

The Story of the Lakeshore Road South Association.

Introduction and Acknowledgements

Some time ago I expressed an interest in putting something together in the way of a history of our private road. Ian Wilcox supplied records and minutes of meetings from the 1974 inception of the Lakeshore Road Association and I got started. I have to admit that as I got into it my interest grew to include the history of our larger community. I made the case, at least in my own mind, that the events of the past have shaped where we are today and that would apply to our road as well. I have included a list of resources at the end of this document and referenced as carefully as I could the sources of information, maps and photographs. If local history is an interest, I particularly draw your attention to

St. Vincent: A Beautiful Land 2004 (St. Vincent Heritage Association)

Pictorial Meaford A Pictorial History of the Town of Meaford 1818 to 1991 (Stanley Knight Limited)

St. Vincent The Tree with the Broken Branch (Marjorie Davison)

I would also like to acknowledge the interest and support of Morgan Woodehouse of the Meaford Museum who was able to dig out some interesting material.

Finally, I am very indebted to Floyd Wilcox, Ian Wilcox , Nancy Flanakin, Val Brodrick and Chuck and Marjorie Stevens for the time they took with me, the materials they shared, their interest and the wealth of information that is stored in their memories.

I am hoping that this not a static thing and I look forward to adding to it as time goes by. I know that Nancy Flanakin is planning to look for old photographs when winter weather allows that are currently stored in the Flanakin's home on the bay. If anyone has something to share in the way of photographs, documents or recollections please let me know. They can be added to this history.

Thank you

Bob Clement

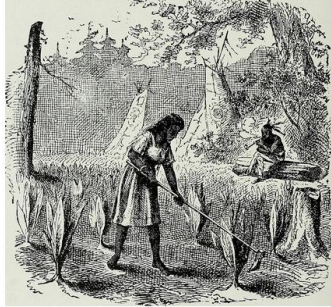
Prepared March 2022

Indigenous Community

The story of the Lakeshore Road probably starts somewhere in the early 1800s but no history would be complete without reference to the indigenous people who lived in this area much earlier.

The Tionontati were an Iroquoian-speaking indigenous people. At the time of European contact, the Tionontati occupied eight to ten villages located below the Niagara Escarpment along the southwest margin of Georgian Bay. Their precontact population is uncertain but appears to have numbered several thousand. Their villages were used year-round and probably looked something like the long house village of the St Marie Among the Hurons village in Midland or perhaps in bark covered "wigwams". The population subsisted by cultivating corn, beans and squash, (the three sisters) as well as by hunting and fishing. The French called them "Petun" because they were known for cultivating tobacco or *petún*. After war with the Haudenosaunee in the mid-1600s, Tionontati and some other survivors, including the

Attignawantan (a Huron-Wendat people) and the Wenrotronon (or Wenro), joined to become the Wendat, now known as the Wyandotte (or Wyandot) Nation. Today, the Wyandotte Nation is a federally recognized tribe of Oklahoma in the United States. There are also Wyandotte communities in Michigan (Wyandot of Anderdon Nation) and Kansas (Wyandot Nation of Kansas). To my knowledge there are no identified descendants of the Tionontati remaining in our area.



Tionontati (Petun)
(courtesy Ontario Sessional Papers, 1914, No.17)
Tionontati (Petun) woman farming tobacco.



Ref (1)

Ref (21)

More recently the indigenous communities of this region are identified as Ojibway (Ojibwe). The Ojibway are part of a larger group called the Anishinaabeg. The Ojibway were very much involved with the fur trade and in some respects were middle men between European traders and Indigenous communities further west.

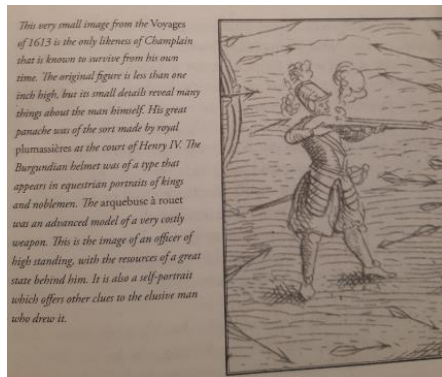
The indigenous peoples of this area are part of the Saugeen Ojibway Nation (SON). Title Claims and Treaty claims (mainly on the Bruce Peninsula) have been under dispute for some time. These issues came to trial in 2019 and a decision was handed down in 2021. The next phase will be to determine remedies to the findings particularly of the Treaty claims and will commence after all appeals have been heard

Ref (20)

First Europeans

The first European to set eyes on Georgian Bay was Étienne Brûlé in 1610. My initial research suggested that the first European to walk down Lakeshore Rd was Brûlé's boss, Samuel de Champlain. Digging a little deeper it seems that Champlain did not make it this far to the west after his travels down the eastern shore of Georgian Bay. In one article of the Canadian Encyclopedia it seems he may have ventured as far as the southern end of Nottawasaga Bay. In my personal opinion and having travelled this part of "Huronion" in the past I am thinking that the reason he didn't venture further was because he was exploring on the weekend and the traffic was impossible.

Champlain originally landed in Tadoussac Quebec in 1603. Ultimately his mission was to establish trade for the French and settlement to gain a foothold in the new World. In 1615-1616 he ventured into the interior and eventually visited Huronia. He was an ambitious explorer and like every adventurer of his day was hoping to discover a passage to the Orient. He is said to have a genuine interest in the indigenous people that he met and very determined to develop cordial relations with the local inhabitants. Champlain calculated the latitude of the region he visited to be 44° which is the latitude of Meaford. (Champlain used an astrolabe to calculate latitude. He lost it on a trip up the Ottawa River near Cobden in 1613. I am not sure how he calculated latitude in 1616. Champlain's astrolabe was found 254 years later. (It just needed a new battery). Champlain described the land as "fair and fertile" . He tried to count the number of inhabitants and estimated about 30,000 in the region. He was astonished at the size and strength of the towns with massive palisades. The villages were surrounded by large fields (some larger than 1000 acres) producing bumper crops. Corn production exceeded requirements and was traded with the Algonquin and Nippissing for deer and beaver pelts.



Ref (2)

Settlement

John Graves Simcoe, the first Lieutenant Governor of Upper Canada (1771-1779), established the free land grant policy. His vision was to acquire a population that was loyal to the crown and by granting more land to the privileged he hoped to build an aristocracy modelled on the British class society. Ultimately land grants were extended to loyalists (United Empire Loyalists) and to soldiers who served in the militia in the war of 1812. Many of these grants were sold for profit and to avoid the obligation of clearing land, building a house and sharing in road maintenance.

Events outside of Upper Canada stimulated emigration in the 1700s and 1800s

The voyage from England was very uncomfortable at best and perilous at times. It could take from 6 weeks to 2 to 3 months depending on the weather. Conditions varied from ship to ship, but steerage was normally crowded, dark, and damp. Limited sanitation and stormy seas often combined to make it dirty and foul-smelling, too. Rats, insects, and disease were common problems. Not everyone survived the trip.

Ref (3)

Many of those immigrants who arrived after 1759 were Highland farmers who had been forced off their crofts (rented land) during the Highland and Lowland Clearances to make way for sheep grazing...a consequence of the British Agricultural Revolution. Others came as a result of the potato famine.

An estimated 40,000 to 50,000 emigrated to Upper and Lower Canada and New Brunswick and Nova Scotia following the American War of Independence (1783). The cash-strapped Crown government in Canada could pay and reward the services and loyalty of the "United Empire Loyalists" who, originated outside of Canada, without encumbrance of debt by being awarded with small portions of land (under 200 acres or 80 hectares) with the proviso that it be settled by those to which it was granted"

Ref (4)

By far, the largest immigration of the Irish to Canada occurred during the mid-19th century. Upper Canada experienced the worst refugee crisis in its history. Tens of thousands of Irish immigrants, wracked by hunger, arrived by boat, desperate to find a home in the Province of Canada. Millions of Irish people had relied on potatoes as a dietary staple, but the crop was hit by blight. While farms continued to produce enough food for the population, the British government allowed much of it to be exported. At the peak of the crisis, in August 1847, about 2,500 refugees were arriving in Kingston every week.

