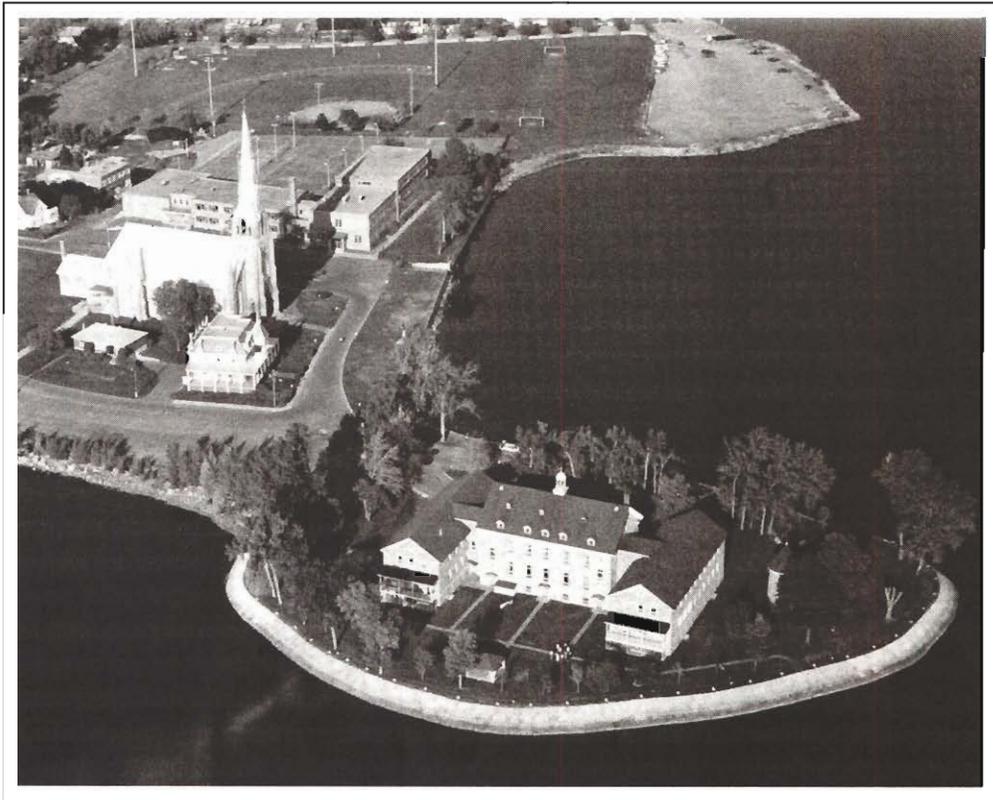


# *A HISTORY OF POINTE CLAIRE*



*BRIAN R. MATTHEWS*

A History of Pointe Claire  
Brian R. Matthews

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*DEDICATION*

*For JANET MOORE, B.F.A., M.L.S.  
and all those who work  
at the  
BIBLIOTHÈQUE PUBLIQUE DE POINTE CLAIRE*

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Brian R. Matthews  
Pointe Claire  
November 1985

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# *Beginnings*

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The early voyages of Jacques Cartier and Samuel de Champlain into the Gulf of St. Lawrence during the sixteenth and early seventeenth centuries, and those of the British explorers along the eastern coast of the Americas, gave rise to great interest among both the French and English in Europe. Both these countries, reeling from the costs of almost continuous war, looked upon the newly opened continent as a source of vast potential wealth. Under the terms of various treaties that ended one war after another, rights to the continued exploration and development of this anticipated wealth were passed back and forth between them. It was only in the year 1632 that some relative stability was achieved, when the English conceded the territory to the French by virtue of the treaty of St. Germain en Laye, by which the settlement at Quebec that had been taken from Champlain in the spring of 1629 was restored to French control.

New France and the North American territories attracted considerable interest from many disparate groups, among them the Catholic church, trader-merchants, and the farmers of Normandy.

The Catholic church in France had become divided into numerous orders: Jesuits, Sulpicians, and others, each of which approached the goal of converting the population to true belief in a slightly different manner. The prospect of a land peopled by thousands of heathen natives whose souls could be redeemed to the credit of the church, and the fear that if left without spiritual guidance the settlers themselves might lapse from grace, created

some urgency within various orders to establish themselves in the new territory.

One aspect of the style of the day was the use of fur as a border on hats, coats and other garments. Some of the more enterprising merchants, realizing that vast quantities of beaver pelts could be come by at very cheap prices in New France and sold in Europe for substantial gain, rushed to the vanguard of those sailing westward. There were also rumours of precious metals and valuable ores from which anyone, with scant effort or investment, could reap a fortune.

To the serfs of northern France, the new lands offered an escape from the abuses of the feudal system, and the prospect of limitless fertile land upon which their farming efforts could produce more than could ever be hoped for at home. They also sought freedom and a chance to establish themselves in a new life.

Even the royal court recognized the possibilities of the area as a source of new taxes and royalties from which to pay the debts of the country and restore the lands and mansions of the king.

Under the guidance of Cardinal Richelieu, the first minister to King Louis XIII of France, an organization known as the Company of One Hundred Associates was formed in 1627. Its charter required the Company to establish the financial and administrative self-sufficiency of the colonies, and to settle a minimum of two hundred people in each of the following ten years in the area, with a target over fifteen years of four thousand settlers. To realize all these goals, the Company was given an initial sum of 300,000 livres as capitalization, a permanent monopoly on the fur trade and a ten year monopoly on all other trade, the revenues from which were intended to allow the Company to become financially independent of the crown.

The Company was not a success. The very first fleet sent out to New France in 1628 was captured in the Gulf of St. Lawrence by a small contingent of English and Huguenot sailors under the leadership of David Kirke; the following spring, the settlement at Quebec was surrendered to the English. During the three year occupation of Quebec by the English, nearly all the original capital of the Company was lost. Nevertheless, after the treaty of 1632 was signed, another attempt at settlement was made. Now largely without assets, the Company could afford no more than one ship, which was dispatched to Quebec carrying forty settlers and three Jesuit priests.

In the spring of 1633, Samuel de Champlain returned to New France intent on rebuilding Quebec, encouraging the further development of the fur trade, creating new settlements and promoting the exploration of the river and its shores. He came with full authority, as a direct lieutenant of Cardinal Richelieu and of the King and worked hard and long to reestablish Quebec and form an administrative base for continued growth. Although he died in 1635 without ever seeing the results of his efforts, the existence and continued success of New France were in great part to his credit.

In the years that followed, there was a gradual, if slow, increase in the size of the colony at Quebec. Although many of the original settlers were single men (part of the military groups sent out from France to overcome the English and the Indians), and the majority of the women were in the service of the church, some effort was made to find suitable young women who were willing to endure the trip across the ocean and who were intrigued with the possibilities offered by the new world. Soon marriages became more and more frequent and the settlement grew, not only by virtue of the importation of people from France, but by the births of the first children of Canada.

From a financial point of view, the fur trade was still at the basis of the economy of New France. Overtures to the Indian tribes in the areas upriver from Quebec began to produce more and more beaver pelts and trading posts were built at the points of confluence of the various rivers. Since the only practical means of transportation at the time was by canoe, points such as Three Rivers offered relative safety in case of attack (there was a choice of three escape routes), and were midway between the Indian lands and the trans-shipment port of Quebec.

The desire to expand even further westward led Paul de Chomedey, Sieur de Maisonneuve, to the conclusion that the island where the Ottawa river flowed into the St. Lawrence was a natural location for a permanent trading post. In early 1642, disregarding the advice of many of the colonists, who referred to his trip as "the foolish journey", he gathered together a small band of men and set sail up the river, landing at Montreal. There, on May 18, 1642, Father Vimont, a Jesuit, celebrated mass at an improvised altar set up close to the waters edge under a stand of trees. The first settlement at Ville-Marie was founded.

By November of that same year, after a summer spent clearing land and preparing to withstand the hardships of winter, there were seventy people established in the area. As Dollier de Casson said in his earliest history, "Truly God showed his favour to these new colonists by not letting the Iroquois discover them too soon."

The first aim of any colonial settlement must be self-preservation in the face of whatever hostile elements may be encountered, be they angry natives or harsh seasonal variations in weather. Immediately a site is chosen, settlers must begin to build protective shelter. In the course of this basic undertaking, trees are cleared from the land, some of which then becomes available for the next priority, growing food crops. Groups of men not immediately needed for construction are sent into the woods to hunt for game, which can be dressed and stored for the winter months. Of course, the priests would enlist the assistance of as many as could be spared to build a chapel from which they could attend to the spiritual needs of the community.

As the years passed and more land was cleared for farming, it became more and more practical for the farmers to build homes for themselves and their families on their own land, and a need arose for records to be kept as to who owned which property.

To facilitate the development of the colony and to allocate land in the most appropriate manner, apparently unable to carry out its assigned task, the Company of One Hundred Associates had given the island of Montreal and all seigneurial rights to it to the Seminary of St. Sulpice in the middle of the seventeenth century. Not only was this arrangement a reflection of the transfer to New France of the European feudal system of social organization; it also eliminated the necessity of dealing with next to impossible trans-Atlantic communication since grants of land or special rights could be dealt with locally.

As it happened in the next few years, communication with the outside world became so difficult, due to Indian raiding parties and sheer distance, that the colonists, seeing little chance of any financial assistance from the Company of One Hundred Associates, gathered under the guidance of their leading citizens. In 1645, with Jesuit support, they formed the Community of the Habitants of New France, thereby becoming virtually independent of Europe.

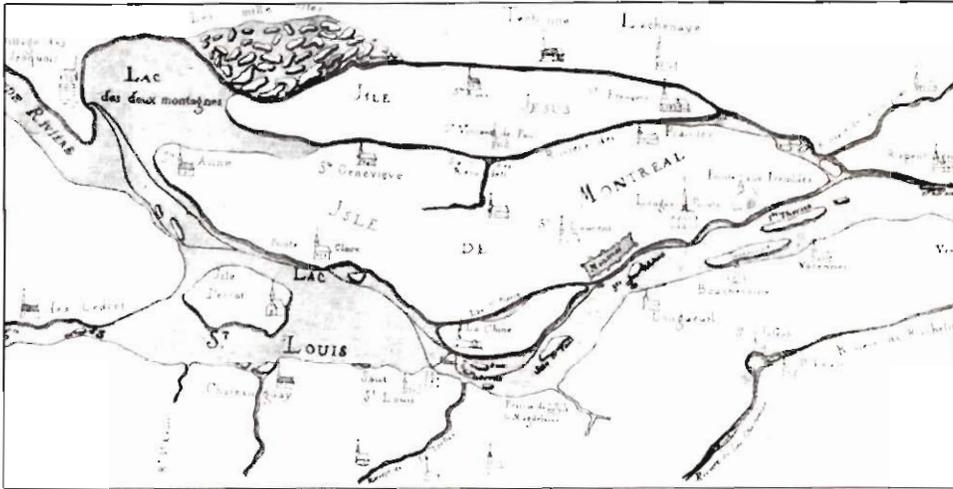
This new Company, in the form of a co-operative owned equally by all the colonists, obtained a monopoly from the old Company on all the western fur trade and title to the colonial lands. In return, the new Company was to make an annual payment of 1000 livres in beaver pelts.

The French settlers brought with them, and effectively transferred to New France, the social and political structures of their native land.

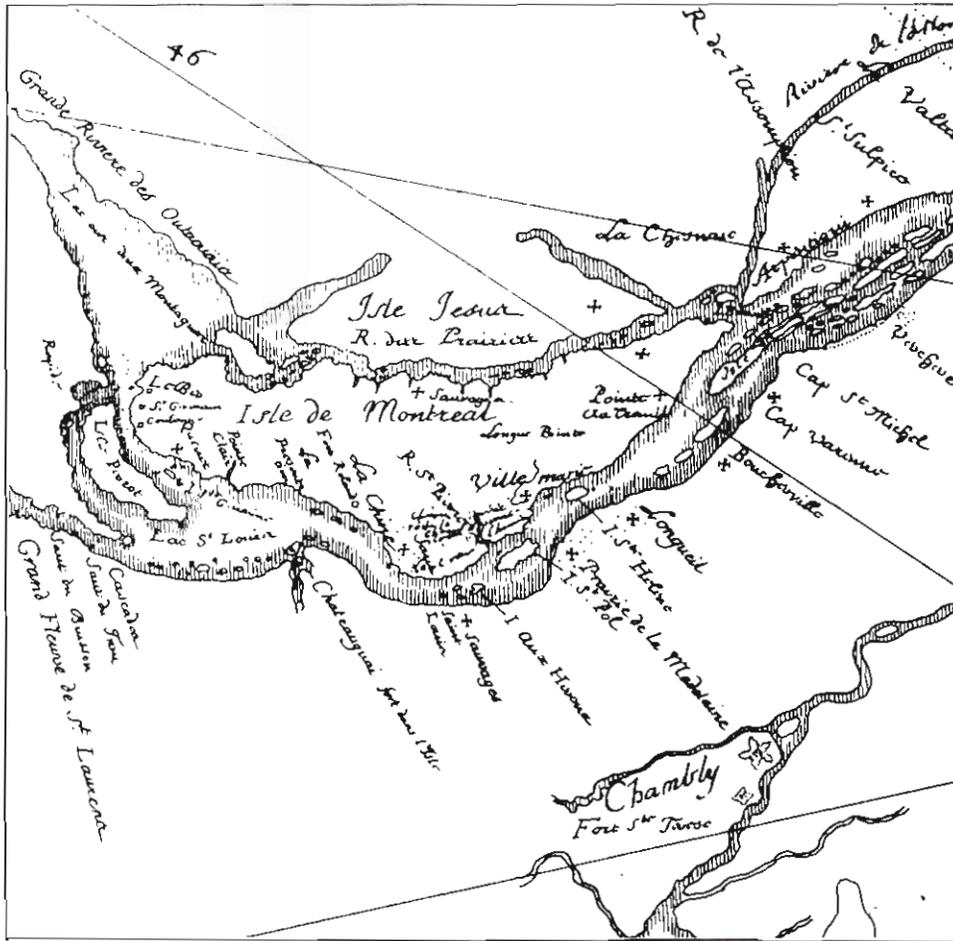
In northern France, the feudal system of the sixteenth and seventeenth centuries was based on the concept of a military hierarchy with the upward gradations of the social structure resembling a reserve militia which could be called to duty at the need of the seigneur. Each person was responsible to, and the responsibility of, an immediate superior, rising upward to the seigneur, who was generally a member of the nobility. In the transition to the new world, some variations were made in the system partly from necessity, partly by design; in the process, many of the abuses of the system that had arisen in France were eliminated.

Since in New France there was no class of nobles as such, and since most of the seigneurs received their land grants for services rendered to the colony or other acts of merit, they were often no better off than the habitants who rented their land from them. Although for some time each colonist had a role to play in the militia headed by the seigneur, his duty to the seigneur was gradually reduced to amounts definable in monetary terms. The inter-relationship of those above and those below tended to be based on mutual co-operation, rather than class structure or social standing.

The duties of the habitant to his seigneur were to pay a nominal annual amount known as the "cens et rentes", to bring his grain or other produce to the seigneurial mill to be processed (for which service he would be charged a small fraction of the yield), and to provide a small number of days of free labour (*corvée*) annually on the lands or property of the seigneur.



An early map of the island of Montreal.



The island of Montreal in 1686 by Deshaies. Copy by A.L. Pinard.

Since it was intended that the habitant should clear and work his land for his own benefit and that of the community, rather than leave it undeveloped, there were punitive payments required (*lods et ventes*) whenever lands changed hands other than in a direct line from father to son. This virtually eliminated any incentive to hold property for speculative purposes.

The amounts due annually by the habitants were paid to the seigneur on St. Martin's Day (November 11). In return for the amounts received, the seigneur accepted certain obligations to his habitants. In the early days of the settlement he had a military or protective duty but, as nearly all the men were members of the militia, this took the form of providing a rallying point and leadership in the event of an Indian raid. Further, he was responsible for building a mill, wine presses or ovens and furnishing such other communal services as were required. In practice this does not seem to have been an onerous burden on the seigneurs, although few of them ever made substantial profits. In addition, the widely scattered nature of the farms and the fierce independence of the farmers made it more practical to have only the mill as community property, since the cost of construction was more than any one habitant could bear.

Both habitant and seigneur were of necessity bound to years of hard work. They had to build their house and barns, clear their land, fish and hunt for enough food to see them through the winter, and slowly force the soil to produce grain and vegetables. They had to create their own tools, care for their livestock and cut enough wood during the summer months, not only for construction, but also to warm themselves throughout the winter. Under the circumstances, there were few causes of conflict, and the survival of all depended on an attitude of co-operation between independent individuals.

One major influence on the social structure of the settlements was the nature of the habitant himself. In many cases of colonial development, the original settlers were criminals, bankrupts or other social outcasts. This was definitely not the case in New France. In large part Normans, the habitants of New France came across the Atlantic voluntarily, seeking a better chance for the good life than was possible for them in France. They came knowing the dangers and the nature of the problems in becoming established, and prepared to face these difficulties with willingness and hard work.

In his essay "*Pioneers of New France*", W. J. Eccles, Professor of History, University of Toronto, describes the habitant as:

"a man who in his youth voyaged to the west and lived among the western tribes for months, perhaps years, went on military expeditions against the Iroquois or the English colonies, farmed his fifty to a hundred acres on the banks of the St. Lawrence, spoiled his children after the fashion of the Indians, set a hearty table, raced his horses, dismayed the curé with his wild parties and the luxurious dress of his women folk at Sunday mass. There was little of peasant sluggishness or bourgeois stability about this society".



The nature of the French habitant should be constantly borne in mind; it is too simplistic to consider him a peasant within the general implications of that word.

The desire to explore the country further and the evolution of the fur trade as a source of revenue drew the youth of the settlements westward further and further into the open areas. Many, foreseeing the years of hard labour on their family farms that would be their lot, took the opportunity to make at least one voyage in search of their fortunes. Although of necessity arrangements were made with the various Indian tribes for co-operation in this trading and for safe passage through their lands, it was not unusual for one tribe to be at war with another, in conflicts which frequently involved the trading posts and settlements. Even the peaceful periods were of short duration. Thus it was considered wise when erecting trading posts to have them fortified to some degree.

At the same time, the growing stability of the Ville Marie settlement gave rise to situations where some of the men could be spared to man the outlying posts which in turn, by providing a measure of safety and protection in local areas, made more and more land areas available for farming.

Both these elements contributed to the establishment of a community and a fortified post above the rapids at Lachine. These rapids had long created a problem for anyone moving westward, since it was highly hazardous to attempt crossing them in a laden canoe. Some attempts were made to convert several small rivers into a system of canals by which the rapids could be bypassed, but with little success. The traders were forced to carry all their supplies by land to the down river side of the rapids before beginning their trip and, on their return, to carry large quantities of furs around them to reach their market. This was a considerable incentive to establish a supply depot, launching point and trading post below the rapids.

Because of the fundamental need for its existence and the ever expanding volume of the fur trade, a settlement very rapidly grew at Lachine. At first, its existence fulfilled the needs of the Montreal merchants as a point to which they could bring their wares to barter for furs, and saved time for both explorers and fur traders who, no longer required to portage around the rapids, could acquire needed supplies more rapidly and return to the forests.

With the further construction of forts along the river shores at Fort Rolland, Fort Rémy, La Présentation (Fort Gentilly), Fort Cuillerier and Fort Senneville, the area became relatively safer, and began to attract habitants whose interest was more in the field of land development and farming. This led to a settlement of a more permanent nature and by the 1680s the population of Lachine was close to 300.

We might stop at this point and consider what the West Island was like in the second half of the seventeenth century. The first men other than native Indians ever to cast eyes on the West Island shores were Samuel de Champlain, one of his men and one Indian, who briefly explored what we now call Lake St. Louis as far as the Lake of Two Mountains. He described it

thus "Not a single village was to be seen, not even a single habitation." And after another trip in 1615, "The lake is filled with five large islands, which are like meadows, where it is a pleasure to hunt, venison being found there in abundance, as well as wild fowl and fish. The surrounding country is filled with great forests."

With the area now built up, it is difficult to see it through the eyes of these men in a canoe, but we should try to visualize the scene. Three men in a small birch bark canoe paddling slowly against the gentle current, where the river is at its widest, would be looking northward and upward to inland elevated bluffs thick with a mixture of tall pointed pine trees, great spreading maples and stately poplars sweeping down in an unbroken mass to the very shoreline. They would be studying and making mental note of the series of shallow bays and rocky coves that unwound before their eyes as they moved westward, seeking landing points to which they could rush in the event of an Indian attack and safe harbours in case of storm. There were inlets where spring runoff overflow left swampy areas filled with rushes, scrubby brush and clouds of mosquitoes. Here and there, flocks of redwing blackbirds would rise screaming from the brush, fleeing some invisible fox or badger or beaver. And they would have seen the rocky, windswept, almost treeless point of land shaped like the wing of a bird that later gave us our village name.

The actual terrain of Pointe Claire is not uniform. The shoreline is about 70 feet above sea level, and rises by almost a hundred feet not too far inland, in some places quite steeply, in others as a gradual incline. The areas above the bluff naturally became known as the "heights".

This sharp rise is caused by geological fault lines that run more or less from east to west across the southern part of the West Island: the Dorval fault and the Pointe Claire fault.

In addition, there is considerable difference in the land types between the east and west parts of the area. In the east, where the incline is more gradual, the soil has a considerable clay content, and as we shall later see, many of the larger and most productive farms in the area were at the east end of the region. To the west, the inclines become steeper and we find the soil changing to a thin veneer over substantial limestone deposits. A steep, open cliff face with visible limestone strata can still be seen near the entrance to the Beaconsfield Golf Course. Once again, as we shall see, these limestone deposits led to one of the earliest of the area's industries.

The land to the east received its sand and clay deposits from the recession of the ancient Champlain Sea. As a result of movement along the Dorval fault, land to the south of the fault tended to be pushed downward in relation to the land to the north and becoming lower and more level, retained more of these deposits. In the west, the movement of the Pointe Claire fault caused the opposite reaction, leaving much of the land to the north too high to catch much soil. Glacial deposits of Trenton clay on the bluffs were used in the twentieth century in the terra-cotta industry.

It is not too difficult to imagine the attraction of this type of countryside to both those who wished to hunt and those who saw their future in opening up farm lands. The fathers of the Seminary of St. Sulpice, wishing to fulfill their obligations as seigneurs of the island, and under considerable pressure from the French king to increase productivity and his personal wealth, looked to the future and the development of the area. In the years 1672, 1673, 1674 and 1678, the first grants of land were made in what is now Dorval.

At this time, the area of the West Island appears to have been known as La Grande Prairie de St. François, but as it was customary to allocate names to regions only on the establishment of a parish, this designation seems never to have had any official status.

As the river was the most practical means of transportation and communication at the time, all land grants were made on the basis of river-front footage. Grants were more or less equal: three arpents of shore line (576 feet), varying from twenty to thirty arpents in depth although little attention appears to have been paid to the specific depth of each grant. It appears that the natural topography often defined the interior limits of a grant to all practical purpose, and land occupancy became whatever was adequate to the needs of the individual habitant.

The names of all those receiving grants of land were duly recorded by the registrar at the Seminary of St. Sulpice in the "Terrier" or land book (see Appendix 1).

The first grant of land within the present-day boundaries of Pointe Claire was to Pierre Cabassier, consisting of a lot just east of Pointe Charlebois, in 1684.

In 1678 the first land grant on the West Island had been given to Jean Quenet (sometimes spelled Guenet), consisting of four arpents by twenty, at what is now the point at Beaurepaire, which was then known by its Indian name of Pointe à Nouay, variously spelled Anouay or Anouay (as the Indians seem to have spelled it), which is believed to be derived from the Indian word for Prairie. (In 1958, however, the Canadian Post Office advised residents of the area that no translation of Anouay existed.) At the same time, probably by arrangement, the adjoining grant to the west was given to Quenet's cousin, Jean LeMire, and the next grant to the west to one of his servants, Antoine Blignaux dit Sanssoucy. Quenet acquired the LeMire concession of eight by forty arpents in 1694, which made him the owner of the entire point. He never seems to have acquired Sanssoucy's land.

Jean Quenet is a good example of the habitant of New France, although probably wealthier than most.

Well connected at the court of Louis XIII through both his mother (daughter of one of the court notaries) and his father (a prominent businessman), he emigrated to New France in the mid-seventeenth century to establish himself at Ville-Marie as a milliner. He was successful at his trade and had considerable time available for travel to and from France, as well as throughout New France.

Although Quenet owned his large tract of land, as well as other substantial concessions in Ste. Anne and what is now Ville LaSalle, he was more preoccupied with establishing a branch of his millinery shop in Ste. Anne, where he lived for a time, than in developing his property. He did begin some clearance on fifteen arpents he owned in Ste. Anne.

In his role as an importer, it was necessary for Quenet to travel back and forth between Ville-Marie and France to acquire cloth and other materials not locally available as inventory for his stores. It would be most unlikely if he did not export with him considerable quantities of furs for sale in France, which was logically the source of much of his wealth. In 1677, Messrs. Dudouyt and Ragueneau reported that they had paid him the sum of 4739 livres and 19 sols for merchandise received during the year, and that for this year's purchases, they owed him an additional 1750 livres.

Quenet's travels along the shores of the river gave him a familiarity with the entire area; no doubt he became known to many of the settlers. He was appointed "controller of the king's lands" and also "percepteur" for the Seigneurs of the Island of Montreal. In addition, he was inspector of beaver hunting licenses for the governor and was later responsible for supervision of maintenance of the road along the river.

In 1680, probably due more to his position of prominence than the actual nature of the crime, he was fined the sum of 1000 louis "for having, in the depths of the forest, trafficked in furs with savage tribes." The amount of the fine was four times that normally assessed since "one expected a better example from so prominent a citizen."

According to the census of 1681, he was resident at Ste. Anne with his wife, Etiennette Heurtebise, and their two children. By 1689, he had returned to Ville-Marie, and only in 1701 did he return to Beaufort to begin to clear his land. Although there were doubtless gaps in the period, he was also at Beaufort in 1710, but later returned to Ville-Marie, where he is believed to have spent the rest of his days.

The success story of Jean Quenet is probably not typical of most of the habitants, but the energy required to be an importer/exporter travelling regularly to France, build up a millinery business in Ville-Marie, assume substantial responsibilities vis-à-vis the governing bodies of the time, travel back and forth along the river and through the forests, find time for hunting, carry on an illegal trade with the "savage tribes" and clear and develop land in both Ste. Anne and Pointe Claire, should give us an idea of the stuff of which the habitant was made.

Other early concessions on the West Island were made between 1678 and 1697, but with the exceptions of Jean Cibart and Jean Neveu, who occupied their land from 1685, the properties were either resold, repossessed by the seminary and later reconceded to a different owner or, in several cases, simply abandoned.

In Appendix 1, an attempt has been made to account for the original ownership of each concession from Ste. Anne to Dorval, the original limits of

the parish along the Lakeshore, changes in ownership prior to the founding of the parish and the names of landowners at that time (1713). It should be noted in this listing, as in all censuses, that they were verbally dictated to the census-taker. Names often vary in spelling and, in fact, are in some cases completely altered, e.g. Daoust listed as Ledoux. It is also interesting to note that very frequently settlers adopted pseudonyms appended to their original name by the word "dit". Whether these cognomens were a form of honorific, or simply a means of distinguishing between people with the same family name is not clear. It has, however, the major disadvantage of making it very difficult to trace family descent, since sons frequently changed the family name to the pseudonym in succeeding generations.

The balance of the lakeshore grants from Ste. Anne to Dorval were made in the years 1698 and 1699 with the Seminary reserving for its own use the point itself and an area of 35 arpents behind it. Interest in the area is evidenced by the fact that by the end of 1699, there were the beginnings of many homesteads, distributed more or less evenly along the river shores.

In the years immediately prior to this expansion westward, the major problem facing the habitants was the attitude of the Indian tribes. Battling among themselves for supremacy in trapping and delivering all manner of pelts to the fur traders they were, for substantial periods of time, totally engaged in their internecine wars, raiding the settlements only sporadically, although with terrifying effect.

From the Indian point of view, the fur traders presented little threat to the Indian way of life, since they were highly mobile, remaining in one place only for short periods of time. Their view of the habitant settlers was, however, very different, since the establishment of farms and the clearing of land deprived the Indians of hunting territory and scared away the game on which their continuing survival depended. The ongoing struggle between the English to the south and west and the French in the river valley created much the same effect. The Indians soon realized that their best interests would be served by completely eliminating both forces from their land before they became outnumbered.

In the year 1687, the Governor, M. Denonville, arranged to hold a festival of games and feasts to which he invited all the Indian tribes of the area. It is unlikely that the tribal leaders would have suspected anything amiss in this kind of invitation, since for some time both the English and French had been making peaceful overtures to the Indians, both sides believing that their own best interests would be served by neutralizing the natives while they got on with the struggle for control of New France without the distraction of a side issue.

The festival was organized to be held at Cataraqui but, as they arrived, a number of the tribal chieftains were seized, placed in captivity, forced into hard labour in the holds of the French fleet and transported to France as curiosities.

By 1689, the tribes had regrouped. In revenge, they attacked the settlement at Lachine on the night of August 4/5 of that year. Lachine was by that time a community of some 320 people, and the centre of both the liquor and fur trade, making it essential to the continued existence of the colony as a whole. From the Indian point of view, a devastating attack there would drive the settlers back onto their boats and out of the native lands.

In the darkest part of a stormy night, with heavy rains falling, between 1000 and 1500 Iroquois paddled across the river in silence and established a base camp just to the west of Lachine. There they assembled, to creep through the night by way of the wooded areas and along the river shore, and surrounded most of the farm houses and homesteads in the area. At a signal, they attacked from the darkness with total surprise. With great brutality, they slaughtered a large number of the settlers.

There were some survivors at Lachine. The resident doctor saved himself from serious injury by hiding in the woods. As soon as the Iroquois left, he rendered what little help he could to the victims. Another resident ran to a military emplacement of some 200 men under an officer by the name of Subercase who was, at the time, in Montreal for a dinner with Denonville. The runner was sent on to Montreal, and Subercase rushed back to his men, finding to his surprise that they had done nothing awaiting his return. Along with most of his men and the residents of the three area forts who had gathered there, he prepared a counter attack.

Scouts reported that the Indians, who had consumed large quantities of brandy during the raid, had retired to their base in a clearing about a mile and a half to the west and were, for the most part, drunk. Subercase, realizing his opportunity and finding his men only too willing to fight, was ready to depart when orders arrived from Governor Vaudreuil specifically ordering him not to pursue but rather to adopt a defensive position.

Thus both soldiers and survivors were forced to watch as the Iroquois set out with more than a hundred prisoners. All through the night the torture fires could be seen burning on the opposite banks of the river. The few captives who survived were absorbed into the Indian tribes.

Although such raids were not unusual (M. D'Urfe's attempted settlement on Caron's Point with its fortified chapel was destroyed a few years earlier, M. LeBer's stone fort near Ste. Anne was razed in 1691, and the trading post and small community at Ste. Anne virtually disappeared due to continuous attacks and was absorbed into the parish of Pointe Claire since it lacked enough settlers to justify a priest) the severity of the attack on Lachine caused Governor Frontenac, who replaced Denonville late in 1689, to begin a campaign to restore existing fortifications and construct new ones at strategic points along the river.

As mentioned earlier, the St. Sulpician fathers had reserved the point at the end of their land for themselves. This point, somewhat larger than two arpents, was attached to the mainland by a strip of land no more than thirty feet wide, which made it a natural site to build a fortification. Not only did the

point command a view along the river in all directions, but on its landward side it was virtually exempt from attack by virtue of the narrow isthmus.

With the continuing arrival of new settlers and the expanded use of land for grain crops, and to fulfil the obligation of the Seminary of St. Sulpice to its habitants, it became necessary to build a mill in the parish. In 1699, the Seminary had reserved for itself the point of land from which the parish took its name as the site of this mill.

On December 23, 1708, the Seminary, represented by Messire Leonard Chaigneau, contracted with Leonard and Charles Paillé before Notary Antoine Adhema for all the carpentry necessary to complete a mill and a house for the miller. The contract called for all materials needed to be supplied and delivered to the work site by the curé, and for payment for labour to be paid 100 livres on starting work, 200 livres on starting to trim the wood and 350 livres ten days after the first production of flour, for a total amount of 650 livres. The contract was signed by M. Chaigneau, Charles Paillé the son, with Leonard Paillé, agreeing verbally since he could not write.

Two months later, on February 27, 1709, curé Michel de Vilermaula of Lachine contracted with Jean Mars for all the stone work necessary for the construction of a mill to be 24 feet high, with an interior diameter of 12 feet, and with walls four feet thick at the base, which was to be set into the ground. Again, all materials were to be supplied and delivered by the curé, including the mill stones, which were to be six feet seven or eight inches in diameter, and 12 to 13 inches thick. The same contract required Jean Mars to complete whatever masonry was needed on the miller's house and to repair the chimney in the presbytery. During the period of construction, M. Mars and his workers were to be housed and fed at a house belonging to René Cuillerier on Saint Paul St. in Fort Remy, and M. Mars was exempted from his "cens et rentes" on his land in Pointe aux Trembles for the same period.

The contract was signed by Michel de Vilermaula, Guillaume Roussel, a shoemaker, as witness, René Cuillerier and the Notary P. Rimbault, Jean Mars agreeing verbally.

The work was started in the spring of 1709 and completed by the fall of 1710. On November 11, 1710, M. Chaigneau made final payment, declaring himself satisfied with the mill and house as constructed.

Following the design of the other area forts at the time, the stone mill, containing elevated platforms beneath rows of gun slits for defense, became the redoubt of a fort. In addition, the mill provided a means of subsistence in the event of a prolonged siege. The small wooden house of the miller guaranteed continuity of the food supply. The entire outer shoreline of the point, enclosing these buildings, was fenced with wooden posts and lined with pointed stakes to a height slightly greater than that of a man. This type of fort would not long withstand a concerted or massed attack by large groups of enemies, but could provide some shelter from which to return distant fire

25<sup>e</sup> febr. 1709

1476 Pardevant le Notaire royal de l'Isle de  
 Montréal en la nouvelle France résident à Villermarie  
 soussigné de temoin en son nommer sus presens  
 Jean Mars habitant de la Chine de M<sup>r</sup>. Maffroy  
 de presens de l'Isle de la Chine lequel a  
 volontairement reconnu et confesse avoir fait  
 marier et donner en femme par consentement  
 au M<sup>r</sup>. Michel de Vilermaula l'un de Maffroy  
 les Religieuses du Seminaire de Vilermaula Curé de  
 la paroisse de la Chine de luy faire  
 un parochain bien et d'icelle comme il a esté  
 le dit M<sup>r</sup>. de Vilermaula par le dit M<sup>r</sup>. de  
 Vilermaula a fait Commencé l'autel de son de  
 maisonner a faire et faire au sein de l'Eglise  
 de la paroisse de la Chine sus le terrain que l'Ev<sup>q</sup>.  
 de Vilermaula a accepté de M<sup>r</sup>. Charles Milot  
 Curé qui lui a fait faire de Montre le Curé  
 du dit. Batiment de dix pieds de haut au  
 dessus des fondemens qui sont faits, Novis-  
 bris quinze d'ad. Batiment aussi de six pieds  
 au haut de cinq pieds de haut et trois  
 de large, une porte de même largeur et de six pieds  
 de hauteur sur dix qui lui a esté indiquée par  
 le Curé de Vilermaula dans la dite, avec les fondemens

 ARCHIVES NATIONALES  
 DU QUÉBEC  
 MONTRÉAL

First page of the contract for masonry at the windmill,  
 between Curé Vilermaula and Jean Mars, February 27, 1709.

from attackers which would, it was hoped, be an adequate deterrent. As it happened, the fort's worth was never tested, since it was never attacked.

As there was no other point of refuge between La Presentation, six miles to the east, and Fort Senneville, twelve miles to the west, and the miller's services were in great demand, the fort provided not only security for those in the area but also a basis for the first local industry. From this early time on, the impetus for local development tended in the direction of the point, and later, the village.

Although peace treaties were signed between the English and the French (1697) and between the French and the Indians (1701), it was, based on past experience, considered prudent to maintain the fortification for some time. In fact, as late as 1751, the land on which the new church had been built in 1745 is described as being bounded on one side "by the line of the stakes of the fort."

The years between 1699 and 1709 were a period of consolidation. The habitants began to clear their land and establish fields of crops, build their homes, erect barns and generally become more productive.

Since the area had not yet been made a parish, it was served for spiritual purposes by itinerant missionaries based in Lachine or Ste. Anne. These gentlemen, in times of relative peace with the Indians, would travel along the river to visit the region, holding services in the chapel in the presbytery and hearing confession within its safety.

Although at this time there was no permanent religious leadership in Pointe Claire, a small presbytery and chapel were erected in 1705.

There is some reason to believe that from 1698 to 1711 Pointe Claire was left without religious support. During this period, the names of several individuals known to be in Pointe Claire appear in the secular registers of Lachine and the Parish of St. Louis du Bout de l'Île, with the same names recurring later in the first registers of the Parish of St. Joachim de la Pointe Claire as well as in the "Terrier". M. René Charles de Breslay, the curé of St. Louis du Bout de l'Île, officiated at baptisms, marriages and funerals of Pointe Claire residents during this period. Further indication of the lack of any religious activity in the region is the fact that when the land of Nicolas Dupuy dit Montalban at Haut de l'Île was repossessed by the Seminary, notice was posted at the churches at Ville-Marie and Lachine by Curé Remy after high mass; nowhere in the West Island were such services held, since Curé de Breslay had by then returned to Ville-Marie.

In non religious matters, evidence of the progress being made is found in the action of Intendant M. Raudot who, in 1706, having decided that sufficient land clearance had taken place, caused a road to be cut generally following the line of the lake front, from La Présentation to the west end of the island. Each of the property owners through whose land the road passed was charged with the responsibility of keeping the road maintained, cleared and freed of trees and other impediments. They were also required to build bridges where necessary, and to level the road bed. Since these requirements

were not generally met, M. Raudot, in 1707, felt called upon to establish a fine for non compliance with his rules in the amount of 10 livres, mentioning specifically Messrs. Robillard, Laviolette and Laplaine as being to blame for the need to re-issue these regulations. M. Jean Quenet of Beaurepaire was assigned the duty of law enforcement.

In 1713 the area was finally considered sufficiently developed and settled, in a manner indicating the possibility of permanence, to the extent that the seminary formed a parish from some of the lands formerly part of the parishes of Lachine and Ste. Anne, giving it the name of the Parish of St. François de Sales, presumably derived from the region's unofficial designation as previously mentioned. This name lasted for less than a year, however, and in 1714 it was changed to the Parish of St. Joachim de la Pointe Claire. At the time, an estimate of the population would be that it did not exceed 200 men, women and children.

Originally the parish comprised all of the land between Lachine and Ste. Anne excepting Ste. Geneviève and St. Laurent, but including Ile Perrot. The shape and size of the parish was to change several times before it assumed its present area.

To qualify as a parish, the area was required to build a stone church. In 1713, such a church, measuring 60 feet by 30 feet, was built just to the landward side of the point. Originally, it bore the name of St. François de Sales, but parallel with the parish, it changed in 1714 to St. Joachim de la Pointe Claire.



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# *The Parish and The People*

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In the period between the granting of land concessions and the erection of the first stone church, it appears certain that baptisms and marriages were carried out and mass said in the church presbytery by both Curé de Breslay of Ste. Anne and Ville-Marie, and by Curé Vilermaula of Lachine, although the records have been lost. At a considerably later date, Curé Bourgeault made a thorough review of the records he could locate, and reconstructed as much detail as possible. It was he who made note of the baptism of Judith Claire, daughter of Pierre Barbary, by Curé Vilermaula in the presbytery on June 29, 1711, the earliest known such event to take place within the boundaries of present-day Pointe Claire.

When the original stone church was built at the point in 1713, Pointe Claire not only became a parish but became eligible for a resident curé. However, as there was a dearth of eligible men available for such a posting, since for some time it had been impossible to effect the appointment of such officials due to the absence of a bishop at Ville-Marie, itinerant curés continued to serve the area.

Tracing the evolution of the parish is a very confusing exercise, since the only definitive attempt to define the limits of the parish (in 1721) was essentially ignored until well into the nineteenth century.

In 1713 the parish was formed from parts of the parish of Lachine, to an eastern boundary at La Présentation (Dorval Ave.), and from a part of the Parish of Ste. Anne, to the western limit of present-day Beaconsfield. Also

attached to the parish were Ile Perrot, subtracted from the Parish of St. Louis du Bout de l'Île which subsequently ceased to exist, Châteauguay, subtracted from the mission at Caughnawaga, and parts of Ste. Geneviève. At this point, the parish of Pointe Claire covered essentially all of the west island except for Ste. Anne. Châteauguay was returned to the control of the mission at Caughnawaga in 1716.

M. de Breslay, at least nominally the Curé of Ste. Anne, absented himself from the parish for a considerable period of time at this point, due to his ongoing duties to the community at Ville-Marie. In his absence, M. Depérat, the curé of Pointe Claire, assumed control of both parishes, and in 1721 merged the two. This must have taken place late in the year, since it is not referred to in the work of M. Collet.

The confusion as to the definition of parishes was far from limited to the case of Pointe Claire, as evidenced by the fact that in 1721 the Governor of New France, M. de Vaudreuil, appointed the "procureur général du Conseil Supérieur", a M. Benoit-Mathieu Collet, to visit all the eighty parishes of New France and delineate their boundaries. In the company of his clerk, Nicolas-Gaspard Boucault, M. Collet travelled both shores of the river between February 4 and June 3, 1721. He was so thorough and conscientious in this demanding task that by October 8 of the same year, M. de Vaudreuil was able to report that he had settled the issue of parish territories with the Bishop and was able to send to France for approval a copy of the minutes drawn up by M. Collet.

From M. Collet's minutes (reproduced in translation as Appendix 2) it can be seen that his definition included the area from La Présentation to Ste. Anne and Ile Perrot. He also notes, however, that the residents of Ile Perrot preferred to travel a longer distance to Pointe Claire rather than attend the church at Ste. Anne. It can be assumed that many of the residents of Ste. Anne felt the same way, having no resident curé and a less attractive church, and therefore were not displeased at the actions of M. Depérat later in the year.

In 1743, Ile Perrot attempted to establish itself as a separate parish with the construction of a stone church and presbytery near Pointe du Moulin, but it was considered too small a community to justify a resident curé. It was not until the church was completely reconstructed in 1786 that it was granted the status of a parish (1789).

A new wave of Indian resistance in 1745 caused the forty families at Vaudreuil to flee to Two Mountains, where they took up permanent residence, effectively eliminating Vaudreuil from the parish.

In 1768, M. Montgolfier, the curé of Pointe Claire, divided Ste. Anne between Pointe Claire and Ste. Geneviève, but according to census figures of 1784, it would appear that Ste. Anne had all but ceased to exist as a community. By 1803, the area was totally served by the church at Pointe Claire. Recovery of the community had to wait until the construction of their church in 1853.

Meanwhile the territory east of Côte St. Rémy was, in the latter years of the eighteenth century, attached to the Parish of Lachine.

Finally in 1834, Mgr. Signay, Bishop of Quebec, decreed a civil parish of St. Joachim de la Pointe Claire, accepting as a *fait accompli* all the ecclesiastical changes that had been made up to that time, and defined the parish as occupying the area from Côte St. Rémy to the western limits of present-day Beaconsfield.

It is interesting to note that in the process of his work, M. Collet in 1721 interviewed Jean Baptiste Breuil, the acting curé of the parish, as well as several of the more prominent citizens. He reports that there were at the time seventeen heads of family in residence along the shores of the river and eleven concessionnaires who were in the process of developing their land but not yet living on it. He reports also that along the Côte St. Rémy there were five resident habitants and a number of unoccupied concessions. Côte St. Jean is only mentioned as "a as yet unnamed road," and Côte St. Charles is not mentioned at all. He also includes in his population references, eleven families living in Ile Perrot.

Although the population at the founding of the parish was French and Catholic, the resident curé and his priests were not the focal point of the community, although undoubtedly they had considerable influence.

Before the establishment of a municipal form of government, the officers in the militia were the most preeminent citizens in the social order of things. The people of the area did not look to the seigneur as their leader, but to those whose responsibility it was to lead them in time of self-defence, to train them in military arts and to exercise some control over the men of the parish. The captain of the militia was, for each parish, the local agent of the governor. In a case such as Pointe Claire, where the seigneur was the Seminary of St. Sulpice, the captain of the militia was given the honorific "sieur", and accorded the privileges of first rank. He occupied the first pew to the left of the aisle in church and was usually interred in the church crypt.

"In the "côtes", the intendant named a commissioner, a "habitant" who was respected, knowing how to read and write, to keep the rolls, oversee the training (military) and to serve as intermediary between the administration and the rural population. It was he who distributed the billeting orders to the soldiers, ordered the work assignments for public works and as time passed, assumed more and more responsibilities. In general, he replaced the non-existent community council. We know that the delegated person had difficulty imposing his authority, that the unrewarded office represented a considerable loss of time, but we must consider whether the honour of being chosen and the privilege of taking the position behind the church elders in parades was enough to justify the inconveniences, as was the hope of the intendant. These "capitaines de côte", also known as "capitaines de milice", men of a certain experience whose services were essential to the smooth running of the area, rarely went to war and, should the occasion arise, nowhere but in

the area. They should not be confused with the officers who commanded the militia, nor should we see here a method for social advancement." *Habitants et Marchands de Montréal au XVII<sup>e</sup> Siècle*,

Louise Dechène, Plon, Montreal, 1974 (author's translation)

The first captain of Pointe Claire was Jacques Perier. Born in Quebec in 1672, he married the widow Marguerite Dodier (née Paré) at Lachine in 1712. Their first-born child, Jean Baptiste Perier, was the first baby christened in the new church of St. François (later St. Joachim), on October 30, 1713.

As might be expected, several firsts occurred in 1713 at the new church. The first marriage was celebrated on October 30 between André Laframboise and Louise Bigras, after three publications of the banns.

The first deaths in the parish were those of the three-month-old daughters of Pierre Leduc and Catherine Fortier, Marie Barbe and Marie Marthe. The following day, theirs was the first funeral service and the first burial.

It might here be noted that on March 1, 1729, the 14-month old Louise Youville was buried in the children's cemetery beside the church. Louise was the daughter of François Youville and Marguerite de la Gemerays. Some years later, as Mère d'Youville, Marguerite de la Gemerays founded the Order of Grey Nuns at Montreal, for which in 1959 she was beatified.

Since all the lakefront land had been conceded to individuals by 1700, further development required that new frontage be established. Three côte roads were demarked, Côte St. Rémy at the eastern boundary of the parish, Côte St. Jean, almost exactly at its centre, and Côte St. Charles to the west. Along these côte roads "rotures" (concessions) were made in the years between 1718 and 1731, each at least three, occasionally more, arpents in width and a minimum of 20 arpents in depth (see Appendix 3).

The pattern of development in the parish, it seems, was a series of evenly-spaced properties in a line along the lakeshore, and three further lines of properties stretching from the northern boundaries of the lakeshore rotures into the interior of the island. Opening a roture was often a lengthy process, as the following description explains.

"The clearing of a land concession is a long and difficult task, for which few immigrants were prepared. Let us imagine, to begin with, a settler who, through the savings made during his years of service or with his soldier's discharge pay, can apply all of his time to the development of the treed land that has just been conceded to him... It is 12 kilometres to the town where this young man lives, and the road reaches less than half that distance. His first task is to fell enough trees to construct a log cabin of about 15 X 20 feet, of small trees sharpened at one end and pushed into the ground. It is a rough building without a floor or a chimney, but it has to be made sufficiently water-tight to last at least one winter. He uses grass and bark to make the roof and plug the cracks. After three to four weeks, he can bring his chest and his provisions into this cabin, which has to be accomplished before winter. Now he has to select and fell the trees

that are tallest, of better quality and a more or less equal size which will serve to build the house. The work will be less time-consuming if this second building area can be of limited area and adjacent to the first clearing. All depends on the nature of the wood. Given the choice, he will select oak, if not pine, which he cuts into pieces of 18 to 22 feet, which he sets aside. With a hatchet as his only tool, without a team to haul the trunks, he needs several weeks to complete this second stage. In June, he starts to clear up the land thus freed, working no more than one or one and a half arpents at a time. He has to tear out all the tree stumps which are one foot or less in diameter. The larger ones, beyond the scope of an axe are cut and left. Nothing more can be done but to wait until they die and the stumps rot, which takes about four or five years. The leftover wood is taken and stacked close to the cabin for heating and, if possible, some is sold in the town. Everything else remaining on the ground, along with the brushwood, is then burned. The arpent is "clean" and ready to be pickaxed. This is for the autumn: to turn the earth and the cinders on the surface between the large stumps, to prepare it to receive the first seeds of grain late in the season or in the spring. It is then necessary to finish preparing the cabin for winter and not to wait too long before finishing the pieces of wood that have been set aside. Squaring them off with a hatchet protects them. During the winter, the settler starts a new clearing, cutting at about three or four feet above the ground, that being the depth of the snow... Some would sow corn, beans and pumpkins in the Indian style, finishing off the clearing of the autumn.

At the end of one year of effort, this settler can declare one arpent as pickaxed (*en labours de pioche*) and two arpents as felled (*d'abattis*). Each year, he adds two arpents to his cleared holdings at the same time as he builds his permanent house plank by plank, with a floor of boards, a roof of boards and a chimney of cow dung. He buys a bull, a sow, some poultry, and the cabin is converted into an animal shed as soon as he can move into the new house. About five years after the start of his land clearance, he can, with an ox or two, pull out, without too much trouble, the rotten stumps from the ground and gradually put his land into plowable condition (*à la charrue passante*). The clearing work starts to decrease as the agricultural tasks grow heavier. If he maintains the pace that we have set out, it will be ten or eleven years before he has a dozen arpents in plowable condition, the minimum needed to put his land in order since he has a family to feed. If he slackens off, this land hardly scratched and annually seeded will stop producing. By his death, 30 years after receiving the concession, he possesses 30 arpents of tillable land, a section of pasture, a barn, a stable, a somewhat more spacious house, a road at his door, neighbours and a pew at the church. His life has been spent clearing and building...

The interiors of the habitants' houses were very stark, containing one or two chests, a storage bin, a table and three or four chairs. They slept in

an alcove against the wall. The children slept on the floor, or on thin pallets with covers of dog, moose, bear, or ox skin. There was no linen, and woollen covers were rare. The storage bin preserved flour, peas, bacon and lard and sometimes butter, but never such items as pepper, wine, whiskey or even salt. Their wardrobe contained only the bare necessities; one hooded greatcoat, one doublet, another used doublet, one pair of leather boots, a pair of cloth breeches, a hat, a pair of shoes, socks, four well-worn shirts. As his prosperity increased, he might acquire a large cupboard for pots and utensils, some coverlets and curtains, and sometimes a small mirror."

*Habitants et Marchands de Montréal au XVII<sup>e</sup> Siècle,*

Louise Dechêne, Plon, Montreal, 1974 (author's translation)

The diligent land owner could be established on his own farm with a house, a barn, and a shed or stable by the coming of the third winter, after which he could expand his production by clearing more land at his leisure.

Beyond his ability to enjoy life and his adherence to the Catholic church, the early habitant, even though courageous, must often have felt vulnerable in the immensity of the often hostile country, which surely explains his superstitions and belief in werewolves, ghosts and goblins. "La Voix de l'est", Vol. 5 no. 18, reports the following, which shows the seriousness with which such superstitions were taken:

"In November 1737, Pierre Montagné dit Laplaine of Pointe Claire went to see François Roy at Côte St. Paul. In the course of conversation, Laplaine revealed that his neighbour, Charles Raymond dit Passcampagne, was a sorcerer and that he had seen him taking flight among the clouds. The story reached the ears of Raymond, who demanded reparation. The reputation of being a sorcerer was hardly enviable in that age. The parties met in Montreal on Sunday, January 26, 1738. In settlement, Laplaine paid an indemnity of 80 livres." (author's translation)

Among other more simple superstitions was the idea of placing a split log in the path of an oncoming storm in the belief that it would drive the storm to either side of the property.

In their efforts to alleviate the burden of their difficult lives, the habitants would sometimes go too far. As has already been mentioned, Messrs. Robillard, Laviolette and Laplaine had to be reprimanded before they would take their duties to maintain the river road seriously. Along the same lines, here are two orders M. Hocquart found necessary to post at the church entrance:

"From the facts presented to us by Sr. Gladeb, missionary priest of the parish of Pointe Claire; that many habitants of said parish find it very easy to hunt on Sundays and holy days and that this happens very often causing many complaints from the other parishioners. They have, therefore, requested of us that we put a stop to this disorderly conduct.

We, therefore, now forbid any of these aforementioned habitants to hunt or engage in any manual labour on Sundays or holy days without

pressing need and even then, without express permission from the curé on penalty of receiving a fine of three livres to be paid directly to the church warden, who will in turn keep a written note in his ledger.

This mandate is given to the officers of the Militia of this côte who will ensure that this order is carried out and will compel any individual who is found not to have paid his fine to do so.

Done at Montreal, the 29th // 1739.

Hocquart"

"Based on the complaints brought to us by the curé and the habitants of the parish of Pointe Claire: that, the voyageurs going inland who pass through the parish and where they are often forced to stay overnight due to contrary winds, have been found to remove, during the night, fence posts and wood kept in front of said habitants' homes and have even destroyed by fire the posts of the barricades surrounding the fort. That: not content with these deeds, the voyageurs have been known to insult the curé and habitants causing several public disturbances and generally disturbing the peace.

To prevent any future abuse, we now make it expressly forbidden for any voyageurs or any others, regardless of circumstances, passing through the parish of Pointe Claire to remove or damage, whether during the night or in the daytime, any stakes, posts or other articles of wood belonging to the habitants of Pointe Claire under fine of 50 livres or corporal punishment. Also punishable under threat of the same fine, it shall be forbidden to these said voyageurs to remove wood stacked in front of the homes of said habitants for their use, without first obtaining their permission and having paid whatever price they request.

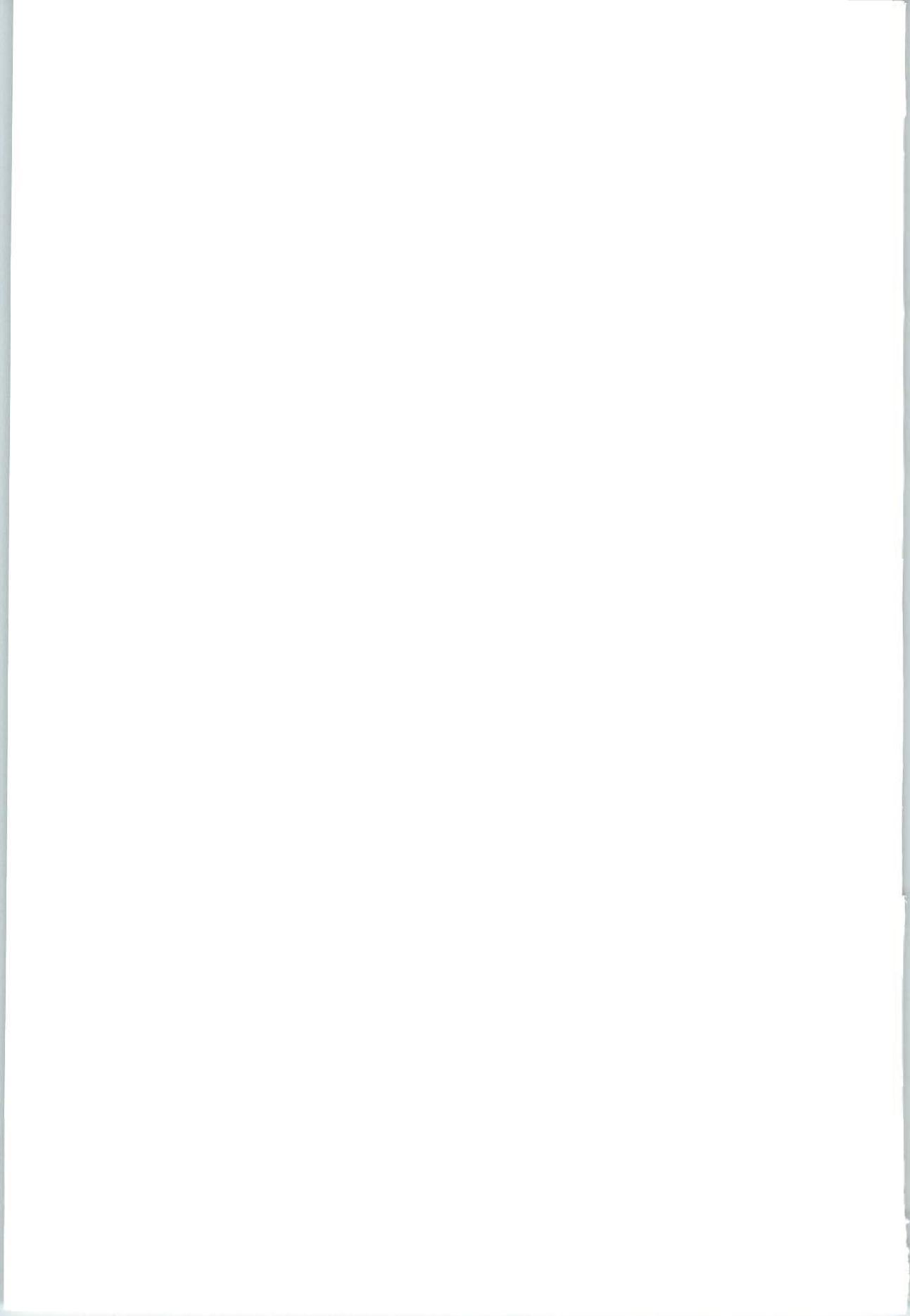
We require all canoeing guides who either pass through or stop over in Pointe Claire to restrain all said voyageurs on penalty of being held responsible in their own names for any damage or theft that is done to properties in the parish of Pointe Claire.

This order will be read and published in the accustomed manner for three consecutive Sundays so that no one can claim to be ignorant of it.

Proclaimed and done at Montreal the 8th July 1734.

Hocquart" (author's translation)

In summary, it can readily be seen that the habitant was possessed of courage, diligence, self reliance and, though he was a church going Catholic with a concept of the world that allowed for the existence of evil forces, determined to draw every measure of enjoyment possible from his somewhat stark life. If he occasionally slipped the traces or overindulged, who, under the circumstances, would overly blame him?



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# 1731

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Whenever there was a change of seigneurial control in a parish, or when, for whatever reason, the Intendant (deputy to the governor) requested it, the seigneur was required to carry out a detailed survey of his parish and produce a census (*Aveu et Dénombrement*). For an unknown reason, such a survey was requested in 1731, carried out by Messire Louis Normand, a priest from the Seminary of St. Sulpice at Montreal, in the name of and under the auspices of Messire Charles-Maurice le Pelletier, superior of the Seminary of St. Sulpice in Paris, and filed with the governor. This document, which sets out the individual land holdings, buildings erected and the annual "cens et rentes", is preserved in the Quebec archives, and gives us a "snapshot" of the Parish of Pointe Claire in 1731. (Details of the *Aveu et Dénombrement* are reproduced in Appendix 4.)

While it may be of some interest to know who occupied which piece of land at any given date, the real value of such information is in comparing it to previous "snapshots" and noting the changes. In this regard, we have as material for comparison the original concessions, the apparent owners at the time of the creation of the parish (Appendix 1), the minutes of M. Collet and the census of 1731.

Prior to 1700, concessions of land had been made in sixty-five lots. By 1713, these holdings were reduced to fifty-three, due principally to abandonment of the land and repossession by the Seminary and to the combination of smaller lots into larger ones. Further, in 1713 only 37 of the

lots are in the hands of the same family to which the land was originally granted. If we also consider that not only were five of the fifty-three lots in a state of abandonment in 1713, but also that subsequent to the original grants, twenty lots had either been repossessed by the seminary and reconceded to new owners or had changed hands by sale at least once, we can draw certain conclusions.

It would seem that, in spite of the "lods et ventes" (one twelfth of the sale price) payable to the Seminary which was designed to encourage development of the land by the owner and to discourage speculation, some of the original concessionaires had probably not considered in accepting their land the true nature of what was required to comply with the rules of the seigneur. Whether any of them actually attempted any real development is speculative, but it certainly appears that almost one-third gave up in one way or another. It may also be that the "cens et rentes", which although small, were payable annually, caused some owners to sell what was proving to be a worthless investment.

From the minutes of M. Collet, it is apparent that while fifty-three lots had listed owners in 1721, only seventeen heads of family were resident on their land, and another eleven were in the process of development. Clearly, the arduous nature of the work required, the serious possibility of danger from hostile Indians and their remoteness from the conveniences of a town caused the original development of the Côte de la Pointe Claire to proceed at a very slow pace.

Only ten years later, however, we find that a considerable acceleration has taken place. Only one of the fifty-three rôtures has not been built on, and that is apparently due to the death of M. Decouagne, whose heirs are now listed as the owners. All the remaining lots have a house, a barn and an animal shed, and substantial amounts of cleared land. In fact, Guillaume Ledoux (probably Daoust) has two houses, two barns and two sheds, presumably by acquisition of an adjoining lot. On these lakeshore concessions, an average of 29.1% of the available land has been cleared and rendered workable, and an additional 3.6% has been cleared for pasture.

If we recall that approximately 50 cleared arpents was adequate to support a family and in good years even produce a surplus, it is apparent that this area is on the verge of self-sufficiency, since 78.7% of the optimum land clearance has been completed. The appearance of pastureland on 46 of the 53 rôtures also indicates that the habitants could afford to allocate land to support cattle and other livestock. This is underlined by the fact that the only lots without a shed for cattle, poultry, or horses are those of Decouagne and the two small emplacements in the present village area.

However, let us not mistake the relative nature of the progress and development.

"Until the beginning of the eighteenth century, along the "côtes" there are only small wooden houses, without room divisions, not very substantial. They are very simple constructions of roughly squared

planks, cow dung joints, raised on four joists, which insulates the floor. They come apart easily, and a "habitant" who sells his land can move his house elsewhere, only having to rebuild the mud chimney. Even in 1731, 93% of the houses in the rural parishes fit, more or less, this description... In the beginning, there seems to be no consistency in the distribution of the buildings. The animal shed and the barn are sometimes adjacent, sometimes separated, isolated or attached to the house. The first is often the settlers cabin of pilings, converted into a shelter for livestock. The existence of a barn already indicates an above average degree of sufficiency. It is a very large construction, up to 50 feet in length, which encloses the threshing floor and fodder for the winter."

*Habitants et Marchands de Montréal au XVII<sup>e</sup> Siècle,*

Louise Dechène, Plon, Montreal, 1974 (author's translation)

Progress along the Côte de la Pointe Claire gave rise to the most obvious changes between our "snapshots". Prior to 1700 and even up to 1713, all the conceded land lay along the lakeshore. By 1718, all this land was spoken for, but the need for land was not satisfied. In that year, the first of the Côte roads was opened up. Côte St. Rémy, beginning from the northern boundaries of the Pointe Claire lots, consisted of two "rangs" of concessions along either side of a common strip two arpents wide, through which ran the "Chemin du roi" or "king's road" in a north-easterly direction.

This was the first of the three côte roads running more or less parallel to each other.

M. Collet mentions in his minutes that by 1721, there were five resident habitants and several others who were just beginning to clear land on Côte St. Rémy. He refers to a second "côte, newly started and not yet named", on which "there are also concessions but hardly any settlement started." These observations are confirmed by the concession dates. Those on St. Rémy date from 1718 and 1719 for the most part, while those on Côte St. Jean date from 1722 and 1723. Although there are two concessions on Côte St. Charles dated 1719, the majority are dated 1725 and later.

If we then refer to the census of 1731, the picture presented comes as no surprise. The Côte de la Pointe Claire the oldest settled area, has made considerable progress toward self-sufficiency, while the Côte roads lag behind in proportion to the date of their establishment.

On Côte St. Rémy, of the 48 rôtures, 37 have barns, while only 19 have houses and animal sheds. Little more than 10% of the available land has been cleared and only four of the 48 owners are sufficiently well advanced to allocate a total of 16 arpents to pastureland. It is on the Côte St. Rémy that the correlation between the number of arpents cleared and the successive building of a barn, a house, and a shed can most clearly be seen.

M. Rousson, owner of the largest concession on this côte, (360 arpents) has by 1731 progressed to the point of having a barn only. From a comparison with other rôtures, he must have been on the verge of house building, since he has cleared 20 arpents of workable land.

Of the 48 lots on Côte St. Rémy, eleven are as yet not occupied by their owners, but only one has no cleared land. Clearly, this area is in an intermediate stage of development.

On Côte St. Jean, established several years after Côte St. Rémy, the development has proceeded apace, and presents a very similar picture to that of the latter côte. Of 44 concessions, 23 have houses, 37 have barns and 22 are prepared to handle livestock. An area of 356 arpents, or 9.3% of the land, is cleared and workable, while 20 arpents are in pasture. There are 7 unoccupied lots. Côte St. Jean is at this point slightly behind Côte St. Rémy, but catching up fast.

On the smallest of the côte roads, Côte St. Charles, of 19 rôtures, 12 have houses, 17 have barns and 12 are prepared for livestock. There are 2 unoccupied lots.

The summary of the Aveu et Dénombrément in Appendix 4 clearly shows the individual development of each côte in terms of buildings constructed and land usage.

There are indications, in the census figures, of the beginnings of prosperity in the area. M. Joseph Parent, at the extreme eastern end of La Grande Anse (Valois Bay) is listed as owning a stone house in 1731. As mentioned earlier, the construction of a stone house usually involved the employment of outside labour, a relatively expensive proposition, especially when seen in the light of the life expectancy of such a building. (At the time, a stone house was a luxury, if not a self-indulgence, since despite the expense of transporting and building with stone, the lack of an adequate form of cement and means to protect the outer walls from the effect of wind and winter gave the stone house a very short useful life and gave rise to heavy maintenance costs.) Further evidence of prosperity is the appearance within the present village area of two gentlemen who, due to the lack of size of their emplacements, were obviously not supporting themselves by farming. Their emplacements, measuring 60 by 50 feet and 40 by 50 feet respectively, including a garden in each case, suggest that M. Rapin and M. Gacien must have derived their livelihood from trade rather than from their land. M. Rapin was, in fact, a blacksmith, while it is not known what occupation M. Gacien was engaged in. Since it would be reasonable for M. Rapin to set himself up in business where he felt his efforts would be profitable, his very occupation tells us that there existed a need for the repair of metal tools and for the shoeing of horses, both indicative of increased activity and prosperity.

In considering the census of 1731, it has been considered irrelevant to make too much of the "cens et rentes" payable by the various land owners, although this was one of the primary purposes for the existence of this document, and each entry contains the amount of the annual assessment. The reasons for this are twofold: first, to translate the amounts shown into current dollars is meaningless; and second, to interpret the relative amounts through contemporary eyes would require a knowledge of the income of each habitant, which is not available. The "cens et rentes" shown are

calculated with regard to the amount of property owned, the buildings erected thereon and the stage of development of the land. In relation to the probable productivity of each rôtüre, the amounts assessed appear to be highly reasonable; since no record has been found of any objection to the assessment, it seems reasonable to conclude that the amounts were considered to be fair under the circumstances.

In relation to the use of land by 1731, the amounts of land developed in relation to the total available could be misleading. This is due to two elements: first, no habitant would reasonably clear all his land, since there was an ongoing need for trees and timber; and second, the optimum amount of land needed for self-sufficiency was about 50 arpents. The following schedule compares workable land to optimum clearance in arpents.

	<i>OPTIMUM</i>	<i>CLEARED</i>	%
Côte de la Pointe Claire	2650	2086	78.7
Côte St. Rémy	2400	384	16.0
Côte St. Jean	2200	376	17.1
Côte St. Charles	950	161	16.9

In summary, the following observations can be made:

The years from 1699 to 1713 were a time of struggle to find land owners who were willing and able to develop the land available. From 1713 to 1721, the beginnings were made by some 30-plus habitants, who faced the virgin land in spite of all potential dangers and vast amounts of manual labour. The extent to which the existence of the church, presbytery and mill contributed to the security of these habitants cannot be measured, but they certainly must have had some effect at least in terms of normalizing life. Between 1721 and 1731, the large influx of land owners and potential settlers suggests that the successes of the original habitants and the ongoing security of the region gave rise to something of a small scale land rush. In 10 years, the seventeen heads of family recorded by M. Collet had increased to 107 on settled lots, and the eleven non-resident developers had increased to 37.

Between 1700 and 1731, the point itself had also changed. In 1709, the mill had been built as the redoubt of a fortification, surrounded by wooden pilings and stakes, which also enclôsed a wooden house occupied by the miller. In 1705, the first stone presbytery was constructed, and in 1713, the original small stone church. All these were still present in 1731.

By 1731, the Côte de la Pointe Claire had reached the point of relative self-sufficiency, and the Côte roads were rapidly moving toward the same condition. The presence of a blacksmith in the area, as well as the fact that almost every rôtüre had a shed for the maintenance of livestock, suggests the existence of horses, which would certainly have been used for pleasure as well as work, in itself evidence that the habitants could find time for activities other than work, and a definite sign of prosperity.

And finally, the presence of Messrs. Rapin and Gacien is our first hint of the future of Pointe Claire as the hub of the West Island and its major commercial centre.



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## 1731-1781

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Although in the late seventeenth century the governors of New France had made some effort in the direction of requiring the habitants to group together into villages for their mutual protection, the king of France had repeatedly refused to impose such regulations, believing that the best interests of New France were served by allowing the dispersal of the few original settlers over large land areas. The Parish of St. Joachim de la Pointe Claire, even though by the 1730s the population had risen to exceed 500, could not be classified under any of the normal definitions of a community. In his book, "The Seigneurial System in Early Canada", R. Colebrooke Harris defines a village as a compact settlement of not more than 500 people in which there were several commercial or service functions; a hamlet, as a compact conglomeration with a population of less than 100 and with fewer functions; isolated farmsteads, as those being more than a quarter of a mile from the nearest neighbour; and a "straggling" or "line" village, as a long line of closely spaced farmhouses each located on an individual farm.

Since Pointe Claire at this time fitted none of the above definitions exactly, it is perhaps wise to continue to use the term parish, in spite of its ecclesiastical implications, at least for the next fifty years.

The accelerated expansion of the parish evident from the *Aveu et Dénombrement* of 1731 continued over the next decade, resulting in an apparent need for a new and larger church. To this end, a council of current and former elders of the church was convened on July 8, 1742 in the

presbytery. It was decided that each habitant would be assessed 30 sols for each 20 arpents of land held. At Christmas of each year, beginning in 1742, the assessed amounts were to be paid into the parish coffers in silver, corn or an equivalent amount of labour until the costs of the new church were completely covered.

In spite of the circumstances of the time, described below, these amounts appear to have been consistently paid, and even though clarification of title to the land was only given on February 3, 1751, the new church was constructed and brought into the service of the parish in 1745.

This new church, built in the style popular at the time, measured 105 by 40 1/2 feet. It presented a façade framed by two columns and two nooks, above which two arched windows rose toward a pointed roof, on which stood a small tower topped by a lantern and an octagonal spire. This gave the church an appearance of great simplicity without detracting from its elegance. In fact, it was said that the combination of the elegant exterior and the very attractive interior made it one of the most beautiful churches of its day.

During this same period of time, world events and the reactions of the political leaders of New France changed the attitudes of the habitants. The ongoing conflict between France and England left New France with a debt in excess of 20,000,000 livres by 1755. Attempts to recover the operating costs of the country, and recoup some of the deficit, resulted in substantial import and export taxes being levied on almost all goods and materials brought through the port at Quebec. These taxes caused massive inflation, making it nearly impossible for the habitants to acquire any goods or luxuries beyond those absolutely necessary. As the blame for this situation was laid at the feet of the government of France, which had apparently lost interest in its North American subjects and was physically represented by the presence of the French militia, the habitants, some of them now third or fourth generation in New France, began to refer to themselves as "Canadois" or "Canadiens", and to exhibit hostility toward the unwanted military presence.

This lack of willingness of the habitants to cooperate with the militia, and their resentment of the attitude of those in power, had a significant influence on the outcome of the strife between the English and the French. The outcome of the battle at Quebec in 1759 might have been different had the farmers charged with watching the St. Lawrence for the arrival of the English cared more about the war than about returning to their farms. And as we shall see, the battle might well have been continued at Montreal or elsewhere in 1760, had the habitants not lost all interest in a continuation of hostilities.

Further, the massive embezzlements of Intendant Bigot and his confrères Hugues Péan, Joseph Cadet and Bernard Descheneaux, reduced the rural habitants to a state of complete poverty and dependence, while at the same time those in power held massive balls and dinners for the favoured groups at Quebec and Ville-Marie. The situation became so aggravated that members of the militia were seen to faint in the streets from lack of food, and



*Second church of St. Joachim, 1745-1881.*

by 1758 it was estimated that, following a poor harvest, the entire food supply of the colony would be exhausted in two months.

Intendant Bigot not only controlled all taxes and levies on imports and exports, but was also able to fix the prices at which all goods were bought from the habitants and resold to the colony. In addition, he acquired a personal monopoly on all trade in flour, virtually controlling the entire food supply. In only a dozen years, he amassed a personal fortune in excess of 20,000,000 livres.

The results of Bigot's methods, Gustave Lanctot in Vol. 3 of his "A History of Canada" writes, "despoiled the simple country habitants, commandeering their wheat, with the help of armed force if necessary, and paying the minimum price fixed by Bigot. Its agents seized, again by force if necessary, any articles which might be useful to their business transactions." What prices were paid were generally one third of actual value, and were paid in paper money with which the habitant could buy almost nothing, since prices had increased by a factor of eight between 1755 and 1758.

In a letter to his Minister in France, Benjamin Sulte in "Histoire des Canadiens Français", Vol. VII, quotes the Governor of Quebec as saying "the habitants have no more flour or lard, having given it all to the troops." (author's translation)

All these factors caused the rural dwellers to withdraw from contact with the city dwellers, becoming in the process an entirely different social class, dividing irrevocably the simple self-sufficient rural habitants and the brightly dressed, party-going city dwellers. In addition, the city dwellers, from their regular contact with the Indians and both French and English traders, had developed manners of speech, dress and behaviour totally alien to those in the country, who were seldom exposed to these influences.

In spite of everything, the habitants of Pointe Claire, recognizing that for their own survival it was necessary to defend their lands, did participate in the battle of the Plains of Abraham. It is not known how many local residents actually fought, but a survey of the available militia lists Pointe Claire as having a first company of 65 men and a second company of 111 men, all between the ages of 16 and 50, under the command of Pierre Charlebois, capitaine de milieu, who had recently served on the French side in the Seven Years' War. At least one of those who went into battle died for his country.

