

# Street Names of Woodstock



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This edition is offered by the Oxford Historical Society in memory of Mrs. E. J. Canfield, a former president of the Society, and in grateful appreciation of her research into the early days in Woodstock and especially for the fact that she left a "written record" of her research.

The supplement, bringing the street names of Woodstock up to date, was written by Mrs. W. R. Ward, and was published in 1970.



# Street Names of Woodstock

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I love old things  
Streets of old cities  
Crowded with ghosts.

—Wilson McDonald.

To many residents of Woodstock the street names have little significance. To the older generation they breathe history, British history, Canadian history and local history.

It is interesting to know how and why these names were given. In some cases it was quite easy to trace their origin, in other cases more difficult.

Woodstock proper, that is to say the government appropriation for the site of the town, embraced that portion of lands lying north of Dundas street and west of Riddell street, bounded by the Thames river and the second concession of Blandford. This original town plot was founded by Governor Simcoe in 1795.

Dundas street was undoubtedly the first street named and was so-called by Simcoe after Henry Dundas, Viscount Melville, Secretary of State. This road, the Governor's Road, was cut through the bush and intended to be a highway to London, which town Simcoe thought had all the qualifications for the capital of Upper Canada. Owing to the difficulty of transportation he was forced to relinquish this plan.

In 1931 a cairn was erected at Dundas by the historic sites and monuments committee bearing the following inscription:

Dundas Street  
The Governor's Road

Planned by Lieutenant-Governor Simcoe in 1793 as a military road and commercial highway between Lake Ontario and the River Thames to promote settlement of the province. Laid out and constructed by the Queen's Rangers under his orders and named in honor of Hon. Henry Dundas, secretary of state for war and the colonies.

Woodstock was a distinctive English settlement. The early citizens were cultured men of influence and wealth and many were connected, in some way, with the British army or navy. In the years following the Napoleonic wars many officers resigned their commissions and emigrated to Canada. Not a few of these military men congregated in this neighborhood either for the sake of congenial friendship or because they were attracted by the natural beauty of the surrounding country. They erected stately homes, most of them large square houses built of white brick and built with many extensions such as gun rooms, coach houses and a few, boasted of ball rooms.

One of the first of these English men to arrive was Captain Andrew Drew. He had entered the British Navy in 1806 and served through the last stages of the Napoleonic Wars. In 1832 he was sent out to Canada by Rear Admiral Henry Van Sittart to locate and report on lands purchased by Van Sittart who wished to establish his sons in this new country. In the rebellion of 1837 Captain

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Drew was senior naval officer in the colony. Rev. William Bettridge, once an officer in the regular service gathered together for consultation such men as Col. A. W. Light, Major Buller, Captain Graham, Admiral Van Sittart and Captain Drew. It was decided to place at the command of Sir Allan McNab such a contingent as might be required. A United States steamer "The Caroline" was employed carrying supplies and munitions of war from Buffalo for the provisional government of which McKenzie was the head. The character of the situation was presented to Scott then in command of the United States forces but his sympathies were with the enemies of Canada. Heroic measures were then decided on and Captain Drew was given a free hand. This officer selected his men for the hazardous task of cutting out and destroying the Caroline. Several Woodstock men were among those chosen. It is said that Col. Light was the last man to pass down the side of the doomed craft as she swung head foremost toward the Falls. In 1840 Captain Drew was forced to leave Canada because of several attempts on his life.

Then too, Captain Drew gave the land on which St. Paul's church was erected. For some years Captain Drew lived on the corner of Rathbourne avenue and Sydenham street and this house has always been known as the Drew homestead. It was built by Nelson Bendish, a nephew of the famous Lord Nelson. So Drew street when you

know a little of the history of the gallant officer Captain A. Drew stands out as an important street and Nelson street is not merely a reminder of the triumph over the French at the battle of the Nile for it was named after a descendant of the Nelson family.

Although the western portion of the city was first set aside for the town the nucleus of a village grew around St. Paul's church and grew rapidly, while all else remained a wilderness.

Money contributed and collected by Vice Admiral Henry Van Sittart was sent out to Canada for the erection of a church and the living was offered to Rev. William Bettridge with the pledge of one hundred pounds a year and one hundred acres of cleared land. Bettridge began life in the British army and during the Peninsular Wars was an aide-de-camp to the Duke of Wellington. He was present at the celebrated ball given by the Duchess of Richmond in Brussels before the battle of Waterloo. It is said that Bettridge met his wife, Mary Hounsfield, in Paris when the allied armies were there. Abandoning his military career he took his degree at Cambridge University and was ordained in 1824. In 1834 he took charge of St. Paul's church. The name of this dignified and eloquent rector is not found among our street names yet Lawrason and Hounsfield can be traced back to this family. Mrs. Belle Lawrason was a daughter of Canon Bettridge and Mary Hounsfield was the maiden name of his wife.

The last interment in St. Paul's

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cemetery was that of Canon Berridge in 1879.

Beale street derives its name from Major E. Beale, who held a commission in the second Oxford Regiment. He received the appointment of major on April 23, 1838.

Darius E. Riddle was a brother-in-law of Admiral Van Sittart but the street that bears his name has been converted into Riddell.

### For Cottle Family

East of Riddell street we find an Edward, a Mary, a Grace and a George street. These streets are named after the children of Thos. J. Cottle, an early resident who lived at Altadore. It is interesting to know that a horticultural society was formed in Woodstock on April 2, 1852, and its first exhibition held at Altadore. An orange tree and an aloe tree that were shown by Mrs. East, Admiral Van Sittart's sister, attracted great attention. Then too it was at Altadore that the Prince of Wales, afterwards Edward VII was entertained in 1860. The Cottle family came from the West Indies.

Another man who played no small part in the early history of the town was Captain Phillip Graham. In 1837 he was the treasurer of a committee authorized to raise 3,000 pounds for the erection of a court house. The building stood on the site of the present court house and was torn down and the present beautiful building erected on the original site.

Light street owes its name to

Col. Alexander Whalley Light of the Royal Engineers. Col. Light resided at Lytes Carie, about three miles west of the town. Col. Light's name was honorably mentioned in the Rebellion of 1837. He was one of the first men to suggest the building of the Great North Western Railway which was opened in 1853.

Col. R. A. Hunter took a keen interest in the educational problems of the growing town and was instrumental in having a grammar school erected in 1848. This school was built at the corner of Graham and Hunter streets. The following advertisement for this school appeared in the Sentinel-Review of September 20, 1867:

"Classes for instruction in book-keeping, mensuration, drawing and mapping will be opened next week under the superintendence of Mr. Byrne, the assistant master, also trigonometry and surveying. Mr. B.— has had two years' experience as a teacher of drawing and mathematics; also ten years' training under R. A. Gray, Esq., Civil Engineer and Surveyor for the County of Dublin. George Strachan, Head Master."

Buller street perpetuates the name of Major Edward Buller, an officer in the 3rd Oxford Regiment whose name was mentioned along with that of Drew and Light in the Rebellion of '37.

### First Registrar

Since 1886 there has been an Ingersoll avenue, which carries the name of Colonel Ingersoll, second

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Registrar of Oxford county. Previous to that year the street extending east from the River Thames to Van Sittart street was known as Barwick street no doubt named after Major Hugh Barwick, County Treasurer, who came to Woodstock in 1834, and the continuation of this street from Van Sittart street to Riddell street was known as St. Marys street.

