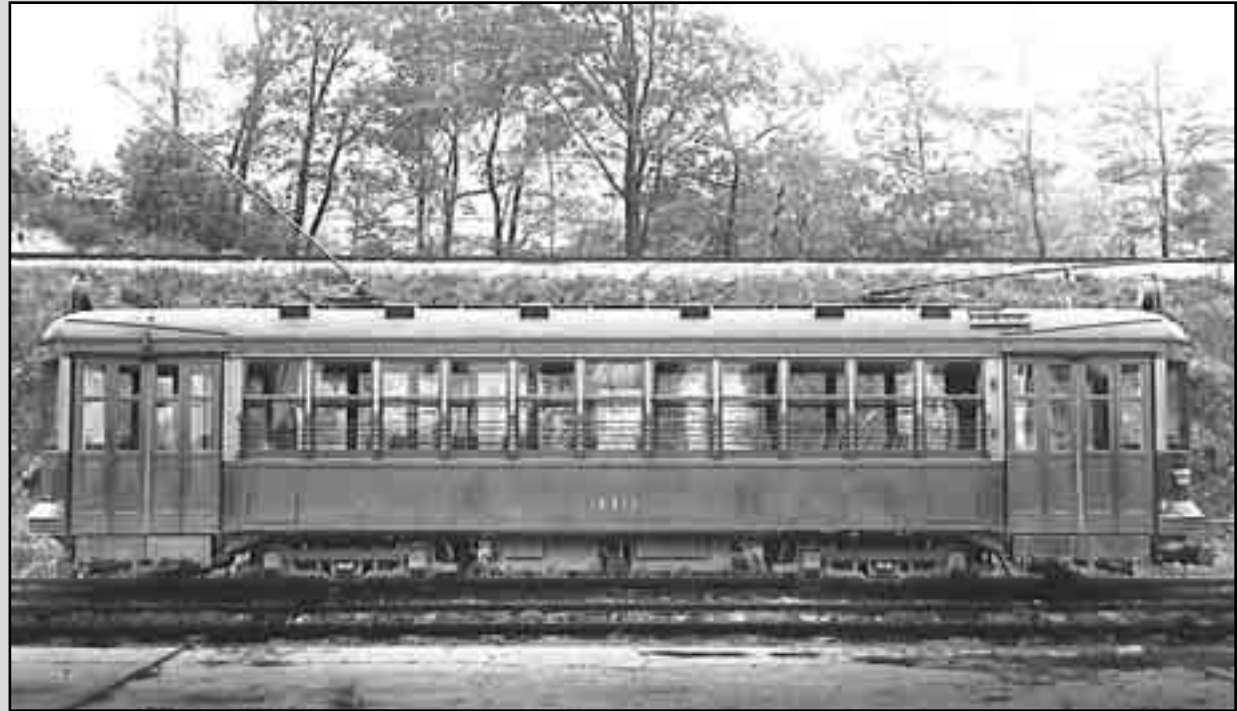


Radial Cars - 1916

ELECTRIC RADIAL CARS BEGAN to traverse the streets of Toronto in 1885, thanks to the Toronto and York Radial Railway that began operating radial cars along Yonge and Queen Streets. The electric streetcars became popular transportation and tracks were extended to Long Branch in 1913.

Although Sir Adam Beck (b.1857, d.1925), who was the instigator for a province-wide electric radial system, piloted the Hydro Electric Railway Act in 1914, World War I intervened. On January 1, 1916, he proposed the Toronto-Port Credit-Guelph-London lines to the voters. That same year, the Toronto and Mimico Electric Railway laid tracks along the Lake Shore Road from the Long Branch connection and ran them to Stavebank Road on the east side of the Credit River in Port Credit. The Lake Shore had been paved between 1914-1916 (opened in 1917), so the roadway was in good condition. The cost from Port Credit to Yonge Street, Toronto, a two hour trip, was 18¢.



▲ Radial Car

A generating station on the north side of the Lake Shore Road supplied the electricity to operate this mode of transportation. A motorman operated the radial car and as he approached a stop, he clanged his bell. In the beginning the street car stops were numbered from the Humber into Toronto Township, so that Third Line (Dixie Road) was Stop 28. On December 9, 1928, a separate shuttle service was started and it became the Lake Shore Route and the numbers became Third Line, Stop 1, etcetera; Haig Boulevard, Stop 32 became Stop 4, Aviation Road, Stop 9, Enola Avenue and Shaw Drive, Stop 11.

On February 9, 1934, the radial transportation was discontinued and the tracks were taken up, so the steel could be used again. A Toronto Transit 20 seater bus took over the Lake Shore run and


started on February 9, 1935, to accommodate 517 passengers that first day. The Gray Coach Line had also operated along the Lake Shore since 1929, and it cost 30¢ one way or 55¢ return.

In 1939, the Toronto Transit Commission built a short line to accommodate the workers at the Small Arms Ammunitions plant. At war's end, 1945, the tracks were removed.