Ref (5)

Settlement: St. Vincent

In 1833 Charles Rankin, originally from Ireland, was charged with surveying the townships along Nottawasaga Bay for settlement.

Rankin in his report on the completion of the survey expressed great satisfaction with St Vincent. "A constant succession of hills, gently sloping....well supplied with streams of pure wholesome water affording also an abundance of mill sites"

He warned officials in Toronto that this "so fine a tract of country of this fall into the hands of actual settlers" rather than speculators seeking profit.

Despite Charles Rankin's hopes for the legitimate settlement of St. Vincent the reality was not so simple. There were 350 lots and often there were conflicting claims. In 1834 a few families started to arrive from Penetanguishene by boat. Sir John Colborne, Lieutenant Governor, was of the mind that the settlement needed men who had money, status and leadership experience and was generous in granting large plots to favoured individuals. Pioneer life did not suit these folk

and they left within a few years. Some lots were acquired for resale and at times these lots were found to be occupied by squatters who had cleared the land and built a home. The owners were compensated by “script” and a lot in another location. Eventually the obligation to clear land and make improvements as a condition of ownership was dropped.

One story of early settlement has a particular connection to Lakeshore Road South and deserves some detail.

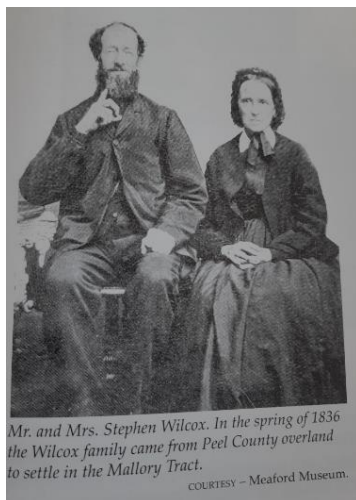
In 1834, Price Mallory, asked for a block of land ...the northern part of the 6th to 9th concessions for the exclusive use of a communal settlement of 50 families from Leeds County. Each was entitled to his or her own grant based on United Empire Loyalist or military rights. The application was approved.

The journey to St Vincent was not an easy one and by September of 1835 only 17 persons had arrived. None of the remaining 33 of the settlers made the journey. A number who did make the journey returned to Leeds.

Price Mallory if nothing else had a bold entrepreneurial soul. He declared himself the sole agent of the grant holders who never appeared, named himself as the Crown Agent with the right to sell government property and took control of the original grants when the settlers failed to arrive.

In 1836 Mallory sold two lots (\$1.00 /acre) to Stephen Wilcox and his family who had travelled from Caledon. The journey from Caledon was probably something we wouldn't have undertaken today. Half of the distance (47 miles) was done without a road “except for the one I (Stephen) cut”. The difficulties, he declared “were more than I could possibly describe” Stephen Wilcox was Floyd Wilcox's Great, Great Grandfather.

Stephen Wilcox became a citizen of some prominence in the community. He was a “poundkeeper”. As such he was charged with the impounding and care of stray livestock, domestic pigs, cattle, horses and sheep when they were loose.



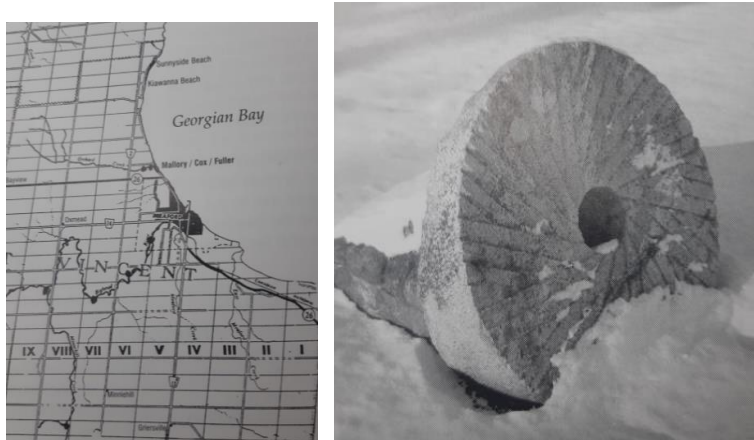
Mr. and Mrs. Stephen Wilcox. In the spring of 1836 the Wilcox family came from Peel County overland to settle in the Mallory Tract.

COURTESY – Meaford Museum.

This is a rare photograph. In the early 1800s subjects had to sit motionless for 1 to 3 minutes. Smiles were discouraged because the muscles involved got tired. Stephen Wilcox has the hint of a smile and chose this rakish pose and held it for the entire time. An example of pioneer grit

Price Mallory neglected to tell Stephen Wilcox that the land had already been deeded to Phoebe Cassidy and Sarah LaRue and assigned to them by Charles Rankin. A legal bruhaha ensued. Stephen Wilcox who had cleared 30 acres found that he did not own the land. Ultimately it was agreed that he had the right to remain on the property but could not get clear title. Many other settlers were defrauded in one way or another by Price Mallory.

It would seem that Mallory orchestrated a number of land sale shenanigans but also some questionable business enterprises. He endeavoured to establish a lumber mill. It was less than a marked success because the water in the creek was meagre and dry in some seasons. He also incorporated a grist mill to grind flour for bread. The mill stones were inadequate for the job. To meet the demand for flour a schooner named “The Fly” was contracted to transport wheat (\$1.00 /barrel) from Creek Mills (Centreville) to Coldwater where there was a mill. The Fly almost foundered in a summer squall but eventually returned with the flour which was sold for \$6.00/barrel)



Ref (6)

Slavery, The Underground Railroad, The Civil War

Slavery was indeed practiced in British North America from the 1600s into the 1800s. Initially indigenous people were enslaved and gradually the numbers of black enslaved people increased. The slave trade was abolished throughout the British Empire in 1807 which ended much of the transatlantic trade. Slavery itself was abolished in the British Empire in 1834.

Most of us are aware that this region and perhaps more specifically Owen Sound, Priceville, and Collingwood was the final destination for slaves from the USA travelling on the underground railroad. Sadly, the escape to freedom fell far short of what the escaped slaves dreamed of. Although free they were met with racial prejudice that must have reminded them of the confederate south. It is disturbing to learn that the Ku Klux Klan was active at one time in Grey county. There seem to be no reports of violence but crosses were burned in Owen Sound and Leith and in 1926 a “klan” meeting drew 350 people.

Ref(24)

I could find no reference to suggest that Meaford itself was a destination of the underground railway but it makes sense that the community would be aware of what was happening locally.

Ref (22) (23)

Of course, the American Civil War (1861 -1865) was in large part fought to end the practice of slavery in the Confederate States. Furthermore, it was fought because of a Confederate determination to protect and expand states' rights.

What many of us are less aware of is that many in what was Canada East (Quebec), Canada West (Ontario), New Brunswick and Nova Scotia enlisted to fight in the Civil War (1861-1865). It no doubt was a very important issue in the minds of the settlers of our region at that time. It seems that 7000+ Canadians died in battle. Even more surprising in light of the abolition and distaste generally for slavery in this country is that a number fought for the Confederates and in fact there were missions against the Union forces that were launched from our country or supported with material to support the south. Jefferson Davis, the president of the confederacy, actually sought safety in Montreal after the war.

The motivation of Canadians to enlist with the confederates was probably overall different than it was for the folk of the Confederate States. There was an appetite among the government of the USA and more particularly the northern states to annex Canada one way or the other. Lincoln's right-hand man, William Seward, was very determined. Canada's concern was that at the end of the war that the Union would turn its very large and seasoned troops north to overtake Canada. Those Canadians who enlisted with the confederates hoped that a win for the Confederacy would deflate the Union ambitions to the north. All this also spurred on the efforts for the confederation of Canada which presented a more formidable sovereignty to the ambitions of the USA.