It would be difficult to find a more beautiful street than Van Sittart avenue, with its lovely homes, well kept lawns, wide boulevards and the double row of stately maples. It is indeed a fitting memorial to Vice Admiral Henry Van Sittart who has always and will always be known as the man who made Woodstock. Henry Van Sittart was born at Bisham Abbey, Berkshire in 1779. He entered the British navy as midshipman in 1791 and served through the Revolutionary and Napoleonic Wars. In 1830 he was promoted to rear admiral and in 1841 to vice admiral.

The Van Sittart family came out to Canada in 1834. The trip to Woodstock was sadly interrupted for the wife of the admiral became seriously ill and passed away at Saratoga on July 2, 1834. Mr. William Grey claimed the honor of moving this family here during that summer. Sleds drawn by two yoke of oxen were used in making the trip through the practically unbroken roads from Niagara Falls. After the completion of the family tomb at St. Paul's the body of Mrs. Van Sittart was brought here on December 5, 1834.

Today that casket along with others of this outstanding family remains in a good state of preservation.

### Early Woodstock

Anne Jameson's "Winter Studies and Summer Rambles in Canada," written in 1836 and 1837 describes Woodstock as "fast rising into an important town and says that the whole district for its scenery, fertility and advantages of every kind is perhaps the finest in Canada. The society in this neighborhood is particularly good, gentlemen of family, superior education and large capital. Admiral Van Sittart has already expended upwards of twenty thousand pounds in purchases and improvements. His house is a real curiosity. It is two or three miles from the highroad in the midst of the forest and looks as if a number of log huts had jostled against each other and stuck there. I imagine he had begun by erecting a log house, then in need of space had added another, then another and so on, all different shapes and sizes and full of a seaman's contrivances, odd galleries, passages, porticos, corridors, saloons, cabins and cupboards. If the outside reminded one of an African village the interior was no less like that of a man of war. The drawing room which occupies an entire building is really a noble room with a chimney in which they pile twenty logs at once. Around this room a gallery, well lighted with windows from without through which there is a con-



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stant circulation of air, keeping the room warm in winter and cool in summer. The admiral has besides so many ingenuous and inexplicable contrivances for warming and airing his house that no insurance office will insure him on any terms. Altogether it was the most strangely picturesque building I ever beheld. The admiral's sister, an accomplished woman of independent fortune, has lately arrived from Europe to take up her residence in the wilds.

On Sunday we attended the pretty little church at Woodstock which was filled by the neighboring settlers of all classes. The service was well read and the hymns sung by the ladies of the congregation.

By the naming of Admiral street and Vansittart avenue we have perpetuated the name of this noble family, not only in Woodstock but in Canada. For many years another street derived its name from this same source. The present Brant street was formerly Henry street.

The Right Honorable Nicholas Van Sittart, Baron Bexley, son of Henry Van Sittart, Governor of Bengal was a cousin of Admiral Van Sittart and thus we account for a Bexley street.

### Colonel Delatre

In Niagara Falls there is a Delatre street and perhaps we may draw on our imagination and think our Delatre street was named after the same man.

In 1831 the land given to the Harbour and Dock Company at

Niagara Falls was surveyed and the streets named after the officials connected with the company. Colonel Delatre was the president of the company. From 1832 he lived at Lundy's Lane until a year previous to his sudden death on the steamer from Niagara to Toronto. His home known as Delatre Lodge was at the corner of Victoria and Front streets. He is buried at Lundy's Lane. I have previously stated that Admiral Van Sittart's wife died at Saratoga and I feel sure that this same Colonel Delatre, full of old world sympathy and hospitality had been most kind to the bereaved family, so perhaps that is why the name of Delatre was suggested for one of our streets.

Oxford street, like Oxford County, takes its name from Oxford the capital of Oxfordshire, an inland county of England. The history of Oxford can be traced back to the time of Alfred the Great who established schools of literature there. The city arms show an ox crossing a ford.

Winnett street was opened in 1844 and was probably named after James Winnett, a colonel of the 4th Regiment Oxford Militia, whose appointment was made in 1838.

Yeo street was in existence and was named in 1836. It may have been named after Sir James Yeo who served on Lake Ontario in the war of 1812.

The great general under whom these early citizens served was not forgotten, for we have a Duke as well as a Wellington street.

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### Of Royal Origin

The loyalty and love of these men to their mother land is most suitably expressed in the naming of certain other streets. Woodstock has a King street, a Queen, a Princess, a Victoria and an Albert, an Adelaide and even a Kent street. These all bespeak of Royalty.

York afterwards Toronto was named by Governor Simcoe in honor of Prince Frederick, Duke of York. Other settlements used this name and we have a York street. Yet this street might derive its name from the Archbishop of York for there is every reason to believe that Canterbury street here as well as in other Ontario cities was so called after the Archbishop of Canterbury who was the first Anglican Archbishop to visit Canada.

The reign of Queen Victoria left its imprint for there is a Melbourne street, Lord Melbourne, you remember, was Victoria's first prime minister.

Russel street is not as well known nor yet as important as Lord John Russel whose name it bears. It was Lord Russel who in 1839 introduced into the British Parliament a bill for the union of the Canadas. Upper and Lower Peel street suggests Sir Robert Peel who abolished the Corn Laws.

In looking over the city directory the names of several governor generals may be found. Simcoe, Sydenham, Metcalfe, Cathcart, Elgin and Dufferin.

### Governor Simcoe

Colonel John Graves Simcoe was governor in 1792. Lord Sydenham

in 1838 and he was succeeded by Sir Chas. Metcalfe who arrived in Canada in 1843. After two years in office he resigned on account of ill health and was followed by Cathcart, a lieutenant general in the British army. In 1847 Lord Elgin was appointed governor general.

Perhaps the most popular governor was Lord Dufferin. The streets bearing these names are scattered and the growth of the city can be traced by the date of the naming of these streets. This plan of perpetuating the names of the governor generals should not have been neglected and we should have a Lorne, a Lawnsdowne, a Stanley, Aberdeen, Minto, Grey, Connaught, Devonshire, Byng and a Willingdon.

Henry and John Finkle, father and uncle of Mr. H. J. Finkle, former postmaster, owned large grist mills on the present Mill street. The name of Finkle will be kept fresh in our memories by these streets, Finkle and Mill.

In 1845 the first judge in this district was appointed, David Shank McQueen and that fact is recorded by the naming of McQueen street.

Broadway was for many years known as Bishop street, probably after Henry Bishop, a contractor, who was a resident of Woodstock in 1836.

Brock street recalls the War of 1812, for it was at Queenstown that General Sir Isaac Brock lost his life.

The home of the late Dr. Levi Perry has the distinction of being the oldest house in Woodstock. It

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was built in 1827 and is situated to the south of the street that bears his name.

Main seems rather an unimportant street, but in the early days it was one of the busy streets of the town. The south side of it was built up with warehouses and it was here that the grain was bought and shipped by rail. Woodstock had some reputation as a grain market in those days. One of the outstanding grain brokers was Thomas Phelan and we have a Phelan street.

In 1856 Market street was opened as an accommodation to the inhabitants that they might have easier access to the market.

