as well as the Guggenheim Museum and the Museum of Modern Art in New York.

Guido Molinari was celebrated in the art world. Among his many honours were his winning a Guggenheim Fellowship, becoming a member of the Royal Canadian Academy of Arts, and being made an Officer of the Order of Canada in 1971. Until he retired in 1997, Mr. Molinari was a professor at Sir George Williams University and Concordia University.

Guido Molinari passed away in Montreal on February 21, 2004 at age 71. (Galerie; Guido)

Montcalm Avenue

Montcalm Avenue was named after Louis-Joseph Montcalm (1712-1759), Lieutenant-General of the French Military in North America's New France settlement.

After leading his troops through many encounters against the British during the Seven Years' War, Montcalm was killed in the Battle of the Plains of Abraham on September 14, 1759. Of historical note, Montcalm's adversary on the British side, Major General James Wolfe, was killed one day prior in the same battle.

Montrose Street

The name Montrose is used in a variety of ways. For example, it can be found on streets, i.e. **Montrose Street**, (Sarnia, Hamilton); transit stops (New York, Chicago); a Scottish title; a Scottish football team; a heavy metal music band; and as a book title (*A Legend of Montrose* by Sir Walter Scott).

Montrose probably derives its name from the city located in Angus, Scotland. Because of its natural harbour, this royal Burgh became a prosperous centre for trade and commerce.

Moore's Lane

Moore's Lane, running north-south between Hamilton Road and Lakeshore Road just east of Brigden Side Road, was named for the Moore family who owned the land on which Moore's

Lane is located. In 1946, William Henry Moore, known as Harry, and his wife, Reta (nee Haslep), purchased the land from the Francis family. Harry was familiar with the land. As a teenager, he and his many siblings helped his parents, William and Jen, farm the same land when they were tenant farmers in the 1920s. Tragically, William died at the age of 46 when he was killed in an accident at the Sarnia-Cleveland Saw Mill in 1927.

Harry never forgot the land which, back then, extended to Lake Huron. After the war, he returned to Sarnia and purchased the property. It was a different time in many ways. Harry and his family raised cash crops, which they sold at the Farmer's Market; their children attended Bright's Grove Public School, which at the beginning was a one room schoolhouse for all eight grades; and they discovered on their property several whiskey bottles in the barn, down the well and beneath the raised foundation of the back of the farmhouse. The former tenant, who was known only by the name Isadore, was an apparently busy bootlegger, who sold alcohol illegally during the war years.

In the early 1960s, when the new Lakeshore Road was developed, Sarnia Township expropriated the land from the Moore family. (Moore, Gerry)

Morningside Drive

Morningside Drive, a part of the 1978 Huron Shores Subdivision in Bright's Grove, was named by developers, Betty and Dan Minato. Betty had seen another street named Morningside in the Toronto area and liked the name. (Minato).

Mulberry Street

Running north off Lakeshore Road to Bruce Street, **Mulberry Street** got its name because of the abundance of mulberry trees which still exist on the street. (Grunte)

Murphy Road

Murphy Road was named after landowner Jack James Murphy (1817-1902). After emigrating from Ireland, James and wife, Catherine, farmed land on which Murphy Road is located. They were blessed with five children, born between 1856 and 1870.

In 2016, Murphy Road is a major north-south artery for the commuters of Sarnia. This came

about through the following developments, which expanded the road connections:

- December 1965: Approval given for the construction of an overpass at the Highway #7, giving access to London Road
- November 1966: Cathcart Boulevard proceeds eastward to intersect Murphy Road
- August 1977: Murphy Road opens from London Road southward to Wellington Street

Napier Street

Early Port Sarnia resident, Henry Jones, named many streets in his Maxwell Estate holdings, including **Napier Street**, after titans of the British Navy. Admiral Sir Charles John Napier (1786-1860) served sixty years in the Royal Navy, including an engagement in the Battle of Trafalgar. Napier had a long and eventful life of military activity and glory, including his service as a Major in the 50th regiment under Sir John Moore in the Battle of Corunna. In that battle which claimed Sir John's life, Charles Napier was wounded on the field and left for dead. As he divulged later, he was saved by a Frenchman who carried him away.

Sir Charles Napier had admirable executive ability and served the Empire so well in many capacities. He was acknowledged as “the hero in a family of heroes.”

Napier Street was originally named Durham Street. Of interest, Plan No. 12 (1862) shows the existence of a burial ground at the southwest corner of Maxwell Street and Durham Street (now Napier Street). (Nisbet “More”)

Nassau Crescent

Located in south-eastern Sarnia, **Nassau Crescent** derives its name from the capital city of the Bahamas. The origins of the appellation date back to 1695 when then Governor Nicholas Trott looked to the House of Orange-Nassau Regal family name of King William III of England.

Nelson Street

Nelson Street was named by Henry Jones of the Royal Navy after Admiral Lord Horatio Nelson (1758-1805) who was killed in naval battle at the Battle of Trafalgar during the Napoleonic Wars. Registered Plan 3 of 1854, one of Sarnia's earliest plans, shows that Nelson Street was

part of The Maxwell Estate, property of the late Henry Jones, Esquire.

The original Nelson Street was located south of Wellington Street, running from Queen Street to the river. It is now known as Johnston St.

Netherlands Place

Established in 1958 by Plan No. 439 by then landowners Nellie Odolphy, B. Odolphy, John Terpstra and Anna Terpstra, **Netherlands Place** was a nod to the Dutch heritage of the title holders.

Newcastle Drive

Real estate developer, Joan Walker, named **Newcastle Street** after the city situated along the River Tyne in north-east England. Many of her relatives still live in the city. Established in the second century A.D. by the Romans, Newcastle is today the seventh most populated centre in England. The metropolis is home to esteemed universities and the premier league football and Newcastle Brown Ale. (Walker)

Newell Street

Newell Street was developed in two stages: Michigan Avenue to Errol Road was part of the Barnes subdivision, Lot 64 W, and developed in 1950. Three years later, Michigan Avenue to Hollywood Place was developed as part of the Oak Ridge Subdivision on part of lots 64 and 65 of the Front Concession. The developers north of Michigan Avenue decided to retain the name Newell.

Records show that Alfred A. Barnes owned the property on which **Newell Street** was developed in 1950. Either Alfred or his son Harry, also a real estate agent, chose to name the street after Mrs. Barnes' maiden name.

Mary Newell was born in Hampshire, England in 1878 and immigrated to Halton, Ontario with her parents, William and Ellen. Before they moved to Sarnia in 1901, William and Ellen had six more children.

A year after moving to Sarnia, Mary wed Alfred Barnes in 1902. Alfred, born in Thedford and

raised in Warwick before moving to Sarnia in 1901, supported his family by carpentry and later by becoming a real estate agent. In the next few years, they were blessed with three children: Pearl, Henry, and Beatrice. Alfred and Mary stayed in Sarnia, living on Vidal Street for many years, until Mary passed away at the age of 69 in 1949.

When the time arose shortly after to name a street in the new development, Harry or his father named it Newell Street in honour of Mary. Alfred passed away 15 years later and both Mary and Alfred are buried in Lakeview Cemetery. (Barnes)

Newton Court

Newton Court is named after the prominent Sarnia family engaged in local business (James and John Newton, woolen merchants and insurance), political affairs (James Newton was Mayor of Sarnia 1929) and athletics (Jack Newton was Captain of the 1909 University of Toronto Grey Cup Captain and Sarnia coach thereafter).

Niagara Crescent

Niagara Crescent was named after Niagara Falls, the three waterfalls on the Niagara River where Lake Erie drains into Lake Ontario.

The word Niagara has three possible sources, each of native origin. Iroquois heritage claims the name derives either from the local tribe indicated as Niagagera on early French maps or the native town known as “orgniashra” meaning “point of land cut in two.”

Mohawk legend, however, has the name as meaning “neck” in its language, referring to the land between the two lakes.

Regardless of the roots of its name, Niagara is of immense beauty and power. On average, the arrival flow rate of water over the falls measures 85,000 cubic feet per second.

Nicholas Street

Nicholas Street is one of Sarnia’s newer streets and is part of Heritage Park, east of Modeland Road and north of Confederation Line. Developers Carl Kongas and Robert van Hoorn of Bluewater Parkside Development Corporation chose the street name to honour their fathers who

were both named Nicholas. (Kongas, Carl)

Nicolina Way

Nicolina Way is located in the “Magnolia Meadows” subdivision, just south of The Rapids Parkway and Saint-Francois-Xavier Catholic Secondary School. Like many other streets in Sarnia, Nicolina Way is named to honour a beloved family member.

Born in Casalvieri, Italy in 1887, Nicolina (nee Marsella) married Felice Rocca and their union was blessed with three sons: Pietro, Dominic, and Pompilio. To support his wife and family, Felice occasionally left Italy to work in the United States. Unfortunately, Felice passed away in 1949 while working in the States and is buried in Glastonbury, Connecticut.

In 1958, Nicolina, 71, emigrated from Italy to be with her three sons and their families in Sarnia. She continued to be a positive influence to her children and her grandchildren; Nicolina was a kind, even-tempered person who always put the concerns of others before her own needs. Nearly four decades after Nicolina's death in 1982, her grandchildren wanted to honour their grandmother by having a street named after her. Nicolina is buried in Our Lady of Mercy Cemetery. (Rocca, Fern)

Norfolk Avenue

Norfolk Avenue was named after the county located in the east of England. Situated on the coast, Norfolk County became home to many airfields built in World War II for Bomber Command's ventures over enemy territory in Europe.

Registered Plan no. 629 shows that Norfolk Avenue and its surrounding streets were laid out and developed by Auriol Properties Limited, beginning in 1976.

Norman Street

Running north-south between Exmouth Street and London Road, **Norman Street** was named after the son of Frederick C. Watson. Since at least 1849, the Watson family owned 200 acres on what was then the eastern boundary of Sarnia. The family patriarch, R. S. Watson, an auctioneer, farmer, and breeder of livestock, owned land which encompassed the present day East Street, Maxwell Street, Exmouth Street and London Road area. The Watsons' land also

included a picnic grove and a fairground for the area's residents. In the late 1930s and early 1940s, the area was subdivided and developed.

The Watson family became prominent in Sarnia politics with Ebenezer Watson becoming the city's 19th mayor in 1890 and Frederick C. Watson becoming the 29th mayor. (Lambton; Ontario Land; Sarnia Mayors)

Northfield Close

Established by landowner/developer Kim Gladwish in trust under Plan No. 707-1986,

Northfield Close is a street whose name does not have any known historical or other significance.

Northwood Drive

Northwood Drive was so named because it was located in woods on the north section of Mater Drive. Developer Ivan Mater also thought it a very attractive name for a street. (Mater)

Norway Avenue

As with its neighbouring streets of Denmark and Sweden, **Norway Avenue** was a nod to the Scandinavian background of developer Regner Blok-Andersen.

Notre Dame Place

Although its basic translation from French means simply, "our lady," the words "Notre Dame" are best known for its ecclesiastical reference to the Blessed Virgin Mary, Mother of Jesus. The use of the words "Notre Dame" is widespread throughout churches, educational institutions and other organizations in the Christian world; thus the name **Notre Dame Place**.

Registered Plan 493 shows that it was part of the Valdor Subdivision, owned and developed in 1962 by Sylvio Gagnon of Bluewater Developments Ltd.

Nottingham Drive

Nottingham Drive, according to Registered Plan 646, was developed in 1978. It was named after the historic city located in the east midlands of England. Known today as a cultural and

educational centre, Nottingham undoubtedly is best remembered as the locale for the adventures of Robin Hood, Maid Marian, Little John and the Band of Merry Men. To this day there is, in fact, a Sherwood Forest and Sheriff of Nottingham.

O'Dell Avenue

O'Dell Avenue was established by Plan No. 392 of 1952 and Plan No. 451 of 1958. The avenue was named after Mr. Malcolm “Mac” Odell of the local surveying firm of Monteith and Burk. Additionally, Mr. Odell was a participant in the city’s then street naming committee.

It is to be noted that the street name uses an apostrophe in its name even though the namesake did not.

O’Rae Avenue

O’Rae Avenue was named for C. (Charles) Harold O’Rae, a long-time trustee on the Catholic School Board in the 1950s and 1960s, who was instrumental in the planning and the development of St. Helen’s School. (L’Heureux)

Oak Avenue

According to Registered Plan 111, **Oak Avenue** was part of the Eastview Subdivision that was developed in 1948 to accommodate the 1940s housing shortage in Sarnia. The city’s explosive rise in population was brought on by the influx of men (and their families) who found jobs in Chemical Valley. The area is known unofficially as “The Tree Streets.” was part of the unnamed subdivision east of East Street that has become informally known as “The Tree Streets.”

Registered Plan 109 shows the area as being in Concession VI and part of lots 20 and 21. Located between Bright Street and Kathleen Avenue, Cherry Drive was developed in 1946. “The Tree Streets” subdivision was developed to accommodate Sarnia’s rising population with the advent of Chemical Valley. After World War II Maple Avenue, Pine Avenue, Spruce Avenue and Oak Avenue were developed as a “wartime housing” subdivision.

The names were assigned by City Council after considerable debate. Of interest, each venue was to be an “avenue”. Council felt this was fitting as, up to that time, only four “avenues” existed in Sarnia. **See Alder Crescent or the final entry of the Appendices.**

Oakburne Place

As Registered plan 630 shows, **Oakburne Place** was developed in 1976 by Major Holdings and Development Limited. Like many streets in Sarnia, Maplestone Avenue was named, in part, after a tree. **See Alder Crescent or the final entry of the Appendices.**

Oakdale Avenue

According to Registered Plan 282, **Oakdale Avenue** was developed in 1948 as part of the sprawling Guthrie Subdivision. Like many other streets in Sarnia, Oakdale Avenue is named, partially in this case, for a tree. **See Alder Crescent or the final entry of the Appendices.**

Oaklea Court

Registered Plan 689 shows that **Oaklea Court** was developed in 1985 by Major Holdings Properties Limited. Like many other streets in the city, Oaklea Court is named, partially in this case, for a tree. **See Alder Crescent or the final entry of the Appendices.**

Oakridge Trail

Extending south off Cathcart Boulevard just east of Murphy Road, **Oakridge Trail** was developed in 1986 as part of lot 54 of the Front Concession. Like many other streets in Sarnia, Oakridge Trail was named, partially in this case, after a tree. **See Alder Crescent or the final entry of the Appendices.**

Old London Road

At one time, **Old London Road** was part of the London Road-Highway 7 connection in and out of the community. Changes made in the traffic pattern in the Modeland Road area resulted in this street being severed off from its once historic usefulness.

Old Post Road

Landowner Stanley J. West established **Old Post Road** in 1955 under Plan No. 409. Initial title to this land was granted to early Port Sarnia speculator Samuel Street by Crown Grant in August, 1841.

Oldfield Way

Oldfield Way was established in 2002 by Registered Plan No. 773. At the time of the Plan and street naming, the landowner was C&R Sand and Gravel Developments Ltd., John Cravec (President), Ray Bernardi (V.P.).

Real estate developer, Joan Walker, named this street after her mother's maiden name. Joan Oldfield, who worked as a teleprinter operator in London during the war, met her future husband, Elvey Walker, when he was stationed in England during World War II. Elvey and a group of his friends from SCITS, all of them 17 at the time, joined the Canadian Army. After the war, Elvey and his war bride, Joan, settled in Sarnia.

Of historic interest, this road is located in Lots 16 and 17, Concession 8 in the Township of Sarnia. The original Crown Grant of title was made in 1841 to local land speculator Samuel Street. Thereafter, title passed through many families including those named Copland and Gallie. For a period of time the Sun Oil Company Ltd. held lessee rights to explore for possible fossil fuel deposits under the surface of the subject lots. If drilled, apparently dry wells ruled the day in this regard. (Walker)

Oldham Place

Willard Sloan named **Oldham Place** after William Aubrey Oldham who was the branch manager of Sarnia's Mutual Assurance Company in 1943. Mr. Sloan owned the property off Clarence Drive on which Oldham Place was developed in 1960 and chose to name it after Aubrey Oldham, his former employer.

Born in Nipissing in 1904, Aubrey was active in every community in which he lived, particularly with the Rotary Club throughout his adult life. In 1938 and 1939, he was the president of Sarnia's Rotary Club, and when he moved to Ottawa to become the manager of Mutual Insurance branch in the capital city in 1958, he joined its Rotary Club. Later, he moved to Bracebridge and in the late 1970s became the World Community Service Chairman of District 701.

Mr. Oldham exemplified the Rotarian motto "Service above self". He passed away in Bracebridge, Ontario in 1983. (Noel; Smith "Origin")

Olive Avenue

The Gallie family was at one time one of the most prominent fishing families in the area. **Olive Avenue** was named after Olive Gallie, a third generation member of the well-known Gallie family in the early days of Bright's Grove.

Dan Gallie, married to Maria Lucas, bought a farm on Lake Shore Road near Brigden Side Road. He began his fishing career in 1893 and at one time owned all of the fishing rights from Telfer Side Road to Stony Point.

All five of his sons worked on the lake with their father for many years. Oliver, Gordon, and Kenneth spent their lives fishing while Fred took over the family farm. William Gallie moved farther up the lake where he later developed Gallimere Bach subdivision. The Gallie sons spread out along the lake from Blackwell to Bright's Grove. For many years the Gallie fish house was located on what is now Remo Drive.

Oliver Gallie (born 1889 in Ontario) and his wife Jennie (nee MacKinlay) also subdivided the family's landholding of approximately 10 acres. When doing so, he named Jean Avenue and Olive Avenue after his daughters. (Hodgson, Dean *History* page 33; Smith "Origin page 43)

Olympus Court

Olympus Court is part of the Wiltshire Park Subdivision that was developed by Durco Construction in 1974. It is named after Mount Olympus, the highest mountain in Greece.

Located in Macedonia region, the site was adopted by Greek mythology (900-800 B.C.) as the home of the twelve Olympian Gods.

Ontario Street

Originally, **Ontario Street**, which was named after the province, was part of a 19-mile privately-owned plank road known as the "Sarnia and Florence Road." The road was constructed at a cost of \$40,000 in 1864 for the purpose of allowing the transport of oil from the Petrolia and Oil Springs fields to Sarnia for either refining or further transport via the St. Clair River. It is shown on an 1872 map as Plank Road and Oil Springs Road.

Orchard Avenue

Located east of Colborne Road just south of Lakeshore Road, **Orchard Avenue** was part of the Oakwood Park Subdivision when it was laid out and named in 1923. Owner James Woodwark probably named it, as well as Grove Avenue, for the grove of trees and the orchard which existed in the area. Mr. Woodwark passed away shortly after the registry plan was signed and never did get to see Orchard Avenue's development which began in 1947-1948.

Groves of trees and orchards were not unusual features in Sarnia-Lambton. From its earliest days, The Rapids, Port Sarnia and then Sarnia were a series of bushes, marshes, orchards and forest. One of the most significant orchards was the LaForge Orchard.

Tradition has it that the first Europeans to settle in the now-Sarnia area were French. Not having title to the land, Jean Baptiste Pare, Ignace Causley and Joseph LaForge and their families set up their homesteads in the Cromwell Street area and south therefrom.

The first and most northerly establishment was that of LaForge, who is said to have arrived in the area around 1807-1808. Next and southerly to LaForge was Pare. The most southerly was the Causley establishment.

At some point after the Vidal-Cameron group arrived and established the concept of land ownership in the area, LaForge obtained title to the property on which he was, in effect, a squatter. This having been the case, the French pioneer sold part of his northerly holdings to Cameron. By Plan No. 16 of August 27, 1857, this realty was bounded by the streets of Front Street, Frances (later Davis) Street, Christina Street and Talfourd Street.

Of interest is that the Registered Plan is entitled a subdivision of "The LaForge Orchard." Historian Victor Lauriston indicates that the orchard consisted of "very large apple trees which they [LaForge's] themselves planted." The *Lambton County Atlas* stated that, given the ages of the trees, three quarters of a century had passed since their planting.

Although acknowledging the existence of the grove, local historian George Smith disputes the above-mentioned age attributed to the trees.

Of secondary interest is that Francis Street was named after the grandson of LaForge. Judge

Fred Davis purchased the land from Laforge in 1856 and the street remained Francis Street until the 1870s.

Of final interest is that, having first arrived in the Sarnia area enroute to the establishment of the Maxwell community, Henry Jones and his family were initially the house guests of the LaForge family.

The diary of Jones' daughter reflects that the Jones women were less than enthusiastic about their stay. Apparently the ladies were more used to a degree of refinement which was lacking chez LaForge.

Orchard Avenue (Bright's Grove)

Orchard Avenue in Bright's Grove was so named because of the orchard located on the property where the street now stands. Plan 259 of Sarnia Township shows that the street was named and developed in 1929 as part of the Edridge-Hamilton Subdivision, on land owned by Wilfred J. Hamilton and Thomas W. Eldridge (Nicholson)

Osgoode Court

Osgoode Court in the Twin Lakes Subdivision was named after Osgoode Hall, a heritage building sitting on six acres in downtown Toronto. For nearly 200 years, it has been the focus for legal activity in Ontario. Named for Ontario's first chief justice, William Osgoode, the hall houses the Superior Court of Justice, the Ontario Court of Appeal, and the Law Society of Upper Canada. (Osgoode)

Oslo Crescent

Located in the south-eastern Sarnia, **Oslo Crescent** was a nod to the capital of Norway.

Believed to be founded circa 1000, Oslo is not for those of light pocket book. For the year 2013, the municipality was ranked the fourth most expensive city in the world.

Overlea Crescent

Located in the Cardiff Acres Subdivision, **Overlea Crescent** was established in 1973 by its then landowner the Ontario Housing Corporation.

Oxford Street

Under Plan 124 (1920) Oxford Street was originally called White Street. By 1946 it was renamed to Oxford Street under Plan No. 279.

Palmerston Street

Palmerston Street is one of the few streets in Sarnia whose north and south sections are separated by many city blocks. Palmerston Street South (running south off Confederation Street) and Palmerston Street North (running north from Davis Street to George Street) were both named by Malcolm Cameron for the English statesman, Henry John Temple, third Viscount Palmerston (1784-1865).

A statesman and Prime Minister in the reign of Queen Victoria, Palmerston was a nationalist and a patriot, whose aggressive foreign policy epitomized Britain at the zenith of its power. (Smith, A History page 20; Third Viscount) Lauriston 224

Pamela Court

Pamela Court, which is located north of Lakeshore Road, was named by developer Don Guerette in honour of Pamela Greenaway-Kohlmeier, who passed away in March of 1992 at the age of 38. The daughter of Lawrence and Kay Greenaway and the wife of Guy Kohlmeier, Pam touched the lives of many and inspired the community to raise money for breast cancer. (Jackson, Larry; Kohlmeier; Pamela)

Paolo Street

Located in the Rapids Parkway Subdivision, **Paolo Street** was named after the late son of Paul and Lisa Silvestri. (Silvestri)

Park Avenue

Park Avenue was so named because of its proximity to Norm Perry Park. Previously named Athletic Park, the grounds have served for generations of Sarnians as a place of diverse athletic endeavours at all levels of skill.

Of considerable local pride is the fact that the park actually hosted the 1933 Grey Cup and was

home to the football Sarnia Imperials, Grey Cup Champions in 1934 and 1936.

Registered Plan 275 shows that in 1945 it was named and developed as part of the Parkview Subdivision on land which was part of the Thomas H. Cook Estate.