Ref (7)

Other Meaford Milestones

The Railway

Maybe not specifically pertinent to the history of Lakeshore Rd South but interesting none the less to the history of St Vincent and Meaford is the story of the North Grey Railroad. The first train made its way from Collingwood to Meaford on November 14 1872. Ultimately the plan called for the extension of the rail line further west to Owen Sound but that did not happen. There were in fact 3 attempts to construct the railway (1836,1845 and 1849.) The detail of the intergovernmental negotiations can be found in "St Vincent A Beautiful Land"

Ref (8)

There is also some evidence to suggest that The Gooderam and Worts Distillery (at one time the largest distillery in the world) in part underwrote the construction of the line to gain access to firewood and wheat in Owen Sound necessary to the distilling process. The original grain elevators were built in Owen Sound in 1884 and would have been an available source of supply for the distilling of Canadian Whiskey.

Ref (9)

Scots born George Laidlaw was one of the principles behind the fundraising and construction of the narrow-gauge railway and was a friend and business associate of William Gooderam

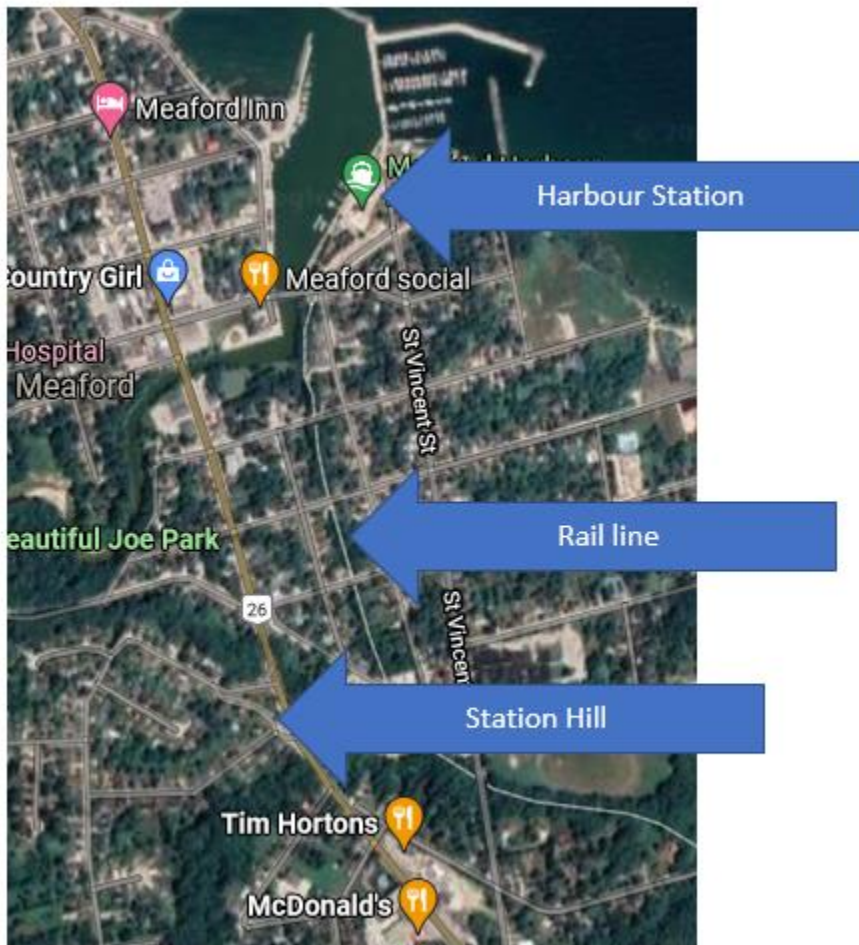


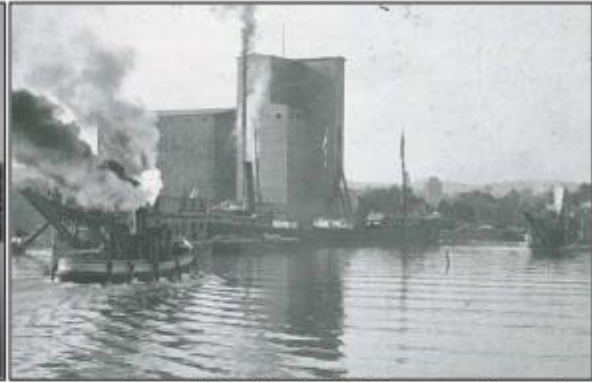
Ref (10) (11)

There were two railway stations in Meaford. The first was the Station Hill site that is memorialized by the Red Chair and Plaque at the intersection of Sykes Street and Paul Street. It boasted a station, turn-table and round house (necessary to turn steam engines for the return trip) freight sheds, water tank, cattle sheds and sidings. Grain storage was added in 1884. It provided both freight and passenger service.



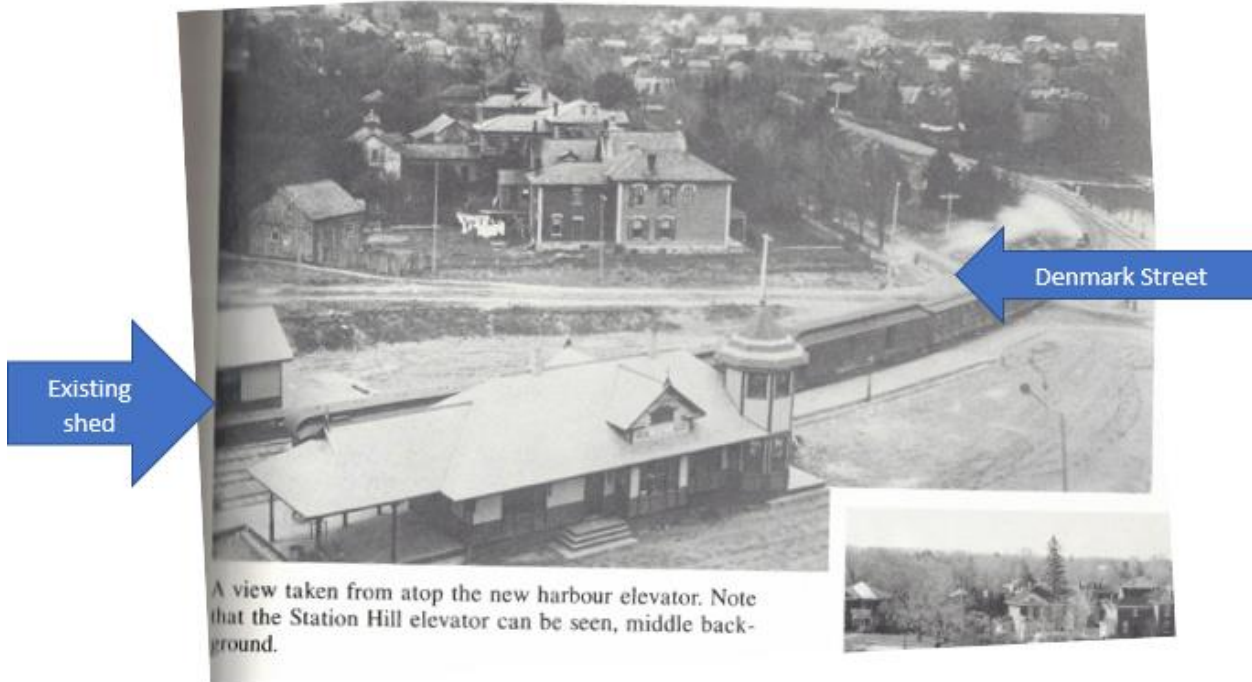
Station Hill provided service for 30 years. It became evident that there was a growing need for Great Lakes ports with rail facilities. In 1899 work began on relocating the station (which had become part of the Grand Trunk Railway) to the east harbour front (Currently the site of the Rotary Pavilion) In 1902 the station officially opened. It included the requisite sheds, sidings, round house, turntable and water tank. The harbour wall had to be improved and the harbour itself had to be dredged to accommodate larger ships. A 600,000-bushel grain elevator was erected.