The original register of the Hôpital Général de Québec records that "In the year 1759, on the 25th of September, the body of Jean Chauré of Pointe Claire at Montreal, was buried in the cemetery of this hospital with all the sacraments of the church."

In the following year, the habitants, tired of war and the corruption of the government, virtually forced the capitulation of Montreal without a battle taking place, since they recognized the futility of a battle in which they were outnumbered by six to one and in which they were unwilling to take part. This left the governor no option but to issue articles of capitulation by which the city and the island could return to a state of normalcy.



During the years from 1760 to 1763, while the French and British negotiated their settlement, New France was in essence in a state of military occupation, which gave the habitants a breathing space to reestablish themselves on their land and recover from the ravages of inflation. General Murray made great efforts to convince the English that the best interests of all parties would be served by preserving the status quo, rather than imposing British forms of land tenancy, property ownership and religion. In this, as will be seen, he was only partially successful.

The actions of General Murray, the end of hostilities and the disbanding of the French militia all contributed to an atmosphere of optimism which is evidenced by the proclamation of Jean-Olivier Briand, Canon of the Cathedral church of Quebec and Vicar-General of the diocese on June 4, 1763:

"The surrender of Quebec left you at the mercy of a victorious army. At first you were alarmed, frightened, dismayed, and your fears were well founded; you knew what was happening in Germany, and you thought you were about to be victims of like misfortunes. You did not know that an ever-watchful Providence had prepared for you a Governor who, by his moderation, his strict justice, his generous human feelings, his tender compassion for the poor and the unfortunate, and the strict discipline which he maintained among his troops, would dissipate the horrors of war. Where are the oppressive measures, the corruption, the looting, the onerous levies which ordinarily follow victory? Once they had become our masters, did not these noble conquerors seem to forget that they had been our enemies? Did they not immediately concern themselves with our needs and means for satisfying them? You have certainly not forgotten the measures initiated by His Excellency, the illustrious and charitable General Murray, nor the very considerable contributions which he procured for the sustenance of the poor. You have not forgotten his wise and effective precautions against the possibility of famine in the country under his administration.

After such evident signs of God's goodness, must we not be convinced that he has not ceased to love us, and that it depends only upon us to enjoy a happy and durable peace under this new government? Be strict in fulfilling your duties as faithful subjects attached to their prince; and you will have the consolation of knowing a kind, beneficent King, desirous of making you happy, and favourable towards your religion, your attachment to which is for us a source of inexpressible joy." (author's translation)

And he continues:

2. "That in the churches of country parishes, a solemn Te Deum be sung after vespers on the Sunday following the proclamation of this order.
3. We advise all parish priests of their strict obligation to explain to their people the motives which must inspire obedience and loyalty to the new government, and to make them understand that their happiness,

tranquility, religion and salvation depend upon their obedience.”  
(author’s translation)

As transmitting news and current events was, at this time, largely a function of the church, and although some limited contact and exchange of information probably occurred between residents of different areas, it was the reading of such proclamations from the pulpit or front steps of the parish church that determined much of what the rural habitant knew about, and how he reacted to the world outside his local area. Mgr. Briand’s words, read to the people of Pointe Claire by curé Jean Baptiste Reverchon, with the force of the church behind them, and no reason to assume any other attitude, became the context for the farmers’ view of the passing scene. Although there were certainly dissenting views within the parish, the large majority of the people were prepared to accept the guidance given by those in charge, since it made little difference in their day-to-day existence.

Furthermore, what contact the rural residents had with the victorious British forces was in sharp contrast to the prior attitudes of the French militia. Whereas the latter had simply seized whatever supplies or support were considered necessary, the former, under strict orders from General Amherst, now commander of the occupying British army, requested and paid for their supply needs. Although the standing French militia was forcibly disarmed, the people were assured that their guns would be returned if needed for hunting.

To the people of Pointe Claire, therefore, the British conquest represented more positive possibilities for a general economic recovery than had previously existed under the French.

General Murray, whose approach to the Canadiens during the period of military occupation (1760-1764) was the cause of the generally optimistic feeling of the time, and Governor Thomas Gage, in an effort to restore civil order, organized the island of Montreal into five judicial districts. In 1761, almost the entire West Island was placed in the judicial district of Pointe Claire. Civil disputes were to be settled by a tribunal of from five to seven appointed military officers. Court was held every fifteen days and a report was sent to the military council at Montreal. Appeals of fines or prison sentences could be made directly to the governor. Since most of the officers could not speak French, and the English laws by which they passed judgement seemed irrelevant to the habitants to an ever-increasing degree, minor disputes or difficulties were settled by conferring with curé Reverchon or with the leading citizens of the community at the time, among them the merchants Lambert Blondeau and Jean Baptiste Morel, and captains of the parish, such as Pierre Charlebois. Once again, the local habitants preferred to find independent solutions, preserve the integrity of their way of life and sidestep imposed authority.

Until 1764, when the Treaty of Paris restored French civil law in the lower courts and applied English law only in the appeal courts and criminal courts, Pointe Claire was the centre of justice for all those living west of Lachine and

St. Laurent. In 1764, the judicial districts were replaced by a system of courts of justice.

The final settlement of hostilities between France and England and the concession of New France to the English was spelled out in the Treaty of Paris in 1763. This document is somewhat unusual when compared with other treaties imposed on conquered nations. Instead of requiring that Canada adopt the English systems of law, land ownership and religion, as might well have been expected, it provided for the continuation of the French civil law (at least in the lower courts), the seigneurial system of land ownership and "cens et rentes", confirmed existing land holdings and allowed the Catholic church to continue to tithe the people and remain as spiritual mentor to the population. It also provided for the establishment of a representative assembly as soon as such might be considered advisable.

But the optimism of the times, and the seemingly lenient conditions of the Treaty of Paris, contained the seeds of their own destruction.

In the course of negotiations as to who would control New France, the lack of interest in the area by the French government was reconfirmed in the eyes of the Canadiens. The French finally preferred to obtain control of the sugar producing island of Guadeloupe, and abandoned New France to the English.

There are also indications that the English were not overly anxious to take the country either. During the three years of negotiations, there was considerable agitation from all sides on the issue. Benjamin Franklin, representing the American colonists, strongly argued for the annexation of Canada by the thirteen colonies to the south. General Murray said of New France, "If we are wise, we won't keep it. New England needs a bit to champ on, and we'll give her one by not keeping this country." Prime Minister Pitt of England felt that Canada was "a country which will increase its power, trade, navigation, and indemnify the country for vast expenditure in this war." But probably the deciding factor was expressed by an anonymous pamphleteer who wrote in 1761, "Great Britain has not better guarantee against the revolt of North America than the presence on this continent of French positions capable of containing the Americans."

Thus England reluctantly took possession of Canada to use it for economic gain, and as a buffer against the expanding American colonies.

One article of the Treaty of Paris allowed anyone who wished to do so to return to France at government expense within an eighteen-month period. It is indicative of the personal freedom and economic potential to be found in Quebec that few elected to do so. Those who did so choose were largely of the professional, well-to-do and clerical groups who sought a return to the relative ease of the French court. Others, such as François Bigot and his fellow embezzlers, returned to shame, prison, severe fines and exile. A large number of the former French militia preferred to stay, trading the known drudgery of the military life for the potential of a new country. Some had also married into habitant families which they were loath to leave. For the

farmers, on the West Island as elsewhere, there was no question of leaving. Their efforts to develop their lands, their independence and relative freedom from the machinations of urban politics, and the comfort and ease of the country life left them no choice but to stay. Canada was their country.

General Murray, whether out of naiveté about his political situation or due to simple underestimation of the goodwill of the population, had not taken into account the newly arrived English merchants. Although few in number, as there had been no massive immigration following the conquest, they had no intention of allowing any situation to exist which interfered with their pursuit of trade and the personal fortunes they intended to acquire. They certainly were not going to allow the Canadiens any political power.

Some one hundred merchants sent representatives to London requesting that local government be placed in the hands of those who understood the needs of commerce and the necessity that political power be retained in their hands to be administered according to English mercantile law. To this end, they required that all Catholics wishing to hold office be required to swear an oath renouncing the pope, transsubstantiation, all descendants of French royalty and the concepts of the saints and of the virgin, thus totally excluding all French Catholics from any political position and leaving power in the hands of the Protestant merchants. Further, they seized control of the economy by the simple expedient of controlling all imports and exports, and setting the price of goods at whatever level was to their own benefit. Thus the Canadiens became "non-persons", with no political or economic influence other than in local or parish affairs, in a society of which they comprised 97% of the population.

General Murray, who might well have changed the entire history of North America, was recalled to England in 1766, and replaced by Colonel Guy Carleton.

The schemes of the merchants did indirectly contribute to the economic recovery of the rural habitants however. Inasmuch as they restricted the carrying on of the fur trade to their own benefit, they provided a source of young healthy labour for the West Island farmers since the young men, barred from disappearing into the forests, stayed at home and applied their energy to increasing the agricultural productivity of the area, or acquiring tradeable skills. Unfortunately, this benefit was two-sided, as it also caused further separation between the rural agriculturalists and the urban merchants, and gave further cause for resenting and even ignoring the impositions of the ruling minority.

In 1765, as order gradually returned to the country, a census was carried out throughout Quebec. De la Pointe Claire is shown to have a population of 783 people, living in 147 households. The figures are broken down into 419 males, of which 145 were married or widowers and 274 were unmarried or under 15 years of age, and 364 females, of whom 136 were married or widows and 228 single or under 15.

Although the number of houses in Pointe Claire had increased by only 38 since 1731, from 107 to 145, the amount of cleared and workable land had increased from 3011 arpents to 4339 arpents, and now represented 38% of the total area available, as compared to 19% in 1731. The average household consisted at this time of five people, three of whom were under 15.

The livestock figures given reflect the advancing prosperity of the parish, and tell us something of the nature of both the habitants and their lifestyle. The census tells us that there were 271 horses, 322 oxen, 356 calves, 372 cows, 428 sheep and 579 pigs.

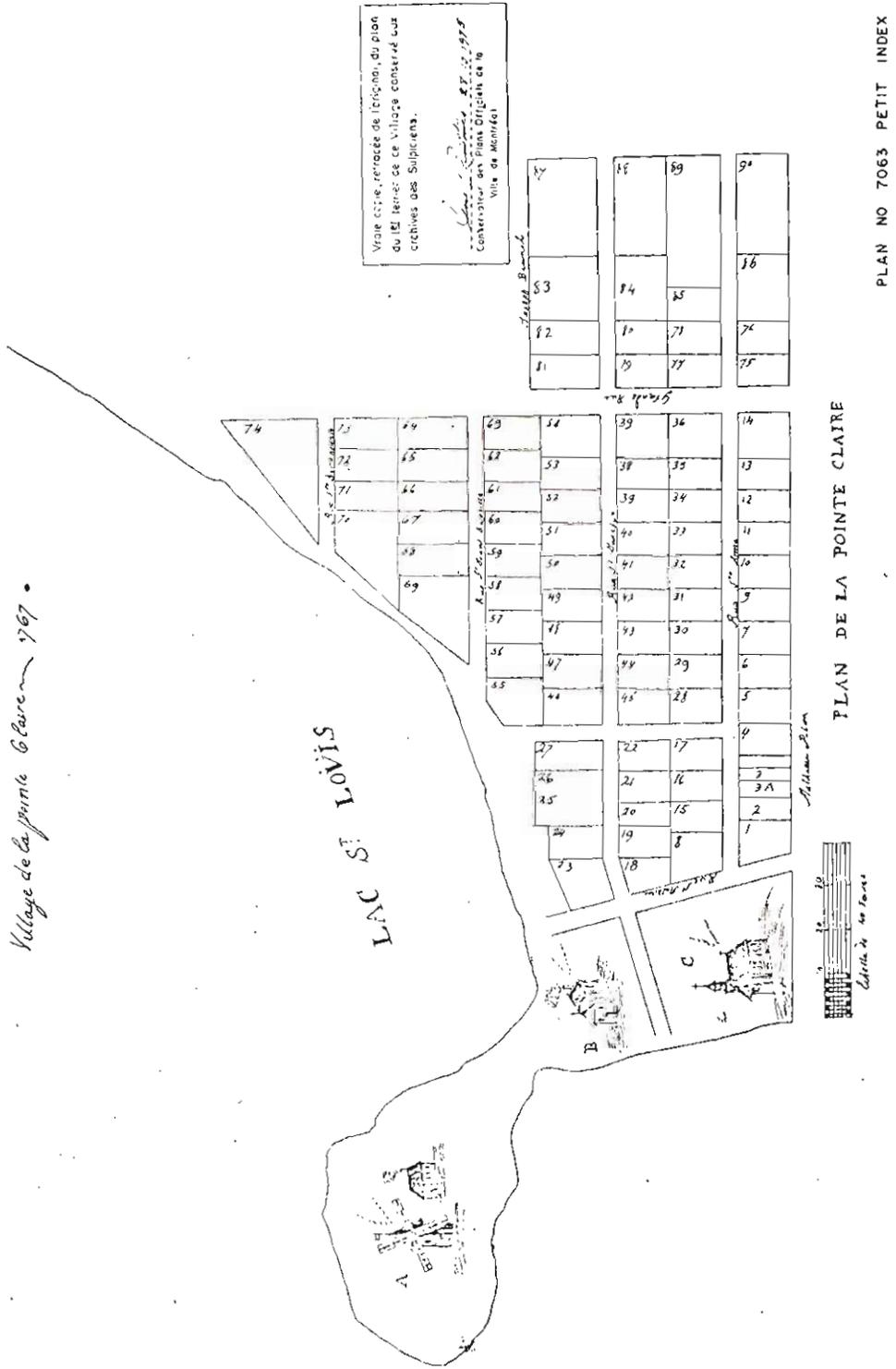
From the earliest days of the settlers, pigs were valued beyond all other livestock. Usually the first animals acquired, they were the main source of meat (bacon and pork), lard, tallow for candles, bone for needles and awls and leather for jackets and boots. Since the breeding of pigs was simple, reliable and rapid, several would be diligently fattened during the summer months on peas and meal for slaughter late in the fall. The meat would be salted or packed away for freezing in bins set into the ground below the frost line. Two or three pigs per habitant per year could sustain him in all his basic needs. The ownership of almost six pigs per family indicates that they were still basic to the farmers' life in 1765.

Oxen used for plowing and removal of tree stumps probably account more than any other single factor for the amount of land cleared, which had increased by 40% over 1731. Harnessed at the base of their horns rather than with yokes, they were less effective than they could have been, but much more efficient than manpower.

Cows and calves provided meat, milk, butter and cheese, contributing to a healthier life and producing more energy for the farmers. Sheep made it possible to have more and more varied clothing.

The surprisingly low number of horses can be explained. Since 1710, various intendants, with the cooperation of the church, had decreed that no one be allowed to maintain more than two horses and one foal, on pain of being fined. It was thought that the nature of the Canadien was such that riding horses or using them to pull sleighs or carriages would weaken the habitant, since he would no longer travel on foot or by snow-shoe, and would encourage more socializing, which could only lead to dissolute behaviour. It would appear that these decrees had been effective.

Although the census gives us no information as to occupations or population distribution, some contemporary data is available. Just prior to 1765, the notary Louis-Joseph Soupras moved from Montreal to Pointe Claire, taking up residence in the village area. During the year, he began to notarize and establish title to many of the village emplacements which had not previously been done, since the people occupied their land by common consent without ownership. From his work, a partial picture can be derived. In the area south of the Chemin du roi (Lakeshore Road) and above the church and presbytery were three merchants (probably Jean Baptiste Chenier, Lambert Blondeau and Jean Baptiste Morel), two carpenters (one of



whom was Pierre Desforges dit St. Maurice), four blacksmiths (Pierre Charlebois jr., François Dielle and two unknown), a shoemaker (Joseph Lecompte dit Lafleur), a tailor (unknown), a surgeon (Joseph St. Julien), a baker (Pierre Pape or Passe), a mason (unknown), the notary (Louis Joseph Soupras), the miller (Charles Siloteux dit Langevin) and several habitants of unknown occupation (Véronique Legault, Charles Legault dit Deslauriers, Pierre Roy, Jean Baptiste Théoret, Pierre Ablin, Charles Julien dit St. Julien, Joseph Chamailard, Joseph St. Denis, Charles Robidoux and Marie Anne Chamailard).

Two years later, in 1767, the Seminary of St. Sulpice had a map drawn of the village emplacements; some 90 lots, 74 south of the Chemin du roi, and 16 on the extensions of Rue Ste. Anne and Rue St. Joachim to the north. The majority of these lots were extremely small (3000 to 4000 square feet), but later maps and censuses indicate that those living in the area generally occupied combinations of lots, often completely ignoring the plan of 1767, and using whatever land they needed or was available, since the regularization of land titles was in a primitive state.

Who were these people, recently conquered, but now at a level of development and prosperity that could support at least 30 non-farming businesses, and what were their lives like?

In his book "The French Canadians 1760-1945", Mason Wade describes the type of building erected in Pointe Claire as of "the Quebec (style) of stone, or wooden frame filled with stone, long and shallow, with a central chimney and a steep roof pierced by dormer windows, above low and solid walls."

This type of house derived from a Norman model, and, as many of the original settlers were from Normandy, this would have been, with modifications, the style used by the early farmers. The various alterations to the basic style met several specific needs. First, little success had been met with stone and mortar buildings. Extreme weather would often cause the mortar to disintegrate and allow the stones to fall away. Secondly, it was necessary to protect the side of the house facing the prevailing winds from its effects by facing the stone work with wood.

"For further protection against the weather, the other walls were often covered with whitewashed plaster. Thick walls, small windows, steeply pitched roofs and the extension of the roof well beyond the walls to form the distinctive bell-shaped gable, were all adaptations to the rigorous climate of New France with its nine (sic) months of bitter cold and heavy snowfall. A covered gallery in front or around the house met the needs of the three hot months."

(Wade, *The French Canadians 1760-1945*)

"The houses of the habitants were sometimes built of stone, but more often of rough-hewn timber. Long, rambling structures they were, as a rule, little more than a dozen feet in height, with two or three spacious rooms on the ground floor below and low attic bedrooms above. The roof

projected well over the walls in bungalow fashion and in some parts of the colony small dormer windows thrust themselves out from the gables. The houses were built always close to the highway, with no lawn or garden in front of them, and no trees to shade them. In summer, they were bare and uninviting; in winter they stood, in all their bleakness, full square to the blasts that drove across the river. The chief feature of every home was its living-room, which might have been called parlour or dining-room or kitchen, for it was all these combined. At one end of this room, which took up half the house or more, stood the great fireplace with its cooking utensils. It was the pivotal point in family life. The furniture of the living-room had sometimes been brought from France — more often it was of rude colonial manufacture. It was, if one may judge from the pieces preserved in the Château de Ramezay, neither very artistic nor very comfortable. Off the living-room were one or two smaller rooms, which might be used as bedrooms or guest-chambers. In the attic were two or three still smaller bedrooms, into which the habitant's numerous children were crowded. Then, as now, large families were the rule, and there were probably more homes in New France with eight or ten children than there were with less.

Behind the house stood a rougher structure which served as barn, stable and poultry shed. Hay and straw were rarely put under cover, but were stacked in the fields. Roots and vegetables were frequently cached in the ground below the level of freezing. The more progressive habitants had their own bake-ovens, made of boulders and clay, and set up some distance behind the barn. Often a single oven served a number of families. All the buildings were coated freely with lime whitewash, applied with religious regularity every spring, and the long row of white cottages, when viewed from the river, presented a striking contrast to the background of green hills beyond."

*(Canada and its Provinces, Volume 2)*

"From all accounts, the people were well fed and comfortably clothed. Warm cloth of drugget, étoffe as it was called, was woven in the colony, and furs could be had cheaply. Even the children had winter garments of beaver. Knitted woollen caps of gay colours were the popular head-covering for both old and young. Most luxuries had to be imported from France, and this rendered them costly and put them beyond the reach of the masses. But the necessaries were cheap and plentiful. The daily fare of the habitants was coarse enough but nourishing. Peas were a staple, boiled to form a thick soup; whole families were reared upon it. Tea was brought to the colony, but it was expensive and not much used, except in the towns. Whole shiploads of brandy also came, but most of these cargoes were used in the Indian trade. However, a good deal of the eau-de-vie which came to Quebec never found its way to the wilderness. The settlers themselves used much of it — and often to excess, as the priests complained. Many of the habitants grew their own tobacco and cured it

for use. It was smoked everywhere; and even its malodorous strength did not always deter the women of New France from using it."

*(Canada and its Provinces, Volume 2)*

As the habitants enlarged their usable holdings and found themselves able to allocate a certain amount of their usable acreage for pasture, the size of their cattle holdings could be allowed to increase. This should reasonably have created a need for fencing part or all of their property. No reference has been found anywhere to indicate that this in fact happened, and if fences were built, nothing is known of the type or nature of the fencing used. The "pieux" or vertical stakes used in the village later to enclose small gardens would not seem to be a practical method for fencing large areas of pasture. Probably, if fences were put up, they would have been of roughly trimmed logs suspended on irregularly spaced vertical posts, or low piles of rocks dug out, in the land development stage.

And let us not forget the habitant's wife.

A Swedish traveller, Pehr Kalm, comments with regard to the industry of the rural Canadian women in the Montreal region:

"In their knowledge of economy, they greatly surpass the English women in their plantations. The women in Canada, do not spare themselves especially among the common people, where they are always in the fields, meadows, stables, etc. and do not dislike any work whatsoever."

He does become somewhat derogatory when he speaks of the doubtful cleanliness of the houses:

"However, they do seem rather remiss in regard to the cleaning of the utensils, and apartments; for sometimes the floors, both in town and country, were hardly cleaned once in six months, which is a disagreeable sight to one who comes from amongst the Dutch and English...

To prevent the thick dust, which is thus left on the floor, from being noxious to the health, the women wet it several times a day which renders it more consistent; repeating the aspersion often as the dust if dry, rises again."

On the côtes rôtures, an area of two arpents at the front of each farm was considered common or public land and down the centre of this common area ran the Chemin du roi or king's road, which consisted merely of a cleared area of varying widths. Responsibility for the maintenance of this road depended on each owner maintaining the section which passed through his land, and for co-operative assistance with other owners for the sections which ran through unoccupied concessions.

After a summer of struggling with his land, harvesting his crops, setting in a supply of firewood, and storing his cache of food, meat and fish for the winter, the settler found in winter a chance for some relaxation. Other than the traditional days of celebration, May Day, when the habitants would dress gaily, erect a may pole in front of the seigneur's house and dance around it,

and St. Martin's Day (November 11), when they would gather to pay their "cens et rentes" to the seigneur, the time for fun and socializing was winter.

In summary, the following two quotations describe the nature of the habitant at this point of his independence and prosperity.

"To the metropolitan government who suggested to them in 1733 that they raise 40,000 livres in taxes from the Canadiens, Beauharnois and Hocquart replied that it would require 600 additional soldiers to do so which would cost 140,000 livres."

Well established on land for which he paid only minimal dues, living far away from his seigneur, the habitant very quickly showed an independence of spirit that clearly differentiated him from the French peasant, "Naturally restless," wrote Hocquart; "the Canadiens believe themselves, on all points to be the first people of the world," added Montcalm.

*Histoire du Canada*, Robert Lahaise, Noel Vallerand, and Denis Héroux. Ed Hurtubise, 1977 (author's translation)

The traditional pride of the habitant was not mere boasting: used to hard work on the land and the intoxicating trips in the woods, he developed an extraordinary physique, which was equalled by his courage and spirit of adventure.

The expansion and contraction of the parish continued in 1768. By then, the population of Ste. Anne had been reduced to the point where a resident curé could not be justified, and without an appropriate church, was divided between the parishes of St. Joachim de la Pointe Claire and Ste. Geneviève. Thus in 1768, Pointe Claire consisted of all of the southern half of the island west of Dorval.

In that same year, the parish was unexpectedly left without a curé. On the night of September 7, 1768, while crossing the river at Ste. Anne, Jean Baptiste Reverchon was accidentally drowned. The following day, Mgr. Briand in Quebec was apprised of this sad news in a letter from M. Etienne Montgolfier, and appointed Pierre Sartelon to be his replacement as soon as an appropriate funeral and interment could be held.

There were very few workers available at this time. Most of the work on the farms and in the shops and yards of the village trades people was done by the proprietor himself, with, in some instances, the assistance of sons when they became old enough. Since, as Pehr Kalm observed, "almost everybody finds it so easy to set up as a farmer in this uncultivated country where he can live well and at a small expense that he does not care to serve and work for others", the scarcity of labour caused wage levels to rise rapidly to a high level.

The high cost of labour and the lack of available employees was of benefit to entrepreneurs who wished to enter fields such as blacksmithing, since a surplus of work allowed for the establishment of a new forge rather than the lateral expansion of an existing one.

The work force in the village area was supported not only by changing times and increased prosperity, but also by the need to comply with regulations. The presence of four blacksmiths in the parish reflects an increased use of horse-drawn sleds and carriages which needed runners and wheels, the use of horses for travelling, and the ability and willingness of the farmers to use and pay for metal tools and farm implements. Further work was caused by a decree requiring that all pigs be fitted with either a nose ring or an iron collar to restrain them from running around neighbouring farms and causing damage to the property of others.

The presence of such tradespeople as a baker and a tailor tell us that some people could now afford to buy basic items which would previously have been made at home, with the obvious limitations of quality and variety.

These factors all contributed to an ever-increasing need for men with specialized skills, who could provide a better product than could be produced by the jack-of-all-trades habitant.

One indication of the fact that the people of Pointe Claire had recovered from the hard times of the '50s and resumed their former style of life is the action taken by Curé Pierre Sartelon at this time. After consultation, instigated by several elders of the church, it was decided that an appointed elder should sit each Sunday and holy day in the last pew in the church, "to make note of those who conducted themselves in a manner injurious to God and against the maintenance of public peace whether within the church or without," and to see that the guilty parties were appropriately punished. Although there is no definition of the punishment to be applied nor any indication that anyone was ever punished, the fact that this action was considered necessary is indicative of the *joie de vivre* of some of the parishioners. It also shows the continuing desire of the community leaders to solve their own problems without recourse to the courts.

In 1771, the new church bell arrived from London, England, where it had been cast by Messrs. Park and Chapman. In a ceremony conducted by Curé Sartelon, the bell was christened Marie-Joseph and installed in the church tower. It bore the inscription "If you have a judicious ear, you will own my voice is sweet and clear," and became a regular feature in the lives of all parishioners within hearing distance as it rang out over the rooftops of the village and across the farms for more than a century.

During these last years, the government in England, hoping to recover some of the costs of its war against France, began to impose the series of taxes that would eventually lead to the American Revolution. In 1764, the Sugar Act taxed all imports of sugar, making all sweetened products prohibitively expensive. In 1765, the Stamp Act required that all documents of whatever nature must have a stamp of varying value attached to it to be legal, thus increasing the cost of all business and legal transactions. In 1767, the Townshend Act taxed all other goods, imported or exported. In 1773, the Tea Act taxed that product to the benefit of England's increasing involvement in India. These taxes annoyed everyone, merchant or farmer, but none more

than the rural Canadians, who were thereby regularly reminded of the control over their day-to-day lives that was in the hands of the English minority.

The Quebec Act of 1773, although it would later have enormous effects on the whole of Canada, satisfied no one at the time although it was intended to solve the problems of the French in Canada. The recognition that the French could be Canadians without becoming English was an unprecedented concept but, in fact, did little to better the Canadians' lot. The French were allowed their church, their civil law and their customs, and were exempted from the previously required oath before entering the political arena. The question of language was settled, but changed nothing, since all proclamations and ordinances were published in both French and English in any case. Since French was the only language understood by all members of the ruling council, debates were conducted in that language, although the minutes were kept in English. The merchants were unhappy at losing their rights to habeas corpus, trial by jury, and British mercantile law, and dismayed at the prospect of representative government. Pointing to the unrest in the American colonies and the substantial disinterest on the part of the rural population as reasons, they continued to prevent the formation of a democratic assembly.

Further separation of the merchants and farmers was brought about by the different direction in which each group developed. The English minority (3%) were increasingly becoming urbanized and business oriented while in the majority French community, the rural population, which comprised 75% of the total in 1750, increased to 80% in 1790 and 88% by 1825.

The basic fabric of the lives of the two groups was becoming incomprehensible one to the other, and no treaty or imposition of books of law was going to change the situation.

It is not surprising, therefore, that a majority of rural Canadiens, despite substantial agitation by the American colonies and the circulation of pamphlets urging them to join in the battle to overthrow the English and establish a free republic, and major efforts at conscription on the part of the English military establishment, refused to take sides in the growing dispute over control of the St. Lawrence Valley.

After the second Congress held at Philadelphia in 1775, the Americans decided to invade Canada. As the merchants largely remained neutral, not wishing to offend either side in the dispute, both potential customers, and as only small numbers of the conscripted farmers reported for duty, much of Quebec, including Montreal, was easily occupied by the Americans. It was left to General Carleton, with too few men to repel the invaders, to adopt a defensive position until disease, lack of supplies and the arrival of British reinforcements led to the American retreat in 1776.

During these years, the rural parishes were torn with dissent. On the one hand, the church advocated obedience to the oath of loyalty to king and country, and the loyalists in Pointe Claire gathered with the merchant

Lambert Blondeau, the captain of the parish, and his chief officer, voyageur turned businessman, Jean Baptiste Chenier, and prepared to defend the community.

The position of the church was courageous if we consider the fact that General Wooster had threatened the clergy with exile if they did not support the American cause, and all appearances at the time seemed to indicate a quick and simple occupation of the country by the invaders.

On the other hand, American agents provocateurs such as Thomas Walker in L'Assomption and several pamphleteers appealed to the French to throw off the burden of English rule and join the colonies in the search for a democratic republican form of government. A minority group in Pointe Claire adopted these concepts, harassing the plans of the loyalists to the extent that General Carleton threatened to billet soldiers in individual homes unless peace could be restored. Using threats of American intervention, the minority persuaded many of the parishioners that their view should prevail, with the result that the conflict continued.

The views of both sides in the dispute were largely argued on the steps of the church, each side attempting to gather adherents by proclaiming its views to the departing church-goers. Milling about in front of the church, the majority of the people were idly curious, but the severe actions threatened by both Carleton and Montgolfier point to the fact that the adherents to each side must have been highly vocal and aggressive, if not numerous.

Only when Thomas Walker was thrown in irons at Montreal on October 5, 1775 for preaching sedition and receiving enemy agents, and the Vicar General, M. de Montgolfier, threatened to withdraw Curé Sartelon from the parish, was some measure of peace restored to the community. Realizing the possible price of antagonizing the English, their church and the Americans all at the same time, many of the men returned voluntarily to the loyalist cause. Both sides in the dispute, however, remained minorities; the large majority of the parishioners preserved a somewhat pro-American neutrality, largely staying out of both sides' way.

Following the occupation of Montreal, considerable effort was made by the Americans to have parishes such as Pointe Claire send representatives to Congress to see for themselves the merits of becoming the fourteenth colony. But the farmers were growing tired of the military occupation and the excesses of the undisciplined troops, and were still well aware of the anti-Catholic sentiments of most of the Americans.

Benjamin Franklin brought a commission representing the U.S. Congress to Montreal to urge the Canadians to throw off the burden of the imperialist monarchy, become a democratic state and join the union. The commission failed, largely because it was unable to convince the leaders of the community, notably the clergy, that it had anything to offer; however, as a by-product of its presence, one Fleury Mesplet was brought to Montreal with his printing press and equipment. His function at the time, 1776, was to prepare propaganda publications to further the work of the commission, but after the

American withdrawal, he stayed on and in 1778 founded the Montreal Gazette.

Although the leaders of Pointe Claire did manage to persuade General Wooster to discharge the military officers they did not like and did not want in the parish, when he ordered the militia to provide fifteen men from the area as reinforcements for the American army at Quebec, no one responded. If Pointe Claire would not fight for the king, neither would it fight for the colonies.

As the tide of the war began to turn in favour of the English, men of an age for military service were well advised to remain neutral, especially in places such as Pointe Claire. For some three weeks during May 1776, the English under Captain George Forster from their captured base at Cedars, and the Americans under Benedict Arnold from their base at Montreal converged on the West Island. The Chevalier de Lorimier, with a band of Indians and British soldiers, captured a force of 97 Americans under Major Henry Sherburn between Cedars and Ste. Anne and joined Forster at Cedars. On May 21, three days later, Forster set out with a small army including a few Canadians and a large group of Indians, as well as 487 prisoners for Fort Senneville, where he set up camp. On May 24, he set out again and moved as far as Pointe Claire, where he had been told a number of Canadians were ready to join his forces.

Indeed, on his arrival at Pointe Claire, Forster found a substantial number of Indians who had paddled across the river and a band of local young men ready and eager to join his force. With this enhanced army, Captain Forster contemplated an attack on General Arnold's forces. Judging that the English now held a numerical advantage, the newcomers urged the battle; however, their motives were clearly aimed more at potential loot than at any patriotic protection of their country, for as soon as Forster hesitated because of information provided by his scouts and spies, they disappeared back into the woods and to their farms.

As Arnold was already at Lachine with 600 men and another 900 were advancing from Sorel, Forster decided to withdraw through Pointe Claire and then to Cedars, arriving with fewer men than he had started out with. While there, he negotiated, through Captain Andrew Parke, a man-for-man exchange of prisoners with the Americans at Two Mountains, both sides agreeing not to reveal any military secrets they had learned during captivity. The Americans were given bateaux to make their escape, after promising not to commit any waste or spoil while withdrawing. Among those exchanged were eight Canadians who were released from service.

Meanwhile, Arnold pursued the English along the Lakeshore road as far as Ste. Anne, leaving 40 men in Pointe Claire to guard his rear and his supply lines, and then embarked by boat for Vaudreuil, where he could see Forster's men waiting for him in battle formation.

The men left behind did not enhance the image of the Americans in the eyes of the parishioners. Not having been paid for quite some time since the

U.S. Congress had failed to forward adequate funds to the army, they were largely undisciplined and unwilling to follow orders. Seeing themselves as conquerors or, perhaps, not caring one way or the other, they simply took what they needed wherever they found it, doing considerable damage to the property of both the villagers and farmers of Pointe Claire.

Electing not to face cannon fire which might well sink his boats, Arnold drifted back in the direction of Ste. Anne. Meeting with his officers, Arnold found them unhappy at the thought of continuing the pursuit of Forster, since they feared the Indians. When Captain Parke and Major Sherburn arrived under a flag of truce to warn Arnold that the Indians were threatening to slaughter every prisoner in their hands should he launch an attack, Arnold agreed to complete the agreed prisoner exchange and withdraw.

Leaving Colonel De Haas to take care of details, Arnold returned to Montreal.

The prisoner exchange from Vaudreuil to the South Shore took three days due to bad weather, following which the released men set out for the colonies and De Haas withdrew with his forces to Lachine.

Forster, meanwhile, also withdrew with his men on May 30, moving westward to Oswegatchie.

The retreating Americans and released prisoners, among them some officers, looted the rural parishes and so abused the farmers that the American General posted an order instructing the Canadians to bring their complaints directly to him. Among the victims of the retreat was curé Sartelon, who was "robbed of his most precious possessions." In addition to the Americans, the worst of the looters were often Canadians who had joined the cause of the colonies and realized they faced exile or worse. A citizen at the time wrote, "our lives are not safe since the Canadians have arrived; they are like madmen, intent only on pillage and murder."

Following the departure of the Americans, more than 2000 Canadians volunteered for service under Carleton. He accepted only half of them, having concluded, as had the Americans earlier, that they "will be our friends as long as we are able to maintain our ground," and being unwilling to entrust the recovery program to those so lately neutral. His confidence in the French Canadians badly shaken by their attitude during the occupation, his only action was to enlist them for unpaid "corvées" to rebuild and provision the English fleet, repair roads and restore the damage done by both sides, which created considerable resentment.

Carleton further antagonized the rural parishes by sending a three-man commission of enquiry to investigate in each parish between May 22 and July 16, 1777. On arrival, they assembled the militia, requiring the surrender of all congressional commissions, cancelling the commissions of those who had failed to do their duty to the king, granting new commissions and disarming all subjects suspected of disloyalty in any form. In Pointe Claire, the enquiry concluded that the great majority had desired to

remain neutral, although there was a tendency to be friendly towards the Americans, largely due to the failure of the English to take any positive action. And as in many parishes, they found a passive loyalist minority, supported by the clergy and faithful to the king.

During the American occupation, General David Wooster ordered in February 1776 that elections be held in all the parishes to replace those holding congressional commissions with those having royalist authority. The concept that the people had the right to choose their own leaders, an idea foreign to those who always lived under a king and the seigneurs, was not lost on the Canadians. It gave particular momentum to those who were already striving for the establishment of the representative assembly promised by the Quebec Act but thus far denied them by the merchants of Quebec and Montreal.

In the years following the American withdrawal, a great deal of effort and rhetoric was expended by the clergy on trying to bring back into the church those who had rebelled and refused to obey the representatives of the king. The difficulty of this task lay in the fact that many of those involved had advocated the protestantism of the Americans, many felt that the church should not have involved itself in the politics of war, and many had committed acts of violence, denounced priests or voiced their protests in the church, all of which were causes for excommunication. Further, Mgr. Briand stated "I stand firm, the rebel must retract publicly before being admitted to the sacraments, even at the hour of death." In Pointe Claire, which had been one of the most rebellious of the parishes, the return to the church was very gradual, and there is little doubt that even among those who recanted, its influence was considerably diminished for years to come. In the humiliation of public confession lay the seeds of later rebellions.

Further anti-English feeling arose in March 1777 when the new legislative council, which had as yet held few meetings, passed a Militia Act which imposed military service on all habitants from sixteen to sixty, and set heavy fines for failure to comply. After fifteen years of freedom from the French militia, this act was intolerable to the French Canadians, who had witnessed the American Revolution in 1776 with interest and understood the lessons to be learned from it.

In the years following, with Carleton returned to England, replaced by the Swiss Haldimand, tension increased. Convinced of the desire of the habitants to work and devote themselves to the recovery of Canada, he wrote, "I am persuaded that they would be in despair were they to see a French fleet and troops arrive in this country in any number whatsoever: they begin to taste too well the sweets of liberty to be the dupes of the French." At the same time, he said of the noblesse and the clergy, "However sensible I am of the good conduct of the clergy in general during the invasion of the Province of the year 1775, I am well aware that since France was known to take part in the contest, and since the address of Count D'Estaing and a letter of M. de la Fayette to the Canadians and the Indians have been

circulated in the Province, many of the priests have changed their opinions, and in case of another invasion would, I am afraid, adopt another system of conduct."

Among the elite and the priests, dominant by virtue of their education, sedition was rife, and in 1778, Haldimand was obliged to arrest three prominent French citizens and deport a Sulpician abbé.

The effect of Haldimand's actions, his absolutist government and the influence of the changes being made in the former colonies to the south led to demands that the Quebec Act be repealed and to further outcry for a representative assembly.

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# 1781

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Against this background of dissatisfaction, dissent and even rebellion, the parish of Pointe Claire continued to grow. The census of 1781 makes it clear that numerous elements of the events swirling through the Canadian scene had affected the parish and the fabric of its day-to-day life, even when they did not directly touch it. As we shall see, the presence of the English, the influence of the Americans and the desired neutrality of the French Canadians all contributed to changes in the attitudes of the habitants and the nature of the parish itself.

By 1781, over 7000 arpents of land had been cleared and were under cultivation. Compared to the 4339 arpents in 1765, this represents a substantial increase in area, but only a small increase in the percentage of total land available (39% in 1765, 42% in 1781). The average *rôture* had increased from 30 to 38 arpents of workable land. For the farmers, the inflation of the '50s, the losses incurred in the '60s when France refused to honour the scrip used by Bigot to pay for produce for the French militia, the troubled times of the '70s when they were once more drawn into battles of no consequence to them directly, the time lost in serving in the militia, both French and English, and the desire to separate themselves as much as possible from the merchant class removed all incentive to develop or work their farms beyond the degree necessary for subsistence. While there is no doubt that the subsistence level of 1781 was higher than that of 1765, and certainly much improved over that of 1731, it was feared that the production

of obvious surpluses would draw the attention of both merchants and tax collectors. The various attempts to finance the government by raising taxes on specific goods and on all exports and imports led the farmers to concentrate on better and more varied crops, better shelter and food for their livestock and for themselves, rather than increasing their production. This approach required only limited further development of their land holdings.

This observation is confirmed by the fact that while all the people living on the land along the côte roads have built a house, a shed for their livestock and at least one barn, only three of the houses are constructed of stone. Generally, the existence of stone houses is indicative of prosperity in monetary terms, and the absence thereof indicates that any crops or livestock found to be surplus were traded for the necessities of life, rather than for luxury or the ostentation of a stone house. Further, when we look at those in the parish whose occupation was providing services rather than producing goods, we find a much higher incidence of stone houses.

The information given in the 1781 census (Appendix 5) also shows that the parish has filled up. There are only seven of the 186 rôtures without buildings constructed on them, and the parish stretches to meet the borders of the surrounding parishes. (Although technically in 1781 Ste. Anne was part of the parish of Pointe Claire, it has not been included in the statistics given for purposes of consistency with previous figures. Suffice it to say that west of the parish in the area of Ste. Anne there was considerable activity, and some 25 farms were well established along Côte Ste. Marie.) This lack of new land available made it more difficult for new people to move to the parish, making those already there into a more tightly-knit group.

According to the statistics on births, deaths and marriages compiled for Pointe Claire by Msgr. Tanguay and given in Desirée Girouard's book, we conclude that the average family in 1781 would have increased in size from 5 to 6 members and the population would, therefore, have increased from 783 in 1765 to about 1200 in 1781, comprised of about 350 adults and 850 children.

There are no figures given in the 1781 census as to livestock holdings, but the universal presence of animal sheds probably indicates that they were much the same relatively as in 1765, with a probable substantial increase in the number of horses, since the restrictions of 1710 would not have held much effect after the arrival of the English, and many buildings are referred to in the census as stables, rather than barns or sheds. Further, it would be reasonable to suppose that with production limited to subsistence and little new development, more leisure time would increase the demand for horses.

The most significant change evidenced by the 1781 census is not in the areas of the côte roads, but in the area near the point where the tradespeople are now firmly established. In this incipient village, 38 of 40 emplacements are occupied, and 33 contain houses, of which seven are of stone construction. The fifty years since the appearance of Messrs. Rapin and Gacien have seen a twenty-fold increase in the number of families living on

properties too small to be self-sustaining and who, therefore, survived on the profits from their skills.

By looking closely at the types of buildings and the land use within the village area, we can see that the lifestyle of these people is very different from that of the outlying farmers, and we can derive some evidence of a dramatic shift in the values ascribed to various professions other than farming.

There were in 1781 seven stone houses of a total of 33 in the village as compared to only three of 171 on the côte roads. We are entitled to conclude from this imbalance that those in the village had a more permanent conception of their future, a greater desire for comfort and greater wealth in terms of spendable or tradeable currency. Indeed, of the seven stone houses, at least four belong to those whose services would most have been in demand, Sr. Antoine Berthe, a surgeon, Charles Siloteux, the miller, Sr. Joseph Soupras, a notary and Pierre Charlesbois, a blacksmith. The other three belonged to Pierre Hablin, Gabriel Boulrisse and Joseph Brunet, whose occupations are unknown. On the côte roads, the stone houses belonged to Pierre Daniel, Sr. Amable Curote, a merchant and Mathieu Pilon.

The confined area of the village made the style of day-to-day life very different from that in the countryside. The appearance of delineated roadways and the closing in of garden areas with fences of piled rock or stakes driven into the ground are indicative of an increase in traffic in the area. Since 11 of the village emplacements now have buildings specifically identified as stables (écuries) as distinct from livestock sheds (étables), there are obviously a substantial number of horses and riders passing through a restricted area. A large number of customers would also be passing into the area on a daily basis.

Inasmuch as the fenced gardens still contributed a sizeable portion of the owners food supply, it was only natural for him to want to protect it from strays or runaways, although the adjustment from the wide open, fenceless freedom of the farms must have been difficult at first.

All but one of the emplacements has a working yard area, which would have been the work site for those plying a trade, and a saddling or assembly area for those whose jobs required them to travel. There are nine barns (storage) and eight livestock sheds as well, ensuring the presence of other animals undoubtedly including the always troublesome but essential pigs.

The gardens were the precursors of many others to come. Pointe Claire became, a few years later, noted for its beautiful gardens with spreading fruit trees, beautiful flowers and flourishing vegetable patches.

The commercial centre of the West Island, although not yet in full form, had at least passed its infancy.

In passing, it is an interesting curiosity to note that just east of the village, M. Joseph Dragon had an established orchard.



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## *Progress and Rebellion*

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The period between the British victory and the Quebec Act of 1774, which entrenched most of the rights of the Canadiens, was a time of considerable political turmoil despite the efforts of General Murray. Primarily this was because the English merchants had no intention of allowing a democratic assembly to be dominated by the French Canadian majority. Adding to the general unease in Quebec was the ever growing success of the American colonies, the continuing presence of some who felt that French Canada should be reunited with France, and the clergy, who advocated obedience to king and country. In Pointe Claire, as elsewhere, for at least the next decade, various small groups of parishioners advocated, sometimes actively, sometimes passively, the various political possibilities. By far the majority of the people, however, favoured any situation which would leave them to their own devices, to tend to their own affairs in their own way. Throughout this period, it is well to remember that although the American presence so recently felt had given him a taste of the right to elect his own leaders, at least until early in the next century, the rural habitant was for the most part politically inert. The affairs of the world outside his parish largely generated reaction in proportion to the threat they posed of reactivating the militia. Those who held more extreme points of view found their influence rising or waning, according to the latest treaty signed or law being discussed. For example, the treaty signed in Paris in 1781 which established the boundaries between Quebec and the now independent

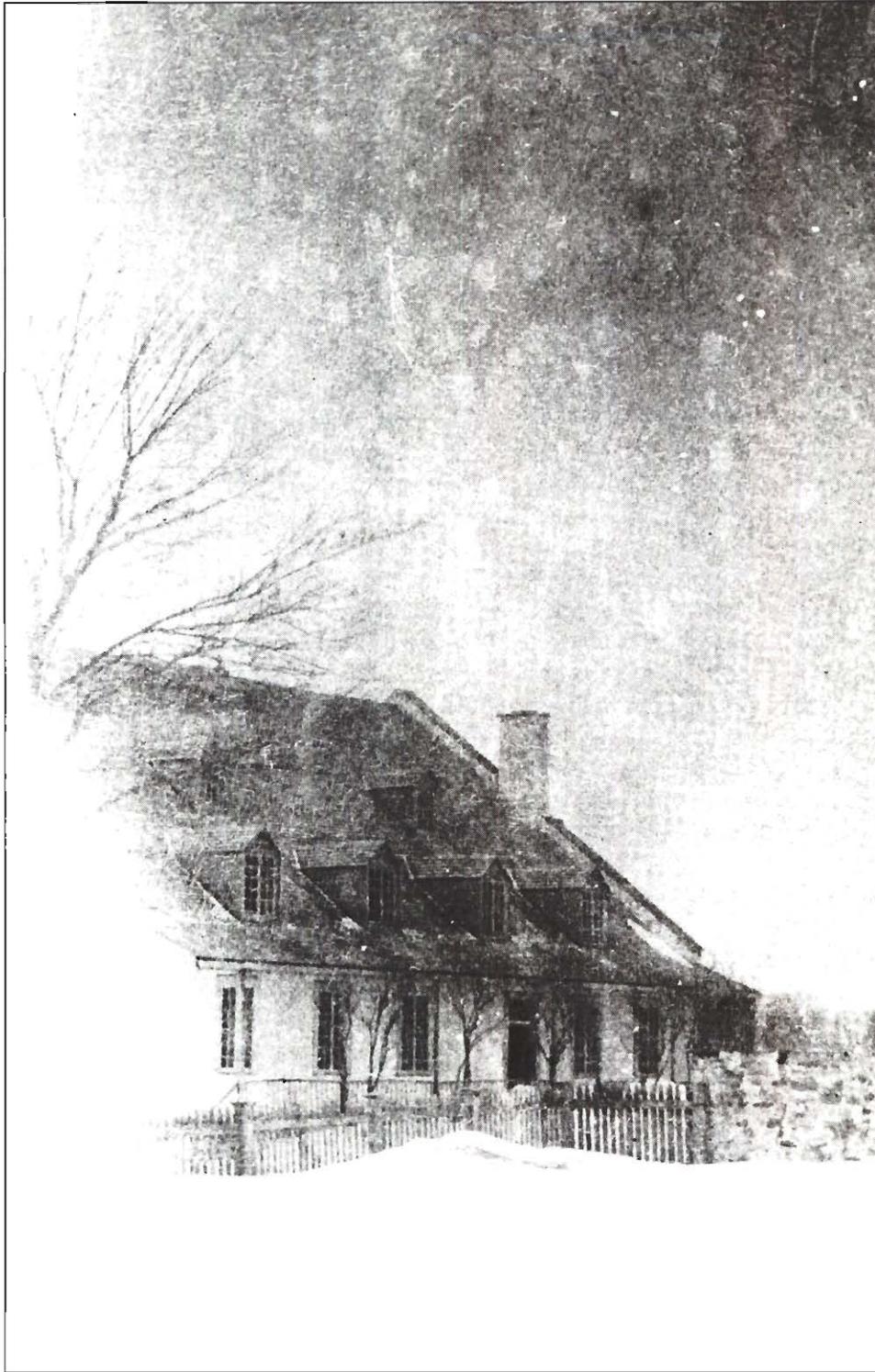
republican colonies to the south, raised the fear that the borders would be disputed and be fought over. The pro-Americans in the parish had their day, but when nothing happened, the reaction calmed.

In 1784, the mission of the Congregation of Notre Dame de Lachine was moved to Pointe Claire, since the population of Lachine had dwindled to about 300 and that of Pointe Claire had grown to four times that number. The nuns lived in rented quarters for three years until in 1787 under the auspices of curé Conefroy, the first convent was built on the north side of Rue St. Mathieu, which then became known as Rue du Couvent.

Curé Conefroy seems to have felt that the influence of the church could be made to reach more of his parishioners if they participated more in the physical structures of the church complex. Following the enlargement of the presbytery in 1786, with work paid for from local contributions and carried through with local labour, he took the same approach in building the convent. A stone structure, 64 X 54 feet, with a second-storey dormitory for the use of the sisters, was built. Although the physical need to transport water, wood and coal into the building and to tend the fires 24 hours a day in winter must have made life difficult at times for the nuns, the new building served their needs for almost 100 years.

The exact date is unknown, but it was in all likelihood shortly after the opening of the convent that a school for girls was established. Here local girls were taught the basic skills, along with catechism and polite behaviour. At the time, it was not considered essential for children of either sex to be formally educated. What knowledge they needed was learned in the home by following the examples of their parents and older sisters. It is doubtful that in the early years there were many in attendance, and certainly those who did attend did so at the convenience of their families. Nevertheless, by 1829 there were 60 boarding or semi-boarding students, each paying an annual fee of from 4 to 12 minots of wheat, and 14 day students who paid about one-third that amount. In 1831 Laurent Aubry, the curé of Pointe Claire, wrote, "We, the undersigned, certify that the girls' school of this parish under the direction of Sister St. Paul and Sister St. Alexander is one of the best schools to be found, 1) by virtue of the elementary education, to wit, reading, writing, grammar and arithmetic; 2) by virtue of the modesty and courtesy that is taught there."

Even less interest was shown in the education of boys. The ultra-conservative attitude of the farmers was obviously that the skills needed to operate the family farm successfully were not to be learned from books. Since the early days of the parish, the clergy had attempted to give basic instruction to the boys of the area, but for the most part, this was a hit-and-miss affair based on the availability of the boys and of a willing priest at the same time. In many cases, however one and sometimes two of the sons in a family knew some reading and writing, or could do simple sums. In other cases, the few families headed by literate fathers taught their sons



*First convent of the Congrégation de Notre Dame, 1787-1867.*

themselves, with the result that approximately one in five males was able to read and write, albeit to a limited extent.

About 1819 curé Fortin founded a boys' school which by 1831 had become self-supporting. This school also taught the basics of reading, writing and arithmetic, but in a much shorter academic year, due to the need for the boys to be available for work on their fathers' farms. These boys were, for this reason, charged somewhat less than was charged for the girls since they were all day students.

In 1831, Jean Baptiste Vanesse was the school master responsible for the education of 26 paying students and 15 who attended at the expense of the church. In a report similar to curé Aubry's on the girls' school, M. Fortin reported in 1831 that he had examined the conduct of the school under the terms of the Act to encourage elementary education and found that "the Headmaster is a person who can be entrusted with the care of the school."

At the same time as the arrival of the Congregation of Notre Dame, 1784, Quebec began to receive a continuous influx of British Empire Loyalists, those within the 13 colonies who preferred to remain attached to the English throne. Since most of these people elected to settle either to the north along the St. Lawrence, in the Eastern Townships or in southern Ontario, their presence had little direct effect on Pointe Claire. Only to the extent that 6000 new English residents (by 1800) changed the population balance from 3% English to 15% was there increased fear that the continued attempt of the minority to dominate the majority would increase government involvement in the day-to-day affairs of the parish.

In 1790, a partial census attributed to Pointe Claire a population of 1195, made up of 189 adult males, 412 males either single or under 15, and 192 adult females, with 337 single or under fifteen. In nine years, the population had increased little, since birth and death rates were about equal and the times were unsettled.

In the following year, 1791, all the political groups in Canada achieved what they thought they had wanted; the government in England was persuaded to pass the Constitutional Act, which divided the country into Upper Canada, where the English would be in the majority, and Lower Canada, where the French Canadians could finally have their representative assembly. Both assemblies would be subject to an appointed judicial council (upper house) and, of course, to the needs of the executive council headed by the colonial governor.

This act solved few of the problems and, in fact, due to the incompetence of the various governors of the next half century, led to a complete breakdown of the social structure, and even to outright rebellion.

In dealing with the years to follow, we must look at the situation of the rural dwellers at the beginning of the period, their changing attitude and the influences that caused the changes.

Helen Taft Manning, in her book, "The Revolt of French Canada 1800-1835", observes:

“Provincial politics played very little part in village life until after the turn of the century. The habitants had not asked for representative government and they regarded the assembly, which met for the first time in 1792, with deep distrust, as an English invention whose purpose would be to find ways of taking money from the honest tillers of the soil. It was not until 1806, when the leaders of the French party could boast that they had defeated the land tax proposed by the British merchants, that the habitants began to regard them with respect and to realize that the doings of the legislature might even, in the long run, be of some advantage to them in their daily lives. At that time, there were already a few habitants sitting in the assembly but it was not they who formed the link between town and country, nor was it the seigneurs, the priests, or even the officers of militia. There was another class that had been growing in importance in the larger centres of population, consisting of shopkeepers, notaries, and perhaps even a few attorneys, and it was they who became the election agents and, in some cases, the candidates.”

Of considerable effect on parishes such as Pointe Claire was the electoral system. From 1792 on, deputies were elected to the national assembly. The injection of the complicated English polling system into the French Canadian milieu was a great novelty, and created considerable interest. Polls were open for four days, usually at two locations within the electoral district, and were administered by the captain of the parish and the parish priest.

Although most of the habitants, at least until the early 1800s, did not trouble to vote, they nevertheless gradually became aware of their right to hold and express contrary opinions as it was not unusual for candidates to travel widely in the parish, haranguing the farmers, asking for their support and, in some cases, transporting them bodily to the polls.

Given the political naiveté and the almost total lack of understanding of what elections, campaigning and voting were all about, it does not come as a surprise to find an increasing number of views being expressed on political matters, resistance to unwanted obligations such as military service, which was considered a matter of personal choice, and agitation for change in government slowly building to the point of rebellion.

The first election held, in 1792, showed clearly that although some strides had been taken, truly representative government was still a dream. 145,000 French Canadians elected 35 deputies, while 10,000 English Canadians elected 15. However, before making too much of this, it must be remembered that 80% of the French were agriculturalists, politically naive and generally more interested in minding their own business than in involving themselves in government. One indication is the reaction of the rural farmers to an act debated in 1794, which would have raised money from taxes on trade goods to be spent on improving access roads to the outlying parishes. Logically, this could only improve the life of the farmers by giving them better access to their markets, but they opposed the bill, not understanding the concept of

public works and fearing that the result would be forced labour corvées, as under the seigneurial regime.

Reinforcing their fears and generally causing them to draw away from this government, as they had from all others, were laws in 1794 which reestablished compulsory military service for all men between 18 and 60, and another in 1797 which allocated funds to establish schools in the rural parishes in which English, writing and arithmetic would be taught. Although nothing seems to have changed by virtue of the latter law, it showed the farmers once again that the government's intent was to change their way of life and their customs, the one change above all others that they intended to resist.

Inevitably, the discord, disunity and divided loyalties of the people at large ran their course. Following the revolution in France and the recognition of the United States as an independent country, the French ambassador to the U.S., M. Genet, circulated a letter entitled "Les Français libres à leurs frères les Canadiens" which outlined the advantages of a free and independent state, stated that France was once again preparing to attack England, beginning with the colonial possessions, and would raise troops in Lower Canada for that purpose. Reaction to the letter was unanimous. The clergy opposed any such approach, especially those priests who had come to Canada following their banishment from France during the revolution, and the church returned to its attitude of obedience to king and country. The merchants considered that their best interests were to be found in stability, and the farmers no more wanted to have to fight for France than to fight for anyone.

Action was finally taken to rid the province of all outside agitators. After the brutal execution of David McLaine, an American convicted of high treason for plotting to overthrow the government at Quebec, some semblance of stability returned, and the issue was reduced to a struggle between English Canadians and French Canadians.

In 1801 Sir Robert Milne complained to the colonial minister in London of the absolute independence of the habitants vis-à-vis their seigneurs, and of the Catholic church vis-à-vis the government. The minister replied that although the attitude of the habitants was annoying, he doubted that it could be corrected since it was an effect of the old laws and customs.

The control of the assembly was gradually shifting from the hands of the seigneurs and the clergy to the professionals, lawyers, notaries and professional politicians, but it must be remembered that the governor and the legislative council were still English, and intent on absorbing the French Canadians into an English colony. However, in an assembly debate over the cost of building two new prisons, the issue of whether taxes were more appropriately raised by taxing trade or by taxing land was resolved in favour of the farmers, and over the objections of the merchants.

In the early years of the nineteenth century, many of the French Canadians had begun to realize that the preservation of their way of life

depended on understanding the political system. Great effort was put into studying the systems and internal workings of the British parliament, to the point that many of the political leaders of the time rapidly came to a knowledge of the ways and means by which abuses could be legitimately attacked. They also learned the real power that could be exercised by the assembly despite the attitudes of various governors and their executive councils, and despite the veto power of the legislative council, still largely controlled by the merchants.

Further, the right to elect their own militia leaders that had been won by the rural parishes, as well as the regular visits at election time of various candidates, had brought the level of political awareness of the citizens of Pointe Claire to a much higher level. A significant contribution to this state of affairs was the founding of "Le Canadien", the first politically-oriented French newspaper, by Pierre Bédard and Dr. François Blanchet. It presented the views and positions of the habitants, described the activities of the government in some detail and expounded on the virtues of Canadian life. Great efforts were exerted to give the journal the widest possible distribution even going so far as to distribute it free of charge to the outlying towns and villages and to the rural farmers.

Although, as we have seen, the literacy level in Pointe Claire had yet to reach more than one in five, there is no doubt that most of the parishioners could find someone to read "Le Canadien" to them, and were made at least generally aware of the world outside their immediate area. No doubt the creation of the first Canadian postal system in 1763 and the founding of the Montreal Gazette in 1778 would have made some contribution to the habitants' awareness of the issues of the day and to much greater communications between the various groups into which they formed themselves.

The success of the publication and the extent of "Le Canadien's" influence was obviously great. In 1810 the English governor caused its presses to be seized, and the owners thrown in jail without being charged. Although the others were soon released, M. Bédard remained in jail, a symbol of the persecution suffered by the French.

That same year, elections were held, returning to the assembly 38 Canadians and 12 British deputies, including both Bédard and Blanchet, who were still in prison. But troubles began again between the assembly and the governor, to such an extent that Msgr. Plessis sent a letter to the curé of Pointe Claire urging him to be "an apostle of submission to the established order."

To understand the attitude of the people at this time and to put events to come into perspective we should examine the issues at hand.

What the Canadians wanted was to be able to govern their own country under the British parliamentary system as it operated in Britain. There were very few who wanted anything to do with France or its monarchical system, and only a few more who preferred American republicanism. The

fundamental problem was that although the representative assembly granted in 1791 was in fact regularly elected, its work was made impossible by the existence of an appointed judicial council with veto power, and the presence of a colonial governor as direct representative of the king of England.

As each assembly was convoked, the first order of business was to pass a supply bill by which a budget allocation was established for the various needs of the country and the government, and taxes and taxing methods established. The Canadians wanted control over government spending, and would regularly refuse to vote funds for the "king's lists", which was money to be paid to various retainers of the king, many of whom had never left England. The king, via the governor, wanted these amounts voted on a permanent basis for his lifetime. The Canadians did not want them paid at all, although in many years they voted for them on an annual basis so as to get anything done at all. The conflict therefore was between the duly elected deputies seeking to control their own finances as in the British system, and the governor who wanted the colony to pay England for the privilege of being governed. As this became increasingly difficult to achieve, the various governors attempted to force the assembly into line by various methods, as we shall see. These attempts slowly added fuel to the fire and, although the rural farmers basically still wished to retain their neutral position, it became harder and eventually impossible for them to do so.

In 1812, the seemingly endless conflicts between France and England boiled over once again into North America. Although the issues involved largely concerned maritime affairs between these nations, the Americans, whose naval power was insignificant, realized that their only recourse against the British was to attack British interests in Canada. At the same time, it was hoped that several outstanding problems could be solved, notably the disputes over western fur trading, the continuing occupation of the Ohio valley by the English settlers and the resistance of the Indians, now united in a confederation under the leadership of Tecumseh and supported by the Canadians.

Although the War of 1812 was largely fought well to the west of Montreal, Pointe Claire and its parishioners were directly involved.

On May 20, 1812, the militia was called to arms. The Pointe Claire division consisted at the time of four companies captained by Joseph Binet, André Legault, Jean Baptiste Lacombe and Joseph Valois, all of whom were born or lived in Pointe Claire — a total of 59 young men between 18 and 30. The division was under the command of Lieutenant Colonel Etienne Rivard St. Dizier, a Montreal merchant and member of Parliament for Montreal, which then included Pointe Claire. There was, as usual, considerable resistance to the call to arms, and ultimately only 28 of these men reported for duty. But as distinct from previous reactions, the parishioners, or many of them, had a very different attitude.

The neutrality of former times had been replaced with an attitude of physical resistance. Seeing their friends drawn, albeit voluntarily, into yet another struggle in which they believed the issues to be none of their affair, a large group gathered at Pointe Claire from the parish and from those around it. This group, intent on preventing further conscriptions, also sought to liberate those who had already been called up, and by destroying the means of their transportation to the battle grounds, prevent them from ever being drawn into active duty.

To this end, the assembled group marched on Lachine, where boats awaited the gathering militia groups to take them across the river to Laprairie and thence westward. They did not go unnoticed, however, and the 49th British regiment, armed with two pieces of field artillery, interrupted them as they reached the eastern end of the parish. In the ensuing riot, one parishioner was killed and another injured. The remainder, realizing the futility of their efforts, fled to their homes.

On the following day, the British sent a troop of 400 militia from Montreal into the parish of Pointe Claire to restore order. In the few days they remained to ensure that no further action was forthcoming, the soldiers in their distinctive summer uniforms again reminded the parish of its true position vis-à-vis a colonial government and demonstrated the futility of resistance.

Meanwhile, of the 28 men who reported for duty and were transported to the garrison at Laprairie, four changed their minds and slipped off into the surrounding woods in an attempt to return home. In today's context, desertion would seem a stupid act which would inevitably result in punishment. However, we must consider the simplicity of thought prevalent at the time. The rural farmer was naive as to the operation of the political/military world with its concepts of duty, obedience and advantage arising from service to the country. He saw planting and harvesting his crops, tending his land and protecting his family, church and parish as the only reality, and the convolutions of the political/military group as pointless and dangerous games. To the farmer, changing one's mind in favour of the real world would never have occurred to him as criminal or even illogical. Consequently, desertion was not an unusual occurrence and, in fact, the number of deserters became so great that following a meeting of more than 100 officers held at Lachine, a company of regular soldiers was detached from the garrison with the sole purpose of finding and punishing these men. It did not take long. Within a few days, the four Pointe Claire men were caught and brought with others before the military tribunal. Two of them were charged various fines to defray the costs occasioned by their actions, and sentenced to two years' imprisonment as a deterrent to others. One of the other two was sentenced to 12 months in jail, and the other to 18 months and a fine of \$475. Unfortunately for us, but perhaps fortunately for their families, the names of these men are not known.

The remaining 24 men served for a period of five to six months and returned home, without seeing any actual combat. Lieutenant Antoine Lemaire St. Germain of Pointe Claire is mentioned, nevertheless, as having served with distinction.

Although the war continued for two more years until the disputes between the U.S. and Canada were settled, there were only minor encounters involving Quebec, as relations between the New York and Vermont settlers and the people of southern Quebec were generally good. With peace, however, the old political issues came once more to the fore.

The conflict between the Canadians and the British gradually became more severe. The inherent differences in their approach to the concepts of self-government and the fundamental difference in the laws and customs of the British and Canadians caused an accumulation of specific problems which, as the Canadians and their political leaders became more sophisticated, grew more difficult to solve as they intensified. Added to these difficulties was the fact that the British government was often at odds with its own governors. For instance, Bishop Mountain, the head of the Church of England in Quebec, went to London in 1807 to complain of the influence of the Catholic church and its independence of the government, and to ask that the appointment of Catholic bishops and curés should be subject to the approval of the governor. The British government in 1813, in seeming contradiction to this representation, sent orders to the governor, Sir George Prevost, that "the salary of the Catholic Bishop of Quebec shall henceforth be increased to the sum recommended by you of £1000 per annum, as a testimony to the sense which His Royal Highness entertains of the loyalty and good conduct of the gentleman who now fills that station and of the other Catholic clergy of the Province."

In many cases, the Canadians could with some justification assume that their difficulties were caused not by the British government, but by the governor and the merchant class. An 1810 proposal put forth by the legislative council that the Constitutional Act of 1793 be cancelled and the two provinces united so that the English would regain a majority position was ignored. When presented again in 1822, it was denied. Although it should not be thought that the British aristocracy had any intention of allowing Canada to slip away from their control into an American-style democracy, this focused the Canadians on the real source of their opposition.

Other measures, such as increased support for immigration from Britain as well as from the U.S. (intended to alter the balance of English versus French population), attempts to use the funds of the defunct Jesuit seminary to promote Protestant, English education, attempts to alter the seigneurial system of land-holding to one of tenure and the redistribution of counties in the Eastern Townships to give them more assembly votes, had a cumulative effect. There was also the fact that the merchants had perforce turned from the fur trade to land speculation and an ever-increasing reliance on the

products of agriculture to make their profits, and the unwillingness of the assembly to vote a permanent king's list.

A cholera epidemic swept through the Province in 1832, brought by immigrants from Europe, killing many thousands of Canadians, sweeping through the rural parishes as well as the cities.

In spite of the healthy outdoor life of the Pointe Claire farmers, many of their sons and daughters succumbed to the cholera, raising the ever present fear of lack of succession. The one great dread of the rural farmer was that all his efforts would be for nought if he had no sons or, as a second choice, sons-in-law to continue his farm and provide for his old age. His resentment of those who brought disease into his home was much more profound than a simple dislike of them as immigrants.

The massive immigration of the Irish settlers during the '20s not only brought dreaded diseases caused by the vastly overcrowded and unsanitary way the settlers were transported in the holds of ships, but also threatened to again upset the balance of English versus French speaking population. Since most of these Irish imports were put to work on the huge canal building projects now underway, it is unlikely that they would generate any immediate political problems or have any effect on the rural population, although many of them would soon appear as residents of Lachine and Pointe Claire. Being in the main Catholics, and anti-British, they generally sympathized with the Canadian cause of the French.

Nevertheless, immigration added more fuel to the fire, and in 1834 Louis Joseph Papineau presented the assembly with his 92 resolutions. This marks the first step on the road to revolution, for it was at this point that those favouring freedom from the aristocratic British rule split into their various groups.

The vast majority once again chose to remain loyal to the position dictated by the church: obedience to their oath and to the British king as represented by the governor.

However, the minority that remained loyal to the Papineau group seeking legal and political action from the British parliament now found themselves losing control of the younger members of their group.

After three men were shot by the militia in 1831 (the so-called Montreal Massacre) in a minor disturbance relative to the election of an Irishman named Tracey, small groups of the more radical young Canadians began to form paramilitary gangs, calling themselves Sons of Liberty (Fils de la Liberté), a name borrowed from the men who had freed the U.S. colonies. To counter these French groups, the English extremists formed a counter group under the name the Doric Club, which was ostensibly a social organization.

Pointe Claire was not spared from this developing rebellion. The extremes of opinion began to split families as some members supported the moderate democratic method to freedom, some the extreme methods and others advised against taking any action at all. There seems to have been little action of an extreme nature by the Sons of Liberty in Pointe Claire, since the

detailed lists of those known to have participated in the St. Eustache uprising do not include any names cited as being from the parish. There were, however, many unknown volunteers, and it is entirely possible in the light of other evidence that a few may have participated. It is certainly true that many of the young men began training in anticipation of a fight.

The contribution made by the parishioners of Pointe Claire seems to have been supportive rather than direct. Meetings were held, often on the front steps of the church, and it is likely that they were well attended, since matters reached their climax during the months immediately following the harvest and the traditional attendance at the mill and at the church on St. Martin's Day (November 11). Even before the incident at St. Eustache, warrants were issued against Dr. Michel François Valois for holding seditious meetings at the church and elsewhere. Fearing the reprisals of the British militia, Dr. Valois sent his wife for safety's sake to the U.S., where many of the more moderate leaders, including M. Papineau, had retreated to keep themselves available should they be needed after the now obvious conflict had been settled. Dr. Valois, however, stayed on for some time working with Louis Legault and others to transport grain and whatever guns could be smuggled from the U.S. or elsewhere to the rebel forces at St. Eustache.

Although no specific incidents are recorded, since the marching route of the British forces going to St. Eustache was by way of the Lakeshore Road and thence up Côte St. Charles to the river crossing, it is reasonable to assume that those who favoured the government side may have offered assistance to the passing force.

It is also likely that those who supported the rebel side, seeing the strength of the English army some time before their arrival at the battle site, may have exercised discretion and withdrawn to their homes when faced with a futile position.

On December 14, the rebels from most of the north shore towns and parishes were decimated at St. Eustache and lost their leader, Dr. Chenier, and most of the buildings in the town. Four days later, the British razed the town of St. Benoit in reprisal, and Dr. Valois, fearing for his own safety, left to join his wife, remaining in the U.S. for several years, returning after amnesty was granted. Later, he became the representative in the government of the day for the Jacques Cartier-Hochelaga riding, and served for many years with distinction, following in the footsteps of his uncle, Joseph Valois, who had been député from 1820 to 1834. No one seems to have done anything about Louis Legault: no warrant was issued against him, and his participation in these events seems to have escaped notice.

Further evidence of the involvement of Pointe Claire in the rebellion of 1837 is the fact that one Eustache Brunet dit L'étang, four months before the decisive battle at St. Eustache occurred, had separatist currency printed. Nothing is known of M. Brunet, and the fact that a large tract of land located near Cartier was owned by someone of the same name and sold some years

later to the Grand Trunk Railroad may be purely coincidental. Some effort was made in 1962 by a Montreal coin collector to trace the provenance of this currency, without success.

Nevertheless, what is known is that M. Brunet caused L'imprimerie Louis Perrault to print a series of paper currency in denominations of 6, 12, 15, 20, 30, and 60 sous. This currency is dated August 25, 1837 at Pointe Claire.

Following the battle at St. Eustache and during the period when the British retained a presence in the Lake of Two Mountains, further charges were laid against Léon Charlebois, Vital Mallette and Amable and Janvier Brisebois. In fact, several charges of preaching about overthrowing the legitimate government were laid against Léon Charlebois during December 1837 and January 1838.

As early as November 1837, Governor Gosford posted a reward for the capture of "patriots", as the rebels were known. The parish cannot have been overly against the rebels, for there is no record of anyone claiming the reward, which represented a substantial sum to a poor farmer.

As the rebellion was put down easily, although sporadic fighting continued along the Richelieu valley for some time, the Canadian rebellion was a lost cause, primarily due to the unwillingness of the northern U.S. states to involve themselves in the matter and their refusal to sell guns to or otherwise aid the rebels.

After the fact, it was decided by the governor that no point would be served by prosecuting all those indicted, and while some of those charged with major crimes such as murder were executed or exiled to Bermuda, charges were dropped against those charged with relatively minor crimes.

There were two major lessons to be learned from the Rebellion of 1837-38: that arms would change nothing, as Lord Durham's report confirmed, and that things would never be the same again in local affairs, for the people had learned that they had a voice which they could make heard.

The years immediately following the Rebellion of 1837-38, the political situation following Lord Durham's report, and the dictatorial governorship of Lord Sydenham were a time of organized repression of French Canadians. By virtue of the Union Act of 1840, the assembly of the province of Canada was set up to allow 62 representatives from Upper Canada and 50 from Lower Canada, disregarding the fact that the population of Lower Canada was 200,000 greater than that of Upper Canada. However, the harsh attitude of Governor Sydenham indirectly created the solution to the problem, for the reform groups of both sections of Canada gradually united. The efforts of Robert Baldwin, Louis-Hippolyte Lafontaine and George Etienne Cartier to obtain just representation for the French population slowly whittled away at the power of the government, obtaining increased participation in the legislative council and in the assembly.

It should be borne in mind that the political power of the governor was based substantially on his ability to appoint judges and other officials on the basis of patronage, a system arising both from the hated British "civil lists" in

which friends or relatives of the king were given appointments and paid from the public purse, and from the practice followed in the U.S. under President Andrew Jackson of rewarding service with appointments to office. Patronage, more than any other practice, prevented the assembly from achieving its continuous search for truly representative government at all levels.

In 1831, a bill had been put forward proposing the creation of local governing bodies, in the hope that by allowing the people to set up lower levels of government in their immediate districts, the political base would widen, improving representation in the assembly and preventing the assembly from becoming overly concerned with minor problems of a local nature. In that same year, Msgr. Signay, the bishop of Quebec, proclaimed Pointe Claire to be a "paroisse canonique", and set its boundaries at Côte St. Rémy to the east and the western end of Beaconsfield to the west. On July 18, 1845, these same boundaries were declared to be those of the Village of the Parish of Pointe Claire, which was henceforth to have a civil administration as well as a clerical one.