The original Park Street was located in south Sarnia, west of Christina Street and running off Tecumseh Street. No longer in existence, this Park Street was absorbed into those lands now owned by Imperial Oil Limited.

Park Avenue (Bright's Grove)

Park Avenue in Bright's Grove was so named because of its proximity to Mike Weir Park, formerly Huronview Park. Registered Plan 653 shows that it was named and developed in 1977 as part of the Lakewood Estates Subdivision. The property was owned by G & L Developments, Inc.

Park Place

The "Murphy Subdivion" lies between "The Thomas Beach Subdivision" east of St. John in the Wilderness Church and the Farris Subdivision which abuts Mandaumin Road. It was named after landowner, J. W. (Joseph Warner) Murphy (1892-1977), a farmer and a lawyer from Kent County. Mr. Murphy was the Conservative MP for the area from 1945-1962.

The two streets in the Murphy Subdivision are Sunset Boulevard and **Park Place**, which run north from Old Lakeshore Road. When the street was named by the 1940s, cottages had been built on either side of the street and no park was anywhere near.

No research to this date indicates why it was named **Park Place**. (Papineau; Thomson)

Parker Street

In the Maxwell Estate, Henry Jones named **Parker Street** after Sir William Parker, 1st Baronet of Shenstone (1781-1866). Sir Parker served the Royal Navy for 60 years in engagements all over the globe, including the Napoleonic Wars (1803-1815). He twice served as the First Secretary of the Royal Navy.

Parkland Place

Parkland Place, which runs south off Cathcart Boulevard just west of Cathcart Park, was developed by Gord and Bruce Metcalfe in the early 1980s and was so named because of its proximity to the park. Sarnia Township developed Cathcart Park with the money from the sale of the land on which Parkland Place sits. (Metcalfe)

Parkwood Avenue

A local community park is located at the south end of **Parkwood Avenue** which was developed in 1952 as part of The Pines Subdivision. Like many other streets in Sarnia, Parkwood Avenue is named after a specific tree or a group of trees. **See Alder Crescent or the final entry of the Appendices.**

Parsons Street

Under Registered Plan No. 283 in 1948, **Parsons Street** was named after landowner Gertrude Parsons. Born in England in 1871, Gertrude passed away at the age of 90 and is buried in Lakeview Cemetery. (Gertrude)

Passingham Drive

Passingham Drive, which runs east-west between Mike Weir Park and Suncor Park, was named for the Passingham family who, since 1913, had owned and farmed the property on which Passingham Drive currently sits. (Passingham, Lloyd)

Patton Place

Patton Place is part of the Coronation Park neighbourhood established in 1957 under Plan No. 428 by Central Mortgage and Housing Corporation.

Paul Sloggett Court

Paul Sloggett Court was named after an Ontario art teacher and abstract painter whose works have been exhibited internationally. He is a friend and colleague of David Bolduc and Ronald Bloore whose names also appear on street names in the same subdivision located in south-eastern Sarnia.

In 2004, city council accepted a recommendation to have the street shortened to Paul Court. Heritage Park Developer, the late Onorio Iacobelli, advocated the change to bolster lagging sales of houses on the street. As Mr. Iacobelli explained, “We had a lot of complaints to the real estate people. They didn’t like the name ‘Sloggett’.” Sometime later the decision was overturned and the street today still has its original full name. (Mathewson, George “City says”)

Pearl Street

Pearl Street was named after Martha Pearl Giff (nee Anderson), wife of area developer Ralph Hugo Giff. The Giffs resided at 189 Cecil Street, which is located on the north-west corner of Cecil Street and Pearl Street. Both Ralph (1888 - 1971) and Pearl (1894-1969) are buried in Lakeview Cemetery.

Pebble Beach Court

Pebble Beach Court, in the Blackwell Subdivision, was named by developer Frank Durco Jr. after what is considered by many to be one of the most beautiful golf courses in existence: the famous Pebble Beach Golf Links in Pebble Beach, California. The course designer’s objective was to place as many of the holes as possible along the rocky and beautiful Monterey coast line.

The scenic views and the difficulty of the course have made Pebble Beach one of the most recognizable courses in the U.S. and the world. For these reasons, since 1926, Pebble Beach has hosted many professional golf tournaments and a number of major golf championships. (Durco, Frank Jr; Pebble)

Penhuron Drive and Penhuron Lane

Huron Avenue; Huron Boulevard; Huronfield Close; Huron Landing; Huron Shores Court; Huron Shores Drives; Huronview Drive; Lake Huron Parkway; Lakefield Close; Lakeland Avenue; Lakeshore Road; Lakeview Trail; Penhuron Drive; Penhuron Lane and Lakewood Avenue all owe their names to the significance that Lake Huron has played in Sarnia’s history.

In the early days of Sarnia’s settlement, the St. Clair River provided the inhabitants with two vital aspects which Lake Huron could not: a protected harbor for ships and a trade route from

Detroit. Accordingly it was from the St. Clair River that Sarnia developed and grew.

Bordering on the lake named after the resident First Nations, the lakeshore lands were divided into 61 farms whose narrow but deep lots ran from the lake south to what was Errol Road, the conveyance linking Sarnia to the lake hamlet of Errol.

Indeed it was not until 1951 (to Murphy Road) and 1991 (out to and including Bright's Grove) that the lakefront even came within the municipality's limits. Until then, those lands fell under the jurisdiction of the Township of Sarnia and, later, the Town of Clearwater.

Eventually the citizens of Sarnia began to frequent the Lake environs primarily for recreational purposes. For 19th century residents of Sarnia, access to the lake waters became available by 1875 from the then northerly town limit of Exmouth Street through the construction of a road and The Sarnia Street Railway, both of which terminated at the end of what is now Colborne Road. The waters from that point west to Canatara became accessible.

To the north-east similar excursions were taking place from Blackwell to Bright's Grove. Spurred on by the promotional activities of Robert Bright, the Grand Trunk Railway provided access to this portion of the lake by depots located at Blackwell and Perche. These day trips in the late 1880s and early 1900s were more like extended holidays. Cottages became available for rent or for purchase, and the well-heeled could enjoy the beachfront amenities offered by the Lake Huron Hotel, the Wee Beach Hotel and the Bluewater Inn, all located near the end of the streetcar line.

With the advent and increasing popularity of the motor vehicle in the 1920s, demands arose for a passable roadway connecting the western road (at Colborne Road) with the easterly Old Lakeshore Road. Since Old Lakeshore Road began at Telfer Side Road, some seven kilometers of construction would be required.

It was not until the 1930 survey of County Road #5 that steps were undertaken. The survey was followed by land purchases and road development undertaken in the Great Depression, which dictated a piecemeal approach. In 1934 the final paving of the last stretch of Lakeshore Road was completed; consequently, that which was farmland to the shores began to be sold off first for cottages and, over time, for permanent housing. With the subsequent amalgamations Sarnia,

thereupon, became a developed, two-waterway municipality.

As developers created subdivisions when Sarnia's core expanded, the importance of Lake Huron in the naming of Sarnia's streets became evident.

Penrose Street

Penrose Street was named after the middle name of Charlotte Penrose Mitton Vidal, the wife of Richard Vidal, one of our city's founding fathers. Welsh in origin, "Penrose" means "top of the heath" and the name had significance with the Mitton-Vidal family, for three generations of family members carried it. Charlotte inherited the name from her mother (Anna Maria Penrose Mitton) and, in turn, named one of her sons William Penrose Vidal. (Nisbet "The Old"; Mathewson, George. "Street")

Phillip Street

Running north and then turning east off Confederation Street, **Phillip Street** was named in Registered Plan No. 51 after co-landowner Phillip Martin (1888). See also Martin Street.

Pine Avenue

Pine Avenue was part of the unnamed subdivision east of East Street that has become informally known as "The Tree Streets." Registered Plan 109 shows the area as being in Concession VI and part of lots 20 and 21. Located between Bright Street and Kathleen Avenue, Cherry Drive was developed in 1946. "The Tree Streets" subdivision was developed to accommodate Sarnia's rising population with the advent of Chemical Valley.

After World War II Maple Avenue, Pine Avenue, Spruce Avenue and Oak Avenue were developed as a "wartime housing" subdivision. The names were assigned by City Council after considerable debate. Of interest, each venue was to be an "avenue". Council felt this was fitting as, up to that time, only four "avenues" existed in Sarnia. **See Alder Crescent or the final entry of the Appendices.**

Pine Avenue (Bright's Grove)

Pine Avenue was established as part of a 1924 subdivision called "Plan of the Pines." Owned

by John Langan, the subdivision was named for the abundance of trees in the area. **See Alder Crescent or the final entry of the Appendices.**

Pineridge Trail

Registered plan 651 shows that the land on which **Pineridge Trail** is located was owned by John A. Wheatley and developed in 1978. Like many streets in Sarnia, Pineridge Trail was named for the abundance of trees in the area. To help prepare Pineridge Trail for development and to make use of the many trees on his property, Mr. Wheatley, then a Superintendent with the Roman Catholic School System, arranged for the pine and fir trees to be removed.

With the help of students and teachers from the original St. Michael's School (located on Telfer Road near Lakeshore Road), the trees were planted on the school's property. They are still there on the former St. Michael's School property, now home to Sarnia Lutheran Church. **See Alder Crescent or the final entry of the Appendices.**

Pineview Avenue

Like many other streets in Sarnia, **Pineview Avenue** was named for the many pine trees on the property when it was first developed in the late 1940s and early 1950s. Besides the many trees on the property, an above ground creek crossed Pineview just west of what is now Kenwood and crossed what would become Rosedale Avenue to the south. A small walking bridge was set up to traverse the creek on Rosedale. At Pineview, the creek was narrow enough so that pedestrians could safely jump across it. Much to parents' dismay, the creek was a gathering place of garter snakes that neighbourhood children would take delight in collecting. South of Rosedale and north of Pineview, the creek ran underground.

In 1949, what we know as Pineview Avenue actually had two different names. The western section of the street was called Pineview Avenue, running off Rosedale Avenue until it reached the point where Kenwood Avenue is located today (it was not developed yet). At this point, Pinewood Avenue ended, became a path, and then continued as a road where Woodland Avenue is located. This eastern section extended to Briarfield and was known as Rosedale Avenue.

A few years later, subsequent roads were developed north of Rosedale Avenue. When this occurred in 1952, the aforementioned path was turned into a road and the name Pineview

Avenue was given to the entire street. Registered Plan 308 shows that Pine Avenue was part of lot 21 in Concession VII. (Shaw) **See Alder Crescent or the final entry of the Appendices.**

Plank Road

Plank Road was developed in the late 1850s because of a business opportunity and named because of its surface. With the agricultural and lumber development in the areas just east of Port Sarnia, the town's politicians and entrepreneurs recognized the need for a roadway to bring those resources to the community for both local use and for shipment to markets beyond. Such was the genesis behind the 1854 formation of The Sarnia and Florence Road Co. The corporation was a joint stock venture in which one half of the shares were subscribed to the municipality with the remaining split among individual shareholders including town founders Malcolm Cameron and George Durand.

As events would have it, the need for the roadway became acute with the 1858 discovery of oil at Oil Springs. This meant the proposed road would have to be longer, but oil was the most lucrative resource that could be accessed by the construction of what became known as Plank Road.

The plan of construction called for a toll-collecting roadway splitting off at the intersection of Mitton Street and Wellington Street and bearing south east through Sarnia Township to Oil Springs. Sarnia's Ontario Street would thus become the westerly start of the road. The exact location of the first toll gate is still a matter of debate; it was either at the intersection of Wellington, Mitton and Ontario Streets or at the intersection of Ontario Street and Confederation Road.

Tolls were collected at points along the road until 1924. By that time the City of Sarnia had bought out the profit-seeking investors and, thus, could close down that aspect of the road in favour of the greater good.

With the area's abundant supply of hardwood, cut and milled of course by some of the company's investors, the construction specifications called for a roadbed made out of wooden planks. Although also called The Sarnia and Florence Road or The Sarnia and Oil Springs Road, the name Plank Road eventually endured out of respect to its original surface. The building of

the road was started in 1858, and the road was completed in 1859 at a cost of \$40,000.00.

As could be expected, the original planking eventually broke down. The roadbed thereafter received surface upgrades over the years beginning with gravel, tar (1930) and eventually asphalt (initial application 1944-1947). Of note, construction of the Plank Road was made difficult not only because of the swampy conditions but also because the road intersected railway tracks in two locations. To its southern end, the road met the Canadian Southern Railway tracks along its Petrolia–Courtright route. Additionally, at the western end of the road in Sarnia, the Ontario Street–Plank Road connection had to deal with the Sarnia–London rail right of way owned and occupied by the Great Western Railway (succeeded by The Grand Trunk Railway and eventually Canadian National Railway).

After almost a century of problems which were caused by the Sarnia intersection, a joint effort of the City of Sarnia and Township of Sarnia was undertaken in 1951 to eventually construct an overpass over the rail lines at Indian Road. Completion of the overpass would disconnect the long, historical connection of Ontario Street and Plank Road.

It was because of Plank Road that Port Sarnia received the raw materials which fed its developing lumber, refining and port facilities. Being that those enterprises comprised the economic foundation of the young community, the importance of Plank Road cannot be underestimated. (Bardwell; McCarthy “The Origin”; The Lambton; Atlas; Indexes)

Plymouth Street

Located on the south coast of Devon, England, Plymouth, for which **Plymouth Street** is named, is famously the home of the Pilgrims who, in 1620 on the Mayflower, set sail for the new world, eventually establishing a namesake that would become the State of Massachusetts and originators of the Thanksgiving event.

Registered Plan no. 629 shows that Plymouth Street and its surrounding streets were laid out and developed by Auriol Properties Limited, beginning in 1976.

Pontiac Court

Found in Sarnia’s College Park subdivision, **Pontiac Court and Pontiac Drive** derive their

names from the legendary native Odawa war chief (C. 1720-1769).

During the years 1763-1766, Pontiac was a leader in an uprising against the then British military occupation in the Great Lakes area. The revolt included native victories at six English forts including a siege on Fort Detroit. Eventually, a truce was achieved at which time the English Parliament implemented the Royal Proclamation of 1783 introducing the concept of native reserves to British North America.

Pontiac Drive and Pontiac Court were established in 1951 as part of the Colborne Road Subdivision. Plan of survey was taken out by then landowners and developers Regner Blok-Andersen, James Hornblower and Emma Pugh.

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Poplar Avenue

According to Registered Plan 111, **Poplar Avenue** was part of the Eastview Subdivision that was developed in 1948 to accommodate the 1940s housing shortage in Sarnia. The city's explosive rise in population was brought on by the influx of men (and their families) who found jobs in Chemical Valley. The area is known unofficially as "The Tree Streets." **See Alder Crescent or the final entry of the Appendices.**

Poplar Lane (Bright's Grove)

Poplar Lane in the Farris Subdivision of Bright's Grove extends north from the intersection of Old Lakeshore Road and Mandaumin Road, the eastern boundary of the city. It was named by landowner Rae Farris, for the poplar trees he had planted on the property.

The 14 acres on which the Farris Subdivision lies was originally used for cattle grazing. Rae's mother, Janet, gave him the land and, in 1932, when Rae decided to develop the property, he hired Windover Nurseries of Petrolia to plant trees and shrubs on the three streets of the subdivision. As payment, the owners of the nursery accepted a lakefront lot which, at the time, cost \$1,000. (Farris)

Porter Street

Porter Street runs off Mitton Street just south of London Road and was named for Peter Porter, who purchased the land and developed it. Unfortunately, we know little about Mr. Porter beyond the fact that he was born in Upper Canada in 1809 and married Margaret, whose family had emigrated from Scotland. An 1861 census reveals that Mr. Potter was a farmer. We also know that Mr. Porter liked to purchase and to sell land.

In 1852, for instance, he purchased 36 acres of lot 20, concession VI, which means he owned land south of the current Exmouth Street, halfway between East Street and Indian Road, until he sold it three years later. In 1861, he subdivided lots 23 to 26 in the George Durand subdivision plan, north of London Road and south of Durand Street. Porter Street was in this area. A street map of Sarnia, dated 1868, shows Porter Drive extending west from Mitton Street, just north of London Road. (Hodgson; Lambton County Archives, Town of Sarnia, Abstract B, page 181).

Praill Avenue

Developed in the mid-1970s, **Praill Avenue** runs east off Modeland Road just north of Blackwell Road and was named for the Praill family, which has operated a greenhouse at the same location for over a century.

This local institution started with Frank Praill, who came to Sarnia and purchased 60 acres of land in 1915. Frank's original greenhouse was 18 feet by 30 feet and his florist store, which he

opened in 1925, was located on Ontario Street. He then enlarged his original greenhouse, and in 1948 Prail's Flower Shop was built on Mitton Street.

Upon Frank's death, Harold assumed the family business and was one of the originators of Sarnia's Farmer's Market. Harold's son, Bruce, took over from his father and recently retired. Currently, a fourth generation—Bruce's sons, Ian, Chad and Sean—is running Prail's Greenhouse, a well-known greenhouse and nursery in Sarnia.

What is now Prail Avenue was, in its early days, a bit of a trip from Sarnia. Murphy Road was the edge of the city, and to see a car on Modeland was a rarity. Today, Modeland Road and Blackwell Road are, like Prail's Greenhouse, extremely busy. (Greaves; Mathewson "Prail")

Prentice Avenue

Plan No. 307 in 1952 shows that **Prentice Avenue** was named after two of the landowners, Clifford and Jennie Prentice. The street then extended just a bit south of Hollywood Place, but in 1956 what was called "The Prentice Subdivision" (in effect, what is now the east end of Prentice Avenue) was laid out and developed. In 1966, the area around the circle at the west end of Prentice Avenue was developed.

After working for the Canadian Southern Railway in 1949, Clifford Prentice began working with Polymer (now ARLANXEO). Jennie and he lived on East Street until they moved to Mooretown in the mid-1950s. By now an executive with Polymer, Clifford and Jennie chose to name Prentice Avenue after the family name when they sold the land to be developed. (Clifford)

Prescott Drive

In 1996, the city named the service road off Gladwish Drive as **Prescott Drive**, for the Governor General of Canada from 1796-1807. This was in keeping with Sarnia's plan to honour Canada's war dead and governors-general.

General Robert Prescott (1726-1815) was both a British soldier and a colonial administrator. Before he was appointed as the Governor-in-Chief of British North America in 1796, he had been in the British Army for over 50 years. Based on his martial record, he was active on the battlefield. He served in the Seven Years' War, was at the siege of Louisburg and, in 1759, as an

aide-de-camp to General Amherst, participated in the capture of Montreal. After fighting against the insurgent Americans in the American Revolution, Prescott led brigades which took Barbados and Martinique. In 1794, Prescott was appointed civil governor of Martinique.

Three years later, Prescott took office as Governor General at Quebec. He was unable, however, to resolve growing demands and unrest among French Canadians and was recalled to England in 1799. Described as having a “peppery personality,” Prescott agonized over his treatment, but he never set foot in Canada again, although he retained the governorship and salary until 1807.

When he passed away in 1815 at the age of 89, his death went unnoticed in North America. (Prescott)

Preston Avenue

Located off Murphy Road in Coronation Park, **Preston Avenue** was named for Sir Frederick Arthur Stanley, 1st Baron Stanley of Preston, 16th Earl of Derby, who was Canada’s Governor General from 1888-1893.

He was a good friend to Sir John A. Macdonald and a competent and well-liked figure, but Lord Stanley is best known today for giving Canada one of its most treasured national icons: the Stanley Cup. A huge supporter of outdoor life and a promoter of hockey in its early stages, Lord Stanley was posthumously inducted into the Canadian Hockey Hall of Fame in 1945 in the “Honoured Builders” category. (The Earl of Derby)

Prestwick Crescent

Prestwick Crescent was named after the town located as part of Manchester, England, originally settled by the Romans during their English conquest 55 B.C. to 40 A.D. and under the Emperors Claudius and Caesar Augustus.

Princess Avenue

Developer Al Charge named **Princess Avenue** for no particular reason, other than that he liked the sound of the name. (Charge, Al)

Princeton Drive

Princeton Drive was named after Princeton University, an Ivy League College, located in New Jersey, U.S.A. The university is a private institution that predates the American Revolution by three decades.

Procor Drive

Located in the south end of Sarnia, adjacent to the rail yards of the Canadian National Railway, **Procor Drive** was named after the corporation which boasts the largest railway tank car fleet in Canada. At any given time, a visitor to the CNR yards will find Procor tankers in quantity.

Proctor Street

In early Port Sarnia, **Proctor Street** was known, north to south, by three names: William Street (Plank Road south to Talfourd Street); Proctor Street (Talfourd Street south to Campbell Street); and North Street (south of Campbell). It was named for George Alfred Proctor, a successful contractor and builder, who was also mayor of Sarnia in 1906 and 1907. By March 1919, by law of Sarnia City Council, the streets were renamed to Proctor Street only.

George Proctor was not a man of idle ways. Twice widowed, he was married three times and had 15 children. When he was not busy at home, his construction business erected post offices in eight Ontario centres, as well as the Peterborough Armouries.

In Sarnia he built dozens of residential and commercial buildings including St. George's Anglican Church, Devine Street School, The Grand Trunk Station (today's VIA Rail depot), the Grand Trunk Railway Roundhouse and the original federal building/post office (1902).

As if family and such building were not enough, Proctor found time to serve Sarnia in many ways: as Municipal Councillor; as Mayor (1907 and 1908); as County Warden; as President of Sarnia's Children's Aid Society; and as a member of various local festivities. Mr. Proctor passed away in 1930 at the age of 88. (Mathewson, George. "Proctor" Page 12; Phillips) **Please see Appendices**

Pullen Drive

Pullen Drive was named after the Pullen family which had owned and farmed the land from the 1800s. In the 1960s, Charles Raymond “Ray” Pullen sold the land on which Pullen Drive and Pullen Park are located. (Pullen)

Queen Street

In the early years of Port Sarnia, when **Queen Street** was developed, there were three English monarchs:

- George IV - 1820-1830. - He tried to divorce his wife, so it was doubtful the street is named after her. No legitimate children were produced in the marriage.
- William IV - 1830-1837 - He was unmarried and had no legitimate children.
- Victoria - 1837-1901 - She is a niece of William IV.

Queen Street was named after English Monarch Queen Victoria who reigned from 1837 to 1901. She was born in 1819 into the Royal Family Saxe-Cobourg. Her reign saw an expansion of the British Imperialism such that it was said the sun never set on the British Empire. Over her almost 64 years as monarch she became the symbol of the then world power house. The British Empire and her name became the adjective for its way of life, The Victorian Era.

Quinn Drive

Early in the 1990s, Sarnia Council decided to name three streets after three local veterans who had lost their lives fighting for Canada. One is **Quinn Drive**, named for Sarnian James Edward Quinn who died at the age of 21 as a member of the RCAF in World War II. Trained as a tail gunner for a Lancaster Bomber, James had flown 16 successful missions before the fateful mission to bomb Essen, Germany on January 13, 1943.

Over Dusseldorf, Germany, James’ Lancaster was shot down and the entire crew was killed. Warrant Officer II - Air Gunner James Quinn’s remains were disinterred from the Dusseldorf Military Cemetery and reburied in the Reichswald Forest War Cemetery in Kleve, Germany. (Slater pages 115-116)

Rainbow Trail

Rainbow Trail, part of the Rainbow Cove subdivision in Bright's Grove, was so named by developers Bruce and Gord Metcalfe because it was built on the site of the Rainbow Cottages which were a feature of this area for the 1950s and 1960s. Rainbow was a fitting name for the collection of cottages which were painted in a variety of pastel colours. (Metcalfe, Al; St. Amand, Cathy)

Randy Road

Randy Road, developed in 1966 according to Registered Plan 554, was named after the son of developer Al Charge.