The original radial building still exists at 811 Lakeshore Road East and is utilized by Lakeshore Discount Tires.



Former Radial Building, Car Interior, Bridge and Tracks
(Photos courtesy of the Toronto Transit Commission, Ontario Archives)



Memories

"The roads were very muddy and when they went to Toronto on the street car or bus from Shaw Drive, they went to Stop 11 located at the Adamson farm. They would remove their muddy shoes, leaving the muddy ones in a row beside the farm gates. There would be a long row of different people's shoes lined up in front of the gates and when people returned home they would change again to their muddy ones. Nobody ever had their shoes stolen."

Lily Morgan McCrindle
Interviewed by Verna Mae Weeks, 1990

Memories

"One small tragedy for us which was connected with the old radial line. On one occasion our dog was a little mongrel called Mickey. He was so fast on his feet that he could catch a cotton tail rabbit in the bush. One day we were all going to Sunnyside for the day and Mickey followed us. We got to the Radial car, but I guess Mickey got caught underneath the car, because when we got home he was there to greet us and he had lost one of his forelegs. We had to get Mr. Cluff to come up and shoot him. Maybe Mickey would have been happy on three legs, I don't know."

Ken Farrows
Lived in Lakeview 1926-1933

The Sherratt Family - 1916

SAMUEL SHERRATT WAS BORN FEBRUARY 28, 1885. He was the first member of the family to venture to Canada from MacClesfield, England. He arrived in 1911 and settled in Toronto, where he got a position as a carpenter in Nobel Hands Fire Works. Later, he worked at the TB Hospital in Gravenhurst. His wife, Beatrice Jones (b.1885, d.1965), whom he had married in July, 1907, joined him in April, 1912. She was booked to make the maiden voyage on the *Titanic*, but when she arrived to board the ship, it was full. She was given passage on the *Empress of Ireland*, which was to sail from Liverpool at the same time as the *Titanic*.



▲ Les and Grace Sherratt

In the early hours of April 15th, the *Titanic* hit an iceberg off the coast of Newfoundland and sank. Of the 2,228 passengers, 1,523 perished for lack of life boats. When Beatrice's father heard about the disaster, thinking his daughter had drowned, he had a heart attack and died on April 16, 1912. Beatrice never returned to England, because she felt that she had caused her father's death.

Sam and Beatrice had Clarence, 1913, and Leslie, 1916, while residing in Weston. In 1916, Sam bought 10 acres (4 ha), Lot 7, Con. 2, SDS, on Haig Boulevard in Lakeview, just north of the Grand Truck Railway tracks on the east side. He built a two storey brick house and planted a garden. Sam was a general contractor and he put his carpentry skills to work building houses, stores, schools and recreation halls throughout Toronto Township, such as the Burnhamthorpe Public School and Erindale Hall on Dundas Street West. In 1922, he built three other houses on his own acreage and sold them, which are still in existence along with his first house.

Clarence and Leslie attended the Lakeview Beach Public School. Then Sam and Beatrice had Charlie (1925-1999), and Evelyn, 1927. When Evelyn was three months old, she died of whooping cough. At an early age, Clarence began to work with his father.

In 1933, the Sherratt's sold their property and moved to New Toronto. On December 21, 1936, Clare and Ellie Gould were married, and they had a daughter, Evelyn, in 1938. Les and 19 year old Grace Childs performed their nuptials on June 25, 1938. Clare bought a truck and hauled gravel up north for road work and his brother, Les, drove for him.

Are You Waiting?

Gypsum lath or sheetrock, 3 piece bathroom outfits, clay weepers, glazed tile and fittings, metal lath, hardwall plaster, finishing lime cement, insulation, cement and concrete blocks and general building supplies.

WE CAN SUPPLY THE ABOVE NOW

Sherratt's Building Supplies

29 Haig Blvd., Lakeview Phone P.C. 513

SAND — GRAVEL — DELIVERED

▲ Clarence Sherratt's Ad,
1947 (Port Credit Weekly)

Clare returned to Lakeview in 1945 and purchased his father's brick house on Haig Boulevard from Lillian Wakefield. He built a substantial frame building and started a riding school. He had 40 horses and taught riding and also did sleigh rides and other activities. His Sherratt Haulage company was doing well and the phone number was Port Credit 513.

When the Lakeview Fire Department was formed in January, 1948, he assisted in the construction of the Fire Hall on Meredith Avenue, along with the 25 volunteer firemen. He became the first Fire Chief, a position he held until 1954, when he retired and moved to Elmsdale, near Huntsville, where he and Beatrice operated a tourist camp.

From 1942 to 1946, Les worked at Small Arms on the Lake Shore Road. He bought property on Trotwood Avenue in 1943 from Joseph Vogel, Lot 282 of the Stephen's subdivision plan, and built a frame house, where he and Grace raised their family, James, 1939, Joyce, 1941, William, 1943, Darlene, 1945, and Lynda, 1947. When they outgrew their house, Les built a brick one. He was also a volunteer firefighter with the Lakeview Fire Department. Ironically his first house burned down.