By 1839, as noted by Msgr. Ignace Bourget on a pastoral visit to curé Paul Damase Ricard, there were 1200 communicants in the parish whose contribution as tithes to the church consisted annually of 300 minots of wheat, 100 minots of peas, 500 minots of oats, 70 minots of barley and 12 minots of buckwheat. This would certainly appear adequate for the support of the curé, his priests and the sisters of the convent.

In spite of the fundamentally agricultural nature of the parish, and the fact that it had so far been entirely French and Catholic, the times and the nature of the parish were about to change. The reasons for this were many and varied, but the following are certainly among them.

The increased political awareness, in general, of French Canadians brought to the parish, particularly at election time, greater contact with the concepts and changing attitudes of city dwellers as to the extent to which the ordinary people should participate in the regulation of affairs that controlled their lives.

A lack of new land available to farmers made it necessary to divide the holdings of a father among his sons, which naturally resulted in two major changes in day to day life. With progressively smaller areas on which to rely for sustenance, each farmer needed to operate more efficiently, and with better farming methods and tools. Also inherent within this fundamental change was the increased incentive to obtain an education, whether in trade or in developing marketable skills, since obviously some of the sons or grandsons could not be accommodated with adequate land.

The massive influx of Irish labourers with the construction of the Lachine canal in the period between 1821 and 1825 caused a new presence to be felt in the parish which was neither English nor French, albeit largely Catholic. That a considerable number of these immigrants settled in Pointe Claire is confirmed by the note sent from Msgr. Bourget to curé Ricard on December

23, 1843, expressing his hope that he would soon be able to find a priest to serve the Irish community in the parish, and the fact that on February 25, 1844, abbé Laurent McNerny was appointed vicar of Lachine, Pointe Claire, Ste. Geneviève and Sault St. Louis.

Further effects of the Irish presence stemmed from how they were treated by the companies involved in the construction of the Lachine canal. Relying entirely on these companies for their daily needs, the Irish were poorly paid, and even that only in scrip redeemable at the company store, giving those who cared to observe a glimpse of the future of those who left the land and became captive labourers in the hands of the largely English capitalists. The harshness of the capitalists was confirmed in 1843, when the Irish could no longer accept the ever-increasing debt they found themselves in, despite the long days labouring to clear the mud from the canal, the prevalence of disease and starvation, and the uncompromising attitude of their bosses. They rose in open rebellion. The rioters were simply slapped back into place, with six killed and hundreds injured, some seriously, and the world went on as before.

In 1840, the *Companie des chemins et barrières* was formed to improve and maintain the Lakeshore Road. This at once vastly simplified travel to and from the city and the outlying parishes. Most of the youth of the parish undoubtedly took advantage of this, a situation which has inevitably throughout history resulted in the introduction of new value systems and the desire of the young and restless to break away from the values of their parents. The presence of toll gates at Ville St. Pierre, Lachine, Valois and Pointe Claire requiring a payment of 10¢ per four wheeled vehicle, 5¢ per two wheeled vehicle, 4¢ per horse and 2¢ per pig, although owners of property on the Côte de la Pointe Claire were exempt, provided another example of capitalism at work. From this we can see the increasing importance of cash in a society where heretofore nearly all trade had been in the form of barter and coinage, with paper money traditionally being suspect after the experience with Intendant Bigot's worthless scrip. This playing card money, introduced when supply ships failed to arrive, and more recently the bank notes issued by the newly-founded merchant banks, each of which issued their own notes, was understandably suspect. After all, even church dues had also been paid in produce.

The importance of education had a progressively greater effect on the parish for many of the reasons mentioned above, although the attempt by curé Ricard in 1840 to establish a college in Pointe Claire (which in and of itself is a commentary on the local level of education achieved by at least some parishioners), was rejected by Msgr. Bourget in December of the same year.

The rapidly accelerating industrialization of the rest of Canada, although by 1840 it had only an indirect effect on Pointe Claire in terms of better tools being available, cheaper carriages and sleighs and more consumer goods,

signalled the beginning of changed times and pointed to a new basis for day-to-day life, even on the farms.

And then came the single event that changed the parish and the village forever, marking the end of the rural bliss of a more or less self-contained agricultural society and the beginning of modern-day Pointe Claire: the coming of the railroad.

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# *Life and Times in The Nineteenth Century*

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Before we look ahead to the beginning of the era inaugurated by the coming of the railroad and the changes it brought about, we should examine the life of the rural people in the first half of the nineteenth century to see how far they had come from dragging tree stumps out of the land by brute force and set the stage for the world into which the technological advances of the times were to be introduced.

Although a history is often an accumulation of facts and dates, we should not lose sight of the people, and their lifestyles, who were affected by the events of the day. As it is preferable to use contemporary sources where possible, this section is largely a collection of contemporary or near-contemporary writings which, in spite of their somewhat dated style, are more likely to create an accurate feeling than a modernized rewrite of the material.

P de S Laterrière spent a good deal of time observing the scene in Lower Canada in the early 1800s. In 1830, he published *A Political and Historical Account of Lower Canada*, in which he writes:

“if we are desirous of obtaining a true picture of *Canadian* manners and customs, we must penetrate into the country, and mingle with the artless and unsophisticated inhabitants still to be found there.

Of the various circumstances connected with the habits and manners of a people, the most important are, *first*, the degree of difficulty experienced by them in obtaining the means of subsistence; *secondly*, the

proportions in which these means of subsistence are spread over the whole mass of the population; and, *thirdly*, the quantum of the means of comfort which the people at large deem requisite to their happiness. Where the obtaining of subsistence is not a matter of overwhelming or exceeding difficulty, — where the wealth of the country is spread in nearly even portions over the whole of the inhabitants, and where the standard of enjoyment is a high one, happiness must of necessity be the lot of that people. Such is the situation of my countrymen; and, from the experience which my travels in various parts of the globe have given me, I well know that their comfort and happiness, excepting, perhaps, in the United States of America, can find no equal; and that the unfortunate peasant of Europe, apparently degraded in mind and worn out in body, exhibits a picture of wretchedness, which, to the poorest *habitant* on the banks of the St. Lawrence, would appear almost utterly inconceivable, and upon which his imagination could not dwell without surprise and disgust.

The people, with hardly an exception, are proprietors of land, and live by the produce of their own labour from their own property. By the law of the country, the property is equally divided among all the children, and from the small quantity of capital yet accumulated in individual hands, the divisions of land have become somewhat minute. The inhabitants, generally, are far from adventurous; they cling with pertinacity to the spot which gave them birth, and cultivate, with contentedness, the little piece of land which, in the division of the family property, has fallen to their share. One great reason for this sedentary disposition is their peculiar situation as regards religion. In Canada, as in all Catholic countries, many of the people's enjoyments are connected with their religious ceremonies; the Sunday is to them their day of gaiety; there is then an assemblage of friends and relations; the parish church collects together all whom they know, with whom they have relations of business or pleasure; the young and old, men and women, clad in their best garments, riding their best horses, driving in their gayest *calèches*, meet there for purposes of business, love, and pleasure. The young *habitant*, decked out in his most splendid finery, makes his court to the maiden whom he has singled out as the object of his affections; the maiden, exhibiting in her adornment every colour of the rainbow, there hopes to meet *son chevalier*: the bold rider descants upon, and gives evidence of, the merits of his unrivalled pacer; and in winter the powers of the various horses are tried in sleigh or cariole racing; in short, Sunday is the grand fête, it forms the most pleasurable part of the *habitant's* life; rob them of their Sunday, you rob them of what, in their eyes, renders life most worthy of possession. Moreover, the people are a pious people, and set an extraordinary value upon the *rites* of their religion.

The soils now in cultivation are, for the most part, highly fertile; and the Canadian farmer, with a few months' labour, and little skill, obtains all

he finds necessary to his enjoyments. The winter breaks up about the 1st of May; the harvest is finished usually by the middle of October; and the ground is again, by the frost, rendered impenetrable by the beginning or middle of November. The winter thus extends from November to May, during which time, few agricultural employments can possibly continue, the snow usually covering the ground during the whole period. The farmer in the winter threshes his corn; if he is careful, cuts and carries his year's fire-wood, and his fences. The females of his family, during the same period, card and spin their wool, weave their cloth, knit their stockings, and make the mocasins, or shoes, for themselves, their husbands, and children; little labour, nevertheless, is carried on during the winter; the most part of the time being spent in the amusements of the country, which we shall hereafter describe. When the spring comes, there is a general rush of business: a few days, nay, often a few hours, changes the whole face of the country. The river, which was a white and even sheet of ice, covered with snow, suddenly breaks up, and assumes life and motion; the snow, under which the whole earth lay buried, disappears as if by magic; the tepid airs of summer succeed at once to the biting gales of their almost polar winter; vegetation bursts abroad; the summer birds at once make their appearance; and the country is suddenly transformed from a polar to almost a tropical scene.

The agricultural implements are, for the most part, rude and ill-contrived; a good plough, or a good harrow, is a thing hardly to be found; the scientific rotation of crops is utterly unknown, and might be introduced, to the great benefit of the country.

The first occupation of the spring, or rather the end of the winter, with the Canadian farmer, is, the making of his sugar. The sap of the maple tree is possessed of a large quantity of saccharine matter; and when, by long boiling, it is reduced into a solid form, yields a sugar by no means unpalatable, even to an European taste. In the month of April the sun acquires great power during the day, though the nights are still excessively cold: the sap, which is kept down during the cold night, suddenly mounts, when the warm sun breaks out; an incision is then made in the tree, and a species of spigot inserted, for the purpose of conducting the sap, as it runs out, into troughs placed to receive it. This sap, thus obtained, is then boiled until the water is all evaporated, and nothing remains but the sugar; this sugar is famous throughout North America, and forms one of the peculiarities of the various countries included under that name. In an economical point of view, it is exceedingly doubtful, whether the people be wise in taking the trouble to procure it; the same labour might, I think, in the greater number of cases, be more profitably employed; and the means of purchasing West India sugar more easily obtained than can this famous maple sugar itself. The people of the country are passionately fond of it, however, and look upon it with

the same sort of national feeling, as an Englishman does his beer, a Scotchman his scones, or a Mexican his pulque.

The remaining operations of the farmer are nearly the same as in England; inasmuch as, with the exception of maize, or Indian corn, the produce of the country is the same. The chief peculiarity of the situation of the Canadian is, that what he grows is rather for his own consumption than for the purposes of sale. Hitherto, for example, he has grown flax, for the purpose of making the greater portion of his linen; his corn is for himself; his cattle are fattened to be, for the most part, eaten in his own family; in short, he nearly produces, at one time perhaps entirely produced, whatever he consumed. The introduction of English luxuries, however, has, in some degree, altered this; tea, English broad cloths and calicoes, cutlery, &c., now form part of the Canadian's necessities; though the degree in which he is dependent solely on himself is far greater than that of an English farmer. In his own household are made the soap and candles he consumes; his shoes, or moccasins, are chiefly of his own or his wife's manufacture; so also with the greater portion of his clothing. This peculiarity, by multiplying the variety of his employments, serves in some measure to increase his sagacity; though the benefit is more than overbalanced by the loss of time necessarily attendant on this want of division of labour. Upon the whole, however, it may be safely asserted, that the means of subsistence are, by the Canadian, easily obtained; his labour extends but through a part of the year; and, during that period, it is neither painful nor excessive.

The comforts of the people, if compared with any other nation, are wonderfully great; their food, from their French habits, consists, not of animal food to the same extent as that of the richer English, but is, nevertheless, nourishing and abundant. No griping penury here stints the meal of the labourer; no wan and haggard countenances bear testimony to the want and wretchedness of the people. I may say, I believe, without exaggeration, that, throughout the whole Canadian population, no instance can be found of a family unprovided with the complete and comfortable means of subsistence; the food, indeed, is oftentimes coarse, but always wholesome. From the length of the winter, it is found necessary to kill in the autumn such stock as is intended for the winter's food; a great portion is immediately salted, — some part is frozen; and thus, though during the early part of the winter and the latter part of the summer, the population live on fresh food; still, for a great portion of the year, their chief animal food is salted. With a little care, however, this might in a great measure be obviated.

The other portions of the food of the people might, with little trouble, be greatly improved; cheese is almost unknown, though finer milk could not possibly be found; the butter, with the exception of that of Kamouraska, is generally indifferent; and the bread is far from being perfect. The absence of cheese, and the general indifference of the butter,

arise chiefly from a want of knowledge; the badness of the bread is, by a number of persons, attributed to the bad state of the mills, and that for want of competition.

Notwithstanding these circumstances, the situation of the Canadians, as regards their food, is one of great comparative comfort. The gardens, which are almost entirely cultivated by the women, supply, in pulse and vegetables, a large portion of their aliment. Fish is easily procured, from the numerous rivers, in an abundance and size which, to an European sportsman, would appear so extravagant, that I shall attempt no description thereof.

Spirits, unfortunately, form a large proportion of the drink of the people.

The houses are seldom of more than the ground floor; they are constructed sometimes of planks, sometimes of solid trees, and are universally white-washed. They are generally surrounded by a scrambling sort of garden, in which there are quantities of fruit, vegetables, and flowers; but in which the beautiful neatness of an English garden will be sought for in vain. The fence is formed of coarse pieces of split wood; the walks are but tracks traced of necessity, and without much reference to order; and the whole, though it yields abundance and comfort, yet adds little to the beauty of the scene. It is almost entirely under the management of the women, who using, in place of a spade, a species of heavy hoe, called a *pioche*, may be seen labouring with laudable industry during the parching days of summer, each in a little plot of ground she designates her garden, careless of the burning influence of the sun, and ignorant that, in other countries, the toil she undergoes is deemed beyond the reach of female strength.

Although neatness, at least English neatness, is not to be found in the habitations of the Canadian peasantry, perfect cleanliness is every where apparent; and, added to this comfortable quality, an unstinted sufficiency of the various articles of furniture required for a comfortable *ménage*. Beds in abundance; linen, and all the requisite culinary utensils: all that are really wanted are there. Again, here, as in the circumstances of food, a high degree of comfort and enjoyment exists; and though the means may, to a delicate European, appear somewhat rude, the grand end of happiness is completely obtained.

I have already said that the winter is chiefly spent in pleasure; and that the greater part of the population, at that period, cease from serious labour. The chief pleasures of the inhabitants consist at this time of *carioling* and visiting each other. As the people live, for the most part, each on his own farm, the distance between neighbours becomes oftentimes too great for a pedestrian to go over with comfort; the snow lying on the ground for at least five months in the year, would also render walking unpleasant: a *cariole*, or light sleigh, is therefore universally used. Church-going, visiting, purchasing, in short every journey, whether of

pleasure or business, is performed in the cariole. Every farmer possesses one, sometimes two or three; and the farm-horses, being exceedingly active and light, draw his winter carriage. The whole of this is evidence of great plenty and comfort: — the horses must be fed for many months, at no small cost; and might, if their masters desired, be profitably employed. The cessation from labour also, during the greater part of the period, is another proof of the easy circumstances of the people: not only is there a cessation from labour, but a constant round of parties, and dancing, of which the whole people are passionately fond. At these parties, abundance of good things is always manifest. The people assemble not merely to see one another, but with a serious intention of enjoying themselves; and to this enjoyment they wisely deem eating to be an absolutely necessary adjunct. Healthy and robust as they are, it may easily be presumed, that the *quantity* of the viands is an essential particular. Their eating, like their dancing, is no mock proceeding; they dance with spirit, and they eat with vigour. Again, this is evidence of plenty." *A Political and Historical Account of Lower Canada*, P. de S. Laterrière, 1830

December has always been a festive month, leading as it does to both Christmas and New Year's Day. But in Pointe Claire in the early 1800s, there annually occurred another event that generated anticipation and excitement, especially for the younger people: the passage of the Glengarry sleighs.

In mid-December, the farmers on the Ontario side of the Ottawa river loaded up the produce of their fall harvest for the trek to the Montreal markets. The sleighs they used were "ten to twelve feet long, four to five feet wide, with sides three to four feet high. The runners were cut from a large birch or elm tree. The whole is "home-made" except the iron on the runners and the necessary nails and bolts. The whipple-trees and traces may be the same as used for plough or harrow. This is the old Glengarry double sleigh, all homemade, strong and well built..

Some ten or a dozen small tubs or kegs of butter in the bottom, a dozen or two small cheeses, a few bags of timothy seed, then much prized, a few fowl, turkeys, geese, etc., to fill up gaps, then eight to ten well-fed dressed hogs (Glengarry pork was nearly equal to Irish), besides many little odds and ends, such as home-made socks and mits, then much prized in Montreal, and, maybe, a few extra hides and stray furs collected at the farm-house during the year. This is something after the fashion a Glengarry double sleigh was loaded in the old time before leaving for Montreal; the whole, we suppose, to weigh about 2,500 to 3,000 pounds, representing a cash value from \$200 to \$250.

The time is the second week of December, with good sleighing, the delay in starting is waiting to hear if the ferries are frozen over; all is now ready. Food for man and horse had to be added to the load. This was some dozen bundles of hay and a few bags of oats for the horses, and a small kist or box containing a good-sized boiled ham and a couple of

loaves of bread, with a few other small items, such as a select cheese and a little "croudie" for the men on the road, not forgetting a little half-gallon brown jug, containing something to keep out the bitter cold. By the way, this top load of hay towering high, something like a loaded elephant, served as a nice protection for the men from the cold winds, by making a cozy seat in the centre of it. And if the good wife made up her mind to go down to town, she would be nearly as comfortable as at her own fireside." *Canadian Pen & Ink Sketches*, John Fraser, Montreal, 1890

After stopovers at the Cascades and Ste. Anne, the third day of their trip would call for a stop at Pointe Claire to feed horses and men, and perhaps to take a glass of beer. We can imagine the train of sleighs, never less than twelve, sometimes as many as fifty, awaited for days, a watch kept by the young men of the village and farms for the "merry cling-clong of the loud sounding, large Glengarry bells of those days. They could be heard fully half a mile distant." And we can easily visualize the company of small children and dogs that undoubtedly accompanied them into and out of the town. For the villagers and farmers, they were a source of news and of the current value of the various products they had to sell.

On the return trip, usually in Christmas week, after selling their wares in the riverside markets of Montreal, they pass through once again, their pockets full of silver and the sleighs laden with, says Fraser, "such needed articles as they required for their houses and their farms, these being mostly in the hardware line, such as axes, saws, nails, etc., but one very common article, Liverpool salt, took up most of the sleigh: nearly every sleigh carried half a ton of salt home. This article was cheap, about a shilling a bushel, but one of the most expensive for a farmer to buy from the country merchant, owing to the heavy charge of transport in those early days."

The return passage attracted as much attention as the inbound run, from the same sources and for the same reasons.

With the advent of the railroad, these picturesque traders and farmers took the easier way to town, and the Glengarry sleighs were no more.

But Christmas and New Year's Day were still to come. Christmas in the first half of the nineteenth century seems to have been almost entirely a religious function. Its observance was largely limited to attendance at midnight mass, an exchange of news and greetings on the church steps and a quiet return home.

New Year's Day was different. In the latter days of December, there was a flurry of activity in the kitchens of the village and on the farms. Bread, cakes, confections of maple sugar, meat pies and soup all sent their pleasant aromas into the winter air. Early on New Year's Day, carioles were shined and decorated, and the horses decorated with ribbons and bells. Toward midday the family would set off. At each stop, food and drink were offered and accepted, until everyone, tired, sated and quite often somewhat inebriated, found their way back home, or to impromptu gatherings to celebrate with

their own family and relatives, with rounds of singing, dancing and tale-telling well into the night. In the morning, life returned to normal.

And we shall return to Laterrière's description of life in 1830.

"At their weddings the same custom is prevalent; a dance and a feasting always succeed this happy event; and not only one dance and one feasting, but, most probably, a dozen. The whole bridal *cortège* in a long string of *calèches*, if in summer, of *carioles* in winter, passing from house to house; and each night, for, perhaps, a fortnight, renewing, with unabated vigour, both the eating and the dancing.

Thus passes the winter; and with the summer labour returns. The out-door sports of the English have no parallel in Canada; cricket, football, and the various gymnastic sports, are there unknown; and the summer is almost entirely passed in labour. There is one exception, however, I am unwilling to pass over, — this amusement has indeed immediate reference to gain, as it consists in *fishing*. The methods practised in the various parts of the country being somewhat peculiar, may, perhaps, be worth describing. In the spring, the fish usually run up into the thousand small creeks, which fall into the St. Lawrence; these being often-times shallow, permit a man to wade across and along them; one carries a bundle of dry pine or cedar bark splinters lighted, and used as a torch; another follows with a barbed spear, having a handle eight or ten feet long, and, by aid of the torch-light, he is enabled to see the fish as they lie along the bottom of the stream; which fish he cautiously approaches, and transfixes with his spear: when the water is too deep for him to wade, a canoe is procured; a light iron grate is placed in the bow, and filled with dry pitchy pine splinters, which blaze vehemently, and cast a bright and ruddy glow through the water, to many yards distance. The fish, as before, are by this means discovered lying at the bottom of the stream, and are caught in the same manner. Great dexterity is often evinced in the management of the spear; and I have often seen fish of four or five feet in length caught in this manner. In the calm evenings of summer, as the night comes gradually on, canoe after canoe, with its bright and waving light, may be seen putting silently from shore, and gliding rapidly and noiselessly along the still and glossy river; with one touch of the paddle the canoe is impelled to the spot pointed out by the gesture of the spearsman, who, waiting till the fish be within his range, darts his weapon with admirable precision upon the devoted prey, lifts it as quietly as possible into the canoe, and proceeds onward in search of further sport. The water of the St. Lawrence, clear beyond that of almost all the rivers I have seen, is admirably fitted for this purpose; and will allow a dexterous sportsman to seize his prey, if it be tolerably large, even when the water is ten or twelve feet in depth. There are few scenes in Canada more peculiar and striking than this night fishing. Often have I stood upon the banks of the broad and beautiful St. Lawrence, and contemplated with rapture the almost fairy picture it afforded. The still

and mighty expanse of waters, spread out in glassy calmness before me, with its edges fringed by a dark mass of huge forests sweeping to the very brink of the river; and the deep *purple* shade of night closing over all, have, together, conjured up a scene that has held me for hours in contemplation. The song of the *voyageur* floating over the smooth and silent water, and mellowed by distance, has, in my imagination, equalled the long-lost strains of the Venetian gondolier; the glancing multitudes of waving lights, be-lying the homely purpose to which they were applied, have seemed a nocturnal festival."

A less romantic account of a river crossing is found in Prof. Benjamin Silliman's book *A Tour to Quebec, in the Autumn of 1819*, London, 1822:

"If we experienced some elevation of feeling at the first view of the St. Lawrence, we were not likely to have our pride cherished by the means which conveyed us over this mighty river. Two Canadian boatmen ferried us over in a canoe, hollowed out of a single log. Our baggage being duly placed, we were desired to sit, face to face, on some clean straw placed on boards, which lay across the bottom of the boat: we were situated thus low, that our weight might not disturb the balance of the canoe, and we were requested to sit perfectly still. Our passage was to be nearly three miles obliquely up stream, and a part of the way against some powerful rapids.

Our boatmen conveyed us, without much difficulty, to the southern point of this island, between which and the city, owing to the compression of the river by the island, a powerful rapid rushes along with much agitation, and a current which it is very difficult to stem. At the point of the island, particularly a branch of the river, confined by rocks, dashes along, almost with the rapidity of water bursting from a flood-gate. Through this strait it was necessary to pass, and, for some time, the boat went back, and even after landing us on the island, the canoe was coming around broadside to the current, when we were apprehensive that our baggage must be thrown into the river; but, by main strength, they pushed the boat through this torrent, and along the shore of the island, till the rapid became so moderate, that they ventured again to take us in and push for the city. It took these poor fellows a toilsome hour to convey us over, and they demanded but a pittance for their services..."

An additional view of the river and its traffic is found in *Shoe and Canoe* by Dr. John Jeremiah Bigsby, London, 1850:

"Our canoe was thirty-six feet long, sharp at each end, six feet wide in the middle, and made of birch bark, in sheets sewn together with vegetable fibre, and the seams gummed up close. The sides are strengthened and steadied by four or six cross-bars lashed to the rim of the canoe, and the inside is protected by slender ribs of a light wood, but the bottom only by a few loose poles. It is called a light canoe, or "*canot lâche*," because intended to go swiftly and to carry only provisions and personal baggage. Its usual complement is nineteen — that is, fifteen

paddlemen and four gentlemen passengers; the latter sitting each on his rolled-up bed in the middle compartment.

I was disappointed and not a little surprised at the appearance of the *voyageurs*. On Sundays, as they stand round the door of the village churches, they are proud dressy fellows in their parti-coloured sashes and ostrich-feathers; but here they were a motley set to the eye: but the truth was that all of them were picked men.

Except the younger men, their faces were short, thin, quick in their expression, and mapped out in furrows, like those of the Sunday-less Parisians. Nothing could exceed their respectful and obliging behaviour. The same must be said of all of this class with whom I had anything to do... Our worthy priest, M. Tabeau, while on shore, shook every *voyageur* by the hand kindly, and had a pleasant word for each. We then embarked at thirty minutes past three P.M.

As soon as we were well settled down in our places, and the canoe began to feel the paddles, M. Tabeau, by way of asking a blessing on the voyage, pulled off his hat, and sounded forth a Latin invocation to the Deity, and to a long train of male and female saints, in a loud and full voice, while all the men, at the end of each versicle, made response, "*Qu'il me bénisse*".

This done, he called for a song; and many were gleefully carolled — each verse in solo, and then repeated in chorus, north-west fashion. Of such use is singing, in enabling the men to work eighteen and nineteen hours a-day (at a pinch), through forests and across great bays, that a good singer has additional pay. The songs are sung with might and main, at the top of the voice, timed to the paddle, which makes about fifty strokes in a minute. While nearing habitations, crossing sheets of water, and during rain, the song is loud and long. The airs I suppose to be ancient French. They are often very beautiful."

To return to P de S Laterrière:

"From what I have already stated, it is almost needless for me to say, that the situation of the people, such as I have described it, is not merely the situation of a part but of the whole. Wealth and comfort are not confined to a few individuals, but the whole mass of the population have almost an equal share in the good things of this world. The division of property, by law, has, of itself, rendered this almost necessary; the ease with which the means of subsistence are obtained, has also contributed to the same desirable state. Whatever may be believed to be the cause, the fact of the great approximation to equality in property is indisputable.

From the various circumstances I have mentioned, it will not be difficult to form something like a correct conception of the character of the people.

Free from the pressure of want, and unexposed to the temptations created by surrounding affluence, they are free from the vices which poverty and temptation engender; property is perfectly safe, both from

petty pilfering and open attacks. In the country, doors of the houses are never fastened, and all sorts of property are openly and carelessly exposed. In the social relations, also, the same circumstance of ease induces, to a great degree, honesty in dealing."

The society of the day also took care of its older people. This quote is taken from *The Makers of Canada*, Vol. X:

"According to a long standing custom, farmers or tradespeople who are growing old, — enter into an agreement with a neighbour of some means in the parish, under which they give all their property to the latter in exchange for a life annuity (hence the title of rentiers). I have before me one of these "contrats de donation" which enumerates all that the "rentier" is entitled to, from tobacco and snuff to an everlasting cow (une vache qui ne meurt pas) and a merchantable hog (un cochon marchand). These annuities cause trouble whenever the "rentier" succeeds in lingering beyond the day he is expected to die."

All in all, by the time the railroad came, the rural communities had achieved a comfortable, acceptable and socially responsible system.



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# *The Coming of The Railroad*

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From the beginning of its history, Canada used its waterways as primary routes for trade, exploration and travel. Until the middle of the nineteenth century, the canoe and traders' barges were the principal vehicles. One of the difficulties encountered in this means of travel was the frequent need to bypass rapids or other obstacles by unloading the boats and physically carrying them to the other end of the obstacle, a time-consuming and laborious method: portaging.

With the arrival of steamboats in the St. Lawrence in 1809 and in the Ottawa river in 1820, it became necessary to find an alternative to the portage. One solution was to build canals from one end of the rapids to the other, through which even the largest boats then in use could pass with relative ease. To this end, largely employing immigrant labourers, locks were built at Ste. Anne's in 1816 to overcome the drop in water level between Lake St. Louis and the Lake of Two Mountains, canals were built to bypass the Long Sault and Carillon rapids of the Ottawa river between 1819 and 1834, and by 1825 the Lachine canal was opened, which bypassed the Lachine rapids and was continually being enlarged.

It was not always feasible from the point of view of costs and the volume of traffic to solve the portage problem with canals; in many cases, boats were limited to travelling between the end of one set of rapids and the beginning of the next. Yet as trade volume increased, especially with more and more lumber and building supplies needed to house the ever expanding population, the necessity for a swifter means to bypass river obstacles grew.

The railroad was the answer.

James Ferrier promoted the idea of a railway to bypass the Lachine rapids as early as 1844, but not until 1846 was he able to obtain the necessary enabling act to hire Alexander Miller, a Scots engineer, to lay a route from Chaboillez Square in Montreal to a wharf in Lachine. The first train to traverse this line ran on November 19, 1847 at fully 25 m.p.h. and by 1848, the Montreal and Lachine Rail Road offered six round trips every day.

This method was so successful in decreasing transportation time for goods and people in both directions that the idea of joining trade centres by railway became an established concept.

In 1852, Sir Francis Hincks obtained the necessary legislation to form the Grand Trunk Railway, with the intent of constructing a line to join Montreal, Kingston and the small but rapidly growing town of York, later Toronto.

Work began at the Montreal terminal of the railroad at Bonaventure Station late in 1852 and progressed rapidly; so rapidly, in fact, that by May 1853, the Grand Trunk expropriated land in strips about 40 feet wide from the various land-owners along the Côte de la Pointe Claire as far as the western limits of Ste. Anne. In all, land was taken from 53 owners (Appendix 6) who were paid \$3.25 per acre as compensation for their loss.

We can only imagine the day-to-day effect of as many as 800 men working in gangs slowly pushing the railroad through the parish. During the summer of 1854, many of the workers camped out in the fields alongside the tracks rather than return to their homes, and at least on payday would look to the local population to provide entertainment and relaxation. Undoubtedly, the support industries, the blacksmiths, bakers, innkeepers experienced a heyday with even the farmers finding a ready market for all they could produce.

Indicative of the effect of this influx of workers and the fact that many not only found the parishioners hospitable, but stayed behind as the railroad moved on, is the number of births recorded by Desiré Girouard in his statistics of Pointe Claire, which in 1855 almost doubled from the count of previous years.

Of most profound effect for the future of Pointe Claire was the fact that most of those who passed through and stayed behind were not French-speaking.

By 1856, when the railway was in operation, both merchants and farmers of Pointe Claire could reach the large markets of Montreal with ease, and themselves experience the differences between life in the country and life in the city. The old rural, agriculture-based village was changed forever into a suburban source of supply. Thus began the second major stage of the town's development.

With the construction of the Pointe Claire station at the end of Station Road (now Cartier), the community acquired something of a new social centre, where encounters both casual and profound would occur, drawing the people together. The ride to Montreal, taking 30 to 45 minutes, was itself

a social occasion for the sharing of ideas and the successes and failures of the day.

Another offshoot of the Grand Trunk Railway was the establishment of the first non agriculturally-based industry in the town.

By the end of 1854, work had begun on the Victoria Bridge, linking Montreal to the south shore and conveying the line of the Grand Trunk across the river. This work required huge quantities of limestone blocks of the type to be found virtually on and even above the surface just west of Station Road.

On March 20, 1854, the Grand Trunk acquired four arpents of land from Eustache Brunet dit L'Etang, which was assigned to Peto and Company for the establishment of a quarry. The firm contracted to build the bridge was Peto, Brassey, Jackson and Betz.

To supply the limestone needed, the Grand Trunk laid a spur line just west of Station Road from the quarry to a pier constructed out into the river which is now the site of the Pointe Claire Yacht Club. The blocks carved out of the land were loaded, using horse power to haul them, onto flat cars. These were then dragged and pushed down to the pier, where they were off-loaded manually onto 24 flat barges. The barges were then towed down the river by two specially commissioned steamers, the Beaver and the Musk, which were equipped with high-power engines, through the Lachine canal for delivery to the bridge work site. Each barge could carry a load of 100 tons.

The need for supply, however, as well as the currents in the river required that other methods of delivery be employed along with the barges. By the end of 1855, train loads of limestone were being shipped at one end of Station Road and barge loads at the other.

The number of people required to carry out this tremendous amount of work obviously varied from time to time but it is a safe assumption that for several years (the bridge was completed in 1860), a large group of men, some of them locals but many of them imports, lived and worked at the Pointe Claire quarry. Once again the town was open to a substantial influx of non French-speaking workers.

Many workmen at the quarry were Indians who lived in Caughnawaga. Each morning, shortly after dawn, a convoy of canoes would arrive at the docks on the barge quay at the foot of Cartier and at the point, and each evening before sunset, the flotilla would push off to paddle back across the river.

To house itinerant workers, a stone house was constructed near the perimeter of the quarry. This building served as a dormitory until the end of the century; in 1904, it was converted for use as the original club house of the Beaconsfield Golf Club. It is still in use by the club, as a storage depot situated beside the sixteenth fairway.

The quarry continued in operation long after completion of the Victoria Bridge, and was used to supply various projects until after World War II. It provided employment for many local residents, who were finding it more

and more difficult and less and less interesting to remain on the farm. Wages for the workers, much of which redounded to the credit of the local merchants, spun off secondary related industries, influenced the ethnic balance of the population, changed the use of stone in construction and began the industrialization of Pointe Claire.

The first related industry to spring up was a cement and brick factory, built adjacent to the quarry on its northern extremity, which was owned and operated by the Imperial Portland Cement Co. A smaller plant produced boot black and shoe polish.

Meanwhile, the farmers and villagers continued their inevitable progress, while the population grew and life in general accelerated.

In 1848, the old stone presbytery built originally in 1705 and enlarged in 1786 became unserviceable and totally inadequate for the needs of the church. The decision was made to demolish it, and largely through the efforts of Curé Pierre Damase Ricard and some local parishioners who contributed both time and money, it was quickly replaced that same year.

With the ever-increasing demand for education, the first school not directly associated with the convent was set up in 1850 in a house at 530 Lakeshore Road. Mme. Emelie Pilon was the schoolmistress, teaching all the fundamentals up to Grade seven level.

From 1852, the parish school for boys was located in an old stone house built by a certain Dr. Mount in 1824. Later the property was owned by George McKinnon. Known as Willowbank, it was situated just east of Victoria Avenue on the Lakeshore Road, on the site now occupied by the water filtration plant. The school remained here until 1862, teaching to the Grade seven level.

After elementary school, girls who wished to continue their education went to the convent, and boys to the seminary.

During this period, the population at Ste. Anne had gradually reestablished itself, and construction began on a new church in 1853. Five years later, two years after its completion, the parish of Ste. Anne was restored and abstracted from Pointe Claire. Finally, 132 years after Mr. Collet's survey of the parishes of Quebec, St. Joachim de la Pointe Claire fitted the boundaries he set in 1721.

In 1845, the parish of Pointe Claire, excluding the village area, had been established as a village, and on September 2, 1854, the village of Pointe Claire was proclaimed. These two legal entities existed side by side until the parish disappeared in 1961. Each had its own mayor, with George McKinnon as mayor of the village and Michel-François Valois as mayor of the parish, but since very little existed outside of the village boundaries at the time, it would seem that the village mayor held the authority and the parish mayor was a holdover from the old "capitaines de milice".

The elders of the Church of St. Joachim were becoming disturbed by the condition of the building. As an initial step in its improvement, they engaged

Pointe Claire. Que. Presbytère.



*Second presbytery of St. Joachim church.*



*Willowbank, 1824-1930.*

Gabriel Mitchell on May 7, 1856 to take down the bell tower and build a new braced support for the bell.

A brief but interesting picture of the community is supplied for us in a report of M. Pominville, the curé, dated July 25, 1857, in which he reports that he has 1400 souls, of which 1000 are communicants, and that there is one boys school, four mixed schools and the convent. He also mentions three Protestant families in the area, who are served by their own church (although no local church building existed until 1910). Also mentioned are four licensed innkeepers and several who ply the trade without benefit of license. He further notes that there are no books in the parish library, that the cemetery is too full and that while the presbytery and related buildings are not presently in need of repairs, the church and the sacristy are not in good condition.

A memorandum requesting action from Msgr. Ignace Bourget, the Bishop of Montreal, was sent six days later, on August 1, 1857. It stated that the land-owners "see with regret their church falling into ruin: that the outer shell is defective in many places and that the roof no longer protects them against rain and bad weather, that there is no basement and that the floor lies on the bare earth so that each time there is a burial they are obliged to remove the pews, which has caused the flooring to deteriorate in a very short time and also damages the pews,

that the large number of bodies interred in the church over the last few years has become dangerous to the public health,

that the church is now too small to contain the number of parishioners who come to it on days of worship which is very annoying to your petitioners in the exercise of their religious duties,

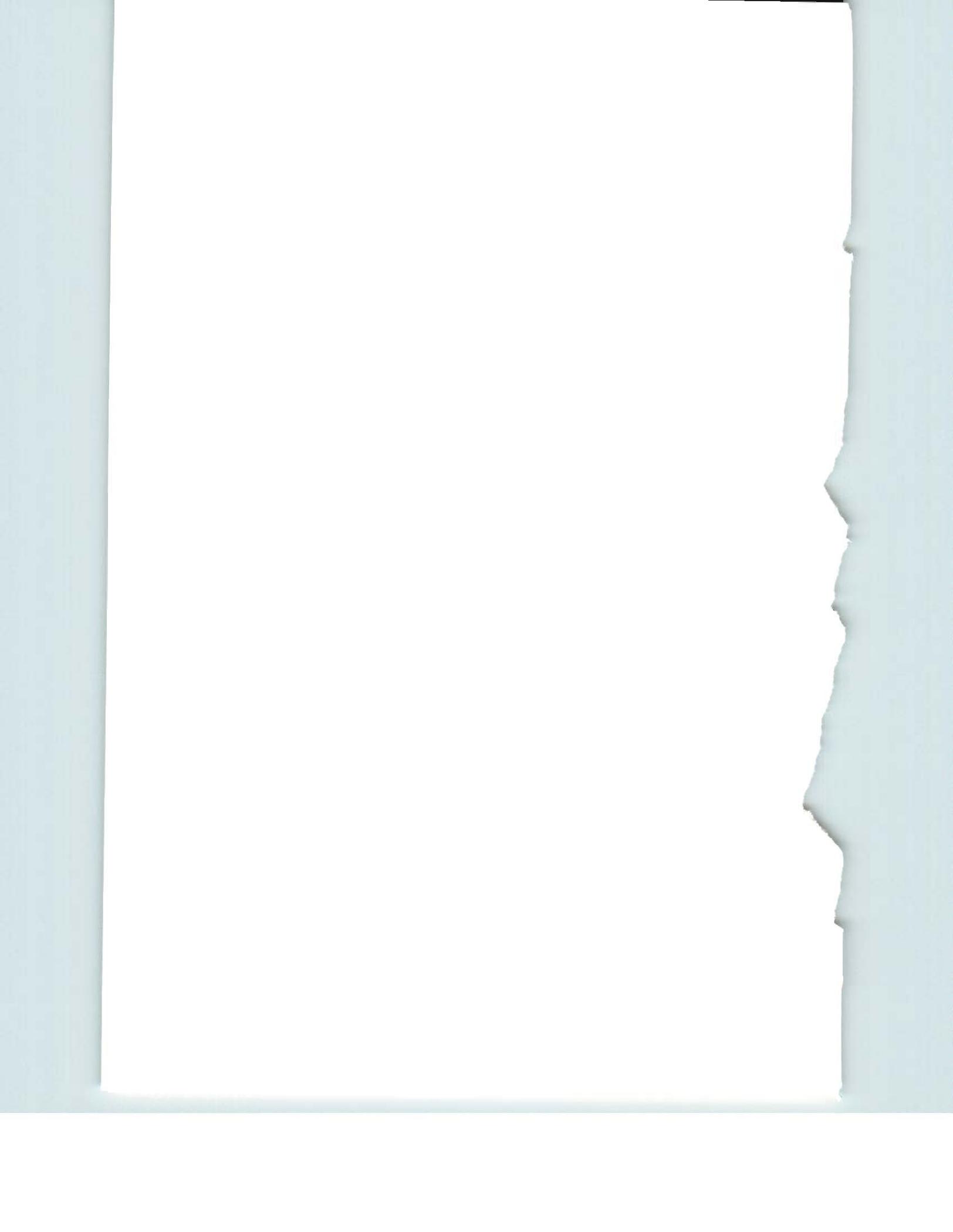
that the sacristy adjoining the church is also too small to accommodate the needs of a normal service,

All these things considered, they request that Your Excellency pay them a visit at the site, or to delegate whoever he wishes to judge the merit of their claims: to permit them to build a new church and sacristy of stone at whatever location and to whatever dimensions Your Excellency determines: and to carry out whatever procedures and follow whatever measures which in his wisdom are found convenient."

In due course, M. Hippolyte Moreau, priest and canon of the Cathedral, the Bishop of Montreal's delegate, visited the church, and a committee was formed to study the possibilities, made up of François-Xavier Brunet dit L'Etang, a blacksmith and Antoine Charlebois, Jean-Baptiste Lacombe, Jean-Baptiste Jammes dit Carrière and Urgel Valois, all farmers and land-owners.

Meeting on January 27, 1858, after some opposition to their purpose was defeated, the committee elected M. Pominville as secretary. As time passed, the committee decided to hire M. Victor Bourgault, a justly renowned designer of several churches at Montreal which were considered of some beauty, as the architect. In March, Pierre-Charles Valois was put in charge of the project.

Unfortunately, it then took more than two decades for the church to become a reality.



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## *To the Twentieth Century*

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While on the larger canvas Sir John A. MacDonald and Sir George Etienne Cartier were struggling to bring Canada to nationhood and resolve the complex issues of Confederation, the parish of Pointe Claire, seemingly unaware, still revolved to a large extent around its religious centre.

By 1862, it became apparent that something had to be done to preserve and perpetuate the ecclesiastical foundations of the village. The convent, by this time in a very bad state of repair, was in need of replacement.

Over the years, the point of land from which the town derives its name had served many purposes. Originally a fortress intended to protect the villagers from Indian raids, later a community centre producing small but necessary revenues from milling for the fathers of St. Sulpice, and now a burden on the church's purse, its use had, with the rest of the society, to be brought out of the seigneurial system and into the modern-day concept of private ownership.

In the beginning the mill, constructed by the St. Sulpician fathers, was operated by them with the assistance of various millers, who were in fact their agents, allowed to live on the property, and provided for under the terms of a normal seigneurial arrangement. As the French regime was gradually replaced by the English system, this changed.

In December 1788, the property and profits from the mill were leased to Simon Sicard for a rent of 150 minots of corn per year, thus alleviating the burden on the church of supervising "cens et rentes", and giving the fathers a

fixed income. This system had been continued through the years, with leases granted to Joseph Arel in January 1796, and to Joseph Bonneville in 1807. But it became apparent by 1824, when the cost of repairs and maintenance rose to £2574, that such arrangements could no longer be borne by the church funds.

To solve this problem, the point, with mill and related buildings was sold to Sieur Amable St. Julien on December 28, 1837 for the sum of £300. Although this transaction was designed to relieve the church funds of the burden of maintenance, it would appear that the fathers were less than good businessmen. After operating the mill for almost seventeen years, Sieur St. Julien resold the property for £1000 to Benjamin Dubois on August 14, 1854.

In 1860, M. Dubois died, leaving all his assets to his wife, Mme. Julie Legault dit Deslauriers, who, unable to continue his work, allowed the mill to sit unused.

Between 1862 and 1866, the situation of the point and the needs of the Congregation of Notre Dame seemed to coincide, and despite difficulties and opposition from some parts of the community, the elders of the church decided to acquire the land from Mme. Legault. This was done on June 5, 1866. Curé Florent Bourgeault and Régis Brunet, the senior of the elders of the church, exchanged the land on which the convent then sat, intending to use it as the site of the proposed new church, for the land at the point.

M. H. M. Perrault was hired as architect, and under the guidance of Octave Bourgoin, general contractor, a new convent was begun during the summer of 1867. There seems to have been a certain awareness of history even then, for it was decided that although it no longer served any tangible purpose, the mill would be left standing, hidden though it now was by the convent building and gradually falling into disrepair.

On June 4, 1867, the cornerstone of the convent was laid enclosing the following notation

“Pope Pius IX is the leader of the universal church.

Queen Victoria is our sovereign.

Lord Monk is Governor General of Canada, a few days before the coming into effect of the Act of Confederation of the Canadas and the other English provinces.

Msgr. Ignace Bourget is Bishop of Montreal.

Messire Florent Bourgeault is the curé.

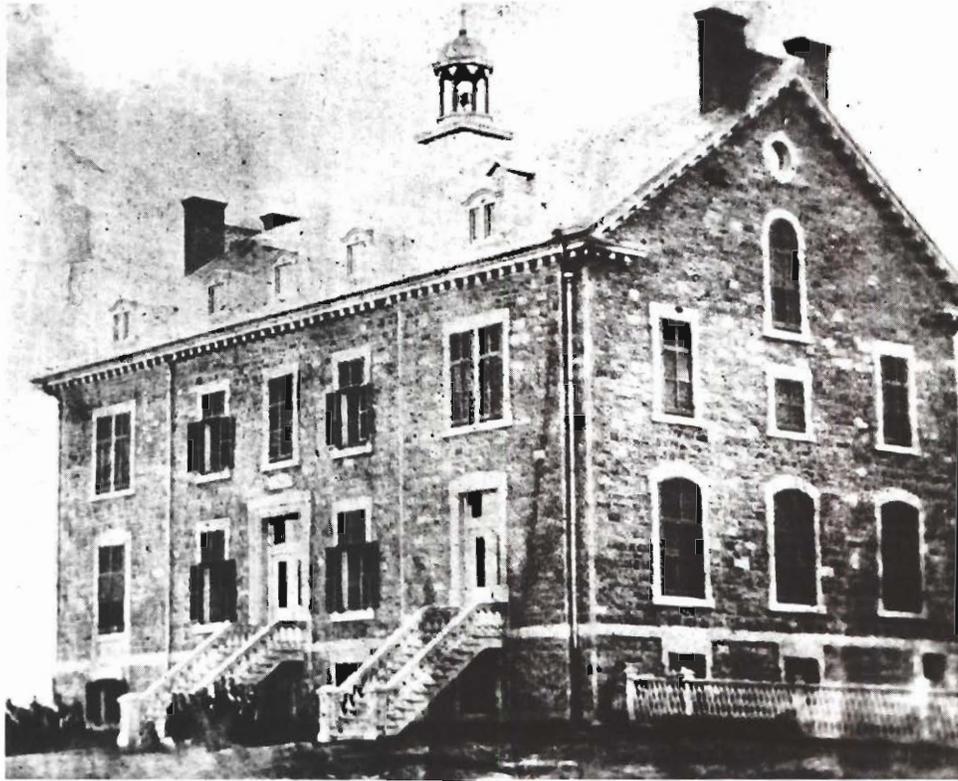
Messieurs Regis Brunet, Pierre Jubinville and Gabriel-Urgel Valois are the elders of the Fabrique of Pointe Claire.

Mr. McKinnon is mayor of the village.

M. Michel-François Valois is mayor of the parish.

Sister Ste. Ursele is the Mother Superior of the Congregation of Notre Dame of Montreal.

Sister Ste. Luce is receiver general of the same Congregation.”



*Second convent of the Congrégation de Notre Dame. Built 1867.*



*Third church of St. Joachim. 1881.*

Completed in September 1868, the new convent was a large and serviceable building. It was also empty. The debts of the congregation amounted to \$13,000, and their revenues from the school were only \$150 annually, which meant that only piece by piece, over many years, was the building furnished. During the winters' cold, water and wood for the fires had to be transported by hand into the building, and although some support was found from the community they served, life was very difficult for the seven active nuns and for their students.

Confederation came and went without fanfare in Pointe Claire. This was partly due to a feud then taking place between Msgr. Bourget, the Bishop of Montreal, and George Etienne Cartier. M. Cartier had suggested to Msgr. Bourget that the Parish of Notre Dame, then comprising nearly all of Montreal, should be subdivided into a number of smaller parishes. Msgr. Bourget was opposed to this idea, and as a result while all the other bishops in Quebec sent out a pastoral letter to the curés under their control instructing them to advise their parishioners to accept the regime of Confederation as they had in the past supported English rule, Msgr. Bourget refused to send a similar letter. Although it can be assumed that at least some of the people in Pointe Claire were aware of the changed structure of their government, without notification from their curé it may also be assumed that it went unnoticed by many. The election campaign held early in 1867 resulted in M. Guillaume Gamelin Gauthier of Ste. Genevieve being the first federal member of Parliament to represent Jacques Cartier riding.

By and large, during this period of great change in Canada, the rural community of Pointe Claire existed in its own world.

In 1871, Pierre Neveu established a new school which taught to the Grade seven level on Farm 12, just west of the village. In 1872, the short-lived Parti Catholique campaigned throughout the area, urging all the voters to elect only those who supported "entire and full acceptance of the Catholic and Roman doctrines in religion, politics and social economy", a dangerous philosophy that fortunately gained little acceptance.

In the area known as the Grande Anse (Valois Bay), the Valois family had continuously maintained year-round residence from 1723. In 1875, Dr. L. J. A. Valois constructed a small wooden chapel to accommodate the spiritual needs of the ever-increasing number of summer residents. Several years prior to this, Dr. Valois, whose health was precarious, had made a trip to Lourdes, and had made a vow to Notre Dame de Lourdes Santé des Malades that if his health improved, he would erect a chapel with his widowed mother. In spite of its small size — it measured only 14 feet by 10 feet when it reopened after being rebuilt in 1893 — 120 people attended the first mass on August 6. The chapel was served for the most part by Jesuit fathers who were friends of the family, but often in the summer the curé of the parish would conduct the services. The chapel stood on its original site until demolished in 1948 to accommodate the great construction boom of the day.

By 1880, the committee working on the construction of the sorely needed new church at the point solved all its problems and began construction. By Easter Sunday of 1881, all the interior construction was completed, and the church was ready to be used. The exterior construction, only partially carried out, was expected to be finished by autumn, but it was not to be. On Saturday, April 17, 1881 at about 3 p.m., a fire broke out in the attic of the old church where the grain supply was stored. Since the new church stood adjacent to the old one, in a very short space of time both churches were ablaze, as strong winds spread and fanned the flames. Many of the townspeople rushed to the fire, but lacking any real fire-fighting equipment, they could only stand by helplessly. So extensive was the fire that the presbytery was only saved with considerable effort and the cost of the life of a young man named Daoust. By the end of the day, both churches were completely reduced to ashes, with only the foundation of the new church and some of the stonework remaining in place.

In typical fashion, the parishioners were not deterred. They soon began the construction of the fourth church on the point, and although it was four years before Msgr. Charles-Edouard Fabre could be invited to preside at a dedicatory mass, the people calmly held their services in the presbytery or in the sacristy built in anticipation of the new church.

The tall spire of the church that is still one of the landmarks of the West Island contained three bells named Jean-Rémy, Joseph-Charles and Marie-Joachim, the latter being the old bell Marie-Joseph recast.

During the same period, an Anglican church was built near the Grove on Old Church Road to serve the needs of the ever increasing English presence in the community. Named St. Mary's in the Field, it served Pointe Claire (and from 1910 on, Beaconsfield) for nearly 60 years, until it was converted into a private residence.

In the following year, 1885, the Bell Telephone Company of Canada erected a line from Montreal to Ste. Anne de Bellevue. The first directory reference to Pointe Claire in August 1887 shows M. Paquette as the company agent and lists two phones, one supplied to C. E. Dawson, "The Grove", and the second to John Kennedy, "Beaconsfield". The telephones in use consisted of three boxes mounted on a backboard. The upper box contained a generator, the centre box the mouthpiece, and the lower box batteries. To the right of the telephone was a crank for summoning the operator or others on the party line, with the receiver on the left. Service was available only during certain hours of the day. Telephone service caught on quickly: by 1891 there were 16 subscribers; by 1908, 20 business phones, 47 residence phones, 3 public pay stations and one extension set; by 1910, 100 subscribers; by 1981, 53,261.

By 1887, the Canadian Pacific line to Montreal was opened, running parallel to the Grand Trunk Railway. With services offered by both lines, it suddenly became very simple to commute.

The telephone and the commuter line turned the trickle of summer residents coming to the West Island since early in the nineteenth century into a flood, and Pointe Claire changed from a quiet rural village into a vast playground.

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# *The Playground*

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Before considering the continuing development of Pointe Claire as a town and to understand some of the influences on that growth, it is necessary to deal with the phenomenon of the massive influx of summer residents, largely English-speaking, that turned the parish into a playground for a period beginning in 1810 and lasting until World War II. The playground became a part of West Island life, and yet, curiously, it remained apart from the day-to-day life of the permanent residents. It could well be viewed as an overlay, in the sense that while it influenced the development of the town and led indirectly to vast later changes, it retained an existence of its own. Largely English-speaking, it was so not by virtue of excluding the local residents or by discriminating against them in any way, but because the permanent residents lived their own lives and followed their own traditional way of life, while the people of the playground were visitors and transients.

The presence of transients in Pointe Claire was not a new thing, nor was the presence of summer visitors. As early as 1780, Montreal merchant Amable Curot built a stone house in the area which he used frequently. The Grove opened in 1812 but was exclusive and available only to the rich and famous. For many years, travellers and traders crossing from the south shore frequented the Hotel Bergevin and the Hotel Rickner in the village area, the latter of which burned to the ground in the fire of 1900. The Hotel Bergevin, a somewhat rowdy place located close to the church, was bought in 1897 by the town and the school board and converted to a boys' school.

But the real changes began with the arrival of the Grand Trunk Railway in 1855, the opening of the Canadian Pacific line from Montreal in 1887 and the availability of telephone communication in the 1890s.

At first, the visitors came for vacation periods, a few weeks at a time, which necessitated the creation of rental accommodation. As the century turned, the demand for hotel rooms gave rise to the Château St. Louis in Valois, the Maples Inn in Lakeside and the Pointe Claire Hotel in Pointe Claire, as well as numerous private dwellings that were made rentable by building extensions to the rear of the house, where the permanent residents spent the summer while renting out the main part of the building.

The attraction of Pointe Claire as a vacation spot was naturally related to the outdoors. The clear waters of Lake St. Louis, the beaches and the large areas of open land drew those whose interests lay in boating, golf, lawn bowling and horse racing, none of which are for the less-than-wealthy. And this needs to be borne in mind.

Pointe Claire was not for the working class. Few could afford the expense or the time away from their jobs to indulge in summer fun, and those who could were intent on maximum enjoyment of their privileged status. It is probably for this reason that the type of entertainment sought and provided became relatively exclusive, usually requiring membership in a club.

At the eastern end of the parish, the railroad lines pass within a few hundred yards of the shores of Valois Bay. The natural shelter of the bay and the attraction of the clear shallow water there made the area very attractive to vacationers.

As early as 1882, the Valois Boating Club was formed with its clubhouse at the foot of Wateredge Avenue in a sheltered position almost exactly at the middle of the bay near Robinson's Point. A private club whose membership comprised many of the summer residents of Valois and Lakeside, it raised funds for the construction of facilities by staging special events. The Montreal Star in August 1888 ran an advertisement announcing "Valois Boat House, dramatic entertainment in aid of building fund, Byron's 3 act comedy "Old Soldiers" Tickets 25¢". Although it operated for about sixty years, the club suffered from the effects of the depression and though several efforts to revive it were made in the 1930s, it disappeared with the changing nature of the area.

Also on the shores of the bay was the Château St. Louis. A three-storey frame building with long balconies giving a view over the river, it was the largest hotel on the Lakeshore and attracted many visitors to Valois, especially during the time of the regattas. Owned and operated by David Giguère until his death in 1930, it provided comfortable accommodation for those whose sojourn was limited to a short vacation, and often for those who were in the process of building their own homes. After Giguère's death, and following the decrease in patronage brought on by the hard times of the '30s, the Château St. Louis fell almost to the point of bankruptcy, and was torn down for the construction of the Montreal-Toronto highway in 1940.

A late arrival on the scene was the Valois Country Club. Located at the foot of Milroy Avenue, it was incorporated in 1922 as a private club, and a large and beautifully designed club house was erected at the end of a stilted pier that provided moorings for a large number of boats and canoes. Dances were held on Saturday nights and at the height of the summer season, twice a week, featuring the club's own orchestra directed by Edgar Herring. Movie shows were also a regular feature at the Valois Country Club, drawing attendance from both the summer visitors and full-time residents. In 1936, the club was opened to the public, which it served until it burned down in 1941. It was not rebuilt.

Four major facilities stand out over and above the rest. For the sake of clarity, we will deal with them individually before we return to the general picture.

### THE GROVE

Paul Urgèle Gabriel Valois, a direct descendant of French royalty, bought a large piece of land in 1810 at what is now known as Beaconsfield Point. His descent from royalty was through Jean-Baptiste de Valois, who in 1723 had emigrated from France to take up residence at the Grande Anse and founded there the village of Valois. In the course of the next two summers, 1810 to 12, Paul Valois built a house of fieldstone blocks quarried locally and hauled to the site by horse and sled. The foundation was four feet deep and four feet wide, comprised of stones mixed with sand and lime. The walls were constructed of large stones, centre-filled with smaller pieces and then faced on the outside with hand-cut blocks of limestone. The main beams, hand-trimmed, were placed at three-foot intervals and joined with wooden pegs.

In keeping with tradition, as well as Valois' position as collector of the church tithes, evidence of a sanctuary and of piety had to exist as part of the building designs. To this end, door panels were hand-carved to show a cross in the upper panel and a prayerbook in the lower panel, with window frames and door jambs showing fleur de lys and rosettes.

He also built a clubhouse and a dock, to which 50 guests were invited to witness the blessing of the property by curé André Raimbeau of St. Joachim Church on August 24, 1812.

Named "Le Bocage" or "the Grove" by Paul Valois, since it was situated on land containing many stands of large and beautiful trees, it continued to be privately owned until 1966, with the main house used as a residence until 1888.

In 1870, the Hon. J. H. Menzies acquired the property. His interest lay less in the leisure aspects of a club than in the development of viniculture. At considerable personal expense, he imported vines from Europe, intent on establishing a commercially viable vineyard. By 1879, a large staff of men was employed in the growing of grapes, and initially enjoyed some apparent success. At one time he had a nursery along the beach front with about

85,000 vines planted in rows three feet apart. Across the Main Road on the part of his estate known as the Homestead were twenty more acres, extending for a mile and a half to the north. In 1879, a reporter from the Canadian Illustrated News noted "this is the first experiment in open air viniculture in Lower Canada and its success now being fully assured a reflecting mind must see in it the possibilities in connection with the future of our people that are most encouraging." The vines were producing fruit that, the reporter says, "were sweet and luscious in all respects."

Alas, it was not to be. The vines failed, largely due to soil and weather conditions, and Mr. Menzies' attempt became a memory.

He did, however, leave a permanent mark on the area, for it was he who named the area Beaconsfield in honour of his close friend, Benjamin Disraeli, the Earl of Beaconsfield.

Frank Upton was a very successful Montreal restaurateur, and a wealthy man in his own right. His restaurant on St. James Street in Montreal was in the heart of the business district and attracted the bankers, brokers and the exclusive upper levels of the business community. These men were usually allocated their own tables, and were allowed to keep private stocks of liquor. Of course, no women were allowed inside the building unless on a special occasion.

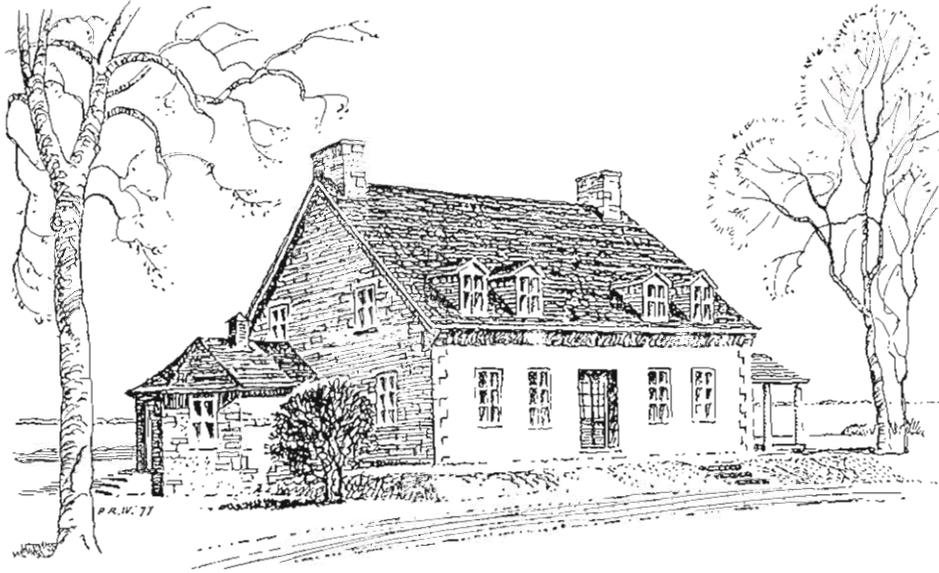
The ambiance of his Montreal restaurant was transferred intact to the Grove Pointe Inn when he acquired the property in 1888. Meals and beverages were served by waiters attired in dark green coats with brass buttons, and black breeches to the knee, beneath which black stockings fitted into leather shoes with silver buckles. White wigs were matched by lace ruffles at the neck and at the wrists.

Upton also added to the number of buildings available and made extensive improvements to the waterfront facilities, as well as constructing the Annexe and the Terrace, built on either side of the main building. The Annexe was for single men and the Terrace for single women, who were, of course, only allowed to mingle when properly chaperoned.

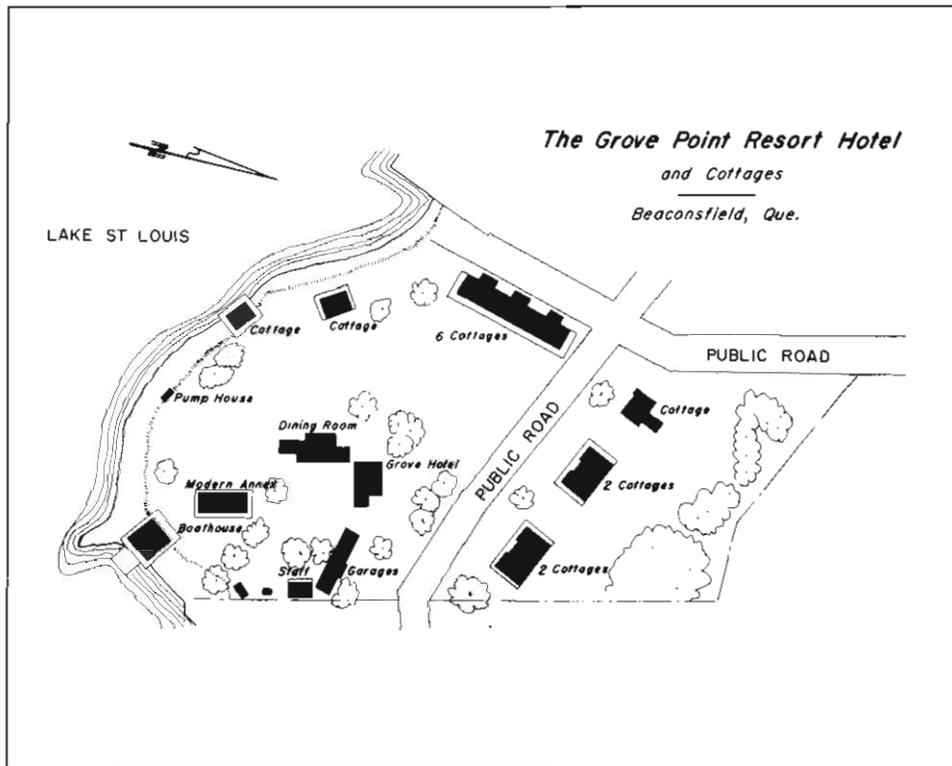
Entertainment ran from Bon Hops on Saturday evenings at which a well-chaperoned and very limited amount of contact was allowed between the younger set, to performances on the west lawn by the Montreal Repertory Theatre of Gilbert and Sullivan operettas in full period costume. People came from as far away as Quebec City and Ottawa to listen to concerts, sail in regattas, and on one occasion to hear Jenny Lind, "the Swedish Nightingale", sing from the balcony. There were also lawn bowling, croquet, boat trips and canoeing.

Even in the winter months, the local farmers came to the Grove to skate, play hockey and race their ice boats on the river.

The buildings were all lit by acetylene gas lamps, the gas provided by a generator situated on the property and charged to the guests by metering use for each building.

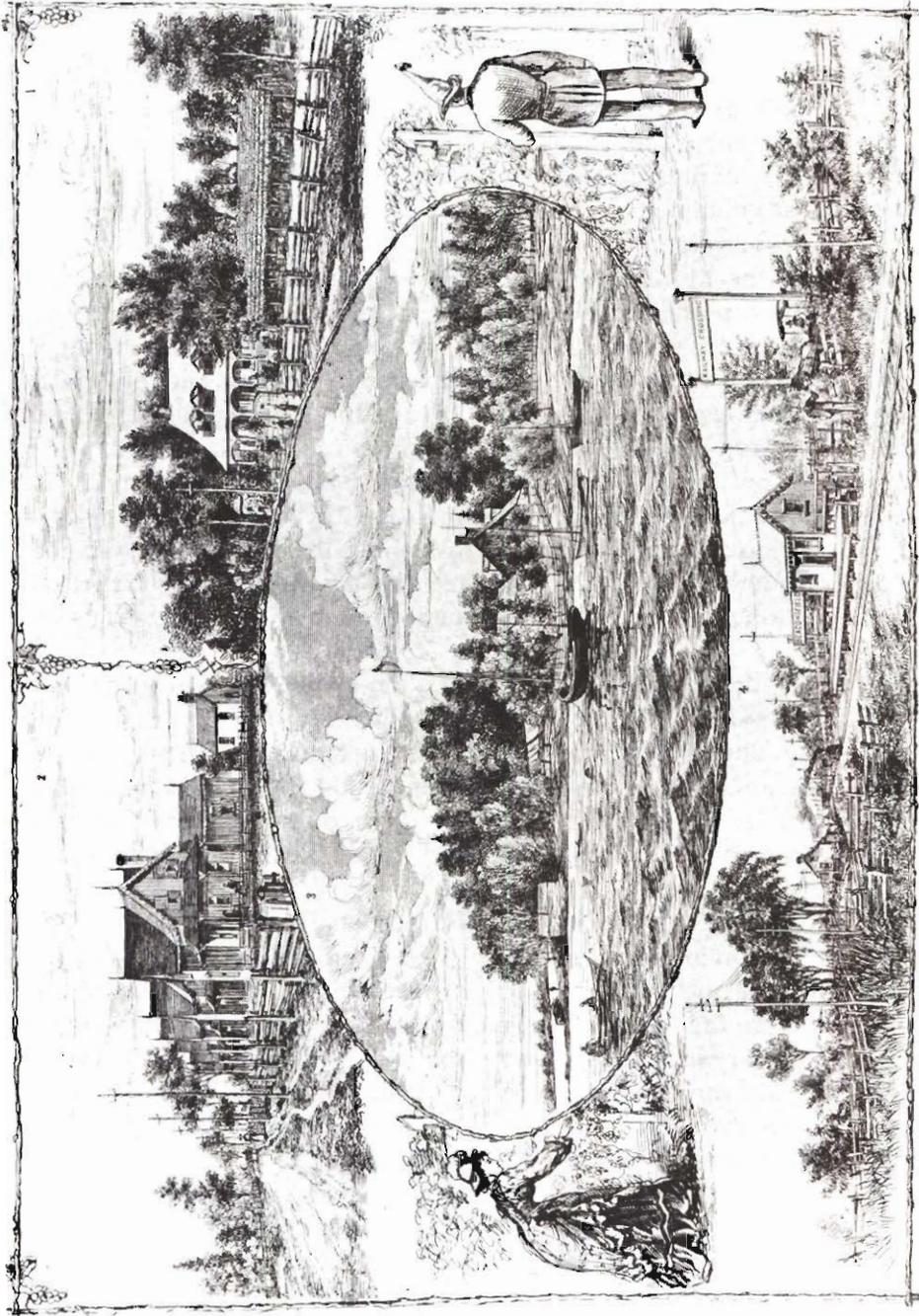


*The Grove. 1812-1966. Beaconsfield Yacht Club. 1966-present.*



*Facilities at the Grove Point Resort Hotel.*





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Before the depression, operation of the Grove was taken over by Mr. and Mrs. Frank Worth. During their tenure in 1929, a waitress, Irene Collins, created something of a sensation when she eloped with another employee, Mr. Percy Smith. But times had changed by then, and on their return they were presented with a gift of \$50 by the owners and guests of the hotel.

Through the roaring '20s, life was good and profits were healthy from guest lists that contain the name of virtually every prominent Montreal family. But the depression years took their toll, and by 1939 the Grove was taken over by the Montreal Loan and Mortgage Company. Finding the property "in a deplorable state of repair through neglect" the company placed Mr. Claudrey Hoskin in charge of the renovations as manager. Richard E. Bolton, a Montreal architect, was hired to redesign and remodel as many as 23 buildings on the site and he, in turn, hired local builder, William Hamilton, to carry out the work. Over the winter of 1939-40, as many as 35 men worked on the site, remodelling the boathouse, replanning the hardwood dance floor, changing the dining room by the installation of large windows overlooking the lake and refurbishing the windmill pump that drew water from the Grove's 182 foot deep artesian well. By May 1, 1940, all the work was done, and the Grove reopened with a fully booked guest list for the summer.

Mr. Hoskin, first manager, then tenant, then owner of the property, was an astute businessman. The former owner of the Le Baron Terrace Hotel and Apartments on Sherbrooke Street West opposite McGill University, he sold his business in anticipation of the depression period and spent several years sailing around the world with his wife. By 1939, things were changing and Mr. Hoskin reopened the Grove Hotel and Yacht Club to the who's who of the day.

After the Japanese attacked Pearl Harbor on December 7, 1941, the Canadian government interned many west coast Japanese Canadians in various camps. Several high-ranking Japanese officials were transported to the Grove, where they were accommodated under R.C.M.P. guard for the balance of the war years. Tutors were imported to educate the children of these detainees, none of whom were permitted to leave the premises. After the war and this shameful incident in the Grove's history, the property was returned to the owners' care and the guests returned.

In 1966, on Mr. Hoskin's retirement, the city of Beaconsfield acquired the property from him, and in 1970 leased it to the Beaconsfield Yacht Club until the year 2002. Mr. Hoskin still resides on the site, and is now a Life Commodore of the Yacht Club.

#### **BEACONSFIELD GOLF CLUB**

In keeping with the social mores of the turn of the century, the Westmount Golf Club did not permit its members to use the course on Sundays. Anxious to make the most of their weekend leisure time, a group of Westmounters, led by Arthur Tooke, decided to bypass this restriction by

forming their own club. Land was rented near St. Charles Road for a period of three years at \$150 per year, and turned into a golf course known as the Beaconsfield Golf Club.

Their enthusiasm for the game led them to gather a group of sixty businessmen, also golfers, who subscribed for two \$100 shares each to acquire their own land. On July 26, 1902, Benjamin Tooke and Frederick Bacon, on behalf of the group, acquired almost three full lots from the estate of James Leggat for \$6,500, and the 120 arpent Charlebois farm which included the quarry site to the west side of Cartier.

On May 25, 1904, the club was incorporated and although it was now situated in Pointe Claire, retained the old name. 56 subscribers were issued shares to a total amount of \$11,200.

To create a golf course out of farmland is not an easy task at the best of times, but enthusiasm was such that over the winter, membership and playing rules were written, the club operation and administration organized and six holes carved out of the land.

The stone house formerly used as a bunk house for the quarry workers was adapted into a club house and a stable for the horses that pulled the mowing machines, the ice house on Cartier was filled to the rafters with ice blocks hauled from the river by horses and packed in sawdust, the layout of the holes was determined and the land cleared. The top of the plateau which is now the first tee had to be covered with a foot of topsoil into which grass seed had been mixed before anything would grow there. By horse, cart, wheelbarrow and shovel, the fairways had to be sown with sand hauled by barge from Oka to the pier, by horse and cart to the course and shovelled into place. But the work somehow got done and the season opened on time, albeit with only six holes.

The club never looked back. In 1913, the new clubhouse was completed and the members, resplendent in their red jackets with green trim (required attire in the clubhouse) could relax in elegant comfort.

Golf clubs in those days were manufactured by hand in the pro shop and the rules of the day required that houses on Golf Avenue could only be owned by members, and could only be sold to other members.

By 1920, the course had a full 18 holes, measuring 6034 yards at par 72. Between 1925 and 1930, part of the lawn bowling green was converted to a badminton court, and tennis courts were added.

In 1929, the club house was destroyed by fire, but, undaunted, the members had a new one ready for its official opening on September 11, 1930. As a by-product of the fire and the fact that during the reconstruction period members were invited to use the facilities of other clubs in the area, and symbolic of Beaconsfield's rising from the ashes, the Phoenix Golf Tournament was created. Members of other clubs were invited to participate in the annual event, a tradition which continues to the present day.

More changes were made to the course in 1930, making it 18 holes, 6189 yards par 70. In 1940, due to the land expropriations required for the

construction of highway 2-20, major changes had to be made to the course, resulting with minor later changes in the present-day course which straddles the highway.

### **THE MAPLES INN**

Built originally in the 1890s by Mr. Allard as his summer house and converted in 1902 into a gentleman's club, the Maples Inn rapidly became the centre of Pointe Claire's playground. From as early as 1914, it offered ballroom dancing on Saturday nights and, unlike most of the clubs, was open to the public for a very modest admission charge. The proprietor was Mr. A. J. Verrity, who was experienced and knowledgeable enough about operating a hotel and catering to the public's whims that he regularly retired for the winter to manage the Pomeroy Hotel in Barbados.