Rayburne Avenue

Rayburne Avenue was named after landowner Rayburne H. Frances, who registered the street under Plan No. 279 in 1946.

Regency Street

Regency Street was developed in the 1960s and connects Lakeshore Road to Dorchester Drive. It derives its name from the Merriam Webster definition of regency as "a government or period of time in which a person (called a regent) rules in place of a king or queen." The situation arises during periods of time when the monarch is a minor, is absent or is incapacitated.

Remington Court

According to Plan 25M-36, in 2010 **Remington Court** was established. The real estate developers gave it this name for the simple reason they liked the sound of it. (Walker)

Remo Drive

Remo Drive in Bright's Grove was named in 1991 by developer Onorio Iacobelli after his son, Remo, currently a cement contractor in Sarnia. Sadly, Onorio passed away in late August of 2016. (Iacobelli; Rocca)

Retford Avenue

Retford Avenue was named after a town in Nottinghamshire, England. Retford is part of the Nottingham-Sherwood Forest of Robin Hood legend. Registered Plan 606 shows that Retford Avenue was developed in 1974 by North American Construction Limited as part of the Edgewood Park Subdivision.

Retlaw Drive

Retlaw Drive, located north of Cathcart Boulevard, is Walter spelled backwards and was named by Walter Herridge, a local builder. Born in Newfoundland, Mr. Herridge spent some time in the United States before coming to Sarnia in the early 1930s. After starting Curran & Herridge Construction Company in 1948 with Harry Curran, Walter purchased the land on which the Retlaw Subdivision is located and developed the subdivision beginning in 1952.

For a number of years, Walter and his wife, Violet (Andrews) of Sault Ste. Marie, Michigan, lived on Lakeshore Road. Mr. Herridge passed away in 1963 at the age of 70, twenty years before Violet passed away at the age of 89. Both are buried in Lakeview Cemetery. (Curran, Ed; Dalton; Walter)

Rex Street

Plan No. 451 shows that **Rex Street** was established by developers Lambton Lands Ltd., (R. Blok-Andersen, President, and Keith Stoner, Secretary) in 1958.

All the original furnaces on the street were supplied by Rex Company and had the brand name “Rex” on them. Mr Blok-Andersen named this short street after the company. (Rawson)

Richard Street

Richard Street was established in 1904 under Registered Plans No. 72 and 73 for the then Town of Sarnia. The development was in part the participation of landowner Septimus J. Whittaker (1878-1954), who named the street after his father, Richard Whittaker. The street was developed in 1904, the same year that Richard Walker passed away.

Richard was born in 1843 in England and married Rebecca Collins (1843-1927) in 1869 when

both were 25 years of age. They lived in Middlesex County before they moved to Oil Springs in 1891 with their two children, Septimus and Isabella.

After Richard passed away, Rebecca moved to Sarnia where she lived with Septimus. (Septimus)

Ridgewood Drive

Ridgewood Drive is a tree street. It comprises part of Lots 62 and 63 of the Front Concession and was developed in 1956 as part of the Woodland Subdivision by Algere Developments.

Riding Club Lane

Not surprisingly, **Riding Club Lane** is the name of the street which leads into one of Sarnia's oldest clubs along the shores of Lake Huron. Registered plan 697 shows that Riding Club Lane was developed in 1985; however, the street leading north from Lakeshore Road into the facility was named long before that.

The Sarnia Riding Club opened its doors officially in 1909 as a place for aspiring equestrians to indulge in a little horseback riding. The year before, over twenty horseback riding enthusiasts were looking for a piece of property where they could ride their horses and spend time socializing with friends, thus enjoying a place of leisure and learning.

Fortunately, Dr. Clement, a local physician, was about to sell his beautiful property and cottage along the lake, just outside the city limits of Sarnia. On November 19, 1908, the group purchased Dr. Clement's property, and before the official opening on January 4, 1909, they had converted the original cottage into a clubhouse and constructed a frame stable with 16 stalls and harness rooms. At a meeting in February 1909, the members chose "Altamount" as the name for their clubhouse.

In the next decade, it continued to function as a riding club and before 1922 was known as the Sarnia Riding and Driving Club. By this time, members felt the name of their club was misleading since few people were riding horses there anymore. Rather, it had become more of a social club with people now arriving by streetcar to use the facilities and the beach. Some wanted to change the name of the club to the Sarnia Country Club, but the board of directors

decided to continue with the original name.

For the past century and more, Sarnians have enjoyed the view, the beaches and the facilities of one of Sarnia's oldest clubs. When the street off Lakeshore was to be built and named, the most obvious name for it was Riding Club Lane. (Easterby p 16; Murray, pgs. 2-3; Robertson, Kailey

Ridley Court

Located in the College Park Subdivision, **Ridley Court** was named for Ridley College (also known as Ridley or RC), a private boarding and day university-preparatory school in St. Catharines. Ridley was established as an Anglican-affiliated all-boys school in 1889 and became co-educational in 1973. Notable alumni from Ridley College are actors Hume Cronyn and Colm Feore; journalist, author and radio show host, Peter Gzowski; and C. Ross "Sandy" Somerville named "Golfer of the half century" by the Canadian Press, 1950. (Ridley)

Riopelle Drive

Established by Plan of Survey No. 25M-17 of 2008, **Riopelle Drive** was named after Canadian painter, Jean Paul Riopelle (1923-2002). Riopelle's art has been the subject of international exhibitions including showings in Paris, France and Saint Petersburg, Russia.

River Road

River Road was so named by reason of its immediate proximity to the St. Clair River. Arguably, the St. Clair River has been the lifeblood of Sarnia.

The first non-native explorers travelled the waterway to discover the area. The earliest non-native settlers established themselves along the river, for it was the river which gave them the crucial means of transporting goods to other places of trade.

During The War of 1812 and the Fenian outbreak in the 1860s, the St. Clair River granted to the area's inhabitants a natural line of defence.

Most significantly, as the commercial and industrial base began to expand over time, many raw products were located along the banks of the river. Fur trading, ship building, logging and milling, salt mining and petroleum refining, to name a few, were enterprises drawn to the

transportation route afforded by the navigable water.

The St. Clair River is 65.2 km in length, linking Lake Huron with Lake St. Clair. Its southerly flow of water proceeds southerly at a rate of 182,000 cubic feet per second. The waterway drains 223,600 square miles of surrounding lands.

Of important historical note to seafarers, Sarnia Bay is the only natural bay along the St. Clair River.

There have been times when man has not been kind to the River. In their zeal to create material wealth, far too many have used the waters as a dumping ground for pollutants. It can only be hoped that the future will witness a more respectful treatment of the St. Clair River. It has deserved this.

Rivergate Court

Rivergate Court, located in the Stoney Creek subdivision near Cow Creek, was so named by the developers not only because it sounded appealing, but also because it fit with the subdivision's theme of streets being named for either water or rock. (Durco; Keane)

Robert Street

Robert Street is located on Part of Lot 8 in the Front Concession of Sarnia Township (Bright's Grove). Under Registered Plan No. 265 (May 1935), it was developed by landowner Robert L. Crinnean. It was after Mr. Crinnean that the street was named in 1935.

Robin Lane

Robin Lane, running south from Charlesworth Drive to Devonshire Road, was developed in 1950 as part of what is known as the Jan (John) Klad Subdivision, Plan 297 for part of lots 65 and 66. The origin of its name is rather unusual; in fact, it's one of the few streets in Sarnia named after an animal—in this case, either a dog or a bird.

Dorothy Dagg has been living on Devonshire Drive since 1949. According to Mrs. Dagg, when the street that became Robin Lane was about to be named, the suggestion was put forward that it be named after Robin, a popular neighbourhood Scotch Collie. Robin belonged to a building

contractor and his wife, Mr. and Mrs. Gordon McLean, who were living at 497 Devonshire Drive across from the Daggs at the time.

A different explanation exists, however. A footpath between Charlesworth Drive and Devonshire Road that predated Robin Lane was a popular place for robin redbreasts according to another early resident of Robin Lane. Her backyard abutted the backyard of Elisabeth Klad whose husband developed the subdivision. Often, as they chatted in their backyards as neighbours do, Mrs. Klad would comment on the number of robins that had gathered in the area. Robin Lane was named by Mrs. Klad, this neighbor feels, because of the number of robins in the area.

Jan Klad, who was born in the Netherlands in 1899, married Elisabeth (Boerema) in 1923 in the Netherlands and immigrated to Canada. By 1935, John and Elisabeth were living in Camlachie where John listed his occupation as a painter and a decorator. By the early 1950s, they had moved to Sarnia and were living at 1366 Christina where John continued to work as a house painter. John passed away in 1962 in Sarnia and Elisabeth passed away in 1993 in Toronto. (Dagg; Douglas; Jan; MacKenzie, Priscilla; Stewardson)

Robinson Street

Robinson Street was named to honour and to remember landowner Robert F. Robinson. Mr. Robinson passed away in September, 1890, at the age of 57 years. In 1892, the street was developed by his executors, J.S. Symington and R. Allingham through Plan No. 40.

Rocco Drive

Rocco Drive was named for Rocco D'Andrea, the father of developers John, Dan and Ricky D'Andrea. Mr. D'Andrea was well known in Sarnia, being the long-time Business Agent of the local Labourers Union. (D'Andrea, John).

Rodriguez Drive

Rodriguez Drive was originally known as **Lupe Rodriguez Court** when it was named as part of the Heritage Park Subdivision in the mid-1990s. It was named after the Spanish-born Canadian artist, art educator and art reviewer for CBC. Born in La Linea, Spain in 1953, Lupe moved to Canada as a young child. She graduated from York University with a degree in fine arts. Before

she passed away in 2008 in Toronto, Lupe exhibited her paintings in private and public galleries in Canada, the United States, Mexico, and Spain.

In February 2012, the city modified the name to Rodriguez Drive. (Rodriguez; Sarnia City Council)

Roger Street

Roger Street was named for Roger Hay, a retired educator and the son of local developer and contractor, Lorne Hay. (Crawley) See Lorne Crescent.

Ron Bolt Street

Ron Bolt Street was named for Canadian artist Ron Bolt (b 1938), who is acclaimed internationally for his coastal and waterways landscapes. (Bolt)

Ron Martin Court

Ron Martin Court was named for the London-born artist Ron Martin (b 1943), best known for his willingness to experiment and to manipulate ideas with paints and watercolours. (Ronald)

Ronald Bloore Drive

Ronald Bloore Drive was named after Ronald Bloore (1925-2009) who was a Canadian abstract artist and university educator in fine arts and archeology. An original member of “The Regina Five,” Bloore’s works continue to attain national prominence in leading galleries and art auction houses.

Roosevelt Drive

Roosevelt Drive, which runs east off Lakeshore Road between Cathcart Boulevard and Charlesworth Drive, was named by Leo Charlesworth probably after the famous Roosevelt Raceway of Westbury, Long Island. Leopold “Leo” Charlesworth, of Huron County, owned land in this area of Sarnia in the 1950s, and it makes sense that he would name a street after a race track. Leo was passionate about and involved in the sport of harness racing throughout most of his lifetime, as an owner, a trainer, and even as a rider at some small tracks.

In 1950, for example, a newspaper article covered the Michigan Governor's Cup Trot, held in Northville Downs near Detroit, with the State's most coveted prize of \$10,000 to the winner. The article reveals that the trotter, Grattan Volo, won the race and "owner Leo Charlesworth of Sarnia, Ontario was again the recipient of the winner's share and a handshake from then Governor G. Mennen 'Soapy' Williams." Other articles have Leo attending harness races as an owner in the 1940s.

Roosevelt Race Track was famous for many reasons before it closed its doors in the late 1980s. When plans were made to construct a racing facility for cars in the 1930s, the owners leased part of the land from the Roosevelt Airport (known as Roosevelt Field) and kept the name. The name Roosevelt translates in Dutch to "from the field of roses" and the airport and the racetrack were both named in honour of Quentin Roosevelt, the son of President Theodore Roosevelt, who was killed in air combat in World War I.

The airport was famous for being the departure point of Charles Lindbergh's historic trans-Atlantic crossing and was used by pioneering aviator Amelia Earhart. In 1940, Roosevelt Raceway was converted to a ½-mile harness racing facility. It was the first track in the United States to run harness horses in their high-wheeled sulkies under nighttime lights. In 1988, in a decision which is still controversial, Roosevelt Raceway was closed down. (Roosevelt; Smith, Robert)

Roper Street

Roper Street, which runs south off Confederation Street, was named by landowner Gary Vettese after Steve Roper of the Niagara Falls area. Steve was a business associate of Gary's in the trucking business. (Rankin)

Rose Street

In the south end of Sarnia, immediately south of where the railway tracks descend into the Sarnia tunnel, three streets bear the floral names of **Rose Street**, Shamrock Street and Thistledown Avenue. Of note, in a nod to the predominantly Scottish heritage of Sarnia, the thistle is the national emblem of Scotland since the reign of the King of Scots, Alexander III (1249-1286).

At one point, **Rose Street** and Shamrock Street ran northerly into the main portion of Sarnia;

however, in October, 1888, the northerly extensions of these streets were closed off and forfeited to allow the intervening construction of the Sarnia Railway Tunnel. (See also Shamrock Street and Thistle Street.)

Rosedale Avenue

For many years, Tom and Clara Guthrie had been the principal owners of the property on which Rosedale Avenue now stands. When it came time to name the main west-east street in the 1948 “Guthrie Subdivision” (Registered Plan 282), Clara took into account the many rose bushes she had planted on her property. The name of the street thus became **Rosedale Avenue**: “rose” for her flower garden and “dale” (meaning valley) to complement other streets in the area with the same designation (Ferndale, Oakdale, Greendale).

Thomas Guthrie was born in 1890 in Point Edward. A strapping young man who was six feet tall in his teens, Thomas set out to earn some money in Detroit. He first worked at a stamping plant but found driving a streetcar more to his liking. He was a “people person” who enjoyed working outdoors, so this job suited him more. And it was on the streetcar that Thomas learned of another way to earn money. At the turn of the 20th century, Detroit was a sports town. Detroiters' love of baseball blossomed when the Tigers entered the American League in 1901 and how the Tigers fared dominated the conversations on the streetcars. Another very popular sport was prizefighting. So Thomas Guthrie, who was tall, muscular and in possession of lightning fast hands and reflexes, listened and asked why not? He drove streetcars by day and boxed for money at night. His grandsons have no idea how well he did, but he must have made some money because of two events that occurred when Tom returned to Sarnia.

First, he married Clara (Nickels) in 1912 and, a year later, Tom and Clara had enough money to purchase property east of Colborne Road that stretched north from Hall Street to Lakeview Cemetery. That same year, they also built a house on what would become Rosedale Avenue, just east of Colborne on the south side. Until 1948, Tom and Clara were successful market gardeners, using their land and their greenhouses to grow produce which they trucked to grocery stores throughout Lambton County. On occasion, their produce was shipped to other parts of Ontario.

Tom was known for his pleasant and honest nature. He always wore a suit when he was working

in the field or dealing with people, but he would dress more casually when he taught his sons and nephews how to box and to wrestle. Tom still possessed those quick hands and built a boxing ring in the barn to tutor his young charges on the art of pugilism. His nephews were from Detroit on Clara's side of the family and they loved visiting their uncle and aunt's expansive property, often staying the entire summer. Sarnia Township at that time, with its few houses, gravel streets and open fields, was a different world from the bustling metropolis of Detroit.

In the late 1940s, however, Tom and Clara decided to sell their property for a housing development. At that time, an unpaved Colborne Road was called Cemetery Road, and Pineview Avenue and Rosedale Avenue did not exist, being part of the Guthrie farm. Rosedale Avenue, in fact, was originally a narrow lane that served as a driveway to their property. Tom and Clara Guthrie's original farmhouse on their property just east of Colborne Road is still occupied today.

The explanation for Rosedale Avenue is as simple as a 1950 street map of Sarnia is confusing. This street map shows that, at one time, Rosedale Avenue started, discontinued, and then re-emerged as a separate street far from where it began.

Rosedale Avenue today extends east to Murphy Road. In 1948, it extended only as far as Ferndale Drive where it abruptly became a path that stretched to Woodland Avenue. When the road resumed at Woodland Avenue, it did so *not* as Rosedale Avenue, but as Durance Avenue. This section was undoubtedly named for John Henry Durance, (1887 - 1965) who once owned a market garden that stretched from Exmouth Street at the end of Copeland through to Michigan Avenue. (Part of lot 20, concession 7). Durance Avenue ended just east of Briarfield.

So what we know as Rosedale Avenue today began almost seven decades earlier as two streets with two different names separated by a path. Furthermore, for reasons no one knows today, Rosedale Avenue did re-appear in 1949, but as the eastern section of the street we know today as Pineview Avenue. It was only later in the 1950s that Rosedale Avenue extended from Colborne to Indian Road, replacing the path and dropping the name Durance Avenue. At the same time, Pineview Avenue replaced the name of Rosedale Avenue.

In 1958, when John Kember was developing his “Bryn Mawr Village” subdivision, he retained the name Rosedale Avenue for the street that continued west of Colborne Road. (Durance, Karen; Durance, Ross; Guthrie, Tom; Hillier, Jim; Hull, Susan)

Ross Avenue

In May, 1918 **Ross Avenue** was first established by the City of Sarnia under Bylaw No. 961 and Plan No. 86. The street as laid out therein preceded easterly from Ontario Street to Russell Street. (Registry Office)

Rowe Avenue

Rowe Avenue, which runs south from Lakeshore Road, was named for John T. Rowe and his wife Matilda who owned the property and farmed it before selling it to developers in the 1950s. Rowe Avenue was developed in 1952 under Registered Plan 305 as part of the Retlaw Subdivision. (Burr)

Rowella’s Way

Located off Errol Road West, **Rowella’s Way** was named for Rowena Riddell and Ella Anning, the maternal and paternal grandmothers of developer Bill Anning. (Anning)

Royal Crescent

According to *Webster’s Dictionary*, the word royal has a few meanings, all closely related:

- of kingly registry, i.e. the Royal Family
- of, relating to, or subject to the crown, i.e. the Royal estates
- being in the Crown’s service, i.e. “Royal Air Force”

Located in Cardiff Acres, **Royal Crescent** shares by name the English heritage of many of its adjacent streets.

Registered Plan no. 629 shows that Royal Crescent and its surrounding streets were laid out and developed by Auriol Properties Limited, beginning in 1976.

Russell Street

The origin of the name **Russell Street** is a case of mistaken identity. The accepted origin of Russell Street for many years was that it was named for George Russell, a 19th century brewer who came to Sarnia from the Niagara area, eventually becoming a Deputy Reeve in the city.

The story goes that Russell used the profits from his brewery to purchase land along the street that would be named after him. Mr. Russell was in the news again in 2010 when parents objected to using his name for a new school that consolidated students from Johnston Memorial and Devine Street. They chose P. E. McGibbon School over Russell Street Memorial School because of Mr. Russell's occupation and the implication that "it might not be a good reflection of the board to named schools after people that support that kind of lifestyle [brewing beer]."

The evidence shows, however, that for many reasons Russell Street was not named after George Russell. Rather, it was named by Malcolm Cameron after a person he admired, Lord John Russell, Prime Minister of England in the mid-1840s.

What do records show about George Russell? An 1871 census reveals that George Russell was born in 1840 or 1841. He was in Sarnia by 1866 (probably earlier) where he is listed as being a deputy reeve. The brewery he operated was located on the north end of Front Street and the path he used to haul his wagon from Christina Street to Front Street was unofficially called Russell's Lane (now known as Derby Lane). He did purchase two pieces of land in Sarnia, but neither was close to Russell Street: one was on Devine near Mitton Street; the other, on Forsyth Street near Wellington Street. Eventually, Russell returned to the Niagara Region where, for a land transaction on his piece of property on Forsyth Street, he signed a legal document, dated 1899. One would assume that Mr. Russell passed away sometime in the early 1900s.

The most glaring discrepancies concern the dates of George Russell's time in Sarnia and his actual age when Russell Street was first named. An early town map of Port Sarnia (Plan 14, dated 1854) shows that Russell Street between Davis Street and George Street was already named by this date. This means that Russell Street had been named when George Russell was 14 years old and no record shows him living in Sarnia at this time. Moreover, Russell Street was named on property owned by Malcolm Cameron, not by George Russell; in fact, south of Cameron's property Russell Street was called Spragge Street.

And since Cameron was wont to name streets after family members (Christina, Euphemia) or reform statesmen he admired (Cromwell, Bright, Cobden, Palmerston), it would make sense that he would name one more street after another politician with reform tendencies: Lord John Russell, Prime Minister of England in the mid-1840s. Cameron himself ran successfully as a moderate Reformer for Lanark in the Upper Canada election of 1836.

Before becoming Prime Minister, the first Earl Russell was noticed for helping to write the Reform Bill of 1832, which increased the number of eligible voters. As Prime Minister, he passed the Factory Act, limiting the hours of factory workers, and the Public Health Act, which improved the sanitary conditions of towns and cities. Judged by historians as an ineffective leader, Russell, near the end of his political career, stated, “I have made mistakes, but in all I did my object was the public good.”

That George Russell did live and work in Sarnia in the 1860s and 1870s is indisputable; however, the evidence shows that Russell Street was named in 1854 at the latest by a founding father who named many streets after well-known reformers and statesmen in England. (Holden; Kuyala; “Lord John”) **Please see Appendices**

Rutherglen Close and Rutherglen Drive

Rutherglen Close and **Rutherglen Drive** were named by Sarnia-born landowner and developer Harry Alexander Nisbet as a nod to his Scottish heritage on his father’s side. Although Thomas William Nisbet, Harry’s father, was born in Samoa, the family’s lineage is Scottish; in fact, ten years before he passed away, Harry visited Scotland, perhaps the last visit he made there.

Rutherglen itself is a scenic parish, burgh and market-town located on the River Clyde approximately four kilometers southeast of Glasgow. Known popularly as Ruglen, Rutherglen allegedly derived its name from Reutherus, an early King of Scotland. It became a royal burgh in 1106.

The name **Rutherglen Close** today is a misnomer. When it was developed in the early 1950s, Mr. Nisbet named it a “Close” meaning a dead end street, usually one with a circular turnaround, and that described exactly what it was at the time. When Cathcart Boulevard was eventually developed east of Murphy Road, Rutherglen Close was extended south to Cathcart Boulevard.

When Harry developed the street, he donated the park in the inner circle to the township. Since 2008, the park at Rutherford Close has been the site of an annual car show that benefits a local charity. Sponsored by Jay's Performance and run by the Bluewater Austin-Healey Club, the Jay's Performance Invade the Close Car Show continues to raise money for the Salvation Army. All Rutherglen Close neighbours support the show and volunteer at it. No doubt Harry would be very proud that the greenspace he donated nearly 70 years ago is being put to such good use.

Rutherglen Drive, developed in 1963, extends north from Lakeshore Road. For many years, Harry had resided on the property at the end of what is now Rutherglen Drive. Unfortunately, four years after his land was developed, Harry passed away at the age of 80. (Gander; Morden "150"; Moore)

Rutland Place

Rutland Place, which runs off Lakeshore Road east of Murphy Road, was developed in July 1989 on property that was originally the site of the Simpson family farm. It is part of Reference Plan 25R-5336 and is most likely named for Rutland, a landlocked county in the East Midlands of England.