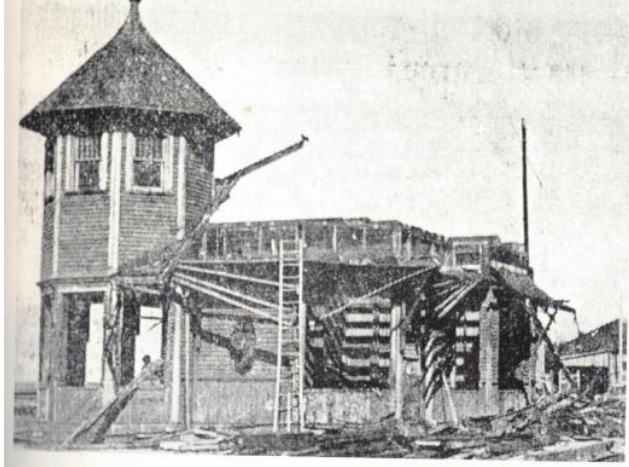


Left, Meaford Harbour in 1896, showing sailboat and steam passenger boats. Right: Meaford Harbour and the grain elevator. Date of photo unknown. *Pictorial Meaford*

Ref (26)



One of the sheds still stands opposite the Rotary Pavilion



Passenger Station demolished 1965

For 60 years the harbour station provided passenger and freight service. Declining passenger use in the 1960's resulted in the discontinuance of the passenger service and demolition of the passenger station in 1965. Freight service continued for another 20 years and in the 1980s the remainder was demolished. The rail lines are now part of the Georgian Trail.

Ref (12)

Owen Sound ...Grey County Seat

The history of Owen Sound is perhaps ironic in that in the mid-1800s Owen Sound had the reputation of being the hedonistic centre for alcohol in Ontario

“The village of Sydenham went on to become the town of Owen Sound and was known as “the fightin’est, drinkin’est, whorin’est town in the province of Ontario”. It was given the name of Corkscrew City and was known from Halifax to Vancouver as the place to go to get a plate of oysters and a full glass of whiskey at any time of the day or night because the bars never closed. It is not surprising that Owen Sound was also the location of the first Canadian branch of the Women’s Christian Temperance Union-1874.” (Grey Roots Museum and Archives.)

“And in 1906 the temperance union successfully persuaded local council to ban alcohol.

For 66 years Owen Sound was a dry town

– the longest prohibition in Canada – at least on the surface.

And for 66 years this port city had more bootleggers per capita than any town in Canada.”



It is said that the bootleggers were the most active in supporting prohibition.

Ref (13)

It would make sense that Meaford being part of Grey County had the same history with respect to prohibition as Owen Sound but corroborating evidence is lacking.

The Meaford Museum, however, was very helpful in digging up specific information about the Meaford experience. Apparently in the 1850s there was a substantial population of Quakers in Meaford who were obviously very dedicated to Temperance. Wet vs dry was hotly debated in the town for some time. Licensing provided a substantial source of revenue and consequently many hotels and inns of Meaford were licenced to serve alcohol. Those who supported temperance purchased an old grist mill as a place to hold meetings without the ambiance of a bar. Eventually the mill was converted to the Temperance Hotel where the group continued to hold meetings and travelers could stay. It was located on the south-west corner of Sykes and Marshall Streets. In the 1860s it was purchased by Cyrus R Sing, one of two brothers who were instrumental in developing land in and around Meaford. It burned down in the 1890s. Prohibition became a nation-wide policy in 1917. Bylaw #3 of the St Vincent Council verified Meaford as a “dry”

Ref (14)

In 1909 the Temperance group purchased the British - American Hotel (below) and operated it as a temperance hotel. It was located at the south east corner of Sykes and Nelson Streets (current TD Bank)



British-American Hotel # 1

Ref (15)

Meaford Bylaw No 15, 1874 - Public Morals

Be it enacted by the Council of the municipality of the Township of St. Vincent in the County of Grey in Council assembled as follows:

- 1. It will be unlawful in the township for any person to sell or expose for sale or to purchase wares, Merchandise, Goods, Chattels or personal property or any real estate on Sunday*
- 2. It will be unlawful for any person to do any worldly Labour, Business, Work, on Sunday (Works of Necessity, and Charity, conveying Travelers and the Mails and selling Drugs and Medicine excepted).*
- 3. It will be unlawful for any person to play at Marbles, Cricket Ball, Skittles, racket or any noisy game or to gamble with Dice or otherwise on Sunday*
- 4. It will be unlawful for any person to run Races on foot or on Horseback or in Carriage or Vehicles of any kind on Sunday.*
- 5. It will be unlawful for any person to dance or to play profane Music on Sunday,*

6. It will be unlawful for any person to go out fishing, hunting or shooting or in quest of or to take Rice or to use or carry any Gun or Rifle or other Engine or any Fishing Rod, Nets, or Trap for above mentioned purposes on Sunday (excepting in Defence of his or her life or property from any Wolf or other ravenous Beasts or Birds of prey)
7. That it will be unlawful (on any day) to sell or give intoxicating Drinks of any sort to any Apprentice, Servant, Idiot, insane person, or child without the consent of the Master, Legal Protector, Physician or parents of such person or child.
8. That it will be unlawful (on any day) for any person to post or circulate any indecent Placards, Writings, or Pictures or write any indecent words or to make any indecent pictures or Drawings on any Wall or Fences or any other place whatsoever or to circulate the same.
9. That it will be unlawful (on any day) for any person to utter any profane Oath or any obscene, indecent blasphemous or grossly insulting Language in any of the Streets or Public Places or Highways.
10. That it will be unlawful (on any day) for any person to be drunk or guilty of any drunkenness or disorderly conduct in any of the Public Streets, Highways or Public Places
11. That it will be unlawful (on any day) for any person to indecently expose his or her person or to be guilty of any indecent, immoral, or scandalous behaviour in any Street, Highway or Public Place.
12. That it will be unlawful on any day for any person to bathe or indecently expose his or her person by washing in any waters lying or running near any Public Highway, or Dwelling House between the Hours of six o'clock in the Morning and eight o'clock in the Evening unless provided with and clothed in a proper bathing dress sufficient to prevent any indecent exposure of their person.
13. That it will be unlawful (on any day) for the Owner or person in charge of any Stud Horse to allow or permit the tying or covering of any Mare in any offensively exposed place.

14. That it will be unlawful (on any day) for any person or persons to keep, support, or maintain any House or Place of ill-fame nor shall there be permitted and exist any such House or Place.
15. That it will be unlawful (on any day) for any person to disturb or annoy any Meeting held for Divine Worship or for the improvements or social and intellectual Entertainment of the Inhabitants by making a Noise in or near said Meetings or in any other way disturbing the same.
16. That it will be unlawful (on any day) for any Gambling Place or House to be within this Township or for any person to gamble in any Street, Highway, or Public Place in this Township either under pretence of selling any Article or otherwise.

Signed and sealed in Council assembled this 13th day of October 1874
Ref (16)

Ref (16)

So ...on a Sunday ...no shopping, work, marbles, fishing or foot races but as a parent it is ok to give alcohol to a child as long as they didn't get drunk or witness the breeding of horses in an offensively exposed place. (St Vincent A Beautiful Land p.134,135). Might as well go to church if the kids are sufficiently sober. (author's observation)

The Tank Range

1942 World War II Europe

June 21 Tobruk captured by Rommel's *Panzer Army Afrika*. Churchill called the defeat a "disgrace". 35,000 Allied troops are surrendered and Rommel is promoted field-marshal.

- Aug 19 The Dieppe Raid sees more than 6,000, mainly Canadian, troops attempt to seize the German-occupied port of Dieppe. The Canadians suffered a casualty rate of almost 70%, before the decision was made by Allied commanders to call a retreat, some 6 hours later,
- Aug 23 The German Army reaches the banks of the River Volga in Stalingrad.
- Aug 25 Heavy Russian fighting halts the German advance in Stalingrad.
- Oct 23 British forces attack the German army at El Alamein in North Africa.
- Nov 4 The German army in North Africa is in full retreat, after suffering a comprehensive defeat at El Alamein, Egypt, at the hands of the British 8th Army under General Bernard Montgomery.
- Nov 24 After weeks of heavy fighting the Russians launch an attack that encircles the Germans at Stalingrad.
Ref (17)

In retrospect although the war was far from over it seems that 1942 marked a very significant turning point

In August and September of 1942, the farmers of the northern part of St Vincent paid their share for the eventual victory.