Reeve street was opened in 1854 that there might be a direct street from Dundas street to the depot of the Great Western railway.

Dover and Railway streets are sad reminders of an enterprise, the building of the Port Dover Railway that was a financial disaster to many prominent citizens years ago.

Wilson street recalls the name of Mr. William Wilson, the father of Mr. J. L. Wilson. Mr. Wilson was a member of the first town council in 1851 and had the distinction of polling the greatest number of votes at that election. He was mayor in 1862 and 1863.

The trustees of the Literary Institute were desirous of extending their property northward across Walter street so a bylaw was passed giving consent to open a street to the north but running parallel with Walter street and the said street was called College avenue.

### For College Principal

Just why such an obscure street should be known as Fyfe avenue is lamentable, but its proximity to the Canadian Literary Institute of which Rev. R. A. Fyfe was the first principal must have been the reason. This seat of learning, better known to most of us as the Baptist College, was opened in 1860 with an enrolment of 200 pupils, one-third of whom had the ministry in view.

Chapel and Burtch are significant names, for in 1836 a Baptist chapel was built on the corner of Dundas and Chapel streets on land donated by Deacon Archibald Burtch. This chapel was sold to St. Paul's church after the erection of the First Baptist church on Adelaide street and the building moved across the street. Later it was destroyed by fire.

Other prominent Baptist names are drawn to our attention by the discovery of a Teeple, a Hatch and a Pavey street. Henry and Walter streets are also named after the sons of Archibald Burtch.

Until 1868 Norwich avenue was known as Oxford street. A bylaw was passed in that year, changing the name to Norwich avenue because the road led to Norwich, a village as old as Woodstock. The second post office in Oxford county was established at Norwich. Ingersoll claiming the first.

Cronyn street was a part of the Clergy Reserves and bears the name of Bishop Cronyn of the London district.

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### First Oxford Member

An interesting bit of political news concerns Hincks street. Sir Francis Hincks was the first representative of Oxford in 1840. At that election, the polling booth was at the home of James Murray, a blacksmith. The polls were open from Monday until Saturday and 1165 votes were polled. The candidates were Sir Francis Hincks, editor of the Examiner, a sturdy Reform paper and Peter Carroll, a surveyor of West Oxford. Hincks was elected by a majority of 31.

To the Peers family we owe the names of Anne, Maude and Young streets, after the wife and daughter of the late Mr. John Peers. Young was the maiden name of his first wife.

Mr. George Laycock was the publisher of the Western Progress, a newspaper first published on November 14, 1851. Isabelle and Bee streets derive their names from Isabelle and Beatrice, his two daughters.

The south west corner of the city, known to us as the Gore has an interesting history. In the years following the Crimean War Woodstock enjoyed a real estate boom. This portion of the town was surveyed and named by Colonel A. W. Light, and many of the streets are named after battles and generals of the war.

The battle of Waterloo was one of the turning points in the world's history and we find a Waterloo street but Duke and Wellington are not near.

Raglan recalls the name of

Fitzroy James Henry Raglan, an English Baron who was commander in chief with the rank of field marshal during the war. He fought at the battle of Alma and there is an Alma street.

General Canrobert was a famous French commander who also figured prominently at the battle of Alma.

John, Thomas, Brundell Cardigan entered the British army in 1824. Family influence and wealth procured for him rapid promotion and during the Crimean War he was appointed Brigadier in command of the Light Brigade. It was Cardigan who led the famous six hundred in the death charge at Bala Clava October 25th, 1854.

Sir George Cathcart was killed at the battle of Inkerman, November 5th, 1854.

### Crimean Influence

With a Waterloo, a Duke, a Wellington, a Raglan, an Alma, also a Canrobert, a Cardigan and a Cathcart street we have in these streets names a short story of the Crimean War.

Our streets are historical in name and may the custom of numbering them never become the custom in our city. We would not care to be robbed of the romance of pioneer days.

When new sub-divisions and new streets are opened up let us hope the city fathers will keep in mind the names of White, Pattullo, Carlyle, Ball, McMullen, Revell and many others who in the past have done so much in building up our beautiful city. In this way the scheme originated by the early settlers will be continued.



## *Supplement to Street Names of Woodstock*

*by Mrs. W. R. Ward*

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In her paper, Mrs. Canfield has recorded for us, people and events significant to the early village and town of Woodstock. She has recalled those early God-fearing, hard working farmers from the New England States who, taking advantage of Upper Canada's very generous offer of two hundred acres to loyal and bona fide settlers, applied for grants and settled on the front lots of East Oxford along the Dundas Road. By the terms of settlement, they cleared the land, built houses, and cut roads communicating with other parts of the settlement. Later, they added to their prosperity by naturally and quite properly selling parts of their holdings to other settlers.

In the 1830's we had an influx of an entirely different type of settler. After the settlement of the Napoleonic wars, many army and navy officers and men were perforce retired. The officers were entitled to military grants of much larger proportions of which they took advantage, settling largely in the township of Blandford, on the north side of Dundas Road. Some settled in East Oxford, south of the Road and, in the case of Col. Light, opening up settlement in the Gore of West Oxford where he had a grant of 900 acres. Here, perhaps nostalgic for the excitement and glamour of War, he gave to streets, names associated with Crimean battles.

These gentlemen, and gentlemen they were, brought not only considerable money and servants to develop their holdings; but also artisans and tradesmen to add solidarity and variety to the settlement. They also brought leadership, education and culture, which made the little settlement quite unique for its time. They developed

trades and businesses and worked for the general betterment of the community. The Vansittarts opened up saw mills and cleared various tracts in East Oxford and Blandford. With others, Col. Light worked assiduously for the establishment of a railway in this region, with the result that, in 1845 the Great Western Railway was built through here. Capt. Graham developed the lime burning business. Many of the men with military grants and, of course, some of the East Oxford settlers were included in the early district councils.

Up until 1845, the limits of Woodstock were within the lines originally laid out on the orders of Lt. Gov. John Graves Simcoe as comprising the "Town Plot", i.e. north of the Dundas Road to the 2nd Concession line of Blandford (now Devonshire Ave.), and west from our present Riddell Street to the River Thames. In 1850, by Proclamation dated September 27th to take effect Jan. 1, 1851, the limits were extended to include the lands north of Dundas Road, west of Blandford St. (formerly Matheson St.), and north to the line between the first and second concessions of the township of Blandford, and south of Dundas St. including lots 19, 20, 21 of East Oxford to the line between East and West Oxford, i.e. Mill St., and south to the line between the first and second concessions of East Oxford, now Parkinson Road, including that part of West Oxford lying north of Cedar Creek to where it joins the Thames River. At a public meeting held at the Royal Pavilion Hotel (on the site of the present Royal Hotel), a resolution was passed and a request sent to the Government, that the west-

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ern half of Lot 18, Concession 1 of East Oxford (the Zacharias Burtch Grant) be added to the above. The request was granted. The Gore of West Oxford was added about 1879. After the end of W.W. II, the population of Woodstock jumped, so that the City has had to annex further parts of Blandford, and East Oxford and a little of West Oxford and during the last few months still further parts of East Oxford and the south east corner of East Zorra, where streets still have to be laid out and named.