By Plan No. 309 (1953) for the Denison Subdivision, this street was named by landowners Fred Denison and Jennis Denison.

Ryan Street

Ryan Street, which runs off Murphy Road just north of London Road, was developed between Murphy Road and Carr Street as part of the Baxter Subdivision. Landowner Norm Carr created Ryan Street under Plan No. 282.

At this point, no explanation has been found to determine the origin of Ryan Street.

Ryerson Court

Ryerson Court runs off Tawny Road in the Twin Lakes subdivision and was named for Ryerson University, commonly called Ryerson, a public research university located in downtown Toronto. Named after Egerton Ryerson, a leading 19th century educator, politician and Methodist minister, Ryerson University has such notable alumni as writer and actress Nia

Vardalos; Bare Naked Ladies' member Tyler Stewart; and television host and CBC journalist, Wendy Mesley. (Ryerson)

Salisbury Street

This conveyance, **Salisbury Street**, is located in Sarnia's Wiltshire subdivision. Registered Plan no. 626 indicates it was developed by North American Construction in 1976 (Sylvio Gagnon President; Regner Blok-Andersen Secretary).

Its name can be traced to the cathedral city in Wiltshire, England. This area of Britain is ancient as is attested to by the presence of Stonehenge and Avebury. It is believed that these sites date back to the Neolithic Era (New Stone Age) of the third millennium B.C.

Of more recent historical significance of a Canadian source, the Salisbury Plain served as a training ground and English base for this nation's fighting forces, particularly in World War I.

Samuel Street

Samuel Street was named after the grandfather of Reuben Proctor, who developed the surrounding lands beginning in 1890 under Registered Plan No. 31. A veteran of the Battle of Waterloo (18 June 1815) where he was wounded during the Napoleonic wars, Samuel Proctor was the father of Mirza Proctor who emigrated from England to Moore Township, Upper Canada.

The Mirza and Elizabeth Proctor family eventually moved to Sarnia where two sons, Reuben and George, would leave a distinguished legacy of development, construction and public service for the Town in the later stages of the 1800s. See also Proctor Street.

Sandalwood Court

In 1978, **Sandalwood Court** was named and developed according to registered plan 653 as part of the "Lakewood Estates Subdivision." Like many streets in the city, Sandalwood Court was named for a particular type of tree. **See Alder Crescent or the final entry of the Appendices.**

Sandfield Crescent

Sandfield Crescent, located in the Stoney Creek subdivision in Bright's Grove, was so named

by the developers because the name sounded appealing. The west part of Sandfield Crescent was developed in 1988; the east half, five years later. (Durco; Keane)

Sandpiper Drive

Sandpiper Drive started to be developed by Rapids Parkway Development Inc. in 2008 according to Registered Plan 25M-22. The streets listed in this plan, Bluebird Court and Meadowlark Lane, are all named after birds.

Sandy Lane

Sandy Lane is located at the westerly end of Canatara Park, just east of the mouth of Lake Huron.

Interestingly, the street's land title includes part of the historic lands previously held by the Military Reserve and related Ordinance Reserve.

Because of its strategic proximity to the United States and the interceding St. Clair River, military presence and maneuvers in the area date back to 1837. Significant militia encampment thereon incurred during the Fenian wars of 1858.

Savoy Street

By Registered Plan No. 45 (1891), landowner Joseph Savoy (1822-1905) assigned his family name to this conveyance, **Savoy Street**. At the time, Joseph Savoy and his brother, Urban Savoy, were engaged in the lumber business locally.

Mr. Savoy was born in New Brunswick and by 1856 was living in Sarnia. Besides being in the lumber business, Savoy was also a fisherman and a road builder. He and his wife Jane (1831-1907) are both buried in OLM Cemetery.

Sawgrass Place

Developer Frank Durco Jr. named **Sawgrass Place** in the Blackwell Glen Subdivision after the famed golf course TPC Sawgrass in Ponte Vedra, Florida. For many years, TPC Sawgrass has been host to the prestigious Tournament Players Championship where dreams are made or vanquished on the controversial par 3 17th hole, a 132-yard carry over water to an island green.

(Durco, Frank Jr; Sawgrass)

Schafer Court

Schafer Court, which runs off Moore's Lane in Bright's Grove, was named after real estate agent Matt Schafer. Born in 1929 in Winnipeg, Matt came to Sarnia in 1952 with his friend, Wally Kreviazuk. Both young men were looking for work and while Walter found a job in Chemical Valley, Matt sought employment in which he could be his own boss. After selling appliances door- to-door, Matt became a real estate agent, and he never looked back.

Sadly, Mr. Schafer passed away in October 2015. (Schafer, Claudette; Schafer, Liette)

Scott Road

Scott Road, which runs south of Churchill Line, was named for Sarnia's Mayor, William J. Scott. As a young man, Mr. Scott came to Sarnia from Oxford County to establish his own bakery. Later, he became a real estate salesman and an insurance salesman. In 1921, he ran for City Council and won a seat as an Alderman. In 1928, William Scott became the city's 46th Chief Magistrate.

During Mayor Scott's single term in office, he was instrumental in developing Ipperwash Provincial Park when land developers were anxious to obtain the land. He also stressed the need for traffic safety, launching Sarnia's first ever safety drive. Mr. Scott passed away in 1952.

Seaway Road

See also Harbour Road and River Road.

Second Street (Bright's Grove)

Second Street was established in 1931 by Plan No. 262 for Sarnia Township by landowner, Thomas Gaillee. Under the survey, only First Street and Second Street run on a west-east basis. Being that Second Street is the farthest from Lake Huron, this may account for the conveyance's name. (See also First Street)

Senate Court

Senate Court was developed in November of 1959 as part of the Birchwood Subdivision.

Webster's dictionary defines senate as "an assembly or council usually possessing high deliberate and legislative functions." From here was derived the name, **Senate Court**.

Dating back to at least the Roman Kingdom and Empire (753 B.C.-476 A.D.) the name has been used to describe a political body, which has some degree of governing influence in many jurisdictions.

Seneca Court

Seneca Court, found in the College Park subdivision, was named for Seneca College, established in 1967 in Toronto. Notable alumni include Angela James, one of the first of two women inducted into the Hockey Hall of Fame; and Beverly Thomson, host of Canada AM.

Severin Drive North

Severin Drive North was named after the Severin family, who originally owned the land on which Severin Drive North is located. In 1959, George and Catherine Severin were part of a small group of landowners who sold the land to John and Alma Kember for the development of the Birchwood Subdivision.

The 1921 census lists George as being born in Romania in 1884 and immigrating to Canada when he was 17. He and his wife Catherine and their family lived on Bright Street until purchasing farmland to the west of Murphy Road, opposite Twin Lakes Terrace, by 1935. George farmed the property and sold goods at the market until he sold the land for development in the late 1950s.

George (1964) and Catherine (1962) are both buried in Lakeview Cemetery. (George S; Hoad; Willock)

Severin Drive South

Severin Drive South was developed in April 1966 and took its name from Severin Drive North, which had been developed seven years earlier. It was developed by Regner Blok-Andersen.

Shamrock Street

In the south end of Sarnia, immediately south of where the railway tracks descend into the Sarnia tunnel, three streets bear the floral names of Rose Street, **Shamrock Street** and Thistle Avenue. Of additional note, in a nod to the predominantly Scottish heritage of Sarnia, the thistle is the national emblem of Scotland since the reign of the King of Scots, Alexander III (1249-1286). At one point, Rose Street and Shamrock Street ran northerly into the main portion of Sarnia; however, in October 7 1888, the northerly sections of these streets were closed off and forfeited to allow the intervening construction of the Sarnia Railway Tunnel. (See also Thistle Street.)

Sheffield Street

Sheffield Street was named after a metropolitan borough of South Yorkshire, England. In the 1800s, Sheffield became a steelmaking center. As this continued, the borough became the focus of German Luftwaffe bombing raids during World War II.

Registered Plan 606 shows that Sheffield Street was developed in 1974 by North American Construction Limited as part of the Edgewood Park Subdivision.

Shepherd Street

Alfred Shepherd, the landowner after whom **Shepherd Street** was named, purchased the property in the 1880s. Born in Oxfordshire, England in 1840, Alfred and his wife, Mary Ann (Martin), and their two sons immigrated to Canada and were living in Sarnia by the 1880s. Mary Ann passed away in 1902 and Alfred 16 years after. Both are buried in Lakeview Cemetery. (Shepherd)

Sherida Court

Sherida Court, in the Twin Lakes Subdivision, was named by real estate developer Mel Inch after his daughter, Sherida. In the early 1980s, Mr. Inch purchased the property from the Reddick family who had previously farmed the land. Sherida is currently living in Corunna. (Anning, Gary and Ginnie; Inch)

Sherwood Trail

Sherwood Trail was named after Sherwood Forest in England, made famous by the exploits of Robin Hood, Maid Marian, Little John and the Band of Merry Men. To this day there is, in fact, a Sherwood Forest and Sheriff of Nottingham.

Parts of Lots 62 and 63 of the Front Concession were developed in 1956 as part of the Woodland Subdivision by Algore Developments.

Siddall Street

Siddall Street, developed in 1923 between Talfourd Street and Wellington Street close to East Street, was named for Robert Siddall and Mary Siddall who owned and farmed the property. Robert was born, lived and died in Sarnia (1860-1932), marrying Mary Laforge in 1887. Mary's ancestors, as it turns out, had strong ties to Sarnia's earliest days.

Her great-grandfather was Joseph LaForge who is thought to be the first white settler to occupy land, in this case an orchard, within the boundaries of Sarnia Township. Mary's grandmother was Marie Angeline Pare, the daughter of Jean Baptiste Pare, another early settler to Sarnia.

When Robert passed away in 1932, Mary held onto the property for another six years before selling it to Agnes Kerr in 1938. (Lauriston p 30; Mary Laforge; Smith "Origins")

Sitter Drive

Sitter Drive, one of Sarnia's shortest if not the shortest street, runs east-west off Metcalfe Drive near the corner of Modeland and Blackwell. It was developed by Gord and Bruce Metcalfe in the mid-1970s and named after the Sitter family, who owned the property on which Sitter Drive is located.

Of German ancestry, Lloyd Sitter and his second wife, Margaret (nee Duncan), lived in a white two-storey house on the north side of Blackwell Road from 1937, the year they got married, until they moved to the south side of Blackwell in 1972. Lloyd owned seven or eight acres of land on the north side of Blackwell Road, as well as ten acres on the south side. Lloyd farmed his land for green peppers, celery, and potatoes, as well as operating a greenhouse which was located at the current site of Blackwell Road and Metcalfe Road. (Metcalfe; Everingham)

Smith Lane

Smith Lane was named after members of the Smith family who lived in the 1950s in the area where Smith Lane is located off Murphy Road north of Lakeshore Road. Residents in the area remember a homemade sign of “Smith Lane” nailed on a tree at Murphy Road before the street was officially named.

Over a period of time, beginning in August 1955, James Smith, Elaine Smith, Cecilia Smith, and Stewart Smith owned parcels of land in the area. A 1957 census shows Cecilia Smith, now a widow, living on Smith Lane. (Buono; Haight)

Sole Street

Sole Street was named after the Sole family who were fishermen and farmers in the Sarnia area for many years. The patriarch of the family, Thomas Sole from England, was himself a builder of note, having “erected a good many of the first houses in the north section of the city.”

After farming the land on Murphy Road, just south of Michigan, for several years, Edward Sole (1875-1959), Thomas’s son, arranged the sale of his property in the 1950s. For many years, Edward and his wife, Lillie (Jackson) had resided at 1167 Murphy Road.

In 1959, Lorne Hay, president of Hay Construction Ltd., developed Sole Street as part of the Blu-Air Subdivision which encompassed part of lot 19, concession 7. (Bullock; Edward; Willock, Don) See Lorne Crescent.

Somerset Crescent

Somerset Crescent, developed in 1973, was named after the county located in Southwest England, primarily an agricultural community.

Southern Avenue

Established by landowners/developers Gordon Battle, John E. McNally and Winnifred McNally under Plan No. 297 in 1949, **Southern Avenue** is a street whose name does not have any known historical or other significance.

Southfield Close

Established by landowner/developer Kim Gladwish in trust under Plan No. 70-1986, **Southfield Close** is a street whose name has no known historical significance.

Spartan Avenue

Spartan Avenue was named by developer Regner Blok-Andersen in recognition of his historical interest in ancient Sparta. Sparta was a warrior society and a chief rival to Athens, another city state. Spartan culture in ancient Greece was centered on loyalty to the state and military service, and its youth were educated to be rigorous, disciplined and dutiful.

Its military prowess notwithstanding, the Spartan Empire's dominance was short-lived. Defeated in 371 BCE by the Thebes, was the beginning of its long period of decline. (Bendal; Sparta)

Springbank Drive

Observation of **Springbank Drive** will convey neither a bank nor a spring. It was named after London, Ontario's park and conveyance entering those grounds.

Spruce Avenue

Spruce Avenue was part of the unnamed subdivision east of East Street that has become informally known as "The Tree Streets." Registered Plan 109 shows the area as being in Concession VI and part of lots 20 and 21. Located between Bright Street and Kathleen Avenue, Cherry Drive was developed in 1946. "The Tree Streets" subdivision was developed to accommodate Sarnia's rising population with the advent of Chemical Valley.

After World War II Maple Avenue, Pine Avenue, Spruce Avenue and Oak Avenue were developed as a "wartime housing" subdivision. The names were assigned by City Council after considerable debate. Of interest, each venue was to be an "avenue". Council felt this was fitting as, up to that time, only four "avenues" existed in Sarnia. **See Alder Crescent or the final entry of the Appendices.**

St. Andrew Street

St. Andrew Street was named after the Christian biblical disciple of Jesus Christ. By trade a

fisherman with his brother St. Peter, St. Andrew was called upon to become a “fisher of men.” (Matthew 4:18-22, Mark 1:16-20)

Russia and Scotland have chosen St. Andrew as their patron saint.

St. Clair Parkway

St. Clair Parkway was named after the St. Clair River, which drains Lake Huron into Lake St. Clair through its 40.5-mile waterway. It is believed that the river and lakes are named after Saint Clara (Clare) of Assisi, a popular saint in Europe in the late 1600s and founder of the Order of Franciscan nuns. The feast day of St. Clare is August 11, the date that French explorers in 1679 first explored the area and gave the river and lake the same name. Government officials and map makers later changed the spelling to Saint Clair or St. Clair.

French traders and explorers used the river as an early waterway and transportation route.

St. Clair Street

St. Clair Street was named after the St. Clair River, which drains Lake Huron into Lake St. Clair through its 40.5-mile waterway. It is believed that the river and lakes are named after Saint Clara (Clare) of Assisi, a popular saint in Europe in the late 1600s and founder of the Order of Franciscan nuns. The feast day of St. Clare is August 11, the date that French explorers in 1679 first explored the area and gave the river and lake the same name. Government officials and map makers later changed the spelling to Saint Clair or St. Clair.

French traders and explorers used the river as an early waterway and transportation route.

St. Laurent Drive

St. Laurent Drive, located in Coronation Park, was named after Canada’s 12th Prime Minister, The Right Honourable Louis St. Laurent (1882-1973) who governed Canada from 1948-1957. A fully bilingual lawyer and law professor, Mr. St. Laurent, a staunch Liberal, replaced the retired William Lyon Mackenzie King and governed Canada for nearly a decade during a period of economic post-war prosperity. (Louis Stephen)

St. Lawrence Court

Located in the College Park subdivision, **St. Lawrence Court** was named for St. Lawrence College, an institution of Applied Arts and Technology, with three campuses in Brockville, Cornwall, and Kingston (main campus). (St. Lawrence)

St. Michael's Court

St. Michael's Court, found in the College Park subdivision, was named for the University of St. Michael's College, an undergraduate liberal arts and sciences college of the University of Toronto. Founded in 1852, St. Michael's is most closely associated with teaching and research in the humanities. Notable professors include Marshall McLuhan, professor of English literature and prominent media critic; and author Morley Callaghan. (Welcome)

St. Vincent Street

St. Vincent Street was named by Henry Jones after John Jervis, Earl of St. Vincent (1735-1825), an English politician and First Lord of the Admiralty (1801-1804). He received the Royal Title from his naval victory at the Battle of Cape St. Vincent (1797) during the Napoleonic Wars.

Stacy Court

Stacy Court was named for Anastasia (Stacey) Chrapko, the daughter of developer John Chrapko. (Rocca; Stevens)

Stafford Place

Stafford Place was named after the county located in England's west Midland region. Stafford was home to John Wheeley Lea and William Henry Perrins, both of Worcester, England, who were dispensing chemists and inventors of Worcestershire Sauce.

Stathis Boulevard

In 1999, property owner, John Stathis named **Stathis Boulevard** to honour the name and the legacy of his father Larry Stathis. Larry emigrated from Greece in 1958 and, together, his wife Vicky and he raised three children who have emulated their father's success.

To support his family, Larry for many years owned the Boulevard Restaurant on Exmouth Street,

now site of the restaurant, Cravin's Chill & Grill. Larry and Vicky continue to live in Sarnia. (Stathis)

Stockwell Street

Under Registered Plan No. 273 (1892), **Stockwell Street** was named after owner R. S. Stockwell.

Stone Court

Stone Court is a name of convenience. Registered plan 538 shows it was located on lot 63 of the Front Concession and was part of Woodland Park Subdivision of 1965. Until the late 1970s, Stone Court was known as Stonecrest Court. To avoid confusion, the name was shortened to Stone Court. (Burns, Stella)

Stonebrook Road

Stonebrook Road in the Stoney Creek subdivision was so named by the developers not only because it sounded appealing, but also because it fit with the subdivision's theme of streets being named for either water or rock. Development began on Stonebrook Road in 1988. (Durco; Keane)

Stonecrest Avenue

Stonecrest Avenue is a name of convenience. Parts of Lots 62 and 63 of the Front Concession were developed in 1956 as part of the Woodland Subdivision by Algore Developments.

Stonehaven Court

Stonehaven Court is a name of convenience. It was developed in the mid-1970s as part of the Wiltshire Park Subdivision. (Durco)

Stonehollow Court

Stonehollow Court in the Stoney Creek subdivision began development in 1988 and was so named for two reasons: the developers found the name appealing and Stonehollow Court fit with the subdivision's theme of streets being named for either water or rock. (Durco; Keane)

Stoneridge Court

Stoneridge Court in the Stoney Creek subdivision began development in 1988 and was so named for two reasons: the developers found the name appealing and Stoneridge Court fit with the subdivision's theme of streets being named for either water or rock. (Durco; Keane)

Stoney Creek Drive

Stoney Creek Drive, which runs through a subdivision of the same name, was named after the community (now city) of Stoney Creek on the south shore of western Lake Ontario. Frank Durco, the developer, also found the name appealing. Since Stoney Creek in Bright's Grove was located just east of the meandering Cow Creek, the names he chose for streets have a theme of water or rock. The western phase of Stoney Creek began development in 1988, the eastern section, five years later. (Durco)

Strathmoor Avenue

Strathmoor Avenue is a street which is located in the Guthrie Subdivision. The route runs in an east – west direction bisecting the streets of Grandview, Briarfield and Hagle. Interestingly there are no municipal addresses attributable to Strathmoor Avenue.

Strathuron Avenue

Strathuron Avenue in Bright's Grove runs north from John Street to Old Lakeshore Road. In the 1920s, Ernest J. Wright and his wife, Mary, longtime residents of Strathroy, purchased a piece of land for \$100.00 at the north corner of what is now Strathuron Avenue.

The summer cottage which the Wrights built on their property was a vacation spot for their five children and their growing family throughout the years. When it came time to name the street on which their property stood, Mr. and Mrs. Wright chose to call it Strathuron, a nod to their hometown and to the lake which provided such a beautiful view. (Ernest; Nicholson)

Stuart Street

Under Plan No. 20 of 1874, **Stuart Street** was originally known as Dora Street. It later became Stewart Street until 1921 when it was changed to **Stuart Street**. The conveyance is named after

the publisher of Sarnia's conservative newspaper, *The Sarnia Canadian*, Stuart A. MacVicar.

Ironically, MacVicar eventually sold the publication to its arch rival, thus becoming *The Sarnia Canadian Observer*.

Sun Avenue

Sun Avenue is named after its proximity to views of the sunset. Lake Huron boasts one of the world's greatest places to view a sunset.

Sunset Avenue

In the early 1920s, J. W. (Joseph Warner) Murphy, who went on to become a Conservative M.P. for Lambton West from 1945-1962, owned the land just west of the Farris Subdivision in Bright's Grove. At one time, a sign on his property read "Limberlost Lodge," in recognition of a resort near Huntsville where Mr. Murphy and his family used to vacation.

When it came time to develop his property in Bright's Grove in the 1930s, Mr. Murphy named **Sunset Avenue** to reflect the recreational activities that cottage owners could enjoy while living on the shores of Lake Huron. Lake Huron boasts one of the world's greatest places to view a sunset. (Dally)

Sunset Boulevard

According to registered plan 269, **Sunset Boulevard** was named in 1937 as part of lot 2 of the Front Concession. J. W. Murphy, the landowner, named it after its proximity to views of the sunset. Lake Huron boasts one of the world's greatest places to view a sunset.

Sunset Lane

Sunset Lane was named after its proximity to views of the sunset. Lake Huron boasts one of the world's greatest places to view a sunset.

Superior Street

Prior to 1951, **Superior Street** was called Chestnut Street. When the city annexed the land from the existing boundary of East Street to the west side of Murphy Road, the name had to be

changed as a Chestnut Street already existed.

As to why it was called Superior Street, no one at the time of this writing knows for sure.

Sutton Street

Sutton Street was named after Gladys Sutton, landowner of this street and other surrounding lands, beginning in 1924.

Sweden Street

As with Denmark Street, **Sweden Street** was named by developer Regner Blok-Andersen as a tribute to his Scandinavian heritage. Registered Plan 295 shows that Denmark Street was developed in 1950 as part of the Oak Acres Subdivision. (See Kim Street)

Sweetbay Crescent

Named by Sifton Properties, the Magnolia Trails Subdivision is located near the northwest corner of Modeland Road and Michigan Avenue. **Sweetbay Crescent** runs between Stathis Boulevard and Bretanek Boulevard and is named for a type of magnolia tree native to lowlands of the Atlantic Coast. (Sloan, Jamie)

Sycamore Drive

According to Registered Plan 111, **Sycamore Drive** was part of the Eastview Subdivision that was developed in 1948 to accommodate the 1940s housing shortage in Sarnia. The city's explosive rise in population was brought on by the influx of men (and their families) who found jobs in Chemical Valley. The area is known unofficially as "The Tree Streets." **See Alder Crescent or the final entry of the Appendices.**

Sylvan Court

Sylvan Court, which runs north off Cathcart Boulevard, was probably named because of the many trees on the north end of the street. The street was so named when the north section of the street was developed in 1962.

Registered Plan 493 shows it was part of the Valdor Subdivision, owned and developed in 1962

by Sylvio Gagnon of Bluewater Developments Ltd. When Regner Blok-Andersen and Sylvio Gagnon developed the rest of the street in the 1970s, they kept the same name. (D'Andrea, John)

Sylvia Avenue

Located in the High Park area, **Sylvia Avenue** was named after Sylvia Durance, one of the daughters of Ruth and Harry Durance. For many years, Harry and Ruth lived at 1072 London Road where they owned 10 acres of land, which stretched north from London Road to Exmouth Street.