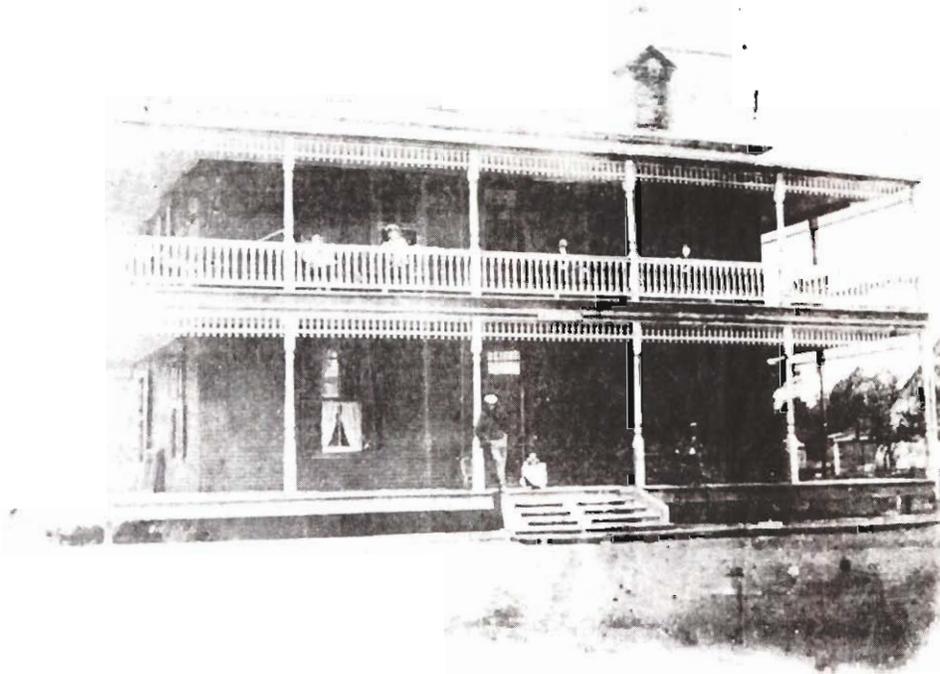
Originally the Maples claim to fame was "a clean, comfortable holiday with tennis and boating". But Mr. Verrity saw the boom of the '20s coming, and foresaw the need to extend the traditional summer activities into the winter months, both to improve business and to cater to the ever larger number of permanent residents in Lakeside.

By 1925, he had constructed an addition to the inn known as the Rustic Log Dance Pavillion, which catered receptions, weddings, and many of the annual and general meetings of the various clubs and associations. The Pavillion was equipped with hardwood floors, and ballroom dancing was offered on Friday and Saturday nights with a full orchestra. Badminton courts were added to the tennis courts. For winter entertainment, the dances were continued but usually with recorded music, a skating rink was set up on the tennis courts and a large toboggan slide was built, down which the adventurous could slide out onto the frozen river. At about the same time, "talkies" were introduced to the inn. Upstairs, several rooms were set aside for bridge or 500 games, with regular contests and prizes offered to anyone who wished to participate.

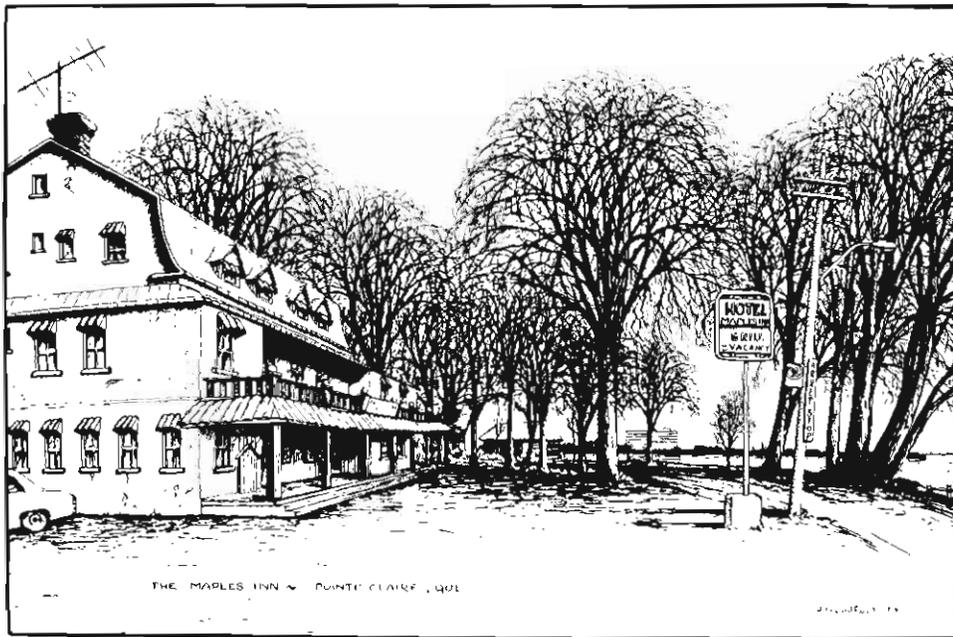
In November 1930, the inn introduced miniature golf to the West Island. This game, which would enjoy ever increasing popularity, was created in the southern United States and had been demonstrated to Mr. Verrity while he was travelling in Tennessee. The miniature course set up at the Maples was the first in Canada.

During the summer of 1932, the inn built an 80 foot concrete wharf out into the lake and, with large loads of sand brought across the river from Châteauguay, attempted to establish a bathing beach. Both ideas failed, carried away into the lake by successive winter breakups.

The depression and later World War II naturally reduced the prosperity of the Maples, although it attempted to keep up with the times, becoming one of the few places where young rock bands could get a start in the '60s and '70s. But the change in attitude among residents of Pointe Claire was permanent, with the result that from the '60s to the '80s there was constant agitation to close down the old landmark and put the land to better use. Various



*Home of M. Allard, c.1900. Later the Maples Inn.*



*The Maples Inn, 1897-1985.*

proposals for development of the property over the years brought periodic anti-Maples outcry. In the midst of one such campaign, on the night of February 7, 1985, the building, parts of which were nearly 90 years old, burned to the ground.

### THE POINTE CLAIRE YACHT CLUB

In 1879, a group of boating enthusiasts leased the unused railway pier at the foot of Station Road (Cartier) from the Grand Trunk Railway, built themselves a clubhouse and formed the Pointe Claire Boating Club. The original thirty-seven members staged the first annual regatta in 1880, attracting considerable interest. The consequent increase in membership and revenue allowed the club to rapidly expand its facilities to the point that in 1889 it was able to allow the newly-formed (1888) St. Lawrence Yacht Club to share its space, since they as yet had no clubhouse of their own.

Originally, the prime focus of the club was on paddling and sculling, but as time went by the small boat sailors, feeling that their interests were being overlooked, decided to form their own club. In 1892, the Corinthian Sailing Club came into being, constructing a separate clubhouse near the main building. As overall interest in sailing increased, it gradually merged back into the original club, the clubhouse becoming a storage shed.

By 1913, the club had achieved sufficiently high status to be awarded the right to host the Eastern Division Regatta of the Canadian Canoe Association, a highly prestigious event. However, World War I interrupted the growth of the club immediately thereafter, and activities for the next five years were reduced to fund-raising for patriotic purposes. The sailing seasons were limited by a lack of crews.

Upon the return of the members, the club acquired the pier on which it stands from the Grand Trunk, and began permanent improvements to the clubhouse and harbour. A conflict between the town of Pointe Claire and the Boating Club resulted in the sale of the western half of the pier to the town. With a reduced amount of land available, it became necessary to reorganize the plans and structure of the club.

The Pointe Claire Yacht Club came into being by virtue of letters patent dated June 30, 1924, and a new charter and by-laws were adopted on July 11 of that same year. Following the acquisition of deep water rights from the provincial government in 1927 and the formation of a Sea Scout troop in 1930, the club survived the depression years, a major flood in 1943 and the natural reduction in activities during World War II to emerge as one of the leading St. Lawrence valley clubs.

Largely at the instigation of the Pointe Claire Yacht Club, the St. Lawrence Valley Yacht Racing Association was formed in 1945 to standardize rules, handicaps and the annual calendar of events. The first regatta in 1946, held under the auspices of the St. Lawrence Valley Yacht Racing Association, was hosted by the Pointe Claire Yacht Club.

Progress and increased membership continued apace. The harbour was floodlit in 1951, a new two-storey building containing locker rooms, storage space, a lounge and a bar was built between the main clubhouse and the sail shed in 1957, and a breakwater was built in 1964, using 3000 tons of rock. Ninety blocks of concrete, each weighing 3800 pounds, were added by helicopter in 1973.

The constant expansion of the number of boats and membership required an almost annual restructuring of piers and docks, and in 1977 it became necessary to limit the size of both.

The club today is a fixture of the city. The great crane hauling boats skyward in spring and fall, the sails against the skyline all summer long and the sound of lines tinkling against masts drifting across the shoreline on the evening air are all part of the Pointe Claire ambience.

The progression of the playground tends to parallel the attitudes of the contemporary world. During the last years of the Victorian era, regattas, dances, golf tournaments and even the friendly games of bridge and 500 took place in an atmosphere of discretion, gentility and propriety, with accommodations to the mores of the time being considered as important as the actual events. Ladies were allowed very limited access to most events, since it was considered inappropriate for them to trespass upon male preserves. They were permitted to entertain at home, and to participate in those activities deemed fitting — bridge, 500, and home entertaining — but if they chose to attend the regattas or appeared at the various clubs, they were necessarily appropriately escorted, and remained at a distance from the activity. As time passed, this situation changed, but their acceptance as active participants and even as competitors was only gradually permitted.

The exclusive nature of the Grove and the Beaconsfield Golf Club set their members apart from the majority of those vacationing on the West Island. Indeed, until the 1920s, most of the clubs remained stubbornly private, with attendance strictly by invitation.

As the attractions of the Pointe Claire area became more widely known, there was a natural filtering down through the social strata of Montreal that not only brought more and more people to summer on the West Island, but also created a need for facilities and entertainments to accommodate those with less than limitless funds. Individual groups began to appear on a less exclusive basis, and events were scheduled for the general public.

Between June 24 and July 2, 1910, the first air show in Canada took place on rented farm land in the northern part of Lakeside, above the Terra Cotta Works. The excitement this event engendered must be seen in the context of the time. The idea that men could fly in mechanical vehicles was considered a foolishness pursued by strange people with an apparent desire for self-destruction. Both the American flight pioneers and their European counterparts were represented at the event, which was sponsored by a local

group of automobile enthusiasts (another relatively new group of mechanical men) who adopted the name of the Automobile and Aero Club.

The event was, for the time, an expensive project, costing \$74,000 to stage and recouping only \$50,000 in revenues. Much of the cost arose from the anticipated attendance. A grandstand 1,100 feet long by 40 feet high was erected to provide the best possible view for the spectators. A special platform was built at Lakeside Station, and for crowd control, 50 Montreal policemen were hired along with a squadron of Royal Canadian Dragoons comprising 15 officers, 60 men and 50 horses.

Spectators came from everywhere. For many, it represented not only their first experience with flying machines, but also their first encounter with the Pointe Claire environment. After spending a week of excitement and experiencing country living, surely many of them planned a return visit.

The show was an overwhelming success, in spite of early accidents. Mr. John A. D. McCurdy seriously damaged his plane attempting to take off on the morning of June 30, and Mr. R. Baker Timberlake tore the right wing from his machine before it left the ground.

Many varied events filled the week. Flights were made by two small motor-driven dirigibles, parachute jumps were made from balloons, and several flights of huge kites brightened the skies overhead. A mock bombing attack was staged, with pilots dropping bags of sand from a Wright biplane on a target assembled on the ground.

By the time the last day arrived, over 10,000 people had visited the show, buying their programs from local youngsters who handled the chore in return for the price of admission. Among those attending were William Jennings Bryan from the United States, Sir Robert Borden, then minister of militia and one year later to become Prime Minister of Canada, Archbishop Brisebois of Montreal and the scientists William McDonald and Nicola Tesla.

In the end, it was the fabled Comte Jacques de Lessops of the European team and Walter Brookins of the Wright Brothers team who made history.

Early in the evening of July 2, the Comte de Lessops took off from the Lakeside field and headed down the river towards Montreal. For safety's sake, two automobiles followed him along the Lakeshore Road, leaving 10 minutes before takeoff. One car lost him at Dorval and the second, driven by de Lessops' brother, abandoned the chase at Lachine. The count circled over downtown Montreal and did a circuit of the mountain, to the complete amazement of Montrealers who rushed from bars, restaurants, offices and homes to gaze up at this strange machine above them. After cutting back to the river across Lachine, the count brought his Bleriot monoplane back to Lakeside and made a perfect landing.

In the meantime, less spectacularly, Walter Brookins had taken off from the same field and, landing only a few minutes after de Lessops, established a Canadian altitude record.

After both pilots had cleaned the oil and dust from their faces and uniforms (windscreens of wire mesh offered little protection), they paraded



*United Airships at the aviation meeting, -1910.*



*Compte de Lessops and his plane — 1910.*

in an open automobile before the grandstands to accept the applause of the crowds.

In 1967, in recognition of the feats of de Lessops and Brookins, the Pointe Claire Chamber of Commerce presented a sculpted monument celebrating flight to the city of Pointe Claire, which was placed where it stands today, on the lawn beside the Public Library on Douglas Shand.

As we shall see later, the Canadian Garden City Homes Company, as well as building the first major development in Pointe Claire, contributed to the community of summer people by setting up the Condover Club in the north end of their Bowling Green development. Among other such organizations, the Condover Club provided a gathering place for the less than very rich. Its members organized regular fairs, family events, sports meets and fireworks displays, all events you would expect to find in a summer country resort. The Condover Club also set up one of the first public lending libraries in the area, and offered a clubhouse where those who simply wished to meet people of an afternoon could drop in. It strangely disappeared sometime in 1928, to be later reopened as a clubhouse by the Lakeshore Amateur Athletic Association.

Early in the twentieth century, Willowbank, the 18-room stone house built in 1824 by Dr. Mount, which had for ten years served as the village school and had for some time been abandoned, was refurbished as the Willowbank Inn. Under the supervision of Miss Mary Preece from 1918 until the winter of 1928-29, it offered afternoon tea and light meals to riverside strollers. In 1930, the building was declared unsafe and torn down.

The movies were an early attraction, shown regularly at the Maples, and the Valois Bay Country Club, as well as theatres in Lachine and Ste. Anne. With the advent of talkies in 1930, they became one of the most popular entertainments for young and old.

Horse racing had its place too. The Beaconsfield Trotting Club and the Pointe Claire Trotting Association came into their own in the late 1920s, competing with the Belair Race Track in Strathmore and the Dorval Jockey Club on the site of the present-day airport, holding regular meets at St. Charles Park in Beaconsfield. Later (1932), motorcycle races were introduced.

The playground period of course had its fads. "Crossing word" puzzles caught everyone's attention for a period in the early 20s and of course bridge and 500 were de rigueur, but the greatest fascination was the radio.

Radio brought the world to Pointe Claire, with families spending many an evening gathered round the cumbersome wood cabinets twiddling dials in the hope that some atmospheric oddity would allow New York or Washington or even London to come bursting from the speaker as if it were only next door.

Live theatre began early, and gradually became a more and more frequent event. The Valois Country Club, the Parish Hall and many of the local churches regularly entertained touring companies performing the road version of current hit plays, the restriction being that these plays could only

be performed after completion of their Montreal run. Although they were not the major social events that the Grove offered, these plays brought big city entertainment to the average people. The extent to which they were part of the cultural background of the day is illustrated by the Condover Club's presentation of a grand opera in full period costume, "Don Pedro's Daughter", in May 1926.

Golf continued to attract others besides those who could afford Beaconsfield, with the result that work had begun on the Beaurepaire Golf Club on land acquired from the Shaw estate north of the station by 1935. A turn-of-the-century farm house was renovated as the club house. At the same time, a Jewish group began work on a course in Strathmore, later to become the Elm Ridge Country Club.

As we shall see, some of the summer people began to view Pointe Claire as a permanent place to reside, though their numbers were small at first, and clubs and inns such as the Maples began to accommodate those who sought winter sports and entertainment.

In the winter of 1920-21, the Pointe Claire Curling Club opened, moving the curlers in from the lake to the finer appointments of a club. Nearly all the tennis courts were converted in the winter to skating rinks, and hills were groomed for toboggan runs.

Even with the arrival of the depression years, the majority of the people who moved out to Pointe Claire for the summer were unaffected, although there were somewhat fewer summer residents.

The Château St. Louis, tied to the rental of rooms much more than places like the Maples or the private clubs, fell to the brink of bankruptcy by 1931, and as we have seen, the Condover Club simply faded away and the Willowbank Inn was torn down. But the area still had its resort-like attraction.

Mr. W. P. Harlow, the manager of the prestigious Mt. Stephen Club in Montreal, acquired the former Tellier house at Elm Point just west of Bowling Green, and applied to the town in December 1931 for permission to convert it into a night club hotel. The following year, the Edgewater Beach Hotel opened. Though it was slow to draw customers away from the established clubs, it became a success to the point that in 1936, at considerable cost, major renovations were undertaken. The terrace area overlooking the lake was enclosed in glass to create an all-weather dancing arena, and the introduction of a new public-address system, copied from the RKO studios in California, was the first of its kind in Canada.

As was noted at the beginning of this chapter, the playground was essentially an English phenomenon. The local population, which was at the beginning of this period 91% French Canadian and Catholic, simply did not participate to any degree in the fun and games, with the exception of regattas. They were not excluded by any rule or prejudice and, in fact, got along very well with the summer people. They simply had other things to do. With the passing of years, though those settling permanently in Pointe Claire were

largely English-speaking, to the point that by 1940 the population was almost equally French and English, no conflicts between the cultures arose. The English did their living in their way, in large part to the east of the village, and the French followed their lifestyle, largely in and around the village.

Bearing in mind the overlay of the English playground, we can now return to the progress of the parish and the village.

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## *The Parish*

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The distinction between the village of Pointe Claire and the village of the parish of Pointe Claire is often confusing. Established in 1854 and 1845 respectively as separate legal entities, the latter completely surrounded the former. Further, the Church of St. Joachim and its related buildings, which were the ecclesiastical centre of the parish were, in fact, situated in the village.

In the course of the development of Pointe Claire, the distinction between parish and village actually played little part for, as we shall see, the area grew as a series of sections which were originally quite separate from one another: Cedar Park and Bowling Green, Lakeside, Valois and Strathmore, and the village.

The village of Pointe Claire, comprised essentially of that land retained by the Fabrique at the time of the original land concessions, was an area bounded on the east by a line between present-day Victoria and Brunet Avenues, on the south by the river, on the west by the present-day western town limits, and on the north by a line just north of the railroad tracks. The balance of the area north to Ste. Geneviève and east to Sources Road was the parish. It is still possible to identify this geographical distinction, since at the time of conversion from terrier numbering of lots to the present system of cadastral numbers, the existing legal separation of village and parish was reflected in the numbering of lots.

It should be borne in mind that with exceptions as noted, life for the permanent residents was bounded by the Grand Trunk and Canadian Pacific

Railways to the north and the shores of the river to the south. Other than the farm properties along the côte roads, nothing existed north of the tracks prior to 1910. The summer houses being built along the Lakeshore Road had little effect, other than providing customers, on their day-to-day life in these early years of the twentieth century, as by and large the summer people kept to themselves and their own interests.

The problems confronting the people were minor ones, such as the foxes living in the brush north of the tracks that constantly raided the northern limits of the farms, causing considerable damage to livestock and crops, and major ones such as the death rate among the young, which was intolerable. In 1870, of 234 deaths recorded in Jacques Cartier county, 106 were children under one year of age.

Day-to-day features of life were the lumber barges plying the river between Ottawa and Lachine, guided past Pointe Claire by the old lighthouse off Goldstein's point, and the passage of "the Duchess", a steamboat that offered regular trips from Lachine to Ste. Anne and thence to Two Mountains and Carillon, returning through the Lachine rapids to the Victoria pier. The old sawmill and implement factory at the foot of St. John's Boulevard continued its noisy output. Roads, little more than muddy tracks between the trees and houses, bounced even the finest carriages in summertime, and often proved impassable in winter and spring. Life was quiet, simple and entirely concerned with producing enough produce to survive the next winter.

The following anonymous description of the parish perhaps gives us the best idea of the southern part of the parish:

### **THE LAKESHORE ROAD**

#### **First Impression — March**

"The Lakeshore Road on a windy, stormy afternoon in March (which was the first time I saw it), is little more than a long grey trail leading to greyness. On one side the wide stretch of smoke, white ice rotting to blackness in places, on the other the stripped and lonely trees swaying and sighing. Rows of empty houses, shuttered windows, dead leaves in the gardens and over the trees and through their branches a hint of pale yellow in the sky. It was just a little walk we took that afternoon — it was cold and windy and it seemed as though March would never end, so we went home to the open fireplace and supper.

#### **Second Impression — July**

The Lakeshore Road on a blue and gold afternoon in July. On one side the wide stretch of deep blue water, snowy whitecaps, snowy sails, and little boats and soft, gentle little clouds. On the other, great trees burdened and bending with green and rows of summer houses — the shutters all down now, curtains blowing outward, voices from the gardens, children calling, friendly groups in conversation and an endless

stream of cars on the Lakeshore Road. Expensive cars and cars imposing, cars from every part of Canada and the United States, cars full of people who have come to see the famous Road.

### **Third Impression — October**

The Lakeshore Road as we saw it yesterday — Flame upon flame the trees burn in the curious stillness of autumn, a blue and tired mist blurs all harshness, even the little waves creep up the beach subduedly and seem to sleep there. A solitary canoe glides from shadow to shadow making not a whisper of sound. Occasionally a voice is heard, now and then a car passes, there is a sound of hammering that soon ceases (a summer visitor who stayed late is preparing to return to town and is making fast the winter shutters). The sun drops behind the trees, a chill mist comes over the water like a great soft-footed cat, and we are aware of a sadness that is not loneliness, not bitterness, but only the passing beauty of October.”  
M.D.M.

While the events that shaped the early history of Pointe Claire are in large part connected with the area south of the railroad, we should not lose sight of the fact that the parish was still a rural agricultural community. The population, according to the records of the Canada Census Bureau, was 1545 in 1850, and had decreased to 1355 by 1900, the number of families being 249 and 250 respectively. In the same time period, those who owned land of less than 10 acres had increased from one to 88, reflecting the concentration of population in the village as the sons of farmers found it less and less profitable to remain on the family farm and more practical to develop a trade. Nevertheless, the number of landholders owning farms in excess of 50 acres remained stable, 111 compared to 109.

The farming community existed largely apart from the village and lived much like their predecessors, albeit in a good deal more prosperity, thanks to the availability of markets for their produce, made possible by the existence of the railroad. The census for 1890 gives the following production figures for the parish: hay — 3779 tons; barley — 4383 bushels; wheat — 2356; peas and beans — 6021; oats — 29560; buckwheat — 5684; Indian corn — 330; potatoes — 24481; turnips — 496; and grass and clover seed — 46. Substantial quantities of butter, cheese, pork and beef were also produced, both for local consumption and for sale elsewhere. A comparison of figures from 1850 to 1900 indicates that these farmers had absorbed the lessons of the past in terms of crop rotation, alternating the use of fields between, say, wheat and root crops, and had achieved a balance between land usage for crops and the maintenance of livestock. Cattle, both for dairy purposes and meat production, were maintained at a stable level; the only major change in the last half of the nineteenth century was the establishment of large numbers of poultry flocks, geese, turkeys, ducks and, by 1890, in excess of 11,000 hens.

There were obviously reasons for the absorption of the parish by the much smaller village. Although the parish retained the office of mayor of the parish until its demise, the office was largely an honorary one, and can perhaps be considered as a continuation of the former role of "Capitaine de Milieu". Essentially centred on the church and its role in the lives of the parishioners, it had no municipal organization, and therefore lacked the capacity to levy or collect real estate taxes and provide necessary services. As each area was developed, the residents had the choice of establishing themselves as a separate municipality, with the concomitant need to set down regulations, collect taxes and administer the funds, or attach itself to the existing town of Pointe Claire. The simpler choice was annexation.

Immediately following the incorporation of the village as the Municipality of Pointe Claire in 1911, the Lakeside and Valois districts asked to be annexed to the town and ceased to be part of the parish, which then consisted only of the land north of the railroad.

As development of the area to the north progressed, each area of the parish was annexed to or purchased by the town. Successively north, Valois, Lakeside Heights, Priests' Farm, Highland Park and Cedar Park Heights became part of the town. In 1955, the town comprised 2100 acres, bounded on the north more or less by the present Hymus Boulevard.

In that same year, a further 2600 acres was annexed including the future industrial park site, establishing the present northern border of the town.

Farm 140 at the north-west of the parish was annexed in 1961 as the site of the proposed Lakeshore General Hospital and shortly thereafter the remaining parish land, after an unsuccessful attempt to annex itself to Beaconsfield, was incorporated as the town of Kirkland. The parish as a municipality was no more.

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## *Cedar Park and Bowling Green*

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The first substantial permanent contribution to the development of the parish by an outsider was that of Mr. Otto Frederick Lilly, a native of Sweden and for many years the accountant for David Morrice & Company, a Montreal-based dry goods company. Mr. Lilly acquired, in 1893, the Perrier farm next west from the Timolean Legault property that spanned St. John's Road. The concept of developing a specific and limited area would often be copied in later years but the opening of Cedar Avenue and the Cedar Park area was at the time a novel approach. To attract buyers and builders, Mr. Lilly first improved the two-hundred-year-old stone farm house at Lakeshore Road by adding one-storey frame additions to either end to provide for the needs of his large family. From Lakeshore Road to the railway tracks, he cut and macadamized a single-lane roadway, fitting it on the east side with an eighteen-inch plank sidewalk. The sides of the road were planted with apple trees, and subdivided into building lots which were then offered for sale.

As an additional convenience and attraction to potential builders, Mr. Lilly used his influence with his friend, Mr. George Ham, public relations officer for the Canadian Pacific Railway, to have a station added to the line at the northern end of Cedar Avenue.

While undoubtedly the potential of substantial profit from the development of Cedar Avenue was a strong motive, the social contribution Mr. Lilly made to the community suggests that he also had other concerns.

In 1894, the first Protestant Board of School Trustees was formed, with Mr. Lilly as its first president and in 1895, under their auspices, the first building erected, at a cost of \$1,280, opposite the circle on the east side was the Cedar Park School, the first Protestant school in Pointe Claire. Originally, the school was a one-storey frame building approximately 20 X 40 feet faced in whitewashed clapboard. It was fitted with central folding doors, which provided ventilation and could be left open to accommodate a large audience at concerts, parties or church services. Heating was provided in winter by two stoves, water was brought in by bucket from Mr. Lilly's house and the toilet facilities were in an outhouse to the rear.

The construction of the school was not completed by the opening of the 1895-96 school year, which resulted in Miss McCoy, the first teacher hired, conducting classes from September to December 1895 in a private home two houses west of St. John's Road on the Lakeshore Road. As the entire Protestant population of Pointe Claire at the time was about 70 people, original school enrolment consisted of little more than 20 students but this gradually increased, necessitating the purchase of additional land in 1903 for playground purposes, in 1919 for a one-room addition and in 1921 for three new classrooms.

Cedar Avenue was, it would appear, a limited financial success, even though several of the families with summer residences there acquired land and converted their properties to year-round homes. With an established school for their children, easy access by train, and with Sunday School and regular church services in the school house conducted largely by visiting ministers, the residents established themselves as a permanent part of the community.

In his original plans, Mr. Lilly had created a circle in the middle of Cedar Avenue, intending it as the site of a permanent church. He did not live to see this wish fulfilled, dying in 1912, but in 1922 the local congregation erected a Presbyterian church at the circle, naming it, appropriately, the Lilly Memorial Church.

The avenue gradually filled up during the early years of the twentieth century, until by 1920 both sides were fully occupied. Descendants of the Lilly family lived in the original stone house until 1961.

The upper portion of Mr. Lilly's land north of the railway tracks was not generally accessible. A private road which Mr. Lilly himself opened up ran parallel to the tracks on the north side, leading to a large stand of apple trees. This property was acquired before Mr. Lilly's death by an employee of Wilson Coal and Wood Merchants, a Mr. Adams, who commuted to and from his Montreal job and developed the orchard until he in turn sold his land to Mr. Robertson who, along with the orchard, raised a substantial number of bees, adding honey to his sources of income. On his death, his widow opened up the property for subdivision.

Cedar Park was also home to the first Boy Scout troop in Pointe Claire. The First Pointe Claire Troop, as it was known, was formed in March 1925,



*Cedar Park School, 1900.*



*Cedar Park Station.*

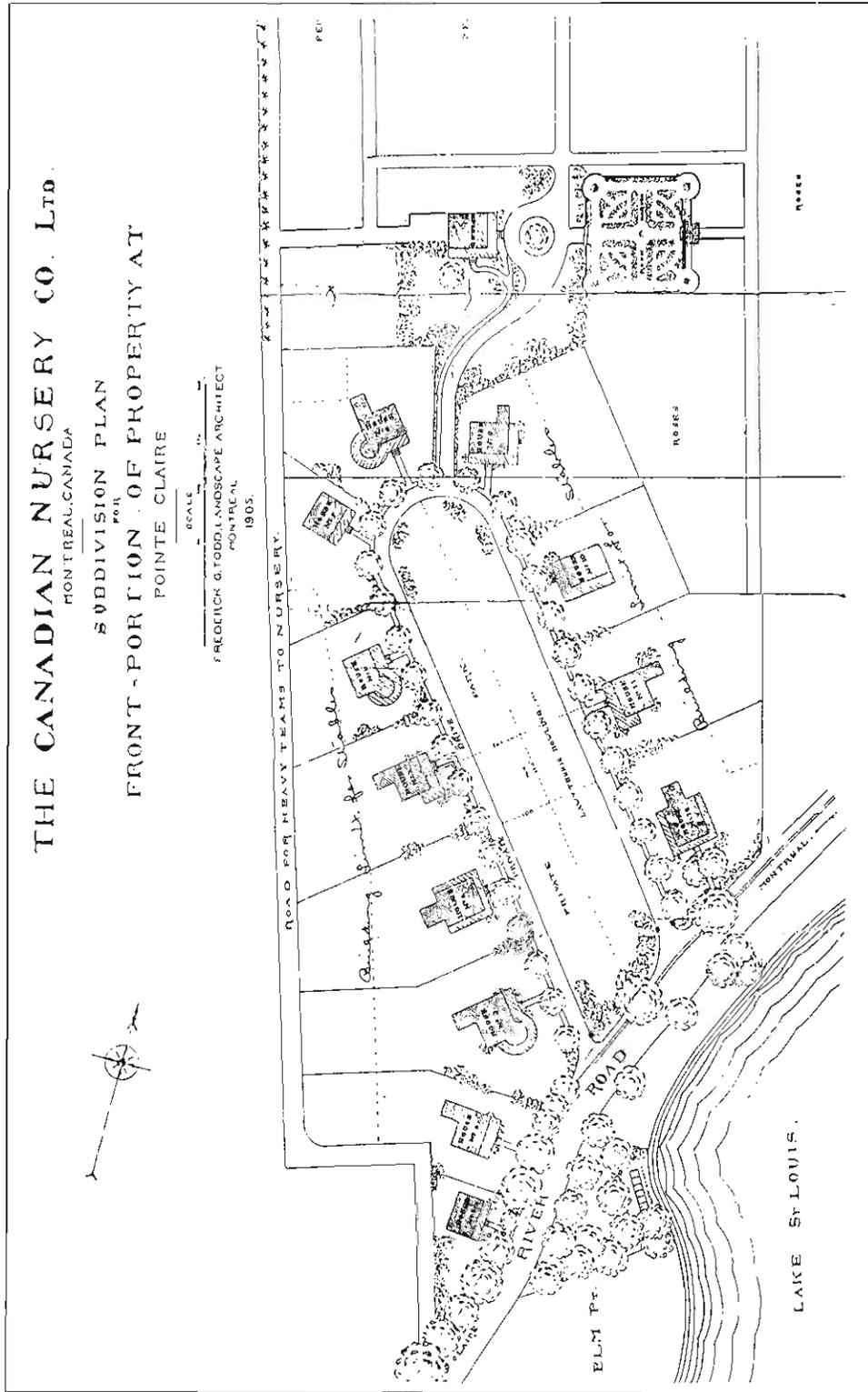


*Otto Frederick Lilly  
with his wife and son  
Victor.*

holding its meetings and activities in the old wooden school building which then became known as the Boy Scout Shack. Long after the troop had moved on, the shack remained as a reminder of its origins, until it was demolished in 1956.

Generally speaking, in the latter years of the nineteenth century, what travelling about was done was a function of necessity, and was for the most part done by day. But with early winter sunsets and the increase in attendance at evening events at the various clubs and inns, it was deemed advisable to light the Lakeshore Road. In 1895, coal oil lamp-posts were set up about 150 yards apart from the village to Goldstein's Point at the west end of La Grande Anse. Each evening a lamplighter passed along the Lakeshore Road in his horse and cart to see that all the lamps were lit. Early the following morning, he passed by to extinguish them.

Access to the Lakeshore until 1896 was largely by way of the river road from Lachine to Ste. Anne, or by taking the various Montreal/Toronto or



Montreal/Brockville trains that stopped at some of the West Island stations. Congestion on the lakeshore, and the need for more and more of the summer residents to reach their Montreal offices at regular hours, led to the establishment of a commuter service with regular morning and evening trains. For many years, the scheduling of these trains, the natural competition between the Grand Trunk and the Canadian Pacific for passengers and the vagaries of weather, especially in winter, often caused the arrival of both trains at the same time. In these circumstances, it became a regular joke among the engine crews to lean out with a paddle in hand and, as one train pulled alongside and then passed the other, imitate someone paddling a canoe as his train pulled ahead.

The commuter service worked well, however, and it became progressively easier and more comfortable for families to live on the West Island with the husband making the daily trip to and from work. But for the large part, they were still summer people, only a few establishing themselves as a permanent part of the community.

Just after the turn of the twentieth century, the idea of Pointe Claire as a suburb of Montreal began to take shape. Various enterprises appeared on the scene, some successful and some not, steering Pointe Claire in the direction of its future.

In 1904, the Canadian Nursery Company Limited was formed to acquire the property two farms west of Cedar Avenue with the intention of developing a garden which would make trees, shrubs, roses and perennial flowers available to beautify the area.

The guiding force behind this project was Frederick Todd, a landscape architect. At the age of 27, after serving his apprenticeship with the Olmsted brothers in Massachusetts, Todd in 1903 submitted a report on the design of a system of parks for the city of Ottawa. His contributions to the beautification of Canada were immense, if little recognized. Among his many designs that became part of the national scene were the national parks surrounding the Parliament buildings in Ottawa, Assiniboine Park in Winnipeg, Mount Royal Park in Montreal, a plan for an Olympic park in 1932 on the exact site later used for the 1976 Olympic games, and the design of the town of Mount Royal.

In 1905, he brought to the Canadian Nursery Company, in his role of president, a new concept lately developed in England: an area of garden homes forming an integrated community in which parks, green spaces and uniquely designed homes would allow for the best of country living with the convenience of modern technology.

At the river-front end of the Canadian Nursery Company's property, he designed and subdivided a series of lots which would surround a central park area to be commonly owned by the residents, on which lawn bowling and tennis could be enjoyed. His design was known as the Bowling Green, a name that has been retained to the present; it was set out as shown in the map on page 135.

To the back of the property, the Canadian Nursery Company maintained elaborate gardens which grew quantities of trees, perennials and roses on its 60 acres of land, including a formal rose garden of the type popular in England and Europe.

The company prospered; its lots, selling for \$425, and fully equipped homes at \$2,500 attracted a steady number of buyers seeking respite from the clamour of life in the city. In addition, 43 trains of the Grand Trunk and Canadian Pacific stopped daily at either Cedar Park or Pointe Claire Station, giving access in less than 30 minutes to the business section of Montreal.

By 1912, it became apparent that the nursery operations were less profitable than the continued development of the garden homes idea, and the subdivision of the entire property was completed. To promote the sale of lots and the construction of homes, the firm of Ewing and Ewing was engaged as sales agents for an extended subdivision plan which retained the large lots, inexpensive houses and numerous park areas of the original Bowling Green. The project now extending from the lakeshore to the railroad and at the north end reaching across to meet Cedar Avenue featured tree-lined roadways that curved gracefully through the natural contours of the land rather than the usual squared city blocks layout.

As houses were built and acquired, the Bowling Green Improvement Association came into existence, consisting entirely of local owners who set about maintaining the pristine nature of the development and creating organizations such as the Condover Club which catered to the social life of the area residents, holding fairs, sporting events and maintaining a public library.

The nursery did not lose sight of its original objective, but retained a large area at Drayton and St. Clair, from which it supplied trees or plants free of charge to all purchasers of houses or lots, as well as free advice on landscaping and the best use of each lot.

By the mid 1920s, the company, now known as Canadian Garden City Homes Limited, had built in excess of 100 homes, each of unique design, and had sold nearly all its available lots. Many of the original houses still exist, although most have been modified, and can be identified by the use of green shingles and stucco as outer wall coverings. The company was in fact among the first to use stucco as an efficient and inexpensive outer wall facing.

By the time of the depression, the company had begun to fall into financial difficulty, faced with reduced demand and increased competition from other area developers who offered less but priced their product lower. In 1929, legal proceedings were instituted against the company for non-payment of taxes, and in a 1931 schedule of buildings offered at a sheriff's sale for non-payment of taxes, several properties belonging to Canadian Garden City Homes are listed. This and the disappearance of the Condover Club in 1928 seem to have marked the end of Mr. Todd's dream, but not before a lasting and exceptionally beautiful part of the town had been established.

Socially, the residents of the Bowling Green-Cedar Park area organized a recreational association at a very early date, as did other areas as they developed. Like other groups formed in Valois, Lakeside Heights, and elsewhere, this was a self-funding, non-political association as distinguished from the Valois Citizens' Association, the Voters' League or the Cedar Park Heights Citizens' Association, which were formed to represent their respective areas politically. As a social club, it is typical of other groups, and is traced here briefly as an example.

The beginnings of the Clear Point Athletic Association are to be found between the two houses of the Snuggs and Lapham families on Cedar Avenue in 1915. For two years, the local residents cleared snow and made ice for the use of skaters young and old. For another two years, the same people organized a rink beside the Cedar Park School.

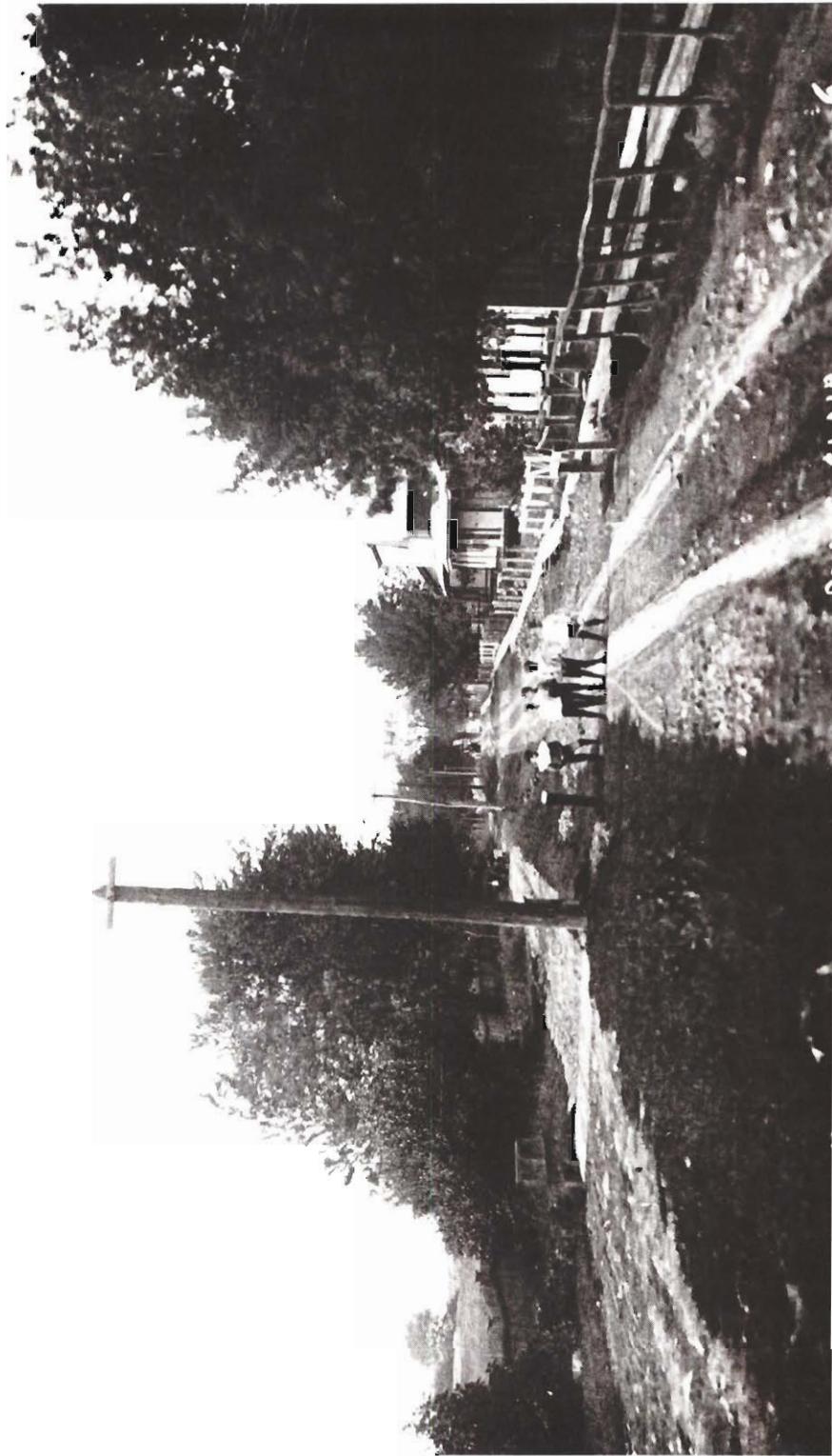
Then the club moved indoors into an old galvanized iron shed measuring 30 feet by 70 feet, formerly used by the Canadian Nursery Company. Located just north of the upper end of Bowling Green on the north side of the railroad tracks, it was the only covered rink of its day, but it had its disadvantages: "posts supporting the roof (were) placed at the most inconvenient spots for skating. One end was heated by an old barrel stove; the lighting was supplied by the various members in the form of barn lanterns, oil with tin reflectors. The ice was formed by drawing water from a well on the site and distributing it in the best manner possible, by pails and a sprinkler can. After each heavy snowstorm, it was the duty of the first man to arrive to climb to the roof and remove the snow from the chimney flue."

In the winter of 1920-21, the club relocated to Condover Avenue, setting the rink next to the Condover Club, the clubhouse of which, by permission of Frederick Todd, was made available to them. Ice for the rink was made by attaching hoses to the water supply of neighbouring houses. In the spring of 1921, a tennis court was built.

From 1923 to 1933, the club occupied various locations on Killarney Gardens, arriving at its present location in that latter year. Three years later, the club secured a charter under the name Clearpoint Athletic Association, and made arrangements with town council for permanent possession of 4 1/2 acres of land at Killarney and Lakeview to be controlled and developed by the club, with whatever assistance the town could afford. In the autumn of 1936, the old clubhouse was extended and lumber was obtained to build a regulation-size rink. All the work was done by club members and their friends, with squads of youngsters assigned the job of painting the boards inside and out.

The following spring, three tennis courts were built inside the boards, and later that year, another addition was made to the clubhouse. In the summer of 1937, a fourth tennis court was added, and full lighting was installed by the town.

In the last years before World War II, the club's finances were such that funds became available for the removal of weeds, planting of trees and



*Station Road, 1909. Now Cartier Avenue.*

shrubs over their entire property, and the establishment of a fine park facility. A nine-hole putting green was installed around the clubhouse, and tennis courts and a play area with swings and see-saws were built for the children.

During the war years, however, this work stopped and the entire property fell into a state of neglect.

On the return of the membership in 1946, however, and in the years that followed, the club, its buildings and facilities were restored, and have constantly and consistently improved the area.

During the post-war years and into the '60s, the annual Clearpoint Carnival, tennis tournaments at all levels of proficiency, Tombolas and penny fairs, skating contests and hockey games all helped swell the membership, increase the club's self-financing ability and make contributions to many local worthy causes.

Today, the park, tennis courts and children's play area are maintained at the corner of Lakeview and Killarney Gardens as one of the most pleasant and active of Pointe Claire's many parks.

From the beginning of the growth of the town, people such as Otto Lilly and Frederick Todd had planned that the area remain as natural and as non-commercial as possible, avoiding the square city block design found in most larger towns. Whole districts were conceived with curving streets and circles of homes built around tiny parks (see Canadian Nursery Company map), with no provision for business or commercial areas. The only through streets incorporated in the design were the original cote roads and those such as Station Road that fulfilled a specific need.

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# *Lakeside*

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More successful than the Bowling Green was the Montreal Terra Cotta Company. Founded in 1888 at Maisonneuve, Quebec by the honourable Alphonse Desjardins, this company identified large deposits of Trenton clay in the land to the north of Lakeside above the tracks to the east side of St. John's Road. In 1912, after obtaining from council an exemption from all municipal taxes for a period of 20 years, the company established a plant on an extension of Fifth Avenue to extract this clay and process it on site, saving the transportation costs to Montreal. Using a mixture of sawdust, readily available from the local farms and the alluvial clay deposits, the company produced hollow brick fireproof tiles which soon came into great demand for the construction of floors, walls, partitions and even ceilings in such buildings as churches, theatres and schools.

Over the years, although the company administration remained in Montreal, the Lakeside plant grew rapidly, adding as it grew the most modern automated equipment which handled various stages of the processing and delivery to the baking kilns. The main production building stood to the north of the property, with rows of drying kilns resembling small houses to the south near the railway tracks. Terra Cotta soon became a major employer in Pointe Claire, with 60 men on staff and a payroll in excess of \$50,000 annually in 1925, by which time the plant itself was valued at \$300,000 and more than 450 carloads of tile were being shipped annually.

The Terra Cotta Company also concerned itself with the community, maintaining its excess land as open areas, adding a pleasant vista to the bluffs above the railroads, which provided a pleasant view for the daily commuters.

On the negative side, under certain weather and wind conditions the smoke from the Terra Cotta kilns periodically bathed Cedar Park and Bowling Green in green fog. Until this problem was overcome by filtering out the pollutants, several complaints were made to the town council.

The company survived a major fire in 1929, rebuilt and remained the only manufacturing industry in Pointe Claire until 1959. In 1962, the clay deposits upon which production relied were consumed, and the plant was closed.

For more than fifty years, the company provided employment and revenue to the area, giving a glimpse of future benefits to be gained by the community as a whole from an industrial presence. After the company closed, considerable effort was made by both public and private figures to preserve the Terra Cotta lands as a park and bird sanctuary.

In the year following closure, the company cleared the land, and sold half to the town for parkland and half to private parties for subsequent development.

During the same time frame, Lakeside, the area from St. John's Road to the west end of La Grande Anse, developed quite differently from Cedar Park and Bowling Green. While the latter were preplanned and sub-divided as concentrated housing areas, Lakeside grew by a gradual division of three major farm lots, largely on a north/south basis, with sections being delineated by the river to Lakeshore Road, Lakeshore Road to the railway tracks and north of the tracks.

In 1895, the Charlebois farm was divided at Lakeshore Road. The land to the south was acquired by Ben Goldstein, the owner of Dominion Tobacco Company, who opened a road (now Claremont) from Lakeshore Road to the end of the point, which thenceforward changed from Charlebois Point to be known as Goldstein's Point. The old farmhouse on the point became the summer house of Ben's brother, Maxwell, and a new frame house on the west side of the road became Ben's summer residence. The property north of Lakeshore became a tenant farm, and operated as such until 1910, when a large portion of the land north of the tracks was acquired by the Montreal Terra Cotta Company for the development of its clay deposits. Between the railroad and Lakeshore Road, the land continued to be farmed by tenants until after World War II.

The farm west of the Goldsteins was also the property of Mr. Charlebois until early in the twentieth century. Mr. Charlebois had erected the original lighthouse at Charlebois Point (later Goldstein's Point), which for many years was tended by a Mr. Crevier who lived with his family in a small frame house. The light was fired by coal oil, serving to guide river traffic around the shallow waters of La Grande Anse until 1897, when it burned down. It was replaced for a short time by a smaller light, and some years later by an

automatic acetylene lamp which required no tender. Early in the 1900s, the lighthouse fell into disuse, replaced by marker buoys along the deep water channel off-shore, and was removed.

Mr. Charlebois was president of the Compagnie des Chemins et Barrières, which owned the section of Lakeshore Road from Valois to Beaconsfield, on which toll gates were established to pay for the maintenance of the road which he gradually macadamized. Between the two Charlebois farms, a small one-storey home was the residence of the toll collector. This toll gate was strategically placed, not only to ensure the toll collection from regular users of the road (riverfront property owners were exempt), but also to catch traders and others who in winter would try to avoid payment by traversing the frozen river around the collection points. This operation continued until the early 1900s, when it was taken over by the town which collected the tolls until 1911. Passage along the river then became free.

The west farm was split by sale at the Lakeshore Road, the southern portion being acquired by Mr. W. H. Black of the Bell Telephone Company, who lived there until 1920 in a two-storey frame house at the water's edge which was known as the Cove. Above Lakeshore Road, the land was rented for farming to the Carrière family, and following them the Brunets, until it was sold in 1905 to John McBride, who built a summer home.

On the west part of this same land at the river's edge stood a large stone house, which became the home of Sir Edward Beatty, the president of the



*St. John's Road, looking north from the railway, -1898.*

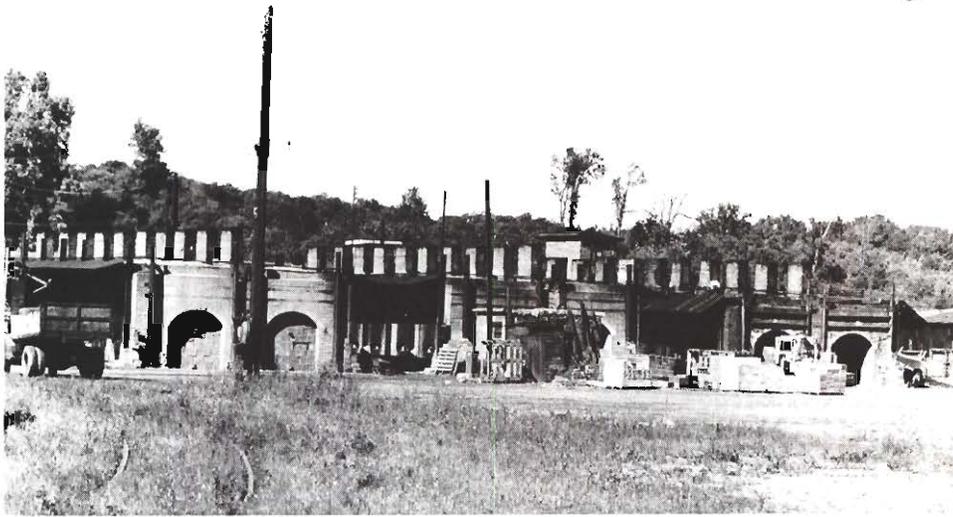
Canadian Pacific Railway who, using his influence with a view to simplifying his own life, built the Lakeside Station at his own expense on condition that the C.P. commuter service would agree to stop there. In 1907, the property was acquired by Dr. J. W. Sterling who built a new house which was later taken over by the Stewart family.

The land between Charlebois and the east side of St. John's Road at Lakeshore was owned by Thomas Crane, a grain exporter. The history of this property is integral to Lakeside, Pointe Claire and the entire West Island, since it gives a good picture of the type of development that occurred in the area and ultimately led to the existence of Stewart Hall.

Mr. George E. R. Milne, in his essay "Recollections of Pointe Claire and District", gives the following description of the property surrounding the stone house built by Mr. Crane in 1890 known as The Knoll, which is indicative of the graceful lifestyle enjoyed at the time by families of means, and also of how the land was used as a farm.

"The fence bordering the south side of the Lakeshore Road was of two thicknesses of rounded top wooden palings in a diamond (X) pattern, painted red. A winding main entrance from the Lakeshore Road led to a circle turn under a canopy at the front door, and a second entrance east of the main entrance led to the kitchen door at the east end of the dwelling. The main entrance was surfaced with slate chips. Two rows of young apple trees paralleled the road, and then several rows of spruce trees screened the house from the Lakeshore Road. Flowerbeds and lawns were around the north, west and south sides, and a kitchen garden with bush fruit trees filled the south-east corner of the property. A windmill and raised wooden water-tank stood about 70 feet north-east of the kitchen door. This residence was known as "The Knoll". The household staff consisted of a cook and a housemaid and occasionally a dressmaker.

Geo. Milne Sr. was engaged by Mr. Crane in the spring of 1893 to manage the dairy farm, known as "The Knoll Farm". The east portion of the farm ran north from the Lakeshore Road, across the railway tracks, to the east-west part of St. John's Road, beyond the hill. The west portion ran from the Lakeshore Road to the railway track, along the east boundary of St. John's Road. Mr. Crane kept a team of carriage horses for Mrs. Crane's summer use, and the coachman, Arch. McDonald, lived in a house across the Lakeshore Road from the main entrance to "The Knoll". A gardner's (sic) house was at the top of the hill on the road a little west, and our house was about the middle of the hill. There was a horse-stable and barn and driveshed north-east of the coachman's house, and another barn and stable stood west of our house. Milk from a herd of ten to fifteen Jersey and grade cows was delivered in cans by hand to some of the nearby summer residents, and then from about 1898 in bottles, by horse and express-wagon to customers along the Lakeshore Road from Lakeside to near the Beaconsfield Station Road."



*Montreal Terra Cotta tile works, 1912-1962.*



*Lakeside stations.*

About 1901 or 1902, Mr. Crane sold the Knoll and the east part of the Knoll farm to Hugh Allan, one of the members of the Allan Steamship Line family. The Allan Line was sold a little later on, to the Canadian Pacific Steamships, and served as their first Atlantic fleet. Mr. Allan used the Knoll as his summer residence. He built a new cottage near the Lakeshore Road at the east line of the farm property for his coachman, and the former coachman's house was occupied by Mr. Thomas Pewtress, gardener, and his family on their arrival from Herefordshire, England. Dairy and farm work was taken over by Thomas Lister, then James Clague, and later by newly married Charles Thomas, who took over the house formerly occupied by Mr. Crane's gardeners at different times, George Maynard and William Shaw.

Mr. Crane retained ownership of the western half of the farm along St. John's Road to the railroad, forming the Pointe Claire Nursery, where he built a substantial greenhouse and grew tomatoes, carnations and annuals for local sale to supplement an extensive business in shrubs and trees imported from Europe.

The first house built on St. John's Road was in 1906. Situated about 200 yards north of Lakeshore Road, it was occupied until 1912 by Mr. Crane's nurseryman, and from then on by Mr. Findley, who worked the McLean farms and then became the caretaker at the Cedar Park School.

During the winter of 1910-11, Col. Charles W. McLean acquired the Knoll from Mr. Allan, and at the same time purchased the balance of the original farm from Mr. Crane. The sixty acres north of the Lakeshore Road, bought from Mr. Allan some twelve years previously, were operated by Mr. Crane as the Pointe Claire Nursery.

Col. McLean, wishing to operate a model farm, consolidated his operation into a single barn to replace the three different units then scattered along the north side of Lakeshore Road. The original contract price for the barn was \$110,000, an astronomical amount in those days, not including fixtures and equipment. Work proceeded from the fall of 1911 through the winter.

To provide water, it was decided to drill an artesian well through the floor of the barn. The first drilling apparatus used could only go down to a depth of 200 feet, at which point no water had been encountered. A heavier rig was brought in and at 560 feet a water supply was struck which was under such pressure that no matter what size of pump was used, the water level in the well could never be lowered more than twenty feet below ground level. The rig used in the final drilling was so large that to remove it from the site, part of the barn had to be taken down and later rebuilt.

The west wing of the barn housed the dairy and the cattle, as well as sheep and pigs. The east wing contained the horses, carriages and harness, with an apartment overhead for the hostler. The central section was an implement shed and granary, with an overhead storage tank for water.



*The Knoll, 1890-1916.*

A veritable model for its time, the farm used imported Percheron horses for the farm work: four mares and a stallion brought over from France. Purebred Canadian cattle, registered Southdown sheep and Yorkshire swine were established, and the old rail and barbed wire fence was replaced with new wire fencing.

Under the management of Mr. Charles Thomas, the farm flourished, regularly participating in the annual county fair held at the fairground just north of the Strathmore Railroad Station.

This setup outlasted Mr. McLean's occupancy, and the subsequent ownership of the Fathers of Ste. Croix, and was finally destroyed by fire in October 1958.

While serving as a Lieutenant Colonel with the allied forces overseas in 1916, Col. McLean had the Knoll torn down and replaced with a 35-room limestone mansion. On his return, he named the house Mull Hall after his family's hereditary estate on the Island of Mull off the north coast of Scotland, although locally it tended to be known as "Château McLean".

A monument to natural materials, the verandah of oak had columns supporting the overhang and looked out over the river. On the ground level, the floors were of parquetry, and the ornate staircase and woodwork of carved oak. To the right of the foyer in the west wing was the reception room,

and to the left of the foyer was the dining room with beamed ceiling, extensive carved oak woodwork and a natural stone fireplace. A small cloakroom stood off the left side of the foyer.

In the east wing, a room entered through a doorway surrounded by a deep carved oak wall cabinet contained a lower, smaller fireplace finished in a more elegant manner than others throughout the house. An adjacent room was entirely wood-panelled, and featured bay windows looking onto the grounds. A long hallway connected to the immense kitchen, containing a large cooking fireplace in the Canadian tradition, gave off into several smaller rooms.

The basement, a gloomy catacomb-like series of rooms, served as storage space, pantry and root cellar. The second floor contained the huge master bedroom, and several smaller bedrooms, and the attic served as a billiard room.

It was a veritable Château which fortunately, due to the generosity of many local citizens and much hard work, has been preserved externally as it was, and internally to the extent possible, given its present status as a civic cultural centre and library.

By 1935, the burden of municipal taxes on such a vast property grew too great for the depression-reduced fortunes of the McLean family, and the house and lands were sold in 1940 to the Fathers of the Holy Cross for use as a novitiate. The farm provided for the fathers and their students, as well as generating income for maintenance of the property. It is from their occupancy that the area became known as Priests Farm.

By 1958, a lack of new students and the decrease in the value of the property as farm land led the Fathers to sell their property to a real estate development company exploiting the heavy influx of new residents. To prevent the complete disappearance of this landmark, although it was by this time in a state of considerable disrepair due to lack of funds and neglect, Mr. and Mrs. Walter Stewart, who still lived on the adjoining property, bought the mansion and 6.6 acres of riverside land around it. In August 1959, they in turn sold it to the city of Pointe Claire for \$1, on the understanding that it would be converted into a civic and cultural centre for the benefit of all the residents in perpetuity.

Between 1959 and 1963, the building was restored and refitted as a civic centre, to be known as Stewart Hall in honour of the donors, at a cost of \$345,221, of which only \$20,000 was drawn from city funds, the balance coming from donations, one of \$50,000 and two others of \$100,000, each obtained from anonymous sources. Opened to the public in 1963, it remains today as a centre of social, artistic and cultural activities second to none.

In the early years of the twentieth century, the water supply for Lakeside and Valois was drawn from Lake St. Louis by windmills located at Lakeside, near the present pumping station. This facility was run by Mr. William C. Wheatly, who also operated the area general store and post office. In 1918, the store burned to the ground, and although Mr. Wheatly rebuilt, he did not



*Residence of Lt. Col. McLean. Built 1916. Stewart Hall from 1961.*

reopen the store. He did, however, continue the post office until 1920, when rural delivery began, and continued to live at the same place until the Montreal-Ste. Anne's highway was built through his property in 1940, when he moved to a house on Sunnyside. In 1949, he retired to Lachine to live with his daughter.

The property on the west side of St. John's Road belonged to Joseph Legault, who in 1910 donated a small parcel of land on the slight rise about 200 yards north of Lakeshore Road to the Protestant community. On it, they built the first Anglican church, a tiny chapel seating 37 people, known as St. John's Anglican Church. Serving until replaced in 1924 by the larger St. John the Baptist Church in Bowling Green, it was later remodeled and converted to use as a private residence.

Joseph Legault continued a dairy farming operation on his land, following in the tradition of his father, until the land became more valuable for development housing after World War II. In 1926, after some delays due to lack of machine parts and the necessity of obtaining government approval at each phase of the operation, he opened the first pasteurizing plant behind his stone farm house, becoming the major milk supplier for the area.

Lakeside was also the site of the main transformers that until 1933 distributed electricity to the area. The original transformers were replaced in 1924. Two days before they were to be brought on-line, lightning struck the old power house, and it blew up. Montreal Light, Heat and Power took over the new building, and its operation, as part of the sale by the city in 1933.

Some summer residences were built along Lakeside Avenue in the early 1900s, but the development pattern of Lakeside is largely merged with that of Valois.

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# Valois

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At the east end of Pointe Claire, permanent housing to the north of the railroad was developed after Cedar Avenue but before the Lakeside area. The basic reason for this is that the railroad passes the shores of Valois Bay within a few hundred yards of the water, leaving little room for building other than to the north of the tracks, which was at the time not only unfashionable but also dangerous, as little or no effort was made to provide safe crossings at the railway tracks.

Milroy and Milroy, Montreal real estate agents, began the development of what was called Valois Bay Heights about 1915, laying out a planned subdivision bounded by the railway to the south, the east side of King's Road to the east, the west side of Valois Bay Avenue to the west, and the then proposed CNR line to Montreal and the projected Metropolitan Boulevard to the north. The development included Queen's Road and Prince Edward Avenue.

The short train journey from Montreal, the proximity to the lake, with the facilities for fishing and boating available at the local clubs, the Château St. Louis, and the natural beauty of the area were all given as reasons why Montreal industrial and office workers should move there. But in actual fact, until well into the 1920s, conditions in the development were less than ideal. King's and Queen's Roads were laid out but ungraded, with only a sidewalk of planks on one side. Although a public well was opened on Queen's Road, most residents sunk their own wells; open-air latrines and cesspools were

the norm; there was no street lighting and no railway station; roads in winter were almost impassable, since little was done to clear even a pathway; and the usual route home was down a slope at the east end of the platform, across a ditch and along the muddy lanes.

In fact, road conditions often became so bad that special solutions had to be found. The snow was not plowed to the side as it is today, nor was it removed; throughout the spring, the entire winter snowfall, packed down by horse-drawn rollers, melted and ran to the river along drainage ditches. The roads became so muddy that construction materials were dragged to the job sites in flat-bottomed boats drawn by horses, and the milk delivery for the area was made to the railroad station so that husbands returning from their jobs in the evening could pick it up there. They had to go through the mess anyway; the milkmen did not.

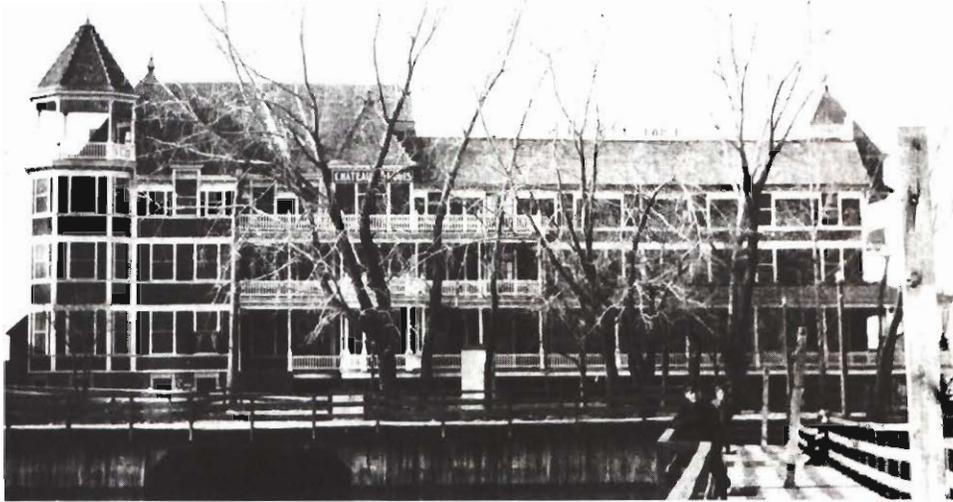
Residents of other parts of Pointe Claire considered Valois a mudhole and generally looked down on those who lived there. However, the original residents took their investment seriously, and since they could expect no assistance from the town council, on which they were not represented, they formed the Valois Citizens' Association in 1917. From the original 24 members, this group gradually grew to include nearly all residents as the area gained in population. It was this group that made representations to the Realty Company, the Grand Trunk Railway and the Pointe Claire council, and was behind much of the improvement in the area over the next twenty years. From horticultural shows to co-operative coal purchasing, they became the driving force behind the development of Valois.

At about the time the Valois Citizens' Association was getting organized, Mr. Edmond Morin bought the house built by Napoléon Hébert on land near Sources Road bought from the Bank of Hochelaga. Mr. Morin, a Bonsecours Market poultry dealer, had eleven children, and took a vow that if they were all spared from the ravages of a Spanish flu epidemic which was then decimating the population, he would build a chapel. In 1918, he fulfilled his vow.

The chapel seated 28 people, and had a white and gold enamel altar at its front. At the end of the altar was a statue of Christ, surmounted by a diadem of lights and a crucifix. Along the walls were the stations of the cross, made of white plaster picked out in gold and mounted in early Victorian-style frames. The windows had Gothic-style frames, and were covered in diamond-patterned paper which gave the illusion of stained glass. The belfry contained a small bell.

Services conducted by Father Quesnel were held regularly for the Morin family and their friends in what became known as the Morin Chapel, which still exists, although it has been moved from its original site to a rise of land behind the Bayview Convalescent Hospital overlooking the highway.

In 1918, a transportation system was organized by the Valois Citizens' Association to take the five area children across town to Cedar Park School. In 1919, the first ten telephones were installed, numbering of houses began,



*Chateau St. Louis about 1920.*



*Valois station.*

and the postal service, which until now had delivered all mail to a house on the Lakeshore near the Château St. Louis for pickup by the addressee, was replaced by once-a-day rural delivery to Mr. Keene's general store, which eliminated the need to cross the tracks.

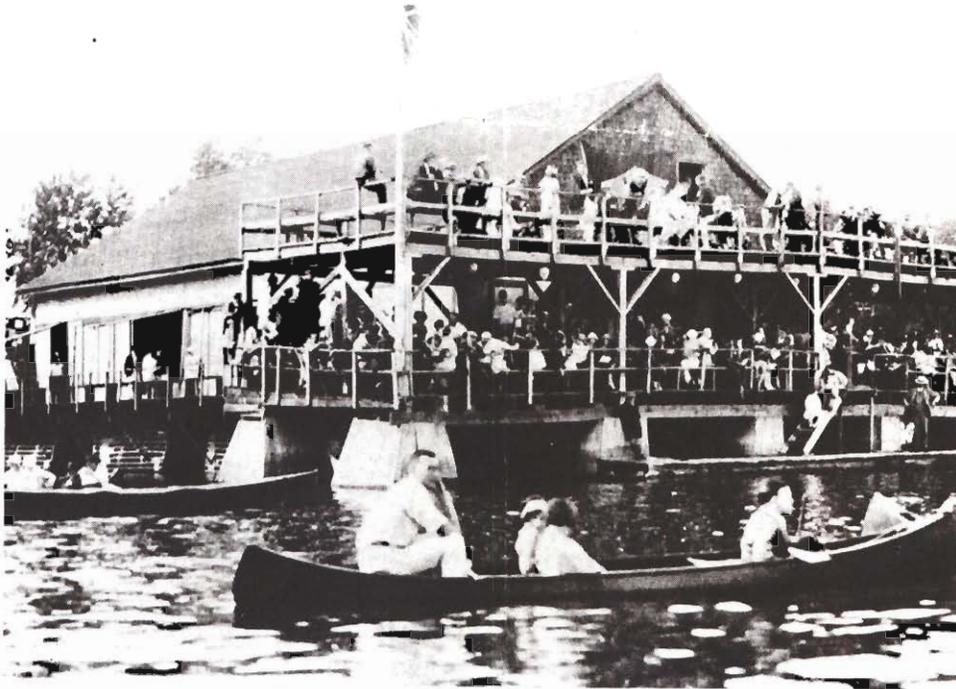
In 1918, three members of the V. C. A. were appointed to the municipal committee formed to represent the association before the town council and keep the general membership informed as to the proceedings there. Greeted at first with remarks such as, "Here they are again, what do they want now?", the committee gradually earned the respect of the council, and with its co-operation, was instrumental in bringing about many needed improvements in Valois.

By the summer of 1919, the association had accepted the donation of one building lot, and taken an option to buy the adjoining lot from the real estate company. At the south east corner of Queen's and Belmont, this land was intended to serve as the site of a meeting hall to be built with association funds. In view of the fact that the association would henceforward possess property, it was decided to incorporate, and the Valois Citizens Association Inc. came into being, assuming all the assets and liabilities of the old association and adopting the following *raison d'être*: "For obtaining better and improving present civic conditions and administration in so far as Valois is concerned, provided that nothing in these by-laws shall restrict the Association from taking action or participating in any movement in connection with municipal and educational improvements, travelling facilities, or other public requirements, in the interests of owners or residents in the district, provided that such matters shall not include action in regard to political or religious questions." The original officers of the company were Mr. E. G. Donegani, president, Mr. W. G. Kennedy, secretary and Mr. W. King, treasurer.

The first action of the company was to build a bathing house at the beach with compartments for ladies and gentlemen. This seems to have been the last matter on which the members could reach agreement, for over the next two years the division among the members as to where to locate the proposed meeting hall and the type and nature of the building to be constructed became so great that, following a vote to purchase a house belonging to Dr. Cleveland on the north side of the tracks for \$6,500 which was decided by the president's tie breaking vote, several dissenters formed a new and separate company to be known as the Valois Country Club.

This new company obtained the transfer of shore rights from Milroy and Milroy to the Valois Bay Heights residents, raised \$15,000 in share capital, and by the summer of 1922, had constructed a dance hall and boat house at the end of a pier reaching out into Valois Bay near the foot of Milroy Avenue. For the next twenty years, as we have already mentioned, this building put on regular dances and movie shows.

Meanwhile, the V. C. A. still had not found an adequate site for holding meetings of its ever-increasing membership, although for several months in



*Valois Boating Club, 1882-1942.*



*Valois Country Club, 1922-1941.*

late 1921 and early 1922, the Valois Athletic Association allowed them free use of their hall. In July 1922, they acquired 150 shares at \$10 each in the Valois Country Club, and from that time on held all meetings in the dance hall.

Fire protection in Valois was another area dealt with by the V. C. A. Fire extinguishers were purchased in bulk and distributed at cost to the local residents, and although a series of alarm bells were tried without success, the V. C. A. did succeed in having the town provide a fire reel and hose, which was installed at King's Road and Mount Pleasant. A volunteer fire brigade was formed under the fire chief, Mr. Tiffany, and a second brigade was created to the south of the tracks under Mr. Joseph Legault.

At the same time, since negotiations with the Canadian Pacific Railway for a right-of-way across the track from the foot of King's Road to the head of Milroy Avenue had failed, it became necessary to provide a better roadway to the station. At the expense of the residents of Valois Bay Heights, it was arranged to set back Mr. Lauzon's house to the new frontage, and purchase some of his land for a road to be known as Sunnyside Avenue. This was changed a few years later in honour of Mr. Donegani.

Given the distance to the village commercial centre, and for much of the year, the bad condition of the roads, commercial enterprises in Valois began early. Mr. Bachand opened a provision store at the corner of Valois Bay and Donegani in the early 1920s. In 1929, Bachand sold to Mr. H. E. Woolmer. The Woolmer store, with the increased traffic caused by the new station, and the improvements to Donegani, became the hub of the area and brought Mr. Woolmer considerable success. He was, in fact, mayor of the town from 1933 to 1935.

The old wooden ice houses of Mr. Jos. Legault, painted maroon in 1928, stood on either side of the tracks. Filled to the rafters during the winter and early spring with blocks cut from the river, they provided a year-round supply for those fortunate enough to possess an ice box.

From a recreational point of view, the Valois Amateur Athletic Association was active from the very early days. By 1921, they had constructed tennis courts at Summerhill and Queen's, by 1929 a bowling green beside the tennis courts, and with the opening of Valois Park in 1932, went into high gear organizing softball, football and hockey games.

By 1930, the V. C. A. had established two libraries, one at 27 Queen's Road, and another at 2 Valois Bay Avenue.

Also along the Lakeshore Road near the foot of Valois Bay by 1930 were the establishments of J. Victor Rouleau, a dealer in coal and wood, the Valois Pharmacy, Joseph L. Legault, a butcher and rice dealer and the magnificent old Château St. Louis.

The Canadian National Railway (which had by this time taken over the Grand Trunk Railway), built a siding south of the tracks over to Valois Avenue, and at the same time (1927), the Canadian Pacific built an up-to-date new station on the north side at the foot of Prince Edward Avenue and hired



*Mr Keene's General store about 1920.*



*Church of the Ressurrection in Valois about 1936.*

a station agent. These two factors substantially increased the traffic across the tracks and made it mandatory to install some safety device at the crossing. Since neither the railways nor the town council would provide funds for such measures, an extra policeman was appointed by the council to take care of pedestrian traffic at the crossing until the council persuaded the railways to set up a system of lights, a warning bell and a signpost bearing the inevitable STOP-LOOK-LISTEN.

The population of Pointe Claire increased from 1598 in 1910 to 4604 by 1930, and the middle years of that period generated something of a building boom, most of it in Valois Bay Heights, the Broadview area and north of Lakeside. Little attention was paid by the contractors to building and plumbing by-laws, construction methods were dubious, and outside open latrines, which were cheaper than sewers, were the rule rather than the exception. It might here be noted that in 1937, when Arthur H. Milroy was promoting his Strathmore Gardens on the Lake development, he took out large advertisements in the Lakeshore Press stating "I am not in any way connected with any other office bearing my name."

In April 1930, the Milroy and Milroy partnership was dissolved and 100 unsold lots in their project were put on the auction block. One of the main reasons for this dissolution was the enforcement of building and inspection rules which threatened the profitability of building houses in the area given the weak market.

To counter these abuses and co-ordinate efforts for the improvement of all of Pointe Claire, a united Lakeshore Citizens' Association was formed, consisting of representatives of the Valois, Lakeside and Pointe Claire Associations. This group met for several years, dealing with such issues as low water pressure on Church Avenue, broken light globes, automobile racing on King's Road, Queen's Road and along the Lakeshore, bad behaviour and scanty clothing by bathers on the lakeshore, police protection at the crossing near the Country Club on picture nights, as well as the building and plumbing by-laws. However, the dissolution of one of the units represented decided the remainder to stop meeting unless urgent business arose, and the united group faded out of the picture.

