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THE REDEVELOPMENT AREA OF WINDSOR TO 1900

626c
Submitted to the Department of History
of Assumption University of Windsor
in partial fulfillment of the
requirements for the degree
of Master of Arts

by

William R. Gross, B.A.

Faculty of Graduate Studies
1961

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A B S T R A C T

This monograph is a general inquiry into the growth of a limited area within the present City of Windsor, now experiencing a drastic urban renewal. Its purpose is to preserve from complete oblivion a record of persons, places and events, in the face of inexorable and fundamental change. already many structures, admittedly run-down in appearance, but bearing evidences of the rich past heritage of Windsor, have succumbed to the requirements of current redevelopment projects. It appears urgent, therefore, to record their story as well as that of the remainder before the entire evidence of this past is irretrievably lost.

In this inquiry, the people, places and events examined are those which were localized within, or profoundly affected the overall progress of the redevelopment area. Out of considerations of convenience, the boundaries of this area are confined in this study to the region enclosed by Glengarry and Ouellette Avenues on the east and west and by Wyandotte Street and the Detroit River to the south and north respectively. As the social, political and economic influences impinging upon or emanating from this redevelopment area were city-wide in their scope, an occasional enlargement of interest occurs. An example of this occurs when it is necessary to treat of the adjoining region to the west because it is antecedent to the

renewal area in point of time.

In general terms, this exposition seeks to indicate in proper historical sequence the progressive alteration of the area from its wilderness beginnings to the heyday of its urban maturity. After the turn of the present century the redevelopment area undergoes the accelerating decay which besets so many municipalities and which eventually necessitates drastic reformation.

Chapter one notes the establishment of rural settlement in the redevelopment area, the forces which enable a municipality to appear to the west of it and the attainment of local autonomy. The second chapter treats of the problems of the infant community, its progress economically and the radical alteration of the waterfront at the foot of the redevelopment area. Chapter three describes the opening of the original farms into urban streets and blocks and the improvements in communications and civic services. The subject matter of chapter four consists of the commercial development of Sandwich Street east of Ouellette Avenue as the main business artery and of the gradual southward extension of commerce upon Ouellette and Pitt Streets after the disastrous fire of 1871. The fifth chapter examines the present residential district within the area which, on the whole, appeared after 1880. The final chapter contains a summary, conclusions and estimates of the trends discussed earlier.

INTRODUCTION

The redevelopment area as understood in this study does not correspond exactly with those projects of the civic government although it includes all of them. Phase one of Windsor's Redevelopment Area 1 is bounded by Wyandotte Street East, McDougall Street, University Avenue East and Mercer Street. At present, row housing apartments providing fifty-seven dwelling units, have been completed. Rapidly approaching completion is the eight story apartment building which will be the centrepiece of the project. Construction of housing in phase two of Redevelopment Area 1 has not been undertaken as yet. This phase of the area is an eastward extension of the former to Glengarry Avenue and will be proceeded with later.

Windsor's Redevelopment Area 2 is bounded by Riverside Drive East, Goyeau Street, Market Lane, and University Avenue East. It includes the earlier municipal project of establishing a broad City Hall Esplanade along Windsor Avenue to Riverside Drive. This project was deferred and eventually merged with the wider area plan in order to take advantage of federal and provincial grants. The purpose behind enlarging the district was to eliminate old and largely dilapidated buildings within this nine-acre site and to replace them with modern commercial structures on either side of the esplanade. These were to be erected by private investment.

As used by city planners "urban renewal" is a broad term covering three types of related programs labelled, technically, as:

1. Redevelopment - The so-called drastic surgery of cutting out slums and replacing them with new housing or other developments.

2. Rehabilitation - Less drastic and much less costly than the former. This involves the retardation of decay.

3. Conservation - This refers to attempts at prevention in order to eliminate the need for rehabilitation in excellent residential areas.

Until the present, Windsor has concentrated upon the first type of program. Only recently has a rehabilitation program been announced. Eventually the third method will be attempted. Of the three only the first program affects the area of our study, as it is within it that the two Redevelopment Area projects are actually levelling older structures.

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The task of securing material for this thesis was made incomparably easier by the constant zeal and energy of Dr. Neil F. Morrison. His pioneering researches into the history of Windsor and Essex County has been made readily available to me on all occasions. It was his contagious enthusiasm which prompted the undertaking of this study and his constant advice and encouragement are deeply appreciated.

The difficulties incidental to the research have been very much lessened by reason of the immense historical researches of the late Mr. George F. Macdonald. His lifelong efforts in keeping local history alive are to be found in the Hiram Walker Museum. Although much of this material has not been catalogued what was available has been of material assist-

ance.

I am also especially grateful to Mr. Archie Napier, a long-time resident of Windsor. His careful and accurate recall of the business and residential areas incorporated in this thesis have been most useful.

For the generous assistance of Mr. Alan Douglas, curator of the Hiram Walker Museum and of his assistant Miss Francis, in the collection of maps and other information I am indeed appreciative. I am also indebted to the staffs of the Detroit Public Library, the Windsor Carnegie Library, the Library of the Windsor Daily Star.

For the possible inaccuracies or omissions in content or style I am, of course, responsible.

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I L L U S T R A T I O N S

The illustrations in the form of Maps,
as listed below, are attached to the lining paper
of the back inside cover.

Map "A" - Plan of Part of the
Town of Windsor, 1853

Map "B" - Town of Windsor
(Charles Pinney)

Map "C" - Town of Windsor, 1872

Map "D" - Bird's Eye View of
Windsor, Ontario, 1878.

CHAPTER I

ORIGINS AND FOUNDATIONS OF WINDSOR

A. PIONEER AND RURAL BACKGROUND

The earliest inhabitants of the redevelopment area were the Neutral Indians. The Senecas, a nation of the Iroquois Confederacy, massacred and replaced them, and in turn suffered a similar fate at the hands of northern Algonquin migrants.¹ Little is known of the Indians, until in 1701 Cadillac invited them to settle in the vicinity of his newly completed stockade, Fort Ponchartrain, on the opposite bank of the Detroit river where Griswold Street now stands. The chief nations upon the Canadian shore, which complied with the summons, were the Hurons or Wyandottes, whose village was established at the Pointe de Montreal, now Taylor's Point, and the Ottawas, whose village stood immediately west of Belle Isle. Both encampments strictly speaking remained outside the redevelopment area.

Until the middle of the eighteenth century, when the French inhabitants of the northern shore began to cross over to the Canadian side,² the redevelopment area and the area of what later became Essex County, remained in the hands of these Indian nations. The French preferred the north shore because their fort was reassuringly nearby where they might seek protection from the unpredictable Indians. Within its confines also stood their church, Ste. Anne's, around which centred their whole way of life. Furthermore, the garrison there pro-

vided the only market for their surplus agricultural production. Because the French government regarded the settlement of an agricultural peasantry in the wilderness as a means of supply for its isolated fur trading posts only, it did not at first encourage a vigorous colonization policy. Nevertheless, the Detroit settlement was so strategic to the fur trade, that after 1748 vigorous attempts to increase the number of the settlers were made.³ It was in the years which followed that the Canadian Shore was opened up to settlement.

The earliest map which accurately locates the area the French occupied in Canada appears in Bellin's Petite Atlas Maritime of 1764. They were gathered into two distinct settlements - the Petite Cote and the Assumption Parish. The former lay between River Canard and Turkey Creek while the latter stretched from the Huron Line to the village of the Ottawas. Separating them was the Huron village. The ribbon-like farms of the French occupied the riverfront and allowed the colonists to be close to each other for defence and social purposes.

Each farm was numbered and hence it was a simple matter to locate those which fell within the confines of the redevelopment area. Lot number 8 belonged to a M. Reaume. It was the farm which stood directly opposite the Fort and it marked the western boundary of the redevelopment area. Within this area were plots 9 to 14.⁴ This numbering system of the French period gave way to a new system after the British Conquest in 1760. The new survey of the plots was carried out under Patrick McNiff, the Public Land Surveyor of the District

of Hesse in 1791, and it remained unaltered until these farms were parcelled out into city lots. The survey confirmed the names of the original settlers as they appeared on the earlier map but the numbering differed. Thus within the Urban Redevelopment Area plots 9 to 14 became numbers 81 to 87.⁵

All of the French farmers whether upon the north or the south shore of the Detroit River lived in approximately the same fashion. As settlement had only begun upon the Canadian side shortly before the British Conquest occurred in 1760, the habitants had cleared very little forest, their farms being only three to five acres in all. In 1752 only twenty families had repaired to the Canadian side. This number had increased to fifty by 1760 and the total community numbered three hundred and fifty souls.⁶

The British occupation proved to be a blessing to the infant colony as it ended the isolation and neglect of the earlier years. Although the fur trade remained the primary economic interest it was very greatly expanded by the British. The larger garrison which they stationed at Detroit created a larger market for farm produce. Large sailing vessels were built such as the "Nancy", which allowed a larger volume of trade to be carried on throughout the upper lakes. Sound British currency, the introduction of better breeds of sheep, beef cattle and swine as well as the dissemination of the latest agricultural techniques, all produced a rapid extension of agriculture.⁷

In 1761 Lieutenant-Governor Hamilton, commandant at Detroit, writing to the Earl of Dartmouth stated that the French farmers were settled for eight miles along the south shore of the river.⁸ The houses of the French were made of logs and adjoining each was an orchard. A road followed the river bank and he noted that "almost every farmer has a calash for summer and a cariote for winter". By 1780 the farmers had occupied the whole shore from marshy River Canard to the foot of Lake St. Clair. Their numbers reached 1,600 by 1812. Their annual birth rate at the conclusion of the American Revolutionary War was approximately 35 per 1,000 people. Thirty years later the rate was 80 per 1,000 people. Prosperity obviously must have been great under the British rule to produce such growth in the isolated Detroit colony.⁹

Religiously, the people of the redevelopment area were associated originally with Ste. Anne's in Detroit. This was the French church to which that people on both sides of the river belonged. The predominant Indian population upon the Canadian shore attended their own mission church. Father Armand de La Richardie was the earliest Jesuit missionary among them and he was responsible largely for the location of the Hurons on their Point de Montreal reserve.¹⁰ Following his retirement in 1753, his helper and successor Father Potier erected the Huron Mission Church upon it. Although it was intended exclusively for Indian use, almost from the beginning the Canadian French made it their preferred place of worship because of its convenient proximity.

Continued population growth among the French resulted in 1760 in their assignment to the sole ecclesiastical care of the Huron Church. Seven years later on July 16, 1767, reflecting the growing preponderance of the French over the Indian population, the older name of the church was dropped and it became L'Assumption Church.¹¹ When, in 1799 the Hurons alienated the last of their lands, and were relocated upon a new reserve below River Canard, L'Assumption Church became entirely French in character.¹²

Prior to the urbanization of the redevelopment area the name of the French community experienced change. The earliest references to it described the region as the South Shore. With the alteration of the name of the old Huron Church, a corresponding change in the name of the settlement was made. Thus after July 16, 1767 the whole region was called L'Assumption Settlement all of it being coterminous with L'Assumption Parish.¹³

Following the British departure from Detroit and the American side in compliance with the provisions of the Jay Treaty of 1794, the District of Hesse, which embraced the whole of south-western Ontario as well as all of the land south and west of the Great Lakes, required a new administrative centre. This resulted in the construction of the town of Sandwich, in that year, upon a square mile of land purchased by the British Government in 1788 from the chiefs of the Hurons and other tribes.¹⁴ Four years earlier, during the administration of Lieutenant-Governor John Graves Simcoe, L'Assumption Settlement had been subdivided and the new Township of Sandwich

created. This new Township included only the northern portion of the L'Assumption Parish and within its boundaries was situated the redevelopment area. Thus to the east of the new district capital of Sandwich, and within the Township of Sandwich were situated the farms of the earliest settlers of the area of our study. The both terms create difficulty because often the town and the township were referred to quite indiscriminately, as Sandwich.

While the town became the mercantile and governmental centre of the Western District,¹⁵ the British Detroit Garrison was removed to a point fourteen miles below Sandwich town where it erected a fort and naval dockyard. Soon a community developed around this military encampment which became the town of Amherstburg. Both Sandwich and Amherstburg were inhabited by British Loyalists who fled Detroit rather than remain within the jurisdiction of the United States which now assumed sovereignty over the abandoned territory across the river. Although Sandwich town was obviously intended to be the metropolis of the Western District it was shortly outstripped by the new town of Amherstburg by reason of its better harbour.

An earlier settlement of British people had been established on the north shore of Lake Erie. The new influx of British immigration into the county which the 1796 exodus entailed strengthened the numbers of this element. It ensured the future multi-racial composition of this frontier area although even in the census of 1823 it was still a minority of the whole population.¹⁵ In Sandwich Township however, the

population remained dominantly French in character until 1830 at least. As the British population of Sandwich town left for Amherstburg and its greater opportunities, the former became a French town with only a sprinkling of British government officials who administered the affairs of the whole Western District. East of Sandwich the population was almost entirely French. An important exception was Factor Angus McIntosh of the Hudson Bay Company, who, after leaving Detroit in 1796, purchased lot number 93 from Joseph Beaubien and built Moy Hall near the foot of Gladstone Avenue. Between it and the river stood his warehouse which was used by him for the conduct of the fur trade.¹⁷ Further east lived John Askin, another prominent British refugee whose family built "Strabane" a fine old house which stood for many years on Sandwich Street, one mile east of Walkerville. Thus the area to the west of these men remained French and agricultural in nature.

Until the 1830's nothing occurred to alter the rural character of the redevelopment area because it was not until then that the British began to make their appearance in that region. The French concentrated upon subsistence agriculture leaving mercantile and manufacturing activity to the British of Amherstburg and Sandwich town.¹⁸ Unscientific methods of agriculture prevailed among the French farmers because there existed no incentive to produce large surpluses. After the British evacuation of Detroit, that town's population was sharply reduced and its capacity to absorb large quantities of agricultural products was greatly impaired. Until the opening

of the Erie Canal in 1825, the only profitable article of export for the whole Detroit region was fur. The proceeds from its sale allowed the French to purchase the arms, agricultural implements, cloth and other manufactured goods they were unable to make for themselves.

Even as late as 1821 only the riverfront of Sandwich Township was closely settled.¹⁹ Except for a few houses along the newly surveyed Talbot Road in the back concessions, most of the land was too marshy and poorly drained to attract heavy settlement. All transportation being dependent upon waterways the settlers tended to locate along the river and the lakes.

Until the Canadian and American canals were completed there was little or no immigration into the isolated community along the Detroit River. Thus what advance in population occurred, resulted largely from natural increase until well on into the 1830's. This accounts for the dominantly French population. Only after this time when the highways were completed and when the steam vessels appeared on the Great Lakes did the British element become more influential. Even after these improvements occurred the area found itself ignored by the large stream of British immigrants who preferred either the more accessible eastern part of the Province or the United States.

Other handicaps to the rapid advancement of the re-development area as well as the whole of Essex County were the interruption of commerce on the Great Lakes by the War of 1812, and the existence of Clergy and Crown reserves.²⁰ The latter amounted to 2/7ths of the land of the Western District and were

so scattered throughout it that systematic settlement was impossible. Much of the area occupied by the Clergy Reserves remained in wilderness hampering communication because settlers naturally bought these only after the cheaper public domain had been taken up.

Further compounding the evils of the reserves, was the problem of the large tracts which the government of the province had granted to non-resident speculators in gratitude for services rendered. These speculators refused to improve their lands, simply waiting until the progress of settlement around their grants increased their value. In the meantime they paid no taxes and consequently contributed nothing toward easing the heavy burdens of the local communities.²¹

Despite such major difficulties, progress occurred within Sandwich Township and the redevelopment area between the War of 1812 and 1854. Sandwich Township grew in population from 1,000 people living in 200 houses in 1821 to 4,928 people in 1852. After 1830 British immigration began to make itself felt in the redevelopment area, but even in the early fifties the population of the township and the population surrounding it remained largely French.²²

Further progress in this period occurred with regard to the area of farmland occupied. By 1846 even the interior exhibited signs of opening up as a result of the drainage canals which had been put through. Thus, in that year 51,476 acres had been taken up by settlers, although of these only 10,797 were actually cultivated.²³ Farming was becoming more profitable than it had been after the War of 1812 when the occupation of the land had been very slow.

After the advent of the steamboats on the upper lakes the development of Detroit and the Michigan Territory was rapid. This in turn offered the neighbouring Canadian shore an enlarged market. Obviously, those lands which stood opposite the small but growing city of Detroit, would be the most valuable because of their easy access to that city. That such was the case, is shown by the consistent rise in land values in the redevelopment area and the farms to the west of it bordering the Strait of Detroit. Only high prices would induce the French farmer opposite Detroit to part with their farms.²⁴

The French farmers of the district, before 1830, grew a small quantity of corn and either Spring or Fall Wheat, which owing to poor agricultural methods produced only 10 bushels per arpent. Supplementing these field crops, they raised many horses, cattle, oxen and sheep which thrived on the wilderness hay. Each farm possessed a small orchard and vegetable patch. The apples, peaches and pears of these orchards were commented upon by all travellers visiting the region.²⁵

Their houses, originally constructed of logs from the virgin forest, which had been cleared away from the shore to a distance of a mile or so inland, by 1830 were being replaced by substantial brick structures. One of the earliest of these, built in 1811, near the redevelopment area itself, was the home of Francis Baby. Today this house, standing on Pitt Street behind the Cleary Auditorium, houses the Hiram Walker Historical Museum.

The commercial establishments and taverns were concentrated within Sandwich town which in 1832 consisted of from 140 to 150 wooden structures sprawling along Sandwich Street, the present Riverside Drive, and then as now the sole highway along the riverbank. This highway ran from Amherstburg through Sandwich town, the redevelopment area, and along the St. Clair shoreline.²⁶

This highway was the western section of Lieutenant-Governor Simcoe's great trunk highway which was begun after 1791 in order to connect the isolated Detroit River frontier with York and the remainder of the Province. The road was open by the outbreak of the War of 1812 and witnessed the retreat of General Proctor's forces before the superior numbers of the American army led by General Harrison.

Under the impetus of the fiery Colonel Talbot another road was advanced from his settlements in the London area, parallel to both the Thames River and Lake Erie, to Sandwich town. Completed in 1835, it opened the interior of Essex County to settlement and brought more British people into the region.²⁷

No one in 1829 could have foretold that the area occupied by the farms of Charles Jeanette and Francis Baby (formerly the Reaume farm) would be the site of a hamlet which would outstrip Amherstburg and Sandwich.²⁸ Nor could one then foresee the expansion of this hamlet into the redevelopment area immediately east of these farms. This hamlet had not as yet come into being. The area was completely rural. Thirty years later, however, Windsor had been founded and surpassed these communities

in population and prospects.

During the War of 1812, when Joseph Bouchette visited the County, Amherstburg, he noted, was already a village of 200 houses containing a population of 1,200 people.²⁸ It boasted a church, courthouse, gaol and many fine shops patronized by citizens of great social refinement. Its prosperity, arose from its harbour, the best on the Detroit River, and the presence of the garrisons stationed at Fort Malden and the Naval Dockyard, whose men spent freely at its places of business. The British evacuation of the village and the destruction of these installations, in 1812, constituted a severe economic setback to its economy. Nevertheless, with the return of peace and the garrisons, the village again recovered its former prosperity.

Mr. Bouchette noted, on the other hand, that Sandwich, despite its dignity as the capital of the entire Western District, and its possession of the District Courthouse and gaol as well as the government wharf and customs house, was a stagnant poverty stricken village in contrast. It was slightly smaller than Amherstburg containing only approximately 140 to 150 wooden houses and businesses.³⁰

The site of the redevelopment area was mentioned by this traveller only to remark that the banks had been completely cleared. Had a village been in existence at that point, this acute observer would have mentioned it. Beyond the region immediately opposite Detroit, he stated that the lands bordering upon Lake St. Clair were then laid out in townships but had not as yet been settled.³¹

Only twenty-two years later, when Patrick Shirreff toured the County, he noted that the population was still preponderantly French. Amherstburg had witnessed a considerable decline in population. By 1834 it had fallen to 500 souls, and in order to revive its former prosperity, its citizens were clamoring to have the Huron Reserve opened up to settlement.³² Heeding their demands the Provincial Government in 1836 induced the Indians to surrender 2/3rds of their lands. Sandwich town evinced even fewer signs of commercial vitality. Whatever activity it possessed in that regard, resulted from its status as District Town. The British businessmen had deserted it to the agricultural French. In Mr. Shirreff's opinion the village was in decline.³³

In stark contrast to the foregoing descriptions, this pessimistic observer noted considerable commercial activity opposite Detroit. A mile and a half east of Sandwich town, a new hamlet had arisen. He referred to it as, "The Ferry at Detroit". Here he found fifteen to twenty houses and several brick buildings were in the process of construction. In view of his skepticism, with regard to the prospects of the former villages, his optimistic confidence in the future progress of the new community is quite remarkable. He predicted that the new hamlet would very shortly surpass Sandwich and might even rival Chatham, then the largest village in the Western District.³⁴

B. FACTORS IN THE RISE OF WINDSOR

Evidently the urbanization of the region immediately west of the redevelopment area had begun. The earliest con-

crete evidence of the transformation of this site from rural to urban uses was contained in a report by Colonel Cockburn to the Lieutenant-Governor, the Earl of Dalhousie, then touring the western frontier. In this report of 1821, the Colonel described the spot as "the Ferry House opposite Detroit".³⁵ Before 1821 the whole of Sandwich Township as well as the town had been referred to as Sandwich. This made for confusion but also it indicated that no village had as yet appeared in the region east of the town because had such a concentration of settlement existed it would be highly unlikely that in referring to such a place a writer would have called it Sandwich lest it be confused with either the Town or the Township. Thus the beginnings of the future city of Windsor must have taken shape in the period between 1821 and 1834 and at a point south of Detroit and west of the redevelopment area.

Certain economic and geographical advantages favoured the urbanization of the redevelopment area. Probably the most important of these was its fortunate location opposite Detroit, the commercial and population centre west of Lake Ontario. Windsor's growth paralleled that of its neighbour, especially after the late 1820's when Detroit's greatest expansion commenced.

Until 1796, Detroit was the administrative capital of the District of Hesse. In addition to the counties of Essex, Kent and Lambton in Canada it included the American lands west and south of the Detroit River and Lake Erie. In 1797, following its transfer by the Crown to the United States, Isaac Weld

noted that although the largest community in the entire western country, Detroit was only a stockaded frontier outpost containing 1,000 people living in 300 houses of whom two-thirds were French.³⁶ In spite of its small size Detroit was the centre of the entire fur trade of the upper lakes. From its wharves sailed brigs, sloops and schooners laden with pelts for Buffalo.

Following the British withdrawal from Detroit, many loyalists, refusing to relinquish their British allegiance, came to Amherstburg and Sandwich. This tended to the diversion of the Canadian fur trade to these centres, although the convenience of Detroit was not to be denied. In 1812, war disrupted all commerce on the lakes.

With the conclusion of that conflict a new era dawned for the isolated Detroit River frontier. When the steamboat "Walk-in-the-Water", sailing from Buffalo through Lake Erie, anchored at Detroit on August 25, 1818, the upper lakes were freed from their dependence upon the fur trade. A flood of immigrants surged into the entire western country and Michigan in particular felt its effects. It was not long before agriculture and lumbering displaced the fur trade in importance. The completion, in 1825 of the Erie Canal through New York State gave further impetus to this development. Wheat and other grains soon headed the list of exports from this area followed by lumber and staves. The fisheries of the upper lakes blossomed to such an extent that they ranked second only to the Atlantic Cod Fisheries.³⁷

After 1830 the pace of Detroit's growth accelerated markedly with the arrival of railways connecting it with the east. From 1818 to 1829, for example, its population doubled. Twenty years later, however, Detroit's citizenry had multiplied tenfold.³⁸ Thereafter its growth maintained a similar healthy expansion.

Doubtless the dynamic transformation produced by these improvements in transportation, affected the American side of the lakes more profoundly than the Canadian. Nevertheless, the progress of Detroit and Michigan did benefit the Windsor section of the riverbank indirectly. The farmers opposite that growing city found it profitable to ship their lumber, fruit, poultry, cattle and other products there.

Woodward Avenue, then as now, was the main business thoroughfare of Detroit. It was logical to expect that a satellite business community would arise across from it.

Another advantage favouring the establishment of a municipality at this point was the fact that the river, only a mile across, was narrowest there. In addition to this, the river remained ice-free longer than at any other crossing. Both travellers and the local farmers with produce for sale in the Detroit market, sought the most direct and shortest route across. The prosperity of that city attracted immigrants and commerce. Obviously if Canadians were to participate in that city's prosperity better communications across that barrier of the Detroit river were necessary.

Travellers who sought passage across the Strait prior to 1820 were compelled to make arrangements with local farmers to paddle them across the river as no regular ferry service existed. In winter sleighs could be hired to carry them across the ice. During the twenties, however, one Pierre St. Amour, who operated a small inn on the site of the present British-American Hotel, inaugurated the first regular ferry service to Detroit. Shortly thereafter a rival appeared in the person of Francois Labalaine, an honourably discharged servant of the Hudson Bay Company. His home and wharf lay at the foot of the Janette Farm. As both ferries were merely log canoes they were distinguished from each other by the numbers I and II respectively. The route taken across the river was known to the predominantly French settlers as "La Traverse"³⁹ The passengers were deposited on the wharves standing at the foot of Woodward, Griswold, Shelby and Cass Streets. Increasing cargo and passenger traffic exposed the inadequacy of such transportation. Accordingly, about 1828, Captain John Burtis appeared on the river with his Horse-Ferry, a crate-like affair powered by a horse tread-mill. Likewise proving inadequate, it was superceded by the first steam ferry on the river - the Argo No. I - built in 1830 by a Detroiter named Louis Davenport. Others followed in rapid succession. Until 1858 they utilized the dock of Francis Baby at the foot of the present Ferry Street. Thereafter a town wharf was constructed at the foot of Upper Ferry Street.⁴⁰

Communication with the eastern parts of Upper Canada

by land was another barrier that had to be removed before the advantage of Windsor's geographical location could make itself felt. The Simcoe and Talbot highways enabled the large stream of British and American emigrants to traverse Upper Canada between Buffalo and Detroit rather than hazard the rough Lake Erie passage. Conveniently established along these highways were many inns and hotels catering to their needs in the way of food, refreshment and lodging.

Although the Simcoe Road was open by 1812 it was not until after the war that evidence of incipient urbanization appears in the Windsor area. In addition to St. Amour's Inn, opened about 1820, House's Tavern was erected in 1827, on Sandwich Street, a mile east of the former. In 1838 S. T. Probett opened the Windsor Castle on the south side of that street, immediately east of Ferry Street, Iron's Inn followed in 1845 and stood behind the St. Amour establishment facing on Sandwich Street.⁴¹

It was not surprising that a village did not develop earlier when one considered the condition of these highways prior to 1828. For distant travel it was advisable to proceed along these roads on foot or horseback. Wheeled traffic was comfortable only between Amherstburg and the foot of Lake St. Clair. After that date, however, improved surfaces permitted regular stage-coach service between Amherstburg and York or Fort Erie on the Niagara River.⁴² Indeed, it was the increasing utilization of this service that necessitated the introduction of steam ferries after 1830. With the introduction

of stagecoach travel, the mails were no longer transported on foot or horseback every alternate week. This duty had been performed by Pierre Langlois, Jacques Parent and Dominique Pratt.⁴³ Henceforth, regular stops were made by the coaches at all the roadside taverns along the way to collect such passengers and mail as awaited their arrival. The Windsor Castle and House's Tavern contained the stage offices in Windsor.

The advent of the Great Western Railway in Windsor in 1854 in turn displaced the stages between Windsor and points east. Nevertheless, they continued for many years thereafter to operate a passenger and mail service from Windsor to Amherstburg as well as to other Essex County communities.⁴⁴

Until the 1830's then all of the natural advantages possessed by Windsor and the redevelopment area were outweighed by the lack of adequate communications. Urbanization had not yet commenced. The farms of the original pioneer families or their heirs and successors still remained intact. Their houses, barns and other buildings as in the past were constructed of logs. The primeval forest stood two or three miles south of the riverbank. The fur trade continued a vital part of the district's economy. Game and fish were still quite plentiful in the waters and woods close at hand. The few manufactured items not made in their own homes were purchased at Sandwich Town, Moy Hall or Detroit. Most of the migrants who entered the redevelopment area hurried over the river with hardly a glance at the placidly rural area surrounding the ferries.

By 1830, however, some of these migrants did remain. They began to see the possibilities of the ferry region. These people possessed capital enough to persuade the poor and hence agreeable French farmers to part with small parcels of land along the waterfront. Upon these they erected shops, taverns and other commercial establishments which formed the nucleus of a vigorous new community of chiefly English-speaking people. Most of these enterprises clustered about the ferry dock at the foot of M. Francis Baby's farm.

In 1830, this man owned lots 79 and 80. He inherited these in 1802 through his mother Suzanne, the daughter of Pierre Reaume, the original grantee from the French Crown.⁴⁵ Mr. James Dougall, one of the earliest and most dynamic of the British newcomers, persuaded him to subdivide the river frontage of his farm into town lots. M. Baby however, retained the remainder of his farm which stretched southward five miles to the present Cabana Road.

Mr. Dougall emigrated to Canada landing in Montreal in 1828 with his father and older brother. Two years later they were in Detroit where they perceived the opportunities for business offered by the ferry on the Canadian side. They founded a log general store at the corner of Sandwich and Church Streets. James took charge of it when his father and brother left for Montreal. Shortly, thereafter, James married Susan, the daughter of Francis Baby. Mr. Baby admired his son-in-law's business acumen greatly and soon came to rely on him for advice on all business matters. Eventually James became the administrator of the Baby estate.

In accordance with the younger man's advice, Francis Baby applied to the Court of Quarter Sessions at Sandwich town for permission to create town lots along the river front of lots 79 and 80. His petition was granted by the court upon the condition that he provide a public thoroughfare along the river bank.

The consequence of this permission was the original survey of Windsor for urban settlement. Mr. Thomas Smith, the Public Land Surveyor, prepared the plan of subdivision for Mr. Baby in 1830.⁴⁶ The plan provided for six streets in all, three of which paralleled the shoreline whereas the other three bisected these at a slight angle. The first three were successively Water, Sandwich and L'Assumption Streets. Water Street was also referred to as Beach Road, as it followed the shore from Upper to Lower Ferry Streets. At the latter this road turned inland for approximately seventy-five feet. Proceeding westward again it joined with River Street and terminated about the present site of Bruce Avenue. As this was the public thoroughfare demanded of Baby by the Court, and as he had blocked free passage over it by a causeway which he had built across it in order to give him access to his wharf, the court once more intervened and compelled him to construct a ramp across this coulee.⁴⁷ Water Street was very narrow and could accommodate comfortably only men on horseback or pack-horses. Wagons which used it as an alternative artery to Sandwich Street were partially immersed in the waters of the river. Twenty-five feet north of this road was located Sandwich Street, presently called

Riverside Drive and a section of Governor Simcoe's highway. Most southerly lay L'Assumption Street, twenty five feet in width, and at present the alley between Pitt Street and Riverside Drive. Its career as a public street ended in 1877 with the opening of the present Assumption Street.

The vertical streets indicated upon this village plan of 1830 were River Street on the west, Church Street in the centre, and Ferry Street on the eastern outskirts. River Street was set at a slight angle to the westernmost boundary of lot 79 where the Carling Brewery stands at present. Ferry Street, at the eastern extremity of the proposed hamlet ran north to south at approximately half a block west of the boundary of the Ouellette farm. The St. Amour Tavern therefore lay just beyond the village as contemplated in this survey.

Immediately following the registration of the plan, building lots and streets were laid out, and advertisements in the Detroit and Canadian newspapers offered sites for sale. The first purchaser of a village lot was a James Austin. His lot upon which he erected his harness shop in 1832 was located on the southeast corner of Sandwich and Ferry Streets.⁴⁸ Even Mr. Dougall purchased six lots and erected a new general store on the north-west corner of Sandwich and Ferry Streets. Residences and commercial enterprises tended to cluster about the ferry in the beginning, but before long straggled along both sides of Sandwich Street from Glengary to Crawford Avenues. The advantage of Sandwich Street lay in the fact that it was a segment of the Simcoe highway and hence the road traversed by the stage-

coaches. The meeting of the ferry and the stage routes dictated that Ferry and Sandwich Streets would be the centre of the new community. Thus it was that the nucleus of the later village of Windsor developed slightly west of the redevelopment area. Until the ferry dock moved east to Upper Ferry Street after the arrival of the Great Western Railway, the latter area had no opportunity to overshadow the former district.

The progress of the hamlet was very rapid from 1834 to 1837. The optimism of Patrick Shirreff has been noted. The basis of this rapid growth was the dynamic building boom of Detroit during these years, which stimulated Canadian land speculators to imitate their American prototypes.

In any event the hectic building activity was such that the "Canadian Emigrant", a weekly newspaper published in Sandwich in 1835 proudly noted the various buildings which had been erected or were about to be constructed.⁴⁹ In its article of March 7, 1835 are listed various commercial and residential structures which constituted the sprawling hamlet between Crawford and Glengary Avenues. In total they may be classified as follows: eighteen private residences, four hotels, two bakeries, one brewery, one wagon shop, one blacksmith shop, two tailor shops, one tin shop, one saddlery, one cabinet shop, one upholstery shop, and two ferry buildings, No. I at Ferry Street and No. II at the foot of Janette Avenue. It is readily apparent that almost every form of business suited to the requirements of those days was represented within the new community. Most of

these buildings were of wood construction and often substantial buildings. Among the taverns and hotels the only ones that were new were "The Pig and Tinder Box Tavern and Ferry" originally founded by Francois Labalaine, but then operated by Ferry Master McLean, and the "Crown and Anchor Tavern", managed by Mr. Mason. Joseph House had replaced his earlier tavern with the "New and Splendid Mansion House".

The hamlet indicated in the article was spread over a considerable area. The places listed amounted to forty-six buildings in all, although the great majority of these were naturally located within the original Baby survey. Of particular interest to us, however, is the fact that urbanization was making headway within the redevelopment area. Between Ouellette and Glengary Avenues ten buildings were standing.⁵⁰

The population of the incipient municipality could not have exceeded 100 inhabitants all told. To modern eyes this growth may appear to be insignificant but it represented really quite an achievement. From almost total rural obscurity, the advent of the steam ferry, the improvement of stage coach communication, and the vision of speculators, had brought forth a community within the short space of three years.

Not only did an urban complex arise but this tiny society began to develop a special sense of local patriotism. Until this time the hamlet was satisfied to be known as "the ferry opposite Detroit". After 1835, however a growing pride and civic consciousness made itself felt, as the citizenry increasingly showed signs of dissatisfaction at the relative namelessness of their

hamlet. In that year such varied appellations as "Montpelier", "Bellevue", "South Detroit", "Baby-lon", and "Richmond" had their ardent supporters. Of these the latter seemed to command widest support. Least popular, but very strenuously espoused, was "South Detroit". Robert Mercer, was the leader supporting the adoption of the former, while Joseph McDougall advocated the latter. Both men were important land developers at this time, and their insistent partisanship resulted in dividing the citizenry so evenly that, as a compromise, both names were dropped in favour of "Windsor". The town meeting, at which the present name was adopted, was held on September 6, 1836.

C. DEVELOPMENT OF POLITICAL AUTONOMY AND MUNICIPAL ORGANIZATION

In spite of this elevation in status, the political fortunes of the new community remained inseparably connected with those of Sandwich Township, Essex County and the Western District. Except for a few minor functions, its independence in matters of government was severely circumscribed by the Provincial Government as well as by these lesser jurisdictions. During the pioneer phase of its history then, Windsor gradually evolved from complete subordination to these external authorities to a position of an autonomous municipal body.

The Province of Quebec, established by the Quebec Act of 1763, was administered by the Governor-General and his appointed Council as a single administrative unit, until it was divided into convenient districts by Lord Dorchester's Proclamation of 1788. The Quebec of that day included not only

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what is presently Ontario and Quebec but also all those territories below the Great Lakes enclosed by the Ohio and Mississippi Rivers. The westernmost of these administrative districts, containing the territory across the Detroit River and Lake Erie, as well as what later became the counties of Essex, Kent and Lambton, was called the District of Hesse. Detroit remained the capital of this District, even after the signing of the Versailles Treaty on September 3, 1783 which concluded the American Revolutionary War and which entitled the Americans to the present boundary. The reason given for the continued occupation by Great Britain of the American Northwest until 1796 was the failure of the United States to honour its obligations under that treaty. With the passage of the Exodus Act, in accordance with the Jay Treaty by the British Parliament, Detroit and the American side of the Lakes was evacuated. In anticipation of the departure of the British administration and garrisons, as noted earlier, a new District Town was laid out at Sandwich in 1796. Shortly before this, in 1792, the Township of Sandwich was created in accordance with the Proclamation of 1788.

The boundaries of Sandwich Township began at a point in the interior and ran twelve miles due north to Lake St. Clair and west at a right angle to this line to the Detroit River. It comprised about one hundred square miles of territory of which only the waterline was thickly settled to a distance of only three or four miles inland. The interior southwestern portion of the township was surveyed only in the administration of Governor Simcoe after 1792.⁵¹

The passage of the Constitutional Act of 1791, further necessitated a reorganization of the Districts. For one thing, electoral ridings were essential for the representation of the voters in the contemplated Legislatures of Upper and Lower Canada. The first parliament of Upper Canada felt it desirable to rename the districts and accordingly in 1792 renamed Hesse the "Western District" but retained Sandwich as its capital. The Western District was divided further into the counties of Lambton, Kent and Essex and these in turn were subdivided into Townships.

With the passage of the Municipal Corporations Act in 1849 provision was made for the gradual elimination of the Districts and the development of autonomous counties as at present. The first county to separate from the Western District was Kent, which effected this in 1851. Lambton followed suit in 1853, and on September 30, 1853 Essex concluded its divorce-⁵²ment from Lambton to embark upon its independent history.

Between 1792 and 1854, Sandwich Township remained an undivided territorial and administrative entity. In the latter year, Windsor was to shatter this unity when on January 1st, it was incorporated as an independent village under a charter granted by the Provincial Legislature. On January 1, 1858 both Windsor and Sandwich were elevated by the Province to the status of chartered towns. Further subdivisions of the Township followed until by 1912 the original territory included Sandwich Township, Windsor, Walkerville, Ford City and Ojibway.⁵³

Within the Township, furthermore, there evolved even

greater local autonomy. In 1792 the Provincial Assembly exercised total control over each Township by means of the Magistrates of the Quarter Sessions in each District. In the Western District it exercised its authority from its court at Sandwich Town. Until 1835 these Magistrates exercised complete legal sovereignty over such matters as court business, highways and other civil affairs throughout the District. In that year, wider local autonomy was granted when commissioners and subordinate agents of Justice were appointed for each township to enforce such non-police functions as the assessment of lands and the collection of taxes. Such were the duties of Robert Mercer who after 1836 became the magistrate of Windsor. Further local participation in government appeared in 1841 when local councils, containing one or two representatives according to population, and with a warden, clerk and treasurer were appointed by the Governor to administer the various Townships. Nevertheless, the Provincial Legislature continued its strict supervision of such Township Councils by its examination of all their by-laws.⁵⁴ In spite of this restriction, this was an advance which permitted the establishment of the Sandwich Township Council and wider powers of self-government followed the passage of the Municipal Corporations Act.⁵⁵

Although this act allowed Windsor to become a police village in 1849 with the right to send three representatives to the County Council of Essex, and to control its own fire and police forces it preferred not to avail itself of the opportunity.⁵⁶ Rather, it chose to remain subordinate to the County Council.