They were a whirlwind of activity. Besides raising five children, Harry operated a hatchery within the home property on Brenchley Street and partnered with his brother and sister-in-law, Alan and Jean Durance and James Miller, in a farm operation east of Sarnia on London Road. In 1947, Harry added to his business enterprises a butcher shop-grocery store across the street from the hatchery. He converted this a few years later to a home freezer business, Durance Provisioners, in which he supplied meat, frozen fruits and vegetables and dry goods to people who had purchased home freezers, an innovation in home appliances at the time.

When Harry and Ruth sold a portion of the 10 acres of land to be developed in 1949, they were given the option of naming a street. They chose to name it after Sylvia, the youngest child in their family at that time. Harry and Ruth have since passed away: Harry at age 63 in December, 1970, while Ruth and he were working for Canadian University Services Overseas in Thailand following retirement; and Ruth in March, 2015, a few weeks shy of her 98th birthday.

Sylvia has two grown daughters, Kimberley and Rebecca, and is currently working in Brampton as an educator while living with her husband, Allan, in Mulmur, Ontario. (Alcock; Durance)

Talfourd Street

Talfourd Street was named for Froome Talfourd (1807-1902), an early settler who had a positive impact in the area. Malcolm Cameron and he were good friends, so Talfourd Street was likely named by Malcolm Cameron.

Froome Talfourd was a former woodworker's apprentice who was born on Broad Street in London, England. Realizing that woodworking was not the career for him, Froome served his

apprenticeship and then arrived in the Sarnia area in 1834 with his brother Field. It was in the Sarnia area that Froome would leave his mark.

Together, Froom and Field founded the hamlet Froomfield (near the present day Shell Oil dock south of Sarnia), but while Field returned to England, Froome stayed much longer. By all accounts a generous and decent man, Froome was also a magistrate, a court commissioner, and a lieutenant-colonel in the militia during the rebellion of 1837.

In 1855, Froome moved into Sarnia and in 1858 he became the “visiting superintendent” to the local Chippewa. In this capacity, Talfourd was greatly admired by the residents of today’s Aamjiwnaang; in fact, he became known among the natives as “The Englishman who keeps his word.” In his book, *The Plains of Aamjiwnaang*, author David Plain states that Talfourd, acting on behalf of the First Nations, investigated several of their claims about suspected embezzlement and discrepancies about missing monies and made subsequent reports to the authorities. As Mr. Plain writes, Talfourd was “so fair, honest and upright . . . with the St. Clair Reserve that he quickly gained a highly regarded reputation among us.” The forefathers of today’s Aamjiwnaang First Nation made him a guest of honour at a memorable feast on November 4th, his birthday.

He left to visit England and, despite his intentions, Froome never returned to Lambton County; however, “The Talfourd Feast” ran for a number of years and was one that no one wanted to miss. Even the sick and the aged had plates of food delivered to their homes.

Froome passed away in England at the age of 95. (Lauriston pages 35-36; Mathewson “Talfourd”; Froome; Plain, David. *The Plains of Aamjiwnaang*, pages 127-128) **Please see Appendices**

Tashmoo Avenue

Tashmoo Avenue runs south from Kenny Avenue and ends at Lasalle Line. The street may have been named Tashmoo Avenue in reference to the *SS Tashmoo*, a famous side-wheeler steamboat that was one of the fastest ships in the early part of the 20th century. The *SS Tashmoo* plied the waters of Lake St. Clair, the St. Clair River, and Lake Huron. (Tashmoo)

Tawny Road

Tawny Road in the Twin Lakes Subdivision was named after Tawny Rae McCormick-Stewart, the granddaughter of Doreen Junek, a former City of Sarnia employee who retired from City Hall in 1993. (Dillon; Jackson, Larry)

Tecumseh Street

Tecumseh Street was named after the Shawnee leader (1768-1813) whose native confederacy was crucial in assisting its British ally during the War of 1812 against the United States. While engaged in that conflict, Tecumseh's leadership came to an end with his October 18, 1813 death at the Battle of the Thames near Moraviantown, Ontario. His resting place is on Walpole Island.

Telfer Side Road

Telfer Road (Side Road) was named after the Telfer family who were Sarnia Township settlers before Canada's Confederation. The patriarch of the Telfer family was John, who immigrated to Canada from Dumfries, Scotland in 1820. In 1865, John moved from Froomfield and purchased Lot 28, Concession 9 in Sarnia Township, a total of 100 acres which was located around the area of the southwest corner of present day Telfer Road and Lakeshore Road.

Eventually, John's son, George, became the sole owner of the Telfer farm and, while he did some farming, George saw the potential for a brickmaking business. In the 1870s, George started a brickyard on what is now known as the Cull drain, tapping a vein of clay that ran along its ledge for bricks. Beginning in the 1930s, the Telfer farm was sold and subdivided into housing developments. Beatrice Telfer sold the remaining part of the farm in 1994. (Tice; Wilson p 4) **Please see Appendices**

Temple Street

Located immediately north-east of the intersection of East Street and London Road, **Temple Street** came into existence under Plan No. 124 of 1920. The owners at that time, The Sarnia Exhibition Realty Company, chose to name the street after the early Port Sarnia Settler, Oliver Temple.

Oliver Temple received title to this land by way of Crown Grant in February 1835.

Thames Crescent

The name Thames, for which **Thames Crescent** was named, immediately brings to mind a long and historically-significant river.

At 215 miles in length, the Thames River in England is the longest internal waterway in that country. It traverses through no fewer than eight counties, as well as the City of London. Along its banks are Windsor Castle and the English House of Commons at Westminster.

It is perhaps not surprising that the early Upper Canada settlers chose to also name as the Thames the 170-mile long river, which flows through three counties in Southwestern Ontario.

Registered Plan no. 629 shows that Thames Crescent and its surrounding streets were laid out and developed by Auriol Properties Limited, beginning in 1976.

Thelma Avenue

Thelma Avenue in Bright's Grove was part of the subdivision that included James Street and Estella Street. The area was developed in 1927 according to the wishes of the two owners, James L. Valiquette and Estella Holmes, after whom James Street and Estella Street were named.

Thelma Avenue was named for Thelma Hamilton (1906-1977), the daughter of Bill and Catherine Hamilton (Strangway). Thelma moved into Sarnia and, in the 1940s, married George McGirr, a brakeman with the CNR. Thelma passed away in 1977 and is buried in Lakeview Cemetery. (Grant)

The Beaches

Located in Bright's Grove along the old Lakeshore Road, **The Beaches** was named because of its immediate proximity to Lake Huron. Plan 39 of Sarnia Township shows that it was developed on the property owned by Joan Nicholson and her family. The street was co-developed by Rino Iacobelli and Frank Fazio. (Fazio, Frank)

The Rapids Parkway

In the mid-1990s when **The Rapids Parkway** was being developed through land owned by Curran Contractors, Chris Curran named it in recognition of Sarnia's history. When the first

known settler in the area, a Frenchman named Ignace Cazelet (anglicized later to Causley), arrived in 1807, the area was known as “Les Chutes” or as “The Rapids” to English settlers. The name of the small community was changed to “Port Sarnia” in 1836. (Curran, Chris; City)

Thistle Street

In October, 1888, Rose Street and Shamrock Street were closed in order to accommodate the building of the Sarnia Railway Tunnel.

In effect, this cut off the only means of northerly direct access to Sarnia for the then residents of the town’s farthest southerly neighbourhood. In an initial attempt to console these residents, the Sarnia Tunnel Company and Grand Trunk Railway offered to build a bridge over the tunnel cut and, thereby, restore the aforesaid direct access. Eventually, however, the railway companies backed off from this proposal and offered to the Town a settlement of \$3,500.00 in lieu of the bridge.

In their collective wisdom, Sarnia Town Council, in December 1894, rejected the offer with the net result of no bridge being built and no monies received.

Some attempts were made to deal with the isolation caused by the tunnel cut. In 1890, St. Andrews Church sponsored the building of a small structure which became home to the Albert Street Mission Church on Albert Street South (later Vidal Street). Ten years later, the Mission was closed and the building sold to the School Board to house the area’s Grade 1 and Grade 2 students. The older children who chose to go to school had to make the long trek west past the tunnel out and then north to the original Devine Street School.

Thistledown Avenue

In the south end of Sarnia, immediately south of where the railway tracks descend into the Sarnia Tunnel, three streets bear the floral names of Rose Street, Shamrock Street and **Thistledown Avenue**. Of additional note, in a nod to the predominantly Scottish heritage of Sarnia, the thistle has been the national emblem of Scotland since the reign of the King of Scots, Alexander III (1249-1286). At one point, Rose Street and Shamrock Street ran northerly into the main portion of Sarnia; however, in October, 1888, the northerly extensions of these streets were closed off and forfeited to allow the intervening construction of the Sarnia Railway Tunnel.

Originally, Thistledown Avenue ran north from Tecumseh Street and connected to Campbell Street. The street, however, ceased to exist when it was torn up to make way for the St. Clair Railway Tunnel in 1899.

Thomas Drive

In April 1965, Lambton County Court Judge F. Carscallen ordered the registration of Plan No. 520 for the **Thomas Drive** area. Consistent with the name given to the local school and parish, the street was named after St. Thomas Aquinas (1225-1274).

A Roman Catholic of Italian heritage, Aquinas was canonized by the Church in 1323 in recognition of his scholastic work in the fields of philosophy, theology and law.

Thompson Street

Located in the Coronation Park subdivision, **Thompson Street** was named after Sir John Thompson, Canada's fourth Prime Minister (Conservative), whose two-year term ended with his sudden death on December 12, 1894 in England. A Halifax-born lawyer, judge and university professor before he entered politics, Sir John was recognized for his incisive mind, his capacity for work and his love of justice. Consequently, he was a key figure in the creation of the Canadian *Criminal Code* in 1892. (Sir John David)

Thorncrest Road

Thorncrest Road is a tree street, meaning that, like many other streets in Sarnia, it was named for a specific tree or part of a tree. Thorncrest Road was developed from Parts of Lots 62 and 63 of the Front Concession in 1956 as part of the Woodland Subdivision by Algore Developments. **See Alder Crescent or the final entry of the Appendices.**

Thurston Avenue

Running south off Blackwell Road just east of Modeland Road, **Thurston Avenue** was named after the Thurston family, who owned the property on which Thurston Avenue is located. Since the Great Depression, Malcolm Thurston (1904-1973) had owned the property which extended from the current Howard Watson Trail (formerly the Grand Trunk Railway Line) to south of Blackwell Road, a total of 48 acres.

North of Blackwell Road, Malcolm had a gravel business on 13 acres, and south of Blackwell, he, his wife, Jean, and his children farmed the land which included a plentiful peach tree orchard. After the Thurston family sold the land in the late 1950s, a neighbour suggested the new road being developed be named Thurston Avenue. (Everingham)

Tom Hodgson Court

Tom Hodgson Court was named for the prominent artist, Thomas Sherlock Hodgson (1924-1986), who specialized in abstract art. (Painters)

Toro Street

Toro Street is located in what was originally Sarnia's first suburb, Robertsville, named after Robert Skilbeck, Sarnia's first banker. Located in Lot 20, Toro Street runs from Hall Street south to Oakdale Avenue, and while Robert Skilbeck developed the southern portion of Lot 20, the northern half around the area of Hall Street and Rosedale Avenue was developed by John Cameron.

John Cameron (1819-1895), a stonemason and a builder from England, not only developed the area beginning in 1856 but also named two streets after himself: John Street and Cameron Street. When Sarnia amalgamated the property in 1951, John Street became Hall Street to avoid confusion with another John Street that existed in Sarnia's south end.

Cameron Street, likewise, was renamed to avoid confusion with the long established Cameron Street in Sarnia but, for some reason, its name was changed to Toro Street before amalgamation began. Plan 282, dated 1948, shows Toro Street, not Cameron Street, intersecting with John Street. A 1950 map of Sarnia and surrounding area confirms the early name change.

No explanations have been found yet as to why the street name became Toro Street and why it was renamed three years before it needed to be changed. (John E.)

Treewood Crescent

Treewood Crescent was developed in 1976 by Major Holdings and Developments Ltd. It was part of lot 16 Concession 5 and, like many streets in Sarnia, was named for the number of trees in the area. **See Alder Crescent or the final entry of the Appendices.**

Trillium Park

Trillium Park was named after the official plant for the Province of Ontario. It was developed as part of lot 20 in the 7th concession.

Trinity Crescent

Located in the Twin Lakes subdivision, **Trinity Crescent** was named for Trinity College of the University of Toronto. Founded in 1851 by Bishop John Strachan, Trinity College today comprises a secular undergraduate section and a postgraduate divinity school. Among its many notable alumni are politicians John Tory, Michael Wilson and Michael Ignatieff, former Governor-General Adrienne Clarkson; and filmmaker Atom Egoyan. (Trinity)

Trudeau Drive

Developed as part of the Leckie Farm Subdivision in 1974, **Trudeau Drive** was named for Pierre Elliott Trudeau (1919-2000), the 15th Prime Minister of Canada who was known for his youthful energy, his opposition to a separate Quebec, and his suppression of violent revolt.

Born to a French father and a mother of French and Scottish descent, Trudeau was fluent in both English and French long before he started practicing law in 1951. After teaching constitutional law for three years, Trudeau entered politics and became the Minister of Justice in Prime Minister Pearson's cabinet. Mr. Trudeau's flamboyant personality meshed with the changing attitudes and more liberal opinions of the late 1960s; for example, within a year he had reformed the divorce laws.

When Pearson retired in 1967, Trudeau won the leadership of the party and swept into office on a wave of popular appeal known as "Trudeaumania." His time in office until he retired in 1984 was tumultuous: the October Crisis with the FLQ; the implementation of the War Measures Act; the fight to prevent Quebec from separating; and Canada's patriation from Great Britain that led to a completely separate Canada from Queen Elizabeth II's Britain.

Pierre Trudeau passed away in 2000. Giving the eulogy at his state funeral in Montreal's Notre-Dame Basilica in Montreal was his son Justin, who followed his father into politics. In 2015, Justin was elected Prime Minister of Canada. (Pierre)

Truman Court

Truman Court, located off Salisbury Street in the Wiltshire Subdivision, was named after Truman Wicks, the father of contractor, Paul Wicks. (Wicks)

Tudor Close East and West

Overlooking Lake Huron north of Lakeshore Road, **Tudor Close East and West** were named by James and Audrey (Harris) MacPherson when the roads were developed in the early 1960s. James and Audrey wanted to pay homage to England, Audrey's country of birth, so they not only built a Tudor-style home for their family but also named the street after its design.

The reign of England's Tudor monarchs began with the accession of Henry VII in 1485 and ended with the death of Elizabeth I in 1603. Coinciding roughly with the beginning of the Tudor reign, Tudor-style architecture includes such exterior features as large groups of rectangular windows, large bay windows, much brickwork, roofs with many gables, and the extensive use of half-timber work. The interiors featured wood-paneled walls and the lavish use of molded plasterwork.

The term "Close" as it relates to a street is often used in England to designate a road that vehicles can enter only from one end. (Tudor; Wright, Tanis)

Tunis Avenue

Tunis Avenue, located in the Coronation Park subdivision, is named after Viscount Alexander, the 1st Earl of Tunis, who was Canada's Governor-General from 1946 - 1952. Canadians were excited when King George VI appointed Lord Alexander as our Governor-General, for he was a hero of WWII and was considered by many to be Britain's greatest military commander since the Duke of Wellington.

The Earl of Tunis was also a charismatic figure whose tireless approach to promoting Canada and all it offered never waned. For the duration of his term, he was a popular and dynamic figure. Lord Alexander passed away in 1969 at the age of 78. (Field)

Tunnel Street

Tunnel Street was named because of its proximity to the St. Clair Railway Tunnel. Opened in 1899, the Tunnel ran under the St. Clair River connecting the Grand Trunk Railway lines in Sarnia and Port Huron Michigan. Designed by Joseph Hobson, the tunnel was considered an engineering marvel for the early 1900s.

By reason of its location, the Tunnel required the destruction of Thistledown Avenue, which ran south from Tecumseh Street to Campbell Street. Adjacent to the original, a separate, larger and more modern tunnel was opened in 1995.

Tupper Street

Running off Wellington Street into the Coronation Park subdivision, **Tupper Street** was named after Sir Charles Tupper (1821-1915), Canada's sixth Prime Minister whose 10-week term in office is, to date, the shortest of any of our prime ministers. Besides being the longest-living Father of Confederation, Charles Tupper has the distinction of being the only medical doctor to serve as Prime Minister.

Sir Charles, a native of Nova Scotia, served provincially until Confederation and, after holding a number of positions with the Conservative Party federally, succeeded Prime Minister Sir Mackenzie Bowell in 1896 before losing to the Liberal Party under Sir Wilfrid Laurier less than three months later. After his political career ended, Sir Charles moved to England in 1913 where he passed away two years later. He is buried in Halifax. (Sir Charles Tupper)

Turner Drive

Turner Drive was named for English-born John Napier Wyndham Turner who served briefly as Liberal Prime Minister when Pierre Trudeau resigned in 1984.

A lawyer by profession, Turner entered politics in 1962, serving later in the Trudeau cabinet as Minister of Justice and later as Minister of Finance. As Canada's 17th Prime Minister and then as leader of the Liberal Party, Turner could never inspire the Canadian electorate to support his Liberals. In the elections of 1984 and 1988, the Liberals were soundly defeated. Mr. Turner resigned from politics in 1993 and returned to practicing law in the private sector. In 1994, he

was made a Companion of the Order of Canada.

Despite not realizing his potential as a politician and as a Prime Minister, Mr. Turner is, to date, Canada's fastest Prime Minister. In the late 1940s, he was one of our country's top sprinters. At a meet in 1947, he set a then Canadian record when he ran the 100-yard dash in 9.8 seconds. He qualified for the 1948 London Olympics, but a car accident prevented him from participating. A talented student, Turner was a Rhodes Scholar at Oxford and was teammates with Roger Bannister, the first runner to break the four-minute-mile mark in 1954.

Unfortunately, The Rt. Honourable John Turner passed away at the age of 91 on September 19, 2020. (“John Turner”; “Running”)

Tweedsmuir Avenue

Tweedsmuir Avenue, located in Coronation Park, was named for Sir John Buchan, 1st Baron Tweedsmuir of Elsfield who was Canada's Governor General from 1935-1940. He was born in Scotland in 1875, became a lawyer, and later a member of the British House of Commons for Scottish Universities. Prior to becoming our Governor General, Sir John was perhaps more recognized as a successful and prolific author, who published two to three books a year. His best-known novel, *39 Steps*, was made more famous when Alfred Hitchcock turned his suspense thriller into a movie.

Lord and Lady Tweedsmuir, herself an author of note, created the prestigious Governor-General's Literary Awards which continue to recognize literary merit today. She also advocated that Women's Institutes throughout Canada compile the histories of local communities and villages. Now called the Tweedsmuir History Books, these books provide invaluable facts and stories about small towns throughout Canada.

While in office, Sir John travelled extensively throughout Canada and, aware of the horrors of war, worked with Prime Minister Mackenzie King to avert another war. Tragically, Sir John Buchan passed away in Canada from a stroke in 1940, becoming the first Governor General to die in office. His library was bequeathed to the Queen's University in Kingston, Ontario. (Lord)

Twin Lakes Drive

Twin Lakes was one of the largest subdivisions, if not the largest subdivision, in Sarnia which began development in the mid to late 1970s. Eight businessmen owned the land and when all phases were completed, it was estimated that the real estate value exceeded the \$60 million mark. One of the landowners and developers was John Chrapko.

Of the approximate 214 acres that were developed, Mr. Chrapko owned the majority of them. Originally, **Twin Lakes Drive** was to be called Chrapko Drive, but others searched for what would be a more suitable name that would promote the sale of houses; consequently, they settled on the name Twin Lakes after the two ponds that are located at the south end of Twin Lakes Park. (Stevens; Twin Lakes)

Twin Pines Crescent

Twin Pines Crescent, which runs off Clarence Drive, was named by brothers Jerry and Mike McAlpine when they developed the street in the 1970s. Twin Pines was also the name of their construction company. (McAlpine)

Tyrie Drive East and West

Tyrie Drive East and West, which run north off Lakeshore Road east of Colborne Road, were named for the family of Alex Gillatly Tyrie (1891-1962) who developed the streets.

Robert Tyrie (1856 – 1936), a carpenter by trade, and Ann (Scott) emigrated from Scotland in 1890 and lived in Forest with the Gillatly family. Ann was pregnant with her fourth and last child and on May 16, 1891, she gave birth to Alexander Gillatly Tyrie in Camlachie. By 1892, the Tyries had moved into the Sarnia area and were living on the land now bearing their name.

Illa Bullock, Alex's daughter, spent some time on the family property in the late 1930s and 1940s and recalls that the area that became Tyrie Drive was, at that time, a big grassy field with some oak trees standing on the property. Some bushes grew on the St. Giles Church property east of the Tyrie's land and bushes and beech trees grew near the beach. Alex Tyrie was ahead of his time, a conservationist who, over eighty years ago, warned that if the bushes and trees along the beach were cut down, future landowners would lose their beach front property. The long beach

abutting Lake Huron was known then as Tyrie Beach, but today it's more recognized as being part of Wees Beach.

The three Tyrie boys helped their father establish roots on the property in the late 1890s. Though they were young, the boys were skilled with tools and were carpenters in the making. The first thing the family did was to build the original Tyrie home midway between Lakeshore Road and the end of Tyrie Drive. The home was a large two storey white house, accessed from a driveway on what is now Tyrie Drive West. The house was set back on the property and its yard extended to what is now Tyrie Drive East. Illa recalls hearing that her grandmother raised chickens and had a sizeable garden near her house. When Robert Tyrie passed away in 1936, the house was sold to the Taylor family who, in turn, sold it. The house has since been demolished and no trace of it remains.

The family also built a series of mid-sized and affordable cottages and Ann (1854-1928), the business person in the family, rented the cottages to beachgoers, mostly Americans, who loved the area.

In later years, Alex Tyrie was instrumental in developing the land that bears his family name. Married to Annie Sitter in 1916—they met at Clark Public School—and the father of three daughters, Alex owned a construction company and built several reasonably-sized, affordable houses on such streets as Michigan Avenue, Durand Street, Elgin Street and Maxwell Street. After Polymer was established in Sarnia in 1942, Mr. Tyrie built houses on land that he owned. Illa recalls that her father built only one home on Tyrie Drive West. Originally a two bedroom cottage which he rented, the house is still standing at its original location—the first house on the north end of Tyrie Drive West.

When the streets were named officially in the 1940s, they were named after the Tyrie family who had owned the property—or parts of the property--for nearly a half century. Like Dr. Andrew McMillen, who developed McMillen Parkway, Alex Tyrie wanted middle class wage earners to enjoy the area and the lake. So the houses he built on Lakeshore Road between Tyrie Drive East and Tyrie Drive West, as well as those on Tyrie Drive East, were comfortable, mid-sized and affordable; for example, in the 1940s, the cost of purchasing one of these houses was \$8,000.

Of particular interest is that Tyrie Drive was near to the eastern terminus of the Sarnia Street

Railway; in fact, a few residents on Tyrie Drive think the Tyrie property was the turnaround for the train cars.

The Sarnia Street Railway was created in 1874 and by 1875 it was operating horse-drawn trolleys up and down Front Street until 1901. That was the year that electric streetcars replaced the horse-drawn trolleys.