They moved to Milford Bay for a short time and Grace ran a tourist camp, then on to Toronto, where they operated a Hardware Store. Les became manager of Clarence's transport business, Smithson & Watts Transport in Simcoe, from 1950 to 1951, which had offices in Lakeview, Toronto, London, Simcoe and Hamilton.

They returned to Lakeview in 1951 and bought land at 1297 Alexandra Avenue and built a two storey house, where Leslie (Lee) was born in 1952. Les was employed at Texaco and again joined the Fire Department as a volunteer.

In 1954, Les was one of three to become full time salaried firemen on the Lakeview Fire Department. Upon brother Clarence's retirement that year, he became interim Fire Chief. It became official in 1956. When the Township became the Town of Mississauga in 1968, Les was made District Chief over the "A" Shift and worked out of the Mississauga Fire Hall, Dundas Street, in Cooksville.

Les and Grace Sherratt have big, generous hearts. Their home was always open to children who needed TLC (tender, loving care). In 1963, they took in two foster children, 16 year old David Lee and his sister, Janice, 14, who both took on the name of Sherratt. Two years later, Janice was tragically killed in a car accident on February 16th.



▲ Small Arms War Bond Rally. Les Sherratt on left.
(Mississauga Heritage Foundation)



▲ Les Sherratt and Crew in Parade (Roy Smith)

In 1970, when their youngest child, Lee, got married to Robert Allan Pettit, they sold their house in Lakeview and moved to Hillsburgh.

Their children faired well and made them proud parents. Jim, a sheet metal worker by trade, married Gloria Hooper in 1959, and they have Leslie, 1962, Dennis, 1964, and Denice, 1969, and live in Hillsburg. Joy and husband Gerald Johnston, were married in 1959, and have Kenneth, 1960, Robert, 1961, James, 1962, John, 1963 and Kimberly, 1968. Bill, a tool and dye manufacturer in Oakville, married Valerie Jones in 1967 and they have Cory, 1970, and Ryan, 1973. Darlene, who works for the Scotia Bank of Canada, married Rick Start in 1965 and they have two children, Philip, 1969, and Brenda, 1971, and live in Guelph. Lynda's husband of 38 years, Collin Cyr, is a Mississauga firefighter and they live in Brampton.

They have Travis, 1972, and Dana, 1974. Lee also resides in Brampton. She and Allan, who is also a firefighter of 33 years, have Christopher, 1971, and Tara, 1974.

When Les retired in 1976, he and Grace moved to reside in a vacation paradise in Torrance, Muskoka. For 20 years they spent their winters in Florida. Now they are back in Ontario all year. They celebrated 65 years of marriage with a family reunion on June 25, 2003. They have enjoyed raising their children and now have 19 grandchildren, 27 great grandchildren and one great, great granddaughter.

There are no longer any Sherratts living in Mississauga. The Samuel Sherratt built homes are at 1125, 1135, 1141 and 1149 Haig Boulevard. Les Sherratt's two houses still exist; 1297 Alexandra Avenue is now owned by the Kenny family.



▲ Sherratt House, 1297 Alexandra Avenue



▲ Samuel Sherratt Houses, 2004

(Kathleen A. Hicks)



▲ Sherratt Family, 1962 (Photos courtesy of the Sherratt Family)

St. Nicholas Anglican Church 1920

Reverend Henry Earle, Rector of the Trinity Anglican Church in Port Credit, organized an Anglican Mission Church in Lakeview in 1920. The first Sunday service with 14 parishioners, conducted by lay preacher Mr. W. Pochnell, was held in the YMCA building at the Rifle Ranges Campgrounds on April 11th.

The following year, St. James Cathedral in Toronto gave \$700 to the new Mission Church to purchase land to erect a church for its growing congregation. The wardens, George Forrester and H. Levi, were given permission to dismantle the abandoned St. Nicholas Anglican Church on Fisherman's Island. The men of the Lakeview Mission went by barge to the Island in Toronto Bay and brought back lumber, interior fittings, a stained glass window and the church bell.



▲ Rev. A. Dunsford

(Region of Peel Archives)



▲ Rev. T. Brain



▲ The First St. Nicholas Anglican Church

(Region of Peel Archives)

THEN JOHN WILSON DODDS, WHO HAD CONSTRUCTED THE camp at the Rifle Ranges in 1917, put up the first church in Lakeview on the northwest corner of Edgeleigh Avenue and Lake Shore Road, which became the St. Nicholas Anglican Church, named for the patron saint of mariners. Before this the Anglicans had to go to Erindale or Dixie for services.

The \$1,762.40 frame church building, that was gyproced inside and stuccoed outside, was opened on May 29, 1921, by St. James Cathedral's Canon Plumtre. Reverend Earle officiated with the new minister, William Bumstead, who had worked under Rev. Earle. It was dedicated on September 11th. The organist was Ida Richie, whose sisters were Sunday School teachers. Over the years, the ministers changed from Reverends Arthur Dunsford (1930) to Theodore Brain (1934) to P. N. Knight (1942), to John Urquhart (1952) to Henry Harper (1964), as the congregation grew and kept active with various activities and events.