Only in 1853 did Windsor take advantage of this Act and apply for incorporation as a village. The Act required a population of one thousand inhabitants occupying a compact area before granting such a charter to a community. Between 1851 and 1854 Windsor's population rose from 300 to 1,500 people. It was congregated within the restricted neighborhood bounded by Crawford and Aylmer Avenues on the west and east and by Pitt Street on the south. It was definitely eligible under the terms of the Act.⁵⁷ Accordingly when over one hundred of its inhabitants petitioned the Governor to proclaim Windsor an incorporated village, the request was granted by a proclamation issued September 28, 1853 taking effect on January 1, 1854.⁵⁸

With the attainment of village status, Windsor possessed the right to elect a council of five men, one of which was chosen to be the Reeve by the other four. Qualifications to stand for election as Councillor, required the ownership of property assessed at £ 250, or the payment of annual rents of at least £ 20 by a tenant. The charter of incorporation stipulated further that all candidates must have resided in Windsor for the preceeding seven years. The result of these provisions was to limit the number of candidates coming forth and the lengthy tenures of office in the early municipal government of Windsor. An instance of this was the fact that Samuel Smith Macdonnell, the first Reeve of the village, was also the first Mayor of the town of Windsor. The other four members of the first village council were Francis Caron who

later became the long-time magistrate of police; James Cuthbertson; James Dougall; and Charles Hunt. The village clerk was John Stewart. Some of these names reappear as members of the town council in 1858 although other prominent citizens of early Windsor were also represented upon it. The councillors in the latter council were W. B. Hiron, the Reeve; Francis Caron; James Dougall; Joel Langlois; Benjamin Maren-tette; Mark Richards; George Shipley; and John Turk. Alexander⁵⁹ Bartlet was the town clerk and retained the office until 1878.

In effect the village charter empowered the Council to pass by-laws governing the creation of schools, the regulation of drainage works, the maintenance of roads, the establishment of police and the operation of ferry services.⁶⁰ Moreover it granted the village council the authority to appoint three assessors and a tax collector to raise the necessary revenues to carry out these duties. The council, in order to further the execution of its responsibilities gradually established the various municipal departments which exist today.

Each department in the beginning was no more than a committee of councillors which met informally and as problems rose. Often their deliberations were characterized by indecision, confusion, and expediency. Lack of money and the indifference and apathy of the public was largely responsible. Disaster such as occasioned by fire, flood or epidemic, alone seemed to spur them into activity. Even then much hesitation and many stop-gap measures appear in their records. Generally speaking, however, the effectiveness of the conduct of municipal services improved with time and experience.

The Roads and Bridges Committee of the Windsor Village Council was the first of these municipal services and commenced to operate on January 1, 1854. It was followed on June 1, 1854 by a committee which was later reconstituted as the Health and Sanitation Committee, and by the Finance Committee which began to function before November 1, 1854. Later in the same year the Fire, Water and Gas Committee appeared. These were the earliest departments and were supplemented by the Charity Committee and first Police Commission in the 1860's.⁶¹

Until 1856, when the new Town Hall was erected, the Village Council and its Committees transacted business on the second floor of an old two story building on the south side of Sandwich Street where the present Bartlet, Macdonald and Gow parking lot stands. This point is half-way between Ouellette and Goyeau Avenues. Repeatedly referred to in the Windsor Herald issues of 1855 and 1856, it served not only as the government centre, but also as a school and for the performance of social events and entertainments.⁶² Almost from the beginning it proved inadequate to satisfy the requirements of all civic officials. A by-law to raise money for the construction of a larger building was passed in April, 1855 and additional funds were supplied in August of the same year.⁶³ Reeve S. S. Macdonnell purchased lot 16 for that purpose from Louis Davenport. This Town Hall of earlier days still stands at 255 Sandwich Street. It was erected by James Bartlet on the south side of that street between Mercer and McDougall Streets.⁶⁴ At that time it was a handsome two-story brick building and remained the Town and City Hall until it was re-

placed by the old Central Collegiate Building on City Hall Square. In turn, this edifice gave way to the modern City Hall which occupies a position slightly south of it.

The old Town Hall on Sandwich Street later became a dilapidated furniture warehouse. At present it is abandoned and boarded up. In 1856, however, it was the center of Windsor's early life. Municipal offices and the police court occupied its lower floor. The town jail, long since torn down was an addition at the rear of the building and the domain of Sam Port, Windsor's only policeman until 1864. The upper floor contained a large hall for dancing and other community amusements. It served as a theatre and opera house as it boasted a stage with dressing rooms on either side. It catered to banquets for various Windsor fraternal organizations. In the basement, the west side was entirely occupied by the Foster Butcher Shop and Market. Through the centre of this basement ran a passageway which led to various rooms in its eastern half.⁶⁵ As in the case of the first Village Hall further west, other uses for the building were indicated in the diaries kept by Alexander Bartlet, the Town Clerk. During January 1864 it was temporarily employed as a barracks for soldiers on guard against the Fenian scares of the time. On July 6, it housed a private birthday party, on August 16, a revival meeting, and on October 17, a ball.⁶⁶

By 1857 Windsor's population approached 3,100 inhabitants. This remarkable development followed from the arrival of the Great Western Railway Company. The Municipal Corpora-

tion Act of 1849 permitted any village whose population exceeded 3,000 persons to petition the Provincial Legislature for incorporation as a town.⁶⁷ Accordingly Windsor's appeal quickly resulted in the passage of a Provincial Statute, dated June 10, 1857, which transformed the village into a town as of January 1, 1858.⁶⁸

The effect of this statute was that whereas the village of Windsor had constituted only one ward, the town was divided into three, each being represented by an elected councillor. Qualifications for candidates were the same as under the village. Instead of a Reeve, the chief magistrate of the town was a Mayor, but he was still chosen by the councillors as before. The powers and functions of the town council remained basically similar to those of the village body.

The three wards of the town of Windsor merely comprised the settled portions of the municipality. Ward One, which occupied lots 75 to 80 was enclosed by Crawford Avenue and Pelissier Street. Ward Two, extended to the east of lot 88, or the present Lillian Avenue. Ward Three included the rest of the area east to the Corporation boundary with Walkerville - the present Gladstone Avenue. The southern limits of these wards were indefinite at first and did not extend much south of Pitt Street. Nevertheless they were progressively extended as the area was developed, until by 1885 their southern boundary was fixed at Wyandotte Street.⁶⁹

During the fifties, the emergence of Windsor from

from its pioneer and rural past was complete. The early farms were undergoing subdivision and houses and commercial buildings were replacing them. The municipality arose because of favourable geographical advantages. Communications by land and water ended its isolation and spurred its commercial advancement. Enterprising business men provided the leadership which initiated urban settlement first about the ferry and then along Sandwich Street to the east. Hand-in-hand with this advance of population and prosperity arose a sense of pride in the new community and a desire for local management of its affairs. The foundations were firmly laid despite the miniature size of the new municipality.

CHAPTER I

FOOT NOTES

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CHAPTER II

THE ECONOMICAL AND PHYSICAL TRANSFORMATION OF THE WATERFRONT OF THE REDEVELOPMENT AREA

Generally speaking, the decade following 1836, when the little hamlet received the name of Windsor, was marked by uncertain economic progress. The severe American financial panic of 1837 abruptly put an end to the hectic real estate boom in Detroit. While the boom lasted, Detroit provided a good market for Canadian products. The introduction of steam ferries on the river and the land speculation in Windsor reflected the prosperity of Detroit. Similarly the depression which followed affected Windsor as well.

The year 1837 was marked, furthermore, by political uncertainty along the border because of the "patriot" risings and the hostility of the Hunters Lodges. The Windsor region proved to be one of their invasion routes. On December 4, 1838 the patriots and their American sympathizers, crossing from Detroit in the steamer Champlain, landed at the foot of Pilette Road abreast of Belle Isle. General Bierce and his 137 men upon alighting marched along Sandwich Street to Windsor where they captured and easily destroyed the barracks near the Village Council Hall.¹ At Colonel Francis Baby's orchard they encountered the militia from Sandwich under Colonel Prince, and after a short but sharp engagement retreated. It was during this withdrawal that they burned the steamer "Thames" laying

alongside the dock of Jasperson and Verhoeff at the foot of Glengarry Avenue and two or three houses. Thereafter, they sought refuge on the American side of the River. This "Battle of Windsor" and the attacks upon Fighting Island, Bois Blanc and Pointe Pelee destroyed good relations between Canadians and Americans.

The Americans discouraged the entry of Canadian products by imposing hostile tariffs. Upper Canada likewise denied Americans the right to invest capital in Canadian enterprises or to hold or transfer land within the province. Although Colonel Prince attempted to have such laws repealed in 1841 they continued in effect until 1853. In the following year the Reciprocity Treaty, negotiated by Lord Elgin, inaugurated a decade of better relations and phenomenal trade expansion.

The period between the financial panic and American incursions and the abolition of the Navigation Acts and Corn Laws by the British Parliament, however did witness further economic growth in Windsor. For example, in 1846 Windsor was a place of considerable business according to Mr. W.H. Smith. It boasted two steam ferry boats which constantly carried passengers and produce across the river. A battalion of Rifles was stationed in the Windsor barracks which had been rebuilt. Within its boundaries were found tradesmen and professional people, a physician, baker and tinsmith. Sufficient business was carried on that Windsor contained two carpenters, tailors and shoemakers.² In 1835 an agency of the Commercial

Bank had been established. In 1846 a thriving new agency of the Bank of Montreal was open for business. Further evidence of the growing commercial importance of Windsor was the fact that it was one of the few centres in the Western District considered important enough to receive a post office. Operated by postmaster Thomas L. Ritter in his hotel on the south side of Sandwich Street between Goyeau and Ouellette Avenues, it received a daily mail delivery by stage coach.³ Owing to its size and importance, Windsor at that time was entitled to two magistrates - Messrs Samuel Gardiner and Robert Mercer. In consequence of the growth of its export and import business, Windsor had been created a bonding port with Mr. John F. Elliott the Collector of Customs.⁴ This distinction ranked Windsor in importance with Sarnia, Chatham, Malden and Rondeau as exit and entry points of the Western District. Unfortunately, as the total value of Windsor entries were lumped together with those of Sandwich the full extent of its import-export business was obscured.⁵ Nevertheless, Provincial revenues derived from customs, although consolidated with that of Sandwich, amounted to £ 1,010 4s 3d. A comparison of the Sandwich-Windsor receipts with those for the other Customs Ports reveals, that the former revenues made up approximately one-third of the total for the entire Western District.

The only figures for Windsor's export business in the years from 1844 to 1850, are those for products shipped to the Detroit market. Canadian Collectors of Customs were not

required to record such exports prior to 1851. Consequently the figures for Windsor exports during these years are derived from totals registered by the Detroit Customs for Windsor produce entering that city.⁶ Doubtless the greater proportion of Windsor's exports sought the Detroit market, and hence, although these Detroit figures do not give us the total figure of Windsor's foreign trade, they indicate something of its size and diversity.

The earliest Detroit list of Windsor's exports was that for 1844 and it estimated the values for each item. Except for furs, all the products shipped to Detroit were agricultural. Wheat led in point of quantity, while pork exceeded it in value. The principal part of the pork, bacon, hams, lard, tongues and beef, exported to Detroit, however, was produced from animals imported from the United States. Thus only the actual slaughtering and packing afforded employment in Canada. Other agricultural products mentioned in this list were flour, potash, tobacco and white fish.⁷

The export lists for the years 1847 to 1850 were also primarily agricultural but represented a wider variety. This probably reflected the opening of the interior of Essex County during this period. All of these lists gave only a partial picture of Windsor commerce as already stated. Undoubtedly much unrecorded produce must have crossed the river in craft other than the steam ferries. Moreover Windsor must have exported products to other foreign destinations even though such trade would not approach in volume or value the total for Detroit. In spite of the obscurity of the picture presented,

the lists do indicate to some extent an increase over the years of the quantity, variety and value of such trade.

As to export markets other than that of Detroit, William H. Smith, who noted the foregoing, made only two passing references. He stated that in 1851 Windsor was a bonding port which annually packed large quantities of beef and pork for the English market.⁸ Respecting the Great Lakes Fishery he stated that 4,000 barrels of such fish as pickerel, a kind of fresh water herring, trout and white fish were exported annually from the Western District to markets in Ohio, Pennsylvania, Indiana and New York.⁹ As the Detroit River Fisheries were the richest and their fish the tastiest, Windsor's share of this trade must have been a considerable proportion of the total.

Further support to the picture of Windsor as a place of considerable business comes from the census and assessment rolls for the years 1842, 1848 and 1850. They demonstrated that while the population of Sandwich Township was 1,000 persons in 1821, it was 1,340 in 1850, and 4,928 in 1852. Apparently the population had risen quickly until 1836 when it began to move away to Amherstburg following the financial panic of the next year. As prosperity returned in the middle 'forties this population returned and by 1850 the totals rose consistently. From the 10,797 acres that were cultivated in the Township in 1846 the amount rose until it stood at 13,447 acres in 1850. This was one-third of the total acreage for Essex County. The same general advance for the Township

may be noted with regard to the number of grist and saw mills, sheep, hogs, cattle and horses. A similar comparison of the assessment rolls for these years further confirms this upward trend with regard to the amount of rateable property and the quantities of field crops produced.

Within Windsor itself James Dougall, who had left the hamlet in 1842 for Rosebank, his home three miles from Amherstburg, had returned by 1853 and was establishing his nursery. A soap and candle factory and ashery had been established after 1846 by Thomas Firby, thereby introducing another major commercial establishment. Another important merchant from Amherstburg to come to Windsor was John McCrae who established a general store and hotel on Sandwich Street opposite Station Street. Mr. John McEwan who came from Sarnia, established a lumber business about Mercer Street and a forwarding business. Later he became Sheriff of Essex County. Mr. Elam Beeman also came to Windsor in these years. He ran the Mansion House across from the Windsor Castle but it was burned down in the fire of 1849. He founded the old Beeman's Inn at the foot of Ouellette Avenue. Later a hotel on the southeast corner of Pitt and Ouellette called Beemans Hotel, was erected by his widow. The former became the Hiron's House while the latter became the Manning House. Mr. John Hutton was another prominent newcomer about 1846. He purchased the Windsor Castle Hotel from Mr. Probett.

Obviously Windsor was growing in the 1840's. Nevertheless, the population of the hamlet fluctuated around the three-hundred mark until 1851. Probably one reason for Windsor's

apparent stability in population was the fact that the community was visited by a disastrous fire in 1849 which destroyed one-half of its structures on Monday, April 16, 1849. Sparks emitted from the steamboat Hastings ignited a pile of cedar posts stacked upon the ferry wharf. It spread from there to the store-houses of Mr. Hunt and Mr. Dougall. Rapidly, it moved to consume the Customs House, Hennell's Ferry Saloon and the Prince Albert Hotel all more or less in the older western area of the hamlet. The bucket brigade waged a hopeless battle against the conflagration. Only the aid of the Detroit Fire Department prevented the destruction of the whole village. Within an hour the ferry landed engines No. 2 and 5 along with several companies of Detroit firemen with whose aid half of Windsor, mainly the eastern section, was saved.¹⁰ Gratefully, a large meeting of Windsor's residents assembled in the Windsor Castle hotel the following day and moved a vote of thanks to the Detroit Fire Brigade Chief Engineer, William Duncan.¹¹

Certainly such a blow to Windsor helped to explain the fact that no growth in population occurs between 1846 and 1850. It is not until the Great Western decided to utilize Windsor rather than Sarnia as its western terminus that another great growth of population occurs.¹² Merchants, lawyers, and other professional people in anticipation of the prosperity this would bring to Windsor left Amherstburg and Sandwich where they had previously lived. The coming of the Great Western was a severe setback to these communities but

inaugurated the beginning of Windsor's preeminence in Essex County. From 1851 to 1854 the Bartlets, Nobles, McGregors and others left Amherstburg for Windsor. Mr. S.E. Macdonnell, the first Reeve and Mayor of Windsor, moved from Sandwich during these years. Previous to the advent of the Great Western Railway the population of Windsor was largely composed of merchants, clerks and hotel keepers. Hereafter a large labouring element appeared because the railway was Windsor's first large industry.¹³ By reason of its location the eastern part of the village began to forge ahead of the original nucleus of Windsor.

The economic impact of the Great Western Railway upon Windsor in general was very important. It provided for the first time economical and swift connection between the Detroit frontier and the Niagara River. Because the distance was shorter between Detroit and Buffalo via the Great Western than below Lake Erie over the Lake Shore Railway the greater part of the freight and passengers from these cities used the former route. The ferries freighted these across both the Detroit and Niagara Rivers. It meant loading and unloading of the American and Canadian railway cars but it was still the most economical route. Obviously all this activity stimulated the economy of Windsor. Its position as western terminus of the line caused it to benefit more than most of the communities in Essex County.¹⁴ By 1860 Windsor surpassed Amherstburg and Sandwich as the largest municipality in Essex County.

In 1850 two rival companies - the Detroit and Niagara Rivers Railroad and the Great Western Railway - lobbied in the Canadian Parliament for an exclusive charter to permit the construction of a line across Canada West from Lake Ontario to the Niagara River. The former company intended to proceed with this line to Windsor as its future terminus while the latter preferred Port Sarnia. Luckily for Windsor the Port Sarnia route proved to be economically unfeasible. Accordingly, committees of conference appointed by both companies abandoned that route in favour of Windsor.¹⁵

As Sir Allan McNab, the Chairman of the Railroad Committee in the Canadian Parliament, supported the Great Western Railway, it absorbed the other and received the charter for the Windsor section in 1850. In early 1851 several hundred labourers commenced construction of the line between Hamilton and London. By February the number of workmen was increased to between 1,500 and 2,000 who by relays "work night and day at excavations and high embankments during the winter".¹⁶ The 225 miles of track was estimated to require two years of construction time. Early in January of 1852, the "Buffalo Commercial" reported that a suspension bridge would be erected across the Niagara River at Buffalo within eighteen months.¹⁷

Early in March, the "Sandwich Advocate" reported that Mr. Gunn, the Superintendent of the railway had definitely fixed the location of the Windsor terminal station "a few rods above Beeman's Hotel". The Railway Charter permitted

the company to select the site and to procure the land necessary for the track. Mr. Gunn desired this location because it was directly opposite the foot of Woodward Avenue in Detroit, according to the account.¹⁸ Actually, the railroad had hoped to build its tracks further west to about the foot of Church Street because this would place it opposite the terminus of the Michigan Central Railroad in Detroit. In order to secure the point opposite Woodward Avenue \$6,400 was to be raised in Detroit.¹⁹ The Great Western Railway commenced laying track eastward from Windsor to Chatham on March 16, 1853. The section between London and Hamilton was to be formally opened on November 30th while that between London and Windsor was promised for December 15.²⁰ Only 18 miles remained to be laid on the latter segment, but construction difficulties delayed the formal opening of passenger traffic until January 17, 1854. Regular passenger traffic, it was announced in an advertisement placed in the "Detroit Daily Advertiser" of January 26, would begin the next Monday at ten o'clock in the morning. The fare from Detroit to New York was set at \$14.50 while that to Buffalo was fixed at \$6.50.²¹ Detroit passengers were obliged to cross the river on the 9:30 ferry in order to make connections with the Great Western locomotive at the Windsor station.

The same advertisement stated that Mr. Alexander Gordon, "the efficient and popular station master of the Great Western Railway at Windsor" would shortly publish the rates and arrangements for the transportation of freight from Windsor to the Suspension Bridge at Buffalo.

Business was brisk from the beginning. Most of the freight and passengers carried were American and proceeded via Buffalo to points in the Eastern United States. The original freight ferry, the Dart, proved unequal to the volume of freight sent across the river by Detroit merchants. On February 1854 Messrs Hurd and Company of Detroit placed the Princeton, a propeller driven steam boat, on the ferry run to the Great Western Depot in Windsor.

The railway carried packages, flour, pork, live hogs, cattle and the United States mail to Buffalo where they were unloaded and shipped further east on the American railroads. The volume of this traffic grew so prodigiously that the fare to Buffalo was reduced to \$5.00 and two daily trains were necessary to accommodate it. In the report of the railroad for the week ending January 5, 1855, the total number of passengers since August 1, 1854 amounted to 244,949 persons.²² By October, Mr. Wood the railroad agent announced that on the 18th the evening train into Windsor contained 18 cars and 950 passengers and that loads nearly as large arrived almost daily. After June of 1854 three trains left the Windsor station daily - the Lightning Express in the morning, the Mail Express, and the London Accommodation train.²³

Obviously the railway was a success. Equally certain also was its stimulus to the economy of Windsor. It employed the major portion of its citizens whom, indeed, it had attracted to Windsor in the first place. The influx of its employees brought on Windsor's village status in 1854 and

town status in 1858 as heretofore mentioned. Because its passenger and freight business amounted to two-thirds of all the through traffic from Chicago to New York,²⁴ it embarked upon an extensive building programme in Windsor.

The area upon which its track, buildings and other facilities stood originally constituted the water-lots at the foot of the farms of the pioneer farmers. These lots were then reclaimed from the river by earth fill which was dumped there in order to prepare the railway right-of-way. In an age that relied upon the pick and shovel, this was a prodigious undertaking and attracted scores of labourers to Windsor before 1854.²⁵ At present almost the whole Windsor shoreline from Walkerville to Ouellette Avenue which extends north from Riverside Drive (Sandwich Street) and which lies at a lower level to the rest of the city constitutes this fill-in project of earlier days.

The effects of the arrival of the Great Western were thus more noticeable in that part of Windsor presently undergoing rejuvenation. Here it was where the terminus was to be located. The reason for the failure of the original plan to locate at the foot of Church Street was that James Dougall, who was the executor of the Baby estate, refused to sell the water lots along the proposed right-of-way. As a gardener he objected to the ugliness which would follow such a surrender to the company. Since then passenger, freight and even railway car ferries were compelled to take a longer diagonal course across the river to the Michigan Central freight yards in

Detroit. The first frame station erected at the foot of Aylmer Avenue in 1853 burned down in the great fire of 1859.

The agreement of August 4, 1861, between Daniel Goyeau and the railway, which deeded the entire front of lot 83 to the latter, specified that its new depot or station must be built on this property. Mr. S. S. Macdonnell who purchased lot 83 from Mr. Goyeau insisted upon the fulfilment of this provision.²⁶ Thus it was that the second frame station stood at the foot of Goyeau Street. Mr. McDonnell, who opened up this street, hoped to make it the main thoroughfare to the south, and this fact helps to account for his later adamant attitude when the company erected its third station outside the area.²⁷ When the fourth station was opened on October 3, 1884 it was erected on this lot once more. The last train left this station at the end of June 1961. The station was demolished in October as part of the redevelopment plans for this area. The new station at Walkerville now in operation would be regarded as a violation of the original agreement were Mr. Macdonnell living at present.

The second station was completed at the close of 1859. In the June 23 and 30 editions of the "Windsor Herald" for 1855 was contained the advertisement which opened bidding to contractors for its construction. It stated, "To contractors builders etc. Tenders for the following works at the Windsor Station of the Great Western Railway. Addition to present wood freight house, 540 x 40 feet. Extension of piled wharf of 800 feet. A brick Engine House with 12 engine stalls.

Tenders open till Tuesday afternoon July 3".

This freight house and round-house was well under way by mid-October and progressing rapidly.²⁸ The station was a long wooden building. It stood east of Station Street (Upper Ferry Street then) and north of the main line track. This is still the main line track of the Canadian National Railway which took over the Grand Trunk following World War I. The north west corner of this old frame one-story shed was used as the freight office. Directly north of it stood the old passenger ferry dock. The southwest corner contained the telegraph office. In the eastern portion of the shed were the Billing and Shipping Offices. The remainder of the structure was devoted to the storage of goods received from the boats or cars. This station stretched as far as the eastern side of the present station house. Upon the building of the Parent Avenue Station it was employed solely for storage purposes. It continued to be utilized in this fashion until the present freight shed was erected between Marentette and Parent Avenues in 1917.²⁹

The old brick roundhouse at the foot of Louis Avenue, presently used for storage purposes, and the car-shop at the foot of Glengarry and Aylmer Avenues date back to the period before 1864. It is uncertain whether the roundhouse was the original building erected in 1855 or whether a wooden building preceeded it. At any rate, Mr. John A. Finnie, a long-time railway man and resident of Windsor since 1864, remembered these buildings as standing here in that year.³⁰

The slip dock, used by the railway car ferries and still located at the foot of Glengarry Avenue, was constructed about the time Mr. Finnie came to Windsor. He recalled that it was constructed for the Great Western Railway and that it began to ferry its cars across the river on January 1, 1867.³¹

From 1854 to 1882 the Great Western Railway operated three tracks. Today there are five. Northernmost, and closest to the river which it parallels, ran the Detroit siding. Freight leaving Windsor from Detroit and proceeding east used this track. The Windsor siding, immediately south of this handled the incoming freight trains destined for Detroit. Between these sidings and north of the station stood a drop-platform which was raised or lowered by a windlass. It was lowered to permit incoming trucks to be moved across this "bridge" over the Detroit siding to the boats moored at the wharf. The Freight House track was situated to the north of the station and was employed for the storage of railway cars not in use. It ran back as far as the present stop-block at the western end of the station house. The foregoing tracks extended eastward to approximately opposite Aylmer Avenue where they switched over to the Main Line.³²

Since 1882 two more tracks have been added to the original three. Northernmost at present is the so-called Jumbo Track. It is north of the Detroit siding and occupies the area where the old passenger ferry boats used to land. The Canadian National Railway Main Line track is the southern most.³³

When the original cast iron track was laid prior to 1854 the "broad" or English gauge and English locomotives were the vogue. This proved an inconvenience as American railways adhered to the "narrow" gauge. With the launching of the Great Western Railway Car Ferry due in 1867, American locomotives could travel through the province if the narrow gauge were adopted. Accordingly a third rail was laid from Windsor to the suspension bridge at Buffalo before 1867. This would enable both English and American locomotives to use the track, and simultaneously at that. Thus instead of passengers and baggage being unloaded at Detroit and reloaded in Windsor, American locomotives and cars could be ferried across on the Great Western Car Ferry and proceed across the province to Buffalo.³⁴

At the same time as the third rail and the Great Western Car Ferries were under construction, a slip dock to berth the car ferry was built at the river's edge between Glengarry and Mercer Avenues. The third rail and slip dock were completed to coincide with the launching of the car ferry so that traffic could proceed in an orderly fashion.

The slip dock office was situated on the north end of the wharf while the telegraph office was erected immediately south of it. A wooden overhead bridge led from the passenger boat dock west of it over the railway tracks to Sandwich Street. All railway employees and passengers used this bridge until 1917 when the present station house was erected where it had stood previously. The bridge was erected about 1870 because a

coloured fireman had injured his fingers while crossing between the cars.³⁵

The Great Western Railway, prior to the launching of the car ferry "Great Western" on January 1, 1867 either used private ferries or later built their own, in order to ferry passengers or freight across the river. The private vessels were either too small to handle the traffic volume adequately or out of commission during the winter months when their power was not great enough to overcome the river ice. Consequently, the railway had ferries constructed which would obviate these annoying problems. Of these passenger and freight ferries, three were in operation before 1867. The Union, built in 1856 by Henry Jenkins at his Walkerville shipyard for the railway, was a sidewheel passenger steamer.³⁶ Its maiden voyage occurred in June 1857 from the company's passenger dock at the Town Dock just east of the present Station Street and at the western end of the old station. The Windsor a freight steamboat landed at the freight dock a few hundred yards to the east of this passenger dock. Its captain, W. R. Clinton, operated it until it burned to the water's edge in April 1866. The third of these company ferries was the Ottawa, a screw-propeller and a one deck cattle boat. It landed further upstream at the eastern end of the Station House. The single deck was entirely surrounded by a railing. A gate on either side could be raised or lowered to facilitate the loading or unloading of the livestock. The three docks at which they landed then stretched from Station Street to about

the foot of Mercer Avenue. These ferries proved useful until the late 1860's.

Prior to 1867 railcars could not be ferried across the river.³⁷ This necessitated the inconvenience and delay of ferrying all passengers and freight from American to Canadian trains or vice versa. Theoretically there existed three means for transporting trains across the river - bridge, tunnel or car ferry. The first method was too expensive. The second was impractical in view of the inadequate technical knowledge of the day. The third possibility proved feasible.³⁸

In the fall of 1865, therefore, the railway sent an order to Barclay, Curle and Co., of Glasgow, Scotland to build an immense iron clad steamer capable of receiving entire trains.³⁹ After its construction it was taken apart and shipped to the Jenking's shipyard where it was reassembled and the wooden super-structure was added. This large iron clad vessel of 1800 tons, launched on September 6, 1866 was christened the Great Western. Many doubted it would float. From Jenking's shipyard it was towed by the ferries, Clara, Transit and Essex to Windsor the same day. Here it was completed and on January 1, 1867 it began to ferry freight cars across, fourteen with each crossing. Her captain was John D. Sullivan who previously commanded the Union. She looked like a floating tube enclosing railway tracks within her. The excessively heavy super-structure later was removed leaving the tracks clear.⁴⁰ To enable her to bear both American and Canadian cars she was outfitted with the third rail. In June

of 1867 passenger coaches began to be ferried across by the Great Western car ferry. Gradually the smaller ferry boats were retired from service. The passenger ferry Union, however, continued to ferry both passengers and freight until 1874. Thereafter, the private ferries were confined strictly to the transportation of Windsor and Detroit Passengers across the river.

The Great Western car ferry continued regular services until 1914 and auxiliary duty until 1918 when it was purchased by the Merlo, Merlo and Ray Company and utilized as a gravel barge. Its success against winter weather prompted the railway to supplement her with even greater car ferries. First of these was the Transit No. II, a twin screw - wheel steamer in 1872. In 1873, the large side-wheeler, Michigan was next. Both were entirely constructed at Jenking's shipyard.⁴¹

Until Canada adopted the narrow gauge the company operated both broad and narrow gauge cars upon the same train.⁴² Locomotives hauling such "mixed trains" carried a large square metal disc containing the initials N.G. on their fronts, signifying narrow gauge. Five blasts of the steam whistle cautioned the switch operator that the train contained the narrow gauge cars and to set his switches accordingly. The first mixed train crossed the river from Detroit on the Great Western car ferry on January 1, 1867.

The Great Western replaced the steamer Union which had ferried all passenger and freight after June 1857. Prior to that the railway had relied on the ferries Transit No. I

and the Windsor. They were privately owned and carried both passengers and freight. The Union merely supplemented these. The Transit No. II in 1872 and the Michigan in 1873 joined the car ferry Great Western. A fourth car ferry, the Lansdowne, was added to these railway ferries in October 1884. Launched on May 10, of that year at Wyandotte, Michigan, the Lansdowne had a shallow hull, which was better suited, than was that of the Great Western to break through the river ice. Shaped like a double spoon it rode over and crushed the ice with its full weight. Its side wheels, carried away the ice fragments as it moved forward. Its boilers were removed from the Michigan and its trial-run left the Windsor slip dock on November 13, 1884 under the command of Captain Carney.⁴³

The "Huron" another Great Western car ferry was launched at Point Edward on June 3, 1875. It continued in service between Sarnia and Port Huron until 1891 when it was transferred to Windsor in consequence of the opening in that year of the railway tunnel between those two cities. The Huron remains a familiar sight on the Detroit River to this day. Its iron hull, built at Newcastle, England, was reassembled at Point Edward.⁴⁴ The capacity of this ferry is 24 cars per trip.

At present three car ferries operate from the upper or C.N.R. Slip Dock. The lower Slip Dock is employed by those of the Wabash Railway and stands at the foot of Windsor Avenue. The Wabash is an American company which has taken advantage of the Ontario shortcut since 1897. It has discontinued its passenger service since the early 1930's but it continues to

carry freight cars. The Detroit, the Manitowan, and the Windsor are the names of the Wabash car ferries.

While docked these car ferries point their bows upstream. On leaving they back out into the river on both port and starboard engines. When clear of the docks they are turned about by the starboard engine operating on forward while the port engine swings its side backwards by working in reverse. These actions swing the ferry about until it points forward, whence the momentum generated by the turning action and the current helps to carry it across the river. The reverse procedure is followed at Detroit. The bows face upstream in each case to allow the trains to embark or disembark in the same manner on both shores.⁴⁵

On the waterfront between the Station House and the Slip Dock, presently employed by the Canadian National Railway car ferries, and occupying the Wabash section, were the Great Western Railway stockyards. This placed them between the river and the freighthouse track, roughly from Goyeau to Mercer Avenues. The cattle dock was slightly east of McDougall Avenue.⁴⁶ The Ottawa, Transit (No. I) and the Globe landed cattle and hogs here for transshipment east. Along the waterfront through the stockyards a road ran west to the eastern part of the old station. The cattle destined for Windsor were then herded across the western limits of the railway tracks to another road south of the station and parallel to Sandwich Street. Still in existence this road led the cattle to Upper Ferry Street. The reverse route was used by Windsor cattle.⁴⁷

Following the erection of the Parent Street Station this route was replaced by a road which was cut through the hill from Sandwich Street down to this building.

Originally the cattle were free to mill about between the hill and the tracks. However, as they were inclined to wander across the tracks toward the river for water they interfered with the movement of the trains. Consequently, an area running east of the station platform and south of the tracks was fenced off to contain them. To the west of these stockyards was placed a pump to satisfy their water requirements.⁴⁸

The roundhouse of the Great Western Railway was located east of the Slip Docks and Parent Street Station at the foot of the present Louis Avenue. Erected about 1864, this structure was employed in the turning about of all locomotives and cars. To the west of it also still standing was the old Great Western Car Shop. All serious repairs were undertaken here while the Walkerville yards performed only necessary minor work. The Windsor Car Shop was erected in the Spring of 1858 but today merely serves as a storeroom for the Canadian National Railway Company.⁴⁹ Back in 1867 the shop contained 12 stalls or pits for locomotives or train cars.⁵⁰ Six great water tanks elevated upon beams were situated close under the roof of the shop. From the floor of each tank, a pipe of 4 inches diameter led down to the main floor of the building. Each of these was attached to a Basin approximately 3 feet across and resting upon the floor. Each tank serviced two stalls. At the bottom

of each basin was a shut-off cock to which a fire hose could be attached. These hoses used the water from the tanks and basins for filling the locomotive boilers or for washing them. Each tank also had a large pipe fitted at either side which carried off water with which to fill the water tenders nearby. A rod operated a valve inside each tank which released the flow of water through these pipes by the force of gravity. Furthermore, the tanks were filled with water from a well which was pumped up these same pipes by a small two-cylinder engine. The source of supply for these tanks came from river water which passed under the tracks to a well in the floor of the Pump House fifteen feet west of the shop. Steam pumps in this building then proceeded to force the water up into the shop tanks.⁵¹ Six large wood-burning stoves each approximately five feet long and consuming four cords of wood sticks apiece each day, heated the shop. At the centre of the shop stood a fire-pump engine, which was manually operated by four to six men who moved detachable wooden pumping handles. Four leathern hand buckets nearby were used for priming the engine. The supply of water for this fire pump came from the shut-off cock in the floor basin of the water tanks. To these, the pump-hose was connected.

The locomotives were backed into the shop stalls as far as the shop blocks. They were repaired, serviced and fired up within the stalls. When instructed to do so, they were removed to the woodyard nearby. After being wooded-up, they were handed over to the engineer for the road.

Obviously the water front of the redevelopment area had undergone a profound transformation in the decade following the entry of the Great Western Railway into Windsor. The centre of gravity of the community had shifted to the east from the original nucleus. The entire eastern shoreline of Windsor had been altered in order to provide a road-bed for the railway. The corner of Goyeau and Sandwich Street became the central point of Windsor displacing the older one at Ferry and Sandwich Streets. Upon the riverfront of the redevelopment area then, the old station, the passenger, freight and cattle docks, the car ferry slips, the overhead bridge across the tracks, the alternate Glengarry Avenue passenger dock and the old stockyards had arisen by 1871. Immediately east of Glengarry Avenue stood the car shop, pump house and woodyard, and east of these were situated the Louis Avenue roundhouse and the Parent Avenue station and stockyards. The establishment of these structures before the middle 1880's produced profound changes in the area to the south of them. The employees of this east-ward sprawling company naturally tended to situate their homes adjacent to it and this in turn directed the pattern of urban growth. Langlois Avenue for example was opened in 1871 and delimited the eastern boundary of Windsor at that time.⁵² By this time also the town did not, in the main, extend south of Chatham Street. Sandwich Street remained the main commercial district and especially that part of the street facing the station and the new town ferry dock. The continuing expansion of physical plant at-

tracted people into employment with the company and this was reflected in the successive incorporations of Windsor. Most of these employees lived in the region of Aylmer and Glengarry Avenues from Sandwich Street to the horseshoe (where the two streets came together).

The waterfront of Windsor within the redevelopment area was thus improved largely by the Great Western. The railway's prosperity and growth had a direct bearing upon the fortunes of Windsor. Nevertheless there was another factor which proved important to the alteration of the shoreline of the redevelopment area during this period of railway expansion - the passenger ferries. In the previous chapter it was noted that they were largely responsible for the rise of Windsor to the west of the redevelopment area around the foot of Ferry Street. As long as the ferry wharf remained there, the older western section remained the heart of Windsor, even though various residences and shops had been established along the section of Sandwich Street within the redevelopment area. The entry of the Great Western Railway into Windsor however, permanently shifted this centre of gravity into the redevelopment area. Symbolizing this eastward movement of population and business was the abandonment of the old dock for the new town dock at the foot of Upper Ferry Street in 1858.⁵³ Since 1830 the steam passenger ferries had utilized the older pier first constructed by Francis Baby. The passengers which traversed the river were primarily Windsor or Detroit area residents or stage coach travellers. When the Great Western Station was built

within the redevelopment area to the east however, the passengers who crossed from Detroit to the Canadian side proved to be mainly people transferring from Michigan Central Railway trains to the Great Western. It was a decided disadvantage to land them at the foot of Lower Ferry Street with all their baggage and to expect them to have it carried to the station in all sorts of weather.

The council of Windsor, now a town, decided therefore to abandon the older dock and to construct a new wharf immediately east of Upper Ferry Street and due north of the north-western corner of the station. Thereafter, American passengers were picked up at the foot of Woodward Avenue in Detroit and landed at this more convenient site.⁵⁴ Until 1874 the privately owned ferries carried not only the passengers of the Great Western Railway but also its freight, animate or inanimate. By the end of 1855 this traffic amounted to two-thirds of the total conveyed from Chicago to the Eastern States.⁵⁵ For example in the one month of March 1855, 3,268 tons of cargo were ferried across the river and borne east by the Great Western.⁵⁶ It included such varied items as flour, grain, pork, lard, butter, sheep, pelts, dressed hogs, and live cattle, hogs, horses and sheep. This traffic continued to increase so prodigiously that the railway was compelled to embark on the building programme already noted. The little private steam ferries were unable to carry it all. Furthermore their engines were often too weak to make much headway against the current or the ice in winter. Increasingly annoyed by their flimsiness and constant need for repairs, which delayed passenger

and railway schedules, the railway in due course began to have its own passenger and freight ferries constructed. This was the reason for the construction of their own freight and cattle docks as has been noted earlier.

The Union, built in 1857 was the first of these and its large powerful engine was the only one able to force a passage across the river during the January and February freeze-up. Often it was called upon to rescue the private ferries which had been damaged by river ice or had become ice-bound.⁵⁷

Between 1865 and 1870, three regular passenger ferries, in addition to the Union, traversed the river. The first of these was the Argo (No. II) owned by Mr. Louis Davenport of Detroit and operated by Captain Forbes. The Essex, commanded by Captain George Jenking, and the Detroit, captained by Thomas Chilver were the other two. They plied the river between 6 a.m. and 6 p.m. The Gem, a much smaller steam side-wheeler and which first saw service in 1858, handled the evening run from 6 p.m. to 10 p.m., for a short while, but it proved to be unprofitable. Following the introduction of the Great Western car ferry, first the freight and later the railway passenger business was lost to the private ferries. Thenceforth, it transported only local passengers and freight between Windsor and Detroit.