In the meantime, let us consider the names of streets already in existence. There are a number of streets which have masculine or feminine names. In the mid nineteenth century, when the population numbered in the hundreds, this was perhaps understandable. Now when we are approaching the 25,000 mark, it may be gratifying to the developer to name a street after someone in his family, but otherwise such names have no significance historically. Some streets find counterparts of their names in towns in the U.S.A. Other street names, although euphonious, are without any particular meaning; in fact are, in some cases, downright misnomers. For the purpose of this record, such names as mentioned above have been ignored.

Our national emblem is remembered in MAPLE AVENUE. ELMWOOD CRESCENT, ELMWOOD PLACE and ELM STREET remind us that once there were many beautiful elm trees in "Woodstock, the Beautiful", but like the sweet chesnut and the silver birch they have fallen victim to disease.

Of late years, our City Council has tried to ensure that our street names

have some historic significance, either locally or nationally. Therefore, we have names of Governors-General, Prime-Ministers, Government Representatives, National Heroes, etc., remembered in our street names. Among the streets bearing names of Governors-General, we have:

**ALEXANDER STREET**, for Earl Alexander of Tunis, famous Field-Marshal of W.W. II. He was Governor-General of Canada from 1946 to 1952. At the request of the Canadian Government, his term of office was twice extended. This name also recalls Oxford's first Senator. The Hon. George Alexander was elected to the Upper House of the District of Gore. That was before "Oxford" was designated a separate County in 1839. After Confederation, he was elevated to the Senate by Sir John A. MacDonald.

**ATHLONE AVENUE** — The Earl of Athlone, was a brother of Her late Majesty, Queen Mary. After a distinguished military career, he was appointed Governor-General designate for Canada in 1914; but because of the outbreak of war was not then appointed to office. After service in W.W. I, he was appointed Governor-General of South Africa in 1923, where his term was extended to 1930. He was appointed Governor-General of Canada, taking office June 21, 1940. His term covered practically the whole period of W.W. II, during which time there was great industrial expansion in Canada, no doubt accelerated by the Nation's war effort.

**CONNAUGHT STREET**—for Arthur William Patrick, third son of Queen Victoria, and first Duke of Connaught and Strathearn. He was Governor-

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General of Canada from 1911 to 1916. He visited Woodstock, with his daughter, the Princess Patricia, in 1914, when Mr. W. D. Hobson was Mayor.

**DEVONSHIRE AVENUE**—for many years this street was known as the Second Concession line of Blandford. Its present name is for Victor Christian William Cavendish, ninth Duke of Devonshire. He held office from 1916 to 1921.

**DUFFERIN STREET**, previously spoken of, was originally named Primrose. On June 14, 1886, its name was changed by By-Law to Dufferin. One of the most eloquent and distinguished diplomats of his time, Frederick Temple Blackwood, 1st Marquis of Dufferin and Ava, was Governor-General of Canada in that very critical time after Confederation, 1872-78. He succeeded in allaying British Columbia's impatience with the delay in the construction of the C.P.R. and their consequent discontent with Confederation.

**LANDSDOWNE AVENUE** is for the Marquis of Lansdowne who was Governor - General, 1884 - 1888. The C.P.R. was completed during his term as Governor. He was described by Sir John A. MacDonald as "the ablest Governor under whom I have served; with the possible exception of Lord Lisgar".

**VANIER CRESCENT** — After a distinguished career as soldier and diplomat, Georges Philias Vanier, assumed office as our second native-born Governor-General on September 15, 1959. He conducted the affairs of state so ably that his term was extended; then in 1965 his term was again extended,

this time indefinitely. He died in office March 5, 1968.

Streets named after Canadian Prime-Ministers are as follows:

**ABBOTT PLACE**, for Sir John Joseph Abbott, Prime-Minister of Canada 1891-92. As compromise nominee, he was chosen P.M. on the death of Sir John A. MacDonald. A leading authority on legal matters and an able parliamentarian, he once wrote "I hate politics, I hate notoriety, public meetings, public speeches, caucuses and every thing that I know of that is apparently a necessary incident of politics ... except doing public work to the best of my ability". He resigned because of ill health.

**BENNETT TERRACE** — Richard Bedford Bennett, an experienced lawyer and financier, had gained considerable political knowledge at both provincial and federal levels. In 1930, he won the general election with promises to end the depression and restore overseas markets. But, the depression affected not only Canada but many other countries as well. They were not too co-operative with his efforts. However, his Government did reduce unemployment to some extent. A national radio system was instituted, as was our first air service. The Bank of Canada to regulate the operations of the private banks was established. His Government was defeated in 1935. He served for three more years as leader of the opposition, then retired because of ill health. In the meantime, by purchase and two large bequests, he had acquired a very large holding in the E. B. Eddy Co., of which he was a director. In 1939, he disposed of his Canadian assets and went to England,

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settling on an estate in Surrey. He was created Viscount Bennett of Mickleham, Calgary and Hopewell and entered the British House of Lords. He gave generously to religious and philanthropic causes, including a gift of \$750,000. to Dalhousie University.

**BORDEN COURT** — for Sir Robert Laird Borden, Prime Minister, 1911-20. An able lawyer, he was, for many years, leader of the opposition to Liberal Government of Sir Wilfred Laurier, which he defeated in 1911, on the question of a Reciprocity Treaty with the U.S.A. He proved his strength in advancing Canada's place in the years of W.W. I.

**CARTIER DRIVE** — for Georges Etienne Cartier, Joint Premier of the Union of Upper and Lower Canada, 1857-62, along with Sir John A. MacDonald. He was largely responsible for bringing the Province of Quebec into Confederation.

**DIEFENBAKER DRIVE** — for John George Diefenbaker. A militant Progressive Conservative, he defeated the St. Laurent Government and took office as the first Conservative premier in 22 years, on June 21, 1957. His tenure of office was a stormy one, bedevilled by foreign crises, criticism by the U.S.A. over Canada's reluctance to accept nuclear weapons for defence and by the assassination of U.S.A.'s President Kennedy. Dissension arose within the party. Key members of the cabinet resigned, the Canadian dollar was devaluated. The Conservative Government was defeated at the general election, April 8, 1963.

**MACDONALD DRIVE** — This is, of course, in honourable memory of the great Sir John A. MacDonald, the first

Prime Minister of the Dominion of Canada.

**LAURIER COURT** refers, of course, to the great Liberal leader, Sir Wilfred Laurier who was Prime Minister, 1896-1911.

**ST. LAURENT CRESCENT** — Louis Stephen St. Laurent, an eminent lawyer, was Prime Minister, 1948-57, being the second French Canadian to hold that office. He was prominent in the negotiations which led to the entry of Newfoundland into Confederation in 1949. He took an active part in the abolition of appeals to the Judicial Committee of the Privy Council and to the evolution of the Supreme Court of Canada. His was the conception which led to the formation of the North Atlantic Treaty Organization (NATO).

**TUPPER GARDENS** reminds us of Sir Charles Tupper, who as Premier of Nova Scotia, was one of the Fathers of Confederation. He served a very short time as Prime Minister, from April to July, 1896.