Although the United Association did not last long, it was effective, largely through the efforts of Ernest de Bellefeuille. By September of 1921, the road situation had become desperate. Since the only thing done to them had been some haphazard grading, they were, due to use and the weather, virtually impassable for most of the year; snow-covered in winter, flooded in spring, cracked and bumpy in summer and rough and muddy in autumn. A petition demanding the installation of sewers in the populated areas and macadamized roads where usage was high was presented to council, and then to the town engineer in 1922. Following his report by-law 50, a special assessment on all property owners to cover the cost of the work, was passed by the proprietors, and before the end of 1922, concrete sidewalks were laid on King's Road and Queen's Road. However, work then stalled as the owners

of properties needed to allow for construction of sewers and road beds, made excessive demands on the town treasury. Eventually the work got done, and residents had their houses connected to a main sewer system, eliminating the need for cesspools and open latrines and making it much easier for everyone to move around the town.

Until 1926, the various Protestant religious denominations held a combined service, using the Valois Athletic Association hall and calling themselves the Valois Union Church. The completion of the Valois Park School on Prince Edward Avenue at Belmont in October 1926 led to services being transferred there, the Anglicans holding services in the morning and the other denominations in the evening. The Anglicans, however, preferred to have their own clergy to minister to them and with the cost guaranteed by ten members of the congregation, built the Church of the Resurrection at the corner of Queen's and Mount Pleasant at the end of that same year.

The various other denominations who had now become part of the United Church of Canada also decided that they should have their own building and, after lengthy negotiations, acquired the two lots the Valois Citizens' Association had obtained in 1919, intending to build a meeting hall. In 1929, the Valois United Church at Queen's Road and Belmont was built; the cornerstone was laid on August 17, 1929 by Mr. Dent Harrison.

Largely at the instigation of the Valois Citizens' Association, a revised version of the United Association in the form of a committee appointed from all districts of the town was set up to consider the problem of health care. Although dental and medical services were available, the nearest hospital was the Lachine General, and there was no help available for those who were bedridden, chronically ill or disabled. Subscriptions were solicited and sufficient funds were raised to apply to Ottawa for the formation of the Pointe Claire branch of the Victorian Order of Nurses. The first nurse appointed, Nurse Rivard, through her efficiency and pleasant manner, became a very popular addition to the community, and so popularized the service that it continues in existence to the present day.

During the '30s in Valois, things slowed down. There were some incidents of hardship caused by the depression, the general lack of employment, a reduction in home building, and fewer people moving out to the Lakeshore. However, the Valois Citizens Association continued its work, organizing the sale of five lots on the north side of Donegani opposite the Château St. Louis between Valois Bay Avenue and Broadview to the town council, creating Valois Park, which opened officially in June 1932. Over the next few years, it acquired tennis courts, a flag pole, bowling greens and a baseball diamond, largely through the funds and labour of the association. In 1938, to encourage car owners not to drive through the park or over the playing fields, a parking lot was created at the south of the park off Donegani.

By July 1936, the federal government had built a post office in Valois on the improved Donegani Avenue, and appointed Mr. Roland Campeau as postmaster. Before this, there was no post office in Pointe Claire, with mail

handled through Château St. Louis and later through the Woolmer store, and through the Legault store in the village.

With the construction of the Montreal-Toronto Highway (1941-1942), the growth of Valois picked up again, as we shall see later, albeit in a vastly changed world.

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# *The Village*

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From 1854, the village of Pointe Claire had a legal existence apart from the parish. It consisted of the land originally reserved in 1713 by the St. Sulpician Fathers for their own use, with boundaries to the west at the present city limits, to the south at the river, to the west at what is now Victoria Avenue, and at the north by a line just north of the Grand Trunk Railway (now C.N.R.). All that remains today to remind us of this separate village is in the cadastral numbering system introduced after 1875 to replace the terrier numbering of lots. However, the manner in which the two areas evolved largely retained the former separation.

Whereas the story of the rest of the town is tied to rapidly expanding residential development, that of the village is tied to its institutions and to commercial development. Until 1940 the Canadian census gives separate figures for the village and the parish, and as can be seen from the statistics on Appendix 8, whereas the parish increased in population from 1011 in 1870 to 4536 in 1940 (243%), the village grew from 461 to 536 (16%) in the same time period. Further, the population which was in 1870 90% French in the village remained so in 1940; in the parish, the French population was 97% of the total in 1870, but only 39% in 1940. The differences in the two types of development are rooted in the religious and cultural divergence between the rural habitant and the urban worker. Those outside the village valued freedom, amusements and an escape from the city life. Those in the village had little freedom, found their own amusements and lived a life from which

they had no desire to escape. As we shall see, the village more than anything else was at heart a question of family, friends and the church.

With the dedication and reopening of the new Church of St. Joachim in 1885, the village settled once again into its routine.

On the point just to the east of the new church stood the Hôtel Bergevin. For many years this building, three storeys high with dormer windows and long balconies looking out over the lake, had served as a stopover point for merchants crossing the river to trade in Montreal or to supply the various village entrepreneurs. As may well be expected, the hotel was often an embarrassment to the church it stood beside.

With a view to solving two problems at once, the elders of the parish, led by Ovide Legault, Tancrede Labrosse and François Brunet with the assistance of curé Laberge, approached Dr. Roddick, the owner of the hotel, in 1890 with an offer to purchase it and transform the building into a badly-needed school for boys. Negotiations were protracted, as they involved the combined efforts of the church, the provincial government and the school commission, but in 1896 an agreement was reached whereby the fabrique obtained ownership of lot 82 on which the hotel stood, and the school commission became the proprietor of the building and furnishings. The total cost of \$7,500 was borne by the school commission (\$2,000), the Quebec government (\$2,000) and the fabrique (\$3,500).

The building was converted to accommodate students, and two brothers of the Society of St. Joseph were hired to operate the school for a fee of \$400 per month to be paid "in silver and not otherwise" and a monthly heating allowance of a further \$100. This contract was renewed annually until 1915, during which period the school was known as the Académie des Frères de St. Joseph.

Thereafter, the school was run by the Frères de l'Instruction Chrétienne, and was known as the Académie St. Joseph de la Pointe Claire until 1926, when it became the Collège de Pointe Claire.

In 1928, a new building was constructed beside the old hotel, which was then converted into a residence for the teaching brothers. The new schoolhouse was described by one of the brothers as follows — "The new construction, which is very well lit and ventilated comprises six classrooms and one recreation room; it is adjacent to the residence of the brothers which previously was used as a school for boys. A vast lawn, shaded by large trees, stretches for a hundred feet; it is protected from the water of the lake by a cement wall atop which is a light metallic trellis. It is to this pleasant residence that Frère Lucilien-Marie and his three associates, Frères Célestin, Isaie-Marie and Laurenten-Marie moved in 1928. From the first days of September, about 100 students attended."

With the new building, the name again changed to École St. Joachim, and then in 1929 to Académie St. Joachim. With the addition of a ninth grade, the name became École Complémentaire de St. Joachim in 1938, and with the addition of the tenth grade, it became École Primaire Supérieure St. Joachim.



*Pointe Claire windmill about 1910.*

Pointe Claire. Que. Eglise de Pointe Claire.



*Fourth church of St. Joachim, 1885 — present.  
Right foreground — the Hotel Bergevin.*

At the end of the nineteenth century, curé Laberge repeatedly urged the elders to find the funds for badly-needed repairs to the church property and buildings at the point. However, since a considerable debt (\$10,000) still existed from the construction of the church itself and the repairs needed were estimated at another \$7,000, work that was not absolutely required was postponed.

In 1900, the Congregation of Notre Dame at their own cost erected a cross at the very tip of the point next to the old mill. A small shrine at its base contained a statue of the Virgin Mary. Painted white, it was decorated at its centre with a red sunburst symbolic of the radiance of God's grace.

The mill, which had by now lost its roof and its blades, was cleaned up and redesigned. At the top of the stonework, a platform was put down to serve as an observation deck, and the outer edge was lined with a cast-iron railing. In the centre of this platform, a tower was built to support a pinwheel type weather vane.

But major repairs could no longer be delayed, and in May 1912 Mr. Théodise Daoust was hired by the church elders to refurbish the presbytery, sign contracts and supervise the progress of the work. The elders themselves were to raise the needed funds.

Between the church and the Lakeshore Road, a cluster of small houses had grown up along the sides of Ste. Anne and St. Joachim Streets which, although unpaved, had by 1900 been fitted with wooden plank sidewalks. Most of these houses were of a flat-fronted style, made of planking and clapboard, with the front door giving directly onto the sidewalk. Occasionally a more elaborate design included a covered front porch, but these were seldom more than a few feet deep although they often ran the length of the house. Two or three wooden steps ran down from the porch to the sidewalk. Behind or beside these houses was a courtyard from which the owner offered his services or sold his goods. Those who were not engaged in trade grew vegetables, fruit and flowers in little fenced gardens that were usually very attractive. Trees were allowed to grow wherever they did not present an obstruction.

The quarry on Station Road was sporadically activated as the need for limestone arose; it experienced a period of activity in 1900 as large quantities of stone were used for the construction of a Catholic church in Dorval. Blocks cut from the pit were hauled by horse teams along the Lakeshore Road in a daily procession. The cement factory fared less well, falling into disuse, until in 1904 it became the property of the Beaconsfield Golf Club as part of its land purchase, and was destroyed.

The traditional use of the river as a route of commerce seems, strangely, to have had little effect on the village or on the parish. With the exception of the Schetagne Brothers' fresh meat shipments that arrived every week at the quay left by the Grand Trunk, the sporadic arrival of merchants in transit at the local hotels and the regular summer Indian parties coming to sell handicrafts, by and large Pointe Claire had little truck with the major lumber



and building products trade that plied the river from Ottawa to Lachine. Lake St. Louis off the Pointe Claire shore was occupied by sail boats and pleasure craft rather than the barges and steamboats that supplied the city.

Its only participation seems to have been the maintenance of lighthouses. As we have seen, the lighthouse at Goldstein's Point (Claremont Avenue) had been in operation for many years prior to 1900, and had been updated to provide an automatic acetylene-powered beacon. Further, the 1909 Canadian government topographical map of the West Island indicates the presence of an additional lighthouse at the point itself. By 1915, both had disappeared, replaced by lighted buoys set in the shallow waters offshore to guide the trade boats and barges into the deeper water.

The main road was the business section, a mixture of residences, workshops, stone houses and wooden stores, scattered along about a quarter mile of roadway.

In all, in 1900 the village centre consisted of less than 60 buildings, not counting church and school buildings, with another 50 scattered along the main road to the east and west. The population was 555, made up of 106 families.

Since fire had played such an expensive and significant role in the recent past of the village of Pointe Claire, it would be reasonable to assume that some preventive measures would be taken against future danger from this source. However, it is the nature of the rural village to live largely for today, and to occupy the hours with the current necessities of life, rather than anticipating what may never happen. For their lack of foresight, the villagers were to pay.

At about 2 a.m. on May 22, 1900, fire broke out in a vacant house in the village. There was some newspaper speculation that the fire was set, but it can be assumed that this is sensationalism designed to sell newspapers, as no serious investigation was made into such allegations. A more likely cause was spontaneous combustion in a grain storage bin filled the previous autumn and left untended over the winter, a not unusual source of fires in those days.

Driven by north-west winds through an area consisting entirely of wood frame and clapboard houses, it took very little time for the fire to spread from one building to another down Ste. Anne and St. Joachim Streets.

By 3 a.m., the alarm had been given and citizens from all around rushed to the scene, but since the town possessed only one small pump of very limited capacity, they were soon reduced to the role of spectators. At some risk to themselves, many of the residents rescued furniture, bedspreads, clothing and personal effects, which they piled in the streets away from the direction of the prevailing winds. Only one injury was reported: a M. Descheneau was treated for badly burned hands.

Shortly after 3 a.m., M. Paquette, the Bell Telephone agent for Pointe Claire, telephoned the fire chief of Montreal, M. Benoit. He also phoned the Montreal newspapers.

M. Benoit, who was out at another fire at the time of the call, immediately on his return contacted the mayor of Montreal for permission to send out help, which was granted. By 4 a.m., M. Benoit had assigned Captain Dolan, Superintendent Decaries, five firemen, a pump and 1000 feet of hose to the job. The equipment was loaded onto a flat car at Bonaventure Station and moved by rail to Pointe Claire.

On arrival, the men and equipment were off-loaded in the midst of a scene of great confusion and near panic. Having decided, since the wind was north-westerly, that the best approach to the fire was from the west end of the village, the men and equipment set out across the land of M. Daigneault. By 5 a.m., everything was stuck in the mud, and in spite of the best efforts of all involved, it was 10 a.m. before anyone arrived at the fire.

About one hour before their arrival, the winds had reversed, which probably saved the church and presbytery, but at the same time caused the fire to return along its previous path, completing the absolute destruction it had commenced before.

By early afternoon, the fire was out and the village was a scene of desolation. In all, 24 buildings were destroyed, of which 19 were residences, leaving 18 families — 130 people — homeless. In addition, the post office, the town hall and the Hotel Rickner were lost. Damage was estimated at \$130,000, of which only an estimated \$25,000 was covered by insurance. The side streets were piled high with the belongings of those who had had time to save anything.

Within 48 hours, some semblance of calm was restored and a committee was formed to assess the damage and begin the restoration of the village. The committee formed of Abbé F. X. Laberge, the curé of the parish, Timolean Legault, mayor of the village, J. B. Quesnel, mayor of the parish, the Hon. F. D. Monk, federal member of Parliament for Jacques Cartier, P. Nap. Charbonneau, lawyer, R. F. Meredith, Gerald Lomer, R. A. Mainwaring and Charles Sanderson, all prominent citizens of the area, met on May 25, 1900 and authorized Mr. Monk to approach the government for assistance.

Meanwhile, the committee on its own collected about \$1,000 in local contributions, and the Archbishop of Montreal ordered a special collection to be taken in the parishes under his jurisdiction to aid the victims.

On May 26, 1900, Mr. Monk wrote a letter to Sir Wilfrid Laurier, the Prime Minister, outlining the situation, and subsequently rose in the House of Parliament on Tuesday, May 29 to put his case before the House, pointing out the need for aid, since recent fires in Hull and Ottawa made it difficult to raise money privately. Sir Wilfrid Laurier replied to the House that although the people of Pointe Claire had the sympathy of the government, it was unlikely that anything could be done since the fire could not be classified as a national disaster. (Laurier papers, National Archives: #45964, #46013-13)

It may not have been a disaster of national proportions, but to those involved it meant hardship at least, ruin at worst.

Almost one half of the village core was gone. In typical fashion, the

villagers and those in the surrounding area who had suffered little or no damage or loss opened their doors to the homeless. One Trefil Brunet made available three vacant houses he owned, and others took in whole families, not a light undertaking when the average family consisted of five or more people. And everyone got to work.

With their labour and that of local volunteers, the village was soon restored, although some who had owned businesses and homes before the fire moved to Montreal to find new occupations. By and large, they stayed. The hotel at the corner of Ste. Anne Street was rebuilt, businesses were rebuilt and reopened, homes were restored and reoccupied.

In one sense, the fire made a positive contribution to the later success of the village. By generating a sense of renewal, it put the villagers in a frame of mind to cope with and take advantage of the rapid changes that were about to occur in the nature of their lives. They were soon to become the support system for a rapidly growing town, moving away from the rural agricultural life to life in a bustling suburb.

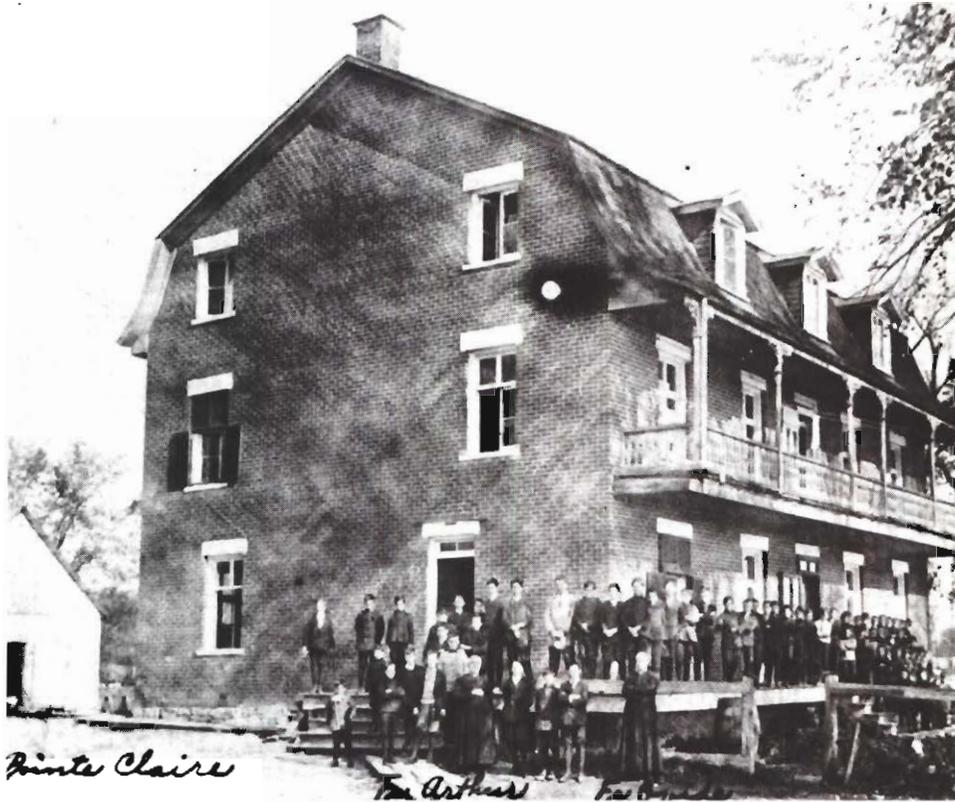
The only access to the village area was by the main road that followed the river from Montreal, cutting through the heart of the village, and by Station Road, which ran from the Grand Trunk's Pointe Claire station to the fifty-year-old pier occupied by the Pointe Claire Yacht Club. In the early years of the century, Station Road provided the main connection to the outside world, since the automobile was not yet common and the muddy roads made any wheeled transportation difficult. The only reliable method of travelling was by the railroad, and nearly all the needs of the village were supplied by that route. The river was little used for commercial purposes.

Yacht club members, tradespeople, suppliers and commuters used the horse-drawn taxi wagons to go from the village centre up to the station and back again. "Two horses pulled each bus body about twelve feet long with passengers facing each other on seats along each side of the bus. A canvas-covered top had side curtains rolled up in good weather, and let down when wet. Entrance was by steps at the rear. Winter sleigh service was of the same type. Fare was then ten cents per trip. During the summer months, the bus ran from Pointe Claire to the Lakeside station for the 8:10 A.M. train, and met the train again at Lakeside in the evening, serving summer residents."

Outside the main village area, the few houses that were built other than on Station or Main Roads were connected with the golf course.

The golf course itself was part of the reason for the slow population growth in the village, since it occupied almost half the land area available. It also cut off the area west of the village from direct access to the Pointe Claire Station, and separated it from the growing areas in Bowling Green and Cedar Avenue. Some early efforts were made to establish homes in the west end, but by and large with little success. The growth of population was not the main concern, however; the growth of business was.

In the first years of the twentieth century, the village and the parish council spent considerable time and money on the development of a pure



*Académie des Frères de St. Joseph, 1900. Formerly the Hotel Bergevin.*

water system, sewage lines and a company to supply electric lighting, to the extent that all the Bowling Green development houses could be sold with all three services available.

Nevertheless, in 1905 a group of taxpayers, mostly members of the Beaconsfield Golf Club and residents of Golf Avenue motivated by a need for inexpensive gas powered lighting at the club house, formed the Pointe Claire Lighting Company, with an original capital of \$20,000. It was the intention of the company to provide lighting for the houses on Golf Avenue and by interesting the residents of the village in the purchase of gas lighting, to establish a viable utility. To this end, a salesman was hired to canvas the area.

The municipality, as part of its overall program of independently providing modern services to the residents, entered into a contract with the company whereby it was given a ten-year mandate "for lighting the streets, highways, lanes and public places." The contract also stated that "The Pointe Claire Lighting Company further grants to the Municipality gas for four jets, free, two nights per month for Council meetings during the term of 10 years." The gas supplied was to be acetylene, with an illuminating power of not less than 40 candle power per foot of gas. To further its expansion, the company

was granted the exclusive franchise to dig up streets, public places, lanes and highways and install whatever pipes or gas mains it considered necessary.

An agreement was entered into with the Continental Heat and Light Company of Montreal for all necessary supplies, and Zenon Mitchell was hired to construct a gas house, near the river, on golf course land acquired by the company for a nominal sum. Contracts for pipes, fittings, digging of trenches, and so on were put out for tender and awarded to the lowest bidder.

For the first few years, the company lost money; it did not show a profit until 1910, but by then it was too late. Defective equipment that had to be replaced at no charge, low level usage by many subscribers that the relatively insensitive meters could not register, leaks in the pipes and many complaints led the company to offer to sell its assets and operations to the municipality.

In 1911 the offer was declined by the town council, which probably saw a greater potential in promoting electric power, even though the purchase could have been made at salvage price.

It would be interesting to know more of the involvement of Mr. W. H. Wardwell in the affairs of the Pointe Claire Lighting Company. He was hired as technical adviser presumably because none of the other original shareholders knew anything about the operation of a gas company, but was at the same time general manager of Continental Heat and Light, the major supplier of equipment. As the affairs of the company declined, he was called to a shareholders' meeting to account for the leaks in the gas mains and the less than adequate equipment being furnished. He not only failed to appear, but subsequently disappeared from his offices in both companies.

Whatever the reason, by 1913, only eight years into its mandate, the company failed, and the streets, highways, lanes and public places as well as the council meetings were again plunged into darkness.

The motivations of the municipal council are also ripe for speculation. With the ongoing development of Cedar Avenue and Bowling Green, they appear to have had a vested interest in the promotion of electricity as a source of lighting and power as well as independent control of water supplies and the sewage system. Their reluctance to relinquish control of lighting sources to the Montreal Light, Heat and Power Company, as had all of the neighbouring municipalities, which presumably indicates a profitable enterprise, raises the question of why they encouraged the efforts of the Pointe Claire Lighting Company at all.

In 1911 the village of Pointe Claire became the incorporated town of Pointe Claire, pulling together the areas of the village, Bowling Green, Cedar Avenue, and shortly thereafter Valois and Lakeside under a single municipal umbrella. Dr. Alderic Lesage, the village physician for many years, was persuaded to become the first mayor of the new town.

Traditionally all trade and commerce had occurred in the village area, and since distances were not too great, this idea was encouraged and continued.

The ever-increasing number of people looking to the village for services and supplies, and the demand for food, clothing, shoes and numerous specialized skills grew rapidly. In the process of restoring the village, Main Road grew into a bustling commercial area, which by the time the two-storey wooden town hall was built in 1912, following a second fire in 1911 which consumed the town hall so rapidly that nearly all municipal records and archives were lost, served as the commercial hub of the West Island.

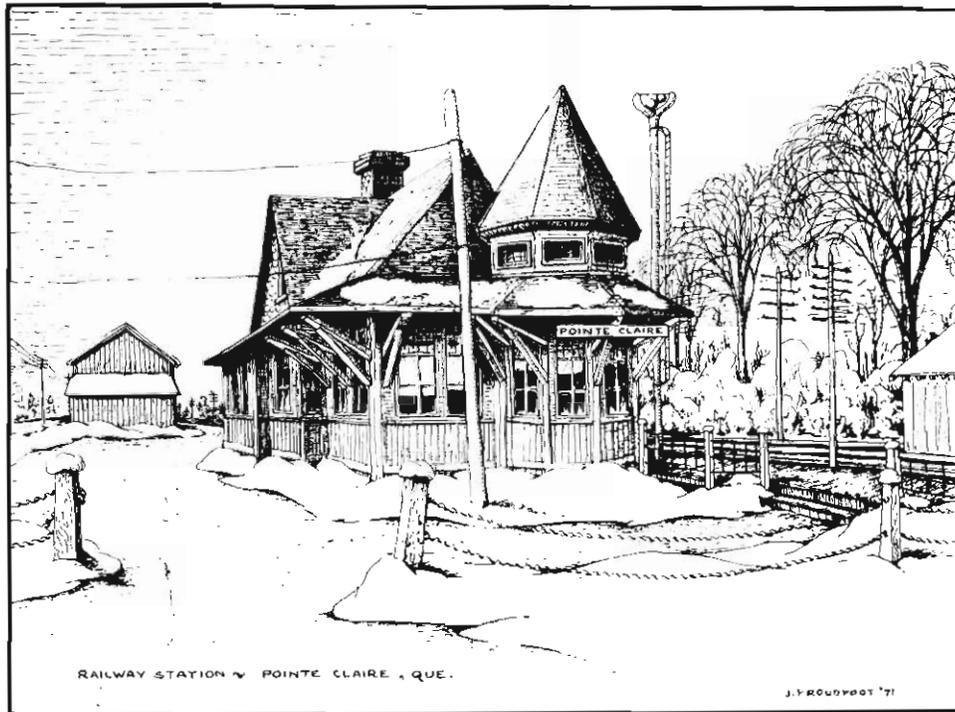
As might well be expected, the businesses found earliest in existence met the basic needs of a new and growing community. The hotel at the south-east corner of Ste. Anne and Main Roads was rebuilt by Wilfrid Schetagne and operated by Nap. Mallette, formerly manager of the Hôtel Bergevin. Four stores owned and operated by the Parent brothers, G. Racine, Albert Desparois and the Schetagne brothers supplied the meat and groceries. Albert Mitchell did carpentry and built small boats, and his brothers, Zenon and Joseph, were general contractors in the family tradition of their father, Gabriel. Baggage transfer and parcel delivery services were offered by A. Legault and Ferdinand Lanthier; Lanthier also operated the bus service to the stations. The blacksmith and carriage-maker, Stanislas Portelance, operated from the yard beside his home at 42 Ste. Anne, which was so small an area that horses had to be shod one end at a time. The front hooves were done, the horse was backed out of the yard, turned around and pulled back into the yard to shoe the rear hooves. M. Leblanc had another blacksmith shop on Lakeshore Road. Delphis Bélair, a tinsmith, did the local roofing.

There was also the bakery of the Lagacé family, founded in 1856 by Toussaint Lagacé and continued by his son Thomas, which supplied and delivered fresh bread daily from flour that he milled himself. He also supplied snacks and pastries to the informal lunches and meetings many of the local merchants held whenever possible. From his store at 302 Lakeshore, he also supplied vast pots of pork and beans sold piping hot.

As the population slowly increased, more and more tradesmen and businesses opened their doors, many of them assisted by the Banque Canadienne Nationale which, from its branch at 300 Lakeshore, overcame the traditional fears of French Canadian businessmen and became banker to the town as early as 1915. The development of the various trades parallels the advances in the technology of the times. The carriage makers disappeared and garages and service stations opened. The coal and wood distributors became fuel oil dealers. As the prosperity of the '20s gave the people more cash to spend on the minor luxuries of life, pastry shops, cafés, ice cream parlours, hairdressing salons and radio and appliance shops opened and prospered.

By the height of the '20s, a stroller going westward along the Lakeshore Road could find at least forty different enterprises within a half mile west from Station Road, and another dozen on the narrow cross streets of the point.

The coming of the depression years slowed the growth of the population and, consequently, the prosperity of the villagers, only temporarily, and through the '30s the village changed little, becoming more crowded, somewhat busier, but essentially as it was rebuilt after the fire of 1900, owned and operated by a small number of families, where sons succeeded fathers and everyone knew everyone else.



*Pointe Claire station, 1887-1940.*

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# *The Town*

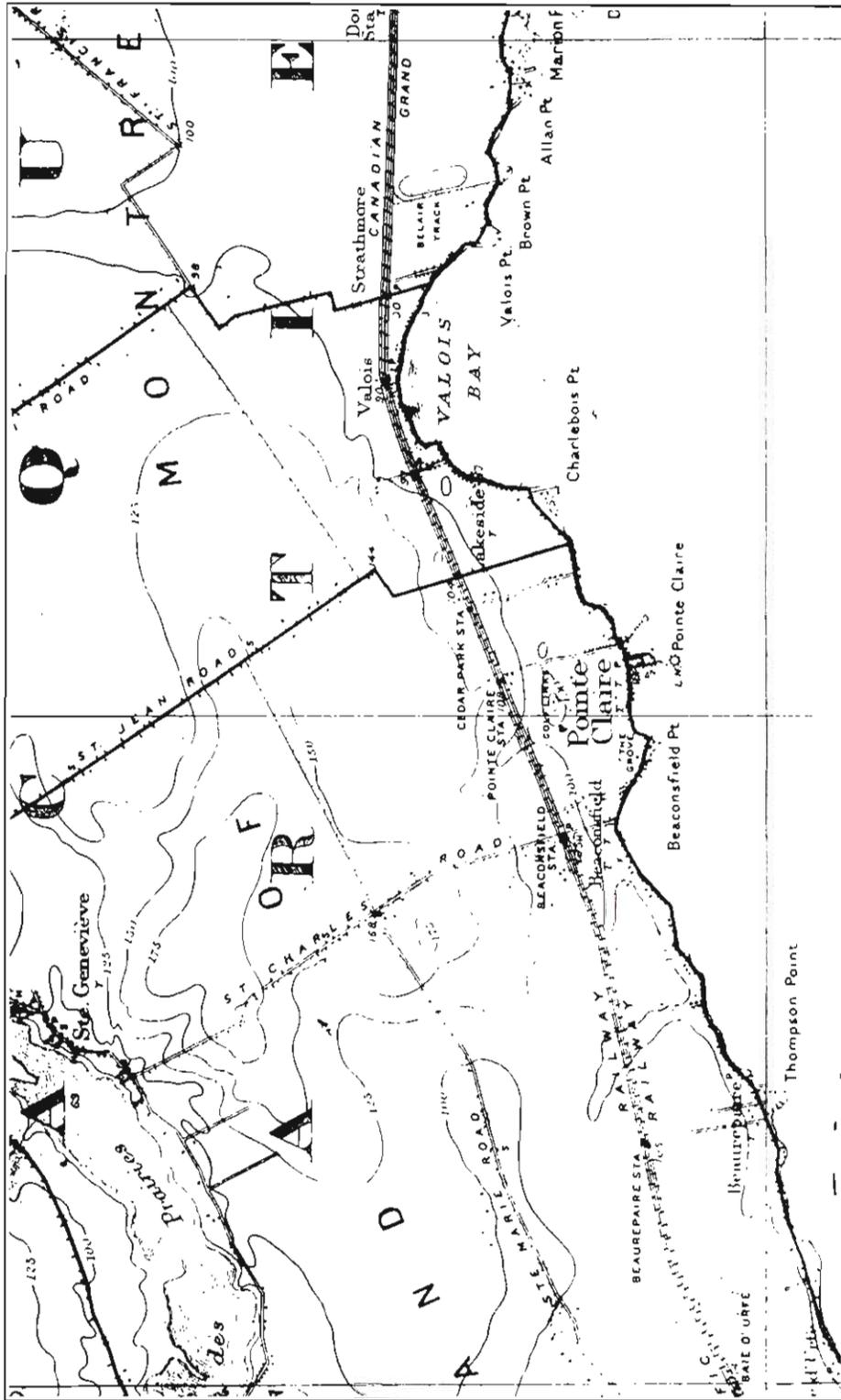
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In the early days of the growth of a community, the ready availability of land, common interests and the relatively wide dispersal of homes and families give rise to few issues that cannot be resolved by a pooling of resources or simple discussion. What little supervision or disciplinary action that was required from time to time was easily handled by a "capitaine de milieu", church curé or a gathering of those citizens most respected by the remainder.

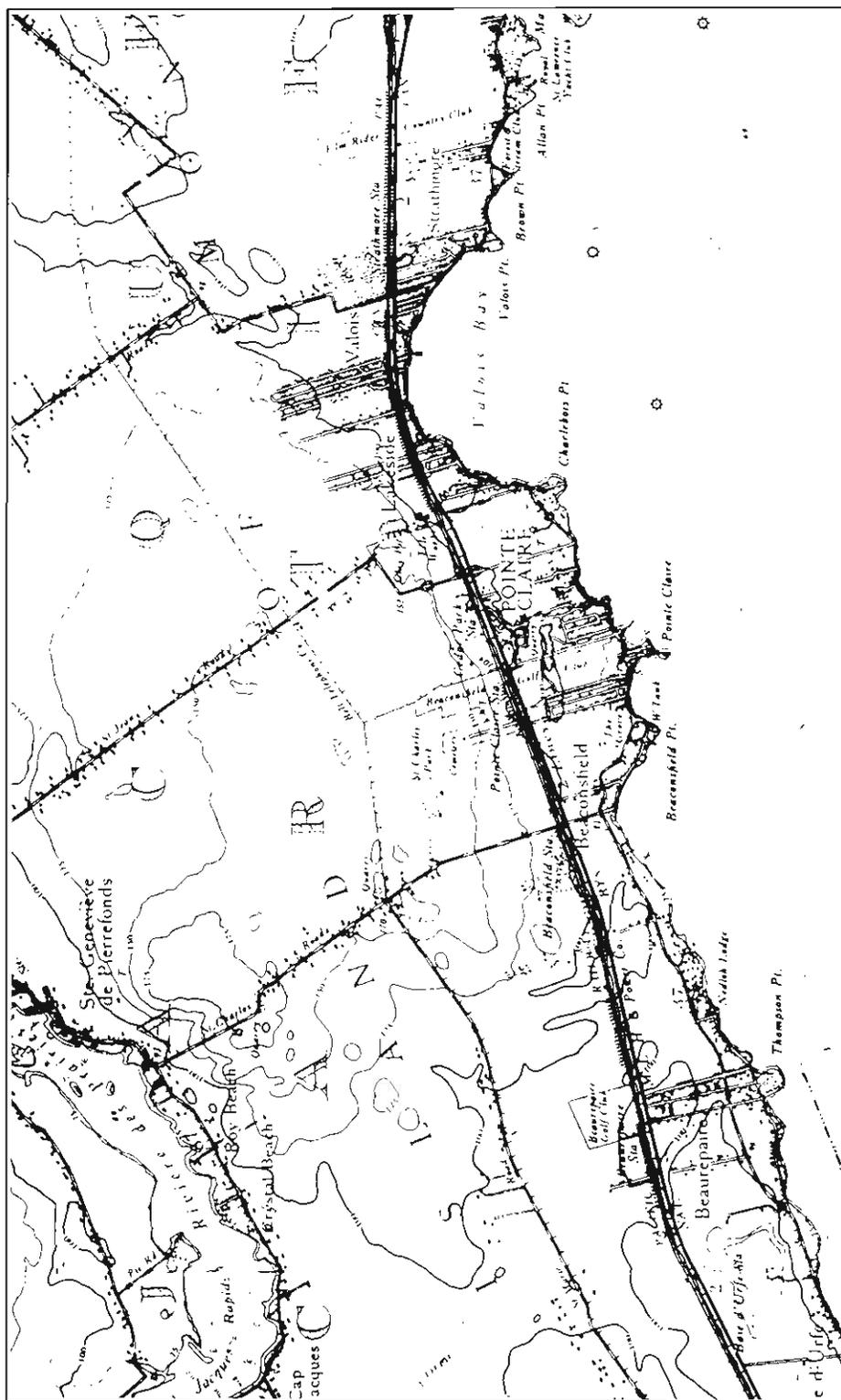
However, as population and population density within the limited area of a community increased, it became necessary to constitute a committee, which was given the power to organize needed resources and co-ordinate the efforts of the people, directing them to the best ends of the community as a whole.

Under the British North America Act, control and regulation of municipalities falls to the provinces. In Quebec, this power is allocated to the Quebec Municipal Commission, under the Minister for Municipal Affairs, both in turn governed by the Cities and Towns Act.

In the early days of Pointe Claire, a mayor and six councillors were elected from the population at large for a two-year term in the first week of February. By gentlemen's agreement, the mayors elected were alternately French and English, and the council was made up of three members of each language group. This situation continued until the 1960s. The only requirements for any citizen to run for office were that he or she be a



Dept. of Militia and Defence map, 1909.



Federal government map, 1936.

Canadian citizen over 21 years of age, resident in the town for at least two years prior to seeking office, and the registered owner of taxable property valued in excess of \$200. In the early years, tenants could not vote or run for office. To be nominated for office, the candidate had to have the support of at least ten eligible voters and make a cash deposit of \$50 with the electoral officer.

The mayor and council met regularly, with the first meeting of each month open to the public, their duties being to review, discuss and bring into being by-laws to guide the administrators of the town. In the early years, more often than not the councillors were also the administrators, the only non-elective municipal posts originally being those of police and fire chief, the town recorder, the clerk of the court and the town clerk.

The town recorder was an early version of the municipal judge, presiding with the clerk of the court and the police chief over cases involving breaches of municipal by-laws. Cases potentially involving fines of \$40 or less and sentences of two months or less were originally the limits applied to recorder's court, but as the position evolved into a municipal court presided over by a judge, these limits were gradually increased.

Two of the principal functions of municipal government are to oversee the orderly growth and development of the town and to raise funds on behalf of the citizens to give effect to that growth and development. From the very beginning, Pointe Claire has been well served by its elected representatives, whose concern with the location and distribution of the various types of buildings, roadways and industry (zoning) and the issuance of municipal bonds backed by the assets of the property owners against future taxation are reflected in the earliest actions of the town council.

The intentions and foresight of Otto Lilly and Frederick Todd in the early establishment of Cedar Avenue and Bowling Green were continued by the council. Aided by the fact that the vast majority of construction in the town was located to the south of the Grand Trunk Railway, the area to the north being nothing but farms, the council could begin with a blank sheet and set out the design of the town in such a manner as to ensure that it remained an area of garden homes. As early as 1911, the town required that a building permit be obtained for any new construction, and that no building be constructed closer than 20 feet from the street line, the only exceptions being on Ste. Anne and St. Joachim Streets, where the already existing buildings made a 10 foot limit necessary, and on the Main Road in the village area, and Valois which were designated as the only places where commercial enterprises were permitted.

As the town grew, the council, as we shall see, was able to stay one step ahead of the builders and developers, and retain complete control over the types of housing that were permitted in the various parts of the town.

One of the first actions of the council had been to take over the toll road that followed the river through the town, eliminating the tolls and making the road public. At the end of 1913, it was decided to macadamize Main Road.

Under the terms of the Good Roads Act of 1912, the cost of this work was the responsibility of the provincial government, with supervision of work and approval of contracts falling under the authority of the Minister of Agriculture and Roads of the province. The paving was started early in 1914 under the supervision of H. McMorrow, who was to be paid based on "the scale of wages in force at the time when the work is done and which shall never exceed \$5.00 per day." Future maintenance of the road was to be paid from the general tax funds of the town.

The normal method of financing the needs of a municipality is through the issuance of bonds which are repayable from taxes raised on the property of the town. Each year the amount required to cover current interest and to be accumulated in a sinking fund for the eventual redemption of the bonds is divided by the annual property evaluation, and charged pro-rata to the property owners, either generally or of a specific area in the case of special projects. In 1913 the town sold \$250,000 of 5% bonds with semi-annual interest coupons attached, redeemable in 30 years at the head office of the Bank of Hochelaga, "for the consolidation of the floating debt of \$25,000 for the construction of Water Works and Electric Light System, for procuring apparatus for fire protection and for such paving within the town as may be decided upon by the council." This was the pattern of financing carried out over and over again as the needs of the town grew.

At the same time, the town entered into an agreement with the Montreal Light, Heat and Power Company whereby the town would receive 2200 volts of power to be delivered to the transformer house in Lakeside for redistribution by the town to its subscribers. The contract was for 10 years, renewable annually thereafter. As years went by, the Montreal Light, Heat and Power Company gradually took over as a direct distributor all the West Island municipalities except Pointe Claire, which renewed annually until 1933. By that time, it became cheaper for the subscribers to receive power directly, and the town sold its distribution network to the company for \$100,000, with the exception of equipment serving to light the streets, the waterworks and the sewer systems, which the town retained. As part of the sale, it was agreed that all subscribers in Pointe Claire would be charged 2¢ Kwh less than previously, matching the normal Montreal rate for a period of ten years, but that this excess would, for the first two years, be returned to the town with a minimum guarantee of \$15,000 annually.

On February 8, 1917, the town received an order from the Superior Board of Health of the Province of Quebec to construct and install a filtration system to guarantee the purity of the drinking water supplied to the residents. In order to acquire the land and construct the filtration plant, a bond issue of \$50,000 was floated that year, and a further \$20,000 was raised in 1919 to complete the plant by installing a high lift pump as required by the Board of Health. The work was completed, inspected and approved before the end of 1919.

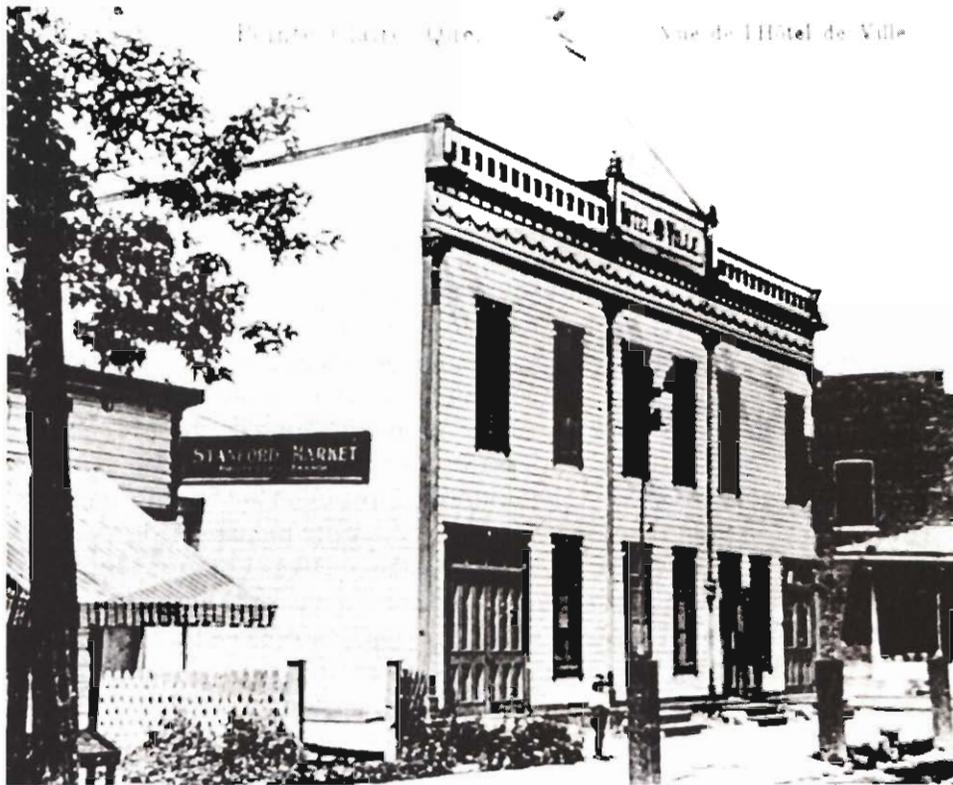
The two decades from 1910 to 1930 were a time of general prosperity during which the population of Pointe Claire increased from 1598 to 4604, and the ethnic balance for the first time shifted in favour of the English. Of necessity, the role of the municipal council increased due to the volume of regulations needed to ensure a logical and preplanned growth. Nevertheless, the councillors carefully supervised the revenue and expenditures during the '20s, borrowing only what was necessary for the adequate provision of water, light and sewage services, construction of roads and sidewalks, traffic regulations and the maintenance of the services of fire and police department equipment and personnel. By the end of 1929 when the depression years began, the town had a surplus of almost \$50,000 and a capital investment of nearly \$1.5 million.

During this period, in addition to financing expansion, the council was considerably occupied with regulating the nature of the town. By-laws were established requiring that all dogs be licensed and that property owners were responsible for the removal of weeds and refuse, limiting the size of stables, establishing store closing hours, regulating traffic and parking, establishing commercial districts and defining the types and form of construction to be permitted in various areas.

The effect of the depression on Pointe Claire was not great. A reduction in the number of people moving to the town and acquiring property slowed the growth rate in the early '30s and some buildings were repossessed due to unpaid taxes, to be sold at auction, including several belonging to Canadian Garden City Homes Limited. But to offset this effect, the town acquired a considerable number of lots and buildings for its own account, reselling them later in the decade. In the interest of overcoming the decrease in growth, many of the lots taken over were sold for a nominal \$1, on the proviso that the owners build houses on them. With the government offering building and repair incentive loans in 1936 and 1937 to assist economic recovery, and the cheap cost of land, by the latter part of the '30s the town had returned to a normal rate of expansion, and the jobs created retrieved the prosperity of the town.

On December 9, 1923, Messrs. C. H. Dawes, W. J. Grant, J. N. Thon and J. Blondell put out the first issue of the Pointe Claire Record. With only two paid subscribers, the first issue was typed, but by February 1924 when 20 copies were required, the paper was mimeographed. The first printed issue was dated January 1, 1925. In 1926, the name of the paper was changed to the Lakeshore Press, but it lasted only to the end of that year. Revived in 1928, it was published bi-weekly under the management of Mr. Smeall until 1943 when publication was suspended due to a lack of newsprint. In 1946, it reopened as the Lakeshore News.

In the early '20s radio was a popular form of entertainment, but residents in several parts of town complained of interference. The cause was found to be leakage in the electric transmission lines. In 1924 new transformers and



*Pointe Claire town hall, about 1920.*



*The Canada Hotel, 1920.*

lines were installed which not only solved the problem but also improved the power output by 20%.

In December 1922 a referendum was held on whether Pointe Claire should allow the opening of a Quebec Liquor Commission store. The vote was 100 to 4 in favour, and the store was duly opened on Cartier Avenue.

By 1925 long-time police and fire chief M. Chabot hired an assistant in the person of S. Brougham of Valois. As M. Chabot, among his other responsibilities, was required to deliver tax bills sent out by the city, it often happened that no one was at the station to receive incoming calls. As he was the only officer, it was hoped that the addition of a constable would provide better coverage, as well as meet the needs created by ever-increasing incidents of speeding and the growing number of accidents at railroad crossings. Despite the fact that the fire equipment owned by the city was up-to-date and in good condition, with connections for attaching to the hydrant system, the town had always encountered a problem in finding firemen, relying mainly on volunteers; one man could hardly be expected to get the equipment to the scene of the fire and simultaneously round up volunteers.

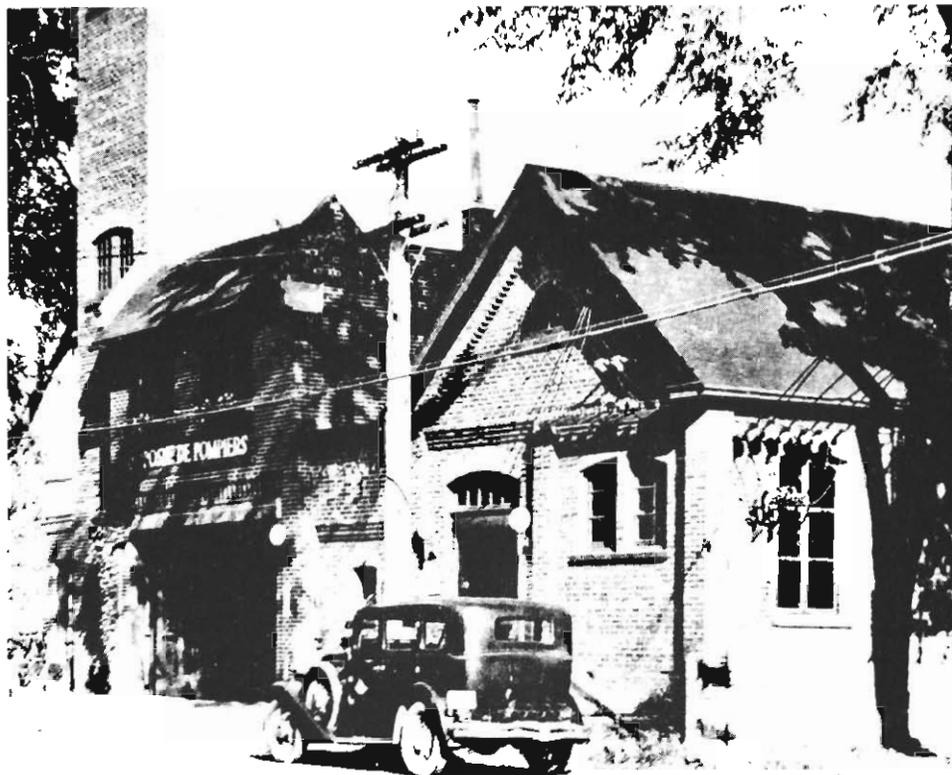
Shortly thereafter, Ed Paiement joined the police force and in 1927, on the retirement of chief Danis, he was named acting police chief. When the new chief, Georges A. Lebeau, retired five years later, M. Paiement became director of police and fire services, in which capacity he served for thirty-four years. During most of this period, he lived in a small apartment above the police station to the east of Cartier on the south side of Lakeshore Road. Over the years of his leadership, the Pointe Claire police and fire departments won numerous awards for efficiency, safety, traffic control and their responsiveness to the needs of the town. M. Paiement was also for many years president of the Quebec Association of Police and Fire Chiefs. By the time of his retirement in 1962, the force had grown to 45 officers and men.

1925 also saw the installation of the first street signs.

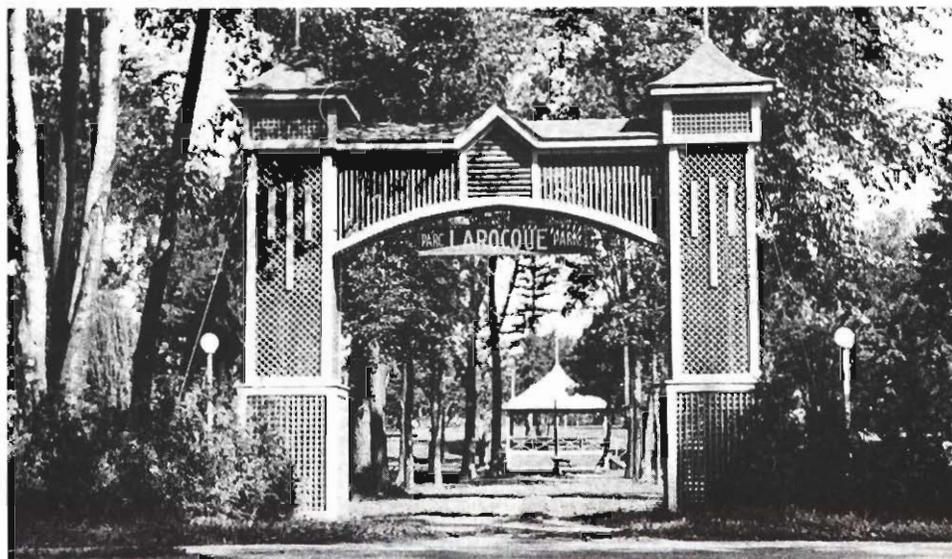
Transportation services were improved by the establishment of a school bus service under the guidance of Mr. Linssen, who operated a village taxi service. The route of this service enabled students who lived in all parts of the town to be picked up close to their homes and dropped off at Cedar Park School, and later at other schools.

The horse-drawn vans that served to deliver train passengers from Pointe Claire, Lakeside and Cedar Park Stations to the Main Road were replaced with luxurious motorized cars with curtained windows that ran on a regular schedule coinciding with arrivals and departures on both the C.N. and C.P. lines.

The old railroad equipment, the difficulties of maintaining the huge lengths of tracks and track beds involved, and the lack of safety measures taken at the crossings caused accidents on a regular basis, ranging from injuries and even deaths of passengers crossing the double set of tracks, to derailments. In November of 1926, as an example, the C.N. commuter train ran off the tracks between the Cedar Park and Beaconsfield Stations, causing



*Pointe Claire police and fire station, about 1930.*



*Entrance gate to Larocque Park, 1936. Later Memorial Park.  
Now the site of the water filtration plant.*

considerable schedule delays and a great deal of excitement and concern on the part of the families of commuters. Little, however, was done about any of these problems until many years later, since responsibility could not be definitely placed on the town, and the railroads refused to spend the necessary money.

In October 1926 advertisements appeared in the local newspaper for "Mitchell's Blue Devil Antifreeze", billed as the first patented antifreeze in North America, good to 80° below zero. The invention of Joseph Mitchell, a general contractor and handy man, the son of Gabriel Mitchell, who rebuilt the bell tower on the second Church of St. Joachim, was a perfectly valid product. However, under extreme conditions it sometimes failed, and the pride of Joseph Mitchell led him to sell the rights to his invention to the Richardsons of New York, the first but not the last time a potential fortune was given up due to a desire for perfection.

At about the same time, the Lakeview Cemetery was established on the heights north of the tracks. A Protestant and Jewish cemetery, it offered plots that overlooked the western end of the town. In 1930, part of this cemetery was acquired by the Last Post Fund and set aside as a "Field of Honour" where seven years later the town undertook to construct a "Gate of Remembrance" at the entrance at a cost of \$5,000. This archway, with matching towers to either side, built of local limestone blocks, stands today as a tribute to those buried in the Field of Honour.

Indicative of the popularity of Pointe Claire as a place to live at the end of the 1920s is the fact that such prominent citizens as several of the senior executives of the Bell Telephone Company who presumably could have located almost anywhere, moved to the town. The Chairman of the company, L. B. McFarlane, acquired three lots on Claremont Avenue, and P. A. McFarlane, the general manager, owned a large property at Robinson's Point. Several other senior executives also acquired homes at about the same time.

Historically, it should be here noted that the Bell Telephone Company encouraged its executives to participate in municipal affairs, and that a surprisingly large number of town councillors over the years have been Bell employees, given time and leaves of absence for this participation.

As previously mentioned, speeding on the roads through the town, especially on Station Road (now Cartier) and along the Main Road, was a problem. One factor contributing to this situation was the fact that in the '20s, police officers were forbidden to exceed the speed limits in pursuit of speeders. To counteract this, the first STOP signs were put up at selected intersections, the first being Cartier and Main Road. Further, two years later, the police cars were equipped with radio units and were exempted from the speed restrictions.

Evidence of the oncoming depression is first seen in November of 1930, when a list of properties in the west end of town, De Breslay (formerly Hillcrest), Victoria, Brunet, Waverley and Wilton Road, was published, and



*Pointe Claire grocery, 1930.*



*Village street — Restaurant L. Mireault, 1936.*

the land and buildings were sold at a sheriff's sale for relatively minor sums in unpaid taxes. A second such sale was held in December 1931, involving 32 properties in all parts of town. Included in this latter sale were properties of Pointe Claire Lands Limited in the village area, and Canadian Garden City Homes Limited in Bowling Green. From the amounts of taxes unpaid, \$109.24 in the former cases and \$197.83 in the latter, it would seem that these two development companies were early victims of the hard times of the '30s.

Further evidence of the impact of the depression were the demolition of the Willowbank Inn in October 1930, the organization of the first Welfare Association in November 1932 and the borrowing of \$75,000 by the town for the purpose of financing property that it had itself repossessed.

Another problem encountered during these years was the hoboos. A substantial number of unfortunates, left without jobs, money, or very much hope when their employers' companies failed, headed out from the city to the richer suburbs in search of shelter and handouts. Oftentimes, they lived in abandoned houses until evicted by the local police, even going as far as to live in these houses through the winter. But for the most part, they were a phenomenon of the spring and summer. An editorial comment in the Lakeshore Press in April 1937 reads: "THE TRANSIENTS. Spring is here and so are the hoboos. This week the first flock blew off a freight train at Pointe Claire and invaded Bowling Green vicinity. The "weary willies" — many of them obviously "professionals", have a good line of impression to offer, and the soldiers button is greatly in evidence as a meal finder, for a pair of boots or socks. The first robin may be a trifle out in his calculations, but the transient — never." At least one property owner on Wilton Road believes that his house was occupied by hoboos for at least one and probably two winters, until it was sold by sheriff's sale. The notarial title search on the house makes this a distinct possibility.

In 1932 the local press began a regular Jewish religious column. With a Jewish presence that early in the community and the fact that a section of the Lakeview Cemetery is set aside for the burial of Jews, it is surprising that a town the size of present-day Pointe Claire has never had, and does not now contain, a synagogue, although Rodeph Shalom, now in Dollard des Ormeaux, had, for a period of time, an office in the Valois Bay Shopping Centre.

Access to Montreal for those living in Pointe Claire and, of course, for city dwellers wishing to live away from the city, previously limited by the train schedule or the availability of an automobile, was greatly improved by the inauguration of the Provincial Transport bus service. In the early '30s, a regular schedule was established from Ste. Anne de Bellevue to Phillips Square, with stops at Pointe Claire (village), Lakeside and Valois. By the late '30s, as many as fifteen regularly schedules buses stopped at Pointe Claire on the way to downtown Montreal (a new terminus was opened at Dorchester and Drummond in 1938) and the same number returned. Daily departures

began at 5:20 A.M. and ended at 10:35 P.M. The last return bus left Montreal at 10:45 P.M.

From the beginning of the town's existence, beautification of the area had been a concern of both the council and the individual property owners. Through the '20s and '30s, the town regularly allocated funds for the planting of trees, with as many as 250 planted annually. The Canadian Nursery Company, from as early as 1905, grew and supplied to purchasers of homes in Bowling Green everything from ground cover to mature trees. As the efforts of Canadian Garden Homes and their sales agents, Ewing and Ewing, developed the area, the space available for growing shrank, but even after the failure of that company, Drayton Nurseries continued the tradition on land at Drayton and St. Clair and on Killarney Gardens, supplying trees, plants and advice into the '40s.

In 1934 the first day care centre was opened at 114 Cedar Avenue.

With the increasing number of children attending schools at Cedar Avenue, Valois and at the Point, epidemics of measles, scarlet fever and other childhood diseases frequently delayed the opening date of the schools, and regularly caused school closings for as long as ten weeks. With the limited medical care, and even knowledge, available in the early years, little could be done about this problem, other than to let the illnesses run their course, but with the encouragement of the town council, immunization was introduced in the late '30s, and the problem was gradually brought under control.

In 1937 Bell Telephone built the little stone building at the foot of Golf Avenue as the lakeshore switching station and exchange. On December 9 of that year, Bell introduced dial telephones.

In the same year the council allocated the sum of \$23,500 for the construction of a post office building at Cartier and Main Road. Formerly handled from Emile Legault's store in the village, the volume of mail and the use of the postal system had grown to the point of requiring its own building. Several designs were submitted and rejected before building actually got underway in the spring of 1938, but by the end of that year, it was open for business supplementing the service available since 1936 at the Valois post office.

Opposite the town hall and next to the Pointe Claire Hotel, floodlit tennis courts were opened in 1937.

For many years, lengthy discussions were held between the Quebec government and representatives of all the West Island municipalities on the construction of the section of the Montreal-Toronto Highway from Dorval to Ste. Anne. There were many different viewpoints as to the location of the highway. One group advocated the refurbishing, widening and straightening of the already existing Lakeshore Road, with appropriate changes to give access at Dorval and Ste. Anne. A second group advocated a more northerly route, which would be less disruptive of existing property ownership, since it would run largely through farm land. A third group suggested a route parallel to the C.N. and C.P. railway lines.

There were, of course, those who objected to the highway itself, largely on the grounds that its existence would create new hazards for the local residents who would have to cross it, and that it would cause traffic to bypass the town, resulting in a total lack of appeal to future residents and, consequently, little growth in population as well as a loss of income to the commercial section of town, most of which was established on the present Lakeshore Road.

The issue was resolved in favour of the railroad route, since the Lakeshore Road was deemed to be too winding for safety at high speed and high volume, and the intention was to maintain it as a scenic highway; the northern route was felt to be too close to the envisioned Trans-Canada Highway which was, at the time, sketched in as running where Hymus Boulevard is today. But even the accepted route was subject to minor last-minute changes as work progressed.

Work was begun in April 1939 simultaneously at both ends of the project with the initial contract for grading and filling being awarded to Lakeshore Construction Company, owned by Matthew de Vito, who also owned the quarry on Cartier Avenue. Over 500 men and 100 trucks were required for the job of removing fill from the hill at the top of Drayton Avenue and crushed stone from the quarry.

The chosen route required considerable land expropriation. The Château St. Louis in Valois, which had fallen to near bankruptcy since the death of its owner, David Giguère, in 1930, was torn down and removed. A large section of Joseph Legault's dairy farm was plowed through by the graders from St. John's Road to Cedar Avenue, where several families were given six days to vacate their properties. In Bowling Green, 35 families were served expropriation notices, but the number who were actually forced out was considerably reduced when a last-minute change moved the route of the highway 150 feet to the north. The 80-year-old Grand Trunk Pointe Claire Station was sold to Eugène Gauthier, and hauled to a new location by two large trucks for conversion to a private home. Land belonging to the Beaconsfield Golf Course was expropriated, but for the time being left untouched. Whether through political influence of its members, or simply due to the fact that it was more or less at the centre of construction, the membership was assured that there would be no disruption of play until the end of the 1939 season.

By mid-1940 work had progressed sufficiently for the contract for paving from Ville St. Pierre to Ste. Anne to be awarded to Belmont Construction for \$239,900. It was decided that to make the road usable at the earliest possible date and facilitate the movement of men and material needed for the war effort, one 22-foot-wide lane would be first completed on the entire length of the road, with the central median and the other lanes to be built later.

By late 1941 the highway was passable and by 1942 it was completed. No one really knew what effect it would have on the town.

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## *The War Years*

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With the outbreak of hostilities in Europe in 1939, the growth and development of Pointe Claire came to a virtual halt. Even though the town was selling lots for one dollar on condition that the new owner build a house within 12 months, the unavailability of materials made it necessary, in most cases, for this time limit to be extended indefinitely.

Although the opening of the Metropolitan Boulevard greatly enhanced access to the town, the general immobility of a population that wondered what the future held in store for them, and the absence of a large proportion of the young male population from which the most likely candidates for a move out to the country were drawn, resulted in only minor increases in the number of people living in Pointe Claire between 1939 and 1945.

The absence of young men also effectively ended the summer "playground" aspect of the town. A lack of crews reduced the sailing season and cancelled regattas. Bonspiels were curtailed and golf tournaments cancelled, the dances stopped and movies played to half empty-rooms as people preferred to stay within range of their radios to listen for news of loved ones far away. Social clubs and citizens' groups turned their efforts to fund-raising events to support the war effort.

It is perhaps difficult, some forty years after the fact, to realize the immediacy that the war going on 3000 miles away had on the town. As the Allies increasingly seemed to be losing ground in Europe, the idea that the war could traverse the Atlantic was very real and taken quite seriously. For those who were not eligible for active duty, civil defence became a serious

undertaking, with groups of men taking the train to Montreal twice weekly for training sessions. On a day-to-day level, the lack of goods and materials, the cancellation of the Provincial Transport bus service due to a lack of gasoline and the nightly wailing of the air raid sirens at Strathmore and in the village to signal the 9 p.m. curfew were reminders of the situation.

In the early war years the town council, severely hampered by a lack of materials and difficulties in collecting municipal taxes, turned its attention to other matters. The first intimations of the future role Montreal envisioned for the West Island communities was in the representations made to Quebec for the passage of the Montreal Bill, which would have imposed an income tax on all residents of the island. This was successfully opposed by the town.

Since little could be accomplished at present, council turned its attention to the future. All liquid sinking fund deposits were invested each year in the current issue of Victory Bonds, and great effort was applied to reducing the municipal debt. The success of this approach is evidenced by the fact that the outstanding bond debt was reduced from \$557,654 in 1939 to less than \$400,000 in 1946, which was, at \$72.40 per capita, the lowest level attained in recent years.

Looking ahead to post-war development and back at the abuses of the recent past, a highly detailed and very specific building code was enacted in 1943 which, although it was later abandoned in favour of a national code, was to provide a basis for logical and orderly expansion for the next ten years.

Neither the various citizens' groups nor the town council ceased working on the major current problems, not the least of which was an ongoing dialogue between the roads department in Quebec, the railroad companies and the people of the town. The opening of the Montreal-Ste. Anne's Highway created significant problems which, combined with the lack of safety measures at the railroad crossings at Valois, Lakeside, St. John's Road and Cartier Avenue, resulted in a steady litany of deaths and accidents.

The ongoing battle between the town and the railroads over measures to be taken to provide safe crossing of the tracks was now compounded by the Quebec government's desire to see the Montreal-Ste. Anne's Highway serve as a rapid transit thoroughway across the West Island. It was constructed as a four-lane highway in excess of 100 feet wide, with no provision made for interchanges or overpasses. Intersections of the highway and the north/south roads were simple crossings, leaving those travelling from north to south or vice versa at the mercy of the high speed east/west traffic. The province with some logic resisted traffic lights and stop signs; the town with equal logic insisted that the safety of its residents superseded the needs of the travellers. The problem was not resolved for many years, and the cost was considerable.

In August of 1940, all residents of the town over 16 years of age were required to present themselves at the town hall to answer an 18-item questionnaire, be registered and receive an identification card which, among other things, made them eligible to be drafted.

Local problems still required attention. The Legault Pointe Claire dairy farm had become a considerable local nuisance to the residents of Valois by 1941. Large quantities of black smoke and soot were pouring from the farm chimneys onto the houses of the neighbourhood, and complaints were heard about the noise created by the bottles, boxes and tin cans in the milk processing plant late at night. Council ordered that the chimneys be swept and that the 9 p.m. curfew be observed, temporarily satisfying the residents.

By June 1942 several hundred local property owners had fallen as much as three years behind in tax payments. Among these were the Ewing properties on Lakeshore Road and the ever-struggling Valois Boating Club. In November 1942 the club burned to the ground and the remains were demolished. By late 1943 the Ewing property was condemned as unsafe and impossible to repair, and was also demolished.

Conservation efforts resulted in the cancellation of all local bus services including the Provincial Transport Company's Ste. Anne to Montreal route. The street lights were turned off from 1 a.m. to 4 a.m. each day, and the C.N. railway put a railway car on the Valois siding as a depository for scrap collection.

In 1943 Mr. J. McClelland of Valois was made a member of the Order of the British Empire by King George VI of England, as a reward for his work with the Wartime Labour Board.

As the tide of the war began to turn in favour of the Allies, the town began to look ahead to its future. The old Larocque Park at the corner of Victoria and Lakeshore Road was refurbished and renamed Pointe Claire Memorial Park. It was intended that a cenotaph be erected there when the war was over and a committee was formed to draw up an honour roll for inscription. The committee, under former mayor Joseph Kenworthy, did complete the task, but the honour roll has been lost.

In view of the nature of future development of the town, two curious actions were taken by council in 1944. The first was an application by St. Luke Industries to establish their plant in Pointe Claire, which was turned down on the grounds that there was no land available in the town for industrial use. The second was a refusal by the council to join Dorval in fighting a proposed tax on manufacturing machinery, on the grounds that there was no industrial machinery in Pointe Claire and council therefore had no interest in the tax one way or the other.

It was also in 1944 that land on St. John's Road was acquired for use as a new Roman Catholic cemetery.

As 1945 began and Allied victory became more certain, a post-war reconstruction committee was formed to study projects that could be launched to create jobs for the returning veterans, and take advantage of low-interest loans that would be available under such legislation as the Veterans' Land Act. Land was purchased in Farm 46, now Donegani and Maywood, from Jos. P. Legault for use as a garbage dump and future site of the town

sheds. A building program involving 131 low-cost veterans' housing units was drafted.

When victory was finally announced in May 1945, celebrations in the form of street dances and band concerts were held in all the parks and most of the streets across the town. But it would still be some time before the town's growth could be restored.

Asphalt for roadways still had to be applied for from the Controller of Oils in Ottawa; there were no materials for water connections to those houses that had been built, with the result that applications for services were filed to be filled later, on a first-come, first-served basis, and no new sewers could be laid since no pipe was available.

The rural small-town feeling was briefly restored as council was called on that summer to deal with unlawful horseback riding in Valois Park, and the town health officer was asked to deal with the smells emanating from M. J. V. Legault's chicken house (and his refusal to comply with cleanliness regulations). After several months of charges and countercharges, M. Legault solved the problem by selling off his birds and going out of the chicken business.

The war years meant different things to different people. To the little boys sailing boats and swimming in the Fuger Smith quarry or racing over the wooden pedestrian crossing at Valois Avenue, they passed unnoticed. To most of the people, the inconveniences were annoying but tolerable, but to those who served their country, it was a time of horror, heroism and, for some, the end of a too-short life.

No complete record of Pointe Claire residents who served in World War II exists, but some who did deserve mention.

Major Charles MacLean of Cedar Avenue, an officer with the 17th Duke of York Royal Canadian Hussars, was part of the D-Day landing on the Normandy beaches, and later served in Holland and Germany; he was several times mentioned in dispatches, and was awarded the Distinguished Service Order in 1946.

Bruce Campbell of Lakeside was shot down over Eindhoven, Holland in 1941, and after bailing out of his plane spent the balance of the war years in various Polish and East German concentration camps.

Tom and Roy Gilmore, brothers who served with the 12th Canadian Tank Regiment in North Africa and Italy, were both wounded during the assault on the Italian peninsula.

Police Sergeant William Jaillet, who later became director of the Pointe Claire police and fire department, served in the R.C.A.F. as a warrant officer of the 406 Squadron in Devon, and until 1945 as warrant officer of the 6th group Bomber Command in Yorkshire.

Stephen Johnson, a resident of Lakeside since 1920, was blinded in action and lost his right hand.

The last three mayors of Pointe Claire each served in the armed forces. Art Seguin joined the Canadian Army in 1941 serving in Canada with the

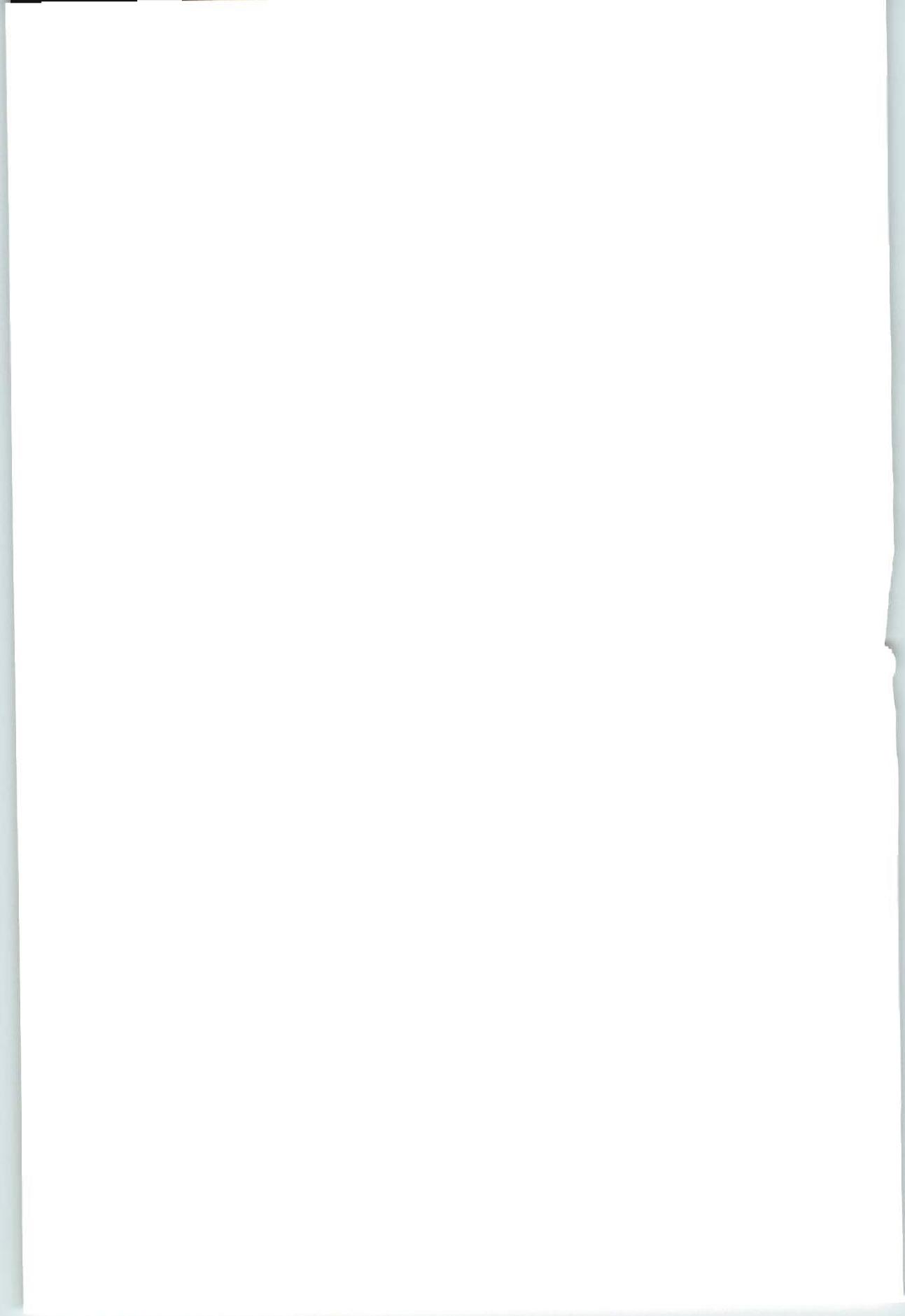
Toronto Scottish Regiment and then overseas with the Irish Regiment of Canada from which he retired as a captain in 1945 after serving in England and Europe.

David Beck served in the Canadian Artillery, seeing action in Italy, Belgium and Holland.

Malcolm Knox served in the Royal Canadian Navy as Lieutenant Commander on a motor torpedo boat patrolling the English Channel.

Of the several hundred men from Pointe Claire who served in the Royal Canadian Air Force, the Canadian Army and the Royal Canadian Navy, eleven made the ultimate sacrifice:

<b>RANK</b>	<b>NAME</b>	<b>DATE OF CASUALTY</b>
Pilot Officer	James C. Campbell	Nov. 10, 1939
Leading Aircraftman	Thomas F. C. Lucas	Dec. 5, 1940
Squadron Leader	J. P. (Pat) Christie	June 1942
Pilot Officer	James G. Stewart	Aug. 12, 1942
Trooper	Lionel Chartrand	Aug. 17, 1942
Sergeant	Dudley S. Champion	Oct. 12, 1943
Lieutenant	John W. Mallison	Dec. 21, 1943
Corporal	Dieudonné A. Lauzon	May 15, 1944
A/Sergeant	Hébert Dellar	Aug. 17, 1944
Gunner	Gérard W. Larocque	Aug. 28, 1944
Private	Maxime J. Gamelin	Mar. 12, 1945



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## *The Post War Years*

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With the return of the veterans after World War II, the population of Pointe Claire passed 5500 people and 1800 families. Financially, by 1947 the town was "in the best shape since 1926", having reduced its bonded debt in the previous decade by almost two-thirds to \$361,500, which represented 4.21% of the net taxable valuation of the town, which then surpassed \$7.5 million.