Prior to 1871 it was impossible to navigate the river throughout the winter owing to weather and the use of the side-wheeler, rather than the screw propeller. This did not mean,

however, that the river was closed to navigation throughout January and February because although ice might choke the strait between Windsor and Detroit there was usually an ice free passage across the river about the foot of Glengarry Avenue. This strange phenomenon was brought about by the action of the river current at this point, and hence whenever the Upper Ferry dock was iced in all the ferries utilized this upper passage. An alternate passenger slip dock was erected at the river's edge at this point before 1870. Passengers found the location and the landing inconvenient, even if practical, because they were obliged to traverse a wooden walk along the riverfront from the town dock to the Glengarry wharf. On crossing the river at this point, they were further inconvenienced by being obliged to cross the Detroit and Milwaukee Railroad tracks to Jefferson Avenue by means of which they made their way into Detroit.⁵⁸

With the appearance of the Favourite on the passenger run the age of the screw-wheel steamer began. Its superiority over the side-wheel steam ferries caused others to follow in rapid succession until they replaced the older mode of locomotion. Most successful and oldest of these was the Victoria which continued in service from 1872 to 1930. By that time the Windsor-Detroit automobile tunnel rendered all ferries obsolete, although the last of them lingered on until 1938.⁵⁹

Until the beginning of the 1870's the ferry passenger steamers were individually operated. By 1873, however,

two rival groups of passenger ferry owners began to form and to agitate for the exclusive control of the passenger business between Windsor and Detroit. The first of these groups petitioning the Windsor Town Council for such a monopoly that year was the Detroit and Windsor Ferry Company headed by Mr. George N. Brady of Detroit and Captain W. R. Clinton of Windsor. The competing group, led by W. P. Campbell of Detroit and W. L. Horn of Windsor, was the Windsor and Detroit International Ferry Company. The following year, the Ferry Committee of the Windsor Town Council agreed that competition was not in the public interest, but refused to grant either request.

The result of this decision was intensified rivalry between the two groups and great inconvenience to the travelling public. Frequently, the ferries would land alongside of each other two or three at a time thereby compelling passengers to climb over the intervening steamers in order to reach the wharf. As if this were not bad enough, they would crowd each other in the attempt to reach the town dock first or attempt to prevent their competitors from landing. In response to such complaints the Town Council appointed bailiff John Foster to act as Ferry-Boat-Starter. Thereafter, he set the length of time permitted each captain to rest at the pier and the times of their departure. Other regulations as to the length of ferry boats and the fares charged were laid down simultaneously.

Continued rivalry prompted the first association between 1875 and 1877 to reopen the Lower Ferry Street Dock and

to abandon the other to their competitors. Thus the Victoria and the Hope operated from the former, and the Essex, Fortune and Excelsior from the latter.⁶⁰ The conflict ended in 1877 when the contenders amalgamated as the Detroit and Windsor Ferry Association.

On March 28, 1878 the new company was granted by the Town Council the right to erect a toll gate at the Town Dock and to collect fares from passengers before boarding the ferries. This, in turn, led to the abandonment once more of the lower dock. The merchants of the western section of town protested vociferously as it would certainly injure their businesses by diverting potential customers away to their rivals to the east. Accordingly, James Lambie, who operated a general store on the south-western corner of Ferry and Sandwich Streets, and other west-end residents, successfully petitioned the Town Council on February 14, 1881 to have the ferries use both docks. This compromise measure was confusing and inconvenient to travellers because they were never certain from which dock the boats were running. From 1881 to 1883 this makeshift arrangement was tolerated by the town and citizenry. In the latter year a central and permanent ferry landing was erected at the foot of Ouellette Avenue.⁶¹

Preceding the great fire of 1871, Ouellette Avenue was a mere 50 feet wide, and ended at Sandwich Street at a point east of its present position. A small creek, the "Terre Noir", emptied into the Detroit River at the foot of the present street. Following the 1871 fire Ouellette Avenue

was widened to its present 75 feet and straightened. The straightening process caused the street to be moved slightly westward so that the eastern side of the present street was the west side of the original.

In 1882 then, Ouellette Avenue ended at Sandwich Street and the land situated between that street and the river below it belonged to a Mrs. Lucetta Medbury of Detroit. Her property stretched from Upper Ferry Street almost to Ferry Street, Owing to the conflict generated by the existence of two ferry landings, Mayor Dr. John Coventry and ex-mayor, Francis Cleary in that year prevailed upon Mrs. Medbury to donate to the town the right-of-way through her property. Her consent permitted the council to extend Ouellette Avenue to the river front and made feasible the construction of a new ferry landing at the foot of this new thoroughfare. However, before the extension could be proceeded with, the council was obliged to remove intact a two-story brick building owned by this lady and which blocked the way. A Chicago firm of expert house movers was hired and successfully located it 150 feet to the west. Next followed the filling and grading of Ouellette Avenue to the river and the erection of the new Town Dock, Customs House and Ferry Waiting Room.⁶² In 1883 the work was completed and the ferries commenced running from this place abandoning the contentious older wharfs. The new ferry landing was to serve the Windsor public until the late 1930's.

CHAPTER II

FOOT NOTES

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- 58 F. D. Holton, D. H. Bedford, and F. Cleary, op. cit. III, p. 14.
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- 60 The Victoria built in 1872 and owned by Brady and Clinton.
The Hope built in 1870 and owned by Brady.
The Essex built in 1863 and owned by Captain George Jenking.
The Fortune built in 1875 and owned by Walter E. Campbell (Captain was George Bean).
- 61 F. D. Holton, D. H. Bedford, and F. Cleary, op. cit. III, p. 19.
- 62 Windsor Herald, July 24, 1855. The Custom House had been situated at the Lower Ferry wharf owned by Mr. Dougall prior to this change.

CHAPTER III

FOUNDATION LAYING AND GENERAL IMPROVEMENTS

A. OPENING OF THE STREETS

In the early 1850's, when it became apparent that Windsor was about to be chosen as the site of the new terminal of the Great Western Railway, a second period of feverish land speculation was inaugurated. This development activity opened many new streets and created many new commercial and residential buildings. Most, although not all, of the expansion occurred directly south of the railway yards between Ouellette and Glengary Avenues. In chapter one it was noted that the village east of Ouellette Avenue had arisen in response to the opportunities for commerce implicit in the location of the ferry dock. This older section was profoundly affected by the coming of the railway because it tended to inhibit the westward expansion of Windsor. The redevelopment area profited greatly by the refusal of James Dougall to allow the railway to proceed across the waterfront to its Church Street coaling dock.¹

With the appearance of many newcomers to Windsor, there was an urgent necessity for the establishment of homes, commercial enterprises and civic improvements. Naturally, the undeveloped land to the south of the station and other railway buildings proved to be most valuable as real estate. Thus the land speculators, also newcomers in the main, tended to look to this region and thereby brought about a gradual eastward extension of Windsor.

Their surveys and subdivisions during the early 1850's were piecemeal and disconnected, but by the end of that decade the community had coalesced as a civic entity. Their activities were a vital factor in the development first of village and later of town status. Certainly, they were responsible for a remarkable decade of foundation laying within the redevelopment area.

Illustrating the propensity of the village to move eastward was the work of James Dougall. After an absence of ten years, he returned to Windsor in 1852 to take advantage of the anticipated railway boom. Following the death of Francis Baby in 1852, Mr. Dougall, as administrator of the estate, commissioned P. S. Donnelly to draw a new map of the Baby property in order to permit proper division of it among the heirs. According to Donnelly's plan of 1853, the Baby estate extended as far south as the fourth concession of Sandwich Township - the present Cabana Road.² This plan revealed that Pitt, Chatham and London Streets had recently been laid out and were then included within Windsor. Mr. Dougall had been responsible for this subdivision and had named these new thoroughfares. London Street, as indicated upon this plan then extended westward from the present Dougall Avenue to Bruce.³

Obviously, Windsor had experienced a pronounced southern extension in 1852 as a result of the influx of people into Windsor prior to the establishment of the railway in Windsor. The earlier survey of Thomas Smith in 1830 placed the bound-

aries of Windsor between a point east of Ferry Street and River Street. Pitt Street did not exist then as the southern boundary of the hamlet extended only 80 feet inland from old Assumption Street. Nevertheless the corporation limits, in both surveys were exclusively within lots 79 and 80, which constituted the alienated section of the old Baby Farm.⁴

The Donnelly Survey showed that Chatham and Pitt Streets extended completely across the Baby estate while London Street was only two blocks in length. The latter began at Dougall Avenue because the Windsor Nursery, which Mr. Dougall had established in 1853, ran from what is now Pelissier to Dougall Avenue and from Park to Giles Boulevard. When he purchased one of the Janette farms (No. 78) in 1856 he laid out Bruce Avenue to run as far south as the present Elliot Street. The Janette farms lay to the west of the Baby Farm, and when Mr. Dougall made his purchase the remaining front portion to a distance of 200 feet south of Sandwich Street was retained by the Janette family. Although some houses were arising on this latter property, the Janette family continued to utilize it for farming and this tended to prevent further westward expansion of Windsor. This policy resulted in the much later appearance of Caron and Janette Avenues.⁵ The coal dock of the Great Western Railway, from which the Union operated, was erected on the riverfront of this Janette property at approximately the foot of the present Church Street in 1853.⁶ Owing to Mr.

Dougall's refusal to allow westward extension of the railway to this dock, house buyers found the Janette area too far distant from their employment in the railway yards.

Park Street was opened in 1857. After the barracks were burned by the patriots in 1838, new barracks were erected at Barracks Square, the present City Hall Square. When these burned down in 1856, the village council appealed to the Ordinance Department in Toronto for the site for park purposes. Thus when the street was opened it was quite logically given the name of Park Street.⁷ Owing to the Janette refusal to part with their remaining farm, Park Street was extended west only to the alley beyond Bruce Avenue where their farm had its eastern boundary.

Dougall Avenue (then Windsor Avenue) was opened by Mr. Dougall in 1854 and it extended as far south as Cabana Road where Bruce Avenue ended at Elliot Street. Victoria Avenue, also opened in 1854, was intended primarily as an entry route to the nursery and explained why it did not develop significantly until the 1880's.⁸ Finally, it was Mr. Dougall's intention to develop the first of these streets as the principal north-south artery of Windsor.

This ambition, however, brought him into conflict with S. S. Macdonnell, Windsor's first Reeve and Mayor, who envisioned the same role for Goyeau Street. Dougall Avenue was prevented from proceeding north to the riverbank by the Janette property at Chatham Street. Thus the farmers were diverted east along Chatham Street to Ferry Street before

proceeding to the river and the business centre of Windsor. The astute Mr. Dougall, therefore, deliberately located his new brick store on the corner of Chatham and Ferry Streets.⁹ Upon the Survey Map of Windsor for 1857, which included only the Dougall subdivision, are located his nursery, the portion of the Janette farm which he purchased, the above-mentioned streets and the Great Western Coal Dock. Although this region developed relatively early, especially along Sandwich, Assumption and Pitt Streets, it was the redevelopment area which in these years exhibited the most startling growth.

Within this redevelopment area the earliest real estate operator was the familiar Joseph McDougall, who arrived in Windsor shortly after James Dougall. He purchased farm Number 85 in 1834 from Mrs. Roe, the widow of Walter, the first Clerk of the Peace in the Western District.¹⁰ The Roes had secured this farm in 1801 from Julien Parent, the grandson of the original deedholder from the French Crown. The part of the Roe Farm which he purchased was described in the Sandwich Land Office Register as "the front of said lot 85 from the water's edge to a depth of 70 French Arpents". This property was surveyed and divided into streets and lots for him by a John Alexander Wilkinson, P.L.S., in 1835, and named "South Detroit" at the request of Mr. McDougall. Mr. McDougall came originally to Windsor from Newmarket and was an absentee landlord. Accordingly, this section of Windsor opened up very slowly and only along Sandwich Street.

Unlike other developers nearby, Mr. McDougall had the lots in South Detroit laid out in such a manner to compell the homes erected upon them to face the streets intersecting McDougall Avenue. The new owners, however, objected to this arrangement and caused their homes to front upon it instead. McDougall Avenue thereby became the main avenue of the subdivision.¹¹ Apparently McDougall Avenue came into being in this manner in order to provide a north-south outlet for Windsor into the interior. At that time (ca 1835) there were no other roads which served as such. However, this might be, the McDougall subdivision was regarded as a somewhat separate community off by itself in the country in 1835 and it never did become the southern exit of Windsor. The name of South Detroit further reinforced this feeling of separateness and indeed the name of this development persisted well on into the 1850's even after its incorporation into Windsor in 1854.¹²

According to Wilkinson's Survey, McDougall Street was intersected from north to south by William, Strachan, Robinson and St. George Streets.¹³ These were projected in such a fashion as to dovetail with the intersecting streets in the Mercer development immediately to the east and those already described in the Baby farm. Consequently, William Street on the east merged with Stuart Street and on the west with Pitt; Strachan, likewise, on the east linked up with Arthur and on the west with Chatham; similarly, Robinson met Albert on the east and London on the west; and, finally, St. George on the east fused with Assumption Street and on the west with Park.¹⁴ The names found upon the original Mercer, McDougall and Dougall real

estate developments persisted for years before uniformity was achieved and continued in use until after 1885.

In Goad's Insurance Map of Windsor for 1885 then we can see clearly the confusion which resulted from the separate development of this area of the later City of Windsor.¹⁵ According to it, Stuart Street began at Glengarry and continued west to a point midway between Mercer and McDougall Avenues. At that point the street was called William Street and retained this name until it met Windsor Avenue. West of this Avenue the same street was known as Pitt Street. A similar situation obtained for the other streets described. Thus at Glengarry, the mid point of the block between Mercer and McDougall, and Windsor Avenue similar changes of name occurred in those streets south of the present Pitt Street. Actually, these points at which the streets encounter changes in name, constituted the boundaries of the separate land developments of the early Windsor real estate promoters. Another indication of the separate and earlier development of the South Detroit area was the fact that even today the streets are not perfectly aligned. Pitt Street at present is perfectly straight as far as Windsor Avenue but further east it curves to the north. Similarly Chatham Street at that street makes a sharp jog to the south. The same may be noticed of London Street to the east of All Saints' Church. These interruptions to the straight line street pattern were the consequence of the earlier Wilkinson Survey and the fragmentary development of this section of Windsor before it coalesced.

Scattered houses on these streets stretched as far as St. George Street by the end of the 1850's. Prior to 1850, McDougall Street was regarded as an excellent residential neighbourhood. It contained few houses because South Detroit was a very small community. Its most prominent citizen was John McEwan, later Sheriff of Essex County, who occupied a brick house upon it. After the coloured people made their appearance upon the street the character of the neighbourhood underwent a profound alteration.¹⁶ In 1857 when Charles Pinney, P.L.S., made his survey of Windsor, the area between Goyeau and Aylmer was just beginning to build up in response to the stimulus of the railway.¹⁷

The next real estate developer responsible for the opening up of the redevelopment area was Robert Mercer, a retired merchant from London, England. He had emigrated to Canada in 1833 and shortly thereafter, enthralled with the view of the Detroit River, settled on farm number 86 for the remainder of his days. Before long he was appointed village magistrate and laboured to promote the name of Richmond for the village he had adopted. Number 86 was the old Langlois farm which had remained in that family's possession until Joseph Langlois sold it to Messrs. Francis Baby, Arthur Rankin and Robert Mercer.¹⁸ The Mercer part of the farm lay along the waterfront and was not subdivided into town lots until four years after Robert Mercer's death in 1849. Col. Arthur Rankin, who purchased it in 1853 from the heirs, proceeded to open up Mercer Street three years later.¹⁹ The old

Mercer home which stood at the south-western corner of Mercer and Sandwich Street, was reserved by the heirs for their own use. In addition to the house they retained also the whole front of the property facing on Sandwich Street.²⁰ Later, William Boomer of the first electric street railway replaced it with a substantial three-story brick home. Col. Rankin laid out Stuart, Arthur, Albert and Assumption streets as were mentioned in connection with the McDougall property to the west. Mr. G. F. Macdonald did not believe that Mercer Street ever was a better residential neighbourhood despite the fact that Mr. Shipley, a tailor during the 1850's, erected the substantial brick house on that street which at present is occupied by Mr. Lafontaine the furrier.²¹ Nevertheless, the Colonel seems to have had in mind an elegant development as was evidenced by the names he chose for the cross streets. Stuart was named after the Scottish dynasty; Arthur he named after himself; while Albert commemorated the consort of Queen Victoria.

Intervening between the subdivision of Mr. Dougall and Mr. McDougall were located the farms of Vital Ouellette (lots 81 and 82), Daniel Goyeau (No. 83) and the Rocheleaus (No. 84). Originally numbers 81, 82 and 83 belonged to the Goyeau family. When the daughter of the original Goyeau married a certain Vital Dumouchelle about 1770, the area which became the Ouellette farm was given over to him as a marriage dowery.²² This was a sizeable piece of the original farm as its western boundary was situated at approx-

imately the centre of what is the present Pelissier Street while its eastern one was the alley between Goyeau and Cartier Place. From the river it stretched south to Tecumseh Road. This dowery while only 3 arpents or 600 feet wide was large by the standards of the early French settlers. The first subdivision of this Dumouchelle farm occurred in 1818 when Vital sold a plot of land on the waterfront to J. B. Amour extending from the river to Sandwich Street. On September 30, 1819 he sold the total 106 acres of the farm to a Charles Ouellette who had lived in Belle River heretofore. The Dumouchelles retained the land from Tecumseh Road to Cabana Road.²³ Upon the death of Charles in 1832, his eldest son Vital, inherited the whole farm from Sandwich Street to Tecumseh Road. Apparently, in either 1850 or 1851 he had the waterfront lots surveyed because in the latter year Mr. House purchased a lot from him there. Other lots to the east of him were also sold by Vital to Mr. Hiron, Mr. Davenport and Mr. W. G. Hall respectively.²⁴

Vital Ouellette built a large brick house facing Sandwich Street but about 100 feet back from Pitt Street, west of the present Ouellette Avenue. Part of the foundation of this old house may be seen in the rear section of the wallpaper store of Thomas Brooke and Sons which stands opposite the Post Office.²⁵ This house was located close to the western line of his farm because hillocks and the mouth of the "Big Creek" broke up the terrain where Sandwich and Ouellette Avenue intersect. This area required considerable improve-

ment before buildings could be erected. In fact this section of his farm was so uneven that Ouellette Avenue was extended to the river later than the other neighbouring north-south thoroughfares. Consequently when it was opened in 1854 it ran south from Sandwich Street and it began at a point east of its present location.²⁶ In fact, when McNiff surveyed the waterfront of this farm, he was so thoroughly confused by the area that he believed there were two farms here and accordingly numbered the Goyeau farm twice as No 81 and No. 82.²⁷

In the later 1860's Vital moved to the home built by his daughter Virginie Ouellette, which stood to the west of old Ouellette Avenue between Chatham and London Streets. When the present Ouellette was put through, this house stood in the right-of-way. This caused it to be moved by Mr. Curry to its present location. At present this house which has been enlarged is part of the Commodore Tavern.²⁸

Before the Great Western Railway arrived in 1854, most of the farmers along the right-of-way were anxious to dispose of or sell their river frontage for a pittance to its land agent - William Gaspe Hall. Vital Ouellette had already sold his waterfront north of Sandwich Street. Mr. Davenport, who had just erected his hotel to the east, persuaded Vital not to alienate any more property close to the river. This was another factor in preventing the westward ambitions of the railway.²⁹ Accordingly on January 10, 1854 Vital began to subdivide that part of his farm laying south of Sandwich Street for residential and commercial purposes.

At first he preferred 99 year leases, but later he sold the land outright.³⁰

The coming of the Great Western caused a large influx of Irish and English Catholic families and made necessary the establishment of another Catholic parish to care for the spiritual needs of these English-speaking people. The Bishop of Toronto, La Comte Armand Marie de Charbonnel, while visiting Windsor in 1852 indicated to Vital Ouellette, with whom he lived during his stay, that a new church should be built somewhere to the east. When the Bishop definitely decided upon the erection of an English-speaking Church and parish, Vital Ouellette and Daniel Goyeau, each made a contribution of one arpent each to the Bishop of London. It was decided to erect the church upon the Goyeau donation, and to erect St. Mary's Academy upon the Ouellette property. These donations extended from Ouellette to Goyeau Avenues and from Park to Maiden Lane. This transfer of property was effected between the Bishop and Messrs. Goyeau and Ouellette in 1854.

Between Chatham and London Streets and east of Ouellette to Cartier Place Vital established a public park called Ouellette Square, which for long remained the playground of Windsor and a militia parade ground. The Square began to be opened up around 1900 as a business and residential centre.

Immediately east of the Vital Ouellette subdivision stood farm lot 83. It remained in the possession of the Goyeaus until December 27, 1853 when Daniel Goyeau sold it

to S. S. Macdonnell.³¹ The farm was then surveyed and subdivided the following year in order to profit from the arrival of the railway.³²

Between Daniel Goyeau's farm and the McDougall subdivision stood the old Rocheleau farm. This family had constituted the original settlers of lot 84 and retained the property generation after generation until 1809. On June 12 of that year it was sold to Francis Pratt, who in turn disposed of it to William Gaspé Hall and J. P. Woods in 1836. The four acres at the front of this farm was sold by them in 1840 to John Leggatt on behalf of Her Majesty to be utilized as a barracks. These were erected as previously noted upon what at present is called City Hall Square and remained there until they were destroyed by the great fire of 1856. Mr. Hall, on June 5, 1855, then sold the farm to the heirs of Barnabee Campeau. Windsor Avenue was surveyed and town lots created that same year out of the section of the Campeau farm between Barracks Square and the river, and offered to the public for sale.³³

The last three subdivisions then were undertaken following the opening of the Dougall property to the west and the McDougall and Rankin developments to the east. All three followed the street plans laid out by Thomas Smith and P.S. Donnelly and hence no problems of street alignment arose in this section of Windsor north of the Barracks Square. The existence of that block, however, compelled Windsor Avenue to separate into two sections to the east and west of the Square before coming together once more to the south of it.

Furthermore, Park Street and St. George Street (the present Assumption Street) were not permitted to merge into each other as had the other east-west thoroughfares to the north of them.

The last of early Windsor's pioneer real estate developers was Samuel Smith Macdonnell. Previous to 1853 he had practiced as a lawyer in Amherstburg and later in Sandwich. Attracted to Windsor by the prospects opened up by the imminent arrival of the Great Western, he entered upon the buying and sub-division of farmland. Later he became the first Reeve and Mayor of Windsor and ultimately the Crown Attorney for Essex County.³⁴ This worthy gentleman resided at first in a large clapboard house upon the south-east corner of Glengary and Sandwich Streets. In 1856, however, he moved into the home of the former manager of the Bank of Upper Canada near the south-east corner of Pitt and Goyeau Streets.³⁵ His move was consistent with his desire to make Goyeau the principal north-south thoroughfare in Windsor. As earlier stated he committed the railway to erect its second station at the foot of Goyeau Street in accordance with the wishes of Daniel Goyeau and campaigned against the creation of the third station at Parent Avenue. In pursuance of his policy of elevating Goyeau Street he came into conflict with James Dougall. His policy triumphed because Dougall Avenue ("Windsor" then) did not run through to the river and because the Great Western station shifted the centre of business life to the Goyeau area. Another indication of the importance of Goyeau Street was the fact that as Reeve of Windsor he caused the numbering

of houses and business establishments to begin east and west of that avenue.³⁶ He named this street after Daniel Goyeau from whom he had purchased the property, and endeavoured to ensure that it would become the main southern street of Windsor by laying it out the full length of the farm from Sandwich Street to Cabana Road, a distance of five miles. The purchase of the Goyeau farm in 1853 was followed by that of the Cuthbertson farm (No. 87) in the following year.³⁷ Lot number 87 had remained the property of the Labutes its original pioneer owners until 1829 when it had been secured by William Gaspe Hall from Alexander Labute. The next owners of the farm were Peter F. Verhoeff and George Jasperson who operated a large general store and forwarding business on the waterfront of this property at the foot of Glengarry Street. James Cuthbertson the next owner held it until S. S. Macdonnell purchased it from him in 1854.

Mr. Macdonnell opened it up for subdivision and advertised his town lots in the American and Canadian newspapers during 1854 and 1855.³⁸ In order to attract buyers to his public auctions of these lots he had laid out both Glengarry and Aylmer Avenues as far as "the horseshoe" where he caused the two streets to converge and to proceed south as Howard Avenue.³⁹ He named Glengarry Avenue after his ancestral home in Scotland and Aylmer Avenue after his birthplace there. During the 50's and 60's these streets remained excellent residential centres. Both were very wide to serve the farm traffic in and out of the town.⁴⁰

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As in the case of the Goyeau farm, the Cuthbertson property extended south for five miles and consequently Howard Avenue was laid out the full length of it. Glengarry and Aylmer were completed in 1855, and thereafter Mr. Macdonnell organized "the Gravel Road Company" to build Howard Avenue from the horseshoe south to Cabana Road.⁴¹ Macdonnell's Survey Plan of 1855 located these three avenues and indicated that Howard Avenue was built in a straight line as far as Tecumseh Road. Thereafter, Howard Avenue was obliged by terraine and the existence of farms in the area, to take three or four considerable curves. These curves were required also to connect it with the concession road leading from Roseland to the Malden-Anderson town-line. Howard Avenue was gravelled and called the Gravel Road for many years thereafter. As it became one of the principal routes taken by the country people into Windsor and as the maintenance of the road was costly the company set up toll road stations along it every three or four miles.⁴²

In Ward I, or the older section of Windsor within the Dougall development, all of the north-south Avenues were laid out at right angles to Sandwich Street. Within the redevelopment area, however, they were surveyed with reference to the sidelines of the individual farms through which they passed. These sidelines were set out to conform with the layout of the Township survey. The result was that these southward streets within the older section were not perfectly parallel with those included in the redevelopment area.⁴³ The dis-

parity is still plainly observable upon any Windsor street map. Thus, the parts of River, Church, Dougall and Ouellette Avenues which are north of Chatham Street, being surveyed at right angles to Sandwich Street, diverge at an angle to the remainder of these streets, which follow exactly the sidelines of the original French farms and hence the Huron Line Road which was the original baseline used in the rest of the city. This remains true for Ouellette Avenue although most of the original curve in the northern section of the street closest to the river was eliminated after the fire of 1871 when it was straightened by having it moved west of its earlier location and widened from 50 to 75 feet.⁴⁴

The remainder of these vertical streets within the redevelopment area, conformed exactly to the general Township Surveys. The earliest of these was conducted by Mr. Patrick McNiff, the Public Land Surveyor for the Land Board of the Western District in 1791. The necessity for such a survey arose from the numerous complaints of the pioneer farmers as to the precise location of their vertical boundary lines. Apparently, the French settlers had taken their original ownership deeds with them at the time of the British Conquest and had misplaced them. Mr. McNiff was compelled, therefore, to redetermine completely the correct boundaries of these farms by creating an entirely new starting line. In 1795 he chose as his basic direction, S.E. 28° and the Huron Line became his base line for the beginning of the Assumption Settlement. Eventually, his survey was completed across the whole of Sandwich Township, to its eastern boundary and as

far south as the fourth or fifth concession, where it was later joined by the Talbot Road following Burwell's survey. Burwell, the surveyor of Col. Talbot, entered Essex County about 1818 and completed his task in 1824.⁴⁵ The concession roads which were surveyed by Mr. McNiff began with Sandwich Street as the first. The others, which he drew in order were Tecumseh Road, the present Third Concession Road, and Cabana Road.

At the conclusion of the 1850's then, the street pattern had been established within the redevelopment area. These roads had given access to the interior of the county. The boundaries of Windsor had been extended greatly to the east and to the south. Town lots had sold to such an extent that by 1860 the various subdivisions had coalesced to form a business community in the redevelopment area which occupied Sandwich Street from Ouellette Avenue to McDougall Avenue and a residential area to the south of it along old Assumption Street and Pitt Street.⁴⁶

Ten years earlier this business section along Sandwich Street had ended abruptly in the centre of the block between Ouellette and Goyeau Avenues. In ten years a remarkable eastward trend had appeared. This was reflected also by the progress of residential building.⁴⁷ It was obvious that the arrival of the Great Western was responsible for this trend.

All of the vertical streets from Ouellette to Aylmer Avenues were only in the initial stages of development. Most of the homes tended to face the river and railway yards along

Sandwich and Pitt Streets in those days. We have already mentioned this with regard to the McDougall subdivision. The likely explanation for this lack of southward momentum was the existence of "Big Creek" to the south.⁴⁸

The source of this creek, which G. F. MacDonald asserted was called the "Terre Noire" originally, was most likely located in the neighbourhood of Wyandotte and Pierre Streets.⁴⁹ From that point probably, it followed a course west of the Parent Avenue hill roughly paralleling the Detroit River itself. In its upper reaches it crossed Wyandotte at the approximate location of Langlois Avenue. Thereafter it flowed westward along Chatham Street immediately south of the present Market. This must have been its source because the grounds upon which both the present City Hall and Pitt Street itself are built are even now conspicuously higher than Chatham Street. Actually, the barracks were erected upon City Hall Square because of its elevation. This is part of a ridge of land which continues through this part of Windsor from Louis Avenue to beyond Prince Road.

Upon crossing Goyeau Avenue the "Terre Noire" veered north until it was approximately 125 feet south of Sandwich Street, Thereupon its course once again altered to the west. From a point under the present south-east corner of the Bartlet, Macdonald and Gow store it made a graceful curve to empty into the Detroit River at the foot of the present Ouellette Avenue and west of the original one.⁵⁰

It is interesting to note that a battery of British

Artillery from the shelter of its little gulley immediately south of Sandwich Street where the Bartlet, Macdonald and Gow store stands, shelled Detroit in 1812. Later a sewer drain diverted the path of this creek in order to permit Ouellette Avenue to be extended to the Detroit River. As a result its waters reached the river via Station or Upper Ferry Street.⁵¹ The hilly nature of the foot of the Ouellette Farm and the Existence of the "Terre Noire" tended to inhibit the inland settlement of Windsor until after 1860. Such settlement had to await the diversion or drainage of this section of Windsor by means of open ditches and later by underground sewers.

South of the City Hall Barracks and the ridge of land already mentioned, another low swampy region existed. The "Riviere de Gervais" flowed along what is the present Giles Boulevard beginning around Gladstone Avenue. Its route followed Giles Boulevard and then south of another stream in the vicinity of College Street. After crossing Prince Road it turned into the Detroit River. This stream was also known as "McKee's Creek". The valley of the Creek was contained by the City Hall Barracks ridge and a greater one immediately north of Giles Avenue. Every spring and fall witnessed the flooding of this lowland region from the Windsor Grove Cemetery to Elliot Street⁵² and east to the fence of B.D.D. Rorison's farm. His property faced on Gleggarry Avenue and stretched west to the Military Barracks. Obviously the flooded area presented an obstacle to both rural and urban development.

After the middle 1870's this Creek was referred to as the "Grand Coulee" and it was crossed by bridges at Howard, Ouellette and Dougall Avenues. It was at this time also that it was tapped by trunk sewers, which lay beside each of these thoroughfares, and which carried away its waters north into the Detroit River.⁵³ With their erection and the draining of these two creeks the southward growth of Windsor made rapid progress between Ouellette and Mercer Streets. Until 1854 McDougall Avenue had only a few residents between Pitt and Sandwich Streets. In the later fifties, negro families and churches settled upon the higher ground on that street immediately east of the barracks and south of the "Terre Noire". In the sixties they began to filter over to Mercer Street south of the stream as well. Goyeau Street in the fifties and sixties did not proceed south of Pitt Street very far because of the "Terre Noire", but in the middle seventies it filled up to at least London Street. Windsor Avenue likewise, did not cross this creek until the early 1870's. Thus the decisive fact in the 1850's and 1860's was the eastward movement of Windsor building along Sandwich and Pitt Streets. In the seventies it continued east from Aylmer Avenue and by 1888 approached Moy Avenue.⁵⁴ Aylmer and Glengarry were affected similarly with a settlement to the north and south of the Big Creek, but because they were graveled they extended in a scattered fashion almost to the horse-shoe south of the present Wyandotte in 1864.⁵⁵

From the foregoing one can conclude that the Windsor boundaries had been greatly expanded with the coming of the

Great Western. Population rose dramatically. Village and Town Status reflected this. Urban growth and the construction of roads was stimulated first to the east and after the drainage of the interior to the south. The separate subdivisions amalgamated and the future business centre of the municipality had begun to emerge along Sandwich Street backed up by a residential fringe behind it to the south.

B. CIVIC IMPROVEMENTS

Continuing progress in urban growth necessitated many civic improvements during the next half century. Already noted was the attainment of political autonomy as heralded by the incorporation of Windsor first as a village and then as a town. The enlargement of the civic boundaries and the representational division of Windsor into three wards merely accompanied these political gains. Their achievement, however, obligated the community to ensure civic services necessary for the continued prosperity and convenience of Windsor. The development area shared in these general civic improvements which affected and accompanied its own expansion during the next half century.

Probably the most important of public services, required by such a new community as Windsor, after the arrival of the Great Western, was the provision and maintenance of roads and bridges. The original Road and Bridge Committee, later reconstituted as the Committee of Public Works and Improvements, early in 1855 considered it one of its primary responsibilities the laying of sidewalks and a sewer system.

Accordingly, Windsor's first plank sidewalk was constructed along the south side of Sandwich Street across the entire village that same year. As new streets were opened these sidewalks followed them.⁵⁶ The problem of sewage disposal was solved by the provision of open ditches which ran parallel to each side of Windsor's streets. Into these was fed the community wastes via small wooden drains connecting each house with the sewer. The lack of underground sewers of course constituted a major health hazard.

All of the streets, heretofore mentioned, were mere earthen paths which were levelled to slope toward the ditches on either side. In hot, dry summer weather great clouds of dust were raised by the passage of wheeled traffic, while in prolonged rainy weather great ruts and potholes were created by the heavy wagons using these roads. These roads required constant gravel filling and occasional grading to restore washed out sections.⁵⁷

Such methods were common in Detroit at the same time but Windsor persisted in their use until the late 1860's. Thereafter wooden plank streets replaced these earthen streets. As an early form of paving, the planks were placed side by side across the graded roadbed. Earth then covered them and was graded further. Although, considerably more expensive, this method of road building was equally ineffective as the wood rotted or was broken by the heavy loads travelling over them. Nevertheless, they did retard the continual formation of bottomless mudholes.⁵⁸

The paving of Windsor's streets did not occur until 1890. The first street paving material used was cedar blocks which were durable and less expensive to install than cobblestones. In that year Sandwich Street was paved between Ferry Street and Goyeau Avenue. The next street to receive cedar block pavement was Ouellette Avenue between Sandwich and London Streets, The part of that street between Sandwich and the river was paved with heavy cobblestones as were the gutters south to London Street. Next street to receive cedar block pavement was Ferry Street as far as Chatham Street.⁵⁹ In 1892 Goyeau followed as far as Wyandotte Street which had been opened about 1885. Thereafter most streets followed in due course although toward the end of the nineties, Mayor John Davis attempted to introduce lime paving. Unfortunately the lime used deteriorated badly under heavy traffic and became dust which blew everywhere. He introduced this paving substance on Pitt Street but once its inferiority was recognized it was quickly abandoned. In the early years of the twentieth century asphalt blocks replaced the cedar blocks and this in turn was supplanted by asphalt.⁶⁰

Another vital public service, in view of the numerous transients and trouble-makers arriving in Windsor since the opening of the railway, and the existence of numerous unregulated saloons in the town, was the provision of adequate police protection. Apparently, the council did not feel that Windsor faced a grave problem in this regard until 1865 because it continued to rely upon the services of only one

constable - a Mr. Samuel Port.⁶¹ Although he was empowered to deputize citizens whenever the occasion required it, he was charged with the responsibility of suppressing immorality, vagrancy, horse-racing, and gambling, as well the apprehension of criminals. All offenders were hailed directly before the Police Magistrate for punishment and upon conviction they were incarcerated at the Sandwich County Jail. After 1870 the law was modified so that convicted prisoners whose sentence was of only a few days duration might be detained in the old Town Hall Lock-Up.⁶²

As Windsor's one man police force proved increasingly ineffectual, the chorus of complaints caused the Council in April 1867 to establish a Board of Commissioners of Police to regulate a force consisting of a Chief Constable, a day and two night constables and various ward watchmen. The offices of these policemen remained in the old Town Hall until they were removed to the second City Hall at the turn of the century.⁶³

Especially important also was the question of the provision of an adequate and pure water supply. This may appear to be strange when it is remembered that Windsor is situated upon the Detroit River. Certainly, when Windsor was yet a village it was able to take advantage of this fortunate geographical fact, by drawing its water supply directly from that source. Residents would back their carts, upon which were placed barrels, into the river and proceed to fill them with the aid of pails.⁶⁴ Nothing could be simpler. Nevertheless, dissatisfaction began to mount when it

began to be realized that this was an unsanitary practice highly prejudicial to disease prevention.

On April 21, 1856, therefore, the Village Council passed a resolution to build two wooden pumps, one to be located at the foot of Upper Ferry Street and the other at the foot of McDougall Street.⁶⁵ They were elevated upon platforms to enable wagons carrying open barrels to be backed under them. The water then was run directly into the barrels. Special two-wheeled tank carts were filled at these pumps also by negro drivers who pushed them through the streets to the homes of the purchasers. These carts contained one large barrel which was hooped, brightly painted, and dispensed its water by means of a faucet attached at its back. In the case of the open barrels, once they were filled each of them was covered with a canvas secured by metal hoops in order to preserve the purity of the water thus sold. The price charged for a barrel was one york shilling or 12-1/2 cents. Those who could afford to do so had private wells in their yards, while those who could not continued to draw their supplies from the river.⁶⁶

This arrangement remained unsatisfactory to many of Windsor's citizens who expressed their discontent at a public meeting held early in April, 1858. Its purpose was to campaign for the erection of a pumping station but nothing came of it owing to the prohibitive cost of such a major undertaking.⁶⁷ However, when the pressure of river ice packs demolished the wooden pumps, they were quickly replaced by metal ones in the Spring of 1868. Actually it was the

the outbreak of the great fire of 1871, and the eruption and spread of serious contagious diseases which brought the needed action. An underground water piping system was essential to provide adequate pressure for fire-fighting equipment as well as to ensure a pure supply of water to control the spread of typhoid and diphtheria.⁶⁸ A plebiscite on March 20, 1872 authorized the Council to erect a steam powered waterworks. Completed in 1873 it stood at the foot of Langlois Avenue until 1888 when it was partially destroyed. Another was built immediately 100 to 200 feet west of the original building and incorporated the undamaged part.⁶⁹ The three and four inch pipe was completely installed by McEwan and Sons of Windsor and on June 5, 1873 the original plant and pipe system were tested successfully although the boilers did not provide adequate pressure to be of great value to the fire department. When the second plant was erected following the fire of 1888 this deficiency was corrected.⁷⁰

Obviously, before an adequate piping system existed in Windsor little could be accomplished in the way of fire protection, especially so when Windsor buildings before the 1870's were constructed of wood in the main. We have noted elsewhere the powerlessness of the bucket brigades used during the fire of 1849. Following that disastrous conflagration a "goose-neck" pump was purchased but it proved quite useless. Its hose was not long enough to reach the river when the pump was placed upon the high banks of the river, or, if placed upon the beach, its suction drew sand and clogged the mechanism.⁷¹ Windsor was obliged thereafter to depend upon the

fire engine companies of the railway and of Detroit.⁷²

Nevertheless, the Council did appoint a Fire Warden, set fire regulations and established a volunteer fire brigade. Furthermore it purchased equipment and erected a small single story frame fire hall on Sandwich Street between McDougall and Windsor Avenues.⁷³ George Cheyne was appointed the first chief of Windsor's Fire Department and James Dougall organized the town's first Hook and Ladder Company. An efficient Amoskeng Steam fire engine was purchased and a permanent force of ten uniformed firemen were recruited in 1868. Water tanks were constructed throughout Windsor in blocks which were not close to the river,⁷⁴ and three fire halls were erected to serve the three wards.

All of these improvements were of no avail, however, because there was no convenient and adequate supply of water. Thus, further improvement depended upon the immediate establishment of an underground piping system backed up with sufficient pressure. This lack was plain to all after the fire of 1871. Thus the question of an adequate and pure supply of water possessing ample pressure provided the solution to the problems of sanitation, fire protection and disease control.

Affecting the redevelopment area also was the problem of street lighting during evening hours. Before 1880 no satisfactory means of illumination was available. Residents were obliged to remain in doors after sunset because the only illumination available was provided by lanterns and torches. People hesitated to venture out after dark, despite the exist-

ence of watchmen, because police protection was rendered ineffective by the pitch-dark streets. Obviously a system of street lighting was desirable and necessary to public convenience and safety.

Accordingly, on August 15, 1876, the Fire, Water and Gas Committee gave a franchise for fourteen years to a Mr. Shears and his Windsor Gas Company permitting him to erect a gas works and to illuminate the town streets. This company erected two large red brick buildings - a roundhouse oven and a combined office and equipment complex - on land it purchased upon the west side of McDougall Avenue between Wyandotte and Assumption Streets. Subsequently the Committee allowed Mr. Shears to place 75 lamp-posts within the populous sections of town. These posts, anchored 2-1/2 feet in the earth, stood 8 feet tall and contained tin lanterns. The first area receiving these was enclosed by Aylmer and Bruce Avenues but did not extend south of Park Street below the river.⁷⁵ Thus, by December 1877 gas-lighting was introduced into Windsor.