In August 1942 36 square miles (17,000 acres, 7,800 hectares) of prime farm land was expropriated creating what is now known as the Tank Range. The purpose was to create a training centre for soldiers engaged in tank warfare. It represented approximately 25% of the total area of St Vincent Township.

More than 150 families were given 6 weeks to collect their possessions, harvest their crops, find new homes and farm land to start again. Four public schools, and four churches were closed. Some families had a history going back generations on their family farms.



The Homestead of Alexander & Katherine Robinson-Briggs, purchased in 1888. Their son William and his wife Ada took it over in 1918. For a time after 1942, the Army used it for offices.
COURTESY Doris Briggs-Schoff and Shirley McKay-Lindsay.



The Briggs Barn was built in 1900. For a time after 1942, the Army used it for storage, but later it was demolished.
COURTESY - Shirley McKay-Lindsay and Doris Briggs-Schoff.

Records indicate that the Department of Defense used some unethical strategies to accomplish the expropriation. One family was told that if they didn't take the offer made to them that the government would take their land for nothing. Others were told that their orchards would not be destroyed and that productivity would be restored. Ultimately virtually all houses, farm buildings and orchards /crops were destroyed

Ref (18)

The emotional cost must have been overwhelming and the physical demands absolutely daunting.

There must have been some solace in doing the patriotic thing and supporting the war that must have seemed unbearably long, and with defeat on many fronts.

Floyd Wilcox was born in 1931 in a house on the 9th line immediately before the gate to the base. Later his family moved to Walter's Falls and then back to St Vincent to a farm just north of 22 sideroad.

A number of the Kingston family lived in the expropriated region. Mary Wilcox's parents (Bertha and Grant Kingston) purchased the land from the bend in our road to the dead end in 1962.



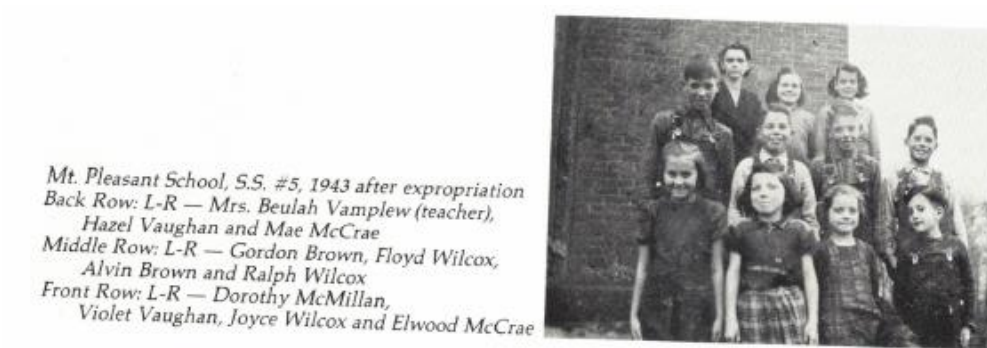
*Mt. Pleasant School Sewing Course, sponsored by Pleasant View W.I., 1939-40.
Back Row: L-R — Ann Patterson, Marguerite Briggs, Margaret McMillan, Beth Paterson, Janet Humphries, Elsie Smith, Bertha Kingston and Mary Ellis.
2nd Row: L-R — Carrie Kingston, Velma Kennie, Elsie Brown, Flora McCrae, Isobelle McMillan (Instructor), Ruby Bishop, Iart Bishop and Mrs. M. MacRae.
3rd Row: Doreen Vaughan, Margaret Goudy, Florence Vaughan, Laura MacRae, Mae McCrae and Christine McCrae.
Front Row: Annie Bumstead, Wilda Boyle, Annie Johnston, Bernice Doherty.*

Bertha Kingston (back row second from right) 1940 Mount Pleasant School



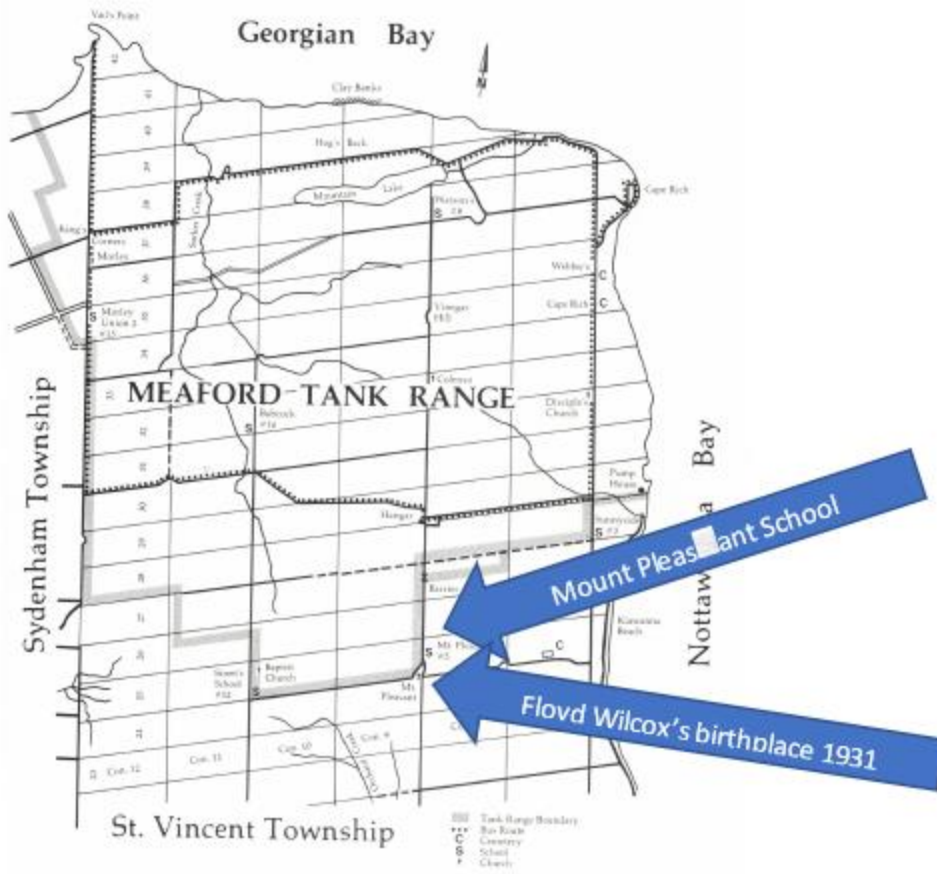
*Mt. Pleasant School Students prior to 1942.
 Back Row: L-R — Dois Bishop, Annie Bumstead, Bernice Benedict, Eileen Robinson, Herman
 Rutherford (teacher), Bernice Doherty, Margaret McMillan, Ethel Vaughan and Mabel Benedict.
 Middle Row: L-R — Ray Boyie, Mae McCrae, Hazel Bumstead, Joyce Benedict, Leata Bishop,
 Hazel Vaughan, Floyd Wilcox and Ralph Wilcox.
 Front Row: L-R — Alvin Brown, Murray Vaughan, Glen Briggs, Stanley Vaughan, Ray McMillan,
 Leslie Smith, Gordon Brown and Lyle Benedict.*

Floyd Wilcox (Middle row second from right) 1942 Mount Pleasant School
 (Floyd's brother Ralph is on Floyd's left)



*Mt. Pleasant School, S.S. #5, 1943 after expropriation
 Back Row: L-R — Mrs. Beulah Vamplew (teacher),
 Hazel Vaughan and Mae McCrae
 Middle Row: L-R — Gordon Brown, Floyd Wilcox,
 Alvin Brown and Ralph Wilcox
 Front Row: L-R — Dorothy McMillan,
 Violet Vaughan, Joyce Wilcox and Elwood McCrae*

Floyd Wilcox (Middle row second from left) 1943 Mount Pleasant School
 (Floyd's brother Ralph is on right end of middle row)





Mt. Pleasant School, S.S. #5, St. Vincent

Tank Range Reunion 1984



Mary Wilcox presenting Mrs. Olive Abernethy, E.R. J. Masford, Ott., with a prize for being the oldest active Women's Institute member. In the background are Mrs. Sallie Ogden and Mrs. Lois Douglas.