Another possible connection with the Fathers of Confederation is in **WHEALAN ROAD**; or is it **WHELAN ROAD**? From its juxtaposition to other streets named after people of political significance in Canada, **WHELAN** seems to be the one intended. If so, it recalls Edward Whelan, editor and politician and a political protege of Joseph Howe. He was member of the Prince Edward Island House of Assembly, 1846-67. His paper, the 'Examiner'; promoted the cause of Responsible Government which was granted in 1851. He attended the Quebec Conference in 1864 and thus became one of the Fathers of Confederation.



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A population of predominately Anglo-Saxon origin would not forget the 'Old Country' and such stalwart figures as the "great commoner" and Britain's wartime Prime Minister. So we have:

**GLADSTONE DRIVE** — which recalls William Ewart Gladstone, four times Prime Minister of Britain. An admirer and 'pupil' of Robert Peel, he was an ardent advocate of "free trade", the improvement of the British railways and their eventual purchase by the State, and the general improvement of industrial conditions. Also, he looked favourably on Home Rule for Ireland.

**WINSTON PLACE** and **CHURCHILL PLACE** naturally recall the great Winston Churchill.

Oxford's representatives in both Federal and provincial Parliaments are remembered in the following street names:

**DENT PLACE** — Thomas Dent (P.C.), was M.L.A. for Oxford in the Conservative Government. A successful farmer and owner of the famed "Springbank Snow Countess", he added much lustre to the Agricultural history of the County. In the next provincial election, Mr. Dent was defeated by his sister's brother-in-law, Mr. Gordon Innes (L). So we have:

**INNES PLACE** — Mr. Innes was defeated in the next election by the Conservative candidate, but came back to win the next election. He is our present representative in the Ontario Government.

**NESBITT CRESCENT** — is for our present Member of Parliament, Mr. "Wally" Nesbitt, who has held that

seat for many years. It recalls also Mr. Edward W. Nesbitt, our M.P. in the earlier part of this century, and too, the illustrious Hon. Wallace Nesbitt.

**OLIVER STREET** — Mr. Thomas Oliver, a local business man served on the Town Council. He was member of the Provincial House during 1867-68. Also, we remember Mr. George Oliver, who was closer to our own time. For many years, township clerk for the Township of Blandford, he spent his declining years writing the "History of Blandford", the printing of which was the Township Council's Centennial contribution in 1967.

**RIDDELL STREET** — Robert Riddell was a notable figure in Woodstock and the County in the 19th century, and a large land owner. He was Oxford's Member of Parliament, in the second Parliament after the Union of Upper and Lower Canada, defeating the previous member, Francis Hincks. This was the first Parliament after the new Election Act of 1844. Mr. Riddell was member 1844-47, when the Parliament was prematurely dissolved by Lord Elgin.

Although not actually in the city, **PITTOCK PARK ROAD** appears in the 1970 Woodstock Directory. Mr. Gordon Pittock (P.C.) was M.L.A. for Oxford between Mr. Innes's first and second terms. Also he was a hard working member of the Upper Thames River Conservation Authority. Our lovely man-made lake is deservedly named after him.

Two of our streets are named after great Indian Chiefs:

**BRANT STREET** — for Joseph Brant (Thayendanegea), chief of the Mohawks and chief leader of the Five

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Nations (later Six Nations) Indians. As captain in the British Army during the American Revolutionary War, he kept his people loyal to the British cause. In reward, the Crown granted him a very large tract of land, being six miles in depth on each side of the Grand River, from its source to its mouth.

**TECUMSEH STREET** — Tecumseh (Shooting Star) was born in the U.S.A. in 1768. As chief of the Shawnees, he gained early prominence, in organizing union of Indian tribes and resisting white settlement on Indian lands. After defeat of the Indians at Tippecanoe Creek, he led many of his tribesmen to join the British forces, himself becoming an officer in the British Army. As Brigadier General, he led his Indian troops in support of General Brock in the capture of Detroit.

Toward the end of her paper, Mrs. Canfield expressed the hope that Woodstock would never identify its streets by numbers. And yet, in the 1888 directory, we find residents listed on **FIFTH AVENUE**. It is perhaps natural that, many years later, its parallel street to the south should be named **SIXTH AVENUE**. There was even a **FIRST**. That, however, was closed and 'stopped-up' by By-Law, dated January 12, 1948 and conveyed to the Crown Lumber Company, being the site presently occupied by K. F. Marshall Ltd. and Mar-Mix (Woodstock) Ltd. **SECOND STREET** is still in existence, being the street leading west from Tecumseh St. to the Sewage Disposal Plant.

In the south west section of the city, in addition to streets mentioned in

Mrs. Canfield's paper, we have **BROADVIEW AVENUE** and **HILL-SIDE CRESCENT**, their names being descriptive of their character and topography.

**BOWER HILL ROAD** is also suitably named. It is a beautifully treed street leading up hill to the township of West Oxford.

**PARKINSON ROAD**, formerly known as the Second Concession Line of East Oxford, was until a few years ago the southernmost boundary of Woodstock. It was renamed in honour of Alderman Bernadette Smith, who has served on Council for twenty years and as Mayor, six times during that period. Mrs. Smith was a Parkinson.

**MILL STREET** was the dividing line between East and West Oxford. Some years ago, after the very fine homes were built on the south end of the street, there was a movement to have the name changed to something less plebeian. However, in the early days of settlement and development, both saw and grist mills were a most important part of the economy. Messrs. Henry and John Finkle owned and operated a mill situated on the now publicly owned land east of Mill Street. A canal was cut through from Cedar Creek and a pond formed to operate the mill wheel. Mill St. serviced that mill and also the homes of the Finkles, which are still standing on the hill, west of this street and south of Park Row. At the beginning of the 20th century, these houses were owned by Mr. Joseph Nellis and Mr. Wm. Maynard. The Nellis house later became the Children's Shelter. Both are now Apartment Houses.

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**PARK ROW** — This street was so named because it led past one of our oldest parks.

On the east of Mill St. are what are known in the County Records as the **PARK LOTS**, which were partly surveyed as early as 1833. Mrs. Canfield has reasonably attributed the name of **RUSSELL STREET** as commemorating Lord John Russell. It can be more closely associated with the history of Upper Canada by thinking of it as referring to the Hon. Peter Russell, as does Russell County. When Lt. Gov. John Graves Simcoe returned to England because of ill health in 1796, Peter Russell, who had been a member of both the Executive and Legislative Councils since 1792, was appointed as administrator of the Province, which post he held until the appointment of Peter Hunter as Lt. Governor in 1799. It was during Russell's regime, that Simcoe's alleged grants of whole townships to American settlers was disallowed, as being unrealistic and failing to achieve their original purpose of bringing in large numbers of settlers. The grant structure was amended to conform to the actual number of bona fide settlers brought in. One of those whose grants were curtailed was Col. Thomas Ingersoll.

In **SPENCER STREET**, we recall Mr. William Spencer, who with his partners, Jordan Charles and James Kintrea, owned and operated "the best oil refinery in the Province" (Sutherland's Gazetteer of 1862-63). Mr. Spencer developed a formula for refining oil, the patents for which were later sold to an Oil Co. It is this same Spencer family which, a few years ago, made a large endowment to the University of Western Ontario.

**ROBINSON STREET** — although there were several people of this name in Woodstock, it is difficult to credit any of them as being the inspiration for naming a street, with the possible exception of Miss Alberta Robinson, teacher of Junior Latin and English Grammar at W.C.I. Perhaps the most outstanding person of that name in the Province, at the time the street was named was Mr. John Ross Robinson. As editor of the Toronto Telegram, he was a fighter in the public interest and well being. He shared, with Sir Adam Beck, much of the credit for the creation of the Ontario Hydro-Electric Commission.