▲ Interior of Church



▲ The former St. Nicholas Anglican Church, 2004
(Kathleen A. Hicks)



▲ Bishop A. R. Beverley
(Photos by Mary Richie Potter)

A sod turning for a larger church was conducted on May 1, 1938, and construction got underway. On June 18, 1938, the cornerstone was laid by Bishop A. R. Beverley, of the Toronto Diocese, during a formal ceremony attended by dignitaries of the Church of England. Canon T. Stanley Boyle, Rector of the Church of St. Alban the Martyr, Toronto, had placed coins, newspapers and documents, such as 1937 financial statements and the parish's history, in a time capsule that was buried in the stone. The Rector was Rev. R.K. Purdue.

Only the basement of multicoloured stones, 78 feet by 32 feet (23m x 9.8m), was completed, the work being carried out by volunteers of the congregation, except for the masonry work. It would seat 250 people and was officially opened on December 12, 1938, by Archbishop Derwyn T. Owen. The yellow stucco church with its brown wooden trim was then utilized as the Parish Hall and Sunday School.

In 1942, Reverend P. N. Knight took over as Rector and on October 17, 1946, the Parish celebrated 25 years. A special service was held on Sunday, October 20th, with an anniversary dinner on October 27th, which was attended by Member of Parliament Gordon Graydon and Thomas Laird Kennedy, Minister of Agriculture. Rev. Knight left in May, 1952, for Grafton, Ontario, and Reverend John Urquhart of Haliburton became the pastor.

St. Nicholas' mortgage was paid off by August 10, 1953, and a thanksgiving service was held on September 20th to burn the mortgage papers. A fund raising campaign in 1954 brought in over



▲ Laying the Cornerstone
(Port Credit Weekly)

\$54,000 to construct the new church and parish hall. When the stone Church was finally completed in 1956, the new house of worship was dedicated on September 27th with a flourish by the Right Rev. F. Wilkinson, Bishop of Toronto. The dedication service was conducted by Venerable W. Gillings, Archdeacon of St. James Cathedral. The ladies prepared tea and coffee, which was served by the Young People's Association.

St. Nicholas Anglican Church, however, did not survive. It was closed down in 1968 and the congregation went to the Trinity Anglican Church in Port Credit. The St. Andrew's Chapel in the back

of Trinity was renamed St. Nicholas Chapel in remembrance of a long standing church affiliation with Lakeview. The church was sold and used by the Seventh Day Adventist and then in 1977 became the Emmanuel Pentecostal Church.

The building still exists at 999 Lakeshore Road East and in June, 2004, St. Joseph's Syriac Catholic Church, under the direction of Priest Joseph Abba, took over the church and extensive interior renovations were done and the exterior stone was cleaned. The first mass was held on August 15th and the dedication ceremony took place on March 19, 2005.

Memories



▲ Ken Farrows
(Mrs. Ken Farrows)

"One of the first things we did when we arrived in Lakeview in 1926 was look for the closest Anglican Church. This was not difficult because the only church at that time was the little Anglican Church on Edgeleigh Avenue set back almost 150 feet (45 m) from the Lake shore Road.

"Church became a big thing in our lives because there was not much radio, no TV and the entertainment we know today was nonexistent. We had to go to church. We went to church so much that the service goes through your head.

"A couple of the big events in our lives were connected to St. Nicholas, the annual Sunday School Picnic, this was no small affair - we used to go to Centre Island or to Hanlan's Point and spend a glorious day over there - and the Sunday School Christmas Party."

Ken Farrows
Lived in Lakeview 1926-1933 age 6 to 13

The Kelly Family - 1920

JOSEPH KELLY FIRST CAME TO LAKEVIEW IN 1920 and built and opened a shoe repair shop on Lake Shore Road that he called Vimy Shoe Repair, named for one of the great battles of World War I (1914-1918). He had been in the Canadian Army and was awarded a military medal for his war service.

Joseph's family originated in Omagh, Tyrone County, Ireland. His parents, Charles and Sarah Ann Kelly, had 12 children, Joseph being the youngest. His sisters, Elizabeth and Sarah, and brother, Charles, were the first Kellys of this family to come to Canada. In 1907, at age 17, Joseph decided to leave for Canada and his father, Charlie, saw him off at the station. After a ten day ocean voyage, he arrived in Toronto to live with Elizabeth on King Street.



▲ Joseph and Hilda Kelly



▲ Joseph Kelly during World War I

While residing in Toronto, Joseph worked at a variety of jobs, such as the Grand Truck Railway, a lumber camp and the construction business. He also became a policeman on the pleasure boats that crossed Lake Ontario from Toronto to Port Dalhousie.