As elsewhere, the people and the town could look with hope into the future, and begin planning in the knowledge that the deprivations of wartime, the loved ones overseas, the rationing and the constant shortages of vital products and materials would soon be things of the past, and life would return to the pattern of the pre-war years — or so it seemed.

In January 1946 the Lakeshore News reopened under the guidance of John Freeman and Helen Legge, who were married that same month. Their efforts would keep the town informed for the next twenty years.

The Kay Kerry chapter of the I.O.D.E., formed in 1939, and the Kinsmen's Club, formed in 1943, stepped up their efforts to support the post-war recovery, both locally and with such efforts as the Kinsmen's Milk for Britain fund. Other groups worked on "bundles for Britain" and other methods of aid and assistance to veterans, survivors, and most especially to the children of war-torn Europe.

Under the mayoralty of J. Donat Demers (1944-46), himself a veteran of World War I and, at that time, president of the Ration Board for the West

Island, the council voted to establish municipal tax exemptions for veteran's housing in the area of St. John's Road west to Cedar Avenue and south of the railroad. The seven-year exemption applied to houses built at a cost of \$2,000 to \$8,000 (a considerable range in those days), between April 1, 1944 and April 1, 1947; it took the form of a reduction of 70% of real estate taxes in the first year, 60% in the second, 50% in the third and so on. In addition, the federal government granted \$50,000 to the town as a contribution to the cost of water and sewage connections to veteran's housing.

The foresight of these and other measures and incentives allowed several builders to have permits and services in place early in the year, so that construction could begin as soon as spring arrived. By May, building had begun on the Soldiers' Settlement Reestablishment Project on Coolbreeze Avenue in spite of serious flooding in the area, and Matthew DeVito's Lakeshore Construction Company had plans approved for 50 houses on Upper Salisbury Road, while independent individual general contractors were at work in Valois and Cedar Park.

The rapidity with which building proceeded, given the construction methods of the day, soon created problems, however. The 1943 Building Code eliminated most of the construction method abuses by requiring that subdivision plans be approved by council, that building permits be obtained and that town building inspectors monitor construction as it progressed. These measures led the town to the swift realization that there would have to be a strict limit on the number of building permits issued, as it could not keep up with the builders in installing water and sewer connections. Awareness of the capacity of the water filtration plant, the need to provide for garbage collection, paving, and maintenance of roads and lighting systems caused the council to realize that the existing tax base of the town could not support unlimited expansion. Growth had to be moderated to conform to the expansion of the taxable valuation base until the budget could be balanced, or until the costs to be charged back to a specific area amortized as taxes over a twenty-year period became reasonable.

Not all the construction going on was residential. George, Lionel and Maurice Arpin, the owners throughout the war of Chenier's Pointe Claire Hotel, began work on the Pointe Claire Theatre on Lakeshore Road in the village. With a capacity of 518, it opened early in 1947, showing a mixture of French, English and American films, usually in double features. It was such an immediate success that the Arpins shortly sold the hotel to G. Paquin and A. Brisebois of Ste. Geneviève, to devote their efforts entirely to the theatre.

The "playground" began to swing into action with the Canadian Professional Golfers' Association Tournament being played at Beaconsfield. The Maples and the Edgewater again had live bands and dances, and the Grove, ridding itself of its shameful prisoners, returned to the elegance of former days. The Valois Country Club was gone, the victim of a 1941 fire; the Valois Boating Club and the Lakeside Boating Club had faded into memory;

but the Pointe Claire Yacht Club rebounded with more enthusiasm than ever as members and crews returned from the war.

St. John the Baptist Church on Ste. Claire Avenue had in 1944 successfully negotiated the exchange of two lots on Brunet Avenue owned by the church since 1923 for five lots on Drayton Avenue, adjacent to the original church, and by late 1946 construction had begun on the parish hall.

All, however, was not bright and beautiful. With shocking regularity, over the years the Pointe Claire schools had been shut down or delayed opening for fear of epidemics of various diseases about which frighteningly little was known. 1946 was no exception, with school opening delayed well into September for fear of an outbreak of polio. This disease, with its terrible consequences before the introduction of the Salk vaccine, terrified parents, generating significant sales of polio insurance. Their caution was certainly justified, as several cases occurred in Pointe Claire.

At the tail end of the year, discussions were held at Cedar Park School with a view to organizing a program of adult education, primarily to assist young veterans to improve their lot, but to be made available to any who wanted it.

1947 was a year of consolidation, innovation, tragedy and a return of the *joie de vivre* of the summer months.

The consolidation was in the construction field, where slowly a balance emerged between the town's ability to raise funds, usually by bond issues, Pointe Claire Construction's ability to lay water and sewer mains, and the builders' need for new starts. About 200 new homes a year seemed to be the level where control could be maintained. The builders who had begun in 1946 were joined in 1947 by Claude Ranger's Pointe Claire Enterprises which, by the end of the summer, had built and sold 12 houses in the \$7,500 range in the area west of Broadview. Nine more houses were in progress; the total subdivision would eventually consist of 60 houses, each on a 6000 square foot lot. This subdivision, which set the precedent for nearly all later development north of the tracks in terms of lot size, adopted the name Lakeside Heights, and during the summer applied to council for annexation from the parish to the town. Council was not overly enthusiastic about the proposition, since the acquisition of a substantial land area and a large number of Veteran's Affairs-financed houses could severely tax the town's ability to provide services. However, a compromise agreement, whereby the existing roads in the area would be macadamized at the expense of the residents, and repaid over a twenty-year period, was reached. The town now extended as far north as present-day Hymus Boulevard.

Innovation came in the form of Chester Lines Limited's introduction of a Lachine to Ste. Anne cruise boat, the first demonstration of an electric wire recorder at a Kinsmen's Club meeting at Chenier's Hotel in March, a radar demonstration at Valois later that month, and in November, a demonstration at Valois by the Royal Astronomical Society, which included lectures, slides and viewings through three telescopes. The veterans, not to be left out,

formed the Veteran's Community Services, and offered general services to the public such as weed removal, garden care and lawn mowing. By the end of the year, the police station renovations were finished, giving director Ed Paiement a private office and providing improved, heated sleeping quarters for the firemen, complete with showers.

There was a pair of tragedies: on March 31, the Lakeside Station was destroyed by fire, and in the following month, Ste. Jeanne de Chantal in Strathmore suffered major damage, also by fire.

But signs of recovery were evident. Valois alone held an airshow, the Lakeshore Music Festival, Starlite Theatre, a street dance, Golden Gloves boxing and a Labour Day track meet that summer and saw a crowd of more than 4000 attend a Lakeshore Flyers football game at Valois Park. The Clearpoint Athletic Association revived both its summer and winter carnivals; the Lakeside Fair was held at Coolbreeze near the Montreal-Ste. Anne Highway; and the Cercle des Fermières de Pointe Claire took first prize in a handicrafts competition at Cedars, with 22 clubs entered.

As usual, the various social clubs held charity fairs and drives, rallies and children's events, and the Pointe Claire Brass Band under Joseph Cousineau resumed concerts at Memorial Park.

There were new beginnings as well: the opening of the Pointe Claire Theatre and the St. John the Baptist Church Hall.

And there were endings: Oscar Beaudoin, the town engineer for more than 30 years, resigned from the job effective December 31, 1947. Constable A. Brunet retired from the Pointe Claire Police Department after 15 years.

There were honours: director Ed Paiment of the Police and Fire Department was invited by U.S. President Truman to attend a conference on fire prevention from May 6 through 8 in Washington, D.C.; in July he was elected President of the Quebec Police and Fire Chiefs' Association.

Late in the year, the Kinsmen's Club opened up a large area north of the quarry on Cartier, with elaborate plans for turning the land, largely swamp, into a park to be used by all age groups. With a great deal of effort and some 8000 tons of fill and rocks, the swamp was over several years turned into the present-day Kinsmen Park.

Early in 1948, Leo Chenier, who for many years operated the Pointe Claire Hotel, which was more often than not simply known as Chenier's, opened the Pointe Claire Bowling Alley behind Pilon's Express and Baggage Transfer in the heart of the village. Bowling was just beginning to become popular, and the new alleys were soon only available to individuals in the early hours of the morning, since the rest of the time was booked for leagues or tournaments.

April 1948 saw the formation of the Pointe Claire Businessmen's Association. Essentially a more organized version of the informal merchants' gatherings that took place in the village stores, it held its first meeting as the Association on Tuesday, April 13, resolving to meet on the first Tuesday of each succeeding month. This group was precursor to the Pointe Claire

Chamber of Commerce, and through the contacts it made with the town council, served the town well. The success of this interchange of ideas led to council's later positive attitude toward communicating with the companies in the Industrial Park.

It was in 1948 that the town's debt situation hit its lowest point in recent times; a total of only \$322,408 was owing.

Although a very complicated by-law had been passed in 1942 in an attempt to correct the problem, the blasting at both Fuger and Smith's quarry on Victoria and Pointe Claire Construction's quarry on Cartier continued to be a problem, and many complaints were heard at the public council meetings. The primary concern was that shock waves travelling through bedrock would seriously damage nearby houses.

The Valois Citizen's Association made a valiant attempt to create a sixty-foot beach on Valois Bay, but encountered the same problem which had previously defeated the Maples Inn: with the breaking up of the ice in springtime, the sand was swept away.

Overseas support continued to occupy social and charitable groups. Some private companies contributed as well: the L & L Provision store at the corner of St. Louis and Coolbreeze offered free canning and packaging to anyone preparing overseas packages.

In 1948, the first recommendation was made to the town council that a town planning committee be formed. The work of this group was eventually to become crucial to the development of the town.

During the winter of 1948-49, work was carried out to convert the three bells of the St. Joachim church to electrical control. The three bells, originally installed in 1885, were known as Marie-Joachim, Joseph-Charles and Jean-Rémy; they would henceforth send out over the village a more controlled and synchronized pealing.

1949 saw a series of ownership changes in local businesses, L. A. Cartier sold his provision business at 332a Lakeshore to Art Legault, and at the same time purchased Marc Huberdeau's fuel supply business on Ste. Anne Street. M. Huberdeau in turn acquired the Lakeshore Tavern in Valois from Rosaire Allaire. Paul Legault sold the ice house at 8 Donegani he had operated for 30 years, which was full of ice and capable of year-round supply, to Legault Brothers of Strathmore. The Western Meat Market took over the butcher shop of Ed Schetagne.

In March, Lindsay Place, chairman of the Protestant School Board of Beaconsfield and Pointe Claire, announced that plans for the expansion of Pointe Claire, Valois Park and Cedar Park schools had been approved by the Board of Education, and work would begin shortly.

Ex-mayor John C. Mann was appointed to head the town planning committee created largely through the efforts of alderman James A. Wright. On the committee, each of the various districts of Pointe Claire was to be represented by two members chosen by the various groups representing those areas.

By spring the town had decided that, while Hydro-Québec continued to refuse to install lighting in several areas of town (Lakeside Heights, Upper Bowling Green and some smaller developments north of the tracks), the lighting would be undertaken by the town, in the hope that differences could be settled and reimbursement later obtained from the utility.

As the weather gradually warmed, local citizens installed a diving board at the Pointe Claire wharf. For the fourth straight year, the board was a donation of Colin Hibbard, who gave a great deal of summer pleasure to the area children and, no doubt, to many of the adults as well.

The previous fall Pointe Claire Enterprises had finished its subdivision development in Parkdale, and early in 1949, presented a new subdivision plan for the area immediately to the west. The plan was for self-contained houses, with the exception of the north side of Donegani, which was zoned for apartments and for commercial use.

It was decided in the summer of 1950 to remove the now decrepit toll gate at Lakeside. The other gates at Cartier and in Beaconsfield had long since been removed for other construction, and the Lakeside gate had fallen, from lack of attention, into a ruined shell.

In September the Lakeshore News launched the Ambulance Fund, seeking to raise \$3,700 for the purchase of a new, modern and fully equipped vehicle for the use of the police department. The campaign was so successful that an order was placed in October, and the ambulance was received in the following February. In the interim, all members of the police and fire departments were given St. John's Ambulance training so as to make the most effective use of the new equipment.

An indication of the conservatism and religiosity that still prevailed in the village community was a sign erected on church property. It read, in large letters, "CHURCH PROPERTY. NO DEVIL'S AGENTS ADMITTED. MEN AND WOMEN BE DECENT. NO SHORTS." — the implication being that anyone so bold as to appear in public in shorts must necessarily be Satan's representative on earth.

Father Pouliot was in charge of 75 novitiates at the Priest's Farm training centre in what is now Stewart Hall, and continued the operations of the former McLean farm. With Joseph Legault's dairy farm still in operation on the other side of St. John's Road, there were still plenty of cows wandering around even south of the tracks.

Further evidence of the still rural nature of the town (so soon to end) was the weekly circuit of David Sewell on his pony Terry, delivering the Lakeshore News.

Financially, the town realized its tenth consecutive surplus, and by the end of 1949, the municipal evaluation had passed \$10 million.

Over the years a regular number of accidents, often resulting in death, occurred at the railroad crossings at Valois, St. John's and Cartier. Representations were regularly made by citizen's groups, council and

individual residents to the Canadian Pacific and Canadian National Railways to improve the safety measures at the crossings, with little result.

The opening of the Montreal-Ste. Anne Highway created additional problems, and accidents, largely due to speeding, were frequent. After seven years of reluctance on the part of the Quebec government, permission was finally received for the installation of a traffic light at Valois. As a compromise between Quebec's desire for a high-speed highway and the town's need to protect its people, the light was to be used only at peak commuter hours, however. This helped, but the battle over full use of the lights and a solution to the railroad crossing problem was to drag on for years.

Early in the spring of 1950, tenders were opened for the addition of two new classrooms, a gymnasium and new offices to the Cedar Park School. The work was to be completed by September, at a cost of \$135,000. A new school was also to be built in Valois on Belmont Avenue, with eight classrooms and a gymnasium. At a cost of \$330,000, Valois Park School was to be ready to accommodate 300 elementary pupils by the spring of 1951.

The builders continued their steady expansion of the Valois and Lakeside Heights developments, with a new concept introduced for the first time. Council approved permits for 10 5 unit apartments in Valois Gardens.

During the summer, the Clearpoint Athletic Association placed its emphasis on junior activities and general improvements to their property. A fourth tennis court was added, a bowling green laid down, and the badminton club used the Cedar Park School gymnasium. A good deal of brush clearing and landscaping was also carried out by the members. A Lakeside Heights Community Centre was in the planning and fund-raising stage, and a lighting system was installed at Valois Park.

As usual, the Bowling Green residents came to council to protest late-night cement-making at the Fuger and Smith quarry, blasting at the Pointe Claire Construction quarry and green smoke from the Terra Cotta plant. Although the protests had become almost an annual event greeted with promises and compromises every time, they produced little change.

In August, the Montreal Anti-Tuberculosis League offered free chest X-rays to all citizens at the Valois United Church Hall.

A major problem occurred in the fall of 1950. Over 60% of the population of Valois fell victim to an epidemic of enteritis and for several weeks they were in considerable discomfort, although no one died. The problem was, however, a serious one, as the cause was found to be in the water supply. At first it was thought that the problem was the filtration plant, which many feared had become inadequate for the task of purifying the lake water, which was becoming increasingly polluted. However, after considerable investigation, it was determined that some of the water mains that had been laid in the early '30s had deteriorated to the point where ground water was entering the drinking water between the filtration plant and the area homes. The problem was corrected by a substantial replacement of piping, and three months later the water in the Valois homes was tested and inspected by provincial health

authorities, and found to be well within the tolerances for purity required by the law.

During 1950, the Edgewater Hotel changed hands twice. In August, Mr. W. M. Oliver of Baie d'Urfe sold it to M. G. J. D'Aoust of Ste. Anne, who in turn sold it in October to Albert Brisebois, at the time part owner of the Pointe Claire Hotel.

In October, the Pointe Claire branch of the Canadian Association of Consumers was formed.

To close out 1950, council set aside 17 acres at St. John's Road, the northern limits of the town. It should be borne in mind that at the time St. John's Road was the present Maywood Avenue, and the northern limits of the town were at the present-day Hymus Boulevard. The park would thus be at the present northern end of Maywood, south of Hymus. Further action on the part of the council created the position of a Director of Services, whose principal function was to oversee the issuance and sale of municipal bonds in amounts required by council at the best rates available.

On December 21, Mrs. Olive Urquhart announced her intention to run for alderman in the coming election, seeking to be the first female member of the Pointe Claire municipal council. She was entirely successful, taking her seat in February 1951.

Early in 1951, the efforts of the volunteers who for several years had operated a library from a private house on Lakeshore Road were rewarded with the opening of the Pointe Claire Memorial Library in its own building in Memorial Park, at the corner of Victoria and Lakeshore Road. Created and sustained by donations and fund-raising events, the library grew rapidly in terms of the number of volumes it contained and the service it offered, until it was forced to move when a new filtration plant was built.

The playground suffered something of a setback early in the year, when the government of Quebec imposed a 10% tax on all entertainment. Such an increase was a significant factor in the social life of the community.

Spring brought the town to life again. The various athletic and social clubs cleared up the winter debris and planned for summer, the builders ordered material and signed contracts and the Milk Bar reopened at St. John's and the highway, offering milk shakes and ice cream in a multitude of flavours.

By the end of April, the town planning committee presented council with a draft of its master plan for future development, inviting comments and contributions from not only the council members but also the various regional citizens' groups.

During the summer, the town was advised that the federal government was considering a proposal to close the post office at Valois, run by M. R. Campeau, and the one at Cartier and Lakeshore, run by M. J. V. Legault, and return to the system of handling mail through local stores, as had been the previous practice. Although nothing ever came of this plan, it did precipitate an offer from the town to take over the Pointe Claire post office

building as a new town hall, since the building at Ste. Anne and Lakeshore had become delapidated beyond repair.

The volunteer fire department in Valois, which operated from rented premises on Donegani, took delivery of a new fire truck, purchased by the town for \$4,300, and various accessory equipment which it was hoped would lower the response time to local fires and reduce damages.

In August, a complete aerial survey of Pointe Claire was carried out by Spartan Air Services which proved of great value to the town planning committee and the engineering department.

A new clubhouse was inaugurated by the Amicale St. Joachim in the village, and the Kay Kerry chapter of the I. O. D. E. opened a store on Cartier at the rear of the Pointe Claire Curling Club, from which it sold donated clothing and other merchandise.

Valois United Church began to build a manse, and the Church of the Resurrection received a gift of a stained glass window depicting the Crucifixion of Our Lord.

At St. Joachim School, the Reverend Brother Gatién retired after two terms as director, and was succeeded by Reverend Brother Sylvestre. By the end of 1951, an eight-room addition to Valois Park School was begun.

As 1952 began, council returned to its endless problem of safety at the railroad and highway crossings. Various proposals were put forth, including the recommendation that a pedestrian underpass be constructed some 800 feet west of Sources Road, which would allow the Sources Road and Valois crossings to be closed. This was rejected as too expensive, even though the natural contours of the creek (from which Sources Road took its name) that ran down to the river at this point would have eliminated much of the excavation cost.

Early in the year, the town received provincial approval of its plan to fluoridate the local drinking water. The introduction of tiny amounts of fluoride as the water left the filtration plant was a proven method of reducing dental caries, especially in young children, and Pointe Claire was the first town in Quebec to provide this service, with only Brantford, Ontario, preceding it in all of Canada.

The Edgewater Hotel, which late in 1951 acquired the first television on the Lakeshore, sponsored a horse racing meet on the ice of Lake St. Louis in February and was offering full-course family dinners for \$1.75, including roast beef or sirloin steak.

In the same month, the town planning committee tabled its final zoning plan. As soon as the plan was adopted by council, the committee held public meetings to explain the plan to the citizens and solicit comments or suggestions. The plan divided the town into seven zones, each of which was intended to be self-contained when fully developed, offering easy access to schools, churches, commercial areas and parks. South of the Montreal Ste.-Anne highway were four zones: zone one was from the westerly limits of the town to Golf Avenue, zone two from Golf Avenue to St. John's Road, zone 3

from St. John's Road to Valois Bay Avenue and zone 4 from Valois Bay to the eastern limits of the town. To the north of the highway, zone 5 ran from the western limits of the town to Maywood Avenue (now St. John's Road), zone 6 from Maywood to the Canadian National Railways' proposed branch line, and zone 7 from that line to the eastern limits of the town. To the north, the zone limits were at the border of the parish of Pointe Claire, a line more or less following the present-day Hymus Boulevard.

By mid-summer, the Kinsmen had finished the park off Cartier. By its official opening on July 12, 1952, it contained a baseball diamond, a play area for older children and a play area for tots, with a corner of the park reserved for a future swimming pool.

Lakeshore Road, less travelled now that the highway existed, was still, however, in need of repairs. The town borrowed \$183,000 and accepted a provincial grant of \$60,000 to begin resurfacing the road and install sidewalks. The contract was given to Lakeshore Construction.

At the same time, the bay between the government wharf and the point was dredged to allow sufficient clearance for the sand barges from Oka to reach shore. The public beach along the shore of the bay remained open, although warnings were posted to the effect that prolonged swimming, especially by young children, should be avoided due to the pollution level of the lake.

Early in July, Minnie the Moocher, an old houseboat which had been tied up at the Pointe Claire wharf for many years, was cleaned up and outfitted by a crew comprising members of six prominent local families for a trip to Ottawa. For some time, the waterfront definitely appeared to be missing something, but on her return she slipped into her accustomed mooring and all was back to normal.

In September, council approved a subdivision plan for the area of St. John's Road between Lakeview and the highway, and purchased land for a south service road on the highway between Bayview and St. John's Road. It also voted to continue planting maple trees on both public and private property.

Late in the fall, two freight trains collided head-on near the Valois Station. There were no serious injuries, but very heavy damage was done to both locomotives and several freight cars. Commuter trains were unable to get beyond Dorval for several days while the wreckage was cleared away.

Before the year ended, the Mission of St. John Fisher was established in Valois, holding its services in the auditorium of Valois Park School.

In the seven years since World War II ended, the population of Pointe Claire had doubled, reaching 10,000 by 1953, but the annual rate of growth was accelerating rapidly. The annual percentage of growth had been about 9%; in the years after 1953, the rate rose as high as 17%. This represented a real population explosion.

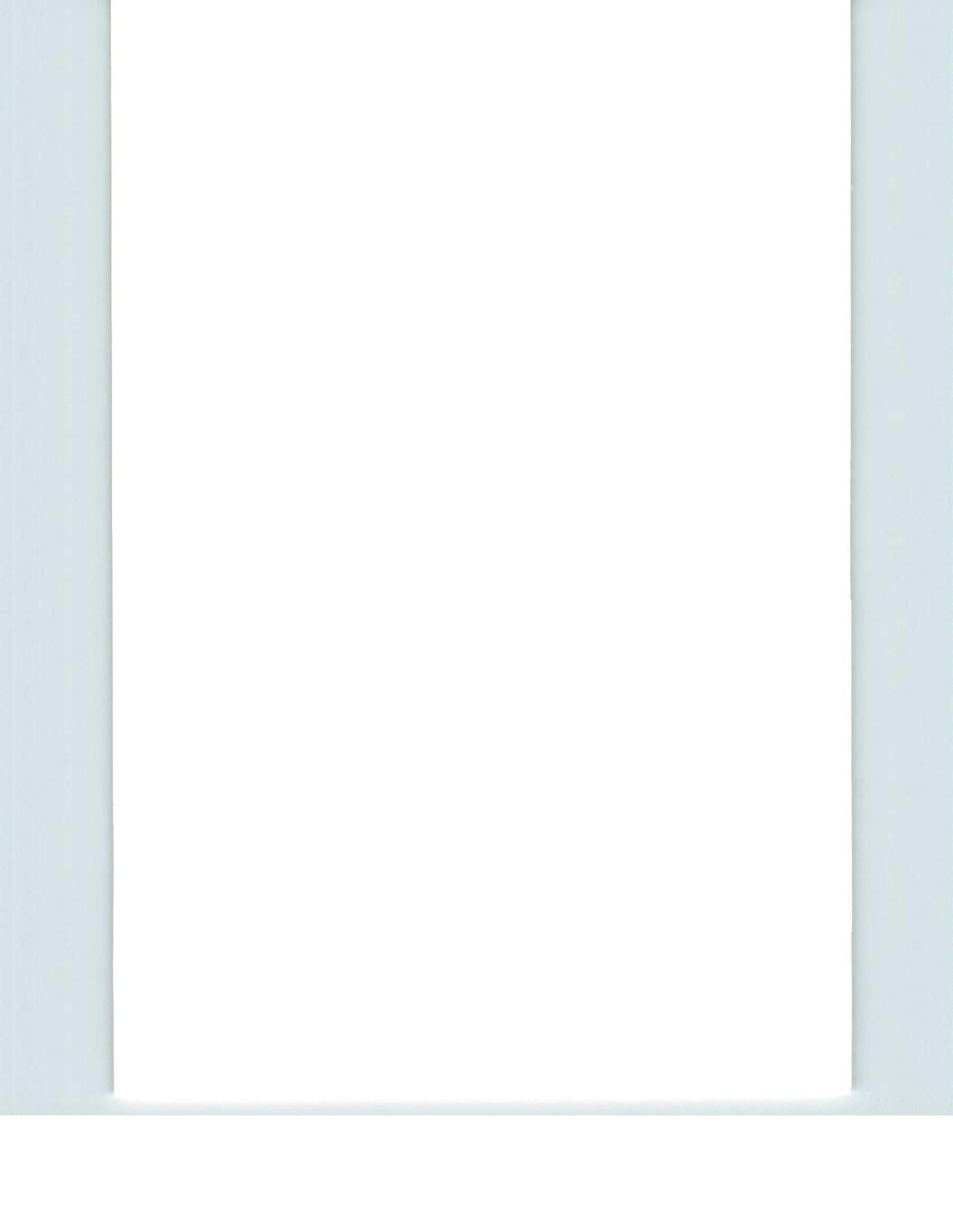
There were several reasons for this development. The post-war economy had improved to the point where many city dwellers could move out, which

was the general trend in any case. Further, immigration from Britain, which was still suffering economic difficulties, was substantial; many of these people found the ambience of Pointe Claire similar to the country areas they had left behind.

Fortunately for the town and its new residents, council's ability to borrow money and raise taxes to finance roads, water mains, sewers and all the other basic needs of an expanding community was now based on a taxable evaluation of \$14 million. Each development naturally added to that base, and helped finance the next project.

All in all, it can be said that the soon-to-begin boom in population, buildings and services found everyone ready for it. Labour and materials were readily available, the basic zoning of the town was in place, mortgage money was available and relatively cheap, with a prevailing rate of 6%, the builders were familiar with the building code and inspection requirements, and the town had the money for services.

In the past, construction had been dominated by medium-sized companies like Pointe Claire Construction, Pointe Claire Enterprises and school and church-building specialists. Soon, dozens of small general contractors and sub-trades would enter the field, building individual houses to the owner's specifications. Along with them came one giant project development company, Louis B. Magil's Magil Construction Limited.



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## 1953-1957

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Before the project builders could get to their job sites in 1953, several events occurred in the village. Early in January, the St. Joachim Boy Scout troop, under Scoutmaster Jacques Létourneau, was inaugurated and held its first meeting at the St. Joachim School.

The Lakeshore Unitarian Fellowship was organized by 53 members, and inaugurated services at Cedar Park School.

Later that month, Paul-Émile Cardinal Léger presided over the investiture of Canon Robert Mitchell of Pointe Claire at St. Joachim Church. Although Canon Mitchell had completed his studies in Montreal and was to be assigned duties elsewhere, he elected to be invested in the church of his childhood.

G. M. Gest, head of a Montreal contracting firm, bought the old Pointe Claire Curling Club building at Cartier and Lakeshore Roads, intending to use it to house his world-famous collection of antique automobiles, but his idea never came to fruition.

Effective March 1, 1953, the municipal sales tax was raised from 2% to 3%, with the extra per cent to go to the local school boards on a pro rata basis based on the number of students attending.

By March, the investigation into numerous complaints of faulty construction in the Onsite Development Company's project on Sunnyside concluded. Blame was laid at the door of both Onsite and Central Mortgage and Housing, who in turn blamed their subcontractors for the defects. After

several noisy meetings with council Onsite agreed to carry out repairs at its own expense, and agreed to submit to more inspections on their buildings in progress in future.

As the majority of the town's population growth was in Valois and Lakeside, the Valois Park School had become overcrowded. Since ten new classrooms were nearly finished at the Cedar Park School, it was decided that henceforth most of the children in Lakeside would attend Cedar Park, and bus service was provided.

The arrival of spring brought a flurry of activity and the announcement of summer projects. In the village, Thrift Stores, then the largest food distributor in Quebec, opened a supermarket at 274 Lakeshore, and S. Rossy Inc. opened at 297 Lakeshore. Bell Telephone announced a plan for a major extension at the rear of their exchange building on Golf Avenue. Valois Presbyterians learned that the name of their church, although no building yet existed, would be the Presbyterian Church of St. Columba-by-the-Lake. The town took delivery of a new Mercury 4-ton garbage truck, and two "Welcome to Pointe Claire" signs were donated by the local Jaycees, and erected beside the highway at either end of the town.

In a referendum held on April 23, funds in the amount of \$35,000 were approved for the acquisition of land from Armand Legault for a park in Lakeside (Ovide Park).

By May, council had awarded a \$275,000 contract to Lakeshore Construction for services to the Magil and Kunard projects, stating that these would be the only project developments approved for the near future, as both were extensive. The Magil project, the first of four over the next ten years, called for 275 1 1/2 storey houses between Coolbreeze and Parkdale in Lakeside Heights, while the Kunard Construction project called for 180 detached houses in the area of St. John's Road from the highway to Lakeview and east to Bayview. Both projects were to be completed by 1955.

The Edgewater Hotel once again changed owners, coming into the hands of MM. Gaston and Carrière; M. Carrière was the owner of the El Paso restaurant on the highway in Lachine.

Just before midnight on May 15, 1953, a B25 Mitchell Bomber returning to the airport at Dorval crashed in a field just north of the town limits. There were no survivors. Among the eight R.C.A.F. staff members lost in the crash was Flight Officer C.F. Griffin of Valois.

In June, announcement was made of the establishment of a Lakeside Heights Baptist Mission; a month later, the Roman Catholic St. John Fisher Mission acquired 57,500 square feet of land on the southwest corner of Summerhill and Valois Bay.

A land exchange deal between the council and Magil Construction resulted in the town's acquisition of a green space south of Sherbrooke Street (now Windward), while the Protestant School Board acquired 18 acres between St. John's and Maywood for \$50,000 and announced that they would build a new high school and an elementary school on the site.

During August, Lindsay H. Place, long-time president of the Beaconsfield and Pointe Claire School Commission, was appointed municipal judge, succeeding the retiring Jean Charlebois, Q.C., who had occupied the office for many years, thus effecting the transition from the old Recorders' Court to the more modern Municipal Court.

By fall the merchants serving the people of Valois from the stores on Donegani stretched from Sources Road to Broadview, and featured the Valois Gardens Shopping Centre at 51 Donegani.

The Catholic School Commission, chaired by M. J. A. Cartier, negotiated a Quebec government grant of \$222,077, hired Marc Angers as architect, and awarded a contract for \$341,657 to Semetys Construction for the addition of 11 rooms and a gymnasium to St. Joachim School, with the work to begin immediately.

In October, work was begun on a new curling club with three sheets of ice. A relative latecomer to the "playground" the Pointe Claire Curling Club was formed in 1919 by a group of local men who regularly curled on the ice of Lake St. Louis. The first building was put up by Albert Mitchell in 1920 on land acquired from Léon Charlebois at the corner of Lakeshore and Cartier. Until 1945, when artificial ice was installed, the ice surface was prepared by hand with water brought up from the lake. (Lest the location of the club so far away from the water supply seem strange, it should be borne in mind that Bourgeau Park did not exist at that time, and the river came to within a hundred feet or so of the club.) The new club was built just to the north of the old one at a cost of \$87,000. On March 27, 1954 the first rock was thrown in the new building by club president William Legault.

Before the end of 1953 plans were drawn up for the construction of a new high school containing 35 rooms and a gymnasium on Maywood, and for a new 16-room elementary school on St. John's Road, with work to begin in the spring and be completed by September.

In November both the Valois and Lakeside railroad crossings were closed to traffic and the Quebec roads department agreed to extend Donegani as far as St. John's Road. In spite of protests by local residents that the crossings should be left open with appropriate gates until such time as an underpass was built, the crossings remained closed, with all traffic rerouted to Sources Road.

There comes a point in the expansion of any small town where growth outruns the ability of the town to maintain control. This point was reached in Pointe Claire in 1954. With the Magil and Kunard projects nearing completion, and the 300-home Pointe Claire Housing Development project newly launched in Strathmore, the ability of the town to provide water and sewage reached its limit, in spite of the \$400,000 contract awarded to Pointe Claire Construction for the provision of such services.

Council under the first female mayor, Olive Urquhart, was not far into the year before it was besieged with problems. The Bourget Construction development north of the railroad on St. John's Road was completing houses

before even sidewalks or an access road could be installed. Construction of two schools on the heights required that services be extended northward. The three citizens' groups, the Valois Citizens' Association, the Pointe Claire Electors' League and the Civic Action League, were joined by the Cedar Park Heights residents' group, bringing to council a continuous series of problems and complaints from the various districts. On top of everything else, the old town hall was totally inadequate for meetings, necessitating the removal of council to other locations as they became available.

By and large, 1954 was a year of planning and beginnings. Early in the year plans were drawn up for a new church to replace Lilly Memorial Church, which had become much too small for the needs of its congregation. Through the summer, a fund-raising drive was sufficiently successful that on September 18, the cornerstone of the \$235,000, 49,000 square foot Cedar Park United Church was laid, and construction began on the main building. At the same time, both Valois United and St. John the Baptist were planning extensions, and Lakeside Heights Baptist Church began construction at St. Louis and Hornell. St. John Fisher parish began construction at Valois Bay and Summerhill, and architects were hired by the Presbyterian Church of St. Columba-by-the-Lake.

During the summer Antonio, Matthew and Victor DeVito, after failing in an attempt to obtain council's permission to open a luxury restaurant at Cartier and the highway, acquired the Edgewater Hotel, which they were to operate for almost 30 years.

A proposal to have provincial transport run an internal bus service around the town was considered at length, but was not acted on until the following year.

Smoking trains, the whistles at the crossings and the increasing pollution in Lake St. Louis led to the formation of an anti-pollution committee, with representatives from each of the West Island municipalities.

Architects were hired to draw up preliminary sketches for a new town hall. Plans were drawn up and contracts awarded for the construction of a stand pipe water tank above the heights on St. John's Road, which would contain 1,350,000 gallons of water, and from its elevated position substantially increase water pressure throughout the town.

Several new establishments appeared during the year. A Pointe Claire brigade of St. John's Ambulance was set up, a new wing was added to the Pointe Claire Memorial Library; the Pointe Claire branch of the Club Richelieu was established with Maurice Semetys as first president; and an A & P food store opened in the Valois Shopping Centre.

Council did, of course, achieve some advances. In February Farms 135 and 136 immediately north of the Roman Catholic cemetery on St. John's Road were annexed from the parish, with the near unanimous approval of the residents of the parish. A 50 car parking lot was built at Valois Avenue adjacent to the CPR tracks. Water meters were installed in commercial establishments for the first time. After the referendum of the previous year

on a park for Lakeside, a deal was made between the town and Armand Legault by which a large piece of land would be acquired between Hillcrest and Lakeside, with the town immediately reselling two lots on the highway for proposed gas stations, resulting in a net acquisition of 215,000 square feet of park for the budgeted \$35,000.

With construction underway on the high school on St. John's Road, it was decided that it would be named John Rennie High School. John Rennie, B.A., was principal of Valois Park School from 1930 to 1934, Superintendent of Protestant Schools from 1934 to 1936, and the member of the Quebec Legislature for Huntingdon from 1947 until his death in 1952.

The impending opening of both John Rennie High and Lakeside Heights Elementary Schools in 1955 forced the town to deal with a problem which had thus far been ignored. In the area of the town dump on Donegani, which was only separated from the schools by a field, large colonies of rats had become entrenched. In mid-October, the area was closed off to any public traffic and a massive extermination program began. This effort and the ensuing winter reduced the problem to an acceptable level long before school opened.

At the tail end of the year a disaster committee was formed under the chairmanship of ex-mayor C. Barnes, Council applied to Quebec for charter amendments that would speed up the land annexation process. A temporary access road was cut through the cemetery on St. John's Road to give owners access to properties being built by Bourget Construction to the west of the cemetery, and it was decided that temporary wooden sidewalks would be erected up the hill on St. John's Road so that students could get to their new school without having to trudge through the mud.

In January 1955 an era ended when Minnie the Moocher, the old houseboat, sank at the Pointe Claire wharf. After a heavy January snowstorm, a veritable mountain of snow had been piled on the wharf by the town ploughs and snow removal trucks. After a brief thaw, an avalanche of snow into the river carried Minnie to the bottom of the lake, never to rise again.

Very early in 1954 a proposal had been put forward to have the Provincial Transport Company operate five internal bus routes in Pointe Claire. During the summer and fall, considerable opposition to this idea was heard from all the regional citizens' associations, on the grounds that the benefit to be obtained from the buses was outweighed by the safety hazards they would present, to say nothing of noise and excessive wear and tear on the roads. Nevertheless, the proposal was approved by council in November, and services began at the start of 1955.

Four of the routes selected were based on providing access between various parts of town and the Valois and Pointe Claire railroad stations; the fifth was to connect the residential districts to the shopping and theatre area in the village. 27-passenger Ford coaches with front entrances and rear exits were used, charging a fare of 10¢ for adults and 5¢ for children.

After operating for four months in the part of the year when revenues were expected to be at their highest, the bus routes were cancelled effective May 4. The fundamental problem was that residents who needed to travel already had their established means, whether by car, car pool or on foot. They did not change their habits, and the buses went unused.

On February 1, 1955, the long discussed creation of the position of town manager was put in a referendum which approved the move. A town manager is the executive arm of the municipal council, hired as an employee of the town to enact the decisions of the council. He, like any employee, can only be removed from office for just cause, and his main function is to relieve the council of the day-to-day operations of the town, and supervise the various departments such as town planning, engineering, and so on. The position had been successfully created in other towns such as Dorval, and with the evident increase in work caused by the expansion of the town, it was considered vital to create the office now.

After several candidates were considered during the spring, M. René Labrosse was appointed as the first town manager of Pointe Claire.

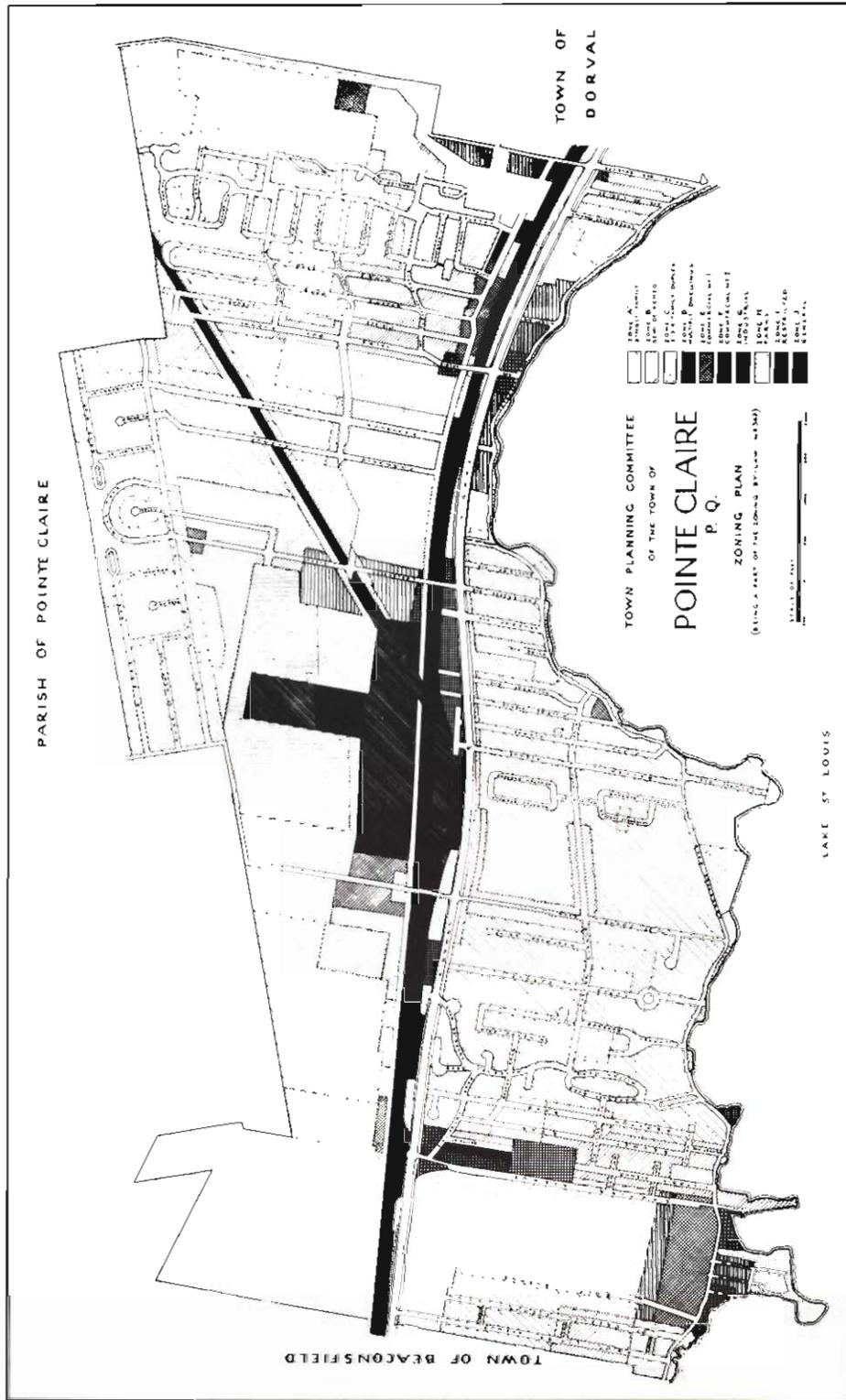
At the same time, since technical difficulties had been overcome, a ceremony was held on February 3 at the filtration plant, where mayor Urquhart turned on the fluoridation machinery.

One week later the Lakeside Heights Anglican Church held its first service using the facilities at the Lakeside Heights Clubhouse.

By the end of the month, the first steps in the planning for a new town hall had been taken with the hiring of the architectural firm of Barrett, Marshall, Montgomery and Merritt. It had been almost impossible to conduct the business of the town at the old town hall on Lakeshore Road for several years, as the building was old and dilapidated, and had been turned into a rabbit warren of corridors and tiny offices as the needs of the various departments grew. Alternatives such as taking over the Pointe Claire Post Office and Stewart Hall were discarded. The federal government decided to keep the post office open, and the price sought by the fathers of Ste. Croix for Stewart Hall was too high. A proposal to build a town hall on the site of the Lakeshore Construction quarry never seems to have been seriously pursued. Necessity now demanded that at least the planning stage be begun.

It was announced early in March that Ivanhoe Corporation, the building affiliate of the Steinberg stores, had acquired land at St. John's Road and the Montreal-Ste. Anne highway to build the Pointe Claire Shopping Centre. Later in the month Bell Telephone announced that it intended to build a large switching station at the corner of St. John's Road and Atlanta (now Douglas Shand), and the Canadian National Railway announced that effective April 24, it would terminate its commuter service to all points west of Dorval.

In April, William Keene, the supervisor of the water filtration plant, was awarded the Hunt Memorial Trophy by the American Waterworks Association for running the best plant in Canada.



Limits of the Town of Pointe Claire, 1955.

April 1955 saw Pointe Claire more than double its physical territory, as 2,500 acres of land from Sources Road west were annexed from the parish of Pointe Claire. As the apparent growth of the town was toward the north, it was decided to annex this large chunk of land all at one time, rather than piecemeal as developments progressed, to gain control over the points at which the town would abut other towns which were starting to build to the north. Most of this land annexed from Hymus Boulevard to the northern limits and from Sources Road to the western limits, which straddled the proposed Trans-Canada Highway, was promptly zoned as an industrial park.

Later that same year, with an agreement that the Canadian National Railway would build a \$750,000 spur line parallel to the proposed highway directly through the southern half of the industrial park, Gerald Hervey was appointed industrial commissioner of Pointe Claire. He was given office space in Montreal, and was made responsible for presenting the advantages of locating in the industrial park to light industrial companies. As we shall see, he was enormously successful.

The Pointe Claire Academy of Ballet opened under the direction of Joyce Lewis Cloutier in April, in a specially constructed building on Lakeview Avenue at the corner of Longmore. The official opening held later in the year was attended by Governor General Vincent Massey.

The Jacques Cartier County Health Unit began distributing polio vaccine free of charge to children born in 1953 through free clinics held May 4 at the Pointe Claire Hotel and May 12 at Valois Park School.

By the end of spring services were being extended at Strathmore and northwards, in the new development to the north of the Catholic cemetery, west of the cemetery and into the area of John Fisher parish. Lakeshore Construction was stretched to the limit of men, machinery and materials.

During the month of June, the Bank of Montreal opened a branch in the Valois Gardens Shopping Centre with five employees.

The last services were held June 12 in the old Lilly Memorial Church, and one week later the newly completed Cedar Park United Church was dedicated and the first service was held.

Saguenay Shipping Lines gave a five-ton training barge to the Sea Scout Ship Venture, which had been started by the Pointe Claire Yacht Club but had separated to its own quarters on the west end of Valois Bay many years before. The barge arrived in July 1955.

The huge water tower, still one of the most prominent landmarks of the town, which is visible from almost every vantage point, was put into operation in August. The 1,350,000 gallons it contained and its 130-foot elevation virtually guaranteed freedom from water shortages, and increased the water pressure to 56 p.s.i., a more than adequate level. The old standpipe located near the Field of Honour had an elevation of 80 feet, held 173,000 gallons and gave a pressure level of only 34 p.s.i.

Early September saw the first mass celebrated at St. John Fisher Roman Catholic Church, in the new 620-seat building constructed by Paul Rolland Company and Gerard Derome, and the enrolment of 517 students in the unfinished building that was John Rennie High School. A further 410 students started at Lakeside Heights Elementary School.

In November the Pointe Claire Club Richelieu received its charter at a banquet held at the Edgewater Hotel, and William Legault was installed as president.

The Morin house in Valois, which had changed hands twice since the Morin family built their chapel, now came into the hands of Mr. and Mrs. Samatas. The previous owner, M. L. Lavallée, had remodelled the exterior of the house in 1947; Mr. Samatas now set about remodelling the interior to adapt it for use as a convalescent hospital. Although the Samatas family was of the Greek Orthodox faith, they nevertheless preserved the Morin Chapel, allowing services to be held there for the patients until 1958. In the course of later renovations in 1962, when it became necessary to move the chapel to its present location close to the highway, they repainted and refurbished it inside and out, although unfortunately while this work was being carried out, the statue of Christ and the crucifix were stolen from the altar and never recovered.

As Christmas approached, the Chorale Féminine de St. Joachim held their second annual "guignole", something akin to a mobile carol sing, making the rounds of the town to collect food and clothing for the poor of the parish.

In February 1956, J. Maurice Arpin, formerly a manager with the Banque Canadienne Nationale, former owner of the Pointe Claire Hotel and currently, with his two brothers, owner of the Pointe Claire Theatre, was elected mayor.

Magil Construction, which was just finishing a small 80-home development in Strathmore, received approval of its massive 800-home project to the north and east of the two new schools. To be built over the next four years, the houses would be bungalows, the famous 3 or 4-bedroom, 1 1/2 storey Magil Split Levels, with original prices ranging from \$12,750 to \$18,000. With the Derby Smith Development also starting to the south of Hymus, the entire north central area of the town was under construction, and as invariably happens with development areas, was completely shorn of trees.

The John Rennie High School boys' curling team won the Provincial Schoolboy Association Championship, and went on to place second in the Dominion Championship held in Fort William, Ontario.

In March, the town planning committee came forward with a 25-year plan for the development of the village. This plan, complete with an artist's conception of how the area would look, called for closing in the quarry on Cartier by roofing it, and developing the roof as a green space with apartment buildings on each side. In the existing hole and below the green

space roof would be an arena, a swimming pool, indoor parking and a dry storage area. A medical centre and office buildings were suggested for the space north of the quarry. Lanthier Avenue was to be opened from Cartier to Golf Avenue, and apartment buildings were to be built along its north side on land now owned by the Beaconsfield Golf Club. A public boat dock was proposed to the west of the government wharf. The new filtration plant would be built in such a way as to retain most of Memorial Park and include a rooftop viewing platform as part of its design. Extra green areas and parking space would be on land south of Lakeshore Road.

The plan was visionary, to say the least, but little of it came to pass, as it was opposed by merchants, businessmen and the Golf Club.

On April 27, 1956 John Rennie High School was officially opened.

In May Matthew DeVito of Pointe Claire Construction offered to donate the quarry on Cartier to the town if they would build a hospital there, the idea being that the savings on excavation cost would help make a local hospital possible.

At the end of the month, in a referendum called to approve by-laws to borrow \$264,500 for the construction of a new town hall and \$325,000 to buy farm 47 for a community centre and various municipal buildings, approval was given by a margin of five to one.

An arrangement was made between the Pointe Claire School Board, Derby Smith Development and Magil Construction during June whereby the board acquired eight acres of land near Delmar Avenue for \$2. Over the course of the winter of 1956 to 1957 Northview School was built.

Valois United Church and Fellowship Hall was opened September 28 1956.

Council approved a by-law allocating \$950,000 to the construction of a new filtration plant to handle four million gallons of water a day, with possible expansion to 12 million, which was considered adequate for a town of 30,000 people. At the same time, \$125,000 was allocated to a process known as ozonation, which gives a high degree of purity to drinking water. In the referendum that followed, the second allocation was rejected, while the first was approved.

A battle broke out later in the year that involved the town, the residents of Valois and the Quebec Liquor Board. The board issued a license to the owner of the Mayfair Tavern on Valois Bay Avenue without prior consultation. Council promptly stopped construction on the building by withdrawing its building permit, and 98% of the residents were shown to be against allowing the tavern to open. Both groups, however, were informed by the liquor board that their objections were meaningless, since the board had the exclusive power to grant a license, and saw no reason to revoke it. The Mayfair is still there.

Significant changes were made to the town's charter in November. The most important were a change in term for the mayor and aldermen from two to three years; a provision to elect them all at the same time; an increase from

10 to 20 in the number of voters opposing a by-law that would necessitate a referendum; and the right to charge the cost of sewers to area residents by means of special assessments.

Effective December 2, 1956, all phones in Pointe Claire added to their four numbers the prefix OXford-7.

New social groups formed in 1956 were the Lake St. Louis Historical Society, with David M. Stewart as president, the Lakeshore Retired Men's Club, which held meetings each Wednesday at Valois United Church, the Lakeshore Film Society and the Lakeshore Y.M.C.A.

With work progressing on Hymus Boulevard to connect St. John's Road and Sources Road and provide access to the industrial park, through the efforts of Gerald Hervey, four more companies acquired land: Royal Electric, Petrofina, Bouchard Garage and Montreal Bronze Limited. (Hymus Boulevard was named after C. W. Hymus, head of the Industrial Department of the C.N.R. He was instrumental in the construction of the spur line through the industrial park.)

The Fathers of Ste. Croix were finding it difficult to make ends meet on their farm in Lakeside. A decrease in students and the increasing costs of maintaining productivity led them to offer their mansion to the town for use as a town hall at a price of \$300,000. The cost of renovations required for conversion caused the town to reject the offer; the land and buildings were sold to a real estate development syndicate later in the year for \$810,000.

Starting early in the spring with a Quebec government grant of \$378,000, the St. John Fisher Elementary School was built on Summerhill Avenue; an eight-room girls' school was built on the point by Semetys Construction; and the Catholic School Board acquired 320,000 square feet of land on Ambassador Avenue for future development.

Following the acquisition of 78,000 square feet of land from the town on farm 47 adjacent to the land previously bought, and the installation of services on their property, Steinberg's Ivanhoe Corporation began construction of the Pointe Claire Shopping Centre on Donegani; before the end of the year, they had opened their store. Construction on the rest of the centre continued into 1958.

Anticipating the needs of the industrial park for low-cost housing for employees, council approved a project for Lakeside Apartments Inc., who engaged Terroux Construction to build eight 3-storey apartment buildings containing 104 units west of Coolbreeze.

The first public swimming pool on the Lakeshore was built in Lakeside Heights, largely through the efforts of Art Seguin and the Lakeside Heights Citizens' Association. It was opened on August 14 1957.

Council, meanwhile, began construction of the corporation sheds north of the railway on Donegani just to the east of the Pointe Claire Shopping Centre, and awarded contracts to B.G.L. Engineers and Builders Limited and F. Hankin and Company for the building and machinery respectively for the new filtration plant.

As work began on the filtration plant, the Pointe Claire Memorial Library was forced to move from Memorial Park to 19 Victoria Avenue.

At the same time, the Quebec roads department finally paved Donegani from Valois to the open railroad crossing at St. John's Road.

It must have seemed in 1957 that the entire town was under construction. Besides the projects we have mentioned, Magil and Derby Smith were continuing their developments in Lakeview Acres and Dominion Stores were building at Donegani and Sources, to say nothing of the industrial construction continuing in the area to the north.

A brief survey of the town in 1957 shows one industry (Terra Cotta) with 25 employees, as well as 146 retail trade establishments, three hotels, one newspaper, nine schools, one nursing home, 29 miles of paved streets, 30 miles of unpaved streets, a fire and police department with 19 men, one fire engine and one ambulance, 53 miles of water mains and 17 playgrounds.

During the course of the summer, the council had discussed at length the possibility of a pension fund for the town employees. Effective November 1, a fund similar to that previously set up for the police and fire department was introduced. Under the plan, employee contributions would be matched by the town, and retirement benefits would be calculated on the basis of salary levels and years of service. It was hoped that the existence of this plan would attract a superior level of municipal employee to deal with the ever-growing needs of the town.

In October Magil Construction donated a site on Empress Avenue at Radnor to the Church of St. Augustine; planning was soon begun on a church to be built before the end of 1958. In the same month the Lakeshore Unitarian Church acquired the former Lilly Memorial Church on Cedar Avenue.

South of the filtration plant, Lakeshore Construction began work on the new water intake, which involved building a pier out into the lake on which heavy equipment could move. The pipe was then laid in a trench cut down the centre of the pier and on completion, the pier was removed. Final connection of the intake was carried out by frogmen from Underwater Services Limited.

The park owned by the Amicale St. Joachim behind the village shopping area was sold at the end of October to the town as part of the effort to revive the village and open up Lanthier Avenue. Left with no park easily accessible from the village, the Association des Terrains de Jeux et des Loisirs du Village de Pointe Claire developed a plan for filling in the shallow bay between the wharf and St. Joachim School and turning it into an extensive park area.

In November the Pointe Claire Civil Defense League was formed with William Jaillet as leader.

Before the year ended Bargit Construction began a 14-home project at Priest's Farm, the Presbyterian Church of St. Columba-by-the-Lake was dedicated, 12 companies had acquired property in the industrial park, a commercial centre was set up at Lakeshore Road and Cartier and postage was 4¢ a letter.

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## 1958-1964

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In January 1958, following the town's application to the ministry of municipalities in Quebec, Pointe Claire was recognized as a city. This involved no change in the basic structure of the municipal government, or in the structure of the city council.

The ongoing construction at the filtration plant required the allocation of an additional \$211,000, and an amount of \$120,500 for electrical work and heating, to be carried out by the Standard Electric Company.

At the end of February the first delivery of precision mechanical springs was made by Wallace Barnes Company Limited. These were the first items actually manufactured in the industrial park. However, Barnes was not the first company opened, since Royal Electric had opened for business the previous August.

By May 31, the new St. John the Baptist Church was completed and open for services.

Following the successful example of the public pool at Lakeside Heights, both Kinsmen's Park and Valois Park opened pools in the summer of 1958.

In June 1958 an archery range situated west of St. John's Road between the highway and the railroad tracks was open to the public. The range featured moving targets, and would-be Robin Hoods could try the sport on a pay-as-you-go basis.

Also in June, in keeping with a province-wide policy, owners of signs and billboards along the highway were given eight days to remove them, under pain of having them torn down by the city at the owners' expense.

As the new city hall was nearing completion, it became necessary to plan some ongoing use for the old building. After many applications were reviewed and discussed, it was decided that the Y.M.C.A. could have the upper floors of the town sheds, and the village parks and playgrounds people could have the town hall.

The new city hall was getting to be an expensive proposition. A supplementary bond issue had already been floated in the amount of \$103,500, supplementing the original amount of \$299,500. A further amount of \$40,500 for furniture and fittings was allocated, and another \$36,000 had to be found for driveways and parking space. Even after the building was occupied extras charged by Semetys Construction and by Barrett, Marshall, the architects, added a further \$7,000, bringing the total cost of the city hall without fire or police facilities to \$486,500, compared to the original estimate of \$300,000.

The city purchased land in June 1958 to build a traffic circle at the intersection of St. John's Road, Maywood and Hymus Boulevard, and rezoned a strip 40 feet deep on either side of Hymus as parkland to provide a green space where the industrial park bordered the residential areas.

The Marguerite Bourgeois High School for Girls was officially opened on June 28 under the direction of Mother Superior St. Emile d'Alexandre.

One night late in June at 11:30 p.m., a Grumman Goose carrying four passengers and a pilot crashed into the trees 500 yards north of the end of King's Road. On its way back from Mont Joli, the pilot apparently lost his bearings on the Dorval runway due to bad weather. Although fortunately no one was killed, one of the passengers later lost a leg due to injuries sustained in the crash.

In the midst of a paving project which had St. John's Road torn up from Donegani to Hymus, the city moved into its new premises on Friday, August 15, 1958. The new building was a vast improvement over the old one. The ground floor had extensive space for municipal employees and clerks, and separate space for the engineering department. Upstairs there were offices for the town clerk, the mayor, the town planning committee and the town manager, as well as their support staff. There was also a committee room which could be expanded for public meetings. The basement was for storage, with a special chamber for preserving the town archives. A spiral staircase led from the foyer to the upper offices.

Across the street, the Windsor Gardens Housing Development began building apartment blocks, the first of which was the 31-unit Windsor Arms Apartment, built by Lakeshore Homes Limited. This project infuriated the Cedar Park Heights Citizens' Association, who believed they had been promised the land for a park, setting them on a collision course with council that was later to have serious repercussions.

In September council was advised by the C.N.R. that it had no use for the 90 foot wide homologated strip of land that ran diagonally across the city from Lakeside to Sources Road about halfway between the highway and

Hymus Boulevard. This strip had originally been set aside for a proposed diversion of the C.N.R. tracks to join with their northern route from Montreal.

That same month the Pulp and Paper Research Institute on Maywood was officially opened. The original building contained over 70,000 square feet of working space, stood on 40 acres of land and was initially equipped with over \$1 million worth of scientific apparatus.

In October 1958 the Pointe Claire Shopping Centre was officially opened. Of the original 23 companies which rented space, three remain today — Steinberg's, the Royal Bank and Ted's Hobbies.

The new filtration plant came on line October 2, and the old plant was shut down for renovation and repairs so that it could later be used as a supplementary station if needed. This was not very likely, at least in the short term, since the new plant had a daily capacity of four million gallons, which could be expanded to 12 million gallons a day, considered adequate for a town of 30,000 people. The population at this time was 19,700.

On October 16, in a parting blaze of glory, the once ultra-modern McLean barn burned to the ground in Lakeside.

By the end of 1958 a beauty salon was opened at the Edgewater Hotel; the Y.M.C.A. opened a youth centre in the grey brick garage behind the old police station; the Valois Community Shopping Centre contained 16 stores; and the village loisirs were moved into the old town hall.

The town planning committee, though substantially occupied with the day-to-day formation of the city, nevertheless managed to create a long-term vision of what was to be done with the land it owned around the new city hall. Early in 1959 preliminary plans for the civic centre were unveiled, including a Y.M.C.A., an indoor rink, a civic auditorium, a library, a war memorial, indoor and outdoor swimming pools, tennis courts, a children's playground, an outdoor theatre, a restaurant with a lookout over the Terra Cotta lands, an artificial lake, gardens, an extension to city hall and parking for 500 cars. Over the years much of this plan came to fruition.

The town planning committee was under considerable pressure from the businesses locating in the industrial park to create low-cost housing and rental units. By 1959, of all the housing available in the city, less than 14% was in rental units. A large number of the blue-collar and lower echelon white-collar workers were forced to commute. As the railroad was at the south end of town and the industrial park to the north, and the Trans-Canada Highway had not yet been built, even those who owned cars found it difficult to get to work.

Determined not to let the city move too far away from the original concept of a garden city, the town planning committee approved three of four applications for apartment projects.

Late in 1958 International Construction had received a federal government grant of \$817,000 for low-cost housing. Their project for a complex of 384 apartments with their own shopping centre at a cost of

\$3,100,000 was approved for Delmar south of Hymus. A series of three-storey multiple unit buildings was approved for the south side of Hymus, between the Magil Lakeview Acres project and the Hymus green space. Four buildings from four to 10 storeys high were also approved for the south-east corner of town in Strathmore. A project for Lakeside was voted down by the local residents. In all, by 1961 more than 1000 rental units were created, all more or less on the fringes of the residential part of the city.

Effective March 1, 1959, the Bell Telephone Company announced that the Oxford 7 and the new Oxford 5 exchange would no longer be long distance to Montreal, but would be integrated with the central island grid. As it was estimated at the time that more than 60,000 telephone calls were made annually from Pointe Claire to Montreal numbers, this would represent a considerable saving for residents, and particularly for new industries.

In April, 75,000 square feet of city-owned land on St. John's Road (now Douglas Shand) was sold for \$25,000 to the Lakeshore branch of the Y.M.C.A.

The first of a long series of controversial issues relating to the construction of the Trans Canada Highway, or as it was then known, the New Metropolitan Highway, arose at council meetings in May. The city was presented with a bill for \$12,172.59 as its share of work done to date. As the highway had not yet progressed far from Montreal and Pointe Claire's participation on completion was estimated to be close to half a million dollars, council decided to make its stand right from the beginning by refusing to pay the bill. In ongoing negotiations with the provincial government, verbal assurance had been given to the concerted demands of the West Island municipalities that Quebec would pay for the highway, but no method of doing so had actually been decided upon.

There was also some doubt that the Trans-Canada would ever come into being. It was announced in June that no further contracts would be awarded for work on the highway, pending an inventory of revenues and costs. Even the exact location of the western part of the route was not settled. The original plan called for the Trans-Canada to join the Montreal-Ste. Anne highway at Baie d'Urfe. This was considered necessary to avoid expensive land appropriations in Ste. Anne, and avoid the cost of building a new bridge across the Lake of Two Mountains or the Ottawa river. It soon became clear that this plan would create confusion at the proposed intersection, and severely overload the two-lane Ste. Anne's bridge, which was already in great need of repair. Before the issue was resolved, at least four alternate routes were proposed, including one that would cross the Montreal Ste. Anne highway and go south through Ile Perrot, and one that ran almost parallel through Ste. Anne. Under these circumstances, the council put the whole issue on hold.

The routine business of council in 1959 included rejecting an application by the Edgewater Hotel to replace its present building with a 10 storey business hotel/motel. The hotel suggested that such a building would be

useful to the new industries in the city, would contribute to the city's tax base and result in more money being spent. The residents of Bowling Green voted for the preservation of the waterfront.

Magil Construction was found to be in violation of the building code, but as the violations were minor and technical and the company had been generous in donating land for churches and parks, the company was warned not to repeat the offenses, but was not ordered to tear down the existing buildings.

Funds were allocated for services and roadways to the various building projects underway, and a by-law voting \$58,000 for the proposed traffic circle at St. John's, Maywood and Hymus was passed.

In July, the Lakeview Acres Shopping Centre opened with seven occupants: the Toronto Dominion Bank, Suburban Shoppe, Braebrook Cleaners, Lakeview Pharmacy, Robillard's, IGA and Steve's Hardware.

Two groups applied to the federal government for a license to operate a local radio station in April. After a summer-long, often noisy dispute between the applicants, a license was granted in October to Gerald Duffy for a 1000-watt station to be located in Pointe Claire. Under the management of Gordon Sinclair, CFOX was born, establishing its headquarters in a commercial building on Hymus, built by Pointe Claire Industrial Park Inc. for \$160,000, near St. John's Road, already partially occupied by the newly-opened Bank of Montreal.

In other routine business council approved the opening of the Pointe Claire Veterinary Hospital at Coolbreeze and the highway, adopted the National Building Code to replace its own code of 1943, made a land exchange deal with Parkdale Homes to allow Belmont Avenue to be extended to Sources Road, and rezoned one lot in the village to allow the construction of the Raoul Bourgie Funeral Home.

The major issue of 1959, however, was the Pointe Claire Investigation.

In May the Cedar Park Heights Association, long antagonistic to many of the council's actions and, from their point of view, inaction, made public a report by M. Solyme Tremblay, a professional engineer, suggesting that he had evidence to support a charge of collusion between council and the Pointe Claire Construction Company in the awarding of contracts for sewers and water mains over the previous ten years. M. Tremblay claimed that Pointe Claire Construction, taking advantage of council's policy of always accepting the lowest tenders for public works, had been awarded 36 consecutive jobs, although council was fully aware that before the jobs were finished, extras and supplementary charges would increase the cost of the work to a point where, had these costs been considered at the beginning, Pointe Claire Construction would not have been the lowest bidder. M. Tremblay claimed to have investigated the record of payments made by the town to Pointe Claire Construction, compared them to the original contracts and found a consistent stream of extras and supplementary charges being paid over and above the amounts shown by the tenders approved by council.

Public demand for an investigation grew swiftly. Mayor Olive Urquhart suggested that a committee of council be set up to look into the matter, which was done. This enraged the Cedar Park Heights Association, who concluded that council merely intended to sweep the matter under the rug. At a special meeting of the association attended by 500 citizens, including 40 civic leaders and the heads of the various other citizens' groups who were specifically invited, a committee of six people was set up to raise funds and gather signatures to pay for a judicial enquiry, and demand that it be carried out. A mandate was to be sought for a majority vote of Pointe Claire citizens in support of taking action in Superior Court.

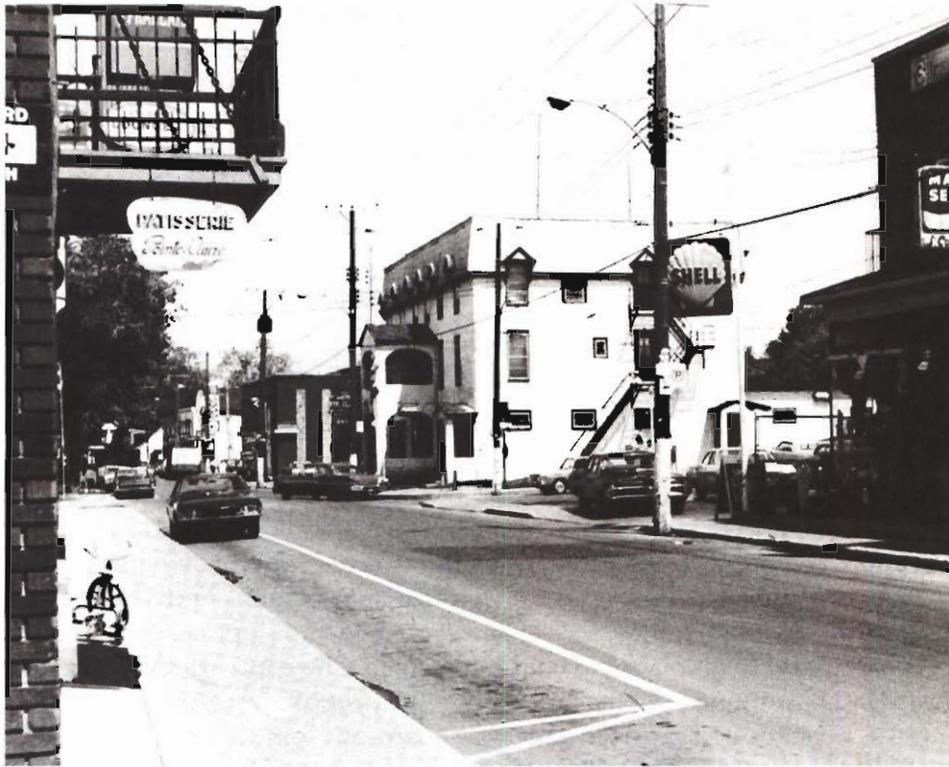
By the beginning of July an independent committee set up by council, Sid Walker, Bob Chambers and William Legault, recommended that frames of reference be drawn up for an enquiry by three independent professionals, and that the enquiry be paid for by the city. Although this was not entirely satisfactory to the Pointe Claire Citizens' Association, formed to keep a close watch on council's actions, when technicalities placed their ability to legally take the matter to the courts in doubt, and at least threatened long delays in being heard, they accepted the committee's suggestion, at the same time threatening legal action if they were not entirely satisfied with the results.

In August a referendum gave public approval for the allocation of \$50,000 in city funds to finance the investigation. By the end of the month, Jacques Senecal, Q.C., Frank Wilcox, C.A., and J. C. Chenerest, Prof. Eng., were hired as the investigating committee, subject to Quebec approval of the borrowing by-law. By their estimate, the enquiry would take 15 to 20 days, and cost about \$24,000.

This seemed satisfactory to everyone and the Pointe Claire Investigating Committee, as it was known, scheduled hearings for October 20, 21 and 22 from 7:30 p.m. to 10:30 p.m., inviting testimony from all interested parties.

It was decided that the form of investigation within the frame of reference set down would deal first with a single contract known as the Montrose Project, in which cost overruns had been substantial. After a lengthy recitation of the discoveries of M. Tremblay, testimony was heard as to council's policies regarding tenders, its accounting procedures and methods of payment and record keeping. Following the hearings, which took several more evenings than anticipated, the committee members and their staff conducted a complete audit of the Montrose Project contracts, the city's books and accounts and its control procedures. The investigation closed on December 10, 1959.

Three months later, the committee brought down its report. It stated that while the city accountants might be considered somewhat lax in the matching of work orders, delivery slips and quantities received, and probably could have obtained gravel and land fill at \$2.50 a ton rather than the \$3.00 price agreed to, the cost overruns clearly arose from unanticipated soil conditions encountered as the work on the Montrose Project progressed, which required substantially more material than required by the original



*Lakeshore Road — East village about 1960.*

tender. It concluded that no real fault could be found in council's actions, and declined to continue the investigation which had already cost the city \$30,000.

The Cedar Park Heights Association was not happy, but without funds to support what was now probably a losing cause, vowed that further action on their part would be political, and would involve running a complete slate of candidates against the incumbent mayor and council at the next election.

M. Tremblay was called before the board of governors of the Professional Corporation of Engineers to explain his actions in making unsubstantiated charges against a fellow professional, the city engineer. The board however declined to take any action against him after examining the details of the affair.

As 1960 was not an election year, the mayor and council quietly returned to their work.

Several fundamental policy changes were made by council in 1960. In the past the cost of ditches, pipes and storm drains had been charged to the property owners immediately benefiting from the expenditure by way of special assessments, but it was now decided to charge such costs to the city as a whole. The change gave council more control, since previously the

residents of any area could vote down local improvements. It also tended to equalize taxes, since previously, cost overruns on a contract such as the Montrose project could create a situation where people owning identical homes in different parts of town paid different taxes.

Council also began a program of acquiring land specifically for parks. In January, land between Vanguard and Viking was bought from Derby Smith Development, and in June, land for a park in Cedar Park Heights was acquired near Highgate from Dr. Wilhelm Neuner. Long-range planning also resulted in the acquisition of 11 acres on farm 140 in the north-west corner of the city as the site for a future hospital, the letters patent for which were obtained in July under the name Lakeshore General Hospital.

In May, a certain Dr. A. Aisenstadt, represented by local pharmacist Gilles Lahaie, claiming to have several million dollars available, put before council a proposal for the village area. Under his plan, most of the traditional village would be replaced by a series of shopping areas with adjoining parking lots, and several highrise apartment buildings. The plan was examined by council and approved, subject to acceptance by the village property owners. In spite of the efforts of M. Lahaie, opposition to the plan was almost universal, as the dislocation of both homes and businesses held little appeal for citizens, merchants, and town planning committee alike. The controversy simmered through the summer, and then apparently the proposal was simply dropped and the mysterious Dr. Aisenstadt was heard of no more.

In May, Alexander Baptist was hired as town manager.

Through the summer, the builders continued their work almost everywhere in the city. Along with the Lakeview Acres project and Derby Smith Development, the apartments on Delmar, the highrise in Valois and buildings on Hymus, Pointe Claire Enterprises was building houses in Valois Gardens and Olympic Construction was at work on split-levels and French provincial houses in Priest's Farm. On top of this, Semetys Construction had made sufficient progress on the new Catholic School on Ambassador, to be known as St. Thomas High School, to welcome 470 students by September. The \$1,600,000 building, with 44 classrooms, laboratories, a gymnasium and a cafeteria would eventually house 1200 pupils studying in both French and English. As of 1960, it was the largest Catholic high school in Quebec. Work on the old filtration plant was finished by August, and it was put back into service. A Christian Education Centre was being built for Valois United Church, and before the year was out, the new Church of the Resurrection was completed. In the industrial park, 25 different companies were at various stages of completion, and renovations were started at Stewart Hall.

In the midst of all this construction work, Pointe Claire took delivery of its new fire truck. At a cost of \$46,600, this truck, the first of its kind outside Montreal, had a 100 foot extension ladder, a 1000 gallon-per-minute pump and a 300 gallon storage tank.

St. John's United Church was formed in August, and began holding services in the John Rennie High School auditorium.

On October 2, a war memorial donated to the city by the Pointe Claire Legion was dedicated. Built by Bigras and Torado Monuments of Montreal, it was placed on a foundation built by Magil Construction behind the city hall in a postage-stamp park.

The 1960 bill for the Trans-Canada construction was again left unpaid, but as the 1961 bill was expected to exceed \$100,000, the matter was becoming serious and strong representations were made to Quebec by a West Island committee with a view to resolving the issue of who was finally going to be responsible for payment.