**BRUCE STREET**, another old street could perhaps take its name from a member of the Bruce family who have long been residents of the County. However, in Canadian history, we are reminded that James Bruce, Earl of Elgin, was Governor-General of British North America, 1847-54.

Naturally, **ARGYLE STREET** is for the Dukes of Argyll. One remembers with a chuckle the alleged remarks of an itinerant salesman in Scotland, who tired and hot, leaned and rubbed his shoulders against a mile post, saying "God bless the duke of Argyll with his scratching post at every mile".

**HAY STREET** was laid out by Wm. Grey in 1886. It recalls the Hay family, who in the mid 19th century operated a Chair and Cabinet Factory and also a Rattan Factory, in the west end of town. Later, Mr. Hay moved to the east end where he and later his son operated Hay & Co., now Weldwood of Canada, Ltd. The last of the family, Mr. T. L. Hay, left large bequests in the form of scholarships and also to the Woodstock Hospital Trust.

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**BUTLER STREET.** Early in the 20th century, Finkle Street was closed off at Main Street, leaving only a foot bridge over the Grand Trunk Railway tracks, agreement being made with the G.T.R. to construct a subway somewhat to the west. This subway made it possible to cut through a new street leading to the south part of town. This street was named for Mr. John Butler, a member of Council, Mayor 1906-07.

**KENDALL AVENUE** — This was formerly Joint Street. In February of 1966, the residents of this street petitioned Council to change the name to Kendall Avenue. It was decided that the very fact that the majority thought well enough of their late neighbour, Mr. Alfred Kendall, to so honour him was sufficient reason to grant the petition.

**SOUTH STREET** is suitably named for its juxtaposition to Southside Park.

**EASTPARK DRIVE** is a much pleasanter name than its former one of Railway Street, which since the tearing up of the old Lake Huron and Port Dover Railway tracks no longer is appropriate.

**FRANCES STREET** was named for Mr. A. W. Francis, Mayor, 1886-87.

**LEVAN AVENUE** — This street honours the late Mr. I. M. Levan, who was principal of W.C.I., 1896-1916, and later Inspector of Secondary Schools in the County of York. His speciality was English Literature. Anyone studying under him was indeed fortunate.

**SALTER AVENUE** is named for Mr. W. J. Salter who succeeded Mr. Levan as principal at W.C.I., 1917-23. Prior

to that, he was Classics Master, teaching senior Latin, Greek and Ancient History.

**POWELL STREET** is of course for Baden Powell who instituted the world wide Scout Movement.

In **JULIANA DRIVE**, we remember the present Queen of the Netherlands, who was given sanctuary in Ottawa during W.W. II, and there gave birth to one of her daughters. It also honours our many fine Dutch-Canadian residents. The First Christian Reform Church (Dutch) is at the junction of Norwich Avenue and Juliana Drive.

**BISHOP DRIVE**—The Bishop family are old East Oxford residents; but the street is actually named for Billy Bishop, Canada's outstanding air ace of W.W. I.

**PATTULLO AVENUE** is for the illustrious Pattullo family. Andrew Pattullo was president of the Sentinel Review Co. and M.L.A. for Woodstock and North Oxford in the late 19th century. He is perhaps best known as the "Father of Good Roads in Ontario". The fountain in our City Square was built with funds left by him for that purpose. On it is a plaque, erected in 1927 by the Good Roads Association of Ontario, honouring him as its first president. His brother, George R. Pattullo, was editor of the Sentinel Review, also secretary of the Liberal Association and later County Registrar. One of his sons, T. Dufferin Pattullo, became Premier of British Columbia.

**NORWICH AVENUE** — Until June 14, 1886 this street was called Oxford Street (another one). However, since



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the town owned stock in the Woodstock and Norwich Plank and Gravel Road, the change to Norwich Ave. was a reasonable and desirable one.

Today CEDAR STREET may seem a misnomer. For many years it wasn't. It joins Wilson Street just a few hundred feet south of where that branch of Cedar Creek runs under Wilson St., carried now by conduit to where it enters the main branch of the Creek at Southside Park. At one time it was a joy to all the small fry in the east end of town, who loved to paddle in it and catch minnows and tadpoles.

FACTORY STREET is appropriately named as being just that. East of Norwich Ave., we have KARN AVE., which recalls a very prominent old West Oxford family. In Woodstock, we had Mr. D. W. Karn, organ and piano manufacturer, member of Town Council and Mayor in 1889-90. The family was also represented in the hardware business by Mr. Fred W. Karn and later by his son Charles. In pharmacy, we had Mr. W. A. Karn and Mr. J. G. Karn whose successor is the Clark Murray Pharmacy. (Mr. J. G. Karn was the father of Mrs. T. W. Ballantyne).

SHORT AVENUE is named for Mr. T. S. Short, who was Woodstock's first postmaster. Our first post office was opened in 1835 and is described as being opposite the Victoria Buildings, i.e. that brick building west of Old St. Paul's gate. Mr. Short was the maternal grandfather of the late Mr. Thomas L. Hay mentioned earlier.

CROSS PLACE was named for the late Mr. Eric Cross, judge of the County Court.

STAFFORD STREET is one of our very old streets and for many years marked the limit of the city at the east and south of Dundas St. It was contained within Lot 18, Con. 1, East Oxford. Any connection with our own or Canadian history and the name Stafford seems to be lost. However, in England, there is a sizeable town, Stafford, on the river Sow, a tributary of the Trent, in Staffordshire. Probably, both town and shire gave their name to Robert de Toeni, appointed by William, the Conqueror, as Governor of the Mint and the castle. He assumed the name of baron de Stafford.

REVELL AVE. — This street was named for Dr. Richard Leslie Revell. Like his father, grandfather, and uncle, he had a keen sense of civic responsibility. He served on Council, 1910-11. Later he served on the Southside Park Committee and the Board of Parks Management. He and his father practiced dentistry in Woodstock and Oxford for over 90 years.

BEARD'S LANE has been so called for many, many years. The family was prominent in East Oxford and well respected in Woodstock as outstanding in Medical and Legal professions. In the Directory of 1862-63, James Beard is shown as a Director of the East Oxford Agricultural Society, and Henry Beard as barrister at law in Woodstock. In the 1874-75 Directory, we find George L. Beard, M.D.

North of Dundas St. in the west end and not referred to by Mrs. Canfield, we find GIVINS STREET. As Lieutenant in the Queen's Rangers, James Givins accompanied Lt. Gov. John Graves Simcoe on many of his journeys throughout Upper Canada. As Deputy

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Indian Agent, he is referred to repeatedly in the 'Simcoe Papers'. Some years later, he rose in rank to Chief Superintendent of Indian Affairs, in Upper Canada, 1830-37. As major, he was A.D.C. to General Brock in 1812 and was eventually promoted to Lieutenant Colonel.