When World War I was declared in 1914, Joseph was among the first to join the Canadian Army to serve overseas. He was with the first Canadians to leave Canada. In the following four years, he was involved in many of the historic battles, such as Vimy Ridge, 1917, and Somme, 1918. On August 30, 1918, Joseph's involvement in the final battle of Ayres brought him the disaster of losing his leg, and the opportunity to meet his future wife when he was sent to England to recuperate. While at Whipps Cross Hospital in London, England,

he met nurse Hilda May Roach, who had been transferred from St. Mary's Hospital, London, to care for the wounded being brought in from Europe. During his recuperation period, Joseph and Hilda fell in love and were married on February 17, 1919, in the Church of Our Lady in Walthenstone. Following the wedding, they went to Ireland to visit with Joseph's widowed mother, who was the cook for the Irish Police Force.

In 1919, Joseph came back to Canada on a hospital ship and Hilda followed a short time later with the war brides. Upon his return, Joseph was given two training sessions through the government's Army training program. One was as an artificial limb maker and the other in shoe repair. There was little demand for artificial limbs, so he pursued shoe repair.

A year later, when he and Hilda had their first baby, Patricia, Joseph purchased a piece of property in Lakeview and built a store and opened Vimy Shoe Repair. At this time they were living in Alderwood, where they had built their first house. Joseph took the radial car to work in Lakeview until a house was built onto the store in 1921. Then he moved his family here.



▲ Charles Kelly



▲ Sarah Anne Kelly

(Photos courtesy of (Patricia Kelly Brookes))

They would have six more children, Margaret, 1921, Hilda, 1923, Joseph, 1926, who died tragically as a result of a car accident in 1938, Kathleen, 1929, who died at 18 months, and twins, John and Tom, 1930.

Joseph was a founding member of the Canadian Legion of the British Empire League #86

in 1926. Then when the Lakeview Veterans Association (LVA) was started in 1936, he was the first president. Joseph was well known for his talent playing the accordion and often entertained his family and

friends. Being proud of his ancestry, he played mostly Irish and Scottish songs. He formed the Joe Kelly Orchestra and they played for the LVA's dances.

On Friday, April 4, 1930, Joseph Kelly was appointed Postmaster for Lakeview upon the resignation of John Montague. He turned his shoe repair shop into a post office, lining the walls with mailboxes. Part of the service was issuing money orders and sorting the mail for the rural mailman. This position lasted until 1933, then he returned to his shoe repair business.



▲ Store Ad, March 22, 1929
(Streetsville Review)



◀ John and Tom Kelly

The Kelly children attended Lakeview Beach Public School and Port Credit High School. Much of their summers were spent enjoying the Lake Ontario beach with its wide sandy shoreline and many shade trees. John and Tom were into sports, especially hockey and fishing. The girls preferred picnicking and swimming. The family attended St. Mary Star of the Sea Church, 11 Peter Street in Port Credit.

Patricia, Margaret and Hilda graduated from the Canada Business College. In 1940, Patricia married Leonard Brookes and they had

two children, Michael and Maureen. Hilda married Arthur Briscoe in 1941 and had Patricia and James. The newlyweds were soon parted when the bridegrooms were sent overseas with the Army for World War II (1939-1945) duty. The girls shared an apartment and worked on the Inspection Board United Kingdom of Canada at the Small Arms Ammunition Plant on the Lake Shore Road. Margaret married Murray Shoolbred in 1941 and they had

Robert, Helen and Marjorie. She was widowed at age 37 and a few years later married Edward Kelly, regaining her maiden name, and had a son, Gary.

John, who worked for a finance company, married Jean Marie Allin in 1951. They would have six children, Nancy, 1954, James, 1956, Robert, 1958, Michael, 1959, William, 1964, and Paul, 1968. Twin brother, Tom, married Josephine Palumbo on May 18, 1959. They had five children, Teresa, 1960, Patricia, 1962, Michael, 1963, Daniel,



▲ Pat, Hilda and Margaret Kelly

1965, and Joseph, 1968, who died in a drowning accident in Bala on July 3, 1993.

Since a young lad, John, wanted to be a policeman so in May of 1954, he joined the Toronto Township Police Department when Garnet McGill was the Chief of Police. He went through the ranks experiencing most aspects of police work and was promoted to Staff Sergeant in 1967. A year before, when he was a patrol sergeant, he was detached from regular police duties to organize a Youth Bureau and this led to the founding of the Cadet Organization Police School

(COPS) on January 9, 1968. John retired from the Mississauga Police Department in 1985.

Tom also joined the Toronto Township Police Department in 1958. After several years of general police duties he worked with the Safety Division and later with the Courts Bureau. When he retired in 1989, he was a Sergeant.

All the Kelly children lived within driving distance of their parents and visited them regularly. They all comment on what a close knit



▲ With cousin Bernard Roach

family they were. Joseph and Tom built John's first house and also constructed Pat and Len's house on Cumberland Drive in Port Credit.