On November 8, 1960, the Pointe Claire Chamber of Commerce was formed. Later that month, a tender in the amount of \$1,299,000 from Angus Robertson was accepted for a new 38 classroom high school on Broadview to be named after the long-time chairman of the Beaconsfield and Pointe Claire School Board and later municipal judge, Lindsay Place.

The last months of Mayor Urquhart's term were a flurry of activity. Council annexed farm 140, which included the site of the Lakeshore General Hospital, and applied to Quebec for amendments to the city charter that would allow tenants to vote in municipal elections. A by-law was passed to regulate store hours. Until now, local stores had opened and closed pretty much at their own discretion. But with the arrival of the chain stores — Steinberg's, Dominion, Thrift, Rossy, etc. — who found it excessively expensive to operate extra shifts of staff, it was decided that all stores should close at 6 p.m. with the exception of Thursday and Friday nights, when they were permitted to operate until 9:30. Stores were allowed to open anytime after 7 a.m.

True to its promise of the previous year, the Pointe Claire Citizens' Association entered a full seven-man slate of candidates in the election of February 1961, opposing council for every seat. Their solidarity quickly ended, however, as Fred Johnston belatedly decided to run as an independent. The election results gave the association two seats on council, but more significantly, elected Art Séguin to the office of mayor, which he was to hold for the next thirteen years, ending the long-standing custom of alternating French and English mayors.

The previous year had seen a committee formed to study the feasibility of eliminating the multitude of individual charities and social clubs' annual campaigns for contributions by forming a group to work as the Pointe Claire Combined Charities. One of the first acts of the new council was to approve this idea. Somewhat surprisingly, this made little change in the activities of the many social clubs in operation in the city. In fact, the local Rotary Club went ahead with its application for a charter in Rotary International. The clubs simply devoted their efforts to more specific projects.

The Trans-Canada highway issue was at last settled, with Quebec agreeing to foot the bill. The location of the bridge at the west end of the island was to be across Ile aux Tortes, and construction was scheduled

through Pointe Claire to Baie d'Urfe as soon as the weather permitted the heavy Miron Company equipment to get to the site.

In early March, a major ice storm left much of Pointe Claire without light or heat for several days, resulting in several major fires that could not be quickly reached, a great deal of property damage and several storm-related deaths. It did, however, give the Civil Defense Groups an opportunity to prove their worth, as emergency centres were quickly established in schools and churches. Food, blankets and medical assistance were made available to those in need.

The D. A. Collins Funeral Home was opened at 232 Metropolitan Boulevard.

Early in spring, Maywood Avenue (now St. John's) was closed from the city hall north, as it was discovered that it was built on land not owned by the city. Pending resolution of the necessary expropriations, through the courts, it was decided that to avoid any potential liability to the city, it would be left closed. The various cases were resolved before the end of 1961.

A substantial amount of time was spent during the summer on discussions concerning zoning procedures for the city. As matters stood, before any zoning change could be made, either by the town planning committee or at the request of any resident, it was necessary for council to specify the changes to be made in a new by-law. The by-law then had to be posted for 15 days, and if 20 or more citizens filed objections, a referendum was required. The two opposing views on this matter were that of the citizens' association, who maintained that the people of the various districts had the right to a final say on changes in their area, and that of the town planning committee, who held that they were better qualified to judge the merits of a change in context of the whole city. The committee also felt that giving them the last word would better control overall growth. The issue has yet to be resolved.

Approval of a loan of \$380,000 was given by council for the construction of a new fire and police station to the south and adjacent to the city hall. It was further decided that construction would begin late in 1961, so that the project would qualify for winter works grants from the government.

In June, the sisters of the Congregation of Notre Dame advised council that they planned to demolish the convent, which was now inadequate and nearly one hundred years old, dating from 1867. However, they were promptly notified by the Quebec Historical Sites and Memorials Commission that this would not be permitted, since the convent building was on their protected buildings list. After much discussion and negotiation, it was decided to restore and renovate the old building, and add two more modern wings in a style compatible with the original design, with up to 60% of the cost to be paid by Quebec. Under a similar plan, the city acquired an old house on Concord Crescent from George Donaldson. Built late in the eighteenth century, it also qualified under the Quebec renovation plan.

August saw the beginning of the Brisebois bus service. Beginning with a route from St. John's Road, along Donegani and up Sources to Hymus, the company's blue buses rapidly became a standard part of life in Pointe Claire.

The Edgewater Hotel, in its ongoing battle with the Maples Inn for the population's entertainment dollars, brought to Pointe Claire a series of jazz groups, including the Maynard Ferguson Band in September and Count Basie's group and the Tommy Dorsey Band in November.

Plans for a shopping centre to be built on Cartier using the quarry excavation were held up by the town planning committee. The plans included three floors below ground level for parking, a bowling alley and a department store and one floor above ground level for groceries and a drugstore. The committee had for some time planned on using the quarry to build a fall-out shelter. As usual, neither plan was realized.

The Lakeshore General Hospital fundraising campaign, under the guidance of Clarence Campbell, the president of the hospital, began with 1400 volunteers canvassing the entire city. It was estimated that seven out of 10 people contributed to the fund to raise \$2,500,000.

In September a group of members of the Montreal Flying Club volunteered their services and the use of a plane to the Pointe Claire Civil Defence League. The plane was to be on constant standby at the club base in Cartierville for use in aerial reconnaissance.

With more than 30 companies now installed in the industrial park, council initiated a series of monthly meetings at which the industrial leaders and the council could discuss problems of mutual interest.

On December 21, 1961, Claire Kirkland Casgrain was elected M.L.A. for the Jacques Cartier riding, becoming the first female M.L.A. ever elected and succeeding her father, Charles Aimé Kirkland, who represented the riding from 1939 until his death in August 1961.

Valois United Church, as 1962 began, installed a 25-bell Schulmerick electronic carillon, which was donated by Reginald G. Newman in memory of his parents.

Because the old côte roads, the "chemins du roi" had followed the boundary lines of the farm concessions, côte St. Jean, when it became St. John's Road, ran from the river to the border of farm 136 along its southern edge westward to the line between farms 136 and 108 and thence to the north. The road from what is now Douglas Shand north to Hymus was known as Maywood. Effective January 1, 1962, Maywood became St. John's and St. John's became Maywood to re-direct the heavy St. John's Road traffic that passed John Rennie High School and Lakeside Heights School.

During the winter of 1961-62, the cloverleaf at St. John's Road and the Montreal-Ste. Anne Highway was built by the Quebec Roads Department. This interchange caused a flurry of protests. The Pointe Claire Shopping Centre claimed that it would lose business due to reduced access to the centre. The residents of El Dorado Avenue complained because traffic was diverted during construction down their street. A house at 30 Tampico

Avenue had to be removed; the owners had it taken by truck to a new location in Baie d'Urfé.

Council, at a meeting in March, established an industrial development fund of \$2 million to be used for the purchase or appropriation of land in the industrial park to prevent land speculation, and appropriated \$691,000 for the new fire and police station.

Also in March, the city of Pointe Claire was honoured by the Quebec Traffic Safety League for its sixth consecutive year without a traffic fatality. Accidents on the highway were not taken into account since it was a provincial road.

The Lakeshore General Hospital building fund received a Quebec government grant of \$1,558,000 which, added to a federal grant of \$474,200 and the voluntary contributions, made a total of \$3,912,000, the estimated total building cost. A construction start was anticipated for November.

The Valois Library, which had been using space in the St. John Fisher High School, decided that it would be better off with its own quarters and began construction at Queen's Road and Summerhill. By March they had expended all their available funds and turned the building over to the city who had agreed to finish it. The Pointe Claire Memorial Library, which once again was to be dispossessed by the extension of the filtration plant, was advised that its request for space in Stewart Hall had been approved.

In April, following the retirement of Ed Paiement after 37 years of service on the police force, he was replaced as director by William Jaillet. Director Jaillet rapidly modernized his 35-man force, acquiring radar speed detectors for the police cars as well as the newly developed "identikits" from the R.C.M.P., with which a portrait of a suspect in a crime could be built up from the descriptions of witnesses.

The Lakeshore Business School was founded in May 1962 with an enrolment of 18 students and a capacity of 20. An adjunct of Staff Overflow Services, its curriculum was designed to train people for secretarial jobs.

At the beginning of summer, the ministry of public works carried out extensive repairs to the government wharf, including the housing and mechanism of the water level monitoring equipment, in anticipation of filling in the bay beside it to create a village park area. This park creation had been approved by council, and the filling was to begin as soon as the government work was finished.

St. John's United Church called for tenders for a 400-seat church with a nave and 40-seat choir to be built on Aurora Avenue between Ambassador and Norwood.

During the summer, council appointed a prosecuting attorney to represent their interests in municipal court, gave permission to the Knights of Columbus to use the Pointe Claire Memorial Library building, let the old city hall to the Rotary Club, permitted a three-day preview opening of Stewart Hall which attracted 1500 visitors, gave approval for Simpson's Limited and Cemp Investments to build a shopping centre worth an

estimated \$30 million on 70 acres of land north of the Trans-Canada at St. John's Road, and allocated \$561,000 for an addition to the filtration plant. The Provincial Transport Company was given permission to run three buses to the Pointe Claire Shopping Centre, from Dorion and Ste. Geneviève and on a route from Hymus and Sources Road, provided that the Dorion bus did not stop in the village area and used Lanthier Avenue instead of Lakeshore Road. These conditions were deemed necessary to avoid taking shoppers away from the village stores and avoid traffic congestion in the shopping area.

The Edgewater Hotel opened its first marina. With 1000 feet of wharves, it was the largest on the Lakeshore. Later in the year, in October, an exhibition of water bombing was put on by the protection service of the provincial department of lands and forests. Adopted in 1959 as a method of fighting forest fires, the 3 hydro planes in the exhibition loaded by skimming the water surface of Lake St. Louis, then circled and sprayed a target floating on the water behind the hotel.

September brought the first enrolment of students at Lindsay Place High School. On October 25, the school was officially opened by Claire Kirkland Casgrain, M.L.A. for Jacques Cartier riding and Howard S. Billings, provincial director of Protestant education.

Alex Baptist, the city manager, resigned abruptly in November, claiming that council was allowing department heads to come to them with their problems rather than bringing them to him. He felt that this policy was in fact a vote of non-confidence in his ability to carry out his administrative functions. Council accepted his resignation. Over the next few months, the issue of how much severance pay was due him came under dispute in council, which led Mr. Baptist to request that the effective date of termination be made immediate, since under the terms of his oath of office he was not permitted to criticize or file claims against the council. His release from office would also release him from his oath. Matters were eventually settled to everyone's satisfaction, and taking advantage of a by-election for a vacant council seat, Mr. Baptist ran successfully and became an alderman in June 1963.

In December, the city engineer, Andy Therrien, resigned for reasons that had no connection with Baptist, and in January 1963, Toni Pellegrino, the director of parks and playgrounds, resigned to become assistant director for the city of Lachine. For most of the winter the city was without leadership in three important departments.

On December 20, 1962 the New Sheraton Hotel Corporation announced that it had plans to build a hotel at the south-west corner of St. John's and the Trans-Canada.

In January of 1963 the Pointe Claire Police and Fire Department was enlarged to a total of 45 men with the addition of nine new constables. Starting salary for these men was \$4,400 annually, with the possibility of increases to \$5,400 while in rank.

At the federal government wharf a new gauging station was installed. In a small brick building at the end of the wharf, a twelve-foot deep, three-inch well contained devices to monitor and record the daily water level of Lake St. Louis for the department of mines and technical services.

The Y.M.C.A. opened its \$225,000 building on Douglas Shand on February 11, although they had already been in occupancy for two weeks.

Five days later the Governor General, Georges Vanier, and Mrs. Vanier, in the presence of 125 guests headed by Mayor Séguin, his wife and the city councillors, officially opened Stewart Hall. The Governor General's aide de camp for this occasion was Flight Lieutenant P. Glasbeen, who was originally from Lakeside.

Quebec announced that, as a summer works program, the Montreal-Ste. Anne highway would be widened to three lanes in both directions, and at the same time the city levied a special tax of 4.7¢ per \$100 of municipal evaluation to pay the first \$100,000 instalment to the Montreal Metropolitan Corporation against the cost of the south service road of the Trans-Canada highway. Annual payments were to be made for 23 years.

An oddity occurred in the spring of 1963. At the request of Major Real Estate, council approved a by-law expropriating land on the north side of Lanthier Avenue for the construction of apartment buildings. As the law required when more than 20 property owners objected to the by-law, a referendum was scheduled for May 22. It was then realized that the only voter eligible to vote in the referendum was the Beaconsfield Golf Club, the owner of the land in question. The by-law was defeated.

Problems plagued council during the summer months. First the installation of services at Major Real Estate's project on Pointe Claire Avenue ran into problems when a layer of peat moss 25 feet thick was encountered just below the surface. The contract for the work being done had to be amended to provide for the necessary land fill. Similar problems were encountered when construction began on the village swimming pool. It was discovered that seepage from the river kept the ground too wet for concrete to be poured. It was necessary to abandon the original site and relocate the pool to the west of the new park created by filling in the former bay to the west of the government wharf. This park was, at the suggestion of the Knights of Columbus, named Parc Alexandre Bourgeau in memory of the long-time village general practitioner.

Council's biggest problem of the year again involved the city planners and the Quebec Liquor Board. M. Paul Legault was granted a tavern license by the Liquor Board and rented space from the owners of the building on Hymus near St. John's Road, where CFOX and the Bank of Montreal were located. Council objected strongly to this, since the area was not zoned for a tavern, and withheld necessary building permits requested by Legault. Not to be deterred, the tavern was opened without any internal fixtures, with beer served from a kitchen table covered with a white cloth. Fighting back, council took the matter to court to obtain an injunction to prevent him from

operating. However, M. Legault eventually obtained a writ which declared that the zoning plan did not apply to his establishment, and that building permits were not necessary for internal renovations. The tavern stayed open.

During the summer the Bell Telephone Company installed an emergency telephone system with 16 call boxes in the various parts of the city connected directly to the police station. This system was the second of its kind in Canada; the first was in Hampstead.

Construction on the new police and fire station continued during 1963, and it was officially opened by Claire Kirkland Casgrain at the beginning of December.

On the Trans-Canada Highway, work was progressing more slowly than anticipated. The anticipated date for opening the road from St. Laurent to Ste. Anne (September 1) came and went, but by the end of the year, it was in use as far as St. Charles Road. At the same time, work was begun to widen St. John's Road between the two major highways to two 37-foot lanes, each way with a 16-foot median. Discussion was also begun on a cloverleaf interchange for St. John's Road and the Trans-Canada. This presented some difficulty, as it would necessarily infringe on land owned by Proctor and Gamble and the Sheraton Hotel.

One of Pointe Claire's most prominent citizens retired in August. Justice Elphege Marier, a summer resident since 1901 and a permanent resident since 1923, was a former president of the Pointe Claire Curling Club, a member of the Beaconsfield Golf Club, on three occasions member of parliament for Jacques Cartier and later a judge of the superior court until his retirement.

In September, council voted that it would henceforth be the policy of the city to acquire any waterfront property that came on the market so that eventually the entire space south of Lakeshore Road could be converted to parkland.

In November a major fire destroyed 26 apartments in the development east of Delmar Avenue.

By the end of 1963 there were 85 industries located in the Industrial Park, with 42% of the available land sold.

Early in 1964 council was asked to consider a proposal by Morgan Trust Company for the construction of a multi-million dollar shopping centre at the northeast corner of St. John's Blvd. and the Trans-Canada Highway. The Fairview Shopping Centre immediately protested, threatening to take out an injunction against the proposal or, if that failed, to reduce the size of its own project. A decision on the matter was deferred by council, since an election was in progress and it was felt that the new council should make the choice. At the end of February, the necessary by-law was defeated and later in the year the development was moved to the north-east corner of Sources and the Trans-Canada, becoming the West Island Mall.

The Montreal Metropolitan Corporation was pressing for annexation of the West Island municipalities to Montreal, and had set up the Blier

Commission to study the matter. The Pointe Claire council joined with the other concerned civic leaders on the lakeshore to form the inter-municipal coordinating council to fight this proposal. A report was submitted to the commission in June pointing out that nothing was to be gained by annexation, and that in fact the logical development of the West Island was better left to the existing municipal councils. Following a visit to Dorval and Pointe Claire, representatives of the commission were forced to admit publicly that this was indeed the case, and for the time being, the issue was left in abeyance.

Roads were a problem in 1964. The necessary widening of St. Louis near city hall was accomplished with the help of John Rennie High School, which ceded the needed land to the city for \$1. St. John's Blvd., being repaved by the Quebec government from the Montreal-Ste. Anne highway to the Trans-Canada, was completely impassable until the end of summer. Tecumseh Street in the industrial park was found to be on land owned by Hewitt Equipment. After offer and counter offer between the city and Hewitt failed to arrive at a mutually agreeable settlement, the matter was submitted to the public services board, who were asked to determine a fair price to be paid by the city. And there was the dispute over Drake Avenue.

In 1963 Drake Avenue was built by La Cie Meloche Inc. at a cost of \$69,000. On receipt of the bill following completion of the road needed to provide access to the civic centre and to join the southern extension of Maywood to St. John's Boulevard, it was discovered that the construction had never been authorized by council, who therefore refused to pay for it. After lengthy disputes, the situation was resolved when Quebec provided a grant of \$26,000 and council agreed to pay \$25,946.40 in full settlement.

In May the first class of 26 graduated from the Secrétariat Vieux Moulin. Opened in September 1963, the Secrétariat was a bilingual school for female high school graduates, where students were given a comprehensive business-oriented education under the supervision of the sisters of the Congregation of Notre Dame, using space in the expanded convent building.

Council, which earlier in the year had changed its operating method from appointing standing committees to handle various aspects of its decision-making process to acting as a committee of the whole, approved a by-law, approved by referendum, for the construction during 1965 of the long-planned municipal pool and arena. With total cost estimated at \$1,300,000, it was hoped that grants totalling \$380,000 could be obtained under various government programs.

With construction well underway on its 185-bed building, the Lakeshore General Hospital continued appointments of senior personnel. By the end of 1964 the following had been hired: Dr. P. J. Fitzgerald, Radiologist-in-chief; Dr. Jacques Beaubien, Psychiatrist-in-chief; Dr. John Hay, Chief, Department of General Practice; Dr. J. F. Meakins, Physician-in-chief; Dr. J. C. Luke, Surgeon-in-chief; Dr. M. H. Vincent Young, Obstetrician and Gynecologist-in-chief; Dr. J. S. Charters, Paediatrician-in-chief; Dr. George Rona, Patho-



*Presbytery of the church of St. Joachim, 1954 — present.*



*Convent of the Congrégation de Notre Dame as restored and enlarged, 1963.*

logist-in-chief; Eugene F. Bourassa, executive director, Dr. J. C. Luke, chairman of the medical board; Marcelle Hébert, R.N., Director of Nursing, Guy St. Onge, purchasing agent; Gerald A. Rowe, personnel officer; Isabel M. Aldridge, chief dietician and Jean Paul Filion, Chief Engineer.

It was also decided that a new experiment in financing would be applied to the hospital. The Lakeshore General Foundation, with M. W. McKenzie at its head, was set up. Annual memberships in the foundation cost \$25 per family, and more than 1000 were subscribed for before the end of the year. The funds so obtained would be used to offset the hospital's operating deficits. Should a subscriber to the foundation need hospital care, he had the option of applying his contribution to his bill.

The official laying of the cornerstone at the Lakeshore General took place October 7, with Claire Kirkland Casgrain officiating.

In June, Pointe Claire was presented with the Canadian Automobile Association pedestrian safety award for towns with populations between 10,000 and 25,000. The award was based on law enforcement, traffic engineering, traffic safety and precautions taken in the area of schools.

As the new filtration plant had a capacity of 14,000,000 gallons daily, of which only 9,000,000 were presently needed, water was offered for sale to neighbouring municipalities. Beaconsfield and the western section of Dollard des Ormeaux were already customers.

On the night of July 28 to 29, over 50 men fought a blaze at the Edgewater Hotel with 12 streams of water, but they were unable to salvage anything. Tony Devito, the owner, heard the news on his car radio returning with some of his entertainers who had been giving a performance in Quebec City. The instruments and equipment they had with them were all that survived the fire. For the rest of the summer, the Edgewater operated from a tent which council allowed it to erect beside the old site while the hotel was being rebuilt.

During the month of August, a small chapel located behind Cousineau's Hardware Store at 294 Lakeshore was moved in two pieces to the Jacques de Chambly Historical Village in Chambly. Built in 1850 of mill-sawn timbers and clapboard fastened with hand-forged nails, it had a roof of thick sheets of tin laid diagonally "à la Canadienne", and was surmounted by a small belfry.

As fall came, the Sylvia Gill College opened at 5 Valois Bay, the Pointe Claire Senior Citizens' group was formed at Stewart Hall, council allocated \$14,300 for the restoration of 152 Concord Crescent, of which 60% would later be recovered from the Quebec government, the Pointe Claire Chamber of Commerce named Mayor Art Séguin man of the year, and the West Island Concert Band, under director Morley Calvert, was formed.

Before the end of 1964, the C.N.R. decided to remove their station agent from the Pointe Claire Station, contracts were awarded for the new swimming pool and arena, a medical centre was opened at 23 Valois Bay, and Walter Kidde and Company became the hundredth business to locate in the industrial park.

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## 1965-1966

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Six years after the initial meetings of the Lakeshore Hospital Study Committee in January 1959, the Lakeshore General Hospital, scheduled to open February 1, 1965, offered the public pre-opening inspection tours. On the weekend of January 16-17 more than 6000 people passed through the new building.

Following the original study committee report, the municipalities of Dorval, Pointe Claire, Beaconsfield, Baie d'Urfé, Ste. Anne, Senneville and Dollard des Ormeaux underwrote the cost of a hospital consultant's survey, which was carried out between April and June 1959. The site was chosen and plans were drawn up for a two-phase construction.

The site, 11 acres of farm 140 in the north-west corner of Pointe Claire which had been purchased in February 1960, and the results of the survey were made public. With the incorporation of the Lakeshore General Hospital in May, the twelve-member hospital board chaired by Clarence Campbell turned to specific planning of financing and design. In September they hired the firm of Fleming and Smith as architects and preliminary exterior sketches in conformity with the consultant's survey were delivered in November.

Hoping to raise \$3.5 million for the hospital largely from public and corporate donations the board hired the fund-raising company of G.A. Blakely & Company. A campaign was launched under the slogan "We need a hospital — It's up to us." Between May and November of 1961, a total of \$1,852,361 was collected. The average donation was \$72 and over 70% of the residents of Pointe Claire made a contribution.

Parallel to this campaign, numerous committees worked on the multitude of problems to be solved to establish a viable hospital. So heavy was the work load that before the end of 1961, the board was increased from twelve to seventeen members.

It was decided to proceed in two stages with an initial capacity of 185 beds, later to be increased to 317 beds. By March of 1962, applications to the provincial government produced a grant of \$1,558,000 and a federal grant of \$474,000 was obtained along with authorization to proceed with phase one.

After nine month's work from March to November, completed drawings were submitted for tender. Anglin-Norcross was the low bidder when tenders were opened in December. However, the per bed cost was determined to be too high, and the whole plan was submitted for review.

The review took place from January to April 1963. Authorization was obtained from the Minister of Health to proceed with construction of the entire project — 317 beds — in one stage. In May 1963, construction began.

By November, the appointment of senior medical staff (page 232) was completed, and the early months of 1964 were spent establishing the medical by-laws of the hospital.

The cornerstone was laid at a ceremony on October 7, 1964, and in December the active medical staff was increased to 82.

In January 1965, a 5 1/2% and 5 3/4% \$5 million mortgage bond was underwritten to complete the financing of the project, and opening was scheduled for February.

There were, in fact, several delays, and the first patients were not admitted until April 19, 1965. Notwithstanding the delay the city of Pointe Claire now contained one of the most modern, best-equipped and staffed hospitals on the island at an incredibly low cost.

However, there were clouds on the horizon. The Sylvestre Commission submitted its report to the Quebec legislature, recommending that citizens not be permitted to vote on matters about which they had not been instructed (referendums), a position designed to give Montreal de facto control over the whole island. The Pointe Claire council submitted a lengthy anti-commission resolution to Premier Lesage, requesting that he disavow the report.

At the same time, the Blier Commission was advocating the "One Island — One City" position so beloved by Jean Drapeau. Pointe Claire mayor Art Séguin, who was also vice-chairman of the intermunicipal co-ordinating committee, protested that as the Blier Commission report and Bill 13 would permit "voluntary amalgamation" of suburban municipalities on majority vote of council, both should be rejected if there were to be any hope of West Island municipalities retaining their identities. He was assured by the Minister of Municipalities that neither report would be acted on with undue haste, and that all sides would be heard in the dispute. But the aspirations of Lucien Saulnier and Jean Drapeau for an enlarged tax base to finance their deficits would, as we shall see, not for long be denied.

1965 was another year of construction. Project developers continued to meet the ever-increasing demand for relatively cheap housing of the Magil split-level type, inexorably filling the space between Terra Cotta and the industrial park.

In addition, special projects were underway at the Fairview Shopping Centre, the interchange at St. John's Road and the Trans-Canada Highway, the civic centre, a \$1,442,800 extension at the Pulp and Paper Research Centre and Ste. Jeanne de Chantal Church.

Although there was some agitation on the part of the Quebec government to be relieved of the responsibility for St. John's and Sources Roads, Quebec agreed to bear one-half the cost of the interchange at the Trans-Canada Highway, with the other half split between Fairview and the city. After the expropriation of the needed land from Proctor and Gamble and the Sheraton Hotel chain, the cloverleaf was built during the summer months.

Construction of the Fairview Shopping Centre was completed by August, with the \$14.5 million enclosed mall opening August 12. Unique in Canada, the fifty-store centre attracted 10,000 people on opening weekend, ensuring its success from day one.

Over at the Civic Centre, the swimming pool and arena, to be known as the Pointe Claire Recreation Centre, were completed and opened to the public by October.

During the summer, it was found to be cheaper to replace the semi-restored Ste. Jeanne de Chantal Church in Strathmore than to continue the restoration. Built originally in 1923 to accommodate the summer residents of Dorval and Pointe Claire, the church had been severely damaged by fire in 1947. Sufficient reconstruction was later carried out to allow for its continued use, but a new building was clearly needed. The 500-seat church and a church hall with a capacity of 300 were combined under one roof, and officially opened and blessed on November 28, 1965.

At the beginning of March, a huge natural gas explosion occurred in Ville LaSalle. The considerable loss of life and tremendous property damage involved caused the press to refer to the incident as the "Lasalle disaster". Learning the extent of the damage, William Jaillet, director of the police-fire department, and 16 volunteers rushed to the aid of the LaSalle police, spending 18 hours straight assisting in crowd control, the recovery of victims and treatment of wounded. All were commended for their efforts.

As the water filtration plant had excess capacity, a contract was signed adding Kirkland to the areas to be supplied by Pointe Claire with fluoridated water.

Council, as the year progressed, wrestled with several issues and problems. In March, construction of a 10-storey apartment building at Raynor and Lakeshore Road was approved. Since the fad of the year, skateboarding, was becoming a traffic problem as well as a danger to the participants, council established a schedule of street closings on a rotating

basis to control the problems. Supervised contests were held regularly, with the city recovering most of its costs from entry fees and the sale of accessories.

Several attempts were made during 1965 to formulate a by-law to homologate all land south of the Lakeshore Road to the use of the city. After trying various formulas, each passed by council and rejected by the citizens, it was finally resolved that the city should have a right of first refusal on any riverfront land placed on the market.

Early in May, the Quebec government amended the municipal voting law to allow all residents over eighteen years of age, whether tenants or owners, to vote in municipal elections, dropping the previous qualifications of residence and equity in property. Council began to study a plan whereby aldermen would be elected on a ward system rather than being voted on by the city at large.

With the co-operation of Bell Canada, the police department inaugurated a system of hot-line telephones, monitored twenty-four hours a day, linking ten West Island municipalities to a central clearing office. Each of these municipalities had previously relied on the R.C.M.P. to provide data on crimes and criminals and it was relatively easy for a criminal to escape or delay arrest by simply crossing municipal borders into a town which had no reason to enquire about the matter to R.C.M.P. headquarters. Under the new system, relevant information would be supplied simultaneously to all ten municipal headquarters. This system, the first of its kind in Canada, helped to make the Pointe Claire police department one of the finest and most efficient anywhere.

At the end of May, the Cedar Park Station was destroyed by arsonists, and the Terra Cotta buildings and kilns were removed by design.

By June, the village merchants, again seeking to solve the traffic and parking problem on Lakeshore road, acquired the Demers ice house on the west side of St. Joachim between Lakeshore and Lanthier. The building was razed, and a lane was opened to link Lanthier with the parking lot behind Dery's IGA store.

At the height of the summer, council opted to acquire a section of farm 155 to open Seigneurie Park, continuing its policy of maintaining green spaces in all areas of the city.

As it was the only municipality withholding payment, Pointe Claire, on the advice of legal counsel, agreed to make partial payment under protest on the bill of \$121,000 received from the Montreal Metropolitan Commission for construction of service roads on the highway. An accounting of the expenditures underlying the bill in question was requested. Although this was the first of many such requests, no reply was ever received.

In October, the Pointe Claire Fire Rescue Team took first prize in both the first aid and heavy rescue categories at a contest held in Atlantic City. Competing teams came from the United States, Europe, Mexico and South America. Given the pay scale for police and fire officers at the time, (\$4,550

annually for a first year constable, rising by grade to \$8,000 for a lieutenant detective) and the fact that nearly all practice was done on their own time, the award clearly demonstrated their interest in and devotion to community safety.

Before the year was out, Immobilier Inc. had announced plans for a \$7 million residential complex near the Lakeshore General Hospital; the Holiday Inn had submitted to council plans for a 110-room hotel; Brisebois Bus Lines had received approval of their plans to build a bus shelter at the north-west corner of St. John's Boulevard and Brunswick; and funds had been allocated by the Beaconsfield and Pointe Claire School Commission for the expansion of John Rennie High School to almost double the present number of students, and of Lindsay Place High School for an additional 480 students.

J. Peter Coombes was appointed city engineer in December 1965, stepping into the initial stages of the planning for a sewage treatment plant, a battle that he was to fight in vain for many years.

While Tony DeVito was overseeing the reconstruction of the Edgewater Hotel, Mr. and Mrs. Matt DeVito entered into their own business, opening the Cartier Lounge on Cartier Avenue just south of the highway in January 1966. The lounge soon caught on, with many of the commuters stopping in on their way home.

Council began the year by setting up a study committee on the problem of garbage removal. With the city growing by leaps and bounds, the collection and disposal of garbage was an ever-increasing problem. As Sanitary Refuse, who had previously been sub-contracted for the job, was now quoting a price of \$4.40 per capita for the next annual renewal, the committee was asked to fully explore the pros and cons of the city undertaking the service itself.

Early in February, Magil Construction, still putting up cottages and split-levels in the north of town, offered land and an unused building in Strathmore to the city as a new post office. By May, the details had been worked out and deeds of cession between Magil and Pointe Claire transferred the land on Donegani at Chester and Vincennes to the post office.

As part of the provincial redistribution of electoral districts that came into effect in February 1966, the riding in which Pointe Claire was situated was renamed after Robert Baldwin, joint premier of Upper and Lower Canada from 1847 to 1851. Mayor Séguin announced that plans for a sewage treatment plant were ready in March. Since September of the previous year, planning had been underway on two proposals. The first was for the construction of pumping stations at the foot of Victoria Avenue and in Lakeside, with a treatment plant on farm 48 beside the city yards; the second, for the same pumping stations, but with the plant on a man-made island to be created in Valois Bay. As the plans developed, the second proposal proved to be less expensive by almost \$700,000.

Opposition to the plan was immediate and vociferous. One anti-plant group, led by Solyme Tremblay, who had precipitated the Pointe Claire investigation in 1959, had by October organized a 120-signature petition protesting the plan. Realizing that this would automatically result in a referendum on the issue, and that the government money which was essential for financing would not be available until after 1967 due to heavy anticipated spending on the centennial, council deferred the entire idea.

With the arrival of spring, crews resumed work on the partially completed cloverleaf on St. John's Boulevard. The rebuilt Edgewater Hotel opened its doors in space twice the size of the previous building, and announced plans to add a 15,000 square foot terrace. The Kay Kerry market, located since 1951 on Cartier behind the curling club, was loaded on a trailer and moved to the corner of Lanthier and Ste. Anne Streets.

A brief threat of a strike by white-collar city workers ended in April when a compromise suggested by the Independent Labour Relations Board giving them a 5% wage rise was accepted.

As soon as the ice broke up and freed the river, the police department launched its rescue boat at the Pointe Claire Yacht Club. At the same time, council leased a fleet of nine Volkswagens for \$100 each per month, to be used by 16 town employees whose jobs required that they circulate around the city. Council also ordered a cherry-picker truck which could lift two maintenance workers high enough to comfortably work on electric lines, telephone lines and traffic lights. Received in July, it was promptly named "the Pelican."

The June 1966 provincial election saw the transfer of power from Jean Lesage and the Liberal party to Daniel Johnson and the Union Nationale, which was later to have serious implications for Pointe Claire. This election marked the first provincial victory for mayor Art Séguin, who was to represent the West Island in Quebec until 1975, when he was forced into retirement by ill health. Opting to remain as mayor and serve the city in a dual capacity, he sat in Quebec as an independent Liberal.

Honours came to Pointe Claire in very different forms during 1966. Peggy Shearer, a former champion diver, water polo player and synchronized swimmer who was now one of the advisers at the Pointe Claire Pool was elected to the Canadian Sports Hall of Fame.

The Lakeshore General Hospital was awarded accreditation as a teaching hospital after only 13 months in existence, one of 376 of 1397 Canadian hospitals so designated. The administrative and medical staff were commended by the Canadian Council of Hospital Accreditation for their "development of an outstanding institution for patient care and continuing medical education." It was also noted that 13 months was the shortest period of time in which a hospital had ever been accredited. By October 1966, the hospital was further accepted as an approved institution for training interns and residents in anaesthesia, obstetrics and gynaecology, internal medicine, pathology, paediatrics, psychiatry and surgery.

Also in June, the Royal Automobile Club presented Pointe Claire with a plaque for achievement in pedestrian safety.

The long-awaited tunnel and underpass at Sources Boulevard seemed to be back in the picture when late in July, home owners on Church Avenue received expropriation notices advising them that their land would be needed when construction began in 1968. Since most of the property owners had heard all this before, and doubted that they would ever see the work begin, this caused little consternation.

Earlier in the year, the "one island — one city" movement had been defeated by the Intermunicipal Co-ordinating Council. However, the Montreal Metropolitan Commission sent to Quebec for approval a report showing the necessity for evaluation equalization across the island. After protests from numerous municipalities including Pointe Claire, the report was not acted upon, but once again foreshadowed later developments in Montreal's struggle to obtain a greater tax base.

Before 1966 ended, the industrial park was home to 140 companies, the Lakeshore General was forced to launch a public appeal to cover its \$72,535 deficit, Highway 2 and 17 was redesignated 2 and 20, both English and French school teachers were threatening to walk off the job, and it was decided, to simplify matters, that the criterion for eligibility to vote in Pointe Claire elections would be payment of municipal water tax.

A sad event occurred on November 2, 1966: the death of Ed "the Chief" Paiement at age 65, after a lengthy illness. For 37 years he had served on the Pointe Claire police and fire forces, one of the most universally respected — indeed beloved — of the city's citizens. He had helped to nurture the area in its transition from village to suburban city, as the community's population grew from 3000 to 24,000, and the police/fire department from two to 35 men.

Born in Vaudreuil on March 14, 1901, he came to Pointe Claire in 1921 to work for Joseph P. Legault. He joined the police force as a rookie constable in 1925, rising through tact, hard work and many acts of kindness to become chief of police in 1932. He later rose to director of the police and fire department, a position he held until his retirement in 1962.

In 1927 Paiement married a local girl, Victoria Godin, at St. Joachim Church. He left his bachelor quarters above the old Lakeshore Road police station, and the young couple settled in Pointe Claire. They raised a son, Pierre, as well as Noël and Aline Sarrazin, the orphaned children of Mme Paiement's sister.

An avid golfer, curler and fisherman, he found time to serve as a warden at St. Joachim Church from 1955 to 1958, sat for many years on the Pointe Claire Catholic School Commission, belonged to the local council of the Knights of Columbus and the Richelieu Club, and was an honorary life member of the Pointe Claire Curling Club.

In his professional life, he served first as a director and later as president of the Police and Fire Chiefs' Association of the Province of Quebec. During

the war years, he was an executive of the Lakeshore Division of the Wartime Services Fund.

It was Chief Paiement who originated the popular Habitant Suppers at the Pointe Claire Curling Club, where he was a familiar figure in his chef's costume, dishing out ragout and tourtières to the guests. Similar suppers were organized for the Police Pension Fund, a cause he long defended and supported.

In 1950, on the twenty-fifth anniversary of his joining the force, he was given a testimonial dinner at the Beaconsfield Golf Club, with more than 200 friends and fellow residents in attendance.

His retirement on May 31, 1962 closed a chapter in the history of the community. Through a period of great growth and many changes to the city, he had been a constant, the friendly but firm voice of the law in Pointe Claire. The posthumous award as Pointe Claire's Citizen of the Year for 1966 was a fitting close to a life of selfless dedication.

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# 1967

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Canada's Centennial Year began with a spectacular, if not joyful, event. At 5:42, just after dark, on January 9, the fire alarm sounded at the old city hall. The virtually abandoned clapboard building went up like a tinderbox and as 300 spectators milled about the scene, the fire department abandoned the building to the flames, opting instead to save the adjacent Portelance house at 42 Ste. Anne and the tavern to the west on Lakeshore Road by hosing them down.

For almost four hours, the fire, seemingly under control, kept reappearing in the small offices into which the building had been divided. By the time it was finally extinguished, the city hall was no more than a pile of rubble. Little damage was done to the Portelance house, but the tavern faced the problem of pumping four feet of water out of the basement.

Luckily, no one was injured, largely because the only group currently using the building was the Junior Achievement League, but their loss of \$6,000 worth of machinery, equipment and supplies seriously affected the operations of 12 manufacturing and service companies operated by the League. In the traditional spirit of the city, the Pointe Claire Shopping Centre immediately offered the League a vacant store in the centre to serve as their headquarters.

With the arrival of spring, the debris from the fire was cleared away, and the site used to create a pocket-sized park.

Before January ended, the situation between the school teachers, the school boards and the Quebec government, which had been deteriorating for years, finally came to a head, with all the teachers walking out on January 20. For five weeks, 12,400 students in Pointe Claire were without classes, until the government, by passing Bill 35, legislated the teachers back to work.

As the municipal tax bills for 1967 came due, another attempt was made to resolve the issue of whether the Lakeshore General should be paying taxes to the city. In its first year, the hospital paid its tax in due course, but when the annual budget was sent to Quebec for approval, municipal taxes were not included. As a result, the hospital owed over \$80,000 to the city for the years 1966 and 1967. The city claimed the taxes were due; Quebec claimed that they never budgeted municipal taxes for hospitals; and the hospital claimed to be exempt. Obtaining legal advice, the city took the matter to court, where several years later a decision was handed down stating that the Cities and Towns Act did not exempt hospitals from municipal taxes. However, the problem was not solved.

1967 was, of course, the year of centennial projects. Almost every individual, corporation or social group launched some event or deed, great or small, to mark Canada's one-hundredth birthday, several of which produced lasting results.

Late in 1966, the Pointe Claire Chamber of Commerce announced that it would fund and set up a marker to honour the 1910 airshow held in Lakeside Heights. For many years, the idea of such a marker had been considered, with several groups at one time or another trying to raise the necessary funding. With the Chamber involved, the \$7,000 needed was soon raised, and by March 1967, the site had been chosen, the design established and work begun. On August 23, at a ceremony attended by the mayor and council and members of the Chamber of Commerce executive, and marked by a fly-past of Royal Canadian Air Force jets, the monument was unveiled.

On a plot which was actually part of the air show site, across the street from John Rennie High School and now beside the library, a small garden was built with a rectangular reflecting pool in the centre which had a miniature waterfall at one end. From the other end extended a tapering metal shaft rising in the pattern of a flight path from takeoff to cruising altitude. At the tip of this shaft, above the water, is a stylized representation of an airplane.

The city had acquired an old stone farmhouse at 152 Concord Crescent in 1961, hoping to restore it. The cost of restoration was found to exceed the amount available in the city coffers. Consequently, the house had stood for 17 years, boarded up and abandoned.

The house originally built as the residence of the Legault family farm is listed by the Quebec government as dating from 1767, although notarial records suggest that it may be a year or two older. It stands only a few feet from the west side of the old Côte St. Jean, (now Maywood), and was the centre of an extensive farm stretching westward halfway to St. Charles



*Valois village shopping area, 1967.*

Boulevard. Passed down from generation to generation of Legaults, it was finally surrounded by the Lakeview Acres development, and sold to Mr. George Donaldson, from whom the city acquired it at a cost of \$7,780.

A group of John Rennie High School students, acting under the name "Restro 67", approached council in January 1967 with a proposal to restore the building as their centennial project. They offered to obtain donations of material and fixtures from the firms in the industrial park, and to raise \$8,000 cash, if the city would undertake to provide the balance of the funding for the project. Council agreed that they could do so within their budget, and authorized the students to proceed.

The students, hoping they could raise the money and complete the restoration before the end of the year, immediately got to work. Numerous projects were planned and executed to raise funds, including a complete canvass of the residents, a plea to the businesses in the industrial park and, in April, a walkathon that covered virtually the whole city and involved almost the entire John Rennie student body. This event put \$5,983 in the kitty; direct appeals were then made to specific companies and individuals, and by mid-May, the students were able to present to council numerous pledges of material assistance and a cheque for \$8,713.94.

Unfortunately, due to numerous unavoidable delays, it was only in April of 1968 that Victor Depocas, an architect specializing in restorations, was hired. Construction began in June and was completed by October. Regretfully, the city could not permit the students to participate in the work itself due to the terms of its liability insurance. However, Dacia Moss, who headed "Restro 67" was named honorary general superintendent of the project.

The old building could not be restored exactly as originally built due to certain structural requirements of the building code and the deterioration of some of the external materials. However, at least from the outside, it is a reasonable example of the style of the late eighteenth century.

As their contribution to the centennial year and to the city, the Knights of Columbus, together with the Masons, created a chain of office for the mayor. The silver chain consists of 39 links and a cameo-like pendant bearing the city coat-of-arms. On May 20, Jean Legault, Grand Knight of the Knights of Columbus, and Art J. Rochette, Worshipful Master of the Meridean Lodge of Masons, presented the chain to His Worship Mayor Art Séguin. A special display case showing the chain on a blue background was installed in the foyer of city hall where it could be viewed by the public.

On Sunday, June 3, after mass, the new blades for the mill at the Pointe were officially presented by the Amicale Notre Dame du Vieux Moulin. As a centennial project, this group had purchased them to complete the project of architect Marc Angers and builder Homidas Vincent to restore the ancient mill as nearly as possible to its original form. With the addition of the blades, the project was completed.

Of course no celebration would be complete without a parade. As soon as winter relaxed its grip, preparations began for a centennial parade to be held May 13, with 64 organizations taking part. 21 floats, seven bands, 2,000 marchers, 26 convertibles, 14 mounted Hussars in the uniforms of 1867, and two red double-decker buses wound their way along Lakeshore Road to Cartier, then along Lakeview to St. John's Boulevard and up to the city hall, where the Confederation Caravan had arrived for a six-day stay. To cap off the evening, a huge fireworks display was held at the civic centre.

And, of course, there was Expo '67. To accommodate the large number of relatives, friends, and others who used Expo as an excuse to visit the area and frequently had trouble finding lodgings, council voted to allow tents and trailers in certain parks and shopping centres during the summer months.

With all the parades, celebrations and parties, council still had work to do. From the beginning of the year, considerable opposition to the proposed island sewage treatment plant was being organized, with several alternate locations proposed by different groups. Since no plans had yet been submitted to either the federal or provincial government, the opponents felt that they still had time to sway council from their proposal. One group in Lakeside objected to the extension of Fifth Avenue to provide a causeway to the proposed island; the South Pointe Claire Residents' League, under the leadership of Solyme Tremblay, objected to the entire plan; and other groups came forward with proposals for sites at farm 48, and between the Lakeview Cemetery and the Beaconsfield Golf Course.

Regardless of the fuss, council, under pressure from the Quebec Water Board, which was becoming increasingly concerned with the worsening pollution in the St. Lawrence River and especially in Lake St. Louis, submitted its plans to the Department of Public Works in Ottawa and the Department of Natural Resources in Quebec for approval. Under the grant programs available at the time, one-sixth of the cost would be underwritten by federal grants, another sixth by the Quebec government and the balance would be covered by a C.M.H.C. low-interest mortgage.



*Windmill, 1985. As restored, 1967.*

After receiving interim reports from both governments in August, a contract was awarded to Paré and Quart in the amount of \$445,769 for the Lakeside pumping station, and work began before the end of the month. As part of the plan, more than 90% of the plant itself was to be below ground level, with only a low-lying dome containing air vents showing above the shoreline, so that there was little change in the beauty of the Lakeshore.

Mayor Séguin announced that the entire sewage treatment plant would be completed in three to five years in four stages: one, the Lakeside pumping station; two, the Victoria pumping station; three, the force mains; and four, the treatment plant itself.

On June 10, 1967, 15,000 poppies were dropped from a Canadian Army helicopter over the Field of Honour in Pointe Claire. This was the first such ceremony in Canada, copied from similar events in Holland and Belgium to mark the beginning of National Veterans' Week and honour Canadians who gave their lives in World Wars I and II and in the Korean conflict.

The planned extension of John Rennie High School drew vociferous cries from the residents of Duke of Kent Avenue, as the plans included the construction of a fifty-foot brick wall at the rear of their properties. Those involved were considerably relieved when the Quebec government refused a request to buy the land needed.

All summer long, the parks and playgrounds used the centennial as an excuse to hold events for young and old alike. A representative list would include the following: Cedar Park — a parade; Stewart Hall — a talent show; Bourgeau Park — a theme day and bake sale; Valois Park — a peanut hunt and bingo; Lakeside Park — a bake sale and dog show; Lansdowne Park — a penny fair; Northview Park — a horror show and a spelling bee; Clearpoint — a bike hike; Kinsman Park — a penny fair; Lakeside Heights Park — a scavenger hunt and bike rally; and Cedar Park Heights Park — a Super Apollo trip to Jupiter and a Freshie party. The kids loved it all.

In August, another honour was paid to a resident of Pointe Claire: Major R.C.P. Lawson was promoted to Lieutenant Colonel, and given command of the Royal Montreal Regiment of the Canadian Army.

Between Labour Day and Christmas, the new Lakeside Heights Baptist Church was built at 27 Braebrook replacing the former one at 93 St. Louis.

Judge Maynard B. Galt, Pointe Claire's municipal judge, was named president of the North American Judges' Association, the first Canadian to be so honoured.

Before the end of this centennial year, Boris Spassky, the Russian chess grandmaster, played a simultaneous exhibition game against 35 opponents at Stewart Hall; the access roads to the 2 and 20 Highway at Bayview, Fifth Avenue, Lakeside and Coolbreeze were permanently closed; MNA Art Séguin agreed to join the Liberal party in Quebec; 50 local leaders and businessmen formed a group to combat separatism; and the Lakeshore Association for Retarded Children, sponsored by the Civitan Club, were preparing to move into the old Valois post office building.

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## 1968-1969

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In the early days of 1968, the News and Chronicle was sold to the Montreal Gazette.

With 127 companies now operating in the industrial park, the many commuting employees needed public transportation. By arrangement with Brisebois Bus Lines, a service was established which ran from the Crémazie metro station to the industrial park by way of the Trans-Canada service roads.

The greatly increased traffic load on St. John's Boulevard brought about by the development of Lakeview Acres, and the increased number of vehicles serving the industrial park made it necessary to install a new system of traffic lights. Equipped with solid-state traffic controllers, developed by Erling Nielson of the Pointe Claire engineering department, the system was the first of its kind anywhere. Within each controller, a magnetic loop detector measured the volume of passing traffic and automatically adjusted the timing of the lights for the most efficient traffic flow. The lights at Brunswick, Hymus, St. Louis and the Civic Centre were equipped with controllers.

During the summer, the Candev Realty Corporation hired architect F. A. Dawson and Conbec Development Inc. to build a medical centre at the corner of St. John's Boulevard and Hymus. Begun in April, the building was completed by September, and was officially opened by Mayor Séguin and representatives of the Royal Bank, which occupied half of the ground floor.

On March 25, a panel discussion was held at the Edgewater Hotel on the subject of language rights in Canada and Quebec, in which Jean-Luc P  pin and Pierre Laporte participated. Although protecting the French language was rapidly becoming an important contemporary issue, and there were many who advocated the separation of Quebec from Canada, neither matter affected the lives of Pointe Claire residents to any great extent. As in previous times, a small group at either end of the spectrum existed, but the vast majority lived in harmony, both French and English.

Incidents arising from the language issue were few and minor in Pointe Claire. When Pierre Trudeau visited the Fairview Shopping Centre on June 21 to address area voters, the meeting went smoothly.

Nevertheless, the overall political climate and the economic slump caused by the uncertainty over the language issue were beginning to have their effects. An informal poll of residents showed that by a margin of 6 to 1, people were planning to or thinking of leaving the city, most of them looking westward. Since there was no demand, housing starts dropped to their lowest level since World War II. In short, by the end of 1968, the city lapsed into a state of insecurity and stagnation.

Council again returned to the seemingly endless problem of railroad crossings. A vain appeal was made to the federal government to put up fences alongside the tracks, but after a fatal accident, the crossing at the Lakeview Cemetery was finally closed after six months of discussion.

With the Lakeside pumping station almost complete, the Quebec Water Board, growing impatient, ordered Pointe Claire to submit its plans for a sewage treatment plant. Several meetings were held with Beaconsfield to consider a joint sewage treatment effort, but this idea was rejected by them.

1968 was a year of unrest and general dissatisfaction, largely caused by poor economic conditions. In July, a strike by postal workers threatened to bring business to a halt, but instead resulted in the establishment of numerous private and professional courier services. Another strike, by Quebec Liquor Commission employees, caused a steady stream of traffic into the Ontario border towns, enhancing their prosperity at the cost of the local merchants.

The Knights of Columbus unveiled a plaque to the memory of Alexandre Bourgeau in the park named for him beside the village. Dr. Bourgeau served the town as a general practitioner for 37 years until his death in 1960. The plaque reads "To the memory of Doctor Alexandre Bourgeau, B.A., M.D., 1894-1960. Doctor of the Village of Pointe Claire, man of science and compassion, of unlimited devotion to poor or rich, he spent his life healing and fighting. He will never be forgotten."

To provide space for the Victoria pumping station (phase two of the sewage treatment plans), the old fire station at Victoria and Lakeshore was torn down early in 1969. Built in 1927, the red brick building had stables in the rear which once housed the horses used to pull the fire wagon, and was the site of the city garage and municipal offices until the building was

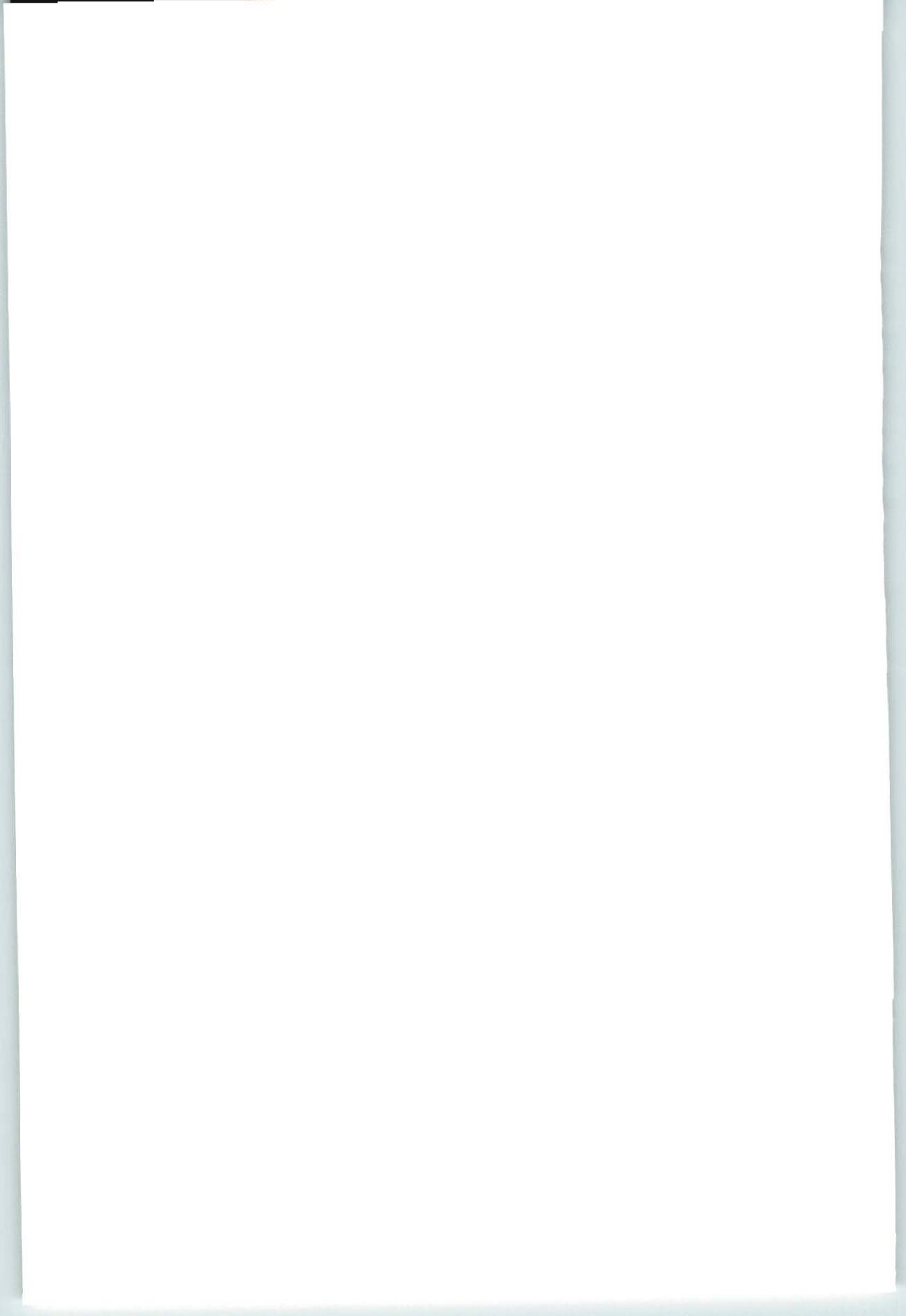
abandoned in 1963. The fire tower was also home to the siren which sounded the 9 p.m. curfew during World War II. Like so much of old Pointe Claire, it fell in the path of progress.

In spring, the teachers, both English and French, walked out on strike, again threatening the academic year for some 12,000 Pointe Claire students. Once again, they were legislated back to work.

Central Dynamics, with its head office in the industrial park, brought Pointe Claire to the attention of the outside world with the delivery to a New York production company of the world's first automatic videotape-editing system. The same company also supplied the world's first automated television station to a group in Adelaide, Australia.

However, at Sources Road, which had been closed for most of 1968 while the Denis ditch was being dug to drain the water from the heights into the river, work began on the interchange with the 2 and 20 Highway, so that neither traffic nor pedestrians needed to cross the railroad tracks in the early 1970s.

The '60s ended in the turmoil of strikes, separatist propaganda from both sides of the issue and unwanted legislation. And behind this wall of sound and fury, the politicians of Montreal and Quebec quietly plotted the rape of the city.



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# *The Industrial Park*

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Pointe Claire was planned from the early days as a garden city, a suburb where the quality of life and the beauty of the natural environment would be considered more important than making maximum use of land for as many residents as possible. Yet contained within its borders is a large, highly successful industrial park.

Following the annexation of 2500 acres of land from the parish of Pointe Claire in 1955, a strip of land extending from Sources Road 15,000 feet westward, and comprising 1650 acres or 36% of the total land area of the town was set aside and zoned for industrial use. One reason for situating the industrial park at the northern limits of the city was to predetermine the type of buildings that would abut on the residential areas, rather than allowing the surrounding municipalities to choose. To further protect the residential area, a strip of 40 feet wide running the entire length of the park was zoned as a green space.

On August 1, 1955, the industrial park was officially announced. It must have seemed incongruous to the people, since the land was at the time open farm land, with no services or roads and with greatly restricted access. Only Sources Road and St. John's Boulevard reached as far as the park, and even they were little more than dirt pathways that far north.

Largely through the efforts of Mr. C. W. Hymus, an executive with the Canadian National Railway, railroad access to the park was very quickly arranged. A spur line connecting with the main Montreal-Toronto line was

laid through the southern half of the park at a cost of \$750,000, provided by the railroad.

Even with railway access, the city's promise to service lots as they were sold and the low price of land, the industrial park did not spring up overnight, for it was a new concept which needed to be sold.

Mr. Gerald Hervey was hired and provided with an office in downtown Montreal. Given the title of industrial park commissioner, he quickly got to work and soon began to get results.

Before 1956 ended, Proctor and Gamble acquired 25 acres on the south side of the proposed Trans-Canada Highway, where they proposed to construct a plant to produce 25,000,000 pounds of shortening and edible oils annually; the Pulp and Paper Research Institute had acquired 40 acres on St. John's Boulevard; and Nordic Biochemicals and the Canadian Bank of Commerce had purchased land.

Although growth was gradual, it began a pattern of expansion that was self-feeding: as each company acquired land, more services were installed and more roads built, making the park more attractive to more companies. Even before the Trans-Canada Highway was built through the middle of the park, vastly improving access for both material supplies and commuting employees, 100 companies owned land.

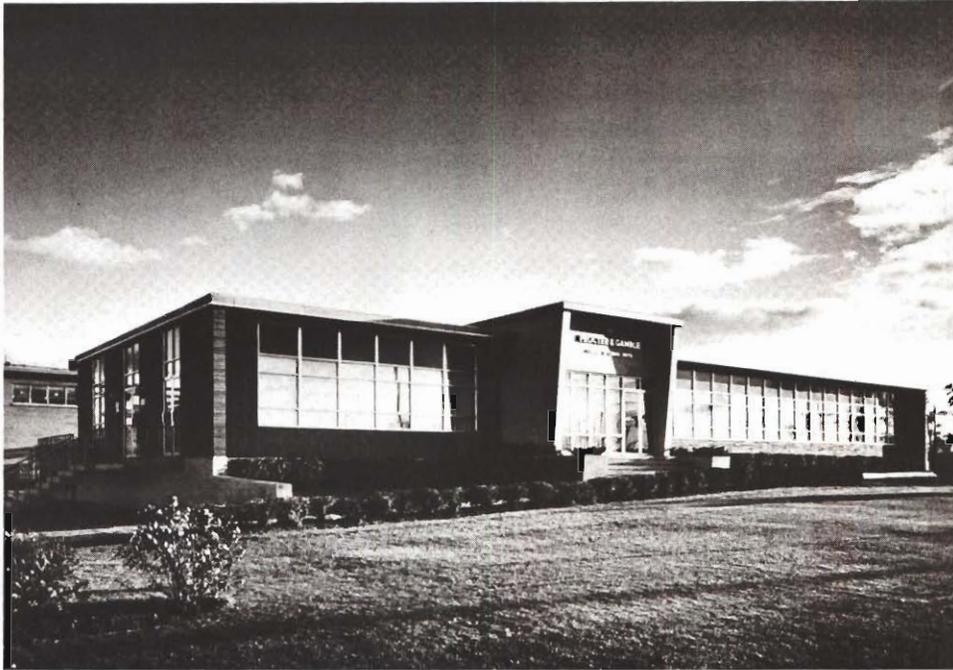
In addition to the tax base and job opportunities these companies brought to Pointe Claire, they made a further significant contribution. As each parcel of land was sold, the city exacted a 5% tax on the purchase price, which accrued to the benefit of the parks and playgrounds department. This is one reason why today, 9.5% of the city's land area is devoted to parks, playgrounds and green spaces.

The only limitations placed on the selection of industries in the park were that they must behave like good members of the community, limit the height of their plants and be able to manufacture their products with a minimum of pollution to both the water shed and the air.

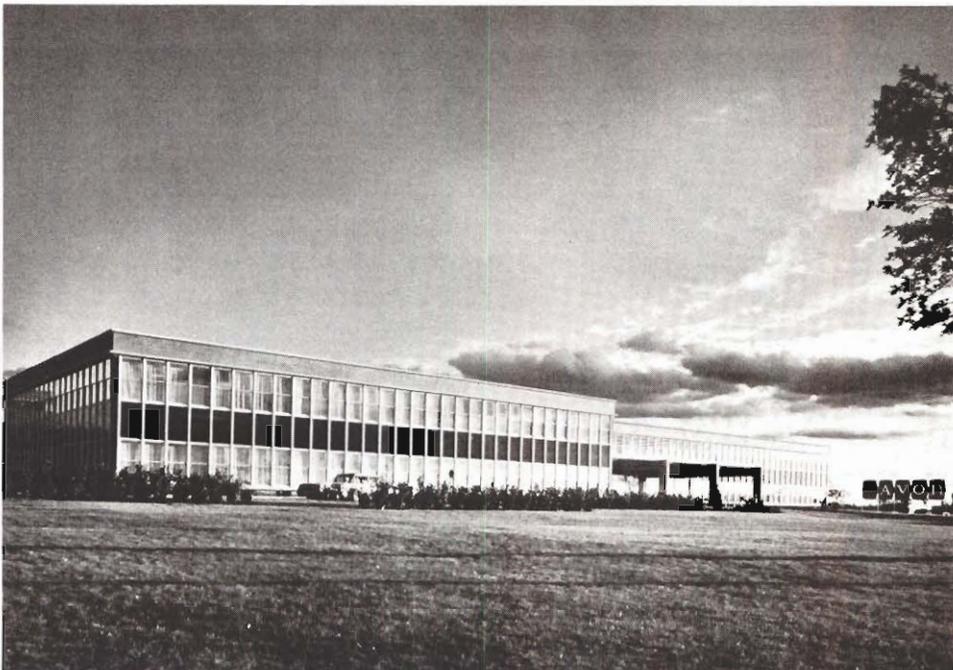
Had the city not experienced the economic slump and political unrest of the '70s, Pointe Claire's industrial park could very well be fully occupied. Even with the problems, by December 1982, 60% of the land area was developed by 230 industries occupying 161 industrial buildings. These companies were then providing full-time employment to 8027 men and 3361 women.

The industrial park occupies 36% of the town land area, but accounts for more than half of the tax evaluation base, which is one reason why municipal taxes are lower in Pointe Claire than in most of the surrounding towns.

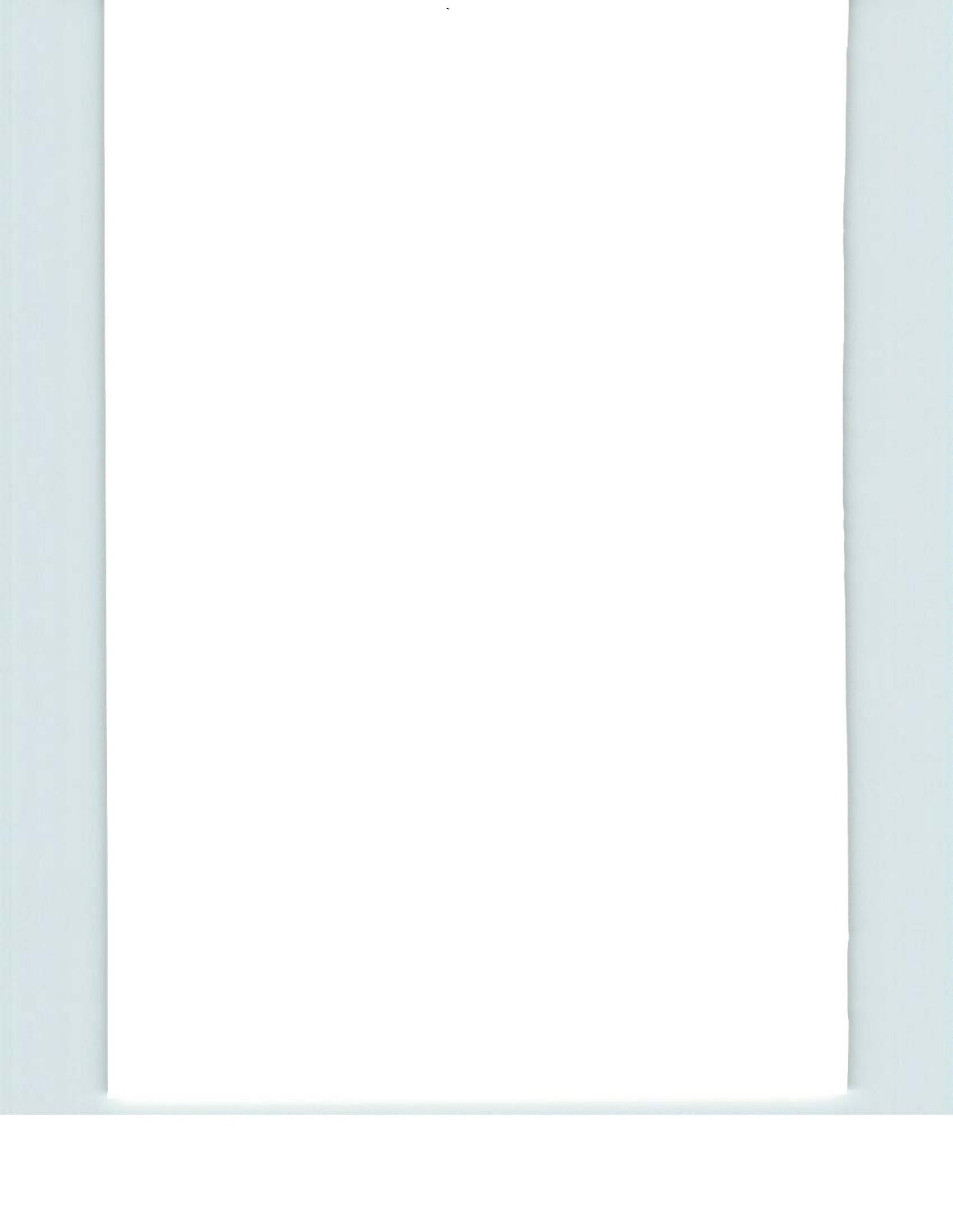
This masterpiece of municipal planning has been visited and studied by city planners and managers from around the world. Presumably, with the current (1985) expansion of the Fairview Shopping Centre, it can only get bigger and better.



*Procter and Gamble, first industrial plant.*



*Avon Products of Canada Ltd.*



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## *A Difficult Decade*

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Throughout the 1960s, the city of Montreal, using its considerable leverage in the Quebec Assembly, put forward a series of plans for gaining access to the ever-expanding West Island tax base. Desperate to cover its annual deficit, with the only alternative imposing impossibly high taxes on its citizens, Montreal was driven to ignore the pleas of West Island residents, the reasoning of the Council of West Island Mayors, the various commissions set up to study the issue and any logical theory of municipal organization.

Over the decade, the leaders of the West Island communities, especially Mayor Art Séguin of Pointe Claire, had fought off the various versions of the Drapeau-Saulnier "one island-one city" concept. Their first major loss was the forced acceptance, in the mid-'60s, of the Montreal Metropolitan Commission's right to control property evaluations on the dubious grounds that consistent evaluations across the entire island were desirable, and that municipal planning should be controlled by an island-wide body.

By 1969, Montreal, realizing it would never achieve total annexation, did the next best thing. Using the political turbulence of the time, the various strikes — threatened and actual, its political leverage and the general indifference to the scheme on the part of most Quebec legislators, it proposed and, not without feverish opposition from suburban M.N.A.S., passed a bill setting up the Montreal Urban Commission. This organization, brought into being effective January 1970, was given a mandate to unify the police forces for the entire island, control property evaluation and supervise

town planning and, most importantly, was given the right to tax all island residents to cover its costs.

Effectively, control of Pointe Claire was wrested from the hands of its elected council and given to strangers.

There was not then, nor is there now, any justification for this transfer of power other than Montreal's need for taxes.

Since the earliest days of the town, when the police force consisted of one officer and one constable, crime had never been a major issue, and the respect accorded Ed Paiment and William Jaillet along with their men over the years, all of them local residents, kept even petty incidents under control. The municipal court was often busy, but the majority of cases were for speeding and pranks that went awry. From 1970 on, an everincreasing number of officers and men assigned to Pointe Claire were from other parts of the island, who lacked the same community sense. As the city grew, local police presence was gradually reduced, while from 1970 to the present, the cost of police services to taxpayers has increased to 13 times the 1970 budget.

Since the turn of the century, when Pointe Claire was little more than a rural village and a strip of summer houses along the river, any and all development of the town has been preplanned. Before the end of World War I, the Cedar Avenue area had been laid out by Otto Lilly, the Bowling Green and Cedar Park street plan and lot subdivision had been defined by Frederick Todd and the Canadian Nursery Company and the central section of Valois was mapped by Milroy and Milroy. Even though the original development of these areas was slow, not a single house was constructed or located unless it was in accordance with the predetermined plans.

The rapid growth of Pointe Claire that began after World War II was at every stage controlled and guided by the town planning committee. This committee, under the control of the municipal council, had a complete Building Code in place by 1943, two years before the beginning of construction under the Veteran's Housing Act. By 1952, long before the arrival of Magil Construction, Kunard Construction and the other builders who account for the majority of the homes in Pointe Claire, the town planning committee had zoned the entire town, dividing the space available into twelve categories.

As a result of this preplanning process, the town grew in an organized evolution. Each section had access to churches, schools, business and playgrounds in proportion to its population density. The original conception of Pointe Claire as a "Garden City" has never been lost. There are no checkerboard street layouts anywhere in Pointe Claire; more than 10% of the total land area of the town is reserved for parks and playgrounds; the river front has been preserved as a scenic attraction; and nowhere do the commercial interests infringe on the peace and quiet of the residents, even though these interests represent more than 50% of the town's taxable property. Even the construction of the Trans-Canada Highway, Fairview

Shopping Centre and the industrial park were fitted into the overall plan without affecting the "Garden City".

And all this was planned, legislated and enforced long before the creation of the M.U.C.

Before the M.U.C. arrived on the scene, the town of Pointe Claire had engineered plans, specifications and cost estimates for a sewage treatment plant. Not only did the M.U.C. prevent its construction at that time, they also attempted to hire away the chief force behind its design and location, Peter Coombes, the town engineer, to prevent it from ever being built. As a result, to this day, Pointe Claire pours some 10 million gallons of raw sewage into Lake St. Louis daily.

When private business in the late 1960s expressed interest in providing an expanded bus service for Pointe Claire and the West Island, they were prevented from doing so by the M.U.C., on the grounds that such an expansion would make the eventual takeover of such services too expensive for the M.U.C.T.C.

All the planning Pointe Claire ever needed was accomplished long before 1969. It could even be observed that members of the Blier Commission, the Sylvestre Commission and even the Montreal Metropolitan Committee noted and were quoted in the 1960s as stating that no benefit to Pointe Claire would be obtained by imposed M.U.C. control.

The facts relative to property evaluation are similarly nonsensical. Pointe Claire is fortunate in that, through the foresight of the town council, the co-operation of Canadian National Railways and the efforts of the first industrial park commissioner, Gerald Hervey, it has more than half its tax base in industrial properties. This base has allowed for the growth of the city, installation of services and the creation of a pleasant residential suburb at an entirely reasonable cost to the residents.

The concept that there is any advantage in making property evaluation in Pointe Claire consistent with evaluation imposed on residents of Montreal can be assessed in its true light if we consider the fact that Pointe Claire has consistently operated with budgetary surpluses, while receiving only 45% of the taxes collected in the city.

With the exception of some members of the police force who anticipated higher salaries and greater job security with the M.U.C., and a few residents who felt that there might be some benefit to be gained from the plan, the M.U.C. takeover was universally opposed.

And the opposition, led by mayor Séguin, both as mayor and M.N.A., fought in every way possible to modify or even reverse the legislation. On receiving bills for M.U.C. services, payment was withheld, since no detailed account of the allocation of funds was received. Taxpayers' monies for those years were accumulated in deposit accounts, earning approximately the same rate of interest as was being charged on the overdue M.U.C. accounts. Council held out until 1973, justifying its position by referring to section 51, page 26 of the Quebec Cities and Towns Act, which gives the mayor the right

of "superintendance, investigation and control" of his city, which was interpreted to include police and fire services.

In addition, despite repeated requests for an accounting and numerous verbal assurances that it was forthcoming, council never received any data on the disposition of M.U.C. taxes. By February 14, 1973, due to the arrears position of Pointe Claire, Montreal was in a position to place the city under trusteeship. With Pointe Claire now the only municipality that had not paid its assessment, with the M.U.C. threatening to petition the Quebec Municipal Commission to declare the city in default and appoint a trustee, with mayor Séguin in rapidly failing health and with verbal assurances from Victor Goldbloom, the chairman of the M.U.C., that detailed accounts for all bills to date would be forthcoming, council voted to end its resistance.

The M.U.C. taxes were paid. The detailed accounting was never received.

The passage of Bill 22 by the Quebec Legislature in 1974 added further fuel to the fire of insecurity affecting the West Island. Faced with enforced francization of the education system, many people felt betrayed by the Liberal government of Robert Bourassa. As the only other choice, politically, was the Parti Québécois of René Lévesque, whose separatist policies were no secret, the departure of families westward from Pointe Claire increased.

It was not only the threat of the end result of Bill 22 that created the problems. In the attempt to begin applying its provisions, the Lakeshore and Baldwin Cartier school commissions were thrown into turmoil that is not fully resolved to this day. Teachers were found to be unqualified to handle the French immersion form of classes, necessitating transfers or retraining. Schools were found to be improperly located by virtue of the change in entrance requirements to qualify for English education, necessitating some closures and several changes of complete schools from one language to the other. And on several occasions during this period, conflicts between the boards and the school bus companies and their drivers left the students without transportation. Even the students, surrounded by mass confusion and fearful of obtaining an incomplete education at a time when jobs were already difficult to find, on two separate occasions threatened to boycott classes in support of the teachers' position.

In the end, by dint of huge amounts of hard work, long negotiations and the resolution of the problems one by one, a relatively peaceful, if not entirely satisfactory, balance emerged that more or less met the legal requirements, as well as the needs of teachers, parents and students alike.