Much as this was an improvement over the past, gas lighting did not prove to be the answer to Windsor's street lighting needs. It was not fully automatic and required the services of lamp-lighters. When electricity proved feasible as an alternative, the town erected a generating plant at the site of the present Y.M.C.A. building on Pelissier Avenue and wired street lamps. By December 8, 1890 this new means of street lighting was available in Windsor.⁷⁶

The question of public transportation was not urgent

until 1872 in Windsor because no point within the town was more than 15 minutes walking distance from the corner of Ouellette and Sandwich Streets. By 1888 Windsor's settled area was enclosed by Crawford and Marentette Avenues on the west and east respectively and by Wyandotte Street on the south. Even in that year it was more urgent to provide adequate transportation to Sandwich than within Windsor. The only means of transportation between the two centres was provided by stagecoach and livery carriages, over the roughly paved River Road (Sandwich Street). Increasing traffic between them necessitated a speedier and more comfortable means of communication.

In response to the need, the Windsor and Sandwich Passenger Railway Company was incorporated by the Provincial Legislature in March, 1872. The company surveyed a new route from Bruce Avenue to the Huron Church Line the following year which is the present University Avenue.⁷⁷ Six handsome one-horse railway cars commenced regular service on July 20, 1874 from the corner of Sandwich and Ferry Street. Each car carried 20 passengers north on Ferry Street to Chatham, west to Victoria, south to London (University Avenue) and thence to Sandwich town.⁷⁸

Within the redevelopment area earlier attempts at establishing such a street car line had failed. In 1865 an attempt to link Windsor to Walkerville via Sandwich Street proved abortive.⁷⁹ Four years later James Radcliffe and Peter Craig constructed a steam carriage propelled by a small

boiler fueled by coal oil. This curious vehicle running upon three large wooden wheels traversed Sandwich Street, but was impractical as a means of public transportation.⁸⁰

Not until 1886 was the construction of a street-railway along Sandwich Street to Walkerville economically feasible. Only then was population growth sufficient to support such a venture. But, unlike the earlier horse-driven railway line, this railway was propelled by electricity. In fact, this was the first electric street car system in North America.⁸¹ J. W. Tringham, who organized the railway company was also the inventor of the dynamo used in the electric street cars. He lived for several years in the home of Mrs. Boomer at the corner of Mercer and Sandwich Streets and was succeeded after his death, by Mr. Boomer as president of the company.

The dynamo stood in the centre but to one side of the trolley cars. It was connected through two pulleys to the overhead transmission wires. Whenever these pulleys disengaged the wires the electric current was broken. The driver was then compelled to reconnect them by climbing the roof of the street car. These dynamos possessed sufficient force to draw more than one car even in the severest winter weather.⁸²

The trolleys rolled upon long slabs of iron rather than rails attached to ties. These iron slabs were laid upon 2 inch planks which rested flat upon the ground, and were fastened to them with broad head nails. A thin copper plate was inserted between the joint where two of these slabs came together, and when these broke, in consequence of the pounding

received by the heavy trolleys, the current was broken. Should the car come to a stop upon one of these broken plates it was unable to move until the passengers had shoved the vehicle ahead to reestablish contact.⁸³

This first experiment in electrified transportation lasted for only a short time when economic difficulties compelled the company to adopt horse drawn trolleys.⁸⁴ A mechanical and electrical transportation system had to wait until the spring of 1890 and the incorporation of the Sandwich, Windsor and Amherstburg Street Railway Company. Within two years it had absorbed the two earlier lines and had carried track along Ouellette Avenue to as far as Tecumseh Road and along Wyandotte from Ouellette Avenue to Windsor's western outskirts. Hereafter, its track was extended west of Ferry Street along Sandwich Street to Campbell Avenue and then south along it to Wyandotte.⁸⁵

Telecommunication was another civic achievement which aided in bringing about the Windsor of the present and it was fostered by electrical improvements. The first method of long-distance electrical communication was the telegraph. Telegraphic connection with the rest of Canada began for Windsor early in 1855. On May 5 of that year the "Windsor Herald" congratulated Amherstburg on being connected with Windsor by telegraph wires. On the 18th of that month, Mr. H. P. Dwight, the superintendent of the Windsor Office of the Montreal telegraph Company, began the transmission of messages between these points.⁸⁶

Preparations were being made on July 3, 1857 to lay a submarine telegraph cable across the river to the power part of Belle Isle where it would eventually be connected with the land telegraph. This cable contained two wires, one for the Union Telegraph Company, and the other for the Michigan Company.⁸⁷ On July 18 it had been laid and was in operation giving Canada contact with Detroit and all points in Michigan.⁸⁸ The first commercial message over it was sent on August 24, 1858.⁸⁹ At first the telegraph office was housed in the south-west corner of the old Great Western Freight shed at Upper Ferry Street. Later it was transferred to the Copeland Stationery Shop on the south side of Sandwich Street immediately west of the south-west corner of Ouellette Avenue.⁹⁰ This telegraph cable proved invaluable to Windsor fire-fighters as it gave instantaneous contact with the Detroit Fire Department and earlier response to appeals for its service.

The introduction of telephone service in Windsor followed later. The Bell Telephone Company of Canada, incorporated in 1879 made arrangements to run wires from Windsor to Sandwich at the end of that year.⁹¹ A rival company, controlled by two prominent Windsor businessmen, Alexander Cameron and John Curry, however, in conjunction with the Edison Telephone Company, acted first. The latter company's lines had already been strung over the Montreal Telegraph Company poles to Sandwich. In January 1880 arrangements were made for J.W. Tringham, of electric railway fame, to operate a private tele-

phone exchange. Completed in that month it connected Windsor, Detroit, Walkerville and Sandwich.

In July 1880 the Bell Telephone Company of Canada assumed control in Windsor and appointed Mr. Tringham as its agent in charge of the exchange. The Windsor-Detroit cable was laid in the following year. This was followed in 1881 also by the completion of the telephone line between Toronto and Hamilton.⁹²

The first exchange was located in the American House Block, the present British-American Hotel, with Miss Eva Vollans as the first telephone operator. Subscribers were accommodated at \$25 per year for 200 calls and \$5 for each additional one hundred. This was reasonable for the time.⁹³

About the beginning of 1882 the increased use of the telephone in Windsor forced the company to move to larger premises. Their second exchange was located in the new telephone building at the north-east corner of Pitt and Ouellette Avenue just south of the Curry Block according to Walter Griffith.⁹⁴ The old Seneca exchange followed in the 1920's and was situated behind St. Alphonsus Hall where the Labadie Sales and service agency stood. The present Bell Telephone Building was opened on July 5, 1930.⁹⁵

During the second half century then the foundations of the redevelopment area had been laid. The pioneer farms gave way to urban streets. The countryside and its natural physical features were altered to make way for the southward extension of these arteries. The mud roads were replaced by

pavement. Drainage ditches were followed by underground sewer pipes. A police department, fire department, and publicly owned water works were developed by the Council in this period. Illumination of the streets appeared with a privately owned Gas Company and thereafter with a public electrical plant. Private enterprise developed public transportation for Windsor, first with horse-drawn street cars, then with electrically powered cars. Electrically transmitted communication likewise was developed by private companies. The telegraph was the first long-distance electrical means of sending messages. This was then supplemented by the telephone for both long and short range communication. These improvements were introduced within or near the redevelopment area and altered its way of life.

CHAPTER III

FOOT NOTES

¹ Statements by George F. Macdonald, personal interview by Neil F. Morrison, September 23, 1953.

² Map of the Baby Farm, 1853, Survey of P.L. Donnelly, P.L.S. Macdonald Historical Collection, Windsor.

³ Dougall Avenue was named Windsor Avenue originally by Mr. Dougall despite the fact that the present Windsor Avenue was already in existence then. The confusion persisted until this avenue was renamed in honour of this gentleman.

⁴ Map of Windsor, 1830, Survey by Thomas Smith, P.L.S. Macdonald Historical Collection, Windsor.

⁵ Statements by George F. Macdonald, op. cit. September 23, 1953.

⁶ Detroit Daily Advertiser, November 27, 1858.

⁷ Statements by George F. Macdonald, op. cit. September 23, 1953.

⁸ Detroit Daily Advertiser, April 16 and June 6, 1853.

⁹ Statements by George F. Macdonald, op. cit. September 23, 1953.

¹⁰ Statements by George F. Macdonald, personal interview by Neil F. Morrison, November 3, 1958. Walter Roe was a partner of Pollard. The latter was not a qualified lawyer. They merely wrote out deeds and wills. Roe was drowned in the Detroit River about 1805.

¹¹ Ibid.

¹² Statements by George F. Macdonald, personal interview by Neil F. Morrison, September 19, 1958.

¹³ Map of South Detroit, 1835, A. Wilkinson, P.L.S. Macdonald Historical Collection, Windsor.

- 14 Actually Assumption Street was opened later in 1877. St. George Street ended at the east side of Barracks Square while Park Street began at its west side.
- 15 Goads Insurance Maps of Windsor, 1895, Macdonald Historical Collection, Windsor.
- 16 Statements by George F. Macdonald, personal interview by Neil F. Morrison, October 27, 1958. They began to arrive after the passage of the Fugitive Slave Act of 1850. Their homes were built on McDougall Avenue first and then they built upon Mercer Avenue.
- 17 Map of Windsor, 1857, C. Pinney, P.L.S. Macdonald Historical Collection, Windsor.
- 18 Statements by George F. Macdonald, personal interview by Neil F. Morrison, November 3, 1958.
- 19 Registered Plan 122 of Farm Lot No. 86, A. Bartley, P.L.S. Macdonald Historical Collection, Windsor.
- 20 Statements by George F. Macdonald, personal interview by Neil F. Morrison, October 27, 1958.
- 21 Ibid.
- 22 Statements by George F. Macdonald, personal interview by Neil F. Morrison, October 20, 1958.
- 23 Statements by George F. Macdonald, personal interview by Neil F. Morrison, October 31, 1955.
- 24 George F. Macdonald, A Collection of Documents and Extracts on Early Windsor History, Macdonald Historical Collection, Windsor.
- 25 Picture of the Fire of 1871 and Goads Insurance Maps of Windsor, 1895, Macdonald Historical Collection, Windsor.
- 26 Statements by George F. Macdonald, personal interview by Neil F. Morrison, August 27, 1957.
- 27 Statements by George F. Macdonald, personal interview by Neil F. Morrison, October 20, 1958.

- 28 Statements by Monsignor W. J. Langlois, personal interview by Neil F. Morrison, July 3, 1952.
- 29 Ibid.
- 30 Statements by George F. Macdonald, personal interview by Neil F. Morrison, October 20, 1958.
- 31 Statements by George F. Macdonald, personal interview by Neil F. Morrison, August 27, 1957.
- 32 Detroit Daily Advertiser, June 10, 20, and 22, 1854 also April 17, and May 2, 1855. Windsor Herald, October 13, and October 20, 1855.
- 33 Advertisement in the Windsor Herald, March 15, 1855.
- 34 Detroit Daily Advertiser, July 26, 1858.
- 35 Statements by George F. Macdonald, personal interview by Neil F. Morrison, September 18, 1956.
- 36 Statements by George F. Macdonald, personal interview by Neil F. Morrison, October 31, 1955.
- 37 Statements by George F. Macdonald, personal interview by Neil F. Morrison, November 3, 1958.
- 38 Detroit Daily Advertiser, June 10, 20, 1854. also Windsor Herald, October 13, 20, 1855.
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- 54 Statements by Miss Gertrude Copeland, personal interview by Neil F. Morrison, May 26, 1953.
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CHAPTER IV

COMMERCIAL EXPANSION IN THE REDEVELOPMENT AREA

With the establishment of the Great Western Railway in Windsor we noticed a vast growth in the area of Windsor especially to the south and the east. Whereas, Windsor prior to 1835 was situated only upon the Baby Farm and west of Pelissier Street, by 1835 homes and commercial establishments had appeared along Sandwich Street as far east as Glengarry Avenue. By 1850 according to the annexation map of Windsor and Sandwich the boundaries of Windsor had been widened to the east and west to McDougall and Crawford Avenues respectively.¹ The survey of P. L. Donnelly, P.L.S., in 1853 indicated that the southern boundary within the Baby Farm at least had been extended from the older one of Assumption Street to London Street. With the incorporation of the Village of Windsor in 1854 the western boundary remained Crawford Avenue but the eastern boundary had been pushed to the eastern extremity of Lot 93, the Angus Mackintosh farm. By this enlargement of municipal boundaries the old Wilkinson survey of South Detroit was encompassed although its separatist feeling persisted for some while. With the survey of Charles Pinney, P.L.S. in 1857 the southern boundary became Tecumseh Road. Until after the turn of the century these remained the boundaries of Windsor.²

In spite of this prodigious expansion of the corpo-

ration limits the actual area which had been occupied by dwellings and commercial establishments was very much smaller. Before 1835 the redevelopment area remained rural except for the dwelling of the widow St. Amour and the St. Amour Tavern to the east of it. These places had remained outside the original village and were situated to the north of Sandwich Street where the rear part of the present British-American hotel now stands. Even in March, 1835 it was primarily rural. Upon the south side of Sandwich Street and east of the present Station Street was the store of Mr. Morin & Co. It occupied almost the south-eastern corner of lot 82 which belonged to Vital Ouellette. East of this store was that of James Charles. Next stood the home of Daniel Goyeau. These places were located upon the Goyeau farm (lot 83). The Goyeau Home was in the centre of this farm facing upon the south side of Sandwich Street. The dwelling of Mr. Pratt, also on the south side of the street, was upon the Rocheleau farm (lot 84). Joseph McDougall's home occupied the front of his farm facing Sandwich Street south. East of him on lot 86 was the Mercer home. The last dwelling on the south side of the street was that of Mr. Jasperson. East of his home and upon the north side of Sandwich Street was the warehouse and store of Messrs. Verhoeff and Jasperson. Their wharf was due north of these upon the riverfront.³ These homes and commercial enterprises occupied the area between the foot of the present Ouellette and Glengarry Avenues.

Few changes were made within this area before the Great Western made its entry upon the scene. Mr. Pratt who

had purchased the Rocheleau farm in 1809 sold it to William Gaspe Hall and J. P. Woods the following year. In 1840 they sold four acres to the crown for the erection of barracks at the present City Hall Square. Barnabee Campeau bought the remainder from him in 1855. Vital Ouellette alienated his waterfront lots to the east of the St. Amour Tavern about 1850 to Mr. Hiron, Mr. Davenport and Mr. W. G. Hall. In the meantime Pierre St. Amour had laid out a narrow lane immediately east of his tavern on the waterfront. It proceeded north from Sandwich Street, crossed Beach Road and ended at his ferry dock. The Amour passageway was referred to as Brock Street until 1857 when the Windsor Council ordered its widening and altered its name to Upper Ferry Street. Mr. St. Amour had created the alleyway in the first place to attract patrons to his establishment. His ferry canoe itself, had this object in mind. Certainly it was no great competition to the Baby dock at the foot of Ferry Street from which the steam ferries operated. With the placement of the Great Western Station east of the St. Amour Tavern, a new Town Dock was essential, and this consideration prompted the Village Council to widen the lane as a suitable approach-way. Thereafter Ferry Street became Lower Ferry Street.⁴

Although the railway's location prompted the radical eastward movement of business to the redevelopment area, an earlier cause may be noted in the fire of 1849. It was the reason behind the erection of the old Beeman House. Elam Beeman owned an earlier hotel adjoining the Pavillion House

on the north-east corner of Sandwich and Ferry Street. This was the Mansion House which faced directly opposite the old Windsor Castle.⁵ Constructed in 1834 within the original centre of Windsor it fell victim to the fire of 1849 which devastated half the village. Consequently when Mr. Beeman erected the first Beeman House he chose the unscarred eastern portion of the town. His large frame hotel was erected the same year behind the St. Amour Tavern, where the British-American Hotel's front now stands. Like the present place it faced upon Sandwich Street, In 1855, Elam died and his widow advertised the hotel for rent. Later, in the sixties she erected the second Beeman House on the south-east corner of Ouellette Avenue and Pitt Street. The original Beeman House changed its name to the Hiron's House about 1860.⁶ Enlarged by Horace Davenport and his brother Doctor Lewis Davenport in the late fifties, it received the latter name from its succeeding proprietor, William B. Hiron, the father-in-law of Col. E. S. Wigle. Mr. Hiron owned it until after the 1871 fire when he disposed of it to Edward Barrett. Prior to that catastrophe, the Hiron's House had incorporated the St. Amour Tavern within itself, but the older structure was so severely damaged by this fire that what remained of it was demolished. The removal of this section enabled the Hiron's House to be extended westward to a point beyond old Ouellette Avenue.⁷ Still later the Hiron's House became the British-American hotel, when Mrs. Medbury purchased it about 1880 and erected the modern building. The British-American Hotel remains unaltered except for the lower front which has been modernized.⁸

Directly opposite, next to the south-east corner of Sandwich and old Ouellette Avenue was another hotel called the National. It was erected after the opening of Ouellette Avenue and the coming of the Great Western.⁹ East of it was the second bakery shop of Mark Richards an early mayor of Windsor. His first one at the south east corner of Dougall and Sandwich Streets was destroyed in the fire of 1849. This second store, standing in the middle of the block during the sixties fell victim to the fire of 1871.¹⁰

On the south side of Sandwich Street, immediately east of Upper Ferry Street was situated the H. Morin & Company general store. East of this, and of the boundary line between the Goyeau and Ouellette farms was located the general store of James Charles. After the arrival of the Great Western this store was replaced by the British Commercial Hotel.¹¹ The store had been sold by Mr. Charles in 1841 to T. Ritter who in conjunction with John Mercer, was Windsor's first postmaster from 1842 to 1845. At this store the stage coaches dropped off the local mail. John McCrea, the next postmaster from 1845-1847 owned the store from 1846- to 1859. In 1860 it was transformed into the British Commercial Hotel under the management of T. N. Johnson. Joseph Pratt followed him as proprietor in 1868 but his tenure ended abruptly with the fire of 1871 when the hotel burned to the ground. John Turk, whose father operated a hotel during the 1850's on the north side of Sandwich Street at the foot of Dougall Avenue, remembered standing in front of this building while it was yet the general store of John McCrea in

1854 watching the first Great Western locomotive arrive at the station.¹²

Between this hotel and the Morin store was located the first Village Council building while upon the second story of the latter building was situated the "Windsor Herald" office and press.¹³ The Council buildings were erected in 1855, and the "Windsor Herald" occupied its location above the Morin store in the same year.¹⁴

Occupying the south-west corner of Sandwich Street and Goyeau Avenue, and due east of the McCrea general store, stood the Great Western Hotel. It was erected shortly after the arrival of the railway by Thomas Chater. Behind this large frame hotel, was situated Mr. Chater's livery stable. On the Sunday evening of December 1, 1867, a disastrous fire broke out in this livery stable and resulted in the total destruction of both the barn and the hotel. Mr. Chater, however, replaced it with the present brick building which until comparatively recently was known as the Ambassador Hotel.¹⁵ At present it is called the Ritz Hotel. This fire was observed by John A. Finnie as a boy and he stated that because the fire fighters were unable to subdue it the Council purchased the new Amoskeng Steam Pump. Although it was efficient there was not enough pressure behind it to meet a really serious situation such as presented itself almost four years later. Serious as this fire was it did not spread west along Sandwich Street.

Not far from the south-east corner of Goyeau and Sandwich Street stood Mr. Blackader's hardware and chinaware shop.

It occupied the present 149 to 155 Sandwich Street location from 1854 until about 1885.¹⁶ He possessed a high squeaky voice and was a stalwart in the Presbyterian Church. With Mr. and Mrs. McEwan he aided in alleviating the German cholera sufferers quarantined upon the Great Western train at the Windsor Station in July 1854.¹⁷ Immediately east lived Daniel Goyeau.

The eastern half of the block between Goyeau and Windsor Avenues and south from Sandwich to Pitt Street was the old Windsor Wood Market. It was opened in the late 1850's to provide fuel for Windsorites as well as for the wood-burning locomotives of the Great Western. Mr. John A. Finnie, as a lad of seven years in 1864, remembered that it faced on Pitt Street with its back to Sandwich Street. He noted that the Anglo-Saxon farmers of Essex County came to Windsor via the Gravel Road to Sandwich Street, whence they turned west to Windsor Avenue bringing square loads of wood for sale at this market. The French-Canadian farmers, he recalled, also delivered their loads at this market, but they employed an encircling chain with which they crushed the top of the load tightly together. Windsor Avenue and Sandwich Street, he remembered were mere earthen tracks at that time which in rainy weather caused the heavily laden wood wagons to sink almost to their hubs in the mire.¹⁸ About 1875 when commercial buildings began to replace the wood market the south-west corner of Windsor and Sandwich Street contained a green grocery store operated by a Mr. Kelsey a coloured businessman. The market at this time also sold hay and coal.¹⁹

Upon the south-east corner of Windsor Avenue and Sandwich Street, also in the late fifties, was the popular Checker Store, so named because of the manner in which it was painted. The French farmers tended to congregate here wearing their colourful shawls. Even Joel Langlois and W. L. Baby were frequently seen at this general store. Immediately to the south of it was another general store operated by Thomas Langlois.²⁰ In the seventies, the Checker Store was purchased by a Mr. Pat Vigneux and then by a Mr. Pajot (or Pageau) who operated it as a liquor store after the turn of the century.²¹

The present No. 233 Sandwich Street, opened in the late sixties, was the fine chinaware and grocery shop of a Mr. Cherney. Mr. Ernie Fielding's father, an engineer on the Great Western Railway, purchased the place about 1880. Upon selling out Mr. Cherney located at 75 Sandwich Street but he went bankrupt soon thereafter. Next east stood the Grand Central Hotel built by Mr. Dumouchelle in the late sixties. Beside it, to the east still standing is the old Town Hall. As noted earlier it was erected by James Bartlet in 1856. The old Davenport Hotel, immediately east of the Town Hall occupies No. 259 and 267 today. Built in 1855 by Mr. Horace Davenport, it soon passed into other hands. The next proprietor was a Mr. Bradt.²² This building is now nameless. The first frame fire hall in Windsor was erected in 1860 between the Davenport House and the corner. Mr. Offert, a coloured man, conducted a large grocery business at the south-west corner of Sandwich and McDougall Avenue in

1885. He permitted credit to farmers and railway workers.²³

The present Checker Hotel at No. 353 was formerly the Stevens Inn. In the sixties it was Laughten's Hotel. Peter Craig owned a yard to the west of this hotel at the south-east corner of McDougall and Sandwich Street in the late 1880's. Behind his blacksmith and carriage shop this yard was surrounded by a tall fence to enclose the buggies and wagons. In the seventies this was McLaughlin's woodyard. It extended to Pitt Street and had a treadmill to cut wood. The present building was erected by the D. M. Ferry Company about 1915. The Anderson and English coal and wood yard lay between the hotel and the Craig yard. The three homes to the east belonged to a Mr. Bailey, a conductor of the Great Western Railway. These must have been built in the early 1860's. Of the three only No. 373 Sandwich Street, the old Bailey Homestead remains.²⁴

The present No. 429-433 Sandwich Street, in the middle of the block between McDougall and Mercer Avenues was originally the Railway Hotel. It was built in the middle 1850's by the grandfather of the late T. R. Noble. The first drugstore of Mr. Harwood O. Fleming occupied the south-west corner of Aylmer Avenue during the early seventies. He was the brother of Mr. O. E. Fleming, the mayor of Windsor from 1891 to 1893. They built the Fleming Block, now the Kresge Block at the south-west corner of Ouellette and Chatham in 1892. This building housed the second drugstore of Mr. H. O. Fleming.²⁵ Dr. Cruickshank, who lived at the south-west corner of Ouellette and Park Street and who built the pre-

sent block at that corner, had his first office upon the second floor of the original Fleming drugstore. Mr. Fleming was bought out by his employee, Mr. Morgan, when he moved to his second location on Ouellette Avenue. Thereafter, the Aylmer Avenue store was operated by Mr. Morgan for many years. ²⁶

Eastward of Aylmer Avenue, Sandwich Street remained predominantly agricultural with only a few scattered residences, As a matter of fact, even the two blocks between McDougall and Aylmer Avenues, were almost equally divided between commercial and residential structures. Obviously the eastern limits of Windsor's commercial district did not continue very far east of McDougall Avenue by the year 1870. Little alteration in the ratio has occurred since that time as most of the early buildings remain as they stood then. Only the occupants have changed.

Although commercial establishments were situated along Sandwich Street as related above, the true heart of the business district of Windsor was located between Ferry Street and Goyeau Avenue. In the sixties, however, some commercial development along both sides of Ouellette Avenue began. This growth extended southward as far as Pitt Street. By 1870 then the business district of Windsor was concentrated upon Sandwich Street although extensions of it southward to Pitt Street were in evidence along Ferry Street, Ouellette Avenue, Goyeau Street and Windsor Avenue.

During the 1860's new businesses began to appear upon Sandwich Street between Ouellette and Goyeau Streets. At the

beginning of this decade McGregor's bank was established at the southeast corner of Sandwich and Ouellette Streets by Mr. Robert McGregor. Apparently, Mr. McGregor owned the whole eastern side of Ouellette Avenue originally as his livery stable occupied a site near the northeast corner of Pitt and Ouellette Avenue. Between these structures and facing Ouellette Avenue were the premises of Cameron and Currie. This edifice was built in 1867 at the present site of the Ouellette entrance to the C. H. Smith store.²⁷ Immediately north of this firm and south of old Assumption Street was the saddlery shop of Daniel Ouellette. Upon the second story of this building Dandy Fletcher had his tailoring establishment. It was his tailor's iron which was responsible for the terrible fire of 1871.

Directly opposite this building, upon the west side of Ouellette, stood the old Windsor Post Office. Marentette's Book Store presently occupies its site. It was erected about 1867. The fire, originating in the tailor shop, spread first to the McGregor Livery Stable, and then, swept north by the breeze, attacked the McGregor Bank.²⁸ Instead of proceeding eastward along Sandwich Street as was expected, the vagrant winds carried cinders across Ouellette Avenue. These ignited the Post Office. Thereafter, the fire spread to either side of that building razing the Neveux and Brother's Hardware Store and the Langlois Grocery Store.

At half past four in the morning (an hour after the fire was reported) a change of wind drove the fire east along Sandwich Street. Just as the firemen of Windsor and Detroit

seemed to be successful in containing the eastward momentum of the fire, another gust of wind carried a mass of cinders across Sandwich Street upon the frame wing of the Hiron's House. Before this new threat was controlled the fire succeeded in destroying the St. Amour section of the hotel. Because the firemen were obliged to turn to this new outbreak in order to preserve the Railway Freight Shed and Station as well as the Windsor waterfront to the west, the south side of Sandwich Street east of Ouellette Avenue was consumed as far as the Great Western Hotel.

In addition to the firms which had been established in the block between Ouellette and Goyeau Avenues during the fifties, the following decade witnessed the establishment of one other commercial enterprise, the forerunner of the present Bartlet, Macdonald & Gow Store. Facing the Hiron's House and Upper Ferry Street, this firm was the dry-goods store of Cameron and Thorburn. It occupied the space between the McGregor Bank and the National Hotel. Donald Cameron, who was the founder of this business, came to Canada from Fort William in Scotland. Prior to taking up residence in Windsor, he had operated a similar store in Blytheswood. Upon his removal to Windsor he entered into a partnership with Mr. James Thorburn.²⁹ The first Cameron and Thorburn store occupied the site of the old Windsor Castle Hotel, immediately east of Austin's Saddlery and Wagon Works on the southeast corner of Ferry and Sandwich Streets. In the fifties they reestablished the store upon the north side of Sandwich Street closer to Ouellette Avenue. The

third store, in which we are interested, was erected in 1860 and exemplified the easterly migration of business following the arrival of the Great Western. As a casualty of the great fire of October 12, 1871, the store was totally destroyed. However, when Mr. Cameron rebuilt it afterwards, the present store was erected upon the older foundations of its predecessor. Subsequently, the firm expanded to incorporate the businesses to the east and west, but the original foundation of the third store may presently be seen in the forty or so feet where the elevator is situated.³⁰

Following the fire the partnership dissolved. James Thorburn became a clerk for Smith and Duck and thereafter an independent grocer at Dougall and Park Streets.³¹ Cameron continued to operate his fourth store without a partner until 1883 when he brought Mr. George Bartlet into the firm. Born in Amherstburg, Mr. Bartlet was the youngest son of James Bartlet and the nephew of Alexander, Windsor's long-time Clerk. He had found employment with Cameron and Thorburn in 1862 as a messenger-boy. Unlike Mr. Thorburn, he continued in the employ of Mr. Cameron after the fire until he was promoted to the status of an equal partner. The firm name then became Cameron & Bartlet.³² In 1888 Mr. Cameron retired from the business and returned to his native Fort William. George Bartlet, in the same year, admitted Mr. Colin Macdonald as a full partner. Alexander Gow another long-time employee, was included as a partner in 1905 and this resulted in the present name of the store. All of the stock in Bartlet, Macdonald & Gow is still held by the members of these three families.³³

Altogether the fire desolated an area enclosed by Pitt Street on the south and the southern side of Sandwich Street on the north. From east to west the blackened ruins stretched from a point 25 feet west of the Great Western Hotel to Ferry Street. As the majority of Windsor's buildings were constructed of wood the flames speedily consumed one half of the business and residential structures within the community of 4,253 people.³⁴ The forty properties which succumbed to the relentless flames represented a total value of \$158,000. Although \$68,000 in insurance payments were recovered by the merchants who were prudent enough to possess such protection, enabling them to finance the restoration of their businesses, the conflagration proved to be a staggering commercial disaster to Windsor.

In spite of the heavy financial loss to the business community, which was not recovered for many years thereafter, the area was very quickly rebuilt. Actually, the fire proved to be an indirect blessing to Windsor because, although the 1870's were years of deep depression elsewhere in Canada and the world, the reconstruction stimulated by the insurance money provided much employment. The fire, moreover, mercifully removed many of the "flimsy and disreputable" wooden buildings which had disgraced the centre of Windsor for years.³⁵ Replacing them within the next five years arose the more substantial stone and brick buildings which still stand within these two blocks. Another improvement which resulted from the fire was the construction of Windsor's present water system which replaced the antiquated barrel service of earlier

days. The inadequacy of Windsor's fire protection was obvious and resulted in all of the improvements noted earlier. The wooden First-Ward Fire Hall near the north-west corner of London and Church Streets and the first Central Station on Aylmer Street still in use were erected in the seventies. The original handsome brick fire hall on Pitt Street opposite the market became the Central Station on January 24, 1888.³⁶

Finally, the levelling of this area caused by the fire permitted the Town Council to straighten Ouellette Avenue and to extend it north to the river.

Severe as the damage was, it was not long before the area between Ouellette Avenue and the Great Western Hotel began to revive as the commercial centre of Windsor. In the next year William Gaspe Hall completed the erection of the Opera House Building. At his death in 1882, this property passed into the possession of his niece Mrs. John Davis, and this building thereafter was known as the Davis Block.³⁷ Mr. Joseph Applebe, who owned a Dry Goods Store behind this property facing on Pitt Street, purchased it from the Davis Estate and sold part of it to Bartlet, Macdonald & Gow. This section constitutes, at present, the men's shop of this store. On May 1, 1914, C. H. Smith arrived in Windsor and purchased the Applebe property.³⁸ Under his management the building was known as the Smith Auditorium and the store absorbed most of the present block to become Windsor's leading department store.

Into the newly completed Opera House moved W. B. Hiron

in 1872. After the fire he disposed of his hotel to Edward Barrett.³⁹ At the Opera House he engaged in the wholesale and retail grocery business until Messrs. John M. Duck and David Smith purchased the business in 1878. These stores occupied the part of the ground floor of the Opera House which stood three doors west of the present entrance and immediately east of Cameron & Bartlet's store. Smith and Duck had engaged in the grocery business in Chatham before coming to Windsor in 1878. Their warehouse and barn lay behind the store facing upon Pitt Street but were separated from the former by the old Assumption Street alley. In the seventies and eighties the north side of Pitt Street was an open yard surrounded by a fence and possessing hitching posts for the teams of the farmers who exchanged their produce to Smith and Duck for groceries. This firm was obliged to obtain large supplies of staples from London and Toronto wholesalers as Windsor then did not have such suppliers.⁴⁰ This store then made up the western limit of the Davis block.

Immediately east of it was the hardware store of Morton & Christie. Messrs. William Morton and George M. Christie came to Windsor from Winnipeg in 1878 and immediately secured this property two doors west of the Opera House entrance.⁴¹ Their property extended to Pitt Street and they erected a second building behind their store and south of the alley facing upon this street. After 1900, Mr. William Douglas purchased the entire property and engaged in the hardware business until he purchased the present Douglas Hardware on Chatham Street in 1914.⁴²

The very narrow clothing store of Mr. Oak Hall stood immediately east of this hardware store and next to the Opera Hall entrance. The Opera occupied the entire second, and the Masonic Hall and other fraternal orders the third floors. At present, standing above the entrance to those upper stories, are the words Smith's Auditorium. At the eastern side of this entrance, and comprising the easternmost portion of the present C. H. Smith store was the dry goods store of James W. Peddie. Known as the "Silk House" it catered to the Detroit as well as to the Windsor trade. This kindly, genial Elder of St. Andrews Presbyterian Church married as his second wife, Miss Barbara (Bud) Bartlet. Over-optimistically, as it proved, he sold his flourishing business to embark upon the purchase and sale of bankrupt stocks first in Winnipeg in 1883 and thereafter in Kitchener.⁴³

The dry goods store of Messrs. James A. Straith and Robert McDonald occupied the western half of the present No. 41 Riverside Drive where was sold men's clothing, hats and shoes. In the eastern half of it was the dry goods establishment of Mr. J. S. Edgar, Mr. John H. Reynolds his clerk, succeeded to the business in the nineties. These two stores are now occupied by the trade-in store of Baum and Brodie. All of these premises were established in the seventies or early eighties.

The Davis Block then extended east of the Bartlet, Macdonald & Gow Men's Shop entrance to the eastern boundary of Baum and Brodie's present store. Excluding this latter place, all of the stores mentioned have been absorbed by the

C. H. Smith department store. To the east of the Davis Block at present is the Bartlet, Macdonald & Gow parking lot, and to the west is an old grey brick (painted) building which intervenes between the present Bank of Commerce block and the Davis block. Included within this grey building is the Bartlet, Macdonald & Gow store and the westerly portion of the C. H. Smith store.

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The old section of the Bartlet store as we have noted had always belonged to the present store and was rebuilt as noted following the fire of 1871. The westerly section of the present store was occupied in the 1880's by the Banks Hotel which occupied the upper stories and the ground floor portion immediately west of the entrance to the Bartlet's Men's Shop at present. During the eighties the store to the west of this ground floor part of the hotel was the shoe store of Mr. Slater. Thereafter it was the premises of Mr. Board who operated a post office and bookstore. The Neveux, Clinton and Baxter Hardware Store stood west of the grey building. The hotel belonged to Mike Rochford. In the seventies Jacques Rocheleau had his clothing shop where the hardware stood. At the corner, now occupied by the Canadian Bank of Commerce stood the tobacco shop of Sam Stover until it was replaced in the early nineties by the clothing store of J. O. Peck. In July 1897, his store, which faced on Ouellette Avenue, and entire stock were totally destroyed by fire. The Neveux, Clinton & Baxter property ran back to the alley as did all the stores facing upon Sandwich Street. D. L. Carley bought this hardware store about 1900 where he maintained a tailoring

establishment for a number of years. Eventually Mrs. Gow purchased the Bank Hotel, the Carley Store and the three story Peck Building site. The former block was incorporated into the Bartlet property to the east while the Carley and Peck property was exchanged to the bank for the section of Bartlet's which presently faces upon Ouellette Avenue. Originally the Canadian Bank of Commerce lay south of the Peck building similarly facing Ouellette Avenue.⁴⁵

The remainder of the block to the east of the Davis building also witnessed considerable alteration following the fire of 1871. During the seventies and eighties Tom Rochford's saloon stood east of Mr. Edgar's shop. Gluns' Shoe Store replaced it in the early nineties. Joseph's Drugstore similarly was succeeded by Ponds Drug Store at the next site. Next followed the confectionery business of Mr. J. H. Richards. It was opened as the first one in Windsor and continued to serve Windsor people until 1892 when Walkers Confectionery replaced it.⁴⁶ The old buildings housing these premises were levelled to make way for the Bartlet parking lot of the present.

Immediately east of this parking lot is a new building. According to Mrs. J. H. Richards, the Blackadder china-ware store stood at this site next to their confectionery business in the latter eighties. Before the present building arose in the early years of the next century the location was occupied by the furniture store of Mr. Weingarden. It was torn down to make way for the Eureka motion picture theatre. Mr. Zakoor, the fruit man, operated this cinema after the turn

of the century. Between the furniture store and the Great Western Hotel undamaged by the fire of 1871, was the wooden building which was replaced in the nineties by the Eureka Hotel. Today it houses the Modern Design Company. No. 71 Riverside Drive belonged to a London firm which sold caskets. No. 75 was the grocery store which W. J. Cherney established after selling his earlier place to Mr. Fielding. Upon the ground floor of the Great Western Hotel, at its most westerly part was located the first small jewellery store of Mr. Ashby about the turn of the century.⁴⁷

All of the stores along Sandwich Street, although of red brick construction, at present are painted a drab grey, except for the two corner buildings. Most of these structures exhibit architectural qualities characteristic of the seventh and eighth decades of the nineteenth century. Especially noteworthy are the old fashioned windows upon the upper stories. New store fronts mask the appearance of the ground story of these buildings. Another feature held in common by all of these buildings was the fact that they extended north only to the L'Assumption Street alley between Pitt and Sandwich Streets.

South of this alley and facing upon Goyeau Street was the Livery Stable of William Perkins. Immediately following the fire of 1871 it covered the whole west side of the street until about 1875, when Ovington's frame hotel was erected upon the northwest corner of Goyeau and Pitt Streets. This hotel was superceded by the Woodbine, a three-story brick building erected about 1885, which has occupied this location until the

present time.⁴⁸ Across the street at the northeast corner around 1871 was constructed the O'Dell Undertaking parlour. A more recent front has been added to the old frame house at the corner. After a move to the northeast corner of Mercer and Chatham Streets he erected the towered brick house at the southeast corner of Goyeau and Chatham. The latter building was erected after 1900 and served as an undertaking establishment as did the earlier two.⁴⁹

Horton's Drug Store occupied the east side of Goyeau Street north of the original O'Dell site in the early eighties. At the southeast corner, about the same time, was located Morton's Bakery. This structure was replaced by the Keystone Hotel in the early nineties. This hotel was owned by Mike Metcalf. The building had an old-fashioned brick upper floor with two vacant stores upon the ground floor before it met its nemesis.⁵⁰ Later, about 1900, he owned the Eureka Hotel which was situated on the Bartlet, Macdonald & Gow parking lot.⁵¹

The closing years of the seventies and early eighties witnessed further business expansion along Sandwich Street. In this period "Ham" Trumbull opened his frame bake shop and ice-cream parlour where the Jolim Restaurant stands today.⁵² His son was shot and killed by the Rev. Spracklin in a liquor raid during the prohibition era according to Archie Napier. Two stores to the east of the Trumbull shop belonging to John Gates were purchased by Simon Meretsky who converted them into the Sheldon Apartments after the turn of the century. Mr. Gates sold pianos and musical instruments during the gay nineties. The Winters Fish Market at No. 155, Sepner's Shoe

Store at No. 163 and D. L. Wigle's Hardware Store at No. 171 Riverside Drive arose at the close of the seventies when the Windsor Wood Market was in the process of commercial subdivision. George Hallett's wholesale fruit store at No. 177 Riverside Drive accentuated further the change of the wood market into a more variegated produce emporium. At the southwest corner of Windsor Avenue, E. B. Mooney established an implement business where he sold Massey-Harris products. His plows and other agricultural equipment were displayed outside this building along Windsor Avenue and Pitt Street. His wooden building was torn down and replaced by Mr. Holden and the present brick building arose around 1909 or 1910.⁵³

To the east of the Davenport House in the early 1880's stood the wooden store of Mr. Glazer who built and sold showcases. He moved to his second location inside the British-American Hotel in the nineties. The earlier location was destroyed by fire in 1909 and the lot has been vacant ever since. The Eureka Art Company purchased the wholesale grocery of Mr. Offert. The Eureka Company rented the downstairs to Reuben Purser the plumber while it occupied the upstairs. Here its artists produced their hand-painted portraits of important Windsorites during the nineties. The Recap Art Company, an American photographic enlargement firm followed in the early 1900's. Today the southwest corner of Mercer and Sandwich upon which it stood is a vacant lot.