In 1969, Joseph and Hilda celebrated their 50th wedding anniversary in grand style at the newly built Newport Hotel. Pat coordinated the event and it was a prestigious affair, well attended with 160 guests, including Town of Mississauga representatives, Mayor Robert Speck, Councillor Harold Kennedy, MPP Doug Kennedy, Councillor Lou Parsons and MP Hylliard Chappell. The couple received letters

from Queen Elizabeth II, the Pope and Prime Minister Elliott Trudeau, that John, as master of ceremonies, read to the gathering. For an anniversary gift, Pat and her daughter, Maureen, accompanied Joseph and Hilda to Ireland for the first time since they had left 50 years before. They spent two weeks visiting Hilda's family, as Joseph had no relatives left, but he did get to see the house he lived in before coming to Canada and visited with a few friends he had gone to school with. They spent some time in England, where Joseph bought a set of new wedding rings.

Joseph passed away in 1975 and Hilda in 1976. John lost his wife Jean in 1983 and three years later, married Mary Koprla, who had five children. They now have 23 grandchildren between them.

In 2005, Joseph and Hilda would have 67 descendants. Their store and house, sold after Joe died in 1975 when a second floor was added, is still at 863 Lakeshore Road East and is a residence.



▲ Kellys' 50th Wedding Anniversary, 1969



▲ Former Kelly Store, 2004
(Kathleen A. Hicks)



▲ Constable Tom Kelly at Westdale Mall, 1971

(The Mississauga News)

From that attack and lost his eyesight. We are all proud of this family tradition carrying over to John's sons. Robert is a full Colonel in the Canadian Armed Forces. He is a graduate of the Royal Military College in Kingston. He served in Bosnia in 2002. James is a Sergeant in the Air Force and stationed at Camp Borden and he served in Cyprus in 2002. And William is also a Sergeant in the Air Force stationed in Victoria, B.C. and he served in East Timor, Indonesia."

Tom Kelly, 2002

Former Toronto Township/Mississauga Police Officer

Memories

"Our family has quite an astounding war record. Our great grandfather served 28 years in the British Army with the 5th Royal Hazzars. Our father had five brothers in the Inniskillen Fusiliers in Ireland. Our mother had six brothers in the British Army. Her brother, Frank, was awarded the Military Medal, so with the one our father received, we have two in the family. Frank was gassed during the war in 1915 and shortly after the war he died. Our father was also gassed with mustard gas and years later he developed glaucoma

Memories - 1920

"I lived with my parents, William and Betsy Ann Slater, in a wooden bungalow on Kenmuir Avenue near the junction of Orano Avenue from 1920 until after my father died in January, 1924. My father died in St. Joseph's Hospital and was buried in Spring Creek Cemetery in Clarkson. When the death of her husband really caught up with my mother, she became ill and was advised to return to her family in England, which she did in October.



▲ Frank and father, William, 1920



◀ Frank Slater, 1920, with mother Betsy Ann

"My parents had also lived in Canada between 1906 and 1909, first in Magog and later Toronto, where they made many friends. My father had management posts in cotton spinning mills. I was born in 1919 and surprisingly enough, I have many clear memories of the life we lived in Canada.



▲ Frank Slater and Ellen Brown, Maywood Gardens, Lakeview, 1924



▲ Frank and mother Betsy Ann and Friends, 1922



▲ Frank Slater, 1923



▲ Frank Slater, 1922



▲ Mr. Storey, father, mother, Frank, 1923

(Photos courtesy of Frank Slater)

the Canadian Exhibition and I remember several of the exhibits, also the sadness at losing a balloon as we walked home. Another time, for Halloween, my mother cut the flesh out of a pumpkin, making eyes and a nose and put in a candle. At night we went out along the dark road with a lit candle meeting others who had done the same. The streets were unlit in those days. Now that I can fill in some details of the area around Kenmuir Avenue, as it was at the time we lived there, I feel I am getting closer to that happy early life when my father was alive."

Correspondence from Frank Slater
with this author, May 20, 2002
Brentwood, Essex, England
(Frank's Lakeview Map Pages 44-45)

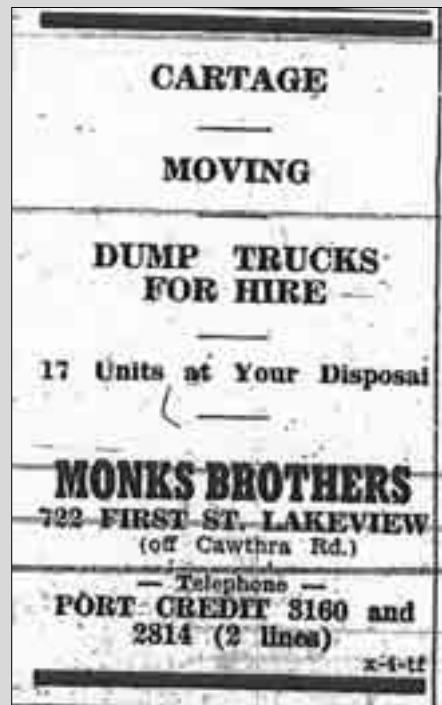
"We moved to Kenmuir Avenue when the area was being developed into lots and it was at that time described as Maywood Gardens. The development extended in a strip about 700 feet wide from the Toronto-Hamilton Highway (now Lakeshore Road) to the Middle Road (Queen Elizabeth Way) and included Trotwood and Kenmuir Avenues. There were 321 numbered lots of varying sizes. I think my parents chose Lot 229 facing Kenmuir Avenue, the fourth lot north of Drano. I have the layout of this that my parents obtained from the agents in Toronto.