BAIN STREET is another old street. Its name suggests much of our industrial history. In the mid-nineteenth century, the Bain family were engaged in the manufacture of furniture. From time to time, they were associated with Mr. James Hay, with whom there was a family connection. Later in the century they founded the Bain Wagon Co., on Mill Street. Later still, they took over the premises of Patterson Bros. on Dundas St., at the present site of Towers Ltd. The 'Bain Wagon' was known, not only throughout the country but in the western states as well. The company continued in business until the early 20's when the wagon was superseded by motorized trucks. This company was succeeded by Massey Harris Ltd. who made farm machinery; they, in turn, by Massey Ferguson Ltd. who latterly made corn harvesting machinery. Finding it more profitable to be nearer the corn belt in the U.S.A. the plant in Woodstock was closed down and the property sold. In 1966, in recognition of very generous concessions to the original firm, Patterson Bros., this last firm made a donation to the City of Woodstock of £2,200. the cost of building the Old Town Hall, this fund to be used toward its preservation.

BRIGHTON STREET — It is perhaps not too well known that the present site of Woodstock once encompassed

the small settlement of Brighton, which could well have been named for the popular seaside resort in England. It first became prominent under the patronage of the Prince Regent, later King George IV.

One of the earliest parts of Blandford to be annexed to the City, was the old Nellis farm. In about 1910, the Agricultural Society which, for many years had held its annual fairs at their property at the head of Wellington Street, north of what was then the Second Concession Line of Blandford moved to its present location. Perhaps one reason for this change was that, at that time, the new grounds was easily accessible by travel on the Woodstock, Thames Valley and Ingersoll Street Railway, which had its eastern terminus at Dundas Street and Norwich Avenue. The Society sold off the front lots for building purposes and opened up streets, giving them the names of four of its Directors.

FIDLER, WEST, McKENZIE and DENT. Dent Avenue has since been closed up and the property sold to the Oxford Motors Ltd. However, the name of that prominent family has been retained in Dent Place, previously referred to. NELLIS STREET was most suitably named for the original U.E.L. owners.

BLANDFORD STREET was for many years the eastern limit of the city in this section. It had been formerly called Matheson for Donald Matheson, M.P. for the north riding of Oxford, and maternal grandfather of the Hon. D. M. Sutherland, M.D., D.S.O., member of Parliament, 1925-26 and

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1930-35. He, Dr. Sutherland, was appointed in 1930, Minister of Defence and Minister of Pensions and National Health in 1934.

Early in the days of W.W. II, many urban centres found themselves short of housing, so on September 11, 1939, the National Housing Act was passed, which provided that emergency houses be built, with the distinct proviso that such houses be demolished at the end of the emergency. Woodstock took advantage of the Act and bought land on the west side of Huron Street, opening up the new streets of:

**HAYBALL STREET** is for Mr. C. W. Hayball, photographer, member of Council, Mayor 1941-42.

**ELIZABETH STREET** was named for Queen Elizabeth, consort of King George VI.

**MILLER STREET** — for Mr. George W. Miller, telegrapher at the C.N.R. station, member of Council 1935-36.

At the end of the war, it was decided that those houses were so well built that it would be sheer vandalism to demolish them. On July 26, 1948, agreement was reached with Wartime Housing Ltd. that these houses be sold to the tenants or other interested purchasers. With improvements and additions, these small family houses form a comfortable, compact little community.

During the past 20 years or so, many new areas have been developed in Woodstock. An early one of these was the Altadore property, which was bought by the Canadian Legion Br. 55. Quite soon the Legion found it was impossible to keep the old home as

its headquarters. Retaining enough land on which to build the present Legion Hall, they sold the rest of the property, part to the Board of Education, who built Northdale School, the rest to a developer.

**NORTHDALE DRIVE** was built north of the school and east of the little depression that could be called a dale.

**SHENSTONE AVENUE** is named for an early registrar, chiefly notable for having compiled and published the Oxford Gazetteer and Directory of 1851-52, to which we are indebted for much of the information regarding our early history. The County Council has had this book reprinted. It is a *must* for the researcher or student of local history.

**ALTADORE CRESCENT** retains the early name of the estate.

**GRANT STREET** is one of our older streets. It was named for an early owner of the property, Mr. John M. Grant who operated a tannery just north of our present Southside Park and was also a manufacturer of leather goods. He was a member of Town Council and Mayor, 1884-85. Sutherland Park, named for the Hon. James Sutherland, M.P. who owned Altadore at the turn of the century, was known as Grant's Grove in the early quarter of the century. Prior to that it was called Cottle's Grove for Dr. Cottle who then owned Altadore. He was mayor of the town at the time of the visit of Edward, Prince of Wales (later King Edward VII) in 1860.

Somewhat to the west we have a little cul-de-sac called: **QUINTON PLACE** — This could be named for St. Quinton's Park in London, England.

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On August 21, 1849, the Woodstock and Huron Road Company was formed to build a plank and gravel road along what was then called the Twelfth Line (now Hwy. 59). It would seem reasonable to have called that street Huron. However, it was already named Vansittart. So the next line to the east, the 13th was named:

**HURON STREET.** Although now interrupted by the Gordon Pittock Reservoir, that street used to lead north to the road that would lead toward Huron County.

East of Huron St. and north of Dundas St. we have Lot 19, Con. 1 of Blandford Township, which formed part of the original Capt. Drew grant. In the latter part of the 19th century a Mr. R. W. Knight owned what we know as the Drew House and the land adjacent to it. On December 13, 1886, a By-Law was passed "to lay out" Rathbourne and Knight streets. Mr. Knight was on the council at that time, in 1896, he was mayor. A street was cut through to Hughson St. which Mr. Knight named for his son, ARTHUR.

**HUGHSON STREET** was named for an officer in the 22nd Regiment, Oxford Rifles.

It was in the northern part of this property, known later as the Tobin Farm that one of the pleasantest developments of this era was laid out, namely the Huron Park Survey. During the First World War, the French people consoled each other thus, "Après la guerre finie, soldat anglais parti". So it was after W.W. II, not only the English soldier, but those from the whole Commonwealth and

the allied countries and from all the theatres of war. And our Woodstock boys came home. Although they did not forget the hardships and tragedies of war, they did not talk about that. They did talk about their leaves in "Old London" and the British Isles. Remembering this, it was most fitting that in this new development, streets should be named reminiscent of those leaves. We have:

**KNIGHTSBRIDGE ROAD**, formerly Knight Street, and **LANCASTER**, **GROSVENOR**, **BAYSWATER**, **KENSINGTON**, **LEINSTER**, **BROMPTON**, **EARLSCOURT**, **SLOANE**, **BERWICK**, **BELGRAVE**, **WARWICK** and **CROMWELL** all for streets in London, England. **ST. ALBANS** and **WINCHESTER** recall cathedral towns and **CAMBRIDGE** the University. **CHESHAM** is a town in Buckinghamshire. **WILTON CRESCENT** recalls Wilton in Wilshire, England, and also Wilton in Roxburgh Co., Scotland.

**JUTLAND PLACE** recalls the naval Battle of Jutland in the North Sea, May 31, 1916, when the German Fleet was decisively beaten by the British Grand Fleet under Sir John Jellico.

**VIMY PLACE** — Headline in 'The Gazette' of Montreal, April 10, 1917: "British Strike Hard — Over 6,000 Prisoners. Canadians Capture The Famous Vimy Ridge". Our boys were there. Some of them came home. It was at Vimy that the Memorial to the Canadian War Heroes was unveiled in 1936, this being Edward VIII's only official act as King.