East of Mercer Avenue, there was little evidence of commercial extension. Instead we note the abandonment of this area by many merchants who preferred to relocate closer

to Ouellette Avenue at this time.⁵⁴ Another block upon Sandwich Street which witnessed the appearance of new enterprises, however, was that occupied by the British-American Hotel. At the corner of Water and Upper Ferry Streets was situated the second store of Mr. Glazer. It was previously noted that he manufactured show-cases. His store comprised the eastern half of a one story frame building between the hotel and Water Street. A verandah extended over the roof of this building and it served the patrons of the British-American Hotel in the late eighties and in the nineties. The western or front portion of this frame building facing on Ouellette Avenue was occupied by John Duck who operated a brokerage house and the news business establishment of Colonel Baxter (he handled the Detroit News) adjoining the hotel. The hotel was owned by the Medbury Estate in the middle eighties when the present brick building was erected.⁵⁵

South of Mr. Glazer on Upper Ferry Street was published "The Windsor World" a newspaper published by Mr. Dickenson. His daughter Martha at one time was clerk for the City of Windsor. In appearance he was the image of Mark Twain. The newspaper occupied the entire ground floor of the hotel up to the jog on Upper Ferry Street. At the southeast corner of the British-American Hotel, William Morton, brother of Mrs. Dr. Joinville had his insurance office. His door opened diagonally onto both Upper Ferry and Sandwich Streets as does the present door.⁵⁶

At the present No. 10 Riverside Drive immediately west of the insurance office, Mr. Paddon ran his plumbing shop.

Minto's Tea and China Shop occupied the site of the present British-American coffee shop. Then came the hotel entrance, the bar door of which, opened out onto both Ouellette and Sandwich Streets as at present. The hotel took up the rest of the first floor except for No's 48 and 60 on Ouellette Avenue which contained the large cigar store and "bookie" business of Mr. Gibson.⁵⁷ The premises noted above continued in business during the period which followed the erection of the hotel in 1885.

The business district of Windsor did not stop at Ouellette Avenue but continued beyond the redevelopment area to the west. Nevertheless the trend of development following the arrival of the Great Western Railway was east along Sandwich Street until the 1880's. Thereafter, business began to relocate. Many merchants shifted to new locations either closer to Ouellette Avenue along Sandwich Street or to Pitt Street. This reflected the effects of the establishment of the Ouellette Avenue ferry wharf and the rebuilding activity following the great fire. The result was the migration of business and the subsidiary commercial growth upon Ouellette, Goyeau and Windsor Avenues as well as along Pitt Street.

Following the fire of 1871 Ouellette Avenue and the area within the two blocks that had been totally burned out recovered slowly. The McGregor Stables were moved from the northeast corner of Pitt and Ouellette Avenue to the southwest corner by David, the brother of Robert McGregor. John Curry, who came to Windsor in 1835, had purchased the northeast corner and the stage route between Sandwich, Amherstburg

and Chatham.⁵⁸ He prospered greatly in this line of business even after the arrival of the Great Western Railway. His sons John and James carried on after his death in 1861. The first Curry block was erected at this corner in 1867 and as was noted it fell victim to the fire.⁵⁹ In the seventies the two-story Post Office building stood at this corner. The ground floor was utilized by the postal authorities while the second story housed various offices, including Murdock's Picture Gallery. North of the Post Office building, where the main Ouellette Avenue entrance to the C. H. Smith Store is to be found at present, there was an open yard which served for the parking of horses and rigs. In 1879 the Post Office moved to the northwest corner.

Immediately north of it was erected in 1871 the bookstore of George Fraser. His first clerk was Victor E. Maren-tette, who ten years later established his own store directly across the street where it is still doing business. Other clerks hired by Mr. Fraser were Messrs. George Grant, M. DalGLISH, Colborne Wright and George Copeland.⁶¹ Mr. Copeland operated the business for a short time in 1875 when first he arrived in Windsor. Thereafter he followed the Curry brothers to their second block at the corner of Ouellette and Sandwich now occupied by the Dominion Bank.

The Canadian Bank of Commerce stood at the present Ouellette Avenue entrance to Bartlet's and was traded for the corner lot after the turn of the century. Stover's Cigar Store at the corner was replaced in the nineties by Peck's three-story clothing and dry goods store and then by the bank.

A. B. Learoyd operated a dry goods store at the site of the Bondy Shoe Store of the present day in the nineties. Mike Ritchie maintained his general store at the same time but to the south of the present Bartlet entrance. Upon selling it to Walter Bartlet after the turn of the century, it was incorporated as the most southerly portion of the modern store. The modern front, which was erected by the Bartlet firm within the last ten years, however, has served to obliterate all traces of the Ritchie store.⁶²

Immediately to the south, in 1887 was erected the telephone building.⁶³ Next followed the Curry block. It was built at the same time and housed various stores during the nineties. At the corner of Pitt Street was the cigar store and pool hall of "Goldie" English.⁶⁴ He sold out to Meadows and Walker about 1900. They managed a confectionery shop at this corner for years. Adjoining this cigar store to the north was the store of "Harvey the Tailor". Diebel's Ladies Wear Shop and Bradley's Jewellery Store occupied the stores north of the tailor shop. Law offices, photographer's studios and other assorted establishments were situated within the second story of this building.⁶⁵

After 1900 the building became the Ellis Block. It was named after H.T.W. Ellis of the law firm of Ellis and Ellis. It was on the second floor. He resided within the old Thorburn house on Crawford Avenue which subsequently became the first unit of Grace hospital. The Ellis building extended south of the Ritchie Store almost to the corner of Pitt Street. Later the C. H. Smith store purchased and

demolished it to make way for the present section of their store. The corner was sold by Meadows & Walker to the Huron and Erie Trust Company which erected the present building standing there. The C. H. Smith Company also purchased this property and it constitutes part of the present store.⁶⁶

Very little in the way of business establishments existed outside of the area along Sandwich Street and Ouellette Avenue prior to 1885. Between Dougall and Windsor Avenues were included the vast majority of commercial enterprises within the Town of Windsor. Pitt Street remained residential on the whole, but the major concentration of homes did not extend much beyond two blocks to either side of Ouellette Avenue. The north side of Pitt Street, east of Ouellette Avenue, remained vacant well on into the 1890's except for the warehouses of Smith & Duck and of Morton & Christie. Until 1880, the Ouellette Avenue business district to all intents and purposes ended at Pitt Street. South of the Beeman House in the next few years however, a few ramshackle frame businesses were conducting business as far south as Chatham Street. These stores sold harness and agricultural implements in the main.⁶⁷ A single tailor shop, operated by Danny Webster stood among these businesses. On the west side of the street was the McGregor Livery Stable as mentioned previously. This incipient southward extension of business, unfortunately was ended with the outbreak of the Beeman House fire in the spring of 1887. It razed all of these detached frame buildings.

The Manning House immediately replaced the Beeman House at the southeast corner of Pitt and Ouellette Avenue.

Mike Manning was followed as owner of this grey brick building in 1900 by Mr. Appleton.⁶⁸ The Royal Bank of Canada, later took over part of the building facing on Pitt Street. Recently, they erected their splendid new bank building after demolishing their part of the old hotel. Eberwein's Gift Shop and the Seaway Restaurant, at No. 168 and No. 172 Ouellette Avenue respectively, are part of the old hotel which may be seen above their premises. P. B. McLeod's Book Store occupied the Eberwein shop during the nineties. The Mason & Mason Grocery Store adjacent to it in those years, is the present Seaway Restaurant. The modern fronts now conceal the appearance of the older stores. The second and third floors above the newer stores are the old unaltered hotel. For a short time the Invisible Menders firm rented the second floor. Otherwise the old hotel rooms remain as they were at the turn of the century. Mr. Holton erected a two-story brick building to the south of the Manning House in the early nineties. The newer Good Housekeeping Building at No. 176 occupies its site. Mr. Holton was a banker and used his building for that purpose. Grinnell Brothers of Detroit erected a brick building where Jackson Clothiers and Heintzman & Company are today. Unlike the present building, the Grinnell Block contained three stores around 1890 - a jewellery store, a Chinese laundry and Percy England's butcher shop.⁶⁹ The Stanfield Jewellery Store of our day, immediately to the south was erected by Mr. "Billy" Everett where he sold vegetables and meat. It was built in 1890 also. After selling out to Peter Harvey, the tailor, he moved to a location by the market where Chapman's butcher

shop now stands. Included within the Everett building today is the Souvenir Shop to the south of Stanfield's. At the northeast corner of Ouellette and Chatham Streets, about 1890, stood an old two-story brick building. It contained the shoe store of Douglas Paine and, at the corner, the flower shop of C. R. Tuson (a later mayor of Windsor) as well as a hair dressing establishment upstairs. Mr. Tuson, the owner of the building, sold it to Oak Hall around 1917 when that gentleman erected the present building.⁷⁰

At the southeast corner of Chatham and Ouellette, stood the Vital Ouellette home before it was removed to the present site of the Commodore Tavern, in the early 1880's. Later in that decade, Mr. Soper, a real estate man, had his office in a small frame cottage at this corner. This home stood alone on this block for years.⁷¹ The Bank of Montreal at this location today was built by the Merchants Bank early in the twentieth century. Earlier, in the middle eighties, the Merchants Bank had their building at the southwest corner of Ouellette and Sandwich Street opposite the British-American Hotel and south of the Medbury Block. After amalgamation with the Bank of Montreal, it sold this building which became the old Ritz Hotel.⁷²

Mr. John Curry built the next building to the south of the bank to house his real estate office about 1911. The site was vacant before he arrived there. He was the son of the older Curry mentioned earlier and had embarked upon a banking career with his brother James, at the southwest corner of Sandwich and Ouellette Avenue. When the Dominion Bank pur-

chased this corner property in 1908 and erected the present building there, he turned his attention to real estate.⁷³

Mr. Lyttle began his first bakery shop in the same building after Mr. Curry moved to other quarters. After his death, Mrs. Lyttle carried on. Although she has passed on the business continues to use the name at its new location at 507 Ouellette Avenue.

The Labelle estate erected the one-story building to the south of Mr. Curry shortly after 1900. At that time it contained two stores which were rented by the Windsor Gas Company for a number of years. This building was extended south until it reached London Street. All of this area belonged to the Labelles.⁷⁴ Adjoining the Gas Company was Fuller's Poolroom where Ronald Furs stands today. He was the brother of Mr. "Gordie" Fuller. Brown's shoe store occupied the site where Wickhams is at present. Pond's Drug Store moved from Sandwich Street to the last store in the building at the northeast corner of London and Ouellette Avenue. Before he located here, however, he was obliged to buy out an earlier druggist by the name of Alexander Stuart.⁷⁵

The entire block enclosed by Ouellette Avenue and Cartier Place to the west and east and by London and Park Streets on the north and south, was called Ouellette Square. This park was utilized by the Militia for the performance of military drills and by the townsfolk as an ideal place to hold all manner of sporting competitions during the eighties, nineties and early years of the new century. In 1900 only two houses stood upon this square, the Langlois and Manning homes

facing Park Street and Cartier Place respectively. This block was not completely built up until 1927.⁷⁶ The same holds for the section of Ouellette Avenue between Park Street and Maiden Lane. St. Mary's Academy occupied this frontage and back to the west of St. Alphonsus Church until 1928 when the property was secured by the Tunnel Company.

In view of the existence of the park at Ouellette Square and of St. Mary's Academy further southward expansion of business was retarded. The building of the Windsor Armouries in 1903 and of the Heintzman Block in 1905-6 along London Street between Cartier Place and Ouellette was the last evidence of commercial encroachment upon Ouellette Square before the end of World War I. Residential construction upon both sides of Ouellette Avenue, however, began at this time. Only after 1910 when Mr. John Curry erected his block at the northwest corner of Park and Ouellette did commercial building begin to replace the residences upon the west side of the street south of London Street.⁷⁷

During the last two decades of the nineteenth century business expansion was evident also along Pitt Street. Isolated islands of business had appeared upon this street earlier, but in this period these began to grow together. Nevertheless, it was not until the twentieth century that Pitt Street East assumed its modern appearance. The most remarkable alterations marked the region between Ouellette and Mercer Avenues.

As noted previously the north side of Pitt Street between Ouellette and Goyeau Avenues, in 1878 contained only

the Post Office, the Smith & Duck warehouse, and Ovington's hotel. During the later eighties and the nineties the whole north side was vacant from the Curry building at the corner of Ouellette to the Morton & Christie Hardware store. This stood alone for many years facing out upon Pitt Street. It was part of their Sandwich Street store which was built out to Pitt Street. This rear section of their store served as a warehouse for pipes, pumps and so forth purchased by the farming community.⁷⁸ Mr. William Douglas bought out the entire premises around 1900, but closed down the Pitt Street section.

To the east of this warehouse after the late eighties, English the feed man, operated a store where he sold oats and hay. The store was within a frame home and the feed was piled upon the verandah and grounds surrounding it. The Cleminson wood yard stood beside this building and it was conducting business in the early nineties. Between it and the corner a frame house contained the second hand store of Mr. John Bayne.⁷⁹ Immediately west of the Woodbine Hotel at the corner about the turn of the century stood Ordon's Hardware. This two-story brick building had been the hotel kitchen earlier. The Woodbine Hotel was built about 1885 by Ovington and it replaced that man's earlier frame hostelry.⁸⁰

England the real estate man, built the low one-story grey brick building to the east of the Huron & Erie building at Ouellette Avenue in 1905. Mortin the cigar man occupied England's building at this time. This building is included in the C. H. Smith store. The two-story brick building east

of this, and also part of the C. H. Smith Store today, was erected by Mr. John Davis in 1905. It was at this site that the earlier Duck & Smith and Morton & Christie warehouses had been. Prior to the construction of the England and Davis buildings most of this section had been vacant although it was surrounded by a tall fence.⁸¹ Within this enclosed yard were hitching posts at which farmers tied their horses and buggies when they came to town each Saturday to buy supplies. The Erie Tobacco Company occupied the two-story section built by Davis where it manufactured "Queen's Navy" chewing tobacco. In addition, the building contained a harness shop upon the first floor in 1905. Later the Douglas wallpaper store replaced it and in turn it was followed by the Palmer & Clark Millinery and Ladies Wear store in 1914. Shortly thereafter Mr. C. H. Smith bought them out. Mr. Palmer thereafter went into the hotel business with Mr. Norton.⁸²

The English feed store site to the east was purchased by a Detroit syndicate which erected a theatre there in 1900. They named it the Windsor Theatre and it was operated by a Mr. Kontze (sic) an American. The theatre presented four vaudeville acts, a silent movie and an orchestra in those days. Mr. Kontze owned various theatres around Detroit as well as penny arcades, but his Windsor venture apparently proved to be unprofitable. Mr. Simon Meretsky bought the Windsor Theatre from him in 1916 and ran it as a theatre twice weekly until he became involved in the Palace and the Capitol Theatres. This was the first motion picture theatre in Windsor. Thereafter he leased it to C. H. Smith. The Smith

The Smith store owns it at present.

After the Davis Block was erected the farmers parked their horses and wagons where Adelman's store stands today. The Cleminson wood yard and the Bayne store had passed away leaving a vacant lot here in 1905. Later Adelman had a concrete building at this site which burned down about eight years ago. He replaced this with his present pressed brick store at that time. In the nineties the Woodbine belonged to Mr. Pratt.

Across the street from Ovington's frame hotel, at the southwest corner of Pitt and Goyeau about 1875 was erected the Detroit Exchange Hotel. It was built by Mike Rochford who also owned the Imperial Hotel at the southeast corner of Ferry and Sandwich Streets and the Bank Hotel opposite Upper Ferry Street in the 1880's.⁸⁴ Dan Chater, Sr. owned the hotel in the next decade. Thereafter it was called the Herendeen and at present it is known as the Munroe House.

Between this hotel and the Beeman House there were frame and brick houses along the south side of Pitt Street. These remained there until 1910 when the present commercial buildings began to go up. The building which contains the Union Men's Shop of our day, behind the new Royal Bank building had been the back part of the old Manning House. In the early 1920's Howe's barber shop and an electrical shop run by Barton Netting occupied the western and eastern sections of this structure. After they moved away both premises were utilized by the Windsor, Essex & Lake Shore Railway as a waiting room.

to the east of this building were two old brick houses separated by quite an extent of vacant land and grounds around them. They were still standing at the time of World War I. At present the Recreation Building, erected in 1924, has replaced them. Nearest to the Manning House was the home and office of Mr. Oliver, a Justice of the peace who sold marriage licences. In the central portion of the modern building was situated the residence of Dr. Menard.⁸⁵ These homes had been there since the 1880's and their removal presaged the gradual displacement of the residential character of the street.

Further east in the 1870's, were the frame houses belonging to James Stewart, the brother-in-law of James Webster the tailor, and Dr. Aikman, James Templeton preceded Mr. Stewart as the neighbor of Dr. Aikman. Shortly before 1900 Dr. Aikman moved to the southwest corner of London and Ouellette Avenue.⁸⁶ Between the frame and brick houses a vacant lot supervened. At present this area is occupied by the Osterhout building. In 1910 when it was erected by that man it contained three floors. Now it has only two as a result of a fire which destroyed the third floor. The Cadman Business College occupied the two upper levels. Miss Surby bought him out. On the ground floor are situated the present Steve Paris Shop, the Federal Outlet and the Canada Salvage. Before them in the twenties the Misener Confectionery Shop and a clothing store occupied the first floor.⁸⁷

Mr. O'Dell erected the brick house at 118 Pitt Street around 1885. This building stood to the east of the frame

corner building on the northeast corner of Goyeau and Pitt Streets where he conducted his first undertaking establishment. As his business enlarged he was obliged to build the brick one which also served the needs of his profession. The present Chrom Block (Nos. 124, 126, 130 and 136 Pitt Street) was erected in 1923. Previous to this, this had been vacant land to the alley. East of this lane stood Johnny Mayville's double brick house. It is part of the present brick block at Nos. 148 and 156 Pitt Street. This brick house would be 75 years old if it were still standing. Its bricks went into the construction of the present building.⁸⁸ The rest of the north side of Pitt Street to Windsor Avenue was a vacant lot in 1885, except for the Mayville Blacksmith Shop at the southwest corner. This had been part of the old Windsor Wood Market. The blacksmith shop at the northwest corner of Pitt and Windsor Avenue, was an old frame building which had been at that location since the late sixties. Alex Napier, the father of Archie, worked here when he came to Windsor seventy-five years ago. It remained standing until 1900 when Mr. Pageau (sic) built the present brick block and rented it to Banwell. At present it is occupied by the E. G. Manor Co. Ltd. an automatic heating firm.⁸⁹

Across the street from O'Dell's two houses, at the southeast corner of Pitt and Goyeau Avenue, stood the Bank of Upper Canada. This frame one room building was erected by Messrs. Fishers of Detroit in 1855.⁹⁰ Attached to it at the east was the handsome brick residence of the bank manager. The former building faced on Goyeau while the latter fronted

upon Pitt Street. There remains evidence of the brick building in the present composite structure occupying this site where it faces upon the corner gasoline station. During the 1860's J. W. Rogers was the manager of the Windsor branch who presided over its financial disintegration. With the collapse of the real estate boom of the fifties, the Bank found itself in possession of masses of unsaleable properties. As it was one of the older banks, it had established its branches in the lakeshore ports of the Province which were dependent upon water borne traffic. When the railroad diverted the stream of traffic formerly handled by these towns, the majority of the branches of the Bank of Upper Canada stagnated. Its newer rivals were able to establish within the newer railway towns and steadily grew stronger as the older bank declined. The inevitable occurred in 1866 when the Bank of Upper Canada collapsed financially and with it the Windsor Branch.

91
S. S. Macdonnell, who had lived in a large clapboard home on the southwest corner of Aylmer and Sandwich Street previously, now purchased the brick home and moved there. When he left Windsor for Toronto the house became the property of Mr. (later the Hon.) J. C. Patterson. In the nineties, after that man left for Manitoba, the house became the residence of Mr. Black, a director of Hiram Walker & Sons.

92
The Molson Bank took over the corner site of the Bank of Upper Canada after that institution's demise. It was replaced, when it in turn was compelled to leave Windsor, in 1893 by Langbree's Restaurant. Mr. Langbree bought the site

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from the bank at that time and established Windsor's first restaurant.⁹³ At present the Goodwill Industries Ltd. building (Nos. 101, 137 and 141 Pitt Street) was built around it in 1914. The Home Furniture Company occupied the site before the present concern.

Nos. 159-161, also on the southern side of Pitt Street, now the Excelsior Monuments and Markers firm has always contained the premises of marble cutters. Walter Shoreland operated the Windsor Marble Works in the early seventies at the northwest corner of Windsor and Chatham Street. It had a wooden building on Windsor Avenue where he produced tombstones. The yard where these were laid out extended south of Mrs. McMahon's frame home in 1878. John Riggs was the rival of Mr. Shoreland. He was located where the Excelsior people are at present and to the west of Mrs. McMahon's corner house. He built the present stone block building about 1900. His yard extended to the east only for approximately twenty feet. The two marble yards took in the eastern half of the block at Windsor and Chatham Street.⁹⁴

The southwest corner was residential until the 1880's. Thereafter it remained vacant and was used by Windsor to store its snowplows until about 1900 when the Penberthy Building was constructed. This building has been torn down three or four years ago and thus the corner has become vacant once more.

Johnny MacKies Hotel was established at the northeast corner of Pitt and Windsor Avenue. John A. Finnie remembered

that cock-fighting was one of the attractions provided its patrons. This hostelry was followed by the Empress Hotel around 1878. Its proprietor was Mr. George A. Nyon.⁹⁵ A large frame house replaced it in the later 1880's and it remained there until its demolition three or four years ago. It had been built by a Dr. O'Donnell (sic). It was purchased by Hamilton Trumbull in the nineties who made it over into a confectionery store. He built the Blue Water building immediately north of this house also facing upon Windsor Avenue about 1900. The backyard of the corner house ended at about the middle of the block and included Nos. 214, 218 and 226 Pitt Street, He erected these around 1910.⁹⁶

Immediately west of the present alley in the eighties was situated the livery stable of Bill Miller. He sold it to Richard Mulcaster in the next decade. Mrs. Miller frowned upon the family name and caused her husband to alter it to Millard. Dr. Millard, his son, was the chief chemist for Parke Davis.⁹⁷

At the present time, the central fire hall stands east of this alley. This high brick building was erected about 1930, at approximately the same time as the present Market building which it faces. The preceeding fire hall, a similar brick structure, was at the same location. As we noted earlier it came into existence in 1888. The old Town Hall is directly north of this building.

Mr. Weingarden had his first furniture store upon what is the present parking lot of the fire hall. In the late 1890's he removed to the location on Sandwich Street where the

Eureka Theatre building stands at present. Dave Meretsky opened Windsor's first Jewish Synagogue in this shop in 1899. He paid John Curry \$5.00 a month rent for the use of the store. Mr. Curry suggested, when the congregation fell in arrears for ten months' rent, that they purchase the building and apply this sum to the total price. The congregation agreed for the amount of \$500 in all. Mr. Meretsky became the first president of the fourteen Jewish families in the original synagogue. In 1902 the building was sold by the congregation to Mr. Meretsky for \$1,000 and he opened his second hand shop there. His firm in time expanded to become Meretsky & Gitlin. The congregation then bought a small lot at the southeast corner of Mercer and Brant Streets and Mr. Meretsky built a small cottage upon it in 1902 which served as the second synagogue until the building of the one at Giles and Goyeau Avenue in 1927.⁹⁸

Beside the Meretsky Store, Mr. Blackburn had his plumbing shop at No. 288 Pitt Street. Charlie Hawkins, the owner of the double building, ran a grocery store at the corner. Mr. Burnstein bought out Mr. Hawkins, demolished the building and erected the present block about 1907 or 1908. He operated a department store there but suffered bankruptcy.

The Windsor House at the southeast corner of Windsor and Pitt, was erected prior to 1866, and has remained there to the present day.⁹⁹ It was owned and built by Ducharme and Pratt. The two stores at the east end of the Windsor House were occupied by Everett's Butcher Shop after he moved here

from Ouellette Avenue in the early nineties. John J. Foster and his son "Ab" were there before him. He sold it to Mr. Shoemaker (sic) who in turn sold it to Mr. Chapman the present proprietor. The old building to the east of the hotel belonged to Mr. Banwell. He purchased the harness making business of A. E. Watson, his employer at this location in 1891 and continued in this enterprise until his removal to the northwest corner of Pitt and Windsor Avenue. He sold implements, buggies and harness.¹⁰⁰ This building was purchased by Mr. Chapman later. Mr. Banwell lived in a brick house next door where the Market Hardware is now. Aaron Meretsky bought the house and erected this store at 243 Pitt Street East. It was in this building that Baum and Brodie had their first store.

Beyond the alley had always been a market place. The preceding market building was smaller than that of our day, and in the centre of the block, surrounded by a cobblestone yard. It was covered by a corrugated iron roof. Although smaller than the present building, the grounds of the old market covered the same half block as at present. Market Lane and this Market Building date back to the early 1870's. The old Market was open at the sides and its entrance opened upon Chatham.¹⁰¹ Dave Liddell was the official weighmaster for many years.

After 1900 Mr. Eansor erected the brick building at the northeast corner of McDougall and Pitt Street. This land had been part of the Peter Craig property before this time. Similarly the contemporary Man Dees Products and Cock Bro-

thers are comparatively recent and occupy what was the Anderson and English, wood, coal and hay yard. Cock Brothers bought this property stretching to Sandwich Street. The Windsor Fish Distributors site has replaced the earlier Penberthy Injector Company property and before that it was all vacant land. The Penberthy Company occupied it from the turn of the century to about thirty years ago. Their one-story building extended almost to the northwest corner of Mercer Street. Mrs. Boomer, whose house was at the southwest corner of Sandwich and Mercer Avenue, had her stables at the southwest corner of Pitt and Mercer Avenue. This two-story brick house was built by J. W. Tringham who sold it to her. She in turn disposed of it to Mr. Teahan when she erected her Park Street home.

Cock Brothers were located at the southeast corner of McDougall before they removed to their present location. They had a small office in an old house facing McDougall Avenue at the corner. Their yard surrounding it contained piles of wood and hay. This property, which they purchased in 1900, was Cleminson's wood yard which had extended from Pitt to Chatham Streets before that time.¹⁰² The Cleminson property stretched eastward to the rear of the present Consumers' Warehouse, but Cock Brothers bought only the western half of it. John McConnell, a lawyer, bought the eastern section of it facing on Pitt Street. The present Consumers' Warehouse was built by Mr. Ballantyne the dairyman about forty years ago. The section of it called the Connell Building contains a cornerstone laid in 1924. Before M.J.P. Cleminson established his wood, coal and ice business this western half of

the block in the eighties had been the site of Mr. Henry Offet's woodyard.¹⁰³ Mr. McConnell had a large frame house to the east of the Cock Brothers' office. The parking lot beside it contained the large frame home of Mr. Moody a cobbler. Three little cottages followed and extended almost to Mercer Street. The Fairbanks Morse and J. T. Wing buildings replaced these forty years ago. These buildings if standing today would be 75 years old. Mr. James K. Webster, a tailor near the Great Western Hotel erected the large six-cornered brick house at the southwest corner of Pitt and Mercer Streets almost 100 years ago.¹⁰⁴ Upon his bankruptcy, the house became a rooming establishment. Mrs. Lyons operated it for years. Thereafter Mr. Lafontaine, the furrier, bought it and his son still carries on the business.

Mr. John Sepner, a German shoemaker with an English wife, lived at No. 408 at the northeast corner.¹⁰⁵ This very old two-story brick house was erected in the seventies upon what was formerly vacant land. Mr. Sepner's cobbler shop stood on Sandwich Street as noted in connection with the opening of the woodmarket. His son, also named John, was a cobbler as well and had his shop in the British-American Hotel. The McLindens resided to the east at No. 422, a home that must be at least 75 years old. They were relatives of the Hanrahans and spent much time in connection with the racing activities associated with the Hanrahan House (now the Drake House). The present machine shop to the east was owned by Fred Parent who lived across the street at No. 429 in the 1880's.¹⁰⁶ It is 35 years old. Prior to that the lot was

vacant. Manly Squires built No. 454 as his home sixty years ago. He owned all the land as far east as the alley. Before he bought it the land was vacant except for an old barn. Dr. Cruickshank's barn occupied the northwest corner of Pitt and Glengarry Avenue. This was the back portion of his property facing on Sandwich Street. The Auto Welding Company has taken this site since. Manly Squires built the cement block structure (Nos. 464 and 468) which he rented to the Mercury Chemical and Arndt-Palmer Laboratories. His property carried back to Sandwich Street.

The Shepley family lived in the old two-story brick house across from the Sepners. To the east of this corner home they owned an equally old frame home which was demolished about thirty years ago. Beside the frame home, which they rented, is another home which also goes back to the eighties. This is No. 429 in which lived Fred Parent. Daniel Squires owned both No. 441 and 447. He was an old retired farmer who had come to Windsor from near Kingsville. He bought these houses which were old when Archie Napier was a boy.¹⁰⁷ He lived within the first of these and rented the other. He was the father of Manley.

Arthur Paddon, the plumber in the British-American Hotel, owned No. 463 in the eighties and nineties. Mr. Labadie, the father of Mrs. "Vic" Marentette, owned the house before him. This very old building had a brick front and a concrete rear added since. The southwest corner has been vacant until about ten years ago when the present Capitol Egg and Poultry building was erected. This was owing to a property title dispute.

The business district expanded considerably as can be seen by the foregoing enumeration. Although Sandwich, Ouellette and Pitt Streets in the eighties and nineties contained the vast majority of the business enterprises within the redevelopment area, others were scattered about throughout the district. In general these other business concerns tended to concentrate upon Chatham Street to the south and along the vertical streets between it and Pitt Street. Nevertheless, Chatham Street in 1900 still remained more residential than commercial in character. This is not surprising because even Pitt Street in that year still retained a strongly residential flavour especially east of Mercer and west of Windsor Avenue. Thus it may be said that only Sandwich Street and Ouellette Avenue were primarily business streets while Pitt was definitely beginning its transformation in that direction by 1900. Chatham Street followed Pitt Street as a commercial avenue around the opening of World War 1.

CHAPTER IV

FOOT NOTES

¹ Map of the Town of Sandwich, Village of Windsor and Adjacent Territory, 1850, Macdonald Historical Collection, Windsor.

² Ibid.

³ Canadian Emigrant, March 7, 1835.

⁴ Statements by George F. Macdonald, personal interview by Neil F. Morrison, August 27, 1957.

⁵ Canadian Emigrant, op. cit.

⁶ Statements by George F. Macdonald, personal interview by Neil F. Morrison, September 18, 1956.

⁷ Allen L. McCrae, Recollections of Old Windsor Hotels. Property of Neil F. Morrison.

⁸ Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, November 21, 1960.

⁹ Statements by Mr. George F. Macdonald, personal interview by Neil F. Morrison, September 18, 1956.

¹⁰ Statements by Mr. George F. Macdonald, personal interview by Mr. Neil F. Morrison, November 8, 1955.

¹¹ Photograph of Sandwich Street South between Ouellette and Goyeau Avenues, 1860, Macdonald Historical Collection, Windsor.

¹² Statements of Mr. John Turk, personal interview by Mr. George F. Macdonald, Historical Collection, Windsor.

¹³ Detroit Free Press, October 13, 1871.

14 Windsor Herald, May 19, 1855. This Council Building was mentioned vaguely in many articles throughout 1854 and 1855.

15 Statements by Mr. George F. Macdonald, personal interview by Neil F. Morrison, November 28, 1953.

16 Statements by Mrs. J. H. Richards, personal interview by Neil F. Morrison, May 7, 1952.

17 Commemorative Biographical Record of the County of Essex, Toronto: J. H. Beers & Co., 1905, p. 434.

18 Neil F. Morrison, "Recalls Windsor Avenue In the Windsor of the Latter 1860's!". John A. Finnie Notes, November 13, 1948.

19 Statements by Mr. Thomas Longley, personal interview by Neil F. Morrison, July 18, 1955.

20 Ibid.

21 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, November 21, 1960.

22 Advertisement in the Windsor Herald, May 9, 1856.

23 Statements by Mr. Thomas Longley, personal interview by Neil F. Morrison, July 18, 1955.

24 Statements by Mr. Archie Napier, op. cit.

25 Commemorative Biographical Record of the County of Essex, op. cit. p. 43.

26 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, November 21, 1960.

27 Statements by Mr. Clyde W. Curry, personal interview by Neil F. Morrison, October, 1953.

28 Detroit Free Press, October 13, 1871.

29 Walter Gow, Windsor Folks Scrapbook, 1876-1900. Personal collection of Mrs. Gow, Toronto. p. 7.

- 30 Statements by Mr. George F. Macdonald, personal interview by Neil F. Morrison, September 18, 1956.
- inte: 31 Walter Gow, op. cit. p. 40.
- 31 Walter Gow, op. cit. p. 40.
- 32 Statements by Mr. George F. Macdonald, personal interview by Neil F. Morrison, November 25, 1958.
- 33 Ibid.
- 34 Windsor Daily Star, September 5, 1936.
- 35 Ibid.
- 36 Statements by Mr. George F. Macdonald, personal interview by Neil F. Morrison, November 18, 1947.
- 37 Francis Cleary, "Passing of Moy Hall", Essex Historical Society: Papers and Addresses, III, (1921), p. 62.
- 38 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, November 21, 1960.
- 39 Allen L. McRae, Recollections of Old Windsor Hotels, in possession of Neil F. Morrison.
- 40 Statements by Mr. George M. Duck, personal interview by Neil F. Morrison, June 4, 1953.
- 41 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, November 21, 1960.
- 42 Walter Gow, op. cit. p. 30.
- 43 Ibid., p. 32
- 44 This western part of the C. H. Smith store was the old Smith & Duck premises.
- 45 Statements by Mr. Archie Napier, op. cit.
- 46 Statements by Mrs. J. H. Richards, personal interview by Neil F. Morrison, May 7, 1952.
- 47 Statements by Mr. Archie Napier, op. cit.

48 While these lines were being written the building was undergoing demolition.

49 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, October 26, 1959.

50 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, November 21, 1961.

51 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, April 13, 1961.

52 Statements by Mrs. J. H. Richards, op. cit.

53 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, November 21, 1961.

54 Viz., Messrs. O. E. Fleming, Blackadder, Glazer, Reuben Purser, Gluns, Cherney, Davenport.

55 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, May 18, 1961.

56 Ibid.

57 Ibid.

58 Anon., Commemorative Biographical Record of the County of Essex, Ontario, Toronto: J. H. Beers & Co., 1905, p. 24 ff.

59 Statements by Mr. Clyde W. Curry, personal interview by Neil F. Morrison, October 1955.

60 Statements by Mr. John A. Finnie, personal interview by Neil F. Morrison, October, 1947.

61 Anon., Commemorative Biographical Record of the County of Essex, Ontario, Toronto: J. H. Beers & Co., 1905, p. 393.

62 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, May 18, 1961.

63 Statements by Mr. Walter Griffiths, personal interview by Neil F. Morrison, May 16, 1953.

- 64 Statements by Mrs. C. D. Fraser, personal inter-
view by Neil F. Morrison, September 21, 1953.
- 65 Statements by Mr. Clyde W. Curry, op. cit.
- 66 Statements by Mrs. C. D. Fraser, op. cit.
- 67 Statements by Mr. Walter Griffiths, op. cit.
- 68 Statements by Mr. Clarence F. De Fields, personal
interview by Neil F. Morrison, October 1, 1953.
- 69 Statements by Mr. Archie Napier, personal inter-
view by Neil F. Morrison, June 22, 1961.
- 70 Statements by Mr. Gordon Douglas, personal inter-
view by Neil F. Morrison, October 1, 1953.
- 71 Statements by Mr. Archie Napier, personal inter-
view by Neil F. Morrison, June 22, 1961.
- 72 Statements by Mr. George F. Macdonald, personal
interview by Neil F. Morrison, September 18, 1956. The present
Ritz Hotel is at the southwest corner of Goyeau and Sandwich
Street.
- 73 Statements by Mr. Clyde W. Curry, op. cit.
- 74 Statements by Mr. Archie Napier, personal inter-
view by Neil F. Morrison, June 22, 1961.
- 75 Ibid.
- 76 The following buildings arose within this block:
Armories, 1903; Heintzman Block, 1905-6; Palace Theatre, 1918;
King Building ; Canada Building, 1927; Prince Edward Hotel,
1921-2.
- 77 Statements by Mr. Clyde W. Curry, op. cit.
- 78 Statements by Mr. Archie Napier, personal interview
by Neil F. Morrison, April 13, 1961.
- 79 Statements by Messrs. Walter F. and Frank A. Brooke,
personal interview by Neil F. Morrison, October 2, 1953.

- 80 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, March 27, 1961.
- 81 Ibid.
- 82 Ibid.
- 83 Statements by Mr. Simon Meretsky, personal interview by Neil F. Morrison, October 5, 1953.
- 84 Walter Gow, op. cit. p. 36.
- 85 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, March 27, 1961.
- 86 Walter Gow, op. cit. p. 39
- 87 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, March 27, 1961.
- 88 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, October 26, 1959.
- 89 Ibid.
- 90 Windsor Herald, October 20, 1855.
- 91 Neil F. Morrison, Garden Gateway to Canada: One Hundred Years of Windsor And Essex County, 1854-1954, Toronto: The Ryerson Press, 1954, p. 68.
- 92 Statements by Mr. Lyle Copeland, personal interview by Neil F. Morrison, October 9, 1953.
- 93 Statements by Messrs. Walter F. and Frank A. Brooke, op. cit.
- 94 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, October 26, 1959.
- 95 Map of Windsor 1878, G. F. Macdonald Historical Collection, Windsor.
- 96 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, October 26, 1959.

- 97 Ibid.
- 98 Statements by Mr. Simon Meretsky, op. cit.
- 99 Statements by Mr. G. F. Macdonald, personal interview by Neil F. Morrison, November 28, 1953.
- 100 Anon., Commemorative Biographical Record of the County of Essex, Ontario, op. cit. p. 133. ff.
- 101 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, October 26, 1959.
- 102 Ibid.
- 103 Statements by the Rev. William Harrison, personal interview by Neil F. Morrison, August 12, 1948.
- 104 Walter Gow, op. cit. p. 43.
- 105 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, Oct. 26, 1959.
- 106 Ibid.
- 107 Ibid.

CHAPTER V

RESIDENTIAL EXPANSION IN THE REDEVELOPMENT AREA

The residential district within the redevelopment area in 1880 was situated to the south and east of the commercial streets mentioned in the preceding chapter. In general, a transition belt existed between the commercial and residential districts. East of Mercer Street was almost wholly residential, while to the west was a mixed commercial area. Thus south of Pitt Street was overwhelmingly residential except for a scattering of commercial and institutional buildings.¹

Windsor had expanded southward by 1878 in a most uneven fashion. Certain streets exhibited greater growth than others, but the great majority of their buildings were situated between Wyandotte Street and the river and between Langlois and Bruce Avenues. All of the north - south streets from Ouellette to Langlois Avenue extended inland for a considerable distance beyond Wyandotte Street, but of these Howard (including Aylmer and Glengary) and Goyeau Avenues contained the most heavy concentration of residential buildings south of that street. East of Aylmer only a few cottages stood below Wyandotte. Between Glengary and Goyeau Avenues, there was much more evidence of residential development to the south of Wyandotte Street, especially upon Windsor Avenue,

although all of it faced upon the vertical thoroughfares.