"Many of my memories concern life in our house and on the land attached to it both before and after my father's death. We had a tool shed and there was a wasp's nest in it. My father had lit a saucer of sulphur to smoke the wasps out, but I was naturally inquisitive and got too close and I was stung. We went to

The Monks' Family -1920

Thomas and Annie Monks came to Canada from Noddingham, England, in 1920. Thomas and Annie took up residence with their two sons, Joseph and Albert, in a house on Alexandra Avenue.

They settled into the neighborhood and then on February 2, 1925, they bought a piece of property on the northeast corner of Fifth Street (Atwater Avenue), above the railway tracks from Hubbs and Hubbs Realty for \$190. They built a house and decided that the area could handle another store, so they utilized their living room for a grocery store. It



became very popular and so Thomas decided to build a store next to their house. It was the Loblaws of the 1920s, and it remained in the family until 1972, far outlasting Hanna's store, which closed in 1955.

◀ Ad, 1951
(Port Credit Weekly)



▲ Original location of Monks Store,
(Kathleen A. Hicks)

JOE MARRIED STELLA BROWN ON NOVEMBER 8, 1930, IN A double wedding with Thomas and Winnifred Groves (this author's parents). In 1937, he started Monks Cartage. Joe was treasurer of the Lakeview Businessmen's Association when it was founded in 1949. He also applied for a franchise to operate a bus line on Centre Road (Huronario Street) in June, 1953, under J. R. Monks & Son at 964 Fifth Street. He was up against tough competition with the Gray Coach Lines, however. The operation lasted until 1968 when he sold his business to Charterways, which started handling the transit system for the newly formed Town of Mississauga. He died in 1973.

Albert did excavation work with Jack Trenwith of Clarkson, who was Albert's financial mentor. Albert thought so much of Jack, that when he and his wife, Divina, whom he had married in 1937, had their son in 1952, he was named Trenie David. They also had two daughters, Nancy, 1938, and Colleen, 1948.

Divina worked at Small Arms during W.W.II (1939-1945). Then she opened a restaurant at Stop 6A on the north side of Lakeshore Road and the soldiers stationed at the Rifle Ranges were her biggest customers. She also had gas pumps and sold gas. That location is now occupied by a Deli.

In 1944, Albert, who had a 13 piece band that used to supply the music for the dances at the Dixieanna, bought property on the west side of Alexandra Avenue and built a one storey rectangular shaped grocery store and called it Lakeview Groceteria. They faired well and business was good. Albert operated the store until 1952 when he sold it to Norman Myshok and went into the construction business. It is now a Becker's outlet called Daisy Mart.

Albert died in September, 1958, and Divina raised her family by managing the original Monk's store. As a young lad, David worked in the store with his mother and sisters. Divina operated the store until 1972 when it was sold. She passed away in 2000 at age 84. All the Monks are buried in Spring Creek Cemetery on Clarkson Road North. The original Monks' Store had a second floor added in 1990. A Billy Bee Mart, run by Mr. & Mrs. Lee, is now located at 1255-1261 Alexandra Avenue.



▲ former Albert Monks Store, 2004

(Kathleen A. Hicks)

NEWS ITEM

Bus Proposal Interest Grows

The people of South Peel are showing considerable interest in the proposed Centre Road bus service, Joe Monks told the Weekly Tuesday evening. One petition, bearing the names of a number of Port Credit residents who work in Cooksville and would use the bus, has already been received, he said.

Mr. Monks has filed an application for a franchise to operate one bus every hour on Centre Rd., from the Lakeshore to Burnhamthorpe, making a trip each way, every half hour. Franchise for the highway is now held by Gray Coach Lines who run one bus a day over the route.

A hearing on the application will likely be held about the end of this month and Mr. Monks invites any residents or organizations who wish to support establishment of Centre Rd. bus line to write him at 964 Fifth Street, Port Credit.

The Port Credit Weekly
Thursday, June 25, 1953

Author's note: Prompted by Monks' application, Gray Coach was granted a ten day trial that commenced on July 6, 1953. Gray Coach instituted a half hour service from Port Credit to Burnhamthorpe Road. When the trial ended, so did Gray Coach, as it proved unprofitable and Joe's service was utilized until 1968.