With more efficient electric streetcars at its disposal, the Sarnia Street Railway expanded, creating new routes to meet the needs of a growing population that wished to explore Sarnia and Point Edward in relative comfort. At its peak, the Sarnia Street Railway comprised ten passenger cars and one baggage car. During the summer months, one of its more popular routes was the Beach Line to Lake Huron Park which began in 1904.

The start of the Beach Line was at the railway office on the southwest corner of Front and Cromwell. The tracks ran north on Front Street to George Street and then east on George Street to Christina Street. Passengers then rode their car north on Christina Street to Errol Road and then they headed north on Cemetery Road (now Colborne Road). The last stages of the journey to Lake Huron Park had street cars turning east on Lakeshore Road and eventually depositing their passengers at Lake Huron Park and the Lake Huron Hotel. Evidence shows that the Lake Huron Hotel was likely situated between McMillen Parkway and Tyrie Drive.

The exact location of the eastern terminus of the Beach Line, however, remains a mystery. An existing map shows it in the area that is now Baxter Park; anecdotal evidence suggests that it was on the land that is now McMillen Parkway; and pieces of track from the original Sarnia Transit Railway have been found at the north end of Tyrie Drive East and at the south end of Tyrie Drive West.

Illa Bullock, though, doubts that the turnaround was on the Tyrie property. She remembers her father speaking about people using the beach and going dancing, but he never commented on the Sarnia Transit Railway running through the Tyrie property. As Illa states, "My father would have mentioned that for sure."

Years ago, an American couple by the name of Redmond owned a property in the area--one that still stands near the lake today. Twenty years ago, Mrs. Redmond told Guy Van Brabant of

Tyrie Drive West that she inherited the property through family lineage and remembers being at her grandparents' cottage when she was a little girl. She remembers that the area was very active in the summer months with plenty of tourists and city residents.

In February 1931, the Sarnia Street Railway ceased operating due to the arrival of automobiles and the onset of the Great Depression. In 1935, the Lake Huron Hotel burned to the ground with the fire consuming three adjacent cottages, one belonging to Robert Tyrie. (Blok-Andersen; Bullock; Gamble; Lambton Lost: Sarnia Street Railway; Van Brabant)

Ube Drive

Ube Drive was named after the corporation which manufactured automobile wheels at its plant located on this road. UBE Industries took its name when four companies in Ube City in Yamaguchi, Japan merged in 1942.

Unfortunately, the Sarnia plant closed down in December, 2009. (Jefford)

Union Street

Using a railway term, **Union Street** is at the location where the west and east lanes of Vidal Street meet at the south end of the Vidal Street Bridge.

University Court

Located in the College Park subdivision, **University Court** derived its name from the Latin term "universitas." Associations of scholars can be dated back to the philosophers of Greece, starting with Socrates in the 5th century B.C.

European guilds for higher learning were formed as early as the 1200s in Italy, France and England.

Upper Canada Drive

Upper Canada Drive was so named to reflect when Britain obtained the French-North American holdings in 1763 under the Treaty of Versailles (bringing to an end the Seven Years' War). The English Parliament divided its new world holdings into two political units:

- “The Thirteen Colonies” located along the Eastern Atlantic Seaboard and including what is now New Brunswick and Nova Scotia
- “The Province of Quebec,” which encompassed the lands from now Labrador west to Lake Michigan

In 1776, the American Revolution caused the need to redraw these boundaries. Eventually, the previously designated Province of Ontario was divided into two parts.

The first segment was named “Lower Canada,” which lands, in essence, covered present-day Quebec. The second division of land encompassed the current Southern Ontario. This was named “Upper Canada.”

These boundaries were purposely designed to give some political autonomy to the predominantly French population residing in Lower Canada.

Determining the words “upper” and “lower” was the location of the head waters of the St. Lawrence River. By legislation, these designations were in effect from 1791 to 1841.

Valleyfield Drive

Established in Plan No. 297 of 1950 for the Klad Subdivision (owners John Klad and Elizabeth Klad), **Valleyfield Drive** is a street whose name does not have known historical or other significance. It was so named because Mr. and Mrs. Klad liked the name. (Douglas)

Vanier Road

Vanier Road was named for Major General Georges Vanier (1888-1967) who, in 1959, was appointed the 19th Governor General of Canada.

A veteran of both World Wars, Vanier held the office of the Queen’s representative until his death in Canada’s centennial year.

Varsity Crescent

Located in an area where university and college names are found on street signs, **Varsity Crescent** continued this theme in that the term varsity is frequently used to depict the collegiate

activities, most notably sporting events.

Victoria Street

Victoria Street is one of Sarnia's oldest streets (established 1857) and was named after Queen Victoria, British monarch for 65 years (1837-1901).

A member of the House of Saxe-Coburg-Gotha, Victoria reigned over what most consider to be the height of England's industrial growth, military might and colonial expansion.

At the time of her passing, most of her nine children occupied positions of Royalty through the then kingdoms of Europe and Russia.

Vidal Street

Vidal Street is one of the city's oldest streets and was named for Richard Emeric Vidal, one of Sarnia's earliest founders. He was also the patriarch of the sprawling Vidal family, which left its mark in Sarnia and in Canada. Historically, some of the Vidal clan ended up in England and served England in its wars, although the Vidal family's roots can be traced to France and to Spain. To escape religious persecution, the ancestors of Sarnia's Vidal clan immigrated to England in the late 17th century.

That Richard Emeric Vidal chose a life at sea and served in the Royal Navy is not surprising, for his father, Emeric (1751-1811), husband to Jane Essex, was a purser and Admiral's Secretary in the Royal Navy. Emeric was clearly well respected and influential because his three sons entered the Royal Navy and prospered.

Being a commander in the Royal Navy, Richard Vidal was always referred to as Captain Vidal or Commander Vidal. He was born in 1784, in England, and entered the Royal Navy in 1799. In 1816 he married Charlotte Penrose Mitton, daughter of William Mitton, a prominent lawyer of the city of London, England. Captain Vidal retired from the Navy in 1831, after active service on sea for thirty years, during which he was engaged in the capture or destruction of thirty war vessels and sixty-eight merchant ships. He retired on half pay and was awarded a grant of land in Canada in return for his meritorious service.

In 1832, Commander Vidal made his first visit to Canada, stopping at Quebec, with the intention

of finding a place where his eldest son, Aymerick, could learn the art of shipbuilding. Eventually he came to the rustic cluster of houses at the present site of Sarnia. The east bank of Sarnia Bay was then densely wooded to the water's edge chiefly with heavy oak timber suitable for shipbuilding. Despite its primitive conditions, Vidal thought it a great place for a shipyard for his son to use his talents and to help augment the family fortune.

In 1832, he built a log cabin on the east side of the river trail that would become Front Street. Two years later, he arrived for good and, shortly after, his family joined him: his wife, his six children and his mother-in-law, 80 year old Mrs. Mitton. The lands he was awarded comprised two lots, a tract of land which stretched roughly between George Street north to London Road all the way from the river to East Street.

For the next two decades, Captain Vidal proved instrumental in the development of Port Sarnia. In terms of streets on his land, he named several after his family members and after himself. Some are still named so: Mitton, Charlotte, Maria, Penrose, and Essex, but others have been changed. If you had walked west of Forsyth Street along George Street in Port Sarnia in 1850, you would have seen that the next three streets to the north would have read **Richard** (now College), **Emeric** (now Brock) and **Vidal**, in other words, the full name of Captain Vidal.

- Vidal Street as we know it today wasn't always called Vidal Street. An 1872 map of the city of Sarnia reveals its various names:
- From London Road south to George Street, it was called Vidal St
- From George Street south to Davis Street, it was called Elizabeth Street
- From Davis Street south to Campbell Street, it was called Albert Street, probably after the husband of Queen Victoria
- South of Campbell Street, it was called Thistle Street

It was only in 1903 that the city fathers decided that henceforth, the entire street be called Vidal Street, for the sake of uniformity and convenience.

For the final twenty years of his life, Captain Vidal was a prominent and energetic citizen of Sarnia, who was involved in a variety of projects. To name a few, he was the first collector of

customs in Sarnia and a spokesperson for the outpost of Port Sarnia. When local residents saw the need for a railway to Lambton County in 1836, they elected Captain Vidal to travel to Toronto to lobby for a railroad.

He was also the first president of the Port Sarnia Building Society, which became the Lambton Loan & Investment Company. In 1848, he purchased one acre of land on the north side of London Road and personally paid for the construction of St. Paul's Anglican Church. The contractor of the proposed red brick edifice was none other than Alexander MacKenzie, future prime minister.

The children of Captain Vidal and his wife Charlotte continued the Vidal legacy throughout Sarnia, Ontario, and Canada after the Captain passed away in 1854. In particular, William practiced law in Sarnia beginning in 1850, and Alexander was a provincial surveyor, a manager of the Sarnia branch of the Bank of Upper Canada, the treasurer of Lambton County and, eventually, a Senator from 1873 until his death in 1909.

Only one of Alexander Vidal's children spent her life in Sarnia. Charlotte Jane Vidal married T. W. Nisbet, who nourished the Boys' Brigade in Sarnia. They had three children who also spent their lives in Sarnia: Charlotte, Catherine, and Harry Nisbet. Charlotte was also an enthusiastic local historian. In the 1930s and 1940s, she wrote a series of articles for the *Sarnia Observer*.

In the late 1960s, Vidal Street became a one-way street. (Conway, Val; Lauriston 90; Mathewson, George "Street"; Ontario Heritage) **Please see Appendices**

Vimy Crescent

Located in Coronation Park, **Vimy Crescent** is named for Field Marshal Julian Hedworth George Byng, 1st Viscount Byng of Vimy, the Governor General of Canada from 1921-1926. Lord Byng was well-known to Canadians before his appointment as Governor General because he commanded the Canadian Army Corps on the western front in 1916. In 1917, he led the victorious Canadians at Vimy Ridge, a costly victory which inspired nationalism in Canada.

His was a popular appointment. He travelled extensively throughout Canada and, while in office, was passionate about sports, particularly ice hockey. He and his wife rarely missed an Ottawa Senators game and Lady Byng presented a trophy to the NHL, which still recognizes

sportsmanship and excellence in play. Before he left office in 1926, the most notable issue during Lord Byng's tenure was his role in a political crisis involving Prime Minister Mackenzie King that became known as the "King-Byng Affair". Lord Byng passed away in 1935 at the age of 72. (Lord Byng)

Virgil Avenue

Virgil Avenue was established in 1938 through Plan No. 270 for the City of Sarnia by landowners Charles W. Porter and Mae Ethel Porter. The avenue is named after couple's daughter, Virgil Porter. See also Wayne Avenue.

Vroom Avenue

Vroom Avenue, which runs north off Exmouth Street east of Indian Road, was named by the city after landowners Onna and his wife Klaaske Vroom when it was developed in 1953.

Onna and his two brothers arrived in Canada from the Netherlands in 1947 and purchased a farm in the Dresden area. A few years later, they moved to Sarnia and began working in Point Edward, making doors and windows for a local business. Onna put his contracting skills to use when he started building houses on, not only the street named for his family, but also on adjacent streets. Several of Onna and Klaaske's sons were carpenters and builders as well.

After selling their property in Sarnia, Onna and Klaaske moved to the Peel region where Onna constructed several large buildings including churches, very appropriate since in Dutch the word Vroom means "pious". They eventually returned to the Sarnia area and Onna (1982) and Klaaske (1990) are both buried at Resurrection Cemetery. (O'Bright; Vroom)

Vye Street

Vye Street, which runs east off Lakeshore just south of Indian Road, was part of the Valleyfield Subdivision developed by John Chrapko in 1956. The original plan has Vye Street not extending west to Indian Road, but stopping at what is now Randy Road. In 1966, it was extended west to Indian Road as part of the Forsyth Subdivision.

According to surveyors, Ron Robertson and Gus Parsons, as well as to Mari-Ellen Drake (nee Atyeo), Vye Street was named for Sarnia resident Violet Josephine Ateyo (1924 – 2008). Over

the years, Mari-Ellen, Mrs. Atyeo's daughter, often heard her mother's story of how Vye Street was named in her honour.

In an age when women were expected to stay at home, clean the house, cook meals, and raise children, Violet Atyeo was the exception. Mari-Ellen recalls that her mother, then a young married woman, did some secretarial work for Marshall and Milway, a local surveying firm, and that she also worked for D.B. White, a Sarnia real estate developer; in fact, Violet was Mr. White's personal secretary for many years.

That Vye was in such high demand is no surprise given her secretarial skills. She was extremely fast in taking dictation and, with her ability to type 60 words a minute, could transcribe it quickly and accurately. She rarely made typing mistakes, a bonus at any time but a crucial time saver in the pre-computer world.

When Valleyfield Subdivision was developed in the mid-1950s, the firm of Marshall and Milway did the surveying. Mari-Ellen recalls that her mother was helping the surveying firm and also that D. B. White played a part in the subdivision's development. It was D. B. White, the head of the real estate firm bearing his name, who named the street for Mrs. Atyeo. Mari-Ellen remembers that her mother "had a great rapport" with Mr. White.

Given the opportunity to name the short street that extended west from the subdivision, White asked Violet if he could name it after her for all her hard work on the project. Mrs. Atyeo proudly said yes and considered it a great honour to have a Sarnia street named in her honour; consequently, in 1956, D.B. White named this short street after his secretary whose first name he always spelled as "Vye". (Drake; Parsons; Robertson)

Walnut Avenue

According to Registered Plan 111, **Walnut Avenue** was part of the Eastview Subdivision that was developed in 1948 to accommodate the 1940s housing shortage in Sarnia. The city's explosive rise in population was brought on by the influx of men (and their families) who found jobs in Chemical Valley. The area is known unofficially as "The Tree Streets." **See Alder Crescent or the final entry of the Appendices.**

Wanner Avenue

Wanner Avenue in the Green Acres Subdivision is named for developer Louis Wanner. To say that Louis arrived in Sarnia in an indirect fashion is a bit of an understatement.

Born in Hungary, Louis was one of 18 students who received a Canadian Government Grant to study at a Canadian University in 1957, a year after the Hungarian Uprising against the Communist Government. At the age of 21, without knowing any English, Louis ended up in Winnipeg where he took a crash course in English studies and lived in a Trappist Monastery, the irony being that Trappists are known for living a very silent life.

In the next few years, Louis studied science, worked at various jobs, improved his English and eventually studied at the School of Electrical Technology in Manitoba. Finding the winters too cold for his liking, Louis read an ad in the *Globe and Mail* for an opening with Sarnia's Fiberglas Canada plant. He arrived, accepted the job and has stayed ever since. In 1971, he married Kamal, a union that led to four children and twelve grandchildren.

Louis was always interested in real estate and owned apartments in Sarnia. In 1985, Louis purchased 21 acres north of Michigan Avenue, west of Modeland Road. At the time the land was an empty field that would be developed sixteen or seventeen years later. Louis named the streets in what is known as the Green Acres Subdivision. (Wanner)

Washington Court

Whether the appellation refers to a mountain, state, city or street, the name Washington comes from George Washington (1732-1799), General of the Continental Army during the American Revolution and the first President of the United States of America. From General Washington, **Washington Court** derives its name. The real estate developers found it an appealing name.

Of interest, Washington was by trade a surveyor and farmer. His military career began not as a professionally trained soldier but, rather, through his involvement in the militia in his home colony of Virginia. It was through this militia involvement that Washington's leadership qualities became known to those who would become the founding fathers of the United States. Their recruitment of Washington into the Revolutionary cause followed. (Walker)

Water Street

Water Street was surveyed in 1854 and is set out in Plan No. 3 for the Town of Port Sarnia. It is so named because of its proximity to Sarnia Bay.

In the early years, the bay waters were much closer to Water Street than they are today. In the early 1920s, dredging in the area resulted in the recovery of landfill which was deposited along the shoreline of the Bay, thus moving such in a westerly direction away from the Street. See also Harbour Road.

From the 1920s to the 1950s, **Water Street** was home to a close-knit group of Slovak families who had a strong sense of community and proud ties to their Slovak culture. That they arrived in Sarnia was no accident. In the 1920s, the Ontario government recruited potential immigrants in Eastern Europe with a promise of arable farmland, the possibility of jobs and a new life in Canada, the land of opportunity.

Several Slovaks who saw no future in their homeland seized the opportunity. Some gravitated to cities and found work in construction and others were sent out west and worked for prairie farmers; others travelled to Northern Ontario where they harvested lumber for the pulp and paper industry. They found the Northern Ontario climate too harsh for their liking and the soil too rocky for productive farming; consequently, they moved to Southwestern Ontario to pursue their dreams and to maintain their deep desire for independence.

Some eventually moved to the rich farmland around Alvinston and Watford. The lure of jobs in Sarnia attracted others. And for those who made it to Sarnia, Water Street was perfect for their needs, and the reason it became a unique Slovak enclave for three decades.

The houses were modest, but inexpensive, and large enough to accommodate boarders—a precious source of income to frugal families. Their yards were spacious enough for raising chickens, rabbits and other animals for food. As important, Water Street was located near potential workplaces. While the women looked after domestic chores, the men found employment at the freight sheds, on the construction of the original Bluewater Bridge, at Superior Products, and at Holmes Foundry—all within walking or biking distance.

The Slovak men took immense pride in their capacity to work, and they worked hard, very hard to support their families in Sarnia or to earn money to pay for the passage of their families to Canada. A few made money and returned to Slovakia, where they could live handsomely with their earnings. And if a man's wife and family in Slovakia did not wish to join him in Sarnia, so be it.

Water Street became a microcosm, a community unto itself. Its cultural centre was the Slovak Hall, located on the west side mid-way between Exmouth Street and Nelson Street. It was the venue for ethnic parties and dances, for Slovak musicians and children's Christmas pageants, and for wedding and funeral receptions where both children and adults gathered to laugh or to grieve.

A few doors south of the hall was a bakery where pre-teens did chores and were paid with steaming hot buns or spoonfuls of brown sugar instead of money. Across the street was a grocery store which also functioned as the daily meeting place for adults. If you were thirsty and could afford it, Wishing Well Bottling Plant at the south end of the street sold its own brand of pop.

Water Street today is different. It no longer houses a Slovak community and many of the houses have been razed, replaced, or renovated. For thirty years though, it was home to a proud group of people who came here with no contacts, with no experience, and with little knowledge of Canada and of the English language. They brought with them a strong work ethic and a desire to keep their Slovak culture alive. (Sekerak, Jim)

Waterworks Sideroad

Waterworks Sideroad was so named because of Petrolia's need for clean water in the late 1800s. Given the significant amounts of petroleum which lay beneath the surface in the Petrolia area, it should be of little surprise that the area's subterranean water would be contaminated.

With its water polluted by unwanted oil and salt concentrations, Petrolia had to find an alternative source of water for its crucial human consumption and firefighting needs.

Initially water was brought into the town by teamsters. This, however, proved an insufficient

and costly method of acquiring the resource; therefore, in 1895, the town entered into an agreement with a Toronto civil engineer, Willis Chipman, calling for the construction of a pipeline connecting Petrolia with the much-needed waters of Lake Huron. To be laid by the contractor Wm Gordon and Co. of St. Catharines, the pipeline was to run underground twenty-four miles using technology unique for its time. A public vote authorized the town to raise \$172,000.00 to finance the project.

Surveying for the line's location began in March, 1896. Actual laying of the pipe began four months later and, remarkably, was completed in December, 1896. Along the line, pump houses were erected, with the main station located in Bright's Grove at the lake shoreline. Initially equipped with fittings and valves fabricated locally by Sarnia's Doherty Manufacturing Co., these establishments remain in existence today.

Testing of the line met with success in January, 1897, and Petrolia's water problem was solved. ("A Water"; Canadian)

Watson Street

Watson Street was named for the Watson Family. Running north-south between Exmouth Street and London Road, Cecil Street and Norman Street were named after the sons of Frederick C. Watson. Since at least 1849, the Watson Family owned 200 acres on the then easterly boundary of Sarnia. The family patriarch, R.S. Watson, an auctioneer, farmer and breeder of livestock, owned land which encompassed the present day East Street, Maxwell Street, Exmouth Street and London Road area.

The Watson family's land also included a picnic grove and fairground for the area's residents. In the late 1930s and early 1940s the area was subdivided and developed. The Watson family became prominent in Sarnia politics with Ebenezer Watson becoming its 19th mayor in 1890 and Frederick C. Watson becoming the 29th mayor. (Lambton; Ontario Land; Sarnia Mayors)

Wayne Avenue

Wayne Avenue was developed in 1938 by Charles Wesley Porter and Mae Ethel Porter. Charles Porter was born in Lambton County in 1876. He passed away at the age of 95 in Mooretown.

Mae Ethel (Sears) was born in 1884. She died in 1956 and is interred at the Moore Union Cemetery. The street was named after a member of their family. See also Virgil Avenue.

Webster Drive

Webster Drive was named by Willard “Guy” Simpson after his mother’s maiden name. Guy, who owned the land on which this subdivision was developed, named it for his mother Sarah Ann Webster when it was developed in the 1960s. Sarah Ann Webster was born in 1869 in Ontario and married Guy’s father, David Simpson, in 1890. (Sarah; Graham).

Wedgewood Avenue

Wedgewood Avenue was developed in 1958 by contractor John Kember as part of Bryn Mawr Village. See **Alder Crescent** or the **final entry of the Appendices**.

Wellington Street

Wellington Street is one of the oldest streets in Sarnia and owes its name to Arthur Wellesley, the 1st Duke of Wellington (1769-1852). It is set out in Plan No. 17 of 1854 for Port Sarnia. The road’s then westerly limit ends on the banks of the River St. Clair. To the east, the road continued to Victoria Street.

Located in what was called the Port’s South Ward, the northeast corner of Wellington Street and Christina Street served the early settlers as a market and as a militia drill site. This location’s importance continued through the years with its housing of the Carnegie Library (1902-1961), the Sarnia Public Library (1961 to date) and Veterans Park.

As with many other Sarnia streets named after English military men of that era, Wellesley was a Field Marshall in the British Army. His place in English history is assured with his defeat of Napoleon in the Battle of Waterloo (1815) followed by his two terms as British Prime Minister (1828-1830 and November 1834 to December 1834).

Wespencer Gate

Wespencer Gate, located off Blackwell Side Road just south of Lakeshore Road, was named for Wes and Spencer, two sons of developer Bill Anning. (Anning)

Westbury Court

Westbury Court reflects a common English town name. No fewer than eight municipalities in England include the name Westbury.

Westfield Close

Established by landowner/developer Kim Gladwish in trust under Plan No. 685-1984, **Westfield Close** is a street whose name does not have any known historical significance. By definition, a close is short road serving a few houses and typically is a cul-de-sac. (Gladwish, Kim)

Westgate Crescent

Located in Bright's Grove, **Westgate Crescent** derived its name from its long-time title holder, Noble J.W. West.

West held ownership of this part of Lots 14 and 15, Front Concession, Township of Sarnia along with his partner, Kenneth W. Kennedy. The partnership purchased the land in September, 1948.

As development continued east from Sarnia, Westgate Crescent was developed in 1978 by North American Construction Ltd., Sylvio Gagnon (president), Regner Blok-Andersen (V.P.), (Plan No. 650). One decade later, Rickscott Holdings Ltd., A. Sartor (V.P.) established Westgrove Drive. (Plan No. 714-1988)

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Westminster Drive

Located off Rosedale Avenue just east of Indian Road, **Westminster Drive** was named by Al Charge in the late 1950s after a city in England which he'd had visited on one of his many trips to England. Westminster was established as a borough in 1965 and lies on the north bank of the River Thames in the heart of London's west end.