In 1878, considerable opening of cross-streets had occurred to the east of Mercer Street. The Pitt Street of today ends at Glengarry Avenue, but in 1878 this street between Windsor and McDougall Avenues was known as William Street and the segment of it to Glengarry was Stuart Street. Likewise, Chatham Street underwent a change of name as Stuart Street to the east of Windsor Avenue. London Street, however, stopped abruptly at Market Lane. This lane ran south from William Street (Pitt Street) to the eastern section of Windsor Avenue at City Hall Square. At the northeast corner of this square another cross-street proceeded east from Market Lane to Langlois Avenue. Between the square and Mercer Avenue this road was called Robinson Street and the remainder became Albert Street. Park Street terminated at the west side of City Hall Square. Almost opposite but slightly to the south of this junction, another cross-street began. From the east side of City Hall Square to McDougall Street it was denominated St. George Street while the rest of this thoroughfare was known as L'Assumption Street.

The remaining cross-streets to the south, originated at Mercer Street and proceeded east to Langlois Avenue. These were opened by S. S. Macdonnell and given Indian names by him. South of L'Assumption Street they were Brant, Wyandotte, Tuscarora, Cataraqui, Montmorency and Niagara Streets. All of them were put through following the opening of L'Assumption Street in 1877.

West of Mercer Street there were no cross-streets

south of L'Assumption, St. George Street and Park Street in 1878. In 1883, however, Wyandotte Street was extended west of Mercer Street to Bruce Avenue. By 1896 Cartier Place and Maiden Lane completed the roster of streets within the re-development area.²

Residential construction, more or less followed the extension of these cross-streets. Previously housing had faced upon the vertical streets. In 1878, Ouellette Avenue stopped at the Vital Ouellette home as far as residential development was concerned within the redevelopment area.³ After 1885 some housing appeared at the corners of Wyandotte and Ouellette and south of St. Mary's Academy. Ouellette was opened as far south as Tecumseh Avenue about 1886 and the open sewer was put through along its whole length during the late nineties. During the later eighties and nineties we noticed the rapid extension of business along Ouellette Avenue to London Street. This continued until about 1924 when it displaced Sandwich Street as the business street of Windsor. Thus, Ouellette Street, north of Wyandotte never was an important residential avenue.

Goyeau Avenue on the other hand was "the residential street of Windsor" according to Lyle Copeland, Gertrude Copeland and George Duck, especially the part of it north of Wyandotte Street. Whereas it had houses on both sides of the street almost as far south as the present Erie Street in 1878, these were not as closely concentrated as at present. Considerable filling in occurred during the eighties and nineties. At the turn of the century Goyeau Street was

built up solidly to Erie Street according to Clarence De Fields and Walter F. and Frank A. Brooke. The first homes upon it were located north of Wyandotte in the eighties and nineties.

Windsor Avenue was a mixed street in 1878. Before that date the section of the street north of Chatham had been residential upon its eastern side and a few homes were standing on the west side of the block south of Pitt Street. Beyond this residential district the street soon manifested commercial and institutional edifices. In addition to the Checker Store and the McKee and Windsor Houses, the Windsor Wood Market, Mayville's blacksmith shop and Shorelands Marble Works of the sixties and seventies, the second primary school in Windsor, All Saints' Episcopal Church and the Methodist Church were established upon the street north of City Hall Square. Upon the Square were the wooden barracks which were utilized as a primary and secondary school until the Central High School appeared there in 1873. In the region between Chatham Street and All Saints' Church stood the old Windsor Common of the sixties and early seventies. From Windsor Avenue it extended west to the alley and barns behind the properties which fronted upon Goyeau Street. This park served as the centre for the performance of all popular sporting contests as well as the celebration of national holidays. John A. Finnie recalled the tug-of-wars, wheelbarrow races, climbing of greasy poles, capture of oily pigs and foot races which were engaged in every May 24 and Dominion Day. A band-stand at the centre of this Common

entertained the crowds every afternoon and evening. After dark on Victoria Day a mammoth bonfire of old barrels and boxes, and a fireworks display was staged. All such holidays concluded with the band striking up "God Save the Queen".⁵

East of the Common between Chatham Street and the Episcopal Church was vacant also in the sixties. The first residence, still standing at the southeast corner of Chatham and Windsor, was constructed in 1870 by Dr. Carney a well-known physician and one-time Mayor of Windsor. Before it arose, the area was utilized by vendors whose booths served the crowds at the Common on such holidays. As the Common and the east side of Windsor Avenue gave way to housing, Ouellette Square became the central park of Windsor.

At the extreme south of the Square, behind the barracks in the sixties, stood a building which was dubbed the Pest House and which was employed in the confinement of epidemic cases. After the completion of the Windsor Central High School, the wooden barracks which had occupied the site previously, were removed on sleighs, carried south along Goyeau Avenue and relocated as the second Pest House upon the north side of the Coulee between Mercer and McDougall Avenues.⁶ Thereafter, the southern part of City Hall Square was employed as a stray cattle-pound until about 1880 when the Salvation Army erected its wooden barracks at its southwest corner.

The erection of the High School followed the development of Windsor Avenue from Chatham to London Streets. There-

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after the east side of Windsor Avenue began to fill in residentially. The Copeland home, opposite the Square at the south-east corner of Windsor Avenue, was erected in 1875. Across the street at the southwest corner stood the Scott House and orchard. It had arisen about 1870 and its grounds reached south to the present Wyandotte Street and west to the alley behind Goyeau Avenue.⁷ In 1878, Windsor Avenue reached what is Elliott Street of our day and ten years later housing straggled south to about Erie Street.

The southward pattern of residential expansion was repeated, if somewhat slower, upon McDougall and Mercer Avenues. Whereas Windsor Avenue was a fine residential street, and Goyeau was the best in the municipality, these streets to the east were considerably poorer. They were inhabited predominantly by coloured people. Ever since their arrival in Windsor after 1850 the housing upon these streets had been substandard. Originally their dwellings were mere shanties. Later they were replaced by more substantial structures but even then they were of indifferent quality.⁸

Prior to 1880 these humble people tended to congregate upon McDougall Avenue north of Chatham Street living off to themselves. The lives of these people centred about the two churches which they erected upon McDougall Avenue. The Baptists among them built their church at the northeast corner of London Street in 1861, while their Methodist brethren erected the present one near the northwest corner of L'Assumption Street in 1863. In 1878 their homes along this street

approached Elliott Street. To the south of the Methodist Church most of their homes occupied the east side of McDougall Avenue. The Windsor Gas Works buildings were upon the west side although nearer to Wyandotte Street. Separated from this settlement was another immediately north of the present Erie Street. Between these two coloured communities was the eight acre wheat farm of Alexander Crawford.

Mercer Street never was impressive residentially. In 1878 it contained few homes and these faced upon the cross-streets in the great majority of cases. This was particularly true of the area north of the Bible Christian Church at the southeast corner of L'Assumption. Beyond it scattered cottages fronting upon Mercer Street existed as far south as Cataragui Street.⁹ By 1883 the street had suffered a noticeable decline with the continued migration of economically depressed coloured people into the neighbourhood. Both McDougall and Mercer Avenues have remained substantially unchanged until the recently completed redevelopment project was undertaken.¹⁰

Glengary and Aylmer Avenues in 1878 were solidly occupied with homes to the horseshoe. Indeed, they extended a block south of it on both sides of Howard Avenue. The majority of the residents upon these streets were employees of the Great Western in the eighties and nineties. These streets compared favourably with Goyeau and Windsor Avenues as residential thoroughfares. Like Goyeau, these streets grew more quickly than the intervening vertical streets because they provided access from and egress to the countryside. Farmers

particularly, preferred to use these gravel roads rather than the earthen streets to the east and west. From Glengary two cross-streets provided convenient access to the produce and wood market. These were L'Assumption and Sandwich Streets.

Before 1872 there was little development along the cross-streets south of Pitt Street within the redevelopment area. Most of it was to be found upon Chatham Street although a few residences had made their appearance upon London. On the whole it was not until the eighties and nineties that these streets began to build up. Indeed, it was only in these last two decades that the construction of the residences which characterize the present area occurred. In consequence then, the main description of the residential area which follows will refer primarily to this twenty year period only referring back to the preceding period in the case of those homes which were erected prior to these years.

Chatham Street began to develop as a residential street in the early seventies. The home of Captain William Clinton of the Ferry Company stood in the middle of the block between Ouellette and Goyeau Avenues where the present UAW-CIO building is today. It faced upon Pitt Street, but was closer to Chatham than to that street. His brother, Albert, also manager of the Ferry Company, was the Captain of the ferries Excelsior and Victoria.¹¹ He lived to the east of him in a large frame house which occupied the northwest corner of Goyeau and Chatham until recently. This house extended west as far as the alley to the rear of the present

parking lot.

Mrs. J. H. Richards lived in the brick house to the north of him on the west side of Goyeau Street. This home at No. 19 Goyeau Street was her newly constructed residence in 1892. A carpet cleaner, lived in this site before her. His name was Mr. Richards but was not a relative. Mrs. Richards' husband owned the confectionery shop upon Sandwich Street.

Mrs. Rolff lived in the large frame house immediately west of the alley on the north side of Chatham Street behind Captain A. Clinton. Her husband was an Agent of the White Sewing Machine Company, and after his death she carried on the agency. He had a hardware store on Sandwich Street which fell victim to the Treat Western Hotel fire of 1867.¹³

The two frame houses between her home and the other Captain's brick house still belonged to the Clinton estate at the time of the construction of the Windsor-Detroit tunnel which passed underneath them. Dan Brown rented the one west of the Rolffs and stood across from the Goyeau home. William Douglas, owned the double brick house which was situated immediately west of the Douglas Hardware store of his grandson. His property included the whole area from the alley behind the C.P.R. office to the UAW-CIO building. This property devolved upon his son, W. J. Douglas, who in 1914 built the present Douglas Block. William Sr. purchased the William Clinton home in 1900 and his son erected the UAW block in 1929. This put the son into bankruptcy during the Great Depression. The old double brick home of the elder

Douglas was replaced about 1920 by the Household Products section of the present Douglas Block.¹⁴ At the northeast corner of Ouellette, as noted earlier, the Charles R. Tuscon Flower Shop preceeded the C.P.R. building of our day.

In the early seventies the Vital Ouellette home was located near the northeast corner. Actually it was in the centre of the present Ouellette Avenue and slightly south of the corner. The building of the street necessitated the removal of this building in the late seventies or early eighties. Virginie Ouellette, the grand-aunt of Dean Langlois and a daughter of Vital, built the home. It was removed to the present site of the Commodore Tavern and then enlarged into the present double brick structure.¹⁵ This building was occupied by the Windsor Club around 1914 and became a famous gambling resort in the 1920's. At present it is the Commodore Supper Club. The Bank of Montreal built upon the vacated southeast corner the present building about 1911.

Mrs. George Cooper had a large frame house where the Janisse tailor shop and the Camera shop of Mr. Frank Wansborough are now. Mr. Cooper assisted in the supervision of the construction of the water plant in 1872, and thus his home would be over eighty years old if still standing. East of the present Bus Terminal alley was situated the brick home of Fred McEwan. Directly opposite the Rolff home was the home of Daniel Goyeau. At the southeast corner of Chatham and Goyeau and facing the latter were the grounds and large frame house of Captain John Sullivan and his three sons. He was the first Captain of the car ferry Great Western in 1867, one time

superintendent of the Detroit-Windsor Ferry Company, and one of the oldest officials and treasurer of the Methodist Church in the seventies.¹⁶ His property extended midway to London Street. The other half of the block belonged to Thomas Chater, the owner of the Detroit Exchange Hotel, who built his frame home at the northwest corner of Goyeau and London Streets. To the north of it facing on Goyeau Avenue he erected two wooden cottages which he rented. The northern cottage was employed in the seventies and eighties as a private school under Miss Margaret Sorley, her sister Mrs. Boddy and a Miss Clark.

Michael A. McHugh, Judge of the County Court came to Windsor from Maidstone Township in the early sixties and erected a commodious brick house at the northeast corner of Chatham and Goyeau Avenue. It was torn down to make way for the present service station. His son and namesake in the 1870's engaged in the teaching profession in Essex County and attained an excellent reputation. Patrick Cotter, a lawyer and member of the St. Andrew's Society, lived there during the eighties and nineties. This home belonged next, to Mr. Barnes, an implement dealer. The yard east of these premises reached the alley behind Goyeau Avenue, an area of almost one quarter of the block. His implement establishment consisted of an old wooden building which stood east of this alley to the northwest corner of Windsor Avenue after the turn of the century. This building was erected in the eighties. Earlier, Mrs. Primeau had a grocery store on that corner, which, in turn, had replaced the "West End Bakery"

of C. G. Richard. The present building has been there only about ten years.

The ornate brick house at the southeast corner of Goyeau and Chatham Street was erected about 1908 or 1909 by Mr. O'Dell as noted earlier. An old frame house was torn down to make way for the present building. The yard behind the undertaking parlor stretched to the alley midway between Goyeau and Windsor Avenues. He sold the home to Mr. Chapin another undertaker who later moved to Victoria Avenue. This second establishment was formerly the home of Hon. R. F. Sutherland and is the present Ellison Chapel of Memories. The four houses immediately south of the O'Dell property, which still stand and the home which had formerly occupied the northeast corner of London Street all belonged to Lt. Col. Fred H. Laing of the XXIst. Battn. Of these he occupied the second house to the south after his marriage, some seventy years ago. Mr. Laing operated a drugstore on Sandwich Street South, three doors west of Ouellette Avenue. Later he was associated in the Laing & Fleming Drugstore on Ouellette Avenue. In the house between these lived Miss Jessie Taylor a school teacher. James Cotter, the proprietor of the Imperial Hotel at Sandwich and Ferry Streets lived in the corner home at London Street. His daughter married Judge McHugh. Of all these old homes only the Cotter homestead has been demolished.

The stores which stood behind the O'Dell home on the south side of Chatham Street are relatively modern as is the double brick house to the east of the alley. In the year 1873

the Windsor Avenue Methodist Church was completed at the southwest corner of Chatham Street. From that corner it reached back to the east side of the present alley. This edifice served the spiritual needs of the non-coloured Methodists of Windsor until 1904 when it was razed by fire. Prior to 1873, the congregation had held their services in Lambie's Hall, a wooden building at the site of the present Windsor Star Building. This building had been used by various Protestant denominations, but, one by one, had erected their own churches until only the Methodists remained. They sold it to Mr. Lambie after whom it was named later, and then erected their own church.

Following the fire of 1904, Mr. Dumouchelle, the proprietor of the Grand Central Hotel, purchased the lot and erected the double brick home east of the alley and the three houses around the corner on Windsor Avenue. The old parsonage still stands as the fourth house south of the corner.¹⁸

Before the present Rectory of All Saints' Church was built, the ministers lived in a frame house on the southeast corner of Mercer and Sandwich Streets. In the early seventies the All Saints' Rectory occupied the northwest corner of Windsor and London Street. Thereafter, this residence became the home of Mr. Henderson, the manager of the Windsor Salt Company. At the southwest corner lived Fred J. Holton the clerk in the Curry Bank. Mr. Belson, a railroad-man and engineer on the Lansdowne railway car ferry, lived at 292 Windsor Avenue at the northeast corner of London Street. Dr. R. Carney, one time mayor of Windsor, and founder of the

Children's Aid Society, erected the brick house at the southeast corner of Windsor and Chatham Streets around 1870. His office was located facing upon Chatham Street in the one storey building behind it, now occupied by the Centre Produce firm. Behind this was his beautiful flower garden which ended at Market Lane. Between the Belson and Carney properties was the old brick house in which lived R. J. Foster, a retired bachelor, who passed away about 1900 leaving \$100,000. All three buildings still standing today were erected about the same time and all extended back to Market Lane.¹⁹

Across from Dr. Carney, at the northeast corner of Windsor Avenue, also still there, is an old brick house which was erected by Dr. Donnelly around 1870. Later Lt. Col. James C. Guillott, Ezra Scratch and George Murray occupied the house. Beside it to the north also facing on Windsor Avenue was the brick home of Mr. Emery a conductor on the Grand Trunk Railway. Between his house and the Windsor House until comparatively recently were two houses which were erected in the same period. Dr. O'Donnell, who treated eye problems, lived in the first of these, and Mr. Meadows a plumber lived in the one next to the Windsor House.²⁰

After his retirement as Chief of the Windsor Fire Department, George Murray constructed the two-storey cement block to the east of his corner home and here manufactured soft drinks. The Chatham Street side of this small factory stopped one lot west of the alley but because it is shaped like an "L", it had an eastern projection at the rear which caused it to reach the alley in the middle of the block.

The smaller stores on either side of the building facing on Chatham Street were built only within the last fifteen years. The remainder of the block east of the Market Lane alley has always been the market of Windsor.²¹

At the corner of Chatham and Market Lane across from the market, Porter Foster had a large frame house. Mrs. Ernie Fielding states that her husband purchased the property, and had it removed directly south to its present location at University (London) and Market Lane. The removal was occasioned by the erection of the present brick apartment building by Mr. Fielding about fifty years ago. This home is over 100 years old. Mr. Foster operated the butcher shop in front of the market building at the southwest corner of McDougall and Pitt Street.

Immediately east of the original site of the Porter Foster home was the large frame livery stable of Dave Bassett. If it were still standing it would be some ninety years old. He boarded horses in this building for various doctors about the town. Beside his premises at the southwest corner of McDougall and Chatham in the middle 1880's Mr. Pat Ouellette managed a grocery store. The Big Bear Supermarket which presently occupies the sites of these earlier enterprises has been in business for only about ten years.²²

During the eighties and nineties the west side of McDougall Avenue south of Mr. Ouellette's store was vacant except for a large house at the northwest corner of London (Albert) Street. It was occupied by a coloured family who operated a restaurant there. During the fifties coloured

people settled on the west side of McDougall Avenue. In a home immediately north of this restaurant, Rev. William Troy founded the Baptist Congregation among the coloured people of that persuasion. As the congregation had no church, he held little home prayer meetings and then regular services in this residence during 1863. Later he journeyed to England to solicit a charter and funds to make possible the erection of a church on the east side of McDougall Avenue.²³ They purchased four lots facing on Albert Street and on May 24, 1858 the cornerstone was laid. The congregation was not obligated to erect it facing Albert Street because these lots reached north to the middle of the block. Accordingly, when it was erected in 1861 it faced upon McDougall. Whereas only three ex-slaves worshipping in a private home constituted the total membership of the congregation in 1854, the new brick church served the spiritual needs of twenty-six souls.

The church membership continued to expand until the twentieth century, but alas, a sad fate has overtaken the old church. It was purchased by the McLean Lumber Company and at present it is the front section of the Fogel Fruit and Vegetable warehouse. The upper portion of the building has been removed and a warehouse has been added to it at the rear.²⁴

The northeast corner of University (London) Street immediately south of this church and part of its property, was vacant until the Pearl Button Company bought it around 1910. This firm was followed by the "Auto Specialties" firm.

The old Keystone Hotel, a large frame structure at

the southeast corner of McDougall and Chatham Street, likewise dated back to that decade. The harness shop of Mr. Henri located at this site around 1909 or 1910. The present building was erected there by the McLean Lumber Company about 1930. The Eastern Canadian Greyhound Company followed Mr. McLean when he retired from business and utilizes it for the storage of its busses at present.²⁵

East of the Keystone Hotel along the south side of Chatham Street in the eighties, were five frame two-storey double houses owned by the Shedden Cartage Company. It operated horse-drawn trucks to carry freight to or from the C.N.R. freight shed which housed its office. Their drivers lived in the homes of the company on Chatham Street. The most easterly of them occupied the site of the present T. C. Holgate Auction Building at 379 Chatham Street East in which lived Mr. Alex Moir. He came to Windsor from Toronto in 1895 and was employed by the company until 1924 when he established the Moir Cartage Company. Behind this house stood a large barn which contained space for the twenty or so horses of the Shedden Company.²⁶ Mr. Moir managed the Shedden Company in Windsor although Mr. Henri owned it. The latter gentleman, in partnership with Mr. Palmer, also owned the race track at the present Jackson Park. The five Shedden homes have been replaced by the two new Salvation Army buildings of our day.

No. 385 Chatham Street belonged to Miss Vogel who died some two years ago. Her parents lived there before her. As she was about 85 years of age when she passed on, the home

dates back to the early seventies. Next to this home at the southwest corner of Mercer is the grocery store of A. Deep. Before him this building contained the Windsor Laundry of Mr. Thibault. The front section occupied this site at least as long ago as the latter sixties. The laundry built behind it, and on further expansion, moved into the larger brick building which they erected at the northwest corner of Mercer and London Street now the Silverwood Stables. It replaced a very old brick house.²⁷

After the turn of the century the Cleminson shed at the northeast corner of Chatham and McDougall Avenue was purchased by the Cock Brothers. Immediately east of it was the big frame store owned by police officer Joe Langlois. The house was standing there since the seventies.

The Gellers rented the Langlois store for a second-hand shop thereafter. These buildings were replaced about thirty years ago by the Consumers Building and Campbell's Produce Building. The latter, which handled potatoes and other agricultural products in large quantities, was subsequently absorbed by the former. A comparatively recent J. T. Wing warehouse is to the east of this and opposite the Salvation Army building at 341 Chatham. Until four or five years ago when it was erected, the old Shinner home stood here. It was built in the seventies and was occupied by Miss Kate Shinner, a teacher, her sister, a seamstress, and their brother Nat after the nineties. Their parents lived in this frame cottage before them.²⁸

The larger Wing warehouse to the east was older and has been up for about forty years. Before that John Bell owned four frame cottages which he rented. These were erected in the eighties upon vacant land. Mr. Dresch a tinsmith and Mr. Finlay a salesman for Bartlet, Macdonald and Gow lived in two of these for many years. Another old double frame house, erected in the seventies, stood at the northwest corner of Chatham and Mercer Avenue. It faced upon the latter street. Mr. Fisher lived upstairs and Mr. Holliday who played a trombone in the XXIst Regimental band was below him. Mr. Kovinsky bought it from Mr. Holliday, and after demolishing it constructed the present brick Milton Apartment building which he named after his son. No. 169 Mercer Avenue, behind the old Webster House was the home of Dr. Millard's father and was built by him in the eighties. The father's name was originally Mr. Miller which he had altered to suit his wife. As a young man he operated the livery stable west of the old brick firehall. Later he became Windsor's bailiff, an office which he held for years. One day he disappeared and was never heard of again.²⁹

Behind the Shepley house and across the street from that of Dr. Millard is a small dwelling facing on Mercer Avenue. (No. 170). It was built by Mr. Shepley's son about twenty-five years ago. The Windsor Wiping Cloth building has only recently arisen. Before these two structures this side of Mercer was vacant. At 190 Mercer Avenue (the northeast corner of Chatham) is a large four-family brick building. The oldest section of it next to Chatham Street was the MacArthur

undertaking parlour and must be about ninety years old. Mr. O'Dell followed him there in the nineties and early years of the twentieth century until he moved to Goyeau Street. Mr. Kovinsky bought this home and added the northern half of the present building about twenty five years ago. Before this he operated his scrap iron business in his yard behind the older section on Chatham Street.³⁰ His yard extended far enough east to allow only one house west of the present alley. This dwelling No. 446 Chatham, belonged to Alexander McKee who was employed by the City. His nephew owned the large farm on Howard Avenue across from the golf course. This home was erected in the seventies.

"Al" Parks a fireman lived in a small frame house at the southeast corner of Mercer and Chatham. The home if standing would be over one hundred years old, according to his grand-daughter who died a few years ago. It faced Chatham Street. Behind it at the north corner of the present alley was another frame house built later in the eighties. To the east of the Parks home was the large square brick house of Reuben Purser the tinsmith. He sold the home to Harry Bridges who in turn disposed of it to Silverwoods. That company has erected its large building around this house. About ten years ago it had the Parks home and the other residence removed. Thus Silverwoods includes the quarter block which is enclosed by two alleys.³¹

No. 258 Mercer Avenue south of the alley, is a most disreputable and dilapidated frame home which the City has been asked to demolish. Erected by Bob Davis, a white man

about 125 years ago, the home until recently was occupied by coloured people. Mr. Davis had a general store on Sandwich Street between Goyeau and Windsor Avenues.³²

Mr. John Baines, who operated the second hand shop on the east side of Goyeau Street near Sandwich Street, lived in the old frame house at the northeast corner of London and Mercer Street. He attended the St. Andrew's Presbyterian Church. He would appear there in a long frock coat but with an unwashed face.³³

At the northwest corner of Glengarry and Chatham Street still standing is the old Hanrahan House (now the Drake House). Behind it on the east side of the alley facing Chatham Street was the big livery barn owned by the Hanrahans. The Hanrahans kept five to ten horses in it during the racing season at what is now Jackson Park. This race track was operated by the Windsor Driving Club and later by the Jockey Club in which they had a financial interest. Mr. Edward Hanrahan became the proprietor of the hotel in 1874. He was prominent in the affairs of St. Alphonsus Church. Upon his death in 1884 the management of the hotel passed to his son Edward Jr.

North of the hotel, at No's 181 and 185-7 Glengarry Avenue, were the Hanrahan houses. They were built at the same time as the hotel.³⁴ Edward Jr. lived in the house beside the hotel with his unmarried son George. Tom, his second son lived in the other house.

Across the street from the hotel at the southwest corner of Glengarry and Chatham Street in the seventies and early eighties was located the large liquor store of Mr. McKroy.

It was replaced by the present large brick building extending from Glengarry Avenue west to the alley. This was erected by the Everready Dress Stay Company, an American firm, in the eighties. The stays produced by the company were employed to stiffen corsets and dresses. As a boy Archie Napier remembered hearing the humming of their sewing machines. The Everready people sold the building to the McGregor, Banwell & Co. Fence Works in 1896. William McGregor, the brother of Gordon was an M.P. in Ottawa and an important real estate operator in Windsor. Mr. Banwell was a brother of J.E. Banwell. They manufactured wire fence.³⁵ Eventually the building passed to Mr. Zakoor and presently it is utilized for storage behind various stores in the front facing on Glengarry. The three commercial establishments in the front today are Downtown Auto Supply, Windsor, Limited, at the corner, Modern Signs and Johnny's Spring Service.

James Bailey owned the remainder of the block to the south. His home, which still occupies the northwest corner of University (London) and Glengarry Avenue, contained two horse chestnut trees in the front yard. As these are about 85 years of age the home dates back to the 1870's. He sold this home to Alex Napier, the uncle of Archie in 1900. Many social evenings were spent in the house by the prominent Windsorites of the last quarter of the nineteenth century. George F. Macdonald as a young man attended these as did the Bartlets among a host of others. Dr. Sanderson's office was in the small room to the right of the entrance on the ground floor facing out on Glengarry at the turn of the century.

The Napiers lived in the home from 1901 to 1925. Mr. Bailey sold the rest of the property between his house and the Mc Kroy store to Mr. Jefferson who built the four houses between them.³⁶

London Street has been renamed University Avenue recently. As the former was the name by which it was known prior to 1900 I have retained and shall continue with the older appellation as far east as its older terminus at Market Lane. In the block between Ouellette and Goyeau Avenue the first residences appeared during the 1880's. Before that time Ouellette Square and the north side was vacant.

The old Chauvin homestead which is still visible above the stores which have clustered about it, stands near the northeast corner of London and Ouellette Avenue. Mr. Chauvin was a licence inspector responsible for the capture of fishing and hunting poachers.³⁷ To the east and across from the present Windsor Armories was the large frame house of Mr. Stokes and his numerous family. His daughter Kathleen was the secretary of Mayor Jackson. Walter Jordan bought it and operated his tailor shop there until he sold it to the Salvation Army. They erected their citadel there in 1901. Mark Metcalf owned a large frame dwelling where the Greyhound Restaurant now is located. He owned the Eureka Hotel on Sandwich Street. Mrs. Montreuil, one of the daughters of Mr. Mayville the blacksmith, lived in another large frame house where the Greyhound Terminal is at present. Here she employed about ten young ladies as dressmakers. The last two houses were erected in the early eighties. Between this residence and that of

Thomas Chater at the corner of Goyeau Street, where the tunnel ventilating building is now, were two more houses. Both arose about 1900. Mr. Kehoe, the inland revenue officer, built the brick house east of Mrs. Montreuil upon empty property. Mr. McMurdie's home was the first concrete block house in Windsor. It also arose upon vacant land.

Mrs. Metcalfe sold her home to the tunnel company for approximately \$23,000. Similar prices were paid to Mrs. Montreuil, Walter Jordan (for his shop), Mr. McMurdie and Mr. Kehoe.³⁸

Already noted was the erection by John Curry of the Heintzman Building in 1906, at the southeast corner of Ouellette and London, and the Windsor Armouries in 1903 to the east. The rear section of the latter was added about forty years ago. Behind it and facing on Cartier Place was the Manning home erected in the early eighties. Mrs. Boomer after sale of her Sandwich Street property to Mr. Teahan, built a new brick residence at the northwest corner of Park and Cartier Place around 1910. This home has been removed to Goyeau Street and the Ontario Government Tourist Information Booth stands on its old site. Mrs. Noel Langlois, the grandmother of Dean Langlois, erected the frame house about 1890 where the rear of the Prince Edward Hotel is today. West of her home was vacant land until John Moir established the first gasoline service station in the city around 1903.³⁹ This land was sold to Gordon McGregor who erected the present hotel in 1921. The Langlois home was removed and Mr. Moir reestablished his business at the northeast corner of

Pelissier and Park Street where it remains. To the east of the Langlois home, about 1903, Miss Virginie Ouellette constructed the present brick house.⁴⁰

Dr. Joseph Octave Reaume's first dwelling occupied the site of the present Top Hat Supper Club at the southeast corner of London and Cartier Place. It was a large frame house with a wide verandah which faced upon London Street. An ample backyard at the rear extended south to an alley. He occupied the home in 1886. Later, about 1910, Winter, Williamson and Little demolished it to make way for an apartment house. The Top Hat building was erected for Mr. Rowson who sold it to that club.⁴¹

Immediately south of the Reaume property was Fuller's Livery Stable. J. N. Fuller its owner was the father of Gordon H. Fuller. The cement floor of the stable still outlines its extensive parking space. The large frame stable remained standing until some thirty years ago when it was demolished. A frame home beside the stable was the property of Mr. Winters, a butcher. The next lot was occupied by a large brick house which was moved to make way for Mr. Rowson's parking lot fifteen years ago. It still stands at 357 Goyeau Street. B.J. Walker owned the large frame residence to the south. He had a music store, where Fred Howell's jewellery business stood later. With the opening of the Heintzman building he re-located there. John Riggs, who sold fruit, lived in a small frame house at the corner of Park and Cartier Place. His garden behind it reached north to the Walker home. All of these buildings arose upon the former park, which extended

from Ouellette Avenue to the alley between Cartier Place and Goyeau Avenue, in the early eighties. The eastern section opened first, but gradually, with the construction of the Manning and Langlois homes, even Ouellette Square fell before the real estate developer.

The present large artificial brick house, east of Dr. J. O. Reaume at the southwest corner of Goyeau and London Street was built by Louis Peters about forty years ago.⁴² It replaced a little yellow cottage in which lived Lt. Col. James C. Guillott of the XXIst Battn. The stucco house to the south at No. 313 Goyeau housed Donald Cameron of Cameron and Thornburn in the seventies and eighties. The present duplexes No. 317-319 and 327-329 are relatively new and replaced several old frame houses which date back to the seventies. Similarly No. 357 which was moved over from Cartier Place was preceeded by a white frame cottage of the same vintage. Mr. Vigneux in the 1890's erected the brick residence at No. 359. He was a carpenter who went to work for Mr. Pajot the liquor man. Mrs. Cartier lived at the northwest corner of Park and Goyeau Avenue. Her house faced on the former street, westward to the alley it contained a large yard surrounded by a board fence. The property was standing there since the eighties. Next to her place, west of the alley was a frame cottage occupied by Mr. Cooper and his two sons William and Arthur. The father was a platerero by trade but played in the XXIst Regimental Band as a musician. His sons play in the Detroit Symphony Orchestra today. Mr. Thibert, a customs officer lived in the cottage between the Coopers and Mr. Riggs at Cartier

Place. They all faced on Park Street and were standing in the eighties.⁴³

The square red brick building at the southeast corner of Goyeau and London Street belonged to Dr. Coventry seventy years ago. He lived in the half next to the corner both upstairs and down. His office was entered through the door at the rear of the building on London Street. The St. Mary's Academy occupied both floors in the southern half before 1864. After it moved the premises were rented by William Riggs.⁴⁴ James Curry, the banker, lived at 322 Goyeau a small frame house during the eighties. Alex Bradley who operated a one-horse passenger dray between the Michigan Central Railway station and the various hotels of downtown Detroit followed him in the nineties. Lyle Copeland moved into this house after 1900. The next home at 330 Goyeau Avenue was the residence of Mr. Bassett and was erected about 1890. A Mr. Hanrahan lived at No. 338 and "Ches" Perkins, the owner of the livery stable at 120 Ferry Street, occupied the large frame house at No. 354 Goyeau. Both of these homes were standing in the seventies but the latter one was the older of the two. Mr. Perkins was a large imposing person who was famed for the beautiful grounds surrounding his home. In addition, he owned the small frame cottage which stood to the south. At the northeast corner of Park and Goyeau Avenue in the early eighties, Walter Shoreland, the marble cutter built his grocery store. Mrs. Cartier operated her grocery store there during the nineties. These stores faced on Goyeau Street. A large barn behind the Cartier Store facing

on Park Street housed her horses. McCormick and Leatherdale bought the store around 1900. Mr. St. Louis purchased part of her property between it and the small cottage of Mr. Perkins at the same time, and built a brick house there. He was from Detroit and had another store there.⁴⁵ The backyards of all the premises facing on Goyeau carried across the narrow part of the block to the alley alongside Windsor Avenue West opposite City Hall Square. The northern section which jutted east and north of the Square however contained homes facing upon London Street and especially upon Windsor Avenue.

To the east of the alley behind Dr. Coventry's building, and on the south side of London Street, stood a large frame home in the 1880's. When Mrs. Lily M. Tulloch arrived in Windsor in 1887 she rented this place. About twenty-five years ago it was replaced by a three-story brick apartment building which occupied the site until the recent demolition of the whole block. Directly across the street and between the Cotters and Hendersons in 1895 lived Mr. Bradley. Later, as we have seen he moved to the Curry cottage on Goyeau Street.⁴⁶

Immediately east of Mrs. Tulloch on the south side of London Street were two frame cottages in which lived Mr. Welsh a C.N.R. baggageman, and Mr. Dent, a customs officer. At the corner of Windsor Avenue was a large frame house which belonged to Mr. John James Foster a butcher at the market and a partner with his brother Porter. His daughter in 1914 was renting it as a boarding house and she cooked meals for the prisoners in the police station. Mr. Holton's house already noted was a large frame building to the south and faced All Saints' Church.

The frame house south of it was the property of two blonde spinsters.⁴⁷ This "L"-shaped block has been razed in the past year by the Province of Ontario which now owns the property.

At the southeast corner of London and Windsor Avenue was erected the present All Saints' Church. Unlike the present arrangement of the City Hall Square, this church occupied a miniature block of its own. Windsor Avenue until the recent alterations continued south of London Street to a point beyond the present Scott Hall where it branched out into two arms, vertical to the street to the north. This formed a boundary which separated the southern part of the Church from City Hall Square itself. The eastward extension of Windsor Avenue ended at Market Lane which formed the eastern boundary of the Church block. Similarly London Street ended at this Lane to complete the Church Square.

The City Hall Square was formed by the abrupt ninety degree change of direction which the vertical arms made to the south. Market Lane thus merged with the southward arm of Windsor Avenue. Similarly, the westward direction of the vertical turned south thereby reducing the block to the west into an "L"-shaped"block, three-quarters the usual dimensions. As these east and west sides came together to form, once more a single Windsor Avenue to the south of the City Hall Square, other "L-shaped" blocks appeared to the southwest and southeast. The present arrangement in effect extends the City Hall Square north to the southern side of London (University) Street by incorporating within its borders both the Church Square and eastern arm of the block to the west.

Prior to the opening of All Saints' in 1867 Anglicans were compelled to worship elsewhere. The only Anglican Church building before 1855 that was available to Windsorites of that faith was St. John's Church in Sandwich Town. The Methodists and Roman Catholics were the only other denominations which possessed churches in that municipality.⁴⁸

After the arrival of the coloured people and of various nationalities with the Great Western Railway in the fifties the need for various denominational churches became urgent. Already noted was the establishment of the Coloured Baptist Church on McDougall Avenue as a result of the increasing numbers of people professing this religious persuasion. The Scots who were attracted to Windsor by the opportunities promised by the railroad became the nucleus of a Presbyterian congregation. Roman Catholics of English speech required a church of their own. The same applied to the other sects.

At first the various denominations were served by itinerant preachers or they worshipped at their Sandwich Town churches. The travelling ministers and missionaries conducted services in the homes of their communicants. As the several religious groups increased in numbers they began to hold their services in the old Village and Town Council Chambers. The Protestant sects by 1855 had expanded to the point that they needed churches but were not economically strong enough to afford individual buildings for each congregation. Consequently they combined their resources to erect the single-story frame Union Church meeting house at the southwest corner of Chatham and Ferry Street. This

building served all Protestant denominations equally every Sunday. It was opened for worship in February 1855.⁴⁹

Useful as this cooperative venture was it was only temporary. The first group to withdraw from this arrangement was the Anglican congregation. This occurred in 1857 upon the completion and dedication of All Saints' Church. The Presbyterians were the second group to leave when they formally organized the congregation of St. Andrew's Presbyterian Church the same year. Thereafter they met on the second floor of the old First Ward Public School on the south side of Chatham Street midway between Bruce and Church Avenues until their frame church was erected and dedicated about 1865. It occupied the southeast corner of Chatham and Victoria Street until 1884 when the second brick church replaced it.⁵⁰ The Methodists purchased the Meeting House then for a few hundred dollars and continued as the sole users of the building until their own church at Windsor and Chatham Street was ready. They sold the Union Church building to Mr. Lambie after whom it was known in subsequent years.

The cornerstone of All Saints' Church was laid in July 1855. After the usual delays, the work of construction progressed rapidly until the edifice was completed in 1857. It was dedicated and consecrated to the use of the congregation on November 23, of the same year.⁵¹ All Saints' Church was enlarged in November 1866 and extensively repaired and remodelled during the early seventies. The rectory to the south was erected then to provide suitable accommodation for the priest. Scott Hall is a comparatively recent addition to the east and south.

Across the street from All Saints' Church on the northeast corner of Windsor Avenue and reaching back to Market Lane was the residence of Mr. Belsom as noted earlier. It was also observed that the old Porter Foster house had been moved from its original site on Chatham Street to the rear of its grounds by Mr. Fielding. Until very recently London Street ended at Market Lane. At present it has been extended diagonally to join up with the former Albert Street (the section known as Robinson Street). The effect of this was to sever a triangular area from the block to the north. This former southwest corner of the earlier block at present is termed "the Gore". University Avenue is the name of the streets to the north and south of it. Thus it forms an island or gore in the middle of that street. Its western boundary, however, remains Market Lane.

At the northeast corner of Market Lane and University (Robinson Street) and behind All Saints' Church was the two-story home of Mr. Robert Timms. He owned the two cottages to the north of his home which also faced the church. Mr. Timms was employed as a proof-reader for the Detroit News and was a trenchant critic of Windsor municipal affairs. He wrote many letters to the Border Cities Star. One of his daughters still works for the C. H. Smith Store. He was an early resident of Windsor.⁵²

Across the street at the southeast corner of Robinson or Albert Street and City Hall Square East⁵³ was an old frame double house. Beside it to the south was a frame cottage owned by Mr. Hanley, a tinsmith and plumber. He purchased the

corner home, tore it down and erected an excellent brick home in its place. This residence was demolished recently to make way for the present parking lot. A vacant lot intervened between Mr. Hanley's frame cottage and the double brick house owned by Mr. Carley, a boat builder. He was the brother of D. L. Carley. Next south, Mr. Mathoney owned a two-story frame house. He was a detective on the Windsor Police Force who worked in conjunction with Detective Campeau. To the north of Assumption Street and City Hall Square East, Mr. Woodwiss had a large frame double house. He was a janitor at the Central School, and after 1890 when it opened, he was transferred to the Park Street School (now the Windsor Board of Education building). This home was replaced by a substantial brick house.⁵⁴ All of the houses have been demolished from the Porter Foster home to Assumption Street and from the Big Bear Supermarket to the south side of the Gore over to McDougall Avenue.