The Bayliss Family - 1921

William (Bill) Bayliss (b.1896, d.1976) became a resident of Lakeview in 1921, having purchased property on the east side of

Shaw Drive at the Lake Shore Road corner, where there was a one storey frame house. He and his wife, Ellen Titmus (1896-1941), had come to Canada from Birmingham, England, with their two sons, William, 1918, and Alfred, 1919. Son, Thomas, was born on the ship during the crossing. Bill had served in World War I (1914-1918) and when he got out of the Army, he was given the opportunity to move to a British colony, so he booked his family on a ship bound for Australia. When the ship was delayed, he asked when the next ship was available. He was told one was leaving immediately for Canada, so he took passage on that one. They resided in Toronto for a short time,



where Bill worked on a farm and then was a chauffeur for a Doctor before settling in Lakeview.

◀ William Bayliss

(Port Credit Weekly)



▲ Bayliss House, 1934 (Joan Larkin)

BILL AND ELLEN ADDED FIVE MORE SONS TO THEIR FAMILY, John, (1922-1982), Albert (1926, who died of Polio in 1942), Frank, 1928, Kenneth, 1930, and Raymond, 1932. And with the growth of their family, Bill put up a two storey block house.

In 1935, Bill opened a coal and ice business in the frame house. He bought a truck that year to deliver coal to people's homes. Coke sold for 25¢ or 50¢ a bag. Ice, also supplied by home delivery, could be bought by purchasing 13 tickets for \$2. When construction was

started on widening the Middle Road (Queen Elizabeth Way) in 1937, he hauled gravel for that major project. Bill was president of the Lakeview Army and Navy Veterans Association in 1939, as well as the Lakeshore Businessmen's Association.

When Small Arms opened in 1941, Bill worked there as a rifle inspector. His wife, Ellen, died in 1941, leaving him to raise his large family of boys.

Following the War in 1945, his business boomed, and he bought another truck. It was a converted 7-Up pop truck and he hauled bags of coal and wood. In 1945, his office was burned down and he had to rebuild. When oil came in for heating homes, he discontinued the

coal business and started a construction company that handled the installation of foundations and sidewalks.

When the fire brigade was organized in 1949, the 1923 Reo fire truck was kept in Bill's backyard. Sons, Tommy and Ray, worked in the construction business with him, and Tommy became a concrete and block contractor, going out on his own. He was also one of the volunteer fireman and his company was instrumental in the construction of the Lakeview Fire Hall.

In 1951, Bill and Ray began construction on a Garage and Service Station to be located on the corner of his lot, adjacent to the Lakeshore Road, Stop 11. Many local businesses supplied the building



▲ Former Bayliss House and Garage, 2004 (Kathleen A. Hicks)



▲ Bayliss' Garage, 1951 (The Port Credit Weekly)

materials such as: W. H. Thomson, Port Credit, lumber; S. H. Dellow, Cooksville, cement blocks; Wm. N. Hillis, Port Credit, plumbing, Long's Electric, Lakeview, electric wiring; and Thomas Bayliss laid the cement floor. On November 3, 1951, Bill opened the Bayliss Service Station. It was quite a spectacular event, which featured a free draw with such prizes as a tire, battery and a set of spark plugs. The garage was a modern facility that was equipped with the necessary machinery to give a first class service. His son, Ray, worked in the garage with him.

Bill retired in 1959, sold the house and garage and moved to Daytona, Florida. Ray joined the Royal Canadian Air Force that same year.

There are no longer Baylisses living in Lakeview. The last member of the family to reside there was Bill's brother, Albert, who also lived on Shaw Drive. He helped his brother deliver coal in the early days. He also worked on the Avro Arrow project in Malton and when that was cancelled in 1959, he took on the job of maintenance man at the

Lakeview Golf and Country Club. While pruning one of the trees, he was accidentally shot in the head by a 22 caliber rifle bullet when two boys were shooting at birds. He never fully recovered from the injury. He died in 1979, a year after Bill passed away.

Ray lives in Brighton, William Jr., Milton, and nephew, Frank, in Wasaga Beach. The former Bayliss house and garage are still in existence at 1015 Shaw Drive, owned by Amelia Dibastano, and 411 Lakeshore Road East, owned and operated by Bogoljub (Bob) Pokrajac as ABV Auto Care, Firestone. Bill and Ellen would have 14 grandchildren and many great grandchildren.

NEWS ITEM

The Eighth Son Born in Lakeview

Two years ago when a seventh son was born to Mr. and Mrs. William Bayliss of Lakeview, great prominence was given to this event in the press, but this week, The News is privileged to announce a still greater event in the arrival of the eighth son to this father and mother. The last addition to the family was born in Grace Hospital on April 1st, and both the babe and mother are doing nicely, and will shortly come home to Lakeview.

Mrs. Bayliss when speaking to the News remarked, "April 1st played a joke on us alright, as we were hoping for a daughter, but a son arrived and he is dandy."

The ages of the children are: William, 14, Alfred, 13, Thomas, 10, John, 9, Albert, 6, Frank, 4, Kenneth, 2. William, the eldest, is leaving school shortly to help his father in his business.

The Port Credit News

Fri. April 8, 1932