*The Ladies Reunited Association
 Front Row: L. R. and Will, Elmer Brown, Marjorie Decker, Joe McMahon and Tom Trusler
 Second Row: J. & B. Fink, Bertha Brown, Ruth Smith, Isabel Almond, Mary Wilcox, Grace
 Loretta, Lois Chandler, Marigay Wilson and Elm Peterson
 Back Row: L. & David Smith, Rose L. Perry, Marjorie Douglas, Elmer Mackinnon, Marjorie Brown
 and David Peterson
 Above Front Group: Joe Trusler, Dorothy Hillis, Mary Christie and Willard Lane*

Mary Wilcox

Mary Wilcox, Marigay Wilson. Tom Trusler (Nancy Flanakin's brother)



Mary Wilcox (middle row centre), Floyd Wilcox (Front row right kneeling) 1984

Ref (19)

Other Memories

Centreville- the Village

Price Mallory's son, Wilson, laid out the Centreville road from the bay to the 7th line (early 1800s). Wilson Mallory encouraged Joseph Cox (Nancy Flanakin's ancestor) to open the first Blacksmith shop and a grist mill. Other businesses soon followed. George Ellis arrived from England in 1853 and his son, Thomas, married Rachael Cox.



*Joseph Cox had a
grist mill and
blacksmith shop
that helped to
stimulate the
early growth of
Centreville and
area.*
COURTESY –
Meaford Museum.

Ref (25)

Fuller's sawmill on the creek was a focal point in the community which became known as Creek Mills. Another sawmill was opened on the creek. At a later date there was a steam powered mill built on Centreville Road near Georgian Bay.

It is uncertain why and when the name changed from Creek Mills to Centreville.

Nancy Flanakin's Family (Ellis, Cox, Trusler) were very much in the forefront of the establishment of Meaford and in particular Centreville

The Ellis Pioneer Cemetery can be found on the 7th Line just north of the intersection with Hwy 26



Our Road Takes Shape

The Wilcox family, in fact, lived in an apartment above the building at the north west corner of Nelson and Sykes (now the Dam Pub). Ian can recall coming to the family cottage and having to open a gate approximately at the northern lot line of the Flanakin property to travel to the cottage and the need to close it again to keep cattle where they belonged

BACKGROUND ON LAKESHORE ROAD SOUTH

April 2008-04-27

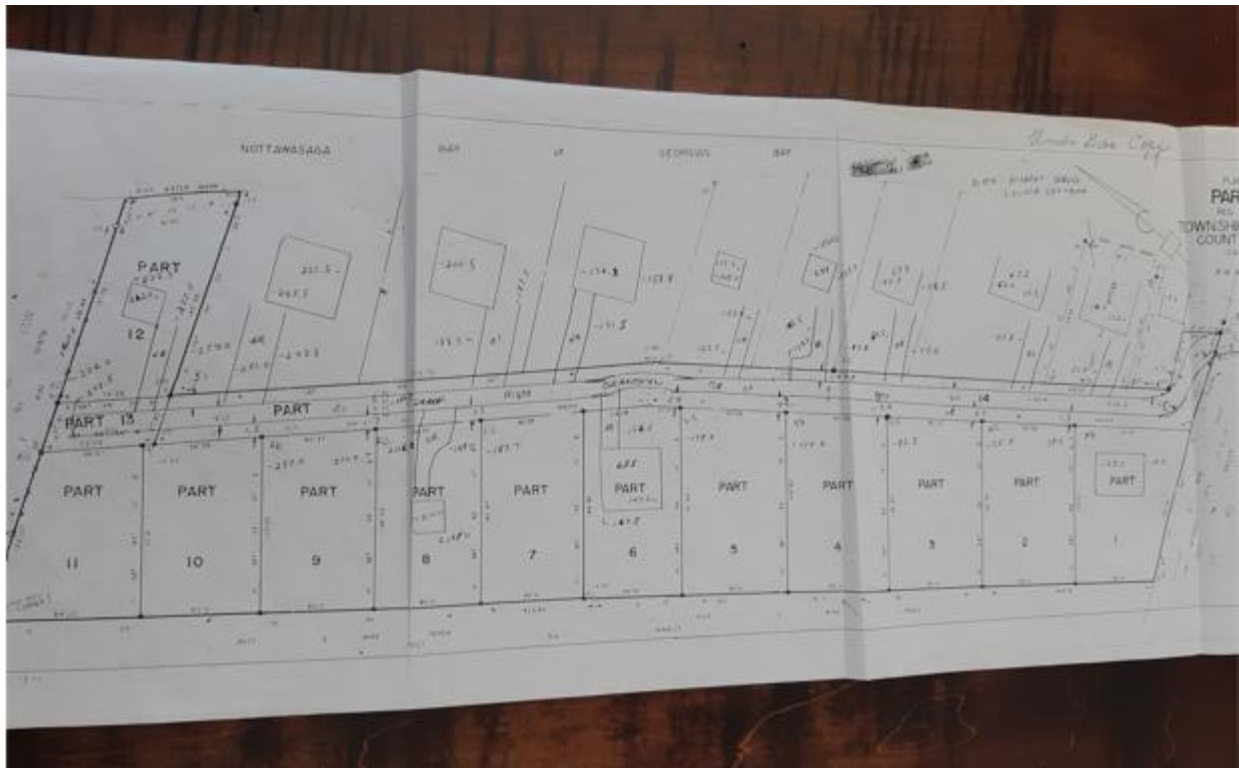
The Flanakin house and the original house on the Kearns property were both built about 100 years ago. In fact I believe the Flanakin house was designated a Century Home some time ago. The Roadway in front of these properties was part of the original Lakeshore Road that was set out in the 1850's. The road that continues on north past the other beaches follows closely the original Lakeshore Road. The road in front of these two properties was always maintained by the municipality.

With the 1962 Purchase of the land further north, the developer (my father-in-law) was given a right of way from the Centreville Road and so all the new owners of the lots received the same right of way. The lot owners agreed to maintain the right of way from the Flanakins north.

By Floyd Wilcox

The story of development of our community from the bend at Bester's to the dead end has its beginning in 1962. The lots of our road north of the bend were part of the farm owned by Earl Brinkman that is accessed currently off Scotia Drive. It was not cleared and was in large part cedar bush but was used as grazing land for cattle and horses. There was a gate at the northern end of the Flanakin property and another fence at the bend. It was fenced as well at the dead end.

In 1962 Grant and Bertha Kingston, Floyd Wilcox's in laws, purchased the property from the bend going north including the existing road and the land to the east and to the shore for \$10,000.



(Note: on this 1969 map and another 1993 map our road is labelled as Grandview Drive. Floyd Wilcox has no recollection of this being a name applied to our road. It seems that at one point the road north of the dead +end was to be called Grandview Drive as well)

This purchase did not include Part 12 or Part 13

Grant Kingston subdivided the property and sold the lots for \$20/foot of shoreline.

In 1969 Bob Mackey (a local Ontario surveyor) purchased the land on the opposite side (west) of the road from Earl Brinkman and sold off lots. Part 2 it seems was purchased separately by Grant Kingston from Janet MacKey and is now part of the Wilcox property immediately north of the property owned by Len and Nancy Rhodes

Around 1970 Part 12 was purchased by Gord Parrish from Bob Mackey. This property is currently owned by Tom and Beth Fellows.

In approximately 1984 Floyd Wilcox, Grant Kingston and Gord Parrish purchased the remainder of the Brinkman farm. They extended all of the lots on the west side of the road further west to enlarge the properties and then eventually sold the farm.