Old Mr. Walker, a very religious coloured man, lived between the Walker House and Mr. Hanley at No. 277 University Avenue (Albert) in the 1880's. At that time he owned the extreme northeast section of the present Walker House. He lived there during the seventies. This portion of the hotel is distinguished from the rest by its pointed roof. Before Mr. Walker lived in it it was the residence of Jack Jackson, a coloured man, who had erected it about 1860.

Mr. George White, a coloured porter on the Wabash Railroad, which crossed Southern Ontario to Buffalo, wanted to purchase the house with the avowed aim of enlarging it into a hotel. Mr. Walker could not countenance such a purpose for the building

and refused his offers. Aaron Meretsky thereupon bought the building and promptly resold it to Mr. White at the turn of the century. He added the present western section and subsequently the southern extension along McDougall Avenue. A large barn which had belonged to Mr. Walker stood behind it in the vacant lot to the south.

This was a fine hotel serving excellent meals when Archie Napier attended school. Mr. White's brother, who had been a horse-cab driver at Niagara Falls earlier, succeeded him as proprietor after his death about fifteen years ago. Today, his son, the nephew of George, manages it.⁵⁶

Mrs. Timbers, a coloured lady, now occupies the old Walker residence at No. 277 University Avenue. This property occupies part of the proposed site of the new Courthouse. She feels bitterly about the necessity of her displacement and is demanding \$14,000 for the old frame residence.

No. 345 McDougall Avenue, immediately south of the Walker House Stable, is a very old small frame house. It must be over 100 years old. When Archie Napier was a boy, a very old man was living there named Mr. Watkins. This man was a former slave and had lived there for many years before that. This building was standing in 1878 and was erected about 1860. The Rev. W. Harrison states that most of the original houses on Mercer and McDougall were built by ex-slaves in the fifties and sixties.

The original African Methodist Episcopal Church stood on the site of the present parsonage at No. 351 McDougall Avenue.

The parsonage, which was across the street originally, is situated between the Watkins home and the present British Methodist Episcopal Church. There is an indenture relating to this earlier frame church building, dated November 23, 1852, between Augustus Tregent of Detroit, "gentleman of the first part" and Wiley Reynolds, Jacob Jones and Martin P. Mitchell of Windsor, yeoman trustees of the church. The deed (No. 38) of this previous frame church bears the date of Thursday, April 13, 1854. This deed was entered at 2 o'clock p.m. by John A. Askin the deputy registrar.⁵⁷

Until 1856 this church was known as the African Methodist Episcopal Church and was governed by the bishop of the American Church. The Windsor congregation was dissatisfied with this arrangement. For several years previously the congregation negotiated to be set apart from the American Conference as the British Methodist Episcopal Church. Success occurred in this year when this privilege was granted.

The B.M.E. Church is located only in the provinces of Ontario, Quebec and Nova Scotia although its articles of incorporation permits it to establish churches throughout the whole country. Instead of a bishop, the church is guided at present by an official who is known as the General Superintendent. Although he resides in Toronto, the actual headquarters of the church are in London, Ontario.⁵⁸

The earliest leaders of the B.M.E. denomination in Canada, however, were styled Bishops. The first Bishop was Willis Nazery, an ordained bishop in the American denomination. His election over that of the Rev. A. R. Green, pastor of the

Windsor frame church, in 1856, caused the latter to resign and to establish the so-called "Greenite Church". Some of the Windsor congregation joined him and together they erected another frame church building. It was located at the southeast corner of McDougall and Chatham Streets on the site now occupied by the Greyhound Bus Lines.⁵⁹

Beside the parsonage to the south was erected the second church of this B.M.E. congregation in Windsor. This is the brick church which is still standing today. It was built, as was its predecessor, by escaped slaves seeking freedom in Canada. The men laid the bricks while the women carried the water from the river to make the mortar.⁶⁰ The erection of this edifice commenced in 1863 according to its cornerstone. Inscribed upon the stone above the window are the following: "Ontario Chapel, B.M.E.C., Founded in 1856". During the construction of the building, the congregation continued to hold its services in the frame church. It was removed after the completion of its successor. Thereafter the parsonage was transferred to its present site.

Evidently the second church was long in the building for according to Rev. William Harrison who was a retired minister and historian of the local congregation, it was not dedicated until 1868. His mother had told him many years before that the church was still under construction when he was born in Windsor on February 24, 1866. The building remains substantially what it was then, although the floor has been raised and a foundation has been added in the early years of the twentieth century. Other alterations and improvements

since then have been the installation of the present pipe organ in 1917 and the heating plant in 1924-5.⁶¹

There were three houses on the north side of Assumption (St. George) Street. They belonged to a Mr. Jones, who was a coloured engineer on the ferry. Two of these houses still stand. This elderly man lived in the large frame home on the northwest corner of McDougall Avenue during the nineties.⁶² In this corner building next to the B.M.E. church, was situated the grocery store and ice cream parlour of Mr. Walker, another coloured man. His home was the next building west of the corner.

The McLean Lumber Company was founded in 1892 by Alexander Neil McLean at the southeast corner of McDougall and University (Robinson Avenue). Eventually it absorbed the entire western half of the block. The company acquired the old two-story brick Coloured School in the same year. This substantial and commodious school, which measured 30 x 40 feet square, was erected in 1869 by the trustees of the combined Grammar and Common School Board at a cost of \$1,500.⁶³ According to Goads Insurance Map of Windsor for 1885, it stood on the north side of Assumption Street midway between Mercer and McDougall Avenues. The first teacher in the school was a coloured gentleman, Mr. Nero, who was followed by a white man named Mr. Brown. Thereafter, two coloured ladies taught the children. They were Miss Williams and Miss Flaitt. It was a two-teacher school when it closed in 1892 under the management of these two ladies. Before them, both Mr. Brown and Mr. Nero, taught as the only instructor in

a one room building. The second story was erected later.⁶⁴

It was completely renovated and transformed into the first planing mill of the McLean Company in 1892. This mill was driven by steam power and served the company until it was struck by lightning in 1933 and burned to the ground. A second electric-powered mill replaced it shortly thereafter, and stood on the north side of University Avenue. This building after 1950 was occupied by the Veteran's Plumbing Company. In that year John A. McLean, the son of the founder retired. Mr. Webster, of Webster Motors, purchased the entire lumberyard between University and Assumption Street. He then sold about half of this 2-1/2 acre area to Mr. Godin, while he employed the remainder to store automobiles.⁶⁵

As noted previously this lumber company had purchased land on the north side of University Avenue. They built a two-story brick building at the northeast corner of McDougall about forty years ago. This corner was vacant until then as it was part of the grounds surrounding the Coloured Baptist Church. When it burned down about 1935, Mr. Godin erected his present fruit building facing on McDougall. The second McLean Planing Mill with its three wide doors occupied the middle of the block. Previously two unmarried old ladies who died in the 1890's had lived in a frame cottage at this location. Their home which stood well back from University Avenue contained ample grounds and must have been on the site in the 1860's. Their family name was Brown but they were not coloured people. Mr. Thompson, also a caucasian, owned No. 362 to the east. The front section was erected in the eighties but he continually added to the home. This place was immediately west of Mr. Thibault's Windsor

Laundry building now the Silverwood's Stables. Previous to Mr. Thibault, two coloured women, the Misses Toms lived in an old brick house facing University Avenue at this corner location. This home was there about 1860.⁶⁶

John Baines, the second hand dealer on the east side of Goyeau near Ouellette Avenue, lived in a one-story house at the northeast corner of Mercer and University Avenue. He erected the house in the 1880's. Immediately east of this, where Poole's Cold Storage begins, John Mocassin, (sic), a large coloured man, erected his home. He lived there some fifty years and made a living by collecting and selling waste paper to the Meretskys, Kovinskys and others. Between the Mocassin cottage and the alley was the large frame house of another coloured man Jones by name. Beautiful grounds behind his home were distinguished by the presence of orchards and a flower garden. He was employed with Hiram Walker for many years. This was his residence for sixty years prior to his death in 1927 and thus the home must have arisen in the late sixties. Both houses were torn down to make way for the cold storage building. The Bailey home began at the other side of the alley and faced Glengary Avenue.⁶⁷

The first office of the McLean Lumber Company was a small frame building at the extreme southeast corner of McDougall and University. At No. 329 University Avenue, the company erected a two-story brick building. It served as the second office of the firm as well as a storeroom for plywood and other varieties of lumber in the thirties and forties. Immediately east of their yard, the company erected the small

house in which their successive foremen lived. From this residence, No. 361, they were able to keep a close eye upon the stacks of lumber in the yard to the west.

No. 373 was a small neat home in which the Sutherlands lived some fifty-five years before they were compelled to vacate it. It was erected by them but has been removed to facilitate the redevelopment of this block. Mrs. York, a coloured lady, occupied a large frame home at the southwest corner of Mercer and University Avenue with her husband who was a cook on the Wabash passenger service to Buffalo. Erected in the seventies, the home was disposed of to the Lumber company forty years ago. It demolished the structure and resold the ground to the O. P. Hamlin Plumbing concern which erected the present building.

The York property, faced upon University Avenue and ended at the alley to the south. The old home was well back from the street and was enclosed by a sizeable yard and picket fence. No. 392 Mercer Street at the northwest corner of Assumption was a large brick house built by Mr. Simon Meretsky about 1903 just after his marriage.⁶⁸ This displaced the old frame home of Mr. Burnstine who moved to Detroit. Mrs. David Meretsky was his daughter. Mr. Burnstine owned a junkyard on his premises and when Mr. Meretsky bought him out he continued in that line of business. In a large barn behind his house he kept rubber and other salvage items. His yard to the north and west was piled high with iron and other articles. Later Simon Meretsky built what was known as "Al's Store" to the west of his property. Mr. White, an excellent coloured plasterer

owned the older frame home to the west of this store. The Lucas brothers, also coloured, lived in the two shanties between him and the eastern fence of the old Coloured School where the McLean property commenced.⁶⁹ All these properties were remnants of the older coloured residential district. In the nineties, and more particularly in the early decades of the twentieth century, commercial encroachment was settling in. Now this block is being renovated once more.

The three frame cottages facing Simon Meretsky's junkyard on the east side of Mercer Avenue, between the alley and stretching south to the corner of Assumption Street were built some seventy-five years ago by Mr. Holmes a retired farmer. He sold them to Mr. Meretsky. At present they are covered with artificial brick siding.

The old two-story brick home, which until recently occupied the southeast corner of Mercer and University Avenue, was constructed by S. S. Macdonnell according to Archie Napier. He lived there in the seventies which makes the house ninety odd years old before it was razed.⁷⁰ Mrs. Bridget O'Shea purchased it and the half-block through to Glengary Avenue from him. She lived at the southwest corner of University and Glengary before she occupied the Macdonnell home. She lived in the latter for a considerable time before she married Mr. Dennis O'Shea and moved away to St. Thomas. She returned to Windsor about 1900. About thirty-five years ago she erected No. 417 University Avenue the two-story building immediately east of the corner house at Mercer. Her brother John Egan, occupied the single-story cottage next door. He was an

engineer for the C.N.R. No. 435 originally belonged to Mrs. O'Shea but she sold it to a coloured family named Hansor from Wallaceburg. No. 443 belonged to John Hodge who purchased it from her. It is a one-story cottage in which Mary Hodge (Mrs. Reg. Snider) was born. This cottage stood beside her first home at the corner of Glengarry Avenue. She erected the home north of the alley and south of the old Macdonnell house facing upon Mercer Avenue as well. Except for the three houses at the northeast corner of Mercer Avenue, the other homes belonging to Mrs. O'Shea are over seventy-five years of age.

The southwest corner of University (Albert) and Glengarry is a brick block containing two stores on the ground floor and apartments above. Mrs. O'Shea was born here. Her husband Dennis O'Shea was an engineer with the Michigan Central Railway between Windsor and St. Thomas.⁷¹ At No. 339 to the south of the O'Shea property, lived Mr. Ryan. This home was moved very close to the O'Shea building by Mr. Ryan. Mr. Egan averred that it was done deliberately to block the daylight from entering his premises. On retaliation, he shot the gable off Mr. Ryan's house. Both houses went up about seventy-five years ago as did the three to the south. Mike McCarthy (or McCarty) owned the latter which he built. Behind these three houses he had a woodyard. Later he operated a bakery there. The present 387-395 at the northwest corner of Assumption was erected by him later, after the turn of the century. He bought and tore down the old Pageau frame house which stood there previously. Mrs. Pageau's son, William, had been employed by Walter Boug years ago.⁷² This Pageau

residence was a large frame house facing upon Glengarry Avenue. Where the warehouse now stands at No. 460 Assumption Street was the Pageau backyard.

West of the warehouse at Nos. 444 and 430 Assumption Street are located two artificial brick cottages of relatively recent origin. In the latter, built by him some sixty years ago, lived Mike Rosen, a Jewish fish dealer. The former was erected only fifty years ago by Mike Meretsky, brother of Aaron and uncle of Simon. Mike Meretsky was a junk dealer also and lived there until his demise. Hary, his son, at present continues in this business on Howard Avenue. Except for the Pageau and Macdonnell homes the south and east sides of this block were orchards before Messrs Holmes, Meretsky and Rosen erected their buildings.⁷³

The residential area to the south of Assumption, City Hall Square and Park Streets do not exhibit the same continuity from west to east as do London and Chatham Streets. Brant Street ends at Mercer Street while Maiden Lane begins at Goyeau in the late nineties. Between these unconnected thoroughfares McDougall and Windsor Avenues were isolated from each other as at present. In addition to this uncoordinated street pattern, the historical expansion of these three distinct subdivisions of the redevelopment area are southward. It seems most expedient, therefore, to study the remaining southern section as three separate regions with the emphasis upon southward growth.

In proceeding eastward from Ouellette to Glengarry Avenue, the first of these distinct subdivisions occupies the

area south of Park to Wyandotte Street. This region as already stated constituted a part of the Ouellette and Goyeau farms. With the arrival of the Great Western Railway numerous Irish and English Catholic families were attracted to Windsor. This pointed out the absolute necessity of an English-speaking church and parish separate from the Assumption Church. The result was the creation of St. Alphonsus Parish about 1855. It was upon the occasion of the visit to Windsor in 1852 of the Right Reverend Le Comte Armandus Marie de Charbonnel, the Bishop of Toronto, that the resolution to erect such a church and parish occurred. He stayed with Vital Ouellette who was then living in his first home facing upon Sandwich Street. The Bishop anticipated the future large scale growth in the English-speaking community by indicating to Mr. Ouellette by a wave of the hand that a church was needed to the east. Acting upon the suggestion, Vital Ouellette and Daniel Goyeau each contributed one arpent of land for such a purpose to the Bishop of the See of London. The record of transfer of property from them to the Bishop was made in 1854. Subsequently, it was decided to locate the proposed church upon the Goyeau grant.⁷⁴

On September 8, 1856, the site was blessed by the Right Reverend Peter Alphonsus Pinsonneault, the first Bishop of the newly created See of London. The first wooden Parish Chapel was dedicated in the fall of 1857. With the departure of the Jesuits in 1859, and with the transfer of the See to Sandwich, the parish was directed by Vicar General J. M. Bruyere and Father Joseph Bayard. In June 1865, the

Very Reverend James Theodore Wagner, who had been attached formerly to the church at Sandwich Town, was named pastor of the new chapel. Toward the end of the same year the first pastoral residence was built where the present parish hall is today. The chapel stood north of it at the southwest corner of Goyeau and Park Street. Later this chapel was moved west to the site of the present Rectory in order to build a new church.⁷⁵

The construction of the first parish church was undertaken late in 1871. The cornerstone had been laid the previous spring by the Right Reverend Dr. Walsh and within three years the building was completed and dedicated. The Very Reverend J. T. Wagner supervised the construction and fund raising connected with its erection. The total cost of the completed edifice was \$30,000, all of which had been raised by means of church bazaars and concerts before its opening. Actually it was opened debt-free because of the beneficence of Vital Ouellette who donated the last \$3,000 in order that the church might be consecrated and opened on the same day. These sacred ceremonies were performed on July 1, 1873 by Bishop John Walsh of the London Diocese assisted by Rev. D. J. Lynch, Archbishop of Toronto. The Rectory to the south and west of where St. Alphonsus Hall now stands, served the priests until the present one to the west of the church was erected after the turn of the century. To the south of the first rectory and over to Ouellette Avenue there was an orchard of pear trees as late as 1887.⁷⁶

The problem of secondary separate school education

for Roman Catholic boys was provided for by the Assumption College which comprises the older portion of the present University. The cornerstone of this college was laid in June 1855.⁷⁷ As the college remained strictly for boys it was felt, after 1863, when the Protestant Grammar School became co-educational, that a college should be established especially for Roman Catholic girls. Consequently, the Sisters of the Holy Names of Jesus and Mary established the original St. Mary's Academy. The Sisters came to Windsor in 1855 from Longueuil, Quebec, across from Montreal. This was one year after the Ouellette and Goyeau grants of land were donated. The Bishop of London leased the Ouellette property to them for 999 years.⁷⁸

The first building which they employed for the education of young ladies however, was a small home donated to them by Mrs. Eliza Salter on Sandwich Street East.⁷⁹ Shortly thereafter, owing to the inadequacy of the quarters in this building, they occupied the two-story brick building which until recently stood at the southeast corner of London and Goyeau Avenue. As noted beforehand they used both floors of the south half of the building. It served their needs until 1863 when it too proved unsuitable in the face of steeply climbing enrolments. In 1864 the Sisters erected a spacious four-story building at the southeast corner of Ouellette and Park Street. The Academy, a long brick building, faced upon Ouellette Street. Four years later they built a circular addition to the south which from its peculiar shape was popularly dubbed the "Windsor Castle".⁸⁰ The Academy grounds

extended south to Maiden Lane and east to the present Rectory and was enclosed by a high rail fence. The Sisters sold the Academy property in 1928 to the tunnel promoters and moved to their present grounds.

On the southeast corner of Maiden Lane and Ouellette during the nineties were two cottages belonging to the Churchills. Mr. Churchill lived in one and rented the other. Next, to the south, was a large vacant lot, and then Dr. James Gow's large frame house at the northeast corner of Ouellette and Wyandotte. This was erected about 1909. Before that the corner was vacant. Meretsky & Gitlin bought the vacant lot and erected their furniture store there in the 1930's. Included in it was some property which they purchased from Dr. Gow. Morris Construction Company purchased the Gow property at the corner and have erected the new bank building which they rented to the Toronto-Dominion Bank.⁸¹

On the west side of Goyeau Avenue to the south of the present church was the backyard attached to it. St. Alphonsus Hall was erected in 1918 thereby obliterating all trace of that yard. At the parking lot between the Volkswagen property and this yard was the location of the first Rectory, a white brick two-story house. The large frame house of Mr. Weingarden, a janitor at the old city hall (second), stood where the Volkswagen people are at present. Beside him was the home of Mr. Benson the customs collector.⁸² This house was there no longer after the nineties. The lot remained vacant until the Bell Telephone Co., purchased it, after the turn of the century, and erected their four-story

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brick exchange. At the entrance to the present Windsor-Detroit tunnel, was the large frame house of Mr. Thorpe a conductor on the Wabash Railway. His home, which dates back to the seventies, contained a captain's walk and a cupola at the top. It was surrounded by fruit trees and a high fence. Mr. Martin bought the property for the tunnel development and was demolished when its construction took place.⁸³ The Tunnel was opened on November 3, 1930. The Thorpe grounds extended north to the present tunnel garage and to Maiden Lane.

Charles Buxtall, owned a large two-story frame house at the northwest corner of Wyandotte facing Goyeau. He bought and sold lumber and Archie Napier believes that he carried a portable sawmill into the countryside. Beside this residence he owned two frame cottages to the north facing Goyeau Avenue. The large frame house between them and Maiden Lane belonged to Silas Bond, an employee of the McLean Lumber Company. All of these places date back to the early seventies also. Maiden Lane ran between Goyeau and Pelissier Avenues in the late nineties but since the alterations wrought by the tunnel people it stops in the middle of the block. At present the eastern half of the street has become the entrance to the tunnel.⁸⁴

"Hap" Baxter's father and uncle replaced Mr. Buxtall's corner home about 1907 with the present brick building. In the eastern half and facing on Wyandotte Street was their hardware store. The western portion contained the Consumer's Wall Paper Company also operated by them.

The first structure to arise on the east side of Goyeau Avenue was the first St. Alphonsus School. This was a Common or Separate school. This primary school was located directly opposite the present St. Alphonsus Hall. The land upon which it was situated was part of Daniel Goyeau's original grant to the Bishop of London in 1854. This school was erected in the following year. It possessed two classrooms, one upon the ground level, and the other above it. Later a two-story frame extention was added at the rear thereby doubling the classrooms. The Windsor Town Council purchased the building in 1876 and diverted the students to it from the Windsor High School at the City Hall Square. Lack of space at the latter dictated the establishment of a secondary school. Prior to this move the secondary pupils shared the same premises as the primary students at the City Hall Square building. Miss Margaret Bartlet who attended the Goyeau Avenue school was less than enthusiastic about it. She described the condition of the building as "terrible".⁸⁵

In 1875 a severe depression in Windsor resulted in extreme unemployment and suffering. To relieve hunger among the unemployed a committee of ladies, the Benevolent Association, established a "soup kitchen". In support of their efforts, the Council permitted them to use a part of the Goyeau Avenue school. As this continued for some time the school began to be referred to by this name.⁸⁶ In 1889 the High School was transferred to the Windsor Collegiate Institute presently known as Patterson Collegiate Institute.

Martin Collier, a blacksmith and carriage-maker was

located at the southeast corner of Goyeau and Park Street in the eighties and nineties. His shop occupied the site of the present police station. A ramp lead up to the second floor where he painted carriages. Mr. Collier's house was at the rear of his business and faced upon Park Street. He rented this cottage, No. 23 Park Street, to the Tullochs after 1895 and they lived there until he disposed of his entire property to Mr. Coulter.⁸⁷

The schoolyard occupied the location of the present automobile lot owned by Webster Motors. At the present 518 Goyeau Avenue resided Fred T. Wicken, a tailor with Bartlet, Macdonald & Gow. Mr. Scully was at No. 534. J. A. Grosscup, the proprietor of a tailor shop in the British-American Hotel, came next. Mr. Walker, the candy man bought his house at 544 Goyeau Street, behind Mason's brokerage office, from Pat Ouellette. Mr. Ouellette, a real estate man and contractor built several houses to the south about 1900 upon lots which had been empty before then. His home at No. 552 is some seventy years old. The second Copeland residence, now the parking lot opposite the tunnel entrance, was occupied by this family from 1880-6.⁸⁸ The backyards of all of these structures extended east to the alley which proceeded south from the southwest corner of the City Hall Square West before it turned to the east. This is roughly the middle of the "L-shaped" block and meant that the fences north of the Scott property faced the City Hall itself. This alley then marked the boundary of the first of the three divisions south of the east-west thoroughfares.

The second distinct region lay south of All Saints' Church and east to McDougall Avenue. The City Hall Square during the last three decades of the Nineteenth Century was intimately connected with education in Windsor. The paucity of population in Windsor prior to 1930 precluded the establishment of a "Common" or primary public school there. Scholars were compelled to attend the one in Sandwich Town which had been founded in 1801-2.⁸⁹ Even after 1830, inadequate salaries and teachers, retarded educational progress in Windsor. Only after the Rebellion of 1837-38 was the first school building acquired in Windsor. James Dougall was responsible for its establishment on the north side of Sandwich Street two doors west of Ferry Street and directly opposite his residence. This building served not only the students, but also various religious denominations in Windsor which held services there prior to the erection of their own churches.⁹⁰ Mr. Dougall who owned the building, charged nothing for these community services. Mr. Wilmot, later an alderman in Detroit, was its devoted teacher.

The school trustees, who were responsible for repairs and general upkeep, did not perform their duties. Reluctantly, therefore, and after much remonstrance, Mr. Dougall notified them that they would have to provide another school for themselves. After some delays they did so by erecting a small brick school on the east side of Windsor Avenue between Sandwich and Pitt Streets. The same indifference continued. The older school provided by Mr. Dougall perished in the fire of 1849.⁹¹

Following the incorporation of Windsor as a village, population growth rendered the second school inadequate. As a result the Village Council passed a by-law for the establishment of two new schools.⁹² Accordingly the school trustees of that day, Messrs. John O'Connor, Hosiah Strong, F. Caron, John McRae, Mark Richards and Dennis Ouellette, purchased grounds and built two brick school houses in 1855. The Protestant school was the old "First Ward" Common school on the south side of Chatham Street in the middle of the block between Church and Bruce Avenues. Its grounds extended south to London Street. The Roman Catholic Separate School as we have seen was established in the same year on Goyeau Avenue. Although the establishment of separate schools was a violation of the Provincial School Law of that day, it was a source of great harmony then and has functioned well since.⁹³

Secondary school education previous to 1857 was available only at the District Grammar School at Sandwich. The trustees, hoped to continue with the Sandwich School but it required replacement as being too decrepit. The "Windsor Herald" frowned upon the idea. It voiced the hope that a new Grammar School would be erected instead.⁹⁴ The establishment of a new school was another bone of contention because with the drift of population to Windsor it was best to erect it in this community rather than in Sandwich Town. Thus in 1857, after the Grammar School abandoned its older building, the trustees had it removed to Windsor through the strenuous exertions of the Windsor member of the board, S. S. Macdonnell.

Its first site was approximately where the Thompson Block now stands on Pitt Street opposite the Post Office. Four years later it held classes on the third floor over the Neveux, Clinton & Baxter hardware store. In 1863 it was on the second story of the First Ward School.⁹⁵

The School Improvement Act of 1871 eliminated the older name for a secondary school and hence the Grammar School in that year became the "Windsor High School". Similarly the Common Schools were henceforth known as "Public Schools". Windsor was in advance of the Act in that its school was a free rather than a subscription school and girls were permitted to attend since 1863.

The quarters in the Protestant School proved inadequate to accommodate the vast increase in enrolment after 1870. It became urgent to erect a new building but in the interval pending its erection, both the High and Public School were once more removed, this time to the barracks which had been erected during the Fenian Raid in 1866. Five wooden buildings comprised the barracks on City Hall Square. The front part of the one on the northwest corner became the temporary location of the Protestant Common and Grammar School. The vacated First Ward school then was assigned as a boys' school to the Roman Catholic Separate School Board.

The new Windsor Central High School building was completed in January, 1873. It was situated slightly north of the present City Hall building. The west half of the upper floor was reserved for the High School. Mr. Johnston continued as the principal and only teacher of the High School,

until a second instructor, Thomas S. T. Smellie joined the staff. Angus Sinclair replaced the former in 1875 as principal in which position he served until 1893. During his term in that capacity the High School moved to the "soup kitchen" on Goyeau and then to the present Patterson Collegiate. The Hon. J. C. Patterson donated the site of the latter school between Goyeau and Windsor Avenue on Ann Street upon the condition that it be used for the location of a permanent High School.⁹⁷

The combined Public and High School building, after the removal of the latter, remained a Public School until the turn of the century when it was appropriated by Council as the new City Hall. Most of the northern part of the square was enclosed by a high wooden fence which contained the schoolyard. At the southwest corner of this square the Salvation Army erected their first barracks citadel about 1880 as noted previously and after it burned down it was reestablished where the Police Garage office stands today.⁹⁸

The residences which fronted upon Windsor Avenue extended west to an alley behind them which divided the block. This alley was a continuation south of City Hall Square east. The homes on the long portion of this "L-shaped" block faced Goyeau Street. At the southwest corner of Windsor and City Hall Square South stood the home of Mr. William Scott. This residence, erected in 1871, was the first home on Windsor Avenue south of the Square. At that time its orchard and garden encompassed the entire present block to the east of the alley. A high fence surrounded his home and orchard.⁹⁹

Mr. Scott was a civil engineer for the Great Western Railway. His son became an architect in Detroit. His two unmarried daughters (Lizzie and Annie) upon their deaths left their property to All Saints' Church and Scott Hall is named after them.¹⁰⁰ Mr. William Scott, the father, sold his large brick corner house to Meconi the wine man. The home was demolished when Webster Motors was erected over the site.¹⁰¹

He owned the houses to the south as far as the present Wyandotte Street. Judge J. W. Hanna, the lawyer and M.P., lived in the brick home to the south in the 1870's. G. M. Duck's parents rented this home next. He was born there in 1882. Later they moved into the brick house next door south. J. M. Beers, a customs officer, moved into the vacated house when they left. The three Scott houses to the south were frame buildings. Between 1886 and 1893, the Copeland family were living in No. 585. Dr. J. Francis Smith, a dentist in the Opera Block, resided in the second frame house. James Crampton, the grocer opposite the Great Western Railway foot-bridge, and later a customs officer, rented the last frame house. The northwest corner of the block was vacant. Thomas Longley lived in the middle of Wyandotte Street. When that street was extended west, his home was removed to this vacant lot. Most of these families moved away in the nineties to Victoria and other streets. The Beers left in 1890 and the Copelands in 1893. The Ducks and Cramptons followed them later.¹⁰²

William Englander owned the old store at the northeast corner of Wyandotte immediately after it was extended

west from Mercer Street in the eighties. He lived at No. 588 Windsor Avenue. These buildings went up in the late seventies. Also erected at that time were Nos. 580, 572 and 564. The last two belonged to Donald Fraser, a conductor on the Grand Trunk Railway. The next two houses to the north belonged to Mrs. Thorp. Her husband John also had been a conductor on the Grand Trunk Railway. She was a dressmaker and her shop was in the northernmost cottage at No. 532. Mr. Hanley owned the next four houses. He lived in No. 490, the oldest of the four. Between this and the other three, was an open space. Here the neighbourhood boys played ball.¹⁰³

Mr. Meecham, another Grand Trunk Railway conductor, owned No. 464-6 and No. 456 Windsor Avenue. The Copelands lived in the latter, at the southeast corner of Windsor and City Hall Square South, before him. They were the second family south of the Square in 1876 when they settled in this location. They were preceded only by Mr. Scott.¹⁰⁴ In 1880 they sold their home to Mr. Meecham, whereupon they moved to Goyeau Avenue. Mr. Meecham erected No. 464-6 for one of his sons, while the other built the present No. 450-2 City Hall Square South to the east of the corner building. Both houses are sixty-five years old and all three are there yet.

The Volunteers of America erected a large wooden building at the present entrance to the police garage. They were a dissident break-away minority of the Salvation Army and still function in the United States. The coloured people bought it and used it for lodge purposes.¹⁰⁵ To the north

of it, facing on the Square, was a large vacant lot. Coloured people owned the lot at the southeast corner of City Hall Square East and Assumption Street (St. George formerly). The Reverend William Harrison was born in this house which faced the old City Hall barracks.

Mr. Lawson, another coloured man, operated a grocery store at the southwest corner of McDougall Avenue across the street from Mr. Walker. The same building, somewhat modified into a residence, stood there until the recent demolition. His backyard was west of his store and met that of the Harrison home at the middle of the block on Assumption Street.¹⁰⁶

The next home south of him on McDougall Avenue was owned by another coloured man named Lawson. Jack Moffatt, a large coloured man, who earned a living by white-washing buildings lived at No. 425 McDougall Avenue. Later he did so by gathering paper. No. 433 was the property of the Windsor Gas Company. It was supplied to their foremen who were in charge of manufacturing. The gas company owned the remainder of the west side of McDougall Avenue as far south as Wyandotte Street, except for a small wooden store which still stands at the northwest corner of Wyandotte. Mr. King owned it and sold groceries, candies and penny goods.¹⁰⁷

The original gas company manufactured their product from coal. When this firm was absorbed by the natural gas company their equipment was converted. The old office building, still stands, but the roundhouse mentioned earlier is gone. The property now belongs to the City of Windsor which added the newer garage building to the northern end of the

old office. The gas company extended west to the alley behind the homes and backyards, which fronted on Windsor Avenue. This alley, as in the instance in the block to the west, was a southern extension of City Hall Square East, and severed this "L-shaped" block in a similar fashion.

The last definite region lay south of Assumption Street and east of McDougall Avenue. The western half of it always has been the neighbourhood of the coloured citizens of Windsor, while the eastern part of it was more mixed in character. Whereas the redevelopment projects have already begun in the former section, it is only recently that the district to the east has come under civic scrutiny.

At the southeast corner of Assumption and McDougall Avenue there stood a decrepit frame cottage of great age. A succession of many coloured tenants had lived in it since the 1870's when it was erected. It was demolished about five years ago by the city as being beyond repair. Vacant land intervened south of it to No. 444 where lived a Mr. Watkins. The present 452-4 was vacant land until Lundrum Hall was erected. The Coca Cola people built No. 460 which they used until relocating on Howard Avenue. The old building remained unoccupied ever since. A small frame house which stood back from the street at No. 472 was quite old. No. 478 at the northeast corner of Brant was owned by Mr. McLaughlin a coloured foreman who worked for Mr. Hurley the coal man. Between Brant and Wyandotte, along the east side of McDougall Avenue, was vacant land in the nineties. Archie

Napier can remember boys playing football in this field until the Windsor Arena was erected in 1925.¹⁰⁸ All of the houses to the north of Brant Street were erected over one hundred years ago, and all have been demolished.

On the south side of Assumption Street, next to the southeast corner house mentioned above, stood No. 319, a two-story frame house. This house was owned by Mr. Morgan a coloured man who threw a rope for the ferry company in the nineties. No. 325 Assumption Street, an old frame house but covered with stucco when demolished, belonged to a coloured man named Zack Jackson in the eighties and nineties. Mr. Jackson was a hack driver serving with the Grand Trunk Railway. He operated a coloured peoples hotel at the northeast corner of McDougall and Assumption Streets.¹⁰⁹ His son, Walter, lived in this house after he went to Cobalt with Solomon White. Walter married a red-headed white woman from Detroit.

The next two frame houses at 339 and 329 Assumption Street were owned by parents of James Watson, the present City Solicitor of Windsor.¹¹⁰ Both houses went up in the seventies and before their removal were covered by artificial brick. Both were attractive homes thirty years ago. East of them stood No. 351 also built at that time. From that house to the southwest corner of Mercer was vacant property until the Windsor Soap Company building went up in the late thirties at 365 Assumption Street. No. 405-7, a two family brick duplex, owned by Mr. Franconi, was erected about 1924. Before that this vacant property was surrounded by a high fence. At the present time an eight

story apartment block, which will be the centrepiece of the redevelopment area of the CityHall, is nearing completion.

At 423 Mercer Street lived Mrs. Harris, a coloured woman, whose husband was a cook on the Wabash Railroad when it provided passenger service to Buffalo. Mrs. Munro, another coloured lady, lived at 431 Mercer Street where she maintained a dressmaking shop. Both of these frame cottages were similar in appearance and were erected around 1885.¹¹¹ Mr. Fisher, a Jewish builder constructed the houses at 439 and 445 Mercer Street at the turn of the century. He lived in the former while his married daughter resided in the latter. Mike Meretsky, an uncle of Simon, built and lived at No. 453. Aaron Meretsky, Simon's father lived next door at No. 461. The former cottage was completed about 1900 while the latter arose about five years earlier. Aaron erected the second story in 1925.

No. 471, a small reasonably well-preserved frame house, stood well back from the street. Taylor Hewitt, a coloured gentleman, purchased this house in 1890 while it was comparatively new. His son Robert was born there in 1891 and lived there until the property was taken over by the city. Until his removal, he was the sole surviving "old-timer" on Mercer Street between the river and Wyandotte Street.¹¹²

The two small frame houses which stood at 479 and 493 Mercer Avenue until demolished, were located upon the west side of Ouellette Avenue in the middle of the block south of Park Street until 1910. In that year they were purchased

and moved to Mercer Avenue by Aaron Meretsky. His heirs owned them until recently. Originally they had belonged to Thomas Blackburn, a tinsmith and plumber.

The latter owned the cottage at 380 Brant Street, and the adjacent one to the south and west of the northeast corner of Mercer and Brant Streets. The building immediately to the east of the alley was erected about 1935 by Aaron Meretsky and was operated as a hotel by his son Edsel. It was called the Black and Tan Hotel because it catered to both white and coloured patrons. The Frontier Club was located there until the building was expropriated. This coloured peoples club has been reestablished on Mercer Street. The house at the northeast corner of McDougall and Brant Street had grounds which reached back to the west side of the alley.¹¹² It was at 478 McDougall Avenue and, therefore, did not face upon Brant Street. This street ended at McDougall Avenue.

The large brick house at the southwest corner of Brant and Mercer Avenue was erected by Mr. Blackburn and must be about seventy-five years old. He built the small frame house behind it at 359 Brant Street. Mr. Blackburn sold the corner house to David Archer who lived on Glengary previously. His son, Ernie Archer, lived at the other house which until recently stood next to the Arena.¹¹⁴ Both homes went up just prior to 1900.

Mr. King, a white paralytic, owned the two-story home at 521 Mercer Street. It was erected for him around 1895. He operated the grocery store at Wyandotte and

McDougall Avenue. The vacant lot to the south of him, had contained the one-story frame house of Jake Meretsky, a brother of Aaron and Mike, and the father of David Meretsky. It was torn down about five years ago.

The Home of the Friendless, now the Homestead, occupied the northwest corner of Wyandotte and Mercer Avenue. The rear section facing Mercer Street was built in 1888. The front part, facing Wyandotte Street was added in the early 1900's.¹¹⁵ The Ladies' Benevolent Society was responsible for raising the funds for the erection of this red brick building. Their humane purpose was to secure permanent and adequate assistance for the poor and aged. It was opened in November of the following year.

At the southeast corner of Mercer and Assumption Street is the present Tanner American Methodist Episcopal Church. The oldest portion of this church is the frame section at the rear of the brick building. It opens on Assumption Street. It was erected originally on Mercer Avenue by the Bible Christian denomination in the 1850's. Charles Buxtall moved it to its present site about 1876. The front Brick section was erected by the Bible Christian congregation in 1877. Near the top of their old edifice is an inscribed stone which announces: "Bible Christian Tabernacle Erected A.D. 1877".

The white Baptist Church in Windsor was organized in 1885 by Mr. Molasky, the grandfather of Mrs. W.W. Lanspeary. They used this building for a short while before their own church at the northwest corner of Bruce and University Avenue West was completed and dedicated in August 4, 1890.

Beside the A.M.E. church to the south, at 420 Mercer Street was the old parsonage. Constructed in 1878, this large stucco house is no longer employed in that capacity. Mr. Roberts lived at 432 Mercer Street which he built in the last decade. No. 440 was the home of Mr. Washbrooke, a teamster. He erected it in the nineties upon vacant land which stretched south approximately to the corner of Brant Street. He employed it for his horses and wagons. The present 462 and 468 Mercer Avenue were built by Aaron Meretsky fifty years ago. Mr. Jones, a coloured man, owned a two-story frame grocery store at the northeast corner of Mercer and Brant Street for years before it burned down in 1900. Subsequently, he erected his large frame residence at 478 Mercer Avenue, immediately north of this corner lot.

Mr. Williams, a Jewish butcher, followed Mr. Jones at this corner. He was the father of Miss Edith Williams, onetime W. D. Lowe Secondary School Secretary. His shop, which faced Mercer Street, sold kosher meats to his co-religionists. Behind his shop, the north side of Brant Street was vacant to the alley until 1941. A brick building owned by the Central Garage and Body Works stands there at present.

George Bradshaw, a Grand Trunk Railway yardmaster and the grandfather of Dr. Phyllis Bradshaw, originally owned the whole southeast quarter of the block at Mercer and Brant Street. The southeast corner of Brant and Mercer, was vacant until 1902 when Simon Meretsky purchased it and erected Windsor's second Synagogue there. The Rabbi lived in the small frame house, behind the Synagogue at No. 431

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 Brant Street. At No. 520 Mercer, lived William Bradshaw. He owned a saloon in Detroit, at the corner of Larned and Woodward Avenue. George occupied No. 542, which was separated by a vacant lot from William's home. He built it eighty years previously and William erected his dwelling at the same time. Eventually, George owned both of these and the next house to the south as well.¹¹⁹

No. 562 Mercer Street, until recently the Thames Hunting and Shooting Club, is at present occupied by the Frontier Club. This is a comparatively recent building. In the nineties, Mr. Williams had his first grocery store on this site in a very old frame building. The Rabbi would kill the animals and Mr. Williams would sell the meat as kosher. The Jewish community was not permitted to purchase meat slaughtered in any other fashion.¹²⁰

At the northeast corner of Wyandotte and Mercer Streets, Mr. Wheeler had a frame paper and paint store. His father lived upstairs and earned a living by carding wool for the Vollans Mill near the Horseshoe. This building was old and tumbling down when Archie Napier was a boy. It was there in 1878. Fruit trees stood behind it where the parking lot on Mercer Avenue is at present. The brick business building there now is much more recent.¹²¹

Miss Bridget Wallace lived at the southwest corner of Assumption and Glengarry Avenue since its erection. The front portion of this frame house, facing on the latter street, dates back less than seventy years. The rear section, however, was the original house and was built in 1862, the year before Miss Wallace's birth. It was moved back from the corner

when the larger front part went up.