It is also home to some of the most famous and historically significant buildings in London: Westminster Abbey; Westminster Cathedral; Buckingham Palace; the House of Parliament; and the National Gallery to name a few. (Charge, Al; City of Westminster)

Westmount Drive

Westmount Drive, located off Mater Drive, was named by developer Ivan Mater after a well-defined and exclusive area in Kitchener, Ontario. (Flash; Mater)

Westview Court

Established by landowner/developer 1670038 Ontario Ltd., Remo Valente, President, under Plan No. 25M-15 (2008), **Westview Court** is a street whose name does not have any known historical significance.

Westwood Avenue

Located in part of lot 28 of the Front Concession, **Westwood Avenue** was developed in 1966 by Bluewater Developments Limited (Sylvio Gagnon, President). The property which was developed into Westwood Avenue was purchased from Mrs E.V. Donaldson of Pelham Manor, N.Y.

The Sarnia City Directory of 1956-57 shows that the site of what would become Westwood Avenue was previously called MacDonald Lane. MacDonald Lane was home to summer cottages, one of which belonged to the Donaldson family. A 1951 report describes the Donaldson cottage as a winterized summer bungalow with a small basement and an unfinished interior. It featured oil heating, an outside garage, showers but no tub, and four furnished bedrooms. The rent was \$100 a month for this cottage located next to the Riding Club off Lakeshore Road. Its telephone number was listed as DIGBY 6688 and those old enough to remember would know that that number today would be 519-344-6688.

When Bluewater Developments renamed the street in 1966, they did so as a nod to the number of trees in the vicinity. Like many other streets in Sarnia, Westwood Avenue represents the importance of trees and lumber to Sarnia's history. (Addington) **See Alder Crescent or the final entry of the Appendices.**

Wheatley Drive

Running north off Michigan Avenue just west of Modeland Road, **Wheatley Drive** was named in honour of Blackwell native George Wheatley (1880-1917) who lost his life during World War I while serving his country in the infantry. After selling his farm out west, the 35-year-old Wheatley enlisted with the 102nd Battalion, Canadian Overseas Expeditionary Force. On January 16, 1917, Private Wheatley was killed by a sniper's bullet and is buried in France at the Villiers Station Cemetery near Arras, France.

In 2005, a year which the Canadian government designated as "The Year of the Veteran", City Hall approached developer Louis Bratanek. Would Mr. Bratanek consider naming a street he was developing for a local fallen hero? Bratanek agreed to do so and set about choosing a name for the street.

The city provided him with a list of Sarnia's fallen soldiers and when he spotted the name "G. Wheatley", he knew he'd found his street name. Bratanek had no idea who G. Wheatley was, but he recognized the surname. His father had bought a farm in Blackwell from Abigail Wheatley, a market gardener, more than three decades earlier.

Bratanek correctly assumed that George and Abigail were related; in fact, Abigail was the soldier's niece and was just a teenager when her uncle was killed nine decades earlier. (Slater War Remembrance pages 174-175; Slater and St. Amand "Soldier Honoured"; Wheatley, Howard) **Please see appendices**

Whitmore Avenue

In Sarnia's south end, three streets lie in consecutive order (west to east), namely **Whitmore Avenue.**, Alice Street and Agnes Street. These streets are named after the family members of

Sarnia citizen John Tomkin Sr., who was born in England in 1833 and married to Alice, also born in England. (Certain records spell Tomkin as “Tomkins” or “Tonkins.”) After living in St. Thomas, Ontario in the 1860s, the Tomkin family moved to Sarnia a decade later. Sometime between 1881 and 1891, John Sr. passed away.

Whitmore, born in 1872, was the youngest son of John and Alice. After his father passed away, Whitmore lived with his mother and supported the family with his job as a dry goods clerk.

Wilaurie Court

Wilaurie Court, which is located at the east end of Clarence Street West, was named for developer Bill Anning and his wife, Laurie. (Hardick)

Wildwood Drive

Wildwood Drive was developed in June 1950 as part of the Kennedy and West Subdivision. Like many other local streets, Wildwood Drive reflects the importance of trees to Sarnia’s history and their abundance in the area. See Alder Crescent or the final entry of the Appendices.

Wilgrun Drive

Running parallel to Murphy Road north of Lakeshore Road, **Wilgrun Drive** was named by the blending of the surnames of the Wilkinson and Grunte families. In the early 1940s, Mr. Grunte cut down trees to make a road so his family could access the property. Eventually, the city contacted the street’s residents and since both families were the first residents on the street, they were given the opportunity to name it.

Mrs. Grunte and Mrs. Wilkinson tried a few names, but “Wilgrun” was the only one that sounded right to them. Wilgrun comprises the first three letters of Wilkinson and the first four letters of Grunte. (Grunte)

Willa Court and Willa Drive

Before 1951, **Willa Drive** was originally named Agnes Street. When the city amalgamated the property from East Street to the west side of Murphy Road, a new name was needed, for Agnes Street in Sarnia’s south end had existed for years. Officials settled on Willa Drive, named after

Wilhelmine Emma Lamont (nee Weaver), a longtime resident of Sarnia who had worked many years as secretary at the Sarnia Township Office. Her husband, Archie, was a township clerk at the time the street name was changed.

Once Agnes Street, west of Murphy Road, was changed to Willa Drive, the portion of the current Willa Drive between Murphy Road and Carr Street, in what was known as The Baxter Subdivision, also changed from Agnes Street to Willa Drive. Later, Willa Drive was extended to Pontiac Drive and **Willa Court** was developed east of Pontiac Drive.

Archie passed away in 1969 and Wilhelmine was a widow for 26 years until she passed away in 1995 at the age of 93. Both Archie and Wilhelmine are buried in Lakeview Cemetery. (Lamont; Smith “Origins”)

Willard Avenue

Willard Avenue, which extends south from Lakeshore Road to Webster Drive, was named for Willard “Guy” Simpson, who owned the land on which this subdivision was developed in the early 1960s. Born in Hamilton in 1898, Guy moved to Sarnia where he had an impact on the community. An iron worker by trade, Guy was the foreman of the steel workers in the construction of the Bluewater Bridge in 1938. He also travelled extensively to the States, Mexico, South America and Europe where he worked on large projects.

Guy was also an entrepreneur of note. He and his wife, Del (Delia), owned and ran Del’s B-B-Q on Lakeshore Road just west of Murphy Road, as well as a gas station beside the restaurant. Guy later built a grocery store at the current site of the LCBO on Murphy Road. There, people heading to or from the beach at the end of Murphy Road could purchase ice cream, pop, hot dogs and hamburgers.

In many ways, Guy was ahead of his time. On Saturday nights beside his grocery store, Guy showed movies on a large screen. Families either would drive and park their car or would walk to the outdoor theatre and sit on benches Guy provided. Staff went around from car to car or bench to bench taking and delivering orders.

Those who knew Guy remember him as a kind, talented and thoughtful man, an outgoing person who never raised his voice in anger. He passed away in 1969 at the age of 71 and is buried in

Lakeview Cemetery. (Graham)

William Avenue

William Avenue was named after landowner William N. Climie. Between the years 1946 and 1951, Climie owned and partitioned off a significant amount of land lying east of Copland Road and along the north side of Maxwell Street.

Willow Glen Court

Willow Glen Court runs west off Murphy Road between Cathcart Boulevard and Lakeshore Road. According to registered plan 677, it was developed in 1983 by Hazelton Holdings.

Like many other local streets, Willow Glen Court was named to reflect the abundance of trees in the area. **See Alder Crescent or the final entry of the Appendices.**

Willowbrook Crescent

Until 1983, **Willowbrook Crescent** was known by the names of Jane Street and Ruth Avenue, so named because Jane Moore and Ruth Moore were the mother and daughter respectively of Harry Moore who had purchased the land in 1952. Three decades later, however, the majority of residents on the streets pushed for a name change to avoid confusion with Jean Street in Bright's Grove.

Since willow trees beside a brook had existed on the property at one time, residents submitted a petition to township council, proposing that the name of their street be changed to Willowbrook Crescent. In a council meeting, councillors voted for the new name of Willowbrook Crescent to replace Jane Street and Ruth Avenue, and the bylaw passed by a one vote margin. (Moore, Charlie; Pattenaude p 7)

Willowdale Crescent

Registered plan 605 shows that **Willowdale Crescent** was developed in 1973. Like many other local streets, Willow Glen Court was named to reflect the abundance of trees in the area. **See Alder Crescent or the final entry of the Appendices.**

Wilmer Lane

Wilmer Lane, which is located in the east end of the Rainbow Cove subdivision, is named for Wilmer Yeates, a member of the Yeates family who had owned and had farmed the property since 1872. In that year, James Yeates, Wilmer's great-grandfather, bought the land from John James and set up a highly-successful brickyard. For three decades, the Yeates Brickyard produced and sold approximately 500,000 bricks annually.

In 1896, Wilmer's grandfather, James (1861-1939), took over operation of the farm and the brickyard. His wife, Emma (nee Somes), and he had nine children, an expanding family for an expanding family business. They grew market crops and, besides selling to markets in Sarnia, shipped produce across the Great Lakes to northern Ontario. They worked hard to supply the men in the mines and logging camps north of Sault Ste. Marie, even though market gardeners struggled, like everyone, during the Great Depression.

James' and Emma's son, Gord (1894-1966), continued the family tradition when his wife, Annie (Coulter), and their family farmed the property. In the late 1980s, Wilmer, Gord and Annie's son who was also known as "Guy", sold the land to Gord and Bruce Metcalfe.

The Metcalfes developed this phase of the Rainbow Cove subdivision and named the street after Wilmer. Wilmer passed away in 1991. (Hodgson "Family"; Metcalfe; Macklin; Wilmer)

Wilmont Place

According to Registered Plan 584, in 1971 **Wilmont Place** was developed by Darcon Lease Holds Limited. Wilmont Place is a cul-de-sac which extends west from Assiniboine Crescent.

To date, no research has determined the origin of the name Wilmont Place.

Wilson Drive

Wilson Drive is named for Charles Wilson who owned the land from west of the current Ecole Les Rapides (at one time called Victory School). Charles married Petrolia resident Mary Ann (Fisher) in 1900, and their union would produce three children: Ella, Edna, and Elmer, better known as "Sam".

In 1926, Ella married John Teddar in Sarnia and the young couple also lived on the property with Charles and Mary. Charles was a fisherman but also farmed the land and was well-known in the area for the grape vines that spread throughout his property. Charles held on to the land after Mary passed away in 1937, but sold it in the late 1950s.

In 1959, Lorne Hay, president of Hay Construction Ltd., developed Wilson Drive as part of the Blu-Air Subdivision which encompassed part of Lot 19, concession 7, (Bullock; Edward; Willock, Don) See Lorne Crescent.

Wiltshire Drive

Wiltshire Drive is named after a county in southwest England. Wiltshire County is best known for being home to the Salisbury Plain, the location for Stonehenge and Avebury stone circles.

Winchester Crescent

Winchester is an English city located in the County of Hampshire after which **Winchester Crescent** is named. The city's major landmark is Winchester Cathedral, one of the largest cathedrals in Europe.

Windemere Crescent

Windemere Crescent according to Registered Plan 407, was developed in 1955 on property owned by John Carr Kember, owner and president of Kember Construction Company Limited. It was named after the largest natural lake in England. Eleven miles in length, Windermere Lake is a long and narrow "ribbon" lake and the scene of holiday seekers and summer homes since 1847.

Winslow Close

Winslow Close was established by Plan No. 650 of 1978 by joint owners, North American Construction Ltd., Officers Sylvio Gagnon and R.B. Anderson, and Lakeshore (Sarnia) Ltd. Officer R. Gladwish. The street was named after Winslow, Quebec, a village of 600 people, now known as Stornoway, which was very close to Lambton, the birthplace of Mr. and Mrs. Gagnon. Stornoway is in the Eastern Townships of Quebec, about 100 kilometres north east of Sherbrooke. (Bigras, Nicole)

Winslow Crescent

Winslow Crescent was established by Plan No. 650 of 1978 by joint owners, North American Construction Ltd. (Sylvio Gagnon, President, R.B. Andersen, Secretary) and Lakeshore (Sarnia) Ltd., Officer R. Gladwish. The street was named after Winslow, Quebec, a village of 600 people, now known as Stornoway, which was very close to Lambton, the birthplace of Mr. and Mrs. Gagnon. Stornoway is in the Eastern Townships of Quebec, about 100 kilometres north east of Sherbrooke. (Bigras, Nicole)

Winton Road

Winton Road was first surveyed by Hunter MacKenzie in 1964 (Registered Plan 515). Then located as part of Lot 59, Front Concession in the Township of Sarnia, Winton Road was laid out to the specifications of landowners Regner Blok-Andersen, Edmund Jacques and Katherine Jacques.

Winton in all likelihood was named after several various communities called Winton in England. The first home owners on Winton Road were Jim and Audrey MacPherson who had named Tudor Close, in homage to England, Mrs. MacPherson's country of birth. The two other streets in the neighbourhood, Regency Street and Dorchester Drive, also derived their names from areas and communities in England.

Besides being a name for several communities, Winton is also a prevalent surname in England and a popular street name; in fact, Winton Road is a street in Audrey MacPherson's hometown of Aldershot, England. (Graham; Winton; Wright, Tanis)

Woodhaven Avenue

Woodhaven Avenue was developed as part of the High Park Subdivision in 1950 by Sarnian John Kember. Like many streets in Sarnia, the name Woodhaven Avenue reflects the abundance of trees in the city. **See Alder Crescent or the final entry of the Appendices.**

Woodland Avenue

By Registered plan 288, **Woodland Avenue** was developed as part of the Grandview Park

Subdivision in 1949. Like many streets in Sarnia, the name Woodland Avenue reflects the abundance of trees in the city. **See Alder Crescent or the final entry of the Appendices.**

Woodrowe Avenue

Woodrowe Avenue was named after the Wood family who in the early 1900s owned a resort area just east of Christina Street known as Woodrowe Beach. The street's name is derived from the original developers of the area, namely Elgin Wood and his wife Mary Anne (nee Rowe) Wood. The couple owned a fruit and vegetable wholesale business in the Sarnia area. Photos of the resort circa 1915 show swimmers wearing modest bathing suits by today's standards and a beautiful beach backed by groves of locust trees.

There, residents and tourists could enjoy swimming in the refreshing waters of Lake Huron during the day and going for romantic strolls down Lovers' Lane at night. The Wood family sold the property in 1954 to a developer for \$160,000.

At one time, Christina Street south from Lakeshore Road to Michigan Avenue was known as Seward Road (after Henry L. Seward, an employee of John Slocum, the first commercial fisherman in the area in the 1830s) and then later as Woodrowe Road. In 1952, the street name was changed to Christina Street. (Hodson, Dean. *History* Page 34; Phillips, Glenn C. *Sarnia: A Picture History of the Imperial City*)

Woodward Crescent

Registered plan No. 555 shows that **Woodward Crescent** was developed in 1967 by landowners Leo and Sophia Vergunst, Beverly and Mary Douglas and Carol Duncan. Woodward Avenue is part of lots 59 and 60 of the Front Concession and is probably named in recognition of the abundance of trees in the city. **See Alder Crescent or the final entry of the Appendices.**

Yeates Court

Yeates Court, which is located in the east end of the Rainbow Cove subdivision, was named in honour of the Yeates family who had owned and farmed the property since 1872.

In 1854, the newly-married James Yeats (1829-1910) emigrated from Cheltenham, England,

with his wife, Elizabeth (Ward), and settled on Lot 17, Concession 8 in Moore Township. The couple farmed the property for 14 years and during this time 10 children were added to the growing family. Around 1869, James became a partner in a brickyard in Froomfield and, two years later, bought his partners out and moved a brickyard into Sarnia, located at the corner of Christina and Devine Streets.

James' family members suspect that he must have apprenticed in England in the clay brick business since it requires much expertise to bake the clay bricks successfully. Indeed, James' expertise in brick making changed the life of the Yeates family because of an event in Sarnia Township. In 1859, Lake Wawanosh and the swamps around it began to be drained by engineer John Cull and his team of men. Fearing the spread of malaria and "swamp fever" and needing more land and more settlers to move into the area, the township wanted the lake and its surrounding area drained.

Once the Cull Drain was completed in the late 1860s, people discovered an area of rich, black, muck soil. This soil would provide Sarnia and beyond with tremendous crops of vegetables for many years. The area became known as Blackwell and was famous for its market garden production of rich, healthy produce.

Another benefit the land yielded, one no one had anticipated, was the thick, white, marl clay which lay underneath the black muck topsoil. The marl clay was perfect for making bricks, and soon several brickyards were established along the banks of the Cull Drain. The distinctive and beautiful white bricks were in great demand, and today Our Lady of Mercy Church (1878) and the Blackwell United Church (1880) fronting Blackwell Cemetery remain as structures built from the Cull Drain brickyards.

When James Yeates saw the opportunity, he purchased Lot 26 in the 9th Concession from John James in 1872, moved his family into the existing home on the farm, and set up his brickyard. For the next three decades, the Yeates family brickyard produced and sold around 500,000 bricks annually. In the early 1900s, however, higher labour costs, competition from cement blocks, and the lack of wood to fuel the kilns, made it unprofitable to keep any brickyard operating. The Jamieson family, the James family and the Telfer family joined the Yeates family in closing their brickyards around the same time.

Fortunately, while he was successfully operating his brickyard, James was also clearing, draining, and cultivating his farm. They operated a mixed farm, keeping horses to supply power in the brickyard, the woods and the farm, keeping cows to supply milk for his family, retaining the services of hired men who worked and boarded on the farm, and planting an orchard along the lake bank where their farmstead buildings were located.

In 1896, James and Elizabeth's oldest son, James (1861-1939), took over operation of the farm and the brickyard. His wife, Emma Amelia (nee Somes), and he had nine children, an expanding family for an expanding family business. They grew market crops and, besides selling to markets in Sarnia, shipped produce across the Great Lakes to northern Ontario. They worked hard to supply the men in the mines and logging camps north of Sault Ste. Marie, even though market gardeners struggled, like everyone, during the Great Depression. In the early 1900s, James and Emma started growing sugar beets, as did all the farmers in the Blackwell area. Sugar beets were the major crop for Blackwell's market gardeners well into the 1960s.

James and Emma's son, Gord (1894-1966), continued the family tradition when his wife, Annie (Coulter), and their family farmed the property.

In the late 1980s, Wilmer, Gord and Annie's son who went by his nickname "Guy", sold the land to Gord and Bruce Metcalfe who developed this phase of the Rainbow Cove subdivision. (Hodgson "Family;" Metcalfe; Macklin; Wilmer)

Yonge Street

Located in the Bright's Grove area immediately west of Bay Street, Yonge Street is named after Toronto's historic street, which connects that city to Lake Simcoe to the north.

Built in 1794, the Toronto conveyance adopted its name from Sir George Yonge, British Secretary of War (1782-1794).

For the Yonge and Bay Streets of Bright's Grove, it is interesting that with Yonge Street being to the west, this is opposite to the situation in Toronto.

York Crescent

York Crescent was named after the walled city, located in the County of Yorkshire, England.

The city was founded by the Romans as early as 71A.D.

Appendices

The Origin of the term “Blue Water”

The term “Blue Water” which describes the region of Sarnia-Port Huron, as well as the names of its famed bridges, owes its origin to a chance encounter between two men in the Boer War. During the war (1899-1902) in South Africa, Major Fred Gorman of Sarnia met a civilian who had spent his youth in Sarnia but had since emigrated to South Africa. When Major Gorman asked the anonymous exile what he remembered most about Sarnia, he replied “All that blue water there.”

Fast forward to France during the First World War. Remembering his conversation from the Boer War, Major Gorman passed the anecdote along to Johnston M. MacAdams, another Sarnian, who was later to be the first president of the Blue Water Highway Association.

Years later, it was Mr. MacAdams who suggested the title “Blue Water” to the Sarnia Chamber of Commerce. In 1938, it was officially adopted as the name of the new bridge and, eventually, of the district.

Andover Lane

Thomas Grace, a prominent contractor in Sarnia until his death in 1931, named **Andover Lane**, in Canatara Park, after Andover in the County of Hampshire, England. He grew up in Clatford, very near Andover, and the family business was located across the street. First mentioned in the history books in 950 A.D., Andover was the site of the Royal Air Force Staff College during World War I and World War II.

The man behind the naming of Andover Lane is a story worth telling.

Occasionally, a member of a community rises to prominence for a variety of reasons. One such individual in Sarnia’s history was Thomas Grace who, judging by the accolades of his peers, was respected as a businessman and admired for his community involvement. Mr. Grace’s July 1931 funeral cortege was the longest in memory, and at his funeral service in a packed St. Paul’s United Church, the eulogist spoke of Thomas’ earnestness and energy and mentioned that he was a “builder of structures and of the community.” In his four decades in Sarnia, Mr. Grace became

a charter member of the Rotary (he was a director the year before he passed away); a longtime member and former director of the Sarnia Chamber of Commerce; and an honorary game warden who advocated that the area around Lake Chipican be made an official and protected home for wild birds and game. Of Mr. Grace, people mentioned that he never passed on any opportunity to better his community.

In the late 1880s, Thomas left his home near Andover and immigrated to Canada with only \$50.00 in his pocket and a determination to make it on his own, even though he was but a teenager. Besides an independent streak, he also carried with him the skill set to become a contractor, for many of the men in Thomas' family were contractors and builders. In fact, Charles Grace, Thomas' father, had started the family company which was still in operation in the 1970s. After a brief stint working with a railway company, Thomas settled in Sarnia, boarding at the original Lambton Loans Bank, now known as the Skilbeck House on Maria Street. During his early days of attempting to establish himself and to support his family, he sold brooms door to door. Eventually he founded his own contracting company, a job that suited him well, for he soon earned an excellent name in the community. Besides dealing in building supplies, Thomas built a number of public buildings, the water treatment plant at the mouth of Lake Huron being one of them. Mr. Grace also did the carpentry work and roofing for the original Sarnia Public Library in 1902 (the bill for his work was \$5,150).

Thomas wed Agnes Helen Selkirk in Sarnia in June 1892, a union that would produce six daughters and one son, Charles, who followed his father in the contracting business. One summer, Thomas rented a cottage near Lake Huron in what is now Canatara Park to see if Agnes and his children would enjoy spending the warmest time of the year away from their house on South Vidal Street. Life on the lake appealed to the Grace family, so in the early 1900s, Thomas bought three-and-a-half acres bounded by what are now Charlesworth Lane and Andover Lane. He built a large A-frame house which he called "Interlaken" and kept his growing family busy by tending to the large vegetable garden to the south of their summer home. Thomas became very interested in the wildlife of the surroundings and, as honorary game warden, introduced golden pheasants to the area that, unfortunately, did not survive. Ring-necked pheasants were plentiful until construction and the clearing of brush took away their habitat in the 1990s.

Agnes and he stressed education with their children. Each was trained in either piano or voice or

both and, upon graduation from high school, was given the choice of a trip overseas, finishing college or university. He remained an educator and a forward thinker who possessed a natural curiosity about life. On a long-anticipated trip to see his daughter in Portland, Oregon, Thomas penned to his daughter, Alice, five months before he passed away. The letter gives a glimpse into his personality and interests. From San Antonio, Texas, he mentioned to Alice about the roads, the travel conditions, the agriculture, and the mining and shipbuilding industries of the southern states. He also sent everyone his love, but not before dispensing some casual fatherly advice: that Alice in her old age should build a series of comfortable tourist cabins along major highways!