(Note: The Brinkman family still own the private beach (no building) on Lakeshore Rd and south of Centreville Rd)

In 1983 Murray Douglas (resident of Lakeshore Rd North and later a St Vincent councilor) undertook the development of a subdivision north of the dead end extending along the water to St Vincent Park. He was very determined to open up access to our road through the dead end. This ambition was supported by others on council. In 1983 he purchased from Garnet Brinkman (Earl's son) Part 13 which you can see on the map above is virtually the northern extent of our road opposite to the Fellows property. The apparent strategy with this purchase was to make the case for opening up the dead end, and removal of an existing gate so that he would have access to his property (Part 13). We owe a sincere debt to the Lakeshore Rd Association of the day who lobbied the local council to maintain the dead end. They made the point that Part 13 could be accessed from the existing private road with no difficulty. Eventually the municipal government in 1983 agreed to a 1-foot reserve at the northern boundary and agreed that there would be no changes to that reserve without prior notice in writing be given to our association. The 1 ft (0.3 metre) reserve is described as being "from the south -east corner of Lot 10 westerly to the first iron bar." It is defined as part 9, Plan 16R2087 being part of Lot 21 Concession 6 of the Township of St. Vincent. Lot 21 is the southern extent of the Douglas development. The 1 foot reserved was registered on title in 1988.

The Business of the Lakeshore Rd Association;

Floyd Wilcox with the contributions of many who have served on the association kept excellent records of the issues and the finances of the road association which first met in 1974. Many of the concerns of that day (snow plowing, road surfacing, signage, drainage and shore protection) have been ongoing and except for the dollar value are very similar to what we deal with in 2021.

Floyd's notes and financial records are in the hands of the Secretary of the Association.

Responsibility of the Association;

Originally the association was limited to the road from the northern boundary of Flanakin's north to the dead end.

In 2008 it was determined by the municipality that the road at Flanakin's was not the responsibility of the town. Later the municipality determined that they had no responsibility for the road in front of Elizabeth and Wayne Parks (Ingolsbys) Dave and Andrea Kearns as well as Brent and Nancy Flanakin

A few of the highlights of issues that evolved over the years are briefly described below.

The first formal meeting of the association was called to order at 10:30 on August 11 1974

Present were the following: Floyd Wilcox
Robert Davie
Grant Kingston
Peter McGibbon
Gordon Parrish
James Eaton.

It was decided:

- That the association be called the Lakeshore Rd Association
- Floyd Wilcox was appointed as President and Robert Davie as Secretary Treasurer
- \$25 was to be levied from owners who had developed their properties to cover expenses and other property owners could join the association for an annual fee of \$5
- It was decided that St Vincent Township would be approached to cover ½ of the costs of road maintenance
- The Township would also be approached to pay 50% of the cost of installation of rocks to protect the shore from erosion (\$160.00)
- Mr. Davie took on the task of creating a sign “Dead End ...1500 Feet”

Up until about 1986 the Township contributed ½ of summer maintenance to a limit of \$1500

Subsequently subsidy was calculated at \$2.50 /metre for 512 metres (\$1280)

More recently municipality support is approximately \$2300

1976

The town declared that they would not be responsible for snow removal and suggested that the association might petition to have the road assumed by the township. The township would bring the road up to municipal standards and be maintained by the municipality. The cost would \$15,000 and would be assessed against property owners.

Mr. Davie reported that more road signs were being considered to slow down traffic.

1977

Garbage collection only included pick-up during the summer months. The town was approached to change the tender amount to allow year-round garbage collection. This was under consideration into 1978. The Association made the point that garbage collection year-round was warranted because four full time residents lived on the road.

1979

Snowplowing costs for December 1978 and January and February 1979 totaled \$200. An additional \$100 covered the cost of driveway ploughing for 5 residences.

Serious erosion threatened access to the road at the Trusler Property. Members of the association paid ½ of the cost of installing rocks to protect the road.

In the review of the records only one incident stands out that required a formal letter to a property owner who apparently did not feel obligated to pay his fair share. He was invited to join the association and asked to pony up \$50 for his share of costs of road maintenance and shore protection.

1980

The township explored the possibility of taking over the southern section of the road. Establishing ownership and boundaries seems to have been an impediment to moving forward.

1982

Preserving the “privacy” of the road and limiting traffic has been an ongoing effort.

In the minutes of the meeting May 23 1982 there is mention of the Douglas property to the north and “considerable discussion” It was reported that one foot reserve would be designated between our community and property owned by Mr. Douglas.

On Sept 24 1982 a letter was sent to the Township encouraging that a “Dead End Barrier” be established to deter free and easy passage between the two properties (Douglas and The Association) by any vehicle larger than a bicycle. It was hoped that boulders or posts with a narrow space would be helpful.

1984

Mr. Douglas was developing property for residential use on Lakeshore Rd north. A request was made that a guardrail be installed on the southern boundary of the development and as close to the fence at the dead end as possible to establish a physical barrier. This was declined by the township who reasoned that the existing fence and checkerboard were sufficient delineation between the properties.

1985

Mr. Douglas had acquired part of lot 13 (on the northern extent of the Association Road...immediately west of 239 Lakeshore Rd S)

Floyd Wilcox at the Association meeting on Aug 25 advised that Township Council had granted access to this lot across the 1-foot reserve and given permission for a culvert and gate. Floyd asked for a show of strength at the next council meeting to request that this

access permission be rescinded making the point that Mr. Douglas had access to this lot from the south. If this request was refused the decision was made that a gate would be installed at the northern limit of Lot 14(the road through from the bend to Lot 13)

1986

Despite the issue being resolved in 1985 in favour of the Association it seems that Mr. Douglas again lobbied to have access to Lakeshore Rd South.

In a newspaper report that described the Municipality's response to a request for shore protection the town presented the option of a new road to be constructed to the west of the properties that faced Georgian Bay from Centreville Road to the bend

1988

Floyd Wilcox reported that the agreement with the township concerning the 1-foot reserve was registered on title

1993

Liability insurance was considered and investigated. Improved signage was recommended both at the entrance and at the fence to the north

1997

The road was resurfaced at a cost of less than \$2000

2002

Al Brodrick, who had been very active as treasurer in the formative years of the Lakeshore Road Association, passed away. It was the decision of the Association that a tree (Mountain Ash) be planted on the boulevard and an engraved plaque be mounted in his memory. Meaford's Little Theater (Georgian Theatre Festival) asked permission for a bench to be situated along with the plaque and tree. The bench had to be removed to allow the completion of the shore restoration in 2020. The plaque and tree can be found by the water's edge opposite the 4-acre unoccupied lot.





2008

Municipality of Meaford agreed to pick up garbage and recycling at the curbside in front of each house as opposed to simply at the corner at Centreville Rd

2017

The treasurer of the Municipality, Darcy Chapman, communicated his recommendations that the status of the private road be changed. One suggestion was that the road be administered as a vacant land condominium. How this would work or how it was an improvement was not detailed. Another option was that the Municipality take over the maintenance of the road in keeping with the maintenance of other roads in the larger municipality. The road would have to be brought up to municipal standards including being 66 ft in width. The estimated cost of \$60,000 per property would be borne by individual property owners. Neither of these options were embraced with enthusiasm

In 2017 at the direction of the Municipality an Executive was formed and steps were taken to establish a more formalized association. The structure did not differ significantly from that which previous Association members had developed in the past

The process included the creation of Bylaws to define the roles and responsibilities of the Executive (President, Vice President, Treasurer, Secretary, and members at large) and of the Members (property owners). The Bylaws defined the scope of the business of the association, defined quorum and voting processes, designated the business year and set the date and time of the Annual General Meeting.

The Association joined FOCA (Federation of Ontario Cottagers Association). The Association also acquired insurance to insure re General Liability, Directors and Officers Liability, Accident Compensation, and Crime coverage

Liability and Directors etc. insurance was purchased through Cade Insurance

A website was established (lakeshoreroadsouth.com) to establish an accessible locus for meeting agendas, minutes and other information that would be relevant to members of the association and prospective buyers

2020

On a number of occasions over the life of our community the severe weather coming off Georgian Bay threatened the integrity of the shore in general and the road from Centreville Road to the bend in particular. On these occasions the records show that the association lobbied the municipality for support in necessary shore restoration. In 2020 it was determined that a major restoration/of the shore was required if we were not to lose our sole access to the town. The case was made to the town for financial support but it was declined with the argument that the town had no obligation to support any intervention on a road that was not clearly part of its responsibility. An investigation was made into historical ownership of the road but the records are at best unclear. The estimated cost of restoration was \$150,000. Financing became a conundrum. The Association is not incorporated and consequently cannot negotiate for loans from financial institutions. It was decided that at the very least shore restoration needed to be undertaken immediately to protect the most vulnerable sections. \$2000/property was levied to cover the \$40,000 projected expense. Ultimately it was discovered that the Municipality could finance the complete restoration with a “Special Benefit”. Each property owner would pay back the “special benefit” loan with a separate assessment on their property tax over 4 years.