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JUBILEE PLACE was opened in 1961, the sixtieth anniversary of Woodstock's being raised to the status of a city. Therefore this is a most suitable name.

In the Springbank sub-division, the streets are not quite so well named. But some few have an historical significance:

**CLARKE STREET** — Many years ago, Mr. Joseph Clarke, the owner of the land in this section, gave to the Township of Blandford, permission to cut a road through his farm. His property descended through his daughter, parts being sold off from time to time, until it came to his great granddaughter, Mrs. Russell Stewart. Just a few years ago, she sold the remaining lots to the Sunoco and to the Oxford Motors.

**SPRINGBANK AVENUE** — Springbank was the name of the Dent farm which forms the greater part of this sub-division. This name was most appropriate because of the contours of the land and the fact that there were many natural springs. On this farm was born and raised the famous Springbank Snow Countess, a statue to which was raised by the Holstein Friesian Association some years ago.

**CANFIELD CRESCENT**—The Canfield family were among the earliest settlers in both the Oxford Centre and Beachville areas; their descendants have been prominent in Woodstock proper. Mr. James Canfield was Clerk of the County Court and Registrar of the Surrogate Court. Mr. Henry Canfield operated a grocery store on the northwest corner of Dundas and

Huron Streets. His son, Ernest J., continued the business which, later, he moved to an uptown location, where his son John H. (Jack) operates Canfield's China and Gift Shop. Mrs. E. J. Canfield, author of "Street Names of Woodstock" was perhaps Woodstock's most informed historian. Probably the most prominent member of the family in the first half of this century was Mr. Percy Canfield, who succeeded the Butler Lumber Co. He founded the nationally well known firm of Canfield Wilmot Ltd. Mr. Canfield was a philanthropist who should never be forgotten, particularly by the Y.M.C.A.

**HYDE STREET** was named for Mr. Frank Hyde, founder of Hyde's Pharmacy. An enthusiastic fisherman and nimrod, he was a keen sportsman in other fields. As a member of Woodstock Amateur Athletic Association, he did much to encourage young men to develop their sports talents and helped promote many amateur sports events in the city.

**DUNVEGAN STREET** — Possibly this was named for Fort Dunvegan, a North West Co. trading post, built on the Peace River by Archibald Norman McLeod. It derives its name from the McLeod ancestral home on Isle of Skye.

**SPRUCEDALE ROAD** — At first sight, this seems to be a misnomer — no spruce and certainly not in a dale. However, it does recall a Mr. James Raymond who owned property in this section, on both sides of Clarke Street. He was an orchardist and a nursery man. He imported and planted all the beautiful old Norway Spruce we find throughout the city.



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**ORCHARD ROAD** — Mr. John Davis, son-in-law of the above, came to this area from the undeveloped north, so that his children could enjoy a higher education. He carried on his father-in-law's orchards which included a very fine variety of peach. This recorder recalls that when she was a very small girl, a freak storm visited this area just when the peaches were ready for harvesting. A sad blow but; determined to salvage something, Mr. Davis and his family gathered the fallen fruit and sold it direct to the housewives at an unbelievably low price. Anyone who did not can peaches that year just didn't like peaches. Orchard Street is just at the edge of that orchard.

**SOVEREIGN ROAD** is named for Arthur Sovereign, a local choir boy who grew up to become a member of the Anglican Clergy and later Bishop of Athabaska.

**ELORA ROAD** — What street wouldn't be proud to be named for the town of Elora, with its beautiful natural park and gorge?

**VALLEYVIEW** is a natural for it does look out over the valley of the Upper Thames to our lake.

**BRAESIDE STREET** is, perhaps, self explanatory. Or it could be named for the small town of Braeside on the Ottawa, near Arnprior.

Immediately north of the Springbank subdivision, we have an area not yet extensively developed except for some important factories and the extensive Lakeside Apartment complex.

**INDUSTRIAL AVENUE** was laid out expressly for industrial purposes.

**BELMONT CRESCENT** — Possibly this was named for one of the three 'Belmonts' in Canada. But, perhaps we can remember Francois Vachon de Belmont, a Sulpician priest of the 17th century, who served for twenty years as missionary to the Iroquois, on the Lake of Two Mountains. Later he was appointed Vicar General in Montreal which post he retained until 1727. His concise 'Histoire du Canada' was published in 1840 by the Literary and Historical Society of Quebec. Historians of all denominations concede that we would know very little of early Canadian history were it not for the records of these French priests and missionaries.

North of Devonshire Avenue and west of Huron Street we have a delightful residential section, much of which was, at one time, owned by Oxford County's first Senator, the Hon. George Alexander. In 1878, when the Agricultural Society's show grounds in the west end was purchased by the Credit Valley Railway (now C.P.R.), the Society bought Mr. Alexander's property at the head of Wellington Street. Its annual fairs were held at that location until it moved to its present site. Incidentally, the Alexander home is presently owned by Mr. D. F. Quayle.

**FAIR STREET** and **FAIRVIEW CRESCENT** recall that, for many years the local "Fairs" were held in that area.

**NORTHLAND CRESCENT** is suitably named for its location near the northern limits of the city.

**HIGHLAND DRIVE** is equally well named for its character, as is **RIVERCREST DRIVE**.

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LEE AVENUE is named for a former City Clerk, Mr. A. B. Lee.

ROSELAWN AVENUE, on which there are several very fine homes, qualifies for that name for its beautiful lawns and gardens.

GLENCAIRN AVENUE recalls the Earls of Glencairn (the Cunningham family), who were involved in the Stewart succession to the throne of England. William, the 9th Earl, was made commander of the Royalist Forces in Scotland in 1653. The insurrection of that year is generally known as Glencairns Rising.

Streets that have been added and approved since the 1968 map was published, are:

ALCAN ROAD is a natural in the subdivision of that name, where the pre-fabricated aluminum sided houses are built.

BLOSSOM PARK ROAD is, of course, named for Blossom Park School.

HOUSER STREET, formerly Houser's Lane, is named for the Houser family, one of whom owns an Antique Shop in the vicinity.

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Is it Riddle Street or Riddell Street?

It is still marked Riddle on the City map. Mrs. Canfield has ascribed the

name as being for Darius E. Riddle, a brother-in-law of Admiral Vansittart's.

It is probably much more realistic to consider it as being named for Robert Riddell, the Admiral's son-in-law. Robert Riddell was active in the early local government and was Oxford's member in the Second Parliament after the Union of Upper and Lower Canada. On the other hand, in Col. Light's Diary, in speaking of a dinner party at Mr. Betteridge's, he speaks of one of the guests as being Mr. Riddle.

But, however it is spelled, it is pronounced or it should be pronounced with the accent on the first syllable. The many Riddells in the County insist on that. After all, even the French add an extra "e" at the end to give a slight emphasis to the final syllable. Even then, it is used to indicate the feminine gender.

Kathleen Revell Ward.

May 1970.

References: Old gazetteers, old maps, the "Simcoe Papers", the Consolidated By-Laws of Woodstock, the Sentinel Review Inaugural Edition, July 1st and 2nd, 1901. Harmsworth's Atlas and Gazetteer, Encyclopedia Canadiana, and Encyclopaedia Britannica.