The cottage, which until recently occupied No. 459 Assumption Street between the Wallace Home and the A.M.E. church, was erected in 1892, the year Windsor became a city. Originally, Michael Egan, the uncle of Mrs. O'Shea, owned it as well as the entire property facing on Assumption Street between Glengarry and Mercer Avenue.

The houses at 423 and 429 Glengarry Avenue were erected by David Johnston about 1900. His sisters were the first Mrs. Alex Black and Mrs. Cheyne. A.D. Leroyd lived in the second house. His drygoods store occupied the site of the present Bondy's Shoe Store between Smith's and Bartlet, Macdonald & Gow.

David Archer, a Grand Trunk Railway switchman owned No. 439 at the turn of the century. The location has been occupied for over one-hundred years. No. 449 Glengary Avenue belonged to George Cheyne, longtime fire chief of Windsor, and was built about sixty years ago. David Johnston's home at No. 457 has been at its location for a century. Mr. Johnston was a stockholder for Elliott, Taylor and Wilford in Detroit. They sold out to J. L. Hudson. He sold his houses on Glengarry Avenue later and moved to Victoria Avenue. His home on Victoria Avenue, now accommodates the Windsor Cancer Clinic.¹²²

Mr. Butterworth owned two small identical cottages south of Mr. Johnston on Glengarry Avenue and lived in a large house south of them in the nineties. This large residence and the southernmost of the two cottages burned down in a disas-

trous fire. Today only the one cottage at 471 Glengarry Avenue remains. He sold the properties to Mr. Siebert who erected a grocery store at the northwest corner of Brant Street about thirty years ago. Atkin's Sheet Metal Works owns it at present.¹²³

No. 505 Glengarry Avenue stands at the southwest corner of Brant Street. Mr. Squires owned it as well as 515 to the south of it. He sold them to Mr. Brumpton a painter. He was the father of W. H. Brumpton, a policeman, about the turn of the century. These houses must be seventy-five years old. The Brumpton barn stood west of the corner house and fronts on Brant Street.

The small brick Dominion Poultry building at 447 Brant Street was built only later in the 1940's. Mr. Lloyd a carpenter lived here in a frame house prior to its erection. That earlier Lloyd house would be seventy five years old also. No. 439 Brant Street beside it, a one-story artificial brick house, likewise is that old. A Mr. Robinson lived here and made horse collars. This home was next to the Rabbi's house.

No. 521 Glengarry Avenue has been standing on the street for some forty years. It belonged to Mr. Brown, a C.N.R. employee. Of similar age are Nos. 531, 536 and 545. They were erected by Joseph Jones who lived in the first. Mr. Nichols (sic) erected 555 Glengarry Avenue seventy five years ago. He sold coal oil in Windsor. His granddaughter lives there now. No. 595, occupied by ninety-three year old Reverend William J. Harrison, was an old house when Archie Napier was a boy. Mrs. Vivian Nall, daughter of Mr. Harrison maintains that their home is one hundred years old.

Mr. Shepley, the father of Mark and Earl, owned a two-story frame house immediately south of the Harrison home, as well as the residence at the northwest corner of Wyandotte. The Shepley home is gone while the corner house has been converted into a store by Mr. Scott. Mrs. Nall states that both houses were erected a century ago.

Most of the residences still standing within the three districts south of Park, City Hall Square and Assumption Street, then are survivals of the 1880's at least. Many, however, hearken back even further into the past. Only a few are comparatively recent.

The whole region from Pitt Street to Wyandotte and from Cartier Place to Glengarry began as a residential district. Some of the streets were regarded as more respectable than others but, as can be seen in the many homes that have come down to the present, most of the region has seen better days.

CHAPTER V

FOOT NOTES

¹ Map of Windsor, 1878, G. F. Macdonald Historical Collection, Windsor.

² Statements by Mr. Thomas Longley, personal interview by Neil F. Morrison, July 18, 1955.

³ There were residences on the west side of Ouellette south of London Street as far as Park.

⁴ Statements by Mr. Lyle Copeland, Miss Gertrude Copeland and Mr. George Duck, personal interview by Neil F. Morrison, May 26, 1953.

⁵ Statements by Mr. John A. Finnie, personal interview by Neil F. Morrison, January 21, 1945.

⁶ Statements by Mr. Thomas Longley, op. cit.

⁷ Statements by Miss Isobel Butterworth (Mrs Pond), personal interview by Neil F. Morrison, February 21, 1952.

⁸ Statements by Mr. Thomas Longley, personal interview by Neil F. Morrison, July 19, 1955.

⁹ Map of Windsor, 1878, Macdonald Historical Collection, Windsor.

¹⁰ Statements by Mr. Clarence F. DeFields, personal interview by Neil F. Morrison, October 1, 1953.

¹¹ Statements by Mr. Archie Napier, Personal interview by Neil F. Morrison, March 27, 1961.

¹² Statements by Mrs. J. H. Richards, personal interview by Neil F. Morrison, May 7, 1952.

¹³ Walter Gow, Windsor Folks Scrapbook, 1876-1900, personal collection of Mr. Gow, Toronto. p. 36.

- 14 Statements by Mr. T. G. Douglas, personal interview by Neil F. Morrison, October 1, 1953.
- 15 Statements by Monsignor W. J. Langlois, personal interview by Neil F. Morrison, July 3, 1952.
- 16 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, March 27, 1961.
- 17 Anon., Commemorative Biographical Record of the County of Essex, Ontario, Toronto: J. H. Beers & Co., 1905, p. 3.
- 18 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, November 5, 1959.
- 19 Ibid.
- 20 Ibid.
- 21 Ibid.
- 22 Ibid.
- 23 Dorothy Shad Shreve, (comp.) Pathfinders of Liberty and Truth, The Amherstburg Regular Missionary Baptist Association, Amherstburg: 1940, p. 97.
- 24 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, July 13, 1959.
- 25 Ibid.
- 26 Statements by Miss Charlotte Moir, personal interview by Neil F. Morrison, June 9, 1953.
- 27 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, August 16, 1959. Hay was being unloaded there on Nov. 9, 1959.
- 28 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, November 5, 1959.
- 29 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, August 16, 1959.
- 30 Ibid.

- 31 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, November 5, 1959.
- 32 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, August 16, 1959.
- 33 Ibid.
- 34 Anon., Commemorative Biographical Record of the County of Essex, Ontario, op. cit. p. 165.
- 35 Ibid., 29.
- 36 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, July 14, 1959.
- 37 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, April 13, 1959.
- 38 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, April 27, 1961.
- 39 Statements by Mr. C. D. Fraser, personal interview by Neil F. Morrison, September 21, 1953.
- 40 Statements by Monsignor W. J. Langlois, personal interview by Neil F. Morrison, July 17, 1953.
- 41 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, April 13, 1961.
- 42 Ibid.
- 43 Statements by Mrs. Lily M. Tulloch, personal interview by Neil F. Morrison, July 15, 1952.
- 44 Statements by Mr. Lyle and Miss Gertrude Copeland, personal interview by Neil F. Morrison, June 1, 1953.
- 45 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, April 13, 1961.
- 46 Statements by Mrs. Lily M. Tulloch, personal interview by Neil F. Morrison, July 15, 1952.
- 47 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, May 11, 1961.

48 Statements by Mr. George F. Macdonald, personal interview by Neil F. Morrison, September 9, 1959. The Methodist Church was on the site of the present Mill Street Fire Hall.

49 Windsor Herald, February 3 and April 7, 1855.

50 Statements by Mr. George F. Macdonald, op. cit.

51 Detroit Daily Advertiser and Windsor Herald, passim.

52 Walter Gow, op. cit. p. 41

53 City Hall Square was the name of the street inclosing the park on all four sides. It was called North, East, South and West to determine the particular side of the park. Thus Market Lane ended at Albert Street (Robinson) whereupon it became City Hall Square East.

54 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, May 1, 1961.

55 Statements by the Reverend William Harrison, personal interview by Neil F. Morrison, August 12, 1948.

56 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, May 11, 1961.

57 Statements by the Rev. F. O. Stewart, personal interview by Neil F. Morrison, August 11, 1948.

58 Ibid.

59 Statements by the Rev. W. Harrison, personal interview by Neil F. Morrison, August 16, 1948.

60 Statements by the Rev. F. O. Stewart, personal interview by Neil F. Morrison, August 8, 1948.

61 Statements by the Rev. W. Harrison, personal interview by Neil F. Morrison, August 12, 1948. The final services of this church were held on Sunday, October 29, 1961. The building has been expropriated by the city as part of Redevelopment Area No. 1 and will shortly disappear from the Windsor Scene. W.D.S. October 28, 1961.

62 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, June 20, 1959.

- 63 James Dougall, "Address At the Laying of the Cornerstone of Windsor Central School, November, 1871", Windsor Record, Windsor Carnegie Library.
- 64 Statements by the Rev. W. Harrison, personal interview by Neil F. Morrison, July 13, 1959.
- 65 Statements by Mr. John A. McLean, personal interview by Neil F. Morrison, June 6, 1953.
- 66 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, October 19 and 22, 1959.
- 67 Ibid.
- 68 Statements by Mr. Simon Meretsky, personal interview by Neil F. Morrison, October 5, 1953.
- 69 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, October 19, 1959.
- 70 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, July 16, 1959.
- 71 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, July 14, 1959.
- 72 Ibid.
- 73 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, October 19, 1959.
- 74 Statements by Monsignor W. J. Langlois, personal interview by Neil F. Morrison, July 3, 1952.
- 75 Ibid.
- 76 Statements by Mr. Clarence F. De Fields, op. cit.
- 77 Windsor Herald, June 16, 1855.
- 78 Statements by Monsignor W. J. Langlois, op. cit.
- 79 Walter Gow, op. cit. p. 37.
- 80 Neil F. Morrison, Garden Gateway To Canada; One Hundred Years of Windsor and Essex County, 1854-1954, Toronto: The Ryerson Press, 1954, p. 97.

- 81 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, June 22, 1961.
- 82 Statements by Mr. Lyle Copeland, personal interview by Neil F. Morrison, October 9, 1953.
- 83 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, May 11, 1961.
- 84 Statements by Mr. Lyle Copeland, personal interview by Neil F. Morrison, June 1, 1953.
- 85 Statements by Miss Margaret and Mr. Walter G. Bartlet, personal interview by Neil F. Morrison, February 11, 1952.
- 86 Neil F. Morrison, op. cit. p. 278.
- 87 Statements by Mrs. Lily M. Tulloch, op. cit.
- 88 Statements by Mr. Lyle and Miss Gertrude Copeland, op. cit.
- 89 James Dougall, op. cit.
- 90 Statements by Mr. George F. Macdonald, personal interview by Neil F. Morrison, July 22, 1958.
- 91 Ibid.
- 92 Windsor Herald, April 7 and July 24, 1855.
- 93 James Dougall, op. cit.
- 94 Windsor Herald, July 28, 1855.
- 95 F. P. Gavin, "First Grammar School Established in 1854: Wonderful Advancement Since That Time", Essex Historical Society: Papers and Addresses, III, (1921), p. 93.
- 96 James Dougall, op. cit.
- 97 Statements by Mr. George F. Macdonald, personal interview by Neil F. Morrison, July 22, 1958.
- 98 Statements by Mr. Lyle and Miss Gertrude Copeland, op. cit.

- 99 Statements by Mr. Lyle Copeland, Miss Gertrude Copeland and Mr. George M. Duck, personal interview by Neil F. Morrison, May 26, 1953.
- 100 Statements by Miss Mayde Beers, personal interview by Neil F. Morrison, February 16, 1952.
- 101 Statements by Mr. George M. Duck, personal interview by Neil F. Morrison, March 1, 1952.
- 102 Statements by Miss Isobel Butterworth, op. cit.
- 103 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, June 20, 1959.
- 104 Statements by Mr. Lyle Copeland, Miss Gertrude Copeland and Mr. George M. Duck, op. cit.
- 105 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, May 1, 1961.
- 106 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, July 13, 1959.
- 107 Ibid.
- 108 Ibid.
- 109 Walter Gow, op. cit. p. 20.
- 110 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, October 22, 1959.
- 111 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, July 22, 1959.
- 112 Ibid.
- 113 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, October 19, 1959.
- 114 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, July 27, 1959.
- 115 Statements by Mr. Archie Napier, personal interview by Neil F. Morrison, July 22, 1959.

- 116 Statements by Mr. Archie Napier, personal inter-
view by Neil F. Morrison, July 27, 1959.
- 117 Statement by Mr. Archie Napier, personal inter-
view by Neil F. Morrison, October 19, 1959.
- 118 Statements by Mr. Simon Meretsky, personal inter-
view by Neil F. Morrison, October 5, 1953.
- 119 Statements by Mr. Archie Napier, personal inter-
view by Neil F. Morrison, October 22, 1959.
- 120 Statements by Mr. Archie Napier, personal inter-
view by Neil F. Morrison, July 27, 1959.
- 121 Ibid.
- 122 Statements by Mr. Archie Napier, personal inter-
view by Neil F. Morrison, July 14, 1959.
- 123 Statements by Mr. Archie Napier, personal inter-
view by Neil F. Morrison, October 19, 1959.
- 124 Ibid.
- 125 Ibid.

CONCLUSION

The growth of the redevelopment area began long before the existence of Windsor as an urban entity. Preceding the French the Indian was the first inhabitant of the area, with the original white settlers began agriculture and the fur trade. The earliest British settlers were augmented in the 1830's after the establishment of reliable steam-ferry communication. In that decade the first subdivision of farmland occurred but the earnest expansion of urbanization remained west of the redevelopment area until the arrival of the Great Western Railway. Thereafter, the eastward tendency of growth became more pronounced with each passing decade.

Various highlights of development may be discerned within the restricted area under study. One of these is the story of transportation. The first of the railways of Essex County had special relevance to the redevelopment area because it was within its waterfront that it established its terminus, and its economic prosperity ensured the same for Windsor as a whole. Connected with the railway was the story of the ferries. The Upper Ferry Street Dock for passengers boarding the locomotives, the freight and cattle ferries and the railway-car ferries, all made their appearance after the establishment of the terminus.

Canada's first commercial electric railway began operations in 1886 along Sandwich Street linking Windsor with

Walkerville. This was Windsor's second street railway and traversed the redevelopment area. By 1908 the Windsor, Essex and Lakeshore electric railway connected Windsor's downtown district with Essex, Kingsville and Leamington. As was noted its offices were on Pitt Street and its lines passed along that street to Windsor Avenue and then via Chatham Street to Glengarry and Howard Avenues.

The development of the area south of the railway began with the subdivision of the original farms. By 1878 most of the present streets had been opened. Although they were earthen throughways, various attempts at paving followed especially after the 1880's. Wooden plank sidewalks were not replaced until the dawn of the twentieth century. The horse and carriage was not entirely replaced until after the appearance of the automobile. Underground water pipes were not laid until after the erection of the waterworks at the foot of Langlois Avenue. The fire department and police force were other services provided in the seventies. The lighting of streets, first with gas, and then by electricity, also affected life within the redevelopment area as well as the other parts of Windsor. Telecommunication helped to speed the tempo of commerce and social activity.

Social life was found in home gatherings to a greater extent than at present. Melodeons, organs and pianos fostered many singing groups. Many pleasant parties occurred in the fine homes of the Baileys, Richards and other distinguished families living in the area. Larger dances and celebrations were held in the Crawford House before the turn of the century.

The social elite attended these in formal evening clothes, transported by horse-drawn carriages. After the erection of the Heintzman Building and the Armouries, these replaced the earlier centre of social life. Previously, the Auditorium in the Davis Block had displaced the old Town Hall as the focal point of community concerts and theatrical performances. Windsorites, however, were not confined to the Canadian shore as they attended famous theatres in Detroit as well.

Sandwich Street, for three or four blocks either side of Ouellette Avenue, was the main business street until well after 1900. To the east and west it shaded off into a residential region. To the south of it the streets were overwhelmingly residential, unlike the present. In the eighties and nineties Ouellette Avenue began its rise as a commercial street gradually replacing the residences as its stores continued their southward course. Pitt Street likewise started to take on its present appearance as a mercantile avenue about 1900. Earlier businesses had existed there but the residential function remained in evidence as late as the 1920's. Industries appeared in the eastern section of the street after the turn of the century.

Scattered commercial establishments existed to the south of Pitt Street such as the Windsor Laundry, the Wire Fence Company, McLeans Lumber Yard and the Windsor Gas Company. Furthermore there were various general stores to be found throughout this predominantly residential area in the eighties and nineties. Heavy industry was never strongly represented within the redevelopment area. Service industries such as

Coca Cola Company, D. M. Ferry, J. T. Wing and O. P. Hamlin entered the area comparatively late (after 1910) replacing older residential and commercial property. Such large firms present a special financial problem concerning the redevelopment area.

Within this residential district were established various public buildings which present an interesting study in themselves. The Old Town Hall on Sandwich Street still stands as a memorial to such earlier Windsor pioneers as City Clerk Alexander Bartlet, Samuel Port, the first police chief of the town, Reeve and Mayor S. S. Macdonnell, school trustee and alderman Mark Richards, James Dougall and Magistrate Caron. Political meetings, concerts and theatricals were held within this structure. A butcher shop and market was contained within it. The gaol, Market building and fire hall were adjacent to it. Long classified as unsafe it continued to serve Windsor until the Central High School building was made available as a civic headquarters about 1904. This in turn has been replaced by the present City Hall in 1958. The Homestead, formerly the Home of the Friendless, and soon to be abandoned for Huron Lodge was another old building within the area.

Churches within and without the area indicate the shifting population pattern of Windsor. The Methodists moved from Lambie's Hall (the present Star job-printing plant location) to their new church at the southwest corner of Windsor and Chatham Streets in 1873. After it burned they moved again to the present Central United Church in 1906.

The Baptists, organized in 1885 in the Bible Christian Tabernacle at Mercer and Assumption Street, removed to the northwest corner of Bruce and London Street. The first unit of All Saints' Anglican Church was opened with the expanding area near the present city hall in 1857. Enlarged with the passage of time it is still there. St. Alphonsus Roman Catholic Church also remains in the area. The Bible Christian congregation held services within the old Town Hall until their own building was completed. The Jewish Synagogue at Brant and Mercer continued in operation until recently although a new one has been established outside the area.

The Coloured Baptist and British Methodist Episcopal churches were erected immediately after the middle of the nineteenth century by escaping slaves who were arriving in large numbers at that time. The Baptists have moved to Tuscarora and Mercer but the B.M.E. church remains within the area. The American Methodist Episcopal church has taken over the old Bible Christian Tabernacle. Both the A.M.E. and B.M.E. churches will soon be demolished.

McDougall has long been a negro street but the migration of coloured people to the adjacent Mercer Street commenced early in the eighties and caused this area to depreciate considerably necessitating the present redevelopment. The Walker House was a long-time negro hotel which has declined considerably since its halcyon days. The separate negro school on Assumption Street was a substantial brick building for many years before it became the McLean planing mill.

Another school within the area was the Protestant Common School on Windsor Avenue across from the Windsor Wood Yard. The barracks huts served for a short time as a common and grammar school until the erection of the Central High School. The Soup Kitchen High School has been the Roman Catholic Separate School during the fifties and sixties. After selling it to the city they removed to the present St. Alphonsus primary school at Pelissier and Park Streets.

St. Mary's Academy operated as a private school for a short time on Goyeau Street at University and then beside St. Alphonsus Church on Park Street. Separate schools were manned by Roman Catholic teachers but were under the Public School Board until the early 1900's. Bishop McEvoy brought about the complete separation.

Many prominent people inhabited the redevelopment area and they stand out from the general mass of forgotten humanity there. Among these were Simon Meretsky, his father Aaron and Mr. Kovinsky among the Jewish Community. Mrs. O'Shea, S. S. Macdonnell, the two Fosters, Captains Clinton and Sullivan, W. J. Douglas, Ches. Perkins, the liverman, the Drs. Carney, Coventry and Cruickshank and many others indicate the variety of professions.

One of the pioneer residents of the area was Miss Briget Wallace born in 1863 at 411 Clengarry Avenue. Her father's home built the preceeding year, was her residence for the whole of her life. She worked in Detroit. Mrs. Gray and Mrs. Mathonay who lived next door are real pioneers also. Few of these remain at present.

Mr. Archie Napier, our informant, whose grandfather, uncle and himself in turn operated the old Napier Store also resided continuously in Windsor from its early beginnings. As merchants they had an excellent opportunity to witness the passing Windsor scene and particularly the vicissitudes of the redevelopment area.

Other prominent families located at one time within the district were the Copelands, Ducks, Butterworths, Baileys, Ouellettes and Fullers among others. These families have removed to other sections of the expanded city but their names remain prominent even today.

While this study has been written, drastic alterations have been occurring in the redevelopment area and will continue. The demolition of many of the historic edifices within the redevelopment area is the price of progress. Nevertheless it is sad to contemplate the wholesale obliteration of our remaining contacts with Windsor's historic past. This district has been the municipal centre or "core area" of Windsor and, although it has suffered a decline common to older sections of other cities, something ought to be done to preserve from total oblivion the memory of its significant buildings and citizens. As a means to this worthwhile purpose it is therefore recommended that prior to any further extensive demolition that all the buildings and areas be photographed and identified. All such material ought to be carefully filed and preserved. Hitherto all such efforts at identification and preservation have been undertaken by only a few public spirited individuals adequately conscious of the historical

loss entailed by the wholesale destruction of the past. In this regard, the work of Dr. Neil F. Morrison, Mr. Archie Napier, Mr. Hugh Murray and Hiram Walker & Sons, Limited ought to be commended for what has been accomplished to date.

The memories and reminiscences of long-time residents throughout the city should also be collected and filed as an invaluable source of information as to the past of their respective neighborhoods. Not nearly enough has been done in this direction. Perhaps some small remuneration ought to be provided to all such individuals who volunteer to relate their personal observations. Without such submissions, the human interest which attaches to such an attempt as this to recapture the life of an earlier day is rendered very much more difficult.

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VITA AUCTORIS

Family William R. Gross, eldest son of the late Lorenz Gross and his wife Marie Amelia Seidel; born September 26, 1928, at Niagara Falls, Ontario. Married to Elizabeth Anne Porter, April 16, 1960. Son, William R. Gross Jr., born July 18, 1961

Education

1934-1948 Received elementary and secondary education at Queen Victoria Public School, Lord Tweedsmuir Junior High School, Technical Collegiate Institute, and Central Collegiate Institute, in Hamilton, Ontario. Grade XIII Certificate, 1948.

1950-1954 Registered as an undergraduate in the Honours Course in the Faculty of Arts and Science at McMaster University, Hamilton, Ontario. Received Bachelor of Arts degree May 17, 1954.

1954-1955 Attended post-graduate studies in Education at the Ontario College of Education, Toronto, Ontario. Received Interim High School Assistant's Certificate; Type A, July 12, 1955.

1959-1960 Registered as a post-graduate student at Assumption University of Windsor, September, 1959. Admitted to Faculty of Graduate Studies and Candidate for the degree of Master of Arts, in history, 1959. Thesis submitted, September, 1961. Graduated, December 1, 1961.

Other Activities

1950-1954 During undergraduate years active in the university publication. Participated as a member and occupied administrative positions in the campus Chess, Sociology, Political Economy, Politics, and Modern Language clubs. Member of the Mock Parliament.

1955-1961 Secondary High School Teacher at Kennedy Collegiate Institute, Windsor, Ontario. Taught history in grades 9 to 12. Extra-curricular activities included management of High School Chess Club. Member of the Windsor & Amens Club.

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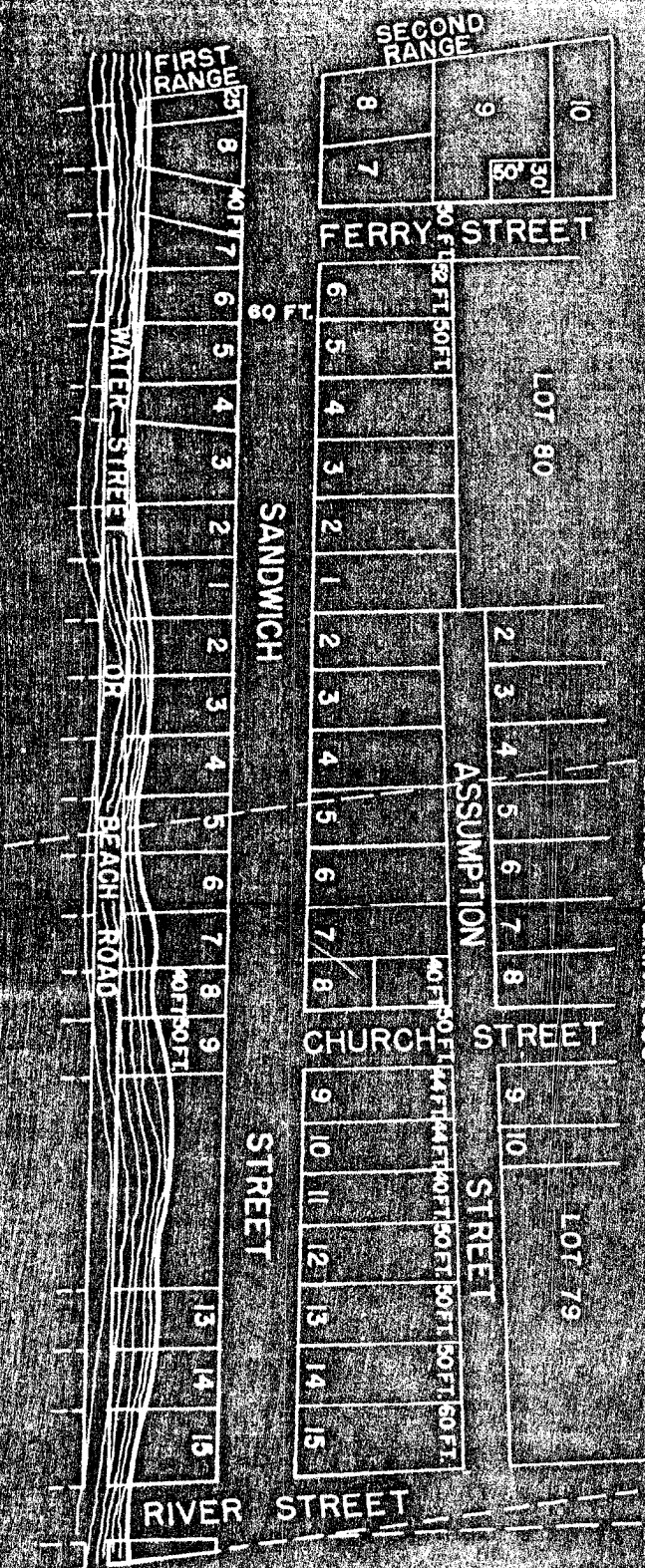
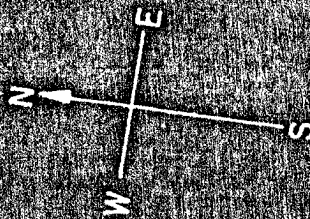
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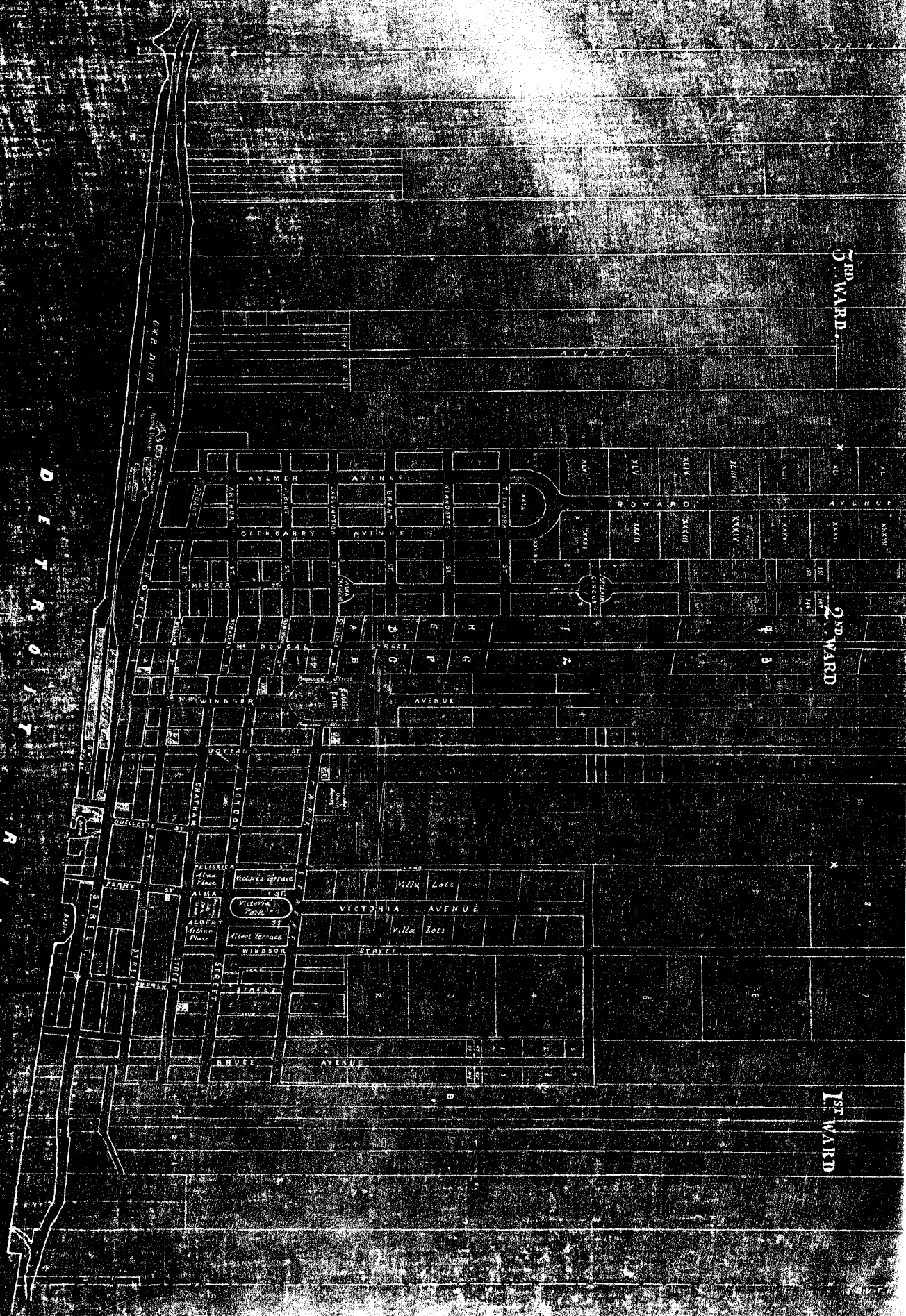


RIVER DETROIT

MAP "A"

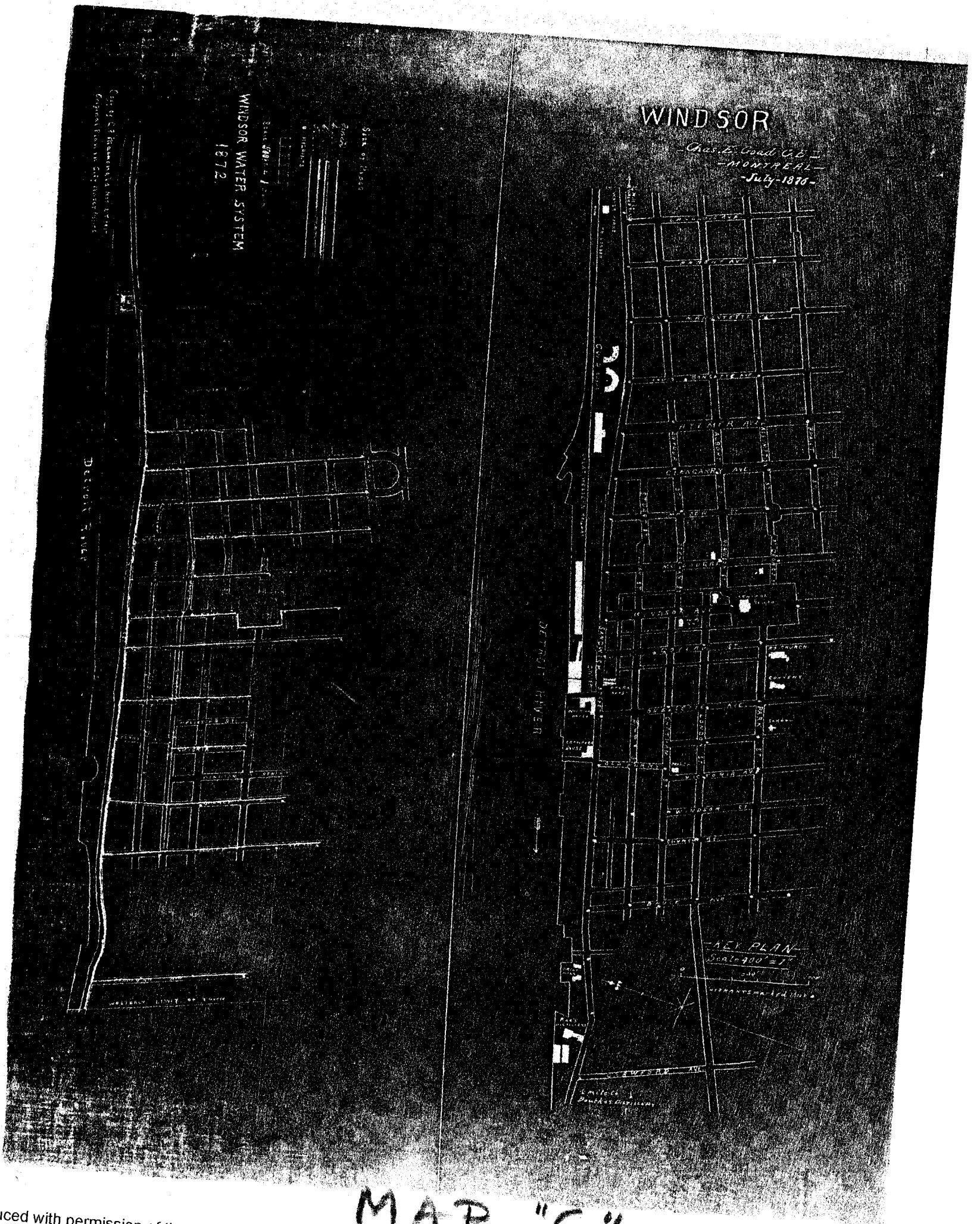
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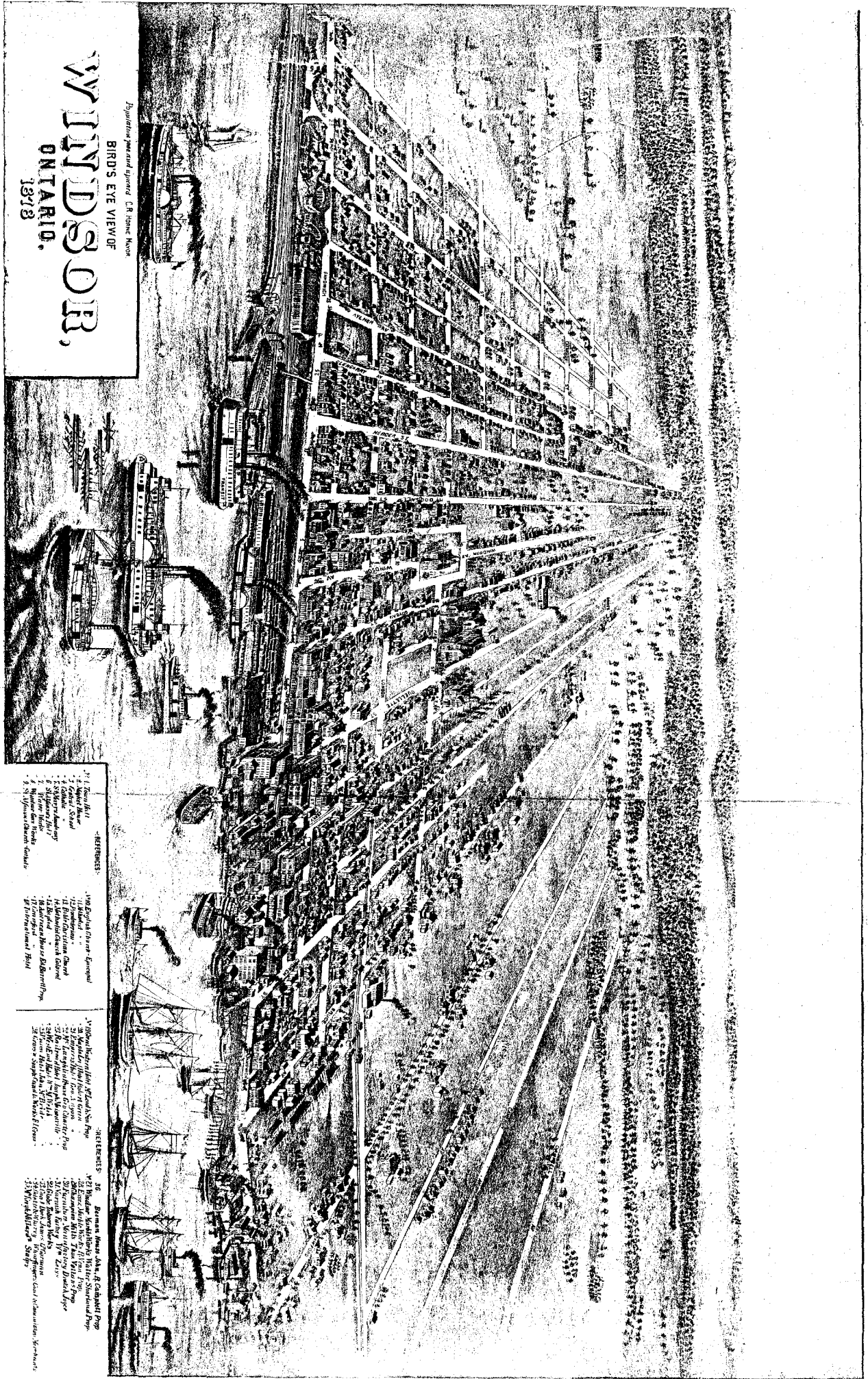
MAP "B"

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MAP "C"

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Registered and Licensed C.R. Home Map
WINDSOR,
 BIRD'S EYE VIEW OF
 ONTARIO.
 1873

- REFERENCES:**
- 11. Town Hall
 - 12. Court House
 - 13. Canal Street
 - 14. St. James' Church
 - 15. St. John's Church
 - 16. St. Peter's Church
 - 17. St. Paul's Church
 - 18. St. George's Church
 - 19. St. Andrew's Church
 - 20. St. David's Church
 - 21. St. Nicholas' Church
 - 22. St. Raphael's Church
 - 23. St. Elizabeth's Church
 - 24. St. Ann's Church
 - 25. St. Mary's Church
 - 26. St. Joseph's Church
 - 27. St. Francis' Church
 - 28. St. Vincent's Church
 - 29. St. Rose's Church
 - 30. St. Agatha's Church
 - 31. St. Cecilia's Church
 - 32. St. Thome's Church
 - 33. St. Ignace's Church
 - 34. St. Martin's Church
 - 35. St. Lawrence's Church
 - 36. St. Basil's Church
 - 37. St. Constantine's Church
 - 38. St. Helena's Church
 - 39. St. Ursula's Church
 - 40. St. Agnes' Church
 - 41. St. Clare's Church
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 - 95. St. Joseph's Church
 - 96. St. Nicholas' Church
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 - 99. St. Ann's Church
 - 100. St. Mary's Church

MAP "D"

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