At the AGM there was direction that in 2021 three committees be formed with representation from the Executive and the membership at large

- (1) By law committee
- (2) Sign committee
- (3) Road Committee

2021

- (1) By law Committee. Bob Clement, Val Brodrick, Tom Fellows- reviewed and edited the Bylaws which were presented to the membership at the AGM and were approved by a separate vote in December 2021
- (2) Sign Committee: Joanne Clement, Evelyn Dean, Tom Fellows, Brent Flanakin- reviewed the wording, creation and location of signage and arranged for installation. The

installation of the signs at the dead end of the road was delayed because of uncertainty of location that did not intrude on municipal or private property.

- (3) Road Committee: Ian Wilcox, Len Rhodes, Ted Cash- investigated options and contracted the tar and chip resurfacing of the entire road

In 2020 the public health demands of the Covid-19 pandemic meant that the association had to embrace the technology of video conferencing, email information updates and remote voting. At the outset these technologies presented some challenges but the skill set improved dramatically. One of the benefits has been that members who do not live on the road can participate fully in the business of the association including serving on the executive and participating from across the country or in fact from locations anywhere in the world.

Executive members 1974-2022

Below is a list of those who served on the board of the Lakeshore Road South Association over the years (indicated by *) Others are recorded in the minutes as having attended meetings.

Floyd Wilcox deserves special recognition in that he served as President for approximately 40 years. Others, no doubt, fulfilled important roles for much of that same time.

Floyd Wilcox*	Al Brodrick*	M Matthews
Robert Davie*	Brent Chartrand*	R Irwin
Grant Kingston*	Bob Wilton	R Oatley
Peter McGibbon*	George Jefferson	F Hunter
Gordon Parrish*	A Procee	Evelyn Dean*
James Eaton*	H Millward	Bob Pugsley
Ken Vickerman*	J McIntyre	Ron and Carolyn Mills
Mario Golini*	L Takman	Len Rhodes*
Tom Trusler	Chuck Stevens	Ian Wilcox*
Don Wilson	Brian Crawford	Paula Wilcox*
Marigay Wilson*	Keith Dinsmore	Ted Cash
Murray Scott	Mike Bester	Joanne Clement*

Paul Canning	Bob Strickland	Bob Clement*
Dave Kearns	Keith Rigby	Tom Fellows*
Wayne and Elizabeth Park	Val Brodrick*	Brent and Nancy Flanakin

Properties of Lakeshore South

Centerville Rd to Bend

22603 Centerville Rd is not part of the Lakeshore Rd South Association but has an historical connection

Chronology: Marg Hurdle....George Cook....Garfield and Mary Ellis Trusler....Alfred Joseph Trusler Jr (Nancy Flanakin’s father)Tomas Ellis Trusler (Nancy Flanakin’s brother-built house 1976/77)...Vince and Kimberly Rogers 2021



Inset: Tom Trusler

184 Chronology: Tom Trusler....Clyde Lansdale (preacher from Alabama: Church of Christ) ...Bob Wilton....Wayne and Elizabeth Parks Ingolsbys



190 Chronology: Burt and Mable Mackay (Kept a Jersey cow, a pig and chickens in barn at bottom of driveway) Dave and Andrea Kearns built the present house in 1999 and moved in in October



The former house was built in 1890...original owner and builder unknown. Mrs. Mary McKay bought the house in 1912 and moved in with her 9 children. One of her sons, Burt (worked at the mill on Big Head River) and his new bride Mable (cook at the Paul's Hotel) Mackay bought the house in 1920. They added to the house and raised two daughters. It was sold to the Kearns in June 1986 by a daughter, Olive Elzby, after her father's death. Nancy Flanakin has many wonderful childhood memories of that family and still to this day is great friends with Burt's grandchildren.



Original cabin

#194 Chronology: Tom Ellis.... Miss HarveyAlfred Trusler Jr (Nancy Flanakin's father)Brent and Nancy Flanakin 1997



Alfred Trusler Jr paid \$3000-\$5000 for the property and home.



Nancy Flanakin's great grandparents Thomas and Rachel (née Cox) Ellis. Both families had a long history in this area.

#196? Chronology: 4-acre empty lot.....Bill Laycock....daughter Val Kirkpatrick....Dave Shoots

At one time there was a gate at the southern boundary and another fence at the bend. The land was used to pasture cattle



Bend to Dead End

1962..... Bertha and Grant Kingston (Floyd Wilcox's In laws) purchased the property (including the road and the land to the east) from Earl Brinkman. The purchase did not include the lot now designated as #239

1969.....Bob Mackey (Land Surveyor) purchased the land to west of the road and lot #239 on the east and sold lots to individuals

211 Chronology: Marj McRoberts.... Jim Eaton... Brent Chartrand...Roger and Dale OatleyMike Bester (purchased winter 1998)



The original cottage was built in approximately 1965(?) by McRoberts. It was torn down and the current home constructed



Cottage at #211 on right. Brodrick's on left

#215 Chronology: Ken Vickerman (built house 1972/74)... Val and Al Brodrick1979





#214 Chronology: Irwin 1980.....Len and Nancy Rhodes 2006



#217 Chronology: Bertha and Grant Kingston 1970.....Ian and Paula Wilcox 2006



Grant and Bertha Kingston at their granddaughter's, Karen, wedding.

#221 Chronology: Floyd and Mary (Kingston) Wilcox 1964

Floyd Wilcox built the first home (cottage) on the part of the road north of the bend in 1964. At the time there was no hydro and he built entirely with hand tools. Hydro was connected after the cottage was built. Floyd, Mary and family lived on the second floor at 70 Sykes St North, next door to the office of the Meaford Independent (site of The Dam Pub) and rented out the ground floor for commercial use. They lived at the cottage in the summer months. In 1979 the cottage was renovated and enlarged to its present dimensions. A second storey and the garage were added and the front was extended by 4 ft towards the toad.





Floyd points out that over the years there has been dramatic change in the shore line.

The beach/stones in the above photograph are now under the water.



Floyd Wilcox's property west of the road

Floyd Wilcox's 90th Birthday 2021



#223 Chronology: Mary Davies.....Jim and Sharon Grey.....Bill?





Interior of cottage at #223 Owners Jim and Sharon Grey standing together on right. The cottage later when owned by Bill? was damaged by fire and torn down

#226/228 Chronology: Mary and Bob Davies



#225 Chronology: Mary and Bob Davies.....Evelyn Dean and Bob Pugsley1980



#231 Chronology: Mario Golini 1981.... ?John MacIntyre..... John MacIntyre's daughter..... Ted and Cheryl Cash 2006



#230 Chronology: Chuck and Marj Stevens (1970 ?)



Thanksgiving 1994 Chuck and Marj Stevens



#230 Steven's home with circular driveway

#232 Chronology: lot owned by Chuck and Marj Stevens...house built 2003?..... Paul and Sue Canning 2006.....Bob and Joanne Clement 2016





From Steven's #230 looking into back of lot #232 Dec 25/92

#234 Chronology: Ron and Carolyn Mills



#233 Chronology: Bob Strickland and Elizabeth Scott ...Peter McGibbon....Richard and Lynn Love (Nathalie Sauriol)



#237 Chronology: George Jefferson....Don and Marigay Wilson....Dave and Marg Allen....Mo and Julie Solomon



Inset: Marigay Wilson

#236 Chronology: owned by Don Wilson



#239 Chronology: Bob MacKey.... Gord and Mac ParrishTom and Beth Fellows 2018



Our Debt of Gratitude

It is fair to say that those of us who live on the private part of Lakeshore Road in 2022 owe a huge debt of gratitude to those who over the years have saved this bit of shore on Georgian Bay for us to enjoy.

Hopefully those of us who have inherited the responsibility for this” little bit of paradise” will live up to the challenge as did those who have gone before us.

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