When the time came for the street off Lake Chipican to be named, Thomas named it for a place that meant much to him in England. Andover Lane led directly to his summer home on the lake. Sadly, Thomas Grace passed away on July 17th, 1931 from kidney failure brought on by complications due to diabetes.

After Agnes passed away, the property on the lake was divided among the offspring who were interested in owning property. Today, Thomas' granddaughter, Jane, is the only family member residing on one of the original lots. Jane and her husband, Don, call their home Interlaken, as Thomas had called the original home more than a century before. (Fraser; Hunter; Thomas)

Berkley Row

Certain street names and/or certain streets disappeared over the years in Sarnia-Pt. Edward for a variety of reasons. One such street was **Berkley Row**, a unique street in our local history that also played a part in the second wildcat strike in Canadian history.

Hundreds of people drive daily past the spot where Berkley Row was once located and, perhaps, have no idea that this street even existed.

That's completely understandable because Berkley Row disappeared over 60 years ago. For a period of time, however, stretching from 1924 until the mid-1950s, Berkley Row, named after American born Thomas Berkley, the Superintendent of Holmes Foundry, was located to the east and to the north of Holmes Foundry.

For those too young to remember Holmes Foundry, the factory and its property occupied 16 acres of land on the northwest corner of Christina Street and Exmouth Street from 1918 until 1988.

The street on the foundry's property, though, wasn't always known as Berkley Row.. Residents familiar with the street also recall it being called "Athletic Park Row" and seeing the street sign bearing that name. Both names are correct actually. According to the city directories for this time period, from 1924 until 1939, this short street was called Berkley Row. It officially became "Athletic Park Row" for the 1940s. In 1950 until it disappeared a few years later, it was again called Berkley Row.

The name Athletic Park Row is undoubtedly due to its location opposite Norm Perry Park. Only Christina Street separated Holmes Foundry from the park. The entrance to Berkley Row was on the west side of Christina Street, near the south end of the only building still existing on the site of the former Holmes Foundry property.

When Norm Perry, the famous "Gallopng Ghost" of the Sarnia Imperials, passed away in 1957, the park at the northeast corner of Exmouth and Christina was re-named in his honour. Its previous name was Athletic Park. It makes sense that the street on the opposite side of Athletic Park, just across Christina Street, be given the rather unimaginative name of Athletic Park Row.

Why Berkley Row became Athletic Park Row and then reverted to its original name in 1950 is up for debate.

Berkley Row/Athletic Park Row was a relatively short street that angled north beside the foundry and then veered straight west along the factory's north wall. Each section was paved, but stretched only 120 to 150 meters. On the section of Berkley Row heading west, a cluster of 10 to 12 small houses stood, with a tall chain link fence providing a barrier between Berkley Row and the foundry.

The actual length of Berkley Row belied its importance, however. When Holmes Foundry was established in 1918, the owners needed men to build engine blocks, the lifeblood of the foundry. To give some men and their families a place to live--and perhaps to provide an incentive to work there--management developed Berkley Row and built some homes on its north side for some employees.

At the beginning these accommodations were not much--tar paper shacks which had no hydro or running water. Eventually, the shacks were replaced with small bungalows that featured conveniences standard for the time.

If the houses on Berkley Row changed over the years, the types of residents living in them did not. Poor immigrants, typically Poles or Italians or Slovaks, occupied them and worked hard to make a living to support themselves and their families. These men from Italy and eastern Europe brought with them a strong work ethic that they used to build the original Bluewater Bridge and the freight sheds at the site of the current casino.

They also worked diligently at Holmes Foundry, enduring the insufferable heat and the harsh working conditions. But only up to a point. In 1937, the immigrants, including those that lived on Berkley Row, made a list of demands to the Foundry's management. Some of their demands? An eight-hour shift, pay of \$5 a day, showers and toilets, and recognition of their union committee.

When management refused their demands, the immigrant workers laid down their tools, ceased working and Holmes Foundry became the site of the second wildcat strike in Canada's history. Two days later, the scene became tense and chaotic. Local journalist George Mathewson writes that "300 "Canadian-born" men armed with blackjacks and bullwhips gathered outside the plant demanding the strikers give up so they could go to work."

A pitched battle ensued on the roof of the Foundry between some of the striking immigrants and the Canadian strike breakers. After two hours, the latter were victorious and they then began looking for other immigrant strikers. One woman recalls that one of the immigrants who was being pursued ran into her family's house and hid under a bed. She remembers strike breakers

bursting into her house, finding him and then dragging him out onto the street where they beat him with clubs.

When the battle was over, approximately 50 people were hospitalized.

In the immediate aftermath, the wildcat strike was deemed a complete failure and the immigrants' attempt to form a union was squashed. The management said the strikers could return to work without penalty, but their five or six ring-leaders were fired. They were dispatched immediately to Welland by train.

A judge even labelled the strikers as "stupid" at the ensuing trial. In effect, he warned the immigrants that if they wanted to live in Canada, they had to live by "our" laws.

In the bigger picture though, this determined group of immigrants, including those who lived on Berkley Row, made great gains. Workers in other factories throughout Canada knew their working conditions were equally intolerable and took note of the strikers' demands in Sarnia-Pt. Edward. A month later, another strike, this one successful, was held at General Motors in Oshawa.

After seven decades of operation, Holmes Foundry closed its doors for good in 1988. Berkley Row, home to a dozen or more immigrant families for three decades and the scene of one of the most controversial strikes in Canadian history, was torn down in the mid-1950s. (Mathewson, George "The Holmes"; Sekerak, Jim)

Blackwell Road

<http://thesarniajournal.ca/blackwell-named-railway-boss/>

Bright Street (Sarnia)

<http://thesarniajournal.ca/political-victory-by-pair-of-underdogs-lives-on-in-sarnia-streets/>

Cathcart Boulevard

<http://thesarniajournal.ca/cathcart-boulevard-named-mpp/>

Christina Street

“The Courageous Woman Who Gave Her Name to Christina Street”

<http://thesarniajournal.ca/the-courageous-woman-who-gave-her-name-to-christina-street/>

Cobden Street

<http://thesarniajournal.ca/political-victory-by-pair-of-underdogs-lives-on-in-sarnia-streets/>

Cull Drain

<http://thesarniajournal.ca/opinion-three-engineering-feats-shaped-sarnia/>

Dora Street

Being lot 13 in Range 3 for the City of Sarnia, **Dora Street** was named after landowner Dora Powers, who purchased the property in July 1885.

Echo Road

<http://thesarniajournal.ca/street-names-children-playing-in-the-hills-provided-name-for-echo-road/>

Eddy Drive

www.sarniahistoricalsociety.com/story/quiet-little-street-recalls-determined-city-war-hero/

Egmond Drive

Egmond Drive is a simple name on a quiet street, but its name does involve some intrigue and mystery, as well as, according to one source, some criminal activity and an assumed identity. All of this stems from Leo Charlesworth’s great-grandfather on his mother’s side.

Leo’s great-grandfather, Anthony, the patriarch of the family, lived a somewhat exciting and mysterious life. He was born in 1775 in Groesbeek, Gelderland, Netherlands, but his surname wasn’t van Egmond at birth. He was born Anthonius Jacobus Gisbert but assumed a false identity, claiming descent from the van Egmonds, an aristocratic family.

His upbringing was a tad unsettling. At age 15, his father, a local sheriff was murdered and in his 20s, Anthony became involved in criminal activity and was forced to flee to Germany. A

Superior Court tried to have him extradited to the Netherlands, but he escaped the authorities when a prominent businessman falsified his birth certificate.

By the time, Anthony was 44, he was married with five children and he and his wife and his children had immigrated to Pennsylvania where three more children were born. He farmed and purchased a store, but the land he had purchased was seized and sold at auction to cover unpaid taxes. Anthony then moved to Huron County where he became one of the largest landholders in the area. The town of Egmondville is named for him.

Leopold “Leo” Otto Charlesworth was born and was buried in Egmondville. When given the opportunity he named a street after his birthplace or his mother’s family name. (Colonel)

Everest Court - <http://thesarniajournal.ca/street-names-everest-court-named-for-a-long-hard-climb/>

Grace Avenue

Extending north from Cathcart Boulevard east of Murphy Road, **Grace Avenue** is named for accomplished and prominent Sarnia businessman, Charles W. Grace (1903-1965). William Charles Selkirk Grace was born in Sarnia in 1903 to Thomas Grace and Agnes (Selkirk). His father, Thomas, was a prominent builder in Sarnia until his death in 1931 and Charles, their only son, continued his father’s business, Grace Builders’ Supplies for many years.

In the mid-1930s, Charlie decided to enter the excavating business and operated a gravel business at Canatara Park known as Charles Grace Limited. Up until then, Sarnia contractors had to bring in heavy excavating equipment. Charlie’s company did some excavation work in the area of what would become Grace Avenue in the 1950s, and the street was named for him.

His first contract was the approach to the original Bluewater Bridge on the Canadian side and other large excavating jobs included St. Joseph’s Hospital and Sarnia General Hospital; however, one his largest and most challenging projects, which took a year to complete, was the straightening of the Ausable River at Port Franks.

Charlie’s company did some excavation work in the area of what would become Grace Avenue in the 1950s, and the street was named for him.

To describe Charles Grace as a well-rounded individual would be an understatement. He was far more than a businessman and an engineer. While a high school student, he was a pole-vault champion, president of the SCITS Literary Society and the person in command of the school cadets in his senior year. His post-secondary studies took him to the University of Michigan where he graduated in 1929 in civil engineering. Charlie was interested in all sports, but he loved sailing, eventually becoming the commodore of the Sarnia Yacht Club in 1931.

This engineer dabbled in the arts. He wrote prose and poetry and was one of the original members of the Society for the Preservation of Encouragement of Barbershop Singing in America. No kidding!

On the night of his sister Alice's funeral, Charles penned this poem. He felt that had Alice been with the family, she would have said or had written something to this effect.

"He Will Walk Beside Me"

Oft' in the still of night, as all else slept / I sat in silence and I thought alone

Of this, my time, when I would bid farewell / To all the many peoples I have known.

The sun must set for all and I have faced / The night of my allotted time, today.

It is not death for I can see the radiance / Far ahead, as His hand leads the way.

My lot, it seems, was to have walked alone / While on your mortal earth, and use my days

In quiet doing of His wish and will / Without a thought of recompense or praise.

I may have stumbled, fallen on the path / But I have lived my life as He saw fit to guide me

And at His pleasure I shall find my place / Because I know that He will walk beside me.

Charles Grace, November 1964

Hay Street

<http://thesarniajournal.ca/hay-street-named-busy-developer/>

Lakeshore Road

The following information is taken from Dean Hodgson's book *History of Sarnia Township: 1829 – 1990*. The original Lakeshore Road ran across the top of the lake bank, much closer to Lake Huron than the current Lakeshore Road; in fact, some parts of the road still exist between Mandaumin and Brigden Roads. Through the years, the powerful storms and crashing waves of Lake Huron washed out many roads, prompting concerned citizens to take action.

In October 1894, R. E. LeSueur and sixteen other citizens who owned property along the lake petitioned the Township Council to open a new road from Seward Road (now Christina Street) to Kemsley Road (now Murphy Road). The original Lakeshore Road was much closer to the lake—too close for these homeowners who also wanted their privacy.

Over the next 20 years, the Township negotiated with the property owners. Eventually the lakeshore owners traded the 66 foot road allowance along the lake for the 66 foot road allowance which is the current Lakeshore Road. The property owners worked with the Township by clearing and gravelling the new road through the woods.

They progressed beyond Murphy Road and, by 1916, they had connected the new Lakeshore Road to the old Errol Road east of the “S” curve in lot 49.

Livingston Street (Point Edward)

<http://thesarniajournal.ca/street-names-livingston-named-village-grocer/>

“Maria Street: How Do You Solve A Problem Like Maria?”

<http://thesarniajournal.ca/how-do-you-solve-a-problem-like-maria/>

Maxwell Street

Henry Jones must have been quite the character. A retired purser in the Royal Navy and, by accounts, a well-heeled individual with family, Jones came to the shores of southern Lake Huron in 1827. After scouting out the area with the encouragement of Goderich-based “Tiger” Dunlop, warden of the Canada Company, he became enamoured with the heavily-timbered and wildlife-aplenty area of Lake Wawanosh (now Bright's Grove). It would be at that location that Jones

would establish a community based upon the communal-living utopia envisioned by English dreamer Robert Owen.

Leaving behind a group of workers who would commence construction of the buildings which would form the nucleus of the locale, Jones named the same the “Toon of O Maxwell” after Owen’s new Lanark Scotland residence.

Not satisfied with his naval officer retirement allotment of one thousand acres, Jones succeeded in securing a Crown Grant of ten thousand acres from Sir John Colborne, Governor of Upper Canada. Thus secure with land, James recruited approximately 50 brave Scottish souls (primarily from the hard-living areas of Glasgow) who embarked on their emigration in 1828 or early 1829. Upon arrival, they found already in existence a school building, community dwelling house (divided into apartments), common cooking/eating area, a store house and a blacksmith shop.

However, despite a start far superior to most immigrants, the Maxwell community rapidly declined. Sources point to many reasons for this and, in particular, the lack of agriculture expertise among the group. This led to poor farming results, the autocratic demeanour of Jones and ultimately the abandonment of the Maxwell commune by settlers enticed away from group living in favour of self-ownership on readily available land.

When, in 1834, the community house was destroyed by fire, the future of Maxwell was doomed. Jones responded by giving back to the Crown the original expansive land grant except for his original retirement entitlement of one thousand acres in the new English world. He was able to divide this grant into two parts, including two hundred acres, in the northern portion of Port Sarnia.

With his development of the Port Sarnia land grant, the retired naval purser left his legacy as a significant early pioneer of Port Sarnia (See Napier Street, Parker Street, St. Vincent Street, Cotterbury Street, Collingwood Street, Maxwell Street and Nelson Street).

From 1835 to 1843, Jones found himself in England, pursuing lawsuits and, no doubt, dodging creditors from his pursuits. After returning to Upper Canada, Purser Henry Jones, Esq., passed away on October 31, 1852. He was buried in the Maxwell settlement area. Reports claimed the

Reverend James Salter re-interred the remains of Jones upon the opening of Lakeview Cemetery in Sarnia.

McMillen Parkway

<http://thesarniajournal.ca/mcmillen-parkway-a-working-mans-street/>

“Mitton Street: The Indomitable Anna Mitton Embraced ‘Rapids’ Life”

<http://thesarniajournal.ca/guest-column-the-indomitable-anna-mitton-embraced-rapids-life/>

Modeland Road

<https://thesarniajournal.ca/settler-henry-modeland-admired-for-his-honesty-hard-work/>

Proctor Street

<http://thesarniajournal.ca/street-names-proctor-named-master-craftsman/>

Road Scholars

<http://thesarniajournal.ca/road-scholars-researchers-tracking-origin-sarnias-street-names/>

Russell Street

Russell Street: (Since proven wrong by some meddling researchers who know how to ruin a good story) <http://thesarniajournal.ca/the-russell-street-beer-legend-goes-skunk/>

Sarnia Suburbs - City Neighbourhoods

The city includes the neighbourhoods of Blackwell, Bright’s Grove, Bunyan, Fourth Line, Froomfield, Heritage Park, Lucasville, Mandaumin, Mitton Village, Robertsville, Rosedale, Schreveshire, Schropshire, Sherwood Village, Wiltshire, Twin Lakes and Vynier.

<http://thesarniajournal.ca/long-lost-robertsville-was-sarnias-first-suburb/>

Sarnia’s Suburbs: Maxwell - The Original Bright’s Grove

“In 1829, Henry Jones of Devon, England, a retired purser in the Royal Navy, brought a group of

more than 50 emigrants from the United Kingdom, to the area now known and Bright's Grove. The settlement was established on a 1,000-acre tract of land along Lake Huron and was to be based on common ownership and collective living." Within a few years, the community disbanded.

Jones left the area for Port Sarnia when he became a prominent member of that new settlement.

Sarnia's Suburbs: Robertsville

Robertsville was known as Sarnia's first suburb, established in the mid-1850s. It extended north from Exmouth Street (Concession 7) at Colborne Road (originally known as Lake Road and later as Cemetery Road) to what is now Pineview, north of Rosedale; and east from Lake Road (Colborne Road) for at least a third of a mile, encompassing lot 21 (1890 feet per lot). It was probably named for Robert Skilbeck, an inspector of licences in Port Sarnia in 1851.

He was perhaps better known for building and opening the first bank in Sarnia in 1844. Called the Port Sarnia Syndicate, the bank later became known as the Lambton Loan and Trust. The building, known today as the Skilbeck Cottage, is still standing and located on Maria Street between Vidal and Christina on the north side. An 1861 census lists his country of birth as England; his year of birth as 1803; his wife's name as Elizabeth; and Mr. Skilbeck's occupation as being part of a "Building Society."

In 1856, Robert Skilbeck purchased part of Lot 21 in the 7th concession (meaning north of Exmouth) of Sarnia Township. His property extended from Lake Road (Colborne Road) east to Ferndale and north to about a block south the current Hall Street.

At the same time, John Cameron developed the north part of Lot 21, and the area stretched from Colborne Road east to what is now Ferndale. It also encompassed the part of the current Rosedale, Hall and Toro Streets, and stretched as far north as Pineview. He named John Street (now Hall) and Cameron Street (now Toro) after himself. Cameron Street. (Toro Street) in 1856 ran perhaps a block south of Hall Street, perhaps five or six houses south. The lot on the west side of Cameron (Toro) just south of Hall was originally owned by Thomas Forsyth, the community's first mayor. In August 1857, after serving for five months, he was forced to resign under cloudy circumstances. He left this area for good in 1862 and allegedly moved to Detroit.

There were two John Camerons in Sarnia at this time. John E. Cameron, who lived from 1817-1895, listed his occupation as a “builder” in the 1881 Census, making it highly likely that he was the John Cameron who developed the north part of Lot 21. In an earlier census, he worked as a stonemason and a stone cutter. John and his wife, Ann (Frazer), would have seven children. After Ann passed away in 1890, John Cameron moved to Moore Township where he lived as a lodger until he passed away in Moore Township in 1895.

We assume that when Sarnia expropriated this land from the Township in 1951 that the names of Hall and Toro replaced John and Cameron respectively; however, a property plan of the same area in 1934, shows the names have been changed already, 17 years earlier than we thought. This was put in by hand by someone, so the streets were probably changed in 1951 when the land was expropriated.

Later, the Guthrie Brothers purchased much of this property.

How long did Robertsville last?

Belden’s Historical Atlas of Lambton County (1880 originally and revised in 1973 by Edward Phelps) has Robertsville as lasting from 1873 to 1878. Records show, however, that it was formed much earlier and lasted much longer than 1878.

A local record shows that Mary Smith died on March 16, 1882 in Robertsville, Sarnia, Ontario, Canada and the 1911 Census , transcribed by Elaine Magnan, show names from Concession 9, some 7 and 8, and Robertsville. Later, a 1917 Voters’ List has people coming from Robertsville.

Talfourd Street

<http://thesarniajournal.ca/street-names-talfourd-street-named-kindly-pioneer/>

The Telfer Brickyards

<http://www.sarniahistoricalociety.com/story/beautiful-edifices-rooted-in-clay/>

Veterans Parkway

On October 16, 2019, a four kilometre section of Highway 40 from south of Highway 402 to Plank Road was officially given the secondary designation of “Veterans Parkway.” On a crisp

autumn day, representatives from the Ontario Ministry of Transportation announced that two road signs had been placed at the north and south end of the new Veterans Parkway.

In 2018, a group of local volunteers wished to further honour all of Sarnia's veterans who sacrificed their time, their energy, their livelihoods, and, in some cases, their lives in The Boer War, World War I, World War II, the Korean War, Afghanistan and U.N. Peacekeeping Missions and with Canada's Armed Forces in the Service of Canada.

A designated roadway, the volunteers hoped, would be another way, a visible way, for people to recognize and to honour the thousands of veterans—men and women from Sarnia and from Lambton County--who fought in foreign lands to defend and to preserve freedom and liberty.

Organizers selected this four kilometer stretch of road because it is a well-travelled and high-traffic flow road; it is a provincial highway, maintained by Lambton County and the City of Sarnia; and at its halfway point is Heritage Park to the east—the second park in Sarnia dedicated to those who served and sacrificed.

In 2013, local Beavers, Cubs and Scouts from troops across Sarnia planted a collection of trees known as the “Trees of Remembrance” in Heritage Park. “Trees of Remembrance” comprises 102 trees, one tree for each fallen soldier listed (at that time) on the World War I section of the Sarnia Cenotaph. The trees in the living memorial are planted in the formation of a cross. (Slater)

Vidal Street

<http://thesarniajournal.ca/street-names-vidal-clan-local-dynasty/>

Wheatley Drive

<http://thesarniajournal.ca/soldier-honoured-990-years-after-falling-to-snipers-bullet/>

Who Gets to Name Sarnia's Streets?

<http://thesarniajournal.ca/guest-column-so-who-gets-to-name-sarnias-streets/>

Woodrowe Avenue

<http://thesarniajournal.ca/street-names-woodrowe-avenue-marks-site-popular-beach-resort/>

Wood and its Importance to Sarnia's Development

The importance of wood as a natural resource is evident in Sarnia's street names. Many streets are named after different types of trees found on properties within Sarnia's boundaries.

Before oil and large-scale agriculture, timber was the natural resource which was the bedrock of the area's economy. The settlers of Port Sarnia would have found the surrounding environs graced with a bounty of deciduous and pine trees including oak, maple, black walnut, ash, cedar and spruce, hardwoods and softwoods ideal for trade.

The pioneers of the Rapids in the 1830s soon took an interest in this abundance of woods. Such a resource, no doubt, was not lost on Malcolm Cameron when the young entrepreneur first came to The Rapids and staked his initial claim in 1833. Commencing with the first mill established by George Durand in 1837, logging operations began to spring up throughout Lambton County and Sarnia. Their output became significant.

Finished wood products included squared oak for English shipbuilding, barrels for Jamaican rum and lumber for the construction of homes and businesses for both local and distant markets. One source estimated that Cameron's mills alone accounted for one-sixth of all oak imports into England year over year. To satisfy the transport requirements of such exports, shipbuilding began in Sarnia. Indeed the Cameron enterprise itself boasted six large ships.

The lumber companies were not the only ones to profit from the trade. The farmers in the area also gained from the sale of maple sugar, as well as the timber they cut while clearing their lands for future agricultural use. Resulting potash also became a source of much-needed cash for those pioneers. Of note the farms produced an immense amount of cordwood, which was then in high demand by the steam-powered railroads and ships. In the early years of Port Sarnia steam power was generated by wood, not coal.

A pioneer in Port Sarnia observed that it "was not uncommon to see thousands and thousands of cords of wood piled high and ready for use along the [railway] line." As the Lambton County forests began to be depleted, raw timber was imported from points north, mostly the Georgian Bay and Nipissing areas. During the navigation season, tug-guided log booms would be brought up river into Sarnia Bay and other points along the City's shoreline. Rail also imported logs into

the area.

Eventually the extent of milling in Sarnia-Lambton would decline. The relative lack of this industry today should not, however, obscure the truth that, in many respects, the economy of this area was first founded by its trees. (Elford, J; Smith, G; Evans, R; Phelps, E; Phillips, G)

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