The situation with the Montreal Urban Commission was no less filled with conflict, frustration and resentment. Since Pointe Claire police coverage was fully integrated with the M.U.C. force by 1973, it became apparent that the officers patrolling the city were more often than not strangers to the area. While the publicity given to the political squabbling between the West Island municipalities and the M.U.C. over the cost and quality of police services continued to be almost entirely bad, individual officers found themselves dealing with a hostile community. From the point of view of the citizens,

their position was not wholly unjustified. An incident was publicized in which two M.U.C. officers were unable to find the Lakeshore General Hospital after an accident, and it appeared that a less than all-out effort was being made to control the crime situation at Pointe Claire's two perennial problem areas, the Maples Inn and the Edgewater Hotel. In October 1978, only one traffic ticket was given out in the whole city, as against a normal 200 to 300, and even it was subsequently cancelled.

Again, with long negotiations, much hard work, the refusal by council to hire private security enforcement personnel and the assumption of a very low profile by mayor David Beck, the situation gradually was brought under control by the end of the decade.

Adding to the problems of the '70s was the steady increase in property valuations, and consequently taxes, that were being imposed by the M.U.C.'s valuation division. By 1976, valuations had increased by as much as 60% over 1969. With as many as 1500 homes for sale and many simply abandoned to the mortgage holders, the distribution of the taxes required to pay the M.U.C. assessment by the city, coupled with sharply rising interest rates, deterred many from even considering Pointe Claire as a place to live.

During the summer of 1976, Lawrence Hanigan, the chairman, announced that the M.U.C. master plan would, if necessary, be forced on the West Island. Under this plan, the M.U.C. would control all land usage and zoning. The Conference of Suburban Mayors, formed in May 1977, organized specifically to negotiate with Mr. Hanigan and his team, flatly rejected this master plan, and although counter threats were made to the effect that the plan would be imposed by provincial legislation, efforts were made to reach a compromise and the plan was sent back for future study.

Also contributing to the malaise of the second half of the '70s was the complete lack of progress in providing an integrated transportation system for the West Island by the Montreal Urban Community Transit Commission (M.U.C.T.C.). Bus service in the city of Pointe Claire was provided by Trans Urbain and Metropolitan Provincial Bus Lines, and was often unreliable and constantly subject to strike action. The procedure for establishing such service by the M.U.C.T.C. was defined in 1977. At the request of the West Island municipalities, the issue would require a majority vote of both the M.U.C. council and the suburban committee. On obtaining the necessary majority, steps would be taken to expropriate Metropolitan Provincial and Trans Urbain Bus Lines. Then, after an origin-destination survey to plan routes had been successfully developed, the routes would be tested to assure that large buses could negotiate all the streets. The entire procedure, it was estimated, would be completed and operational in six months, with full service on all lines within one year. By the end of the decade, not only had little of this procedure been set in motion, but the M.U.C.T.C. sent a 1980 assessment to Pointe Claire in the amount of \$2.6 million. The M.U.C.T.C. reasoning was that even if it had no service, Pointe Claire should pay its share of the existing Montreal and east suburban operations.

Further adding to the difficulties of the city in dealing with other involved government bodies was the election of 1976, which saw Dr. W. F. Shaw elected to represent the area under the banner of the Union Nationale led by Rodrigue Biron, and the Parti Québécois under René Lévesque form a majority government.

After the election, Dr. Shaw alienated nearly everyone. His overly enthusiastic and vocal desire to champion the English cause in Quebec eventually caused his resignation from the Union Nationale following the resignation of the executive of the Pointe Claire Union Nationale party. After sitting as an independent M.N.A. for several months, he applied to be accredited by the Liberal party. Gordon Cummings, the Liberal riding president, wrote that some members of the Liberal caucus had known Dr. Shaw for 25 years and, "Based on that knowledge, we are convinced that his current actions are just another example of his blatant opportunistic behaviour," further speculating that Dr. Shaw wanted to use the riding "to prolong his career with little or no regard for the best interests of the country, the association, the party and his constituents."

Another aspect of Dr. Shaw's presence was his active participation in the various groups such as the Preparatory Committee for the Eleventh Province, which from 1977 on advocated the separation of an area including the Ottawa Valley, the West Island and West and South-Eastern Townships into an eleventh province, should the Parti Québécois realize its goal of separating Quebec from Canada.

By the end of the decade, he was on the verge of losing his seat in Quebec, and was actively campaigning against the Parti Québécois referendum.

But it was the second aspect of the 1976 provincial elections that terrified many in Pointe Claire and elsewhere: the accession to power of René Lévesque. An avowed separatist, he and his party immediately set to work on Bill 1, which would have immediately made Quebec a unilingual French province. In a somewhat less harsh form, this bill was passed as Bill 101, which effectively eliminated English as a language of public signs, commerce and dealings with the government. Many, including the Pointe Claire council, continued, as they had in the past, to conduct their affairs in both languages. From a practical point of view, for most people the change in law was little more than a nuisance, and as time went by, some of its applications, such as French-only store-front signs, were ignored in Pointe Claire even by the French Canadian merchants of the village, who actively fought its provisions at various levels of the legal process.

As time passed, practical matters began to weigh more heavily in the day-to-day operations of the province. By the end of the decade, the Parti Québécois had reduced its highly theoretical complete independence proposals to a matter of "sovereignty-association" in which Quebec would be a sovereign French-speaking state with an association with the rest of Canada. The matter was to be resolved by a province-wide referendum on May 20, 1980.

With all these pressures being brought to bear on the city of Pointe Claire, it is amazing that anything got done. Indeed, by the last year of the 1970s, the population of Pointe Claire was reduced by 15% compared to ten years earlier, and the affairs of the city and its people had been reduced to maintenance and routine business.



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## 1970-1974

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With council preoccupied by their situation vis-à-vis the Montreal Urban Commission, inflation gnawing away at everyone's willingness to commit funds, and the general uncertainty caused by the rising influence of the Parti Québécois, Pointe Claire stood at a standstill through the early years of the 1970s, waiting for the flow of events to clarify its direction. Many residents, fearful of the potential of a political party that openly advocated the separation of Quebec from Canada, with its consequent effect on property values and cultural rights in a predominantly English community, began to consider moving westward. Some, anticipating a massive exodus, rushed to be first across the border, and for the first time since the founding of the town, Pointe Claire's population decreased in both 1970 and 1971, falling from 28,560 in 1969 to 27,303 in 1971.

However, there were those who still looked to the future of the town positively. In 1971, a group of local residents, considering that the slowdown was temporary and fearing that future expansion would consume whatever space was available, took steps to preserve the land acquired from the Terra Cotta Company as a park and bird sanctuary. The Terra Cotta Conservation Society, funded by a "local initiatives" grant of \$15,000, used both professional and volunteer help to clean up and restore the park.

Although housing starts would remain at a low level for several years to come, commercial construction continued. A proposal to replace the Maples Inn with a 17-storey apartment building was approved by council then

defeated by referendum, but the construction of the K-Mart Plaza at St. John's Boulevard and Hymus Boulevard went ahead, and it opened early in 1972.

Since the mid '60s a complex of businesses had been established on the north side of the 2 and 20 Highway in the Coolbreeze, Lakeside area. From the west side of Coolbreeze there was a Dairy Queen (the first on the West Island), an Esso station, the Westmount Realties building, Dr. Caza's Veterinary hospital, Tritown Realties and to the west of Lakeside, a Fina station, a Gulf station and the Corral Restaurant. In 1972 all this land was expropriated for expansion of the highway. The service stations closed shortly thereafter as did the Dairy Queen. Westmount Realties however, decided to save its building: they moved it during the summer to St. Charles Boulevard and Oakland. Tritown Realties and the other tenants of their beautiful building moved out November 1, 1972. Designed and built by Lloyd Richards as the "House of Real Estate" in 1964, the building was of French Canadian design with a sweeping orange tiled roof studded with dormer windows. It was torn down in 1973. Only the restaurant continued in operation becoming the Place for Steak. Most of the owners and tenants regretted their haste in leaving as actual construction of the highway did not begin until 1984. By that time, the Place for Steak had burned down.

The opening of the Le Manoir Brasserie in February 1972 was accompanied by the expected local opposition to another tavern. During its first year of business, difficulties were encountered over such issues as admitting under-age customers, but by January 1973, with an established reputation for good management and a self-policing policy, the tavern was permitted to open its doors to ladies, rapidly becoming one of the most popular spots in the town for a quick business lunch or casual social gathering.

Mainly because of the inflationary economic situation and a lack of adequate funding from Quebec, the Lakeshore General Hospital was experiencing considerable financial problems. Although the Lakeshore General Foundation continued to attract general support, and was able to contribute \$100,000 a year in additional operating funds, the situation was such that by 1972, largely due to a lack of supplies and necessary equipment, the hospital was losing an estimated 900 patient-bed-days annually. The situation was irreversible, and in September 1974, with the passage of Bill 65, the hospital was brought under provincial control.

Council approval for the apartment, shopping and medical complex that would evolve into Southwest One was finally received by Immobilier Inc. Construction began in spring 1973 on the first 10-storey, 158-unit apartment building and a 39,000 square foot shopping mall and medical centre. Over the next few years, townhouses, additional apartments and a racquetball club were added to the project.

Given the economic situation and the departure of many residents, which created a general aura of uncertainty as to the wisdom of investing in

Pointe Claire, council hired the firm of Berger, Tisdall, Clark and Lesley for one year to prepare press and media releases to keep the city in the public eye and extol the advantages of relocating to Pointe Claire. The publicity was directed both at those who sought a place in the suburbs for their family and at businesses who wanted the advantages offered by the industrial park.

As part of their campaign, council approved \$467,000 for an extension to the Pointe Claire Pool, adding a teaching and training pool, saunas, weight training, first-aid rooms and changing facilities. To ensure continuity of style, the same firm of architects, Beatson, Finlayson and Coombes was hired to carry out the project, which was completed in 1974.

This complex has made possible the Pointe Claire Aquatic Program, which organizes swimming classes for all age groups, from preschoolers to senior citizens. There are also diving and lifesaving courses and special programs for the handicapped, as well as competitive swimming, diving and water polo clubs.

A further \$600,000 was approved to build a public library as part of the civic centre. Located behind the city hall, it was ideally situated to serve students at the two nearby schools, as well as the population in the immediately adjacent areas. The building itself proceeded without delay, but an anticipated opening date of May 1974 was put back to October 18 due to difficulties in obtaining furniture and materials.

The Pointe Claire Public Library evolved from two separate entities. In 1946, the Valois Library was founded by the Valois Citizens' Association; four years later, the Pointe Claire Memorial Library was organized by members of the Lakeside and Pointe Claire branches of the Canadian Home Reading Union. Built by the members, the original libraries were little more than clapboard sheds, situated at Summerhill and Queen's Road and in Memorial Park at Lakeshore and Victoria Avenue respectively.

In July 1962, the Pointe Claire Memorial Library, twice displaced by the construction of the water filtration plant, was moved to Stewart Hall. The next month, the Valois Library opened its new building on its original site. Less than a year later, the two were combined under the administration of the Memorial Library.

From the beginning, operating funds, books and staffing for the library had to be obtained through book drives and volunteer effort. As the city grew, it became apparent that a more professional approach was needed.

Following the presentation of a brief outlining present and future needs a by-law was passed in 1965 establishing the bilingual Bibliothèque Publique de Pointe Claire, and a full-time professional librarian was hired.

Several attempts to obtain financing for a new facility failed, but at last in 1973 construction began on an 18,800 square foot building, which made it possible for the Stewart Hall Library to transfer to its new home in the fall of 1974. Stewart Hall and Valois remained as branches. The new building provided for both children's and adult sections, a multi-media room and space for 90,000 volumes.

Businesses in the village area felt the recession more than most. Over the years, numerous proposals had been put forward to attract more residents to the area immediately to the north of Lakeshore Road. Due largely to the merchants' unwillingness to accept major changes, and the reluctance of the Beaconsfield Golf Club to give up any of its land, little had been accomplished. In July 1973, council finally obtained approval for the development of apartments on Lanthier Avenue, and work was begun on a six-storey building to be completed early in 1974.

In the coldest part of midwinter, the Syndicat National des Employés Municipaux of Pointe Claire took the city's blue-collar workers out on strike, refusing even to maintain essential services unless paid at double-time rates. At issue was a difference of six cents an hour for park workers and janitors, and 10 cents an hour for park labourers. After nine days, during which management made a valiant effort to provide some services, the matter was settled, with the hourly rate for janitors set at \$3.75 an hour, and the rate for park labourers at \$3.96 an hour. Also included was a vacation package: all workers would receive two weeks' paid holiday after one year, three weeks after four years and four weeks after 11 years.

The office tower at 6600 Trans-Canada, beside the Holiday Inn, opened in March 1974, with 11 dentists and the West Island branch of Ville Marie Social Services among the tenants.

Drainage from the upper levels of the city was a perennial problem. In 1974, the bulk of the winter runoff was still guided to the river along drainage ditches. Little had been done to improve or make the ditches safe, with tragic results. A six-year-old boy was swept to his death after falling into a cascading ditch near Terra Cotta Park. After his body was recovered by M.U.C. divers 50 yards from the shore of Lake St. Louis, fences were installed along both sides of all open ditches and whenever the water level exceeded 10 inches, guards were posted at strategic points.

In April, the garage rented from Bernard Brisebois by Brisebois Bus Lines, owned since 1973 by Ian Smith, burned to the ground. Little damage was sustained by the buses, but the company decided to relocate to Labrosse Street in the industrial park.

As the weather grew warmer, council faced the serious problem of the large rat population in the village area. The rats were breeding in the many abandoned cars littering the area, and in numerous small dumping areas. Council gave the village merchants and residents three weeks to clean up, or face having the city do it for them at their expense. The campaign was successful, and exterminators soon had the rats under control.

As 1974 came to a close, so did an era in Pointe Claire's history. Art Séguin, mayor of the city since February 1961, announced that he would not run in the 1975 election, and would step down after 14 years in office. In 1976, he further declined to run in the provincial election after a decade as Liberal M.N.A.

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## 1975-1979

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The village merchants, fearing that they, most of all, would bear the brunt of the government's seeming hostility towards the English, who comprised the majority of their customers, decided in January 1975 to make the village easy of access by acquiring a lot at the north-east corner of Ste. Anne and Lakeshore Road for use as parking space. They also made application for the construction of a road immediately to the west of the IGA store through to Lanthier Avenue. To show the entire town's awareness of their problems and in appreciation of their support, mayor Beck and council proposed instead that the city acquire the land in question for \$32,000 and in addition allocate an extra \$46,000 to help solve the parking problem in the village area. The road beside IGA never came to be, but an unpaved lane was cut through the trees.

The school bus drivers working for Jacques Couvrette Inc. walked off the job in March, stranding thousands of school children, not for the first time. The Lakeshore and Baldwin Cartier School Boards were ready this time, however. Before the end of the month, justice André Nadeau of the Quebec Superior Court had ordered them back to work.

Although political groups could not co-exist, a few individuals continued to shine by their originality. In March, Sepehr Homayom, working with money provided by an L.I.P. grant, announced his invention, the Envicon. Resembling a desk lamp with holes in it, the Envicon was a blow switch for paraplegics. By blowing into various holes in the device, patients could turn

various switches off and on, and even call the telephone operator if assistance was needed. He was in the process of filing application for a patent for the device, which he estimated could be sold for about \$300.

For the gardeners of Pointe Claire, a new idea was brought to fruition. The brain-child of city planner Oliver Nicholson and councillor Malcolm Knox, the idea was to allocate a section of land at the south-west corner of Valois Park as communal garden space. With the area fenced in, 28 plots of 15 feet by 25 feet were rented for a nominal fee to residents interested in cultivating them. Initial reaction was so positive that further plans were put in motion to establish a second area at Ste. Anne and Lanthier, in the village area by 1977.

In September the Mirabel Racquet Club opened. In direct competition with the Southwest One Racquet Club, it was nevertheless immediately successful due to the tremendous interest at the time in racquet sports as a means to fitness. Initially, it offered a less severe approach to fitness as fun than its competitor, but has since equalled if not surpassed Southwest One by adding tennis courts and Nautilus equipment.

With the sound and fury being generated over rock bands performing at the Maples Inn, Tony DeVito, the owner of the Edgewater Hotel, presented council with a plan to convert his complex to a 10-storey, 175-unit senior citizens' home. This plan was rejected out-of-hand by the town, and a further modification calling for a 95-unit single tower with adjacent six-storey commercial hotel building, complete with bar, swimming pool and sauna, was rejected in the certainty that local residents would defeat the idea at referendum.

William McCarthy, owner of Cadrin C.B.F. Distributor, who had been marketing a "mini charger" which when installed would increase gasoline mileage by 16.7% and horsepower by 28%, had been charged in 1974 under the Combines Investigation Act for false and misleading advertising relative to a device that was said to have been improperly tested. He had been acquitted of the charge, but after a town appeal in October 1975, a restraining order was issued against the sale of his product. McCarthy's initial reaction was to sue the federal government for \$1 million, claiming that the harassment made his franchise operators afraid to sell the product. Sales in the United States market seemed to bear out his position, and the appeal was withdrawn November 21, 1975. The counter-suit was never pursued.

The Quebec government, which seemed to be in favour of M.U.C. control of the entire island of Montreal, passed amendments to the Cities and Towns Act that required the objection in writing of 500 eligible voters before a referendum would be called on proposed changes to municipal by-laws. This effectively removed the neighbourhood control over changes that had been so important in preserving Pointe Claire as a "garden city".

Before the year ended, a contract was signed with Chas. Dansereau Limited for the construction of a cloverleaf exchange at Sources Road and the Trans-Canada Highway, with the work to be carried out between spring and

fall of 1977. Pointe Claire, Dorval and Dollard des Ormeaux were to absorb one-half the cost, and the province the other half.

During the winter of 1975-1976, the Quebec government conducted a study of public transportation on the West Island. This was followed by an application by Pointe Claire for permission to establish its own bus system, and another in the series of applications to the Canadian Transport Commission for construction of pedestrian underpasses at Lakeside and Valois, neither of which produced any results.

As winter turned to spring, Frank Mills of Pointe Claire had a hit record, "Love Me Love Me Love Me", on the pop charts, the Simpson's store at the Fairview Shopping Centre prepared to open its third-floor extension, and Henry Byers, the C.P.R. ticket agent at the Valois Station for the past 31 years, announced that he would be retiring effective April 30, 1976.

The big event of 1976 was, of course, the Olympic Games, which were held for the first time ever in Montreal. As the names of the various team members selected were made known, the world-class achievements of the Pointe Claire swimming and diving clubs became clear. Four members of each team were residents of Pointe Claire: diving — Ken Armstrong, Beverley Boys, Scott Cranham and Cindy Shatto; swimming — Hélène Boivin, Anne Jardin, Wendy Quirk and Paul Ridgeley.

Before the Olympics opened, by tradition the Olympic flame had to be carried from the original site of the games in Greece to the torch high above Olympic Stadium. On July 16, the torch, cheered on by substantial crowds all along the route, was carried along Lakeshore Road, through the village to Stewart Hall by Scott Spence, and from there on to Dorval by Debbie Lee Courtney.

By the time the games closed, Anne Jardin had won two bronze medals for her participation in the women's 4 X 100 medley and 4 X 100 freestyle relays. Cindy Shatto placed fifth overall in the tower diving contest, and Beverley Boys ninth in the three-metre event.

The Lakeshore General Hospital, long burdened by lack of funding from Quebec, which had prevented needed expansion and caused cutbacks in some services and a critical lack of space, now had to face strike action. For six weeks, the nurses walked out, and for eight weeks the technicians did the same. As always, management personnel and volunteers managed to struggle through, and by mid-August, the problems were settled and the hospital returned to normal.

An odd event occurred in September. Two young men held up the Apothecary Pharmacy on St. John's Boulevard, making off with about \$2,000. A week later, the money was returned to owner Seymour Weiner in two envelopes anonymously deposited in the neighbouring Royal Bank overnight depository. Apparently the fathers of the two men had found out what happened, and ordered their sons to return the money. Mr. Weiner received an anonymous phone call from one of them to confirm that he had received the envelopes a few days later.

As the year came to an end, a citizens' advocacy office was opened on Ste. Anne Street in the village. Sponsored by the West Island Volunteer Bureau through a Local Initiative Program grant, with Joanne Farley as director, the C.A.O. was a program designed to assist those with intellectual or physical handicaps. Original staff members were Peter Wheeler of LaSalle and Mary Pitt of Pointe Claire.

On December 31, 1976, John Freeman, publisher of the News and Chronicle for 31 years, since he and his wife Helen K. Legge had re-established it after World War II, retired.

As 1977 began, house values continued to drop and some 1500 homes were listed for sale with few buyers interested. Inflation and high interest rates were causing widespread concern, especially to the elderly on fixed pension income, and there seemed little hope of improvement as long as the world political situation remained stagnant and the Parti Québécois controlled Quebec.

In this atmosphere, it was hard to find positive occurrences. One was the donation of two new vehicles to the Victorian Order of Nurses. The Pointe Claire Chamber of Commerce contributed a Ford Pinto, and the Pointe Claire Lion's Club an A.M.C. Gremlin, each appropriately decorated with the V.O.N. logo.

The Church of St. Columba-by-the-Lake, through the efforts of its congregation, acquired an organ, originally built about 1883, from a village in upstate New York. Members of the congregation dismantled the 10 X 6 X 17 foot organ and its 557 pipes, trucked the pieces to the church and reassembled it. Under the supervision of organist Conrad Grimes, the rebuilt organ was carefully tuned and put into service with Grimes at the keyboard in June 1977.

Glenaladale, the former Stewart residence on Lakeshore Road, was now owned by the Knights' Hospitaller Foundation Inc. This house, with 16 rooms, tennis courts, a swimming pool, five bathrooms and two kitchens, was given for a three-year period to the International Institute of Stress. The Institute, created by Dr. Hans Selye, famous world-wide for his pioneering work on the causes and alleviation of stress and stress-related problems, consisted of six full-time employees, later expanded to 20, under the overall guidance of Dr. Jean Tache.

In July, the News and Chronicle was sold to Henri Duhamel Jr. of Dumont Publishing (1973) Limited, who announced that James Wood, who had succeeded John Freeman as editor earlier in the year, would remain in that position.

Also in July, the first residents began to move into Villa St. Louis. Several years before, West Island Senior Enterprises, under its president, Bob Birnie, with the assistance of the Pointe Claire Regional Committee chaired by Solyme Tremblay, had acquired an option on a plot of land at the south end of the quarry on Cartier Avenue. In spite of objections by more than 200 local residents, mainly concerned about the height of the building, several delays

due to changes in plans required by local and provincial authorities and difficulties in arranging financing, construction of the 132-unit project got underway early in 1976. The need for such a building was clear: more than 600 applications for admission were received. The official opening was held September 7, 1977.

Earlier in the year, the Block Parents' organization had come into being, following an idea that had become popular in the United States. With the children now on summer vacation, recruitment and educational meetings were in full swing and the concept was rapidly accepted, with the red and white logo appearing in windows throughout the city.

Mayor Beck, in another attempt to solve the city's perennial transportation problem, had approached Transport Minister Lucien Lessard in March, with a view to obtaining permission to establish an independent bus line in Pointe Claire. At the time M. Lessard was willing to put the matter before the National Assembly, since it would first be necessary to cancel the existing permit that reserved such services for the M.U.C.T.C. Once again the M.U.C.T.C. refused to give up its position, and once again the matter was dropped.

The problems of nursing staff and funding continued at the Lakeshore General through 1978. This time, the rules requiring that all nurses licensed in Quebec were to pass examinations, both oral and written, to establish their proficiency in French, were the problem. At the end of 1977, the hospital lost 20 nurses. Although there was a transitional system whereby nurses could obtain three consecutive one-year licenses while they attained the required proficiency level, of a group of seven nurses graduated in spring of 1978, only one was licensed, with two given temporary permits and four leaving the province. In spite of over 27,000 hours of volunteer work donated to the hospital in the past year, the situation continued to deteriorate with the cancellation of the internship program in August due to a lack of funds.

In late spring of 1978, the Terra Cotta Conservation Area Committee was re-activated after several years of dormancy. Following petition to council, it was determined that the land in question could be bought from the C.N.R., but at a price in excess of \$1 million. However, Oliver Nicholson advised the committee that the Quebec government had in the recent past offered to assist municipalities in acquiring park and conservation areas. He proposed to investigate the possibilities.

In the meantime, council succeeded in acquiring 14 acres in the north-west area of the park.

Although several private investors had proposed to build a senior citizens' apartment building on the site previously set aside for that purpose, the city now undertook the project. Plans were prepared for a 132-unit highrise above the Terra Cotta Park area, which would be financed and administered by the Quebec Housing Corporation, with Pointe Claire covering 10% of the operating deficit. To ensure that apartments were made available to those most in need, a point system was used to determine the

eligibility of tenants. Points were based on length of residence in the city, present living conditions, present distance from services, bus routes, shopping and medical help, and points were subtracted in proportion to the level of gross income. In the first two years after its opening in February 1979, the building ran into problems. Heating turned out to be astronomically expensive, but tenants still complained of freezing during the winter. An investigation traced the problem to inadequate insulation. By the third winter, everyone was much happier. The building was given the name Residence Edwin Crawford.

A new drug, known as Timoptic, was chemically discovered by Dr. Burton K. Wasson, a resident of Pointe Claire working in the Merck Company laboratory, who is also credited with founding the Lakeshore Stamp Club in 1961. Timoptic received approval of the Federal Food and Drug Administration after many years of testing. Timoptic was a major advance in the arrestation of glaucoma, one of the major causes of blindness in humans.

As the 1970s drew to a close, the Quebec government announced that effective January 1, 1980, the subsidies it had been paying to municipalities would cease. These subsidies were based on a per capita grant of \$7.50 for municipalities with less than 20,000 residents, rising in a graduated scale to \$27.60 per capita where the population topped 150,000, and amounted to \$215,090 for Pointe Claire in 1979, based on a population of 25,400. The government also announced that it would cancel the sales tax-sharing programs at the same time, at a loss to the city of \$3.8 million. To replace this subsidy program, the municipalities would be given the resources to control school taxation, thereby making them more autonomous.

Further financial difficulties were created as the M.U.C.T.C. billed Pointe Claire for \$2.6 million, its share of the 1979 deficit. This enraged everyone, since the bus service promised for January 1, 1979 was still nowhere to be seen; in fact, little more than the basic planning stages had been completed.

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## 1980-1985

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This decade began with a series of solutions.

In 1959 and subsequent years, the Montreal Metropolitan Commission, precursor of the Montreal Urban Commission, had sent a series of bills to Pointe Claire to cover its supposed share of the cost of service roads on the Trans-Canada Highway. Council had made small payments against these costs, but under protest, claiming that the total amount was much too high. Since the M.U.C. had now decided that Pointe Claire's calculation was correct, the balance of \$369,000 was paid. As it was normal policy for the city to set aside money against disputed bills, and in this case \$720,000 was on deposit, council was able to return \$300,000 to the general fund.

From the very early days of the railroad, accidents at the crossings at Valois, Lakeside and St. John's Boulevard over the years resulted in numerous proposals for tunnels under the tracks. Since the two railroads were unwilling to cover the costs, nothing had ever come of these plans. In April 1980, contracts were finally awarded to Construction Technosan Inc. of Montreal for pedestrian underpasses at Lakeside and Valois, to be financed 80% by the Canadian Transportation Commission, 5% each by Canadian National and Canadian Pacific Railways, and 10% by Pointe Claire. The tunnels were completed and opened in February 1981 at a cost of nearly \$2.2 million.

On May 20, 1980, the Parti Québécois' referendum on sovereignty-association was defeated 59% to 41%. The "No" committee under chairman

David Beck saw its efforts rewarded as 90.34% of Pointe Claire riding's 45,600 eligible voters went to the polls, the highest turnout in Quebec. Pointe Claire also had the fewest spoiled ballots (414) and the highest percentage "No" vote — 90.3%.

Since the M.U.C.T.C. was still no nearer to providing bus service on the West Island, Pointe Claire leased two buses from Trans Urbain to provide extra routes to run during business and shopping hours. Even with the extension of service beyond the two months anticipated, the cost of this substitution of service came to about \$100,000, prompting councillor Peter Trépanier to ask why, if the city could provide buses for that amount, was the M.U.C.T.C. bill \$2.6 million, even without the service?

In July, Cartier Avenue was temporarily closed from Lanthier to Ste. Claire for the filming of several scenes and stunts for the movie "Happy Birthday to Me", starring Glenn Ford and Melissa Sue Anderson. Not to be outdone, a few years later, Stewart Hall was used as a set for segments of the mini-series for CBC television, *Empire Inc.*

Meanwhile, the city began to install Opticom devices on St. John's Boulevard at Hymus and at St. Louis (Douglas Shand). Opticom units, installed at the base of traffic lights are triggered by strobe lights installed on emergency vehicles to change a red light to green or prevent the green light from changing to red, allowing unobstructed passage of fire or rescue units. The units were developed by the 3M Company, with Pointe Claire the second city in the province to use them.

In August, the News and Chronicle merged with the North Shore News to provide unified coverage of the West Island.

M.U.C.T.C. bus service, promised since January 1, 1979, finally began operations on November 10, 1980. However, the inadequately tested routes immediately raised a hue and cry. Buses were charging down narrow residential streets, passing each other on streets where the width of the road bed was less than two buses, failing to serve the railroad stations, making too much noise and substituting a two-hour bus voyage to Montreal for a twenty-minute trip on the train. The protests continued for years; some routes were changed, some were changed back and the railroads threatened to end commuter operations, and began to work towards service integration. This brought relative peace to the whole transportation system, but as the city began to grow again and with future developments now contemplated, there were and undoubtedly will be further difficulties. It is difficult for a massive bureaucracy like the M.U.C. to react quickly to changes.

The Lakeshore and Baldwin Cartier School Boards, under fire from all sides since the passage of Bill 22 in 1974 and Bill 101 in 1977, were now faced not only with dissatisfied teachers, imposed French immersion, unhappy students, irate parents and a lack of funds, but also an excess of schools due to the decline in population caused by the flight westward in the 1970s. The English elementary school, Lakeside Heights, was closed June 30, 1981, leased to the Y.M.C.A. for two years, and then reopened as a French



*Fairview Shopping Center, interior, 1980.*

elementary school. Almost the same routine was followed in the case of Northview School a few years later. For the 1982-83 school year, the Lakeshore School Board released 12 teachers, and put 22 on surplus at half pay. An extended teachers' strike during the 1982-83 school year threatened to rob the students of their academic year. But as elsewhere, the return of relative prosperity in the mid-'80s has brought about relative peace.

Some further success in the development of the Terra Cotta Park conservation area was achieved in May 1981, when the city arranged a land exchange with the C.N.R. The city acquired nearly 44 acres of the park in exchange for 376,600 square feet of municipally owned land. For the balance of the 130 acres, the C.N. was asking \$1.2 million, which was beyond the city's budget.

The same month, the city's electoral system was changed by the M.U.C. Whereas previously, council had consisted of six councillors and a mayor elected on an "at-large" voting system, the city was now divided into eight wards, with elections to be on a ward-by-ward basis for councillors and at large for mayor. These rules were first applied in November 1982, when the voters installed Malcolm Knox, a councillor for the previous 12 years, as mayor.

At the same time, Bill 46 was passed in Quebec, giving the suburbs 50% of voting power in the M.U.C., equal to Montreal. It also established five committees to oversee various aspects of M.U.C. operations.

On July 4, 1982, William Jaillet died at the Lakeshore General at the age of 77. Mr. Jaillet was a constable, and later officer in the Pointe Claire police force from 1936 to 1969. He took a leave of absence during World War II to fight overseas, and became police and fire director from 1962 until the M.U.C. took over.

In the two years since the defeat of the Parti Québécois in the referendum, confidence and faith in the future of the anglophone community had returned. By the spring of 1982, the builders had returned, and the start of the building boom in Pointe Claire was being felt everywhere. Interest rates began to decline in the latter half of that year, making mortgages cheaper and houses easier to afford. 267 building permits were issued in 1982, over 350 in 1983 and over 400 in 1984. This trend is expected to continue.

The industrial park, which saw a steady outflow of companies and their employees throughout the 1970s, welcomed 22 new companies that occupied former buildings, and two that began new buildings by the end of 1983. In January 1984, the Fairview Shopping Centre launched a two-stage \$60 million expansion from 80 stores to 201, which opened in August 1985.

By 1985, the city had recorded four consecutive budgetary surpluses, holding taxes at much the same level as 1982. Zeller's moved in to replace the K-Mart at Terrarium Shopping Centre; an \$8 million reconstruction of Lakeshore Road was well underway; and 2 and 20 Highway repairs were complete as far west as St. John's Boulevard.

A major building project, begun in 1980 and finished in 1984 by Y & P Vallée Construction, provided 80 row house units known as Val Soleil just east of Cartier Avenue. This is the largest project in Quebec making use of passive solar energy, reducing energy consumption by 30%.

Also well underway is a \$300,000 revitalization of the village and Valois shopping areas including brick sidewalks, fancier street lighting, better parking and a reduction in overhead wiring.

The future of the city could not look brighter.

Although there is no escaping the cost and control of the M.U.C., the attitude of the people, while they will never recover their former innocence, is now positive. Under the guidance of mayor Knox and the eight members of the incumbent council, the "garden city" concept begun by Otto Lilly and Frederick Todd will be preserved as much as is possible in a city approaching an anticipated 30,000 residents by 1990.

The essential beauty of the shores of Lake St. Louis as first seen by Samuel de Champlain remains, with some changes. The village has been beautifully restored to remind us all of the origins of the French community. With the segregation of industry into the industrial park to the north, the presence of a major suburban shopping area and neat tree-lined streets throughout the city, Pointe Claire draws its visitors back again to the ambience of which its residents may be justly proud.

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# *Afterword*

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The city of Pointe Claire is exceptional, or perhaps even unique, in what it has become.

Within its 4627 acres, the city contains all the facilities needed for a peacefully pleasant suburban life. Its assets include the Fairview Shopping Centre which, with the completion of the 1985 expansion, contains 201 stores, surely making it one of the major enclosed malls anywhere in Canada. The Lakeshore General Hospital consistently receives the highest ratings for quality of medical service and ability to serve the needs of the community. The land segregated from the residential area as the industrial park provides jobs and financial security for thousands of families, as well as a massive valuation base that helps keep residential tax rates at a reasonable level without intruding on the arboreal ambience of the rest of the city. It also contains some of the most advanced research facilities anywhere for mining, forestry and agriculture. With the restoration of the village area, a stroller on the Lakeshore Road may imagine himself lost in a turn-of-the-century village, surrounded by horse-drawn carts, billowing skirts and the clatter of farmers on market day. The city contains three major apartment complexes solely devoted to those who were young in the old days. The churches, schools, village boutiques, Valois Station, parks and playgrounds all contribute to a modern suburban city, with frequent glimpses of the past.

However, beyond the institutions, factories and buildings, Pointe Claire is its people.

Traditionally, French and English have co-existed without strife, with respect for each other's culture, language, religion and way of life. In the belief that it is the citizens who make up a city, our leaders, past and present, have devoted a great deal of time, effort and money to nurturing this understanding and developing the cultural, athletic and intellectual resources of the people.

This book would be less than complete without a brief examination of three major contributors to the unique nature of the city.

The arena provides ice time to skaters and hockey teams at all levels of competition, or simply for fun and games. Programs and courses are also organized to teach basic skating to preschoolers and ringuette to girls and adults; there are both male and female hockey leagues, and adult figure skating. The Pointe Claire Aquatic Program, based around the swimming complex, certainly one of the best facilities in Canada, has brought Pointe Claire to the attention of the world. The complex is home to the Pointe Claire Swimming and Diving Clubs. Providing top level coaching means that Pointe Claire teams can travel anywhere recognized as world-class athletes. The logo on the team T-shirts and jackets has appeared on television sets around the globe, and team members have brought back records, championships and Olympic medals. But the search for glory is just a small part of its function: its existence encourages healthy exercise with the attendant benefits for preschoolers, juniors, intermediates and senior citizens, through an ongoing commitment to health through water sports.

At the centre of Pointe Claire's cultural program stands Stewart Hall. This magnificent mansion, donated to the city by Mr. and Mrs. Stewart, beautifully restored under the guidance of Guy Gérin-Lajoie and officially opened in 1963, provides a backdrop for cultural events and activities ranging from guitar lessons to stamp collecting. Permanent features of Stewart Hall are as diversified as a rifle range, an art gallery, the Claycrafters, a group of weavers, a boutique which sells and rents art works, and a public library. The long veranda at the rear of the building provides a spectacular setting along the shores of Lake St. Louis for municipal receptions, official dinners and wedding parties.

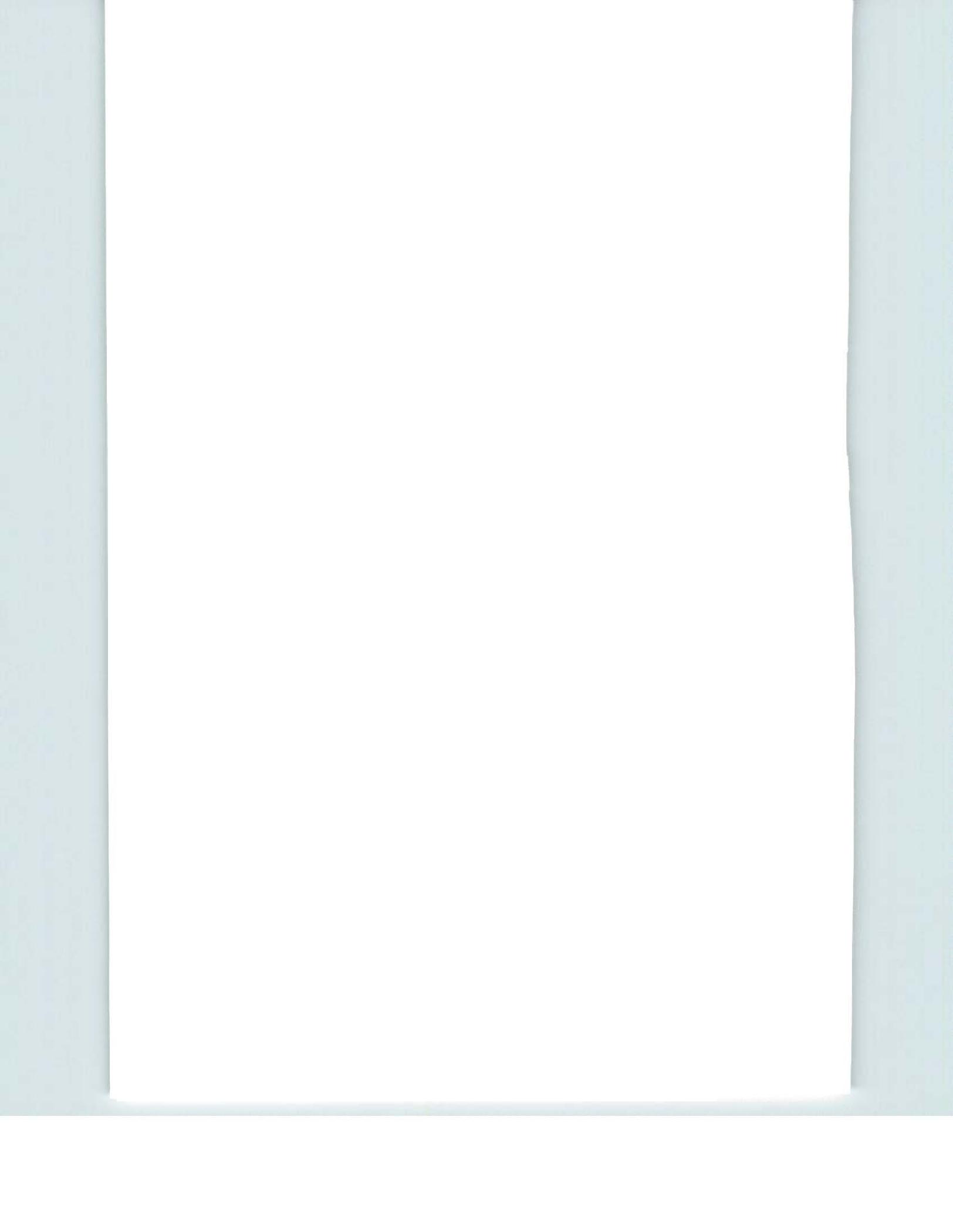
The use of Stewart Hall's various rooms and gardens as part of the entertainment program has brought some excellent musicians, groups and artists to the attention of the public.

On the west lawn in fine summer weather, or in one of the larger rooms while blizzards howl, as many as 60 performances annually are organized and staged, ranging from children's clown shows to chamber music, jazz bands, singers and classical guitarists. The art gallery has a steady flow of exhibitions by major artists and a permanent collection. Rooms not specifically allocated to ongoing programs are made available for courses, workshops, lecture series, chess tournaments or exhibitions, all run by the city.

The cultural development program uses Stewart Hall, its permanent staff of nine, its delightful rooms and grounds to present the best in nearly every field of culture. Without it, Pointe Claire would not be the same.

Last but by no means least of the major contributors to the ambience of Pointe Claire is its library system, fully integrated with the cultural development program. The average per capita withdrawal level from public libraries in Canada is 6.7. In Pointe Claire, the usage level is 18.9, or almost three times the national average. In 1985, with over 18,000 members, 500,000 items will be lent from its ever-expanding collection of books, films, cassettes, games, posters, slides, videocassettes and microcomputer software. The total budget will reach \$1 million.

What began with the efforts of a small group of brave French-speaking farmers, the dreams of Otto Lilly and Frederick Todd and the foresight of the early city planners has become Pointe Claire, a garden city with a limitless future.



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# *Appendices*

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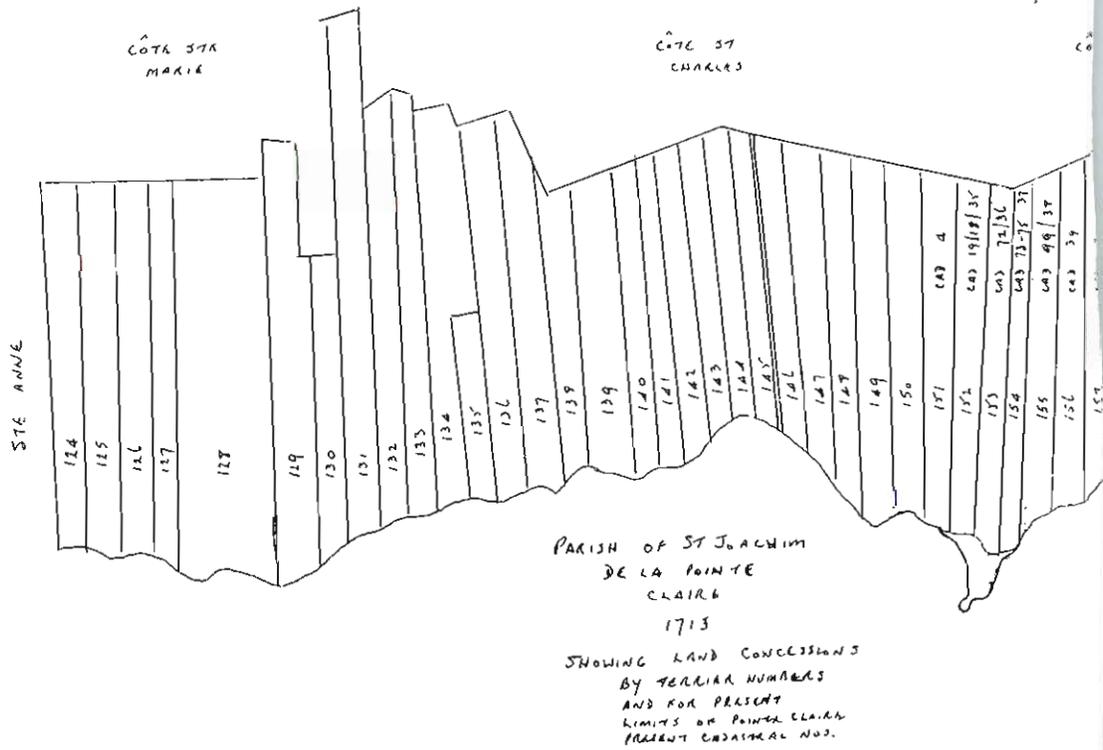
## APPENDIX 1

TERRIER REFERENCE	DATE	ORIGINAL CONCESSIONNAIRE	TRANSACTIONS PRIOR TO 1713	APPARENT OWNERSHIP 1713
124	1678	Pierre Montpetit dit Poitevin		
		Sold to Pierre Pilon March 6, 1712		Pierre Pilon
125	1684	Paul Bouchard		
		Repossessed and reconceded to François Benoit 1708		François Benoit
126	1687	Pierre Bonneau dit la jeunesse		Pierre Bonneau
127	1685	Antoine Bligneaux dit Sanssoucy		Denis Guiguard
128	1694	Jean Lemire		
		Sold to Jean Quenet 1694		Jean Quenet
129	1678	Jean Quenet		Jean Quenet
130	1686	Etienne Cardinal		Etienne Cardinal
131	1700	Pierre Savatte dit la Frigade		
		Repossessed and reconceded to Antoine Vilray June 16, 1700		Antoine Vilray
132	1699	François Lory		
		Sold to Leonard de la londe Sept. 18, 1708		Leonard de la londe
133	1699	Thomas Brunet		Thomas Brunet
134	1700	Pierre le Duc		Pierre le Duc
135	1699	Louis Lory		
		Sold to Thomas Brunet December 28, 1705		Thomas Brunet
136	1699	François Deguire		
		Sold to Jean Charlebois June 24, 1699		Jean Charlebois
137	?	Jacques Chaput		
		Repossessed and reconceded to Jacques Denis dit St. Denis 1691		Jacques Denis
138	1699	Jean Cibart — occupied land in 1685		Jean Cibart
139	1699	Nicholas Lemoine dit Moinet		Nicholas Lemoine
140	1685	Jean Neveu — occupied land in 1685		Jean Neveu
141	1699	Jean Baptiste Laprairie dit Charlebois — occupied land 1685		Jean Baptiste Laprairie
142	1698	François Perrier		François Perrier
143	1698	Jacques Chales dit Duhamel		Jacques Chales
144	1698	Pierre Cardinal		Pierre Cardinal
145	1698	Leonard Lalonde dit Latreille		
		Sold to Jacques Lantier 1703		Jacques Lantier
146	1698	Jacques Lantier		Jacques Lantier
147	1698	Jean Beaune		Jean Beaune
148	1698	André Roy		André Roy
149	1698	Pierre le Latte Jr.		
		Repossessed and reconceded to André Roy and Jacques Perrier 1706		Jacques Perrier
150	1698	Jacques Perrier		Jacques Perrier
151	1698	Jean Lescuyer		Jean Lescuyer
152	1698	Jacques Beauvais dit St. Gemme		
		Sold to Raphael Beauvais May 17, 1683		
		Sold to Charles de launois April 4, 1700		abandoned
153	?	La Fabrique de la Pointe Claire		
154	1698	Jacques Sauvé dit Laplante		Jacques Sauvé
155	1698	Jean Baptiste Beauvais		Jean Baptiste Beauvais
156	1698	Paul Lécuyer		
		Sold to Jean Chamailard 1708		Jean Chamailard
157	1698	St. Jacques Héry Duplanty M. de Budimont		Jacques Duplanty
158	1698	Louis Mallet		Jacques Duplanty
159	1698	Jacques Théoret dit Larivière		Jacques Théoret
160	1698	Antoine Boyer dit Lafrance		
		Sold to Jean Malherbeau 1709		Jean Malherbeau
161	1698	Jérôme Boileau dit Larivière		Jérôme Boileau
162	1698	Sr. François Guimot (Gautier) dit Lalonde		abandoned
163	1698	Michel Gaillou		
		Sold to Jean Auger 1705		
		Sold to François Brunet dit Bourbonnais 1712		abandoned
164	1698	Jean Baptiste Chotard dit Xaintonge		Jean Baptiste Chotard
165	1684	Pierre Cabassier		
		Repossessed and reconceded to François Baune and Pierre Baune May 23, 1711		François Baune
				Pierre Baune
166	1687	Michel Preseau dit Larivière Chambly		Pierre Clément
		Sold to Pierre Clément dit Larivière and Marie Prezot June 16, 1713		Marie Prezot
167	1687	Michel Girard		Michel Girard

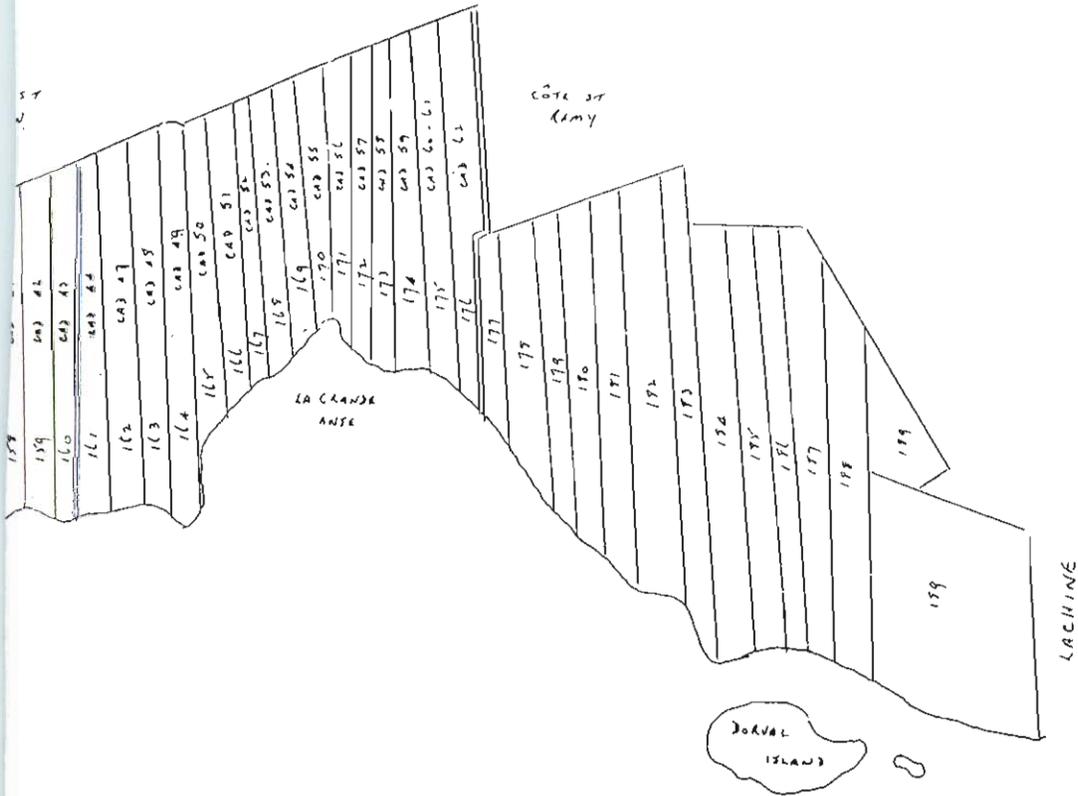
## APPENDIX 1

TERRIER REFERENCE	DATE	ORIGINAL CONCESSIONNAIRE	TRANSACTIONS PRIOR TO 1713	APPARENT OWNERSHIP 1713
168	1698	Leonard Baron dit St. Cibart		Leonard Baron
169	1698	François Ablin		François Ablin
170	1698	François Roy dit Lapensée		
		Sold to Antoine Dubois dit Laviolette Dec. 12, 1700		Antoine Dubois
171	1698	Pierre Parent dit Lafleur		
		Sold to Antoine Dubois dit Laviolette June 20, 1700		Antoine Dubois
172	1698	François Lafaye dit Sanssoucy		
		Sold to Jean Brion 1702		
		Sold to Sébastien Cholet 1707		Sébastien Cholet
173	1698	Mathurin Chartier dit Lamarche		Mathurin Chartier
174	1698	Jean Boisson dit Xaintonge		Jean Boisson
175	1698	Joseph Brault dit Pominville		
		Sold to Alexis Lebeau		
		Sold to Louis Fortier February 14, 1712		Louis Fortier
176	1698	Alexis Tabault		
		Sold to Louis Fortier February 14, 1712		Louis Fortier
177	1698	Pierre Tabault		
		Sold to François Roy May 21, 1701		
		Sold to Pierre Ablin September 20, 1707		
		Sold to Nicolas Dary May 25, 1710		
		Repossessed October 20, 1710		abandoned
178	1700	Jean Boisson dit Xaintonge		Jean Boisson
179	?			
		Sold to André Michel dit J. B. Brisebois 1705		André Michel
180	1672	Jean le Roy		Jean le Roy
181	1673	Pierre Molet		Pierre Molet
182	1673	André Dumay		
		Sold to Jean Prévost February 18, 1678		
		Sold to Aimé Charrier 1694		
		Sold to Joseph Gautier dit Saquingora?		
		Sold to Jacques Denis dit St. Denis?		Jacques Denis
		Sold to Jean Silva June 1, 1714		
183	1678	Michel André dit St. Michel		
		Acquired by Pierre Symard April 14, 1712		Pierre Symard
184	1674	Jacques Mourin		
		Sold to Jacques Contant dit Laframboise?		Jacques Contant
185	1674	Jacques Morin		
		Sold to Mathurin Parent 1679		—
186	1679	Jean Renault		Jean Renault
187	1679	André Rapin		
		Nicolas Jolive de Iepine		
		Repossessed		abandoned
188	1708	Louise Lamy épouse de César Marin		Louise Lamy
		Sold to Pierre Brault dit Pominville November 8, 1713		

APPENDIX 1



APPENDIX 1



## APPENDIX 2

## MINUTES OF M. COLLET' 1721

“And on the said day, February twenty-first, we, the aforesaid commissioners, being accompanied by our clerk from the parish of Lachine, arrived at three o'clock in the parish of St. Joachim situated on the côte de la Pointe Claire of the island of Montreal, where appeared before us M. Jean Baptiste Breuil, a priest from the Seminary of St. Sulpice at Montreal, acting as curé of the said parish and acting for M. François Vachon de Belmont, superior of said seminary at Montreal and for the gentlemen of the Seminary of St. Sulpice in Paris, land owners of said island, Jean Baptiste Neveu, Michel Brune, Pierre Tame, Jacques Perrier, Jean Beaulle, Jacques Lantier and Jean Brunet, all residents of the same côte, parishioners of this parish, and Pierre Poirier dit Lafleur, resident of Ile Perrot, also parishioner of this parish, to whom we have submitted the subject of our commission and have asked them to tell us the present extent of said parish, the number of family heads that compose it and to tell us if they or anyone unable to attend this meeting find it inconvenient to come to church either due to the bad conditions of the road or due to distance.

On which they told us that the parish starts at the end of the côte near the river at the property of Pierre Pominville and that it is  $5/4$  of a league to come to church from and including said property that touches the line that separates Côte de la Pointe Claire and Lachine, and that from said church to the upper end of the Côte de la Pointe Claire there are also  $5/4$  of a league to the lands of Ste. Anne and that the last property that is of this parish on the shore of the river is that of Pierre Pilon; also that behind the lands of Côte de la Pointe Claire about opposite the end of the Grande Anse there is a côte which is also of this parish, named St. Rémy or Sources, which is situated on the lands in the middle of this island running from north-east to south-west, on which côte concessions were granted in two lines, one to the south-west and the other to the north-east; that there is another côte whose lines have recently been traced that also goes from north-east to south-west and is

situated behind the lands of the Côte de la Pointe Claire that border the river above the church of this parish at a distance of about 5 or 6 arpents which côte is as yet unnamed; that opposite the lands of the Côte de la Pointe Claire that border the river below the church of this parish there is an island named Ile Perrot belonging to Sr. Quenet through his wife, which island is of this parish, which island is of three leagues in length by approximately the same width; that on the Côte de la Pointe Claire there are seventeen heads of family and eleven concessionnaires who are working on their land without residing there; that on the Côte St. Rémy there are but five residents of whom the farthest from the church is at a distance of  $5/4$  of a league, there being several concessionnaires on the said côte who have not yet settled there; that on the côte newly surveyed but not yet named there are also concessions granted but no development started; that on said Ile Perrot there are fourteen heads of families of which ten are residents and the others are working their land without residing thereon.

As to the convenience or inconvenience of coming to the church of this parish, they told us that none is more convenient and that they are happy to be parishioners here; that even the residents of Ile Perrot prefer being parishioners thereof rather than of Ste. Anne at the extremity of the island because it is easier to travel there even though the distance is greater than to Ste. Anne and that they enjoy having a beautiful church instead of Ste. Anne where there is only a simple chapel, from which statements, declarations and representations we have drawn up the present report which we have caused to be read and which has been signed with us by Sr. Breuil, the others aforementioned having declared themselves incapable of writing or signing as witnesses according to regulation.

Drawn up in the presbytery of the said parish of Pointe Claire on the day and year aforementioned and signed Jean Baptiste Breuil, missionary priest, Collet and Boucault. (author's translation)

## APPENDIX 3

## CÔTE ST. RÉMY — WEST SIDE

TERRIER	ORIGINAL CONCESSIONNAIRE	DATE OF CONCESSION
308	Jean Baptiste Valade	October 10, 1725
309	Noel Legaud dit Deslauriers	June 20, 1719
310	Noel Legaud dit Deslauriers	June 20, 1719
311	Jean Baptiste Charbonneau	January 23, 1719
312	Jacques Bigras	August 5, 1718
313	Mathurin Chartier	May 2, 1718
314	Michel Brunet dit L'étang	April 30, 1718
315	François Bigras	April 12, 1718
316	Jean Baptiste Jarry	April 12, 1718
317	Charles Bosset dit Vauvilliers	June 27, 1718
318	Louis Bouris dit Lavergne	June 27, 1718
319	André Boulié dit Laperle	June 25, 1718
320	René Aubin dit St. Aubin	May 19, 1723

## EAST SIDE

334	Jean Campault	June 2, 1719
335	François Campault	June 2, 1719
336	Josefil de Seve dit Poitevin	June 2, 1719
337	Jean Baptiste Charbonneau	February 23, 1719
338D	Jean Baptiste Rousson je dit leroux	October 20, 1718
338C	Jean Baptiste Rousson je dit leroux	January 23, 1719
339D	Jean Baptiste Rousson je dit leroux	October 20, 1718
339C	Jean Baptiste Rousson je dit leroux	October 20, 1718
340	Jean Baptiste Rousson je dit leroux	January 23, 1719
341	Bernard Chambly dit Lariviere	March 28, 1718
342	Jacques Monbrun dit Mallet	May 21, 1718
343	Jean Desrosiers dit du tremble	May 23, 1718
344	Michel Laroque	September 17, 1718
345	Vincent	1720
346	Pierre Meloche	January 20, 1719
347	Michel Brunet dit L'étang	November 15, 1718
348	André Freinch dit Laframboise	November 15, 1718
349	René Lecuyer	September 19, 1718
350	René Lecuyer	September 19, 1718
351D	Antoine Dubois dit Laviolette	July 13, 1718
352D	Antoine Dubois dit Laviolette	July 13, 1718

## CÔTE ST. JEAN — WEST SIDE

TERRIER	ORIGINAL CONCESSIONNAIRE	DATE OF CONCESSION
251	Louis Langlois dit Traversy	November 23, 1730
252	Louis Monet	May 26, 1722
253	François Monet	June 22, 1724
254	Jean Charles	July 15, 1722
255	Jean Baptiste Beaune	1722
256	Jacques Beaune	1722
257A	Charles Parens	August 22, 1722
257B	Pierre Parens	May 23, 1722
258	François Beaune	June 29, 1722
259	Joseph Denis	March 17, 1723
260	Mathieu Pilon	July 10, 1722
261	Thomas Pilon	July 10, 1722
262	Philippe Brunet	April 23, 1722
263	François Vinet dit La Rente	March 22, 1723
264	Raymond Labrosse	February 28, 1723
265	Michel Brunet	July 26, 1722

## CÔTE ST. JEAN — EAST SIDE

TERRIER	ORIGINAL CONCESSIONNAIRE	DATE OF CONCESSION
279	J. B. Lepine dit Langlois	March 3, 1729
280	Nicolas Maron dit Lagrandeur	June 5, 1725
281	Pierre & Jean Clément dit Larivière	August 26, 1725
282	Joseph Charlebois	April 22, 1722
283	J. B. Brunet L'étang	August 21, 1722
284	Pierre Parens	May 23, 1722
285A	Charles Parens	August 22, 1722
285	J. B. Roy	September 26, 1722
286	J. B. Dubois	October 19, 1722
287	Claude Cecyre	June 10, 1722
288	Bernard Chambly dit Larivière	July 19, 1722
289	Jacques Messagne dit Lapleine	August 30, 1722
290	André Gautier dit Presant	April 25, 1722
291	J. B. Gemme	September 28, 1723
292	Antoine Clément dit Larivière	October 1, 1723

## CÔTE ST. CHARLES — WEST SIDE

225	Jacques Baune	September 17, 1728
226	Jacques Prou	August 11, 1722
227	Antoine Charlebois jr.	June 20, 1725
228	Michel Brunet	June 18, 1725
229	Jean Baptiste Theoret	June 22, 1725
230	Pierre Turcot	November 16, 1721
231	Pierre Charlebois	July 6, 1722
232	Jean Brunet	December 22, 1719
233	Joseph Brunet	1719

## EAST SIDE

234	Michel Lefebvre dit la Ciseray	April 24, 1733
235	Jean Baptiste Beause	September 6, 1728
236	Antoine Lanthier	May 8, 1738
237	René Vinet	June 28, 1723
238	Antoine Rapin	September 12, 1728
239	Jean Charbonneau	July 9, 1728
240	René Brisebois	September 4, 1725
241	Jean Baptiste Charlebois	February 2, 1722
242	Jacques Chales	March 16, 1722
243	Jean Chales	March 16, 1722

## APPENDIX 4

**AVEU ET DÉNOMBREMENT OF THE  
PARISH OF POINTE CLAIRE  
1731**

*Legend*

7X30 Seven linear arpents by thirty  
 M Wooden House  
 MP Stone House  
 B Barn (wood or grain)  
 E Animal Shed (cattle or horses)

Land figures are in square arpents.

	LAND AND BUILDINGS				
	Rôtures	Houses	Barns	Livestock Sheds	Vacant Rôtures
Côte de la Pointe Claire	53	53	53	51	1
Côte St. Rémy — East	25	9	16	9	9
Côte St. Rémy — West	23	10	21	10	2
Côte St. Jean — East	25	15	25	14	0
Côte St. Jean — West	19	8	12	8	7
Côte St. Charles — East	10	6	8	6	2
Côte St. Charles — West	9	6	9	6	0
	<u>164</u>	<u>107</u>	<u>144</u>	<u>104</u>	<u>21</u>

	LAND USAGE				
	Rôtures	Total Arpents Available	Workable Land	Pasture	Uncleared Land
Côte de la Pointe Claire	53	6370	1857	233	4280
Côte St. Rémy — East	25	2054	214	4	1836
Côte St. Rémy — West	23	1560	154	12	1394
Côte St. Jean — East	25	2075	237	13	1825
Côte St. Jean — West	19	1750	119	7	1624
Côte St-Charles — East	10	800	83	6	711
Côte St. Charles — West	9	782.5	72	0	710.5
	<u>164</u>	<u>15391.5</u>	<u>2736</u>	<u>275</u>	<u>12380.5</u>

**CÔTE DE LA POINTE CLAIRE**  
**From east to west from La Présentation**

Habitant	Rôtire size	Buildings	Workable Land	Pasture Land	Undeveloped	Total
Pierre Pominville	7X30	MBE	44	5	161	210
Guillaume Parent	3X30	MBE	33	2	55	90
Jacques Cardinal	3X30	MBE	29	4	57	90
Noël Desloriers	4X30	MBE	47	6	67	120
Joseph Parent	4X30	MPBE	43	2	75	120
Jean Brisebois	6X30	MBE	45	6	129	180
Jean Ladouceur	3X30	MBE	33	—	57	90
Widow and heirs of Estate Xaintonge	4X30	MBE	35	3	82	120
Nicolas Dary	3X30	MBE	33	—	57	90
Louis Fortier	6X30	MBE	50	7	123	180
François Bigras	3X30	MBE	30	3	57	90
Guillaume Barbe Vallée	3X30	MBE	29	3	58	90
Antoine Dubois	3X30	MBE	35	5	50	90
Martin Fouché	6X30	MBE	45	5	130	180
Representatives of the Girards	3X30	MBE	37	—	53	90
Widow Cholet	5X20	MBE	30	6	64	100
François Bonne	4X20	MBE	39	6	35	80
Charles Parent	3X20	MBE	17	2	41	60
Pierre Charlebois	3X30	MBE	32	—	58	90
Thomas Pilon	3X30	MBE	35	4	51	90
Remond Labrosse	3X30	MBE	29	—	61	90
Jaques Séguin	3X30	MBE	35	3	52	90
Joseph Charlebois	3X30	MBE	45	7	38	90
Heirs of Decouagne	3X30	MBE	39	3	48	90
Jean Chamallare	6X30	—	25	—	155	180
Mathieu Pilon	3X30	MBE	30	4	56	90
Fabrique de la Pointe Claire	5X30	MBE	45	7	98	150
	2X35	Mill, church and presbytery of stone and a wooden house for the miller. A fort of 2 arpents surrounded by pilings, and at the side of the fort, 2 empla- cements				70
		M. Rapin MB, yard and garden 60' X 50'				
		M. Gacien MB, yard and garden 40' X 50'				

A HISTORY OF POINTE CLAIRE

Habitant	Rôtüre size	Buildings	Workable Land	Pasture Land	Undeveloped	Total
Michel Brunet	3X20	MBE	23	2	35	60
Pierre Barbary	3X30	MBE	30	3	57	60
Jacques Perié	4.5X30	MBE	37	6	92	135
André Roy	4.5X30	MBE	42	6	87	135
Jean Bonne	3X30	MBE	35	4	51	90
Jaques Lantié	5X30	MBE	50	7	93	150
Jean Brunet	3X30	MBE	35	4	51	90
Jaques Chasle	3X30	MBE	40	5	45	90
Jaques Prou	3X30	MBE	37	5	48	90
Charles Charlebois	3X30	MBE	39	6	45	90
Jean Trottier	3X30	MBE	20	4	66	90
Jean Lencoine	4X30	MBE	27	3	90	120
Pierre Gemme						
dit Carrière	4X30	MBE	32	5	83	120
Jaques Denis	8X35	MBE	52	7	221	280
Louis Lory	3X40	MBE	29	4	87	120
Jean Baptiste Neveu	4X40	MBE	35	6	119	160
Pierre Sabourin	3X40	MBE	41	7	72	120
Jaques Latreille	3X40	MBE	35	3	82	120
Antoine Villeray	3X50	MBE	50	8	92	150
Thomas Brunet	3X30	MBE	25	3	62	90
Jean Quenet	4X20					
Jean Quenet	8X40	MBE	52	12	336	400
Jean Guignard	3X40	MBE	23	—	97	120
Guillaume Ledoux	6X40	MMBBEE	60	15	165	240
Pierre Pilon	3X40	MBE	39	15	66	120
			<u>1857</u>	<u>233</u>	<u>4280</u>	<u>6370</u>

**CÔTE ST. RÉMY**

A common area to a width of 2 arpents in the middle of which the Chemin du Roy runs from south-east to north-west. The habitants are on both sides of the common area commencing from the depth boundaries of the Côte de la Pointe Claire.

**On the East Side**

Map Code	Habitant	Rôture size	Buildings	Workable Land	Pasture Land	Undeveloped	Total
1	Jean L'Etang	6X20	MBE	30	2	88	120
2	François Mallet	6X20	MBE	15	—	105	120
3	André Laframboise	4X20	MBE	15	—	65	80
4	Michel L'Etang	3X20	MBE	20	2	38	60
5	Blondin	3X21	-B-	6	—	57	63
6	Michel Desmoulin	3X21	MBE	10	—	53	63
7	Sébastien Maqué dit Lacroix	3X21	MBE	9	—	54	63
8	François Cardinal	3X21	-B-	7	—	56	63
9	Jaques Lamarche	3X21	-B-	11	—	52	63
10	Poirier	3X21	—	—	—	63	63
11	Rousson	9X40	-B-	20	—	340	360
12	Joseph Gautier	3X40	MBE	13	—	107	120
13	Jean Campeau	3X21	—	6	—	57	63
14	François Campeau	3X21	—	5	—	58	63
15	Pierre Campeau	3X21	—	4	—	59	63
16	Lespine	3X21	—	2	—	61	63
17	Louveteau	3X21	—	3	—	60	63
18	Lajeunesse	3X21	-B-	6	—	57	63
19	Rolin	3X21	MBE	7	—	56	63
20	Pierre Jary	3X21	MBE	6	—	57	63
21	Charles Lamay	3X21	-B-	5	—	58	63
22	Paul Lamay	3X21	—	4	—	59	63
23	Lanoir	3X21	-B-	5	—	58	63
24	Diel	3X21	—	3	—	60	63
25	Dubreuil	6X10	—	2	—	58	60
				<u>214</u>	<u>4</u>	<u>1836</u>	<u>2054</u>

## On the West Side

Habitant	Rôture size	Buildings	Workable Land	Pasture Land	Undeveloped	Total
1 Valois	3X20	MBE	7	—	53	60
2 Fortier	3X20	MBE	6	—	54	60
3 Lavergne	3X20	MBE	5	—	55	60
4 Charles Blondin	6X20	MBE	10	—	110	120
5 Bigras	3X20	MBE	9	—	51	60
6 L'Etang	3X20	MBE	7	—	53	60
7 Jean Baptiste Deslauriers	3X20	-B-	7	—	53	60
8 Jaques Bigras	3X20	-B-	6	—	54	60
9 Pierre Lespine	3X20	-B-	5	—	55	60
10 Laframboise	3X20	-B-	4	—	56	60
11 Charles Valade	3X20	-B-	5	—	55	60
12 Jean Baptiste Vallade	3X20	-B-	4	—	56	60
13 Guillaume Vallade	4.5X20	-B-	6	—	84	90
14 Toussaint Perineau	4.5X20	-B-	8	—	82	90
15 Ignace Choret	3X20	MBE	9	—	51	60
16 L'Etang	3X20	MBE	8	—	52	60
17 Jean Guitard	4.5X20	MBE	12	6	72	90
18 Metivier	4.5X20	-B-	12	6	72	90
19 LaRivière	3X20	-B-	5	—	55	60
20 Lagarde	3X20	MBE	8	—	52	60
21 Mathurin Blondel	3X20	-B-	6	—	54	60
22 Lajoye	3X20	—	2	—	58	60
23 Joseph Vallée	3X20	—	3	—	57	60
			<u>154</u>	<u>12</u>	<u>1394</u>	<u>1560</u>

**CÔTE ST. JEAN**

A common area of 2 arpents through which runs the Chemin du Roy. Starting from the depth of the Côte de la Pointe Claire rôtures and limited by the depth of the Côte St. Rémy rôtures.

**On the East Side**

Habitant	Rôture size	Buildings	Workable Land	Pasture Land	Undeveloped	Total
1 Antoine Chambly	3X25	MBE	8	—	67	75
2 Jean Baptiste Carrière	3X25	MBE	9	—	66	75
3 André Gautier	3X25	MBE	8	—	67	75
4 Demers	3X25	MBE	15	—	60	75
5 Antoine Pilon	3X25	-B-	6	—	69	75
6 Claude Cesire	3X25	MBE	9	—	66	75
7 Joseph Dubois	3X25	MBE	8	—	67	75
8 Jean Baptiste Roy	4X25	MBE	10	—	90	100
9 Charles Parent	3X25	MBE	10	—	65	75
10 Jean Baptiste Brunet dit L'Etang	3X25	MBE	12	2	61	75
11 Pierre Parent	3X25	MBE	10	—	65	75
12 Alexis Bigras	6X25	MBE	18	4	128	150
13 Nicolas Moran	3X25	-B-	6	—	69	75
14 Reaume	3X25	-B-	5	—	70	75
15 Jaques Lamarche	3X25	-B-	8	—	67	75
16 Antoine Charlebois	3X25	MBE	10	—	65	75
17 Pierre Brunet	3X25	-B-	9	—	66	75
18 Jean Baptiste Parent	3X25	MB-	12	2	61	75
19 René St-Aubin	4X25	MBE	15	3	82	100
20 Pilon	3X25	-B-	10	—	65	75
21 Brisebois	3X25	MBE	12	2	61	75
22 Jaques Chamillard	3X25	-B-	9	—	66	75
23 Jean Baptiste Roy	3X25	-B-	8	—	67	75
24 Pierre Roy	3X25	-B-	6	—	69	75
25 Joseph Bigras	6X25	-B-	4	—	146	150
			<u>237</u>	<u>13</u>	<u>1825</u>	<u>2075</u>

## On the West Side

Habitant	Rôtire size	Buildings	Workable Land	Pasture Land	Undeveloped	Total
1 Pierre Charlebois	3X25	MBE	10	—	65	75
2 Labrosse	3X25	MBE	7	—	68	75
3 François Larente	3X25	MBE	9	—	66	75
4 Philippe Brunet	3X25	MBE	8	—	67	75
5 Bernard Chambly	10X25	MBE	10	—	240	250
6 Joseph Denis	6X25	MBE	12	2	136	150
7 Jean Chevret	3X25	-B-	5	—	70	75
8 Julien Dragon	3X25	—	3	—	72	75
9 François Fortier	3X25	-B-	5	—	70	75
10 Michel Debien	3X25	-B-	6	—	69	75
11 Jaques Sabourin	6X25	MBE	15	3	132	150
12 Louis Traversy	3X25	—	3	—	72	75
13 Jean Moran	3X25	-B-	5	—	70	75
14 Jean Baptiste Brisebois	3X25	MBE	10	2	63	75
15 François Roy	3X25	—	4	—	71	75
16 LaRoque	3X25	—	2	—	73	75
17 Cardinal	3X25	—	3	—	72	75
18 Jean Baptiste Gautier	3X25	—	2	—	73	75
19 Choret	3X25	—	—	—	75	75
			<u>119</u>	<u>7</u>	<u>1624</u>	<u>1750</u>

## CÔTE ST. CHARLES

## On the East Side

Habitant	Rôtire size	Buildings	Workable Land	Pasture Land	Undeveloped	Total
1 Jean Chasle	4X25	MBE	15	4	81	100
2 Jaques Chasles	4X25	MBE	13	2	85	100
3 Jean Bte Charlebois	4X25	MBE	11	—	89	100
4 Sanssoucy	3X25	MBE	11	—	64	75
5 Jean Charbonneau	3X25	-B-	8	—	67	75
6 Antoine Papin	3X25	—	4	—	71	75
7 Pierre Barbary	3X25	-B-	6	—	69	75
8 Antoine Lantié	3X25	MBE	7	—	68	75
9 Jean Bône	3X25	MBE	6	—	69	75
10 Michel Laciserois	2X25	—	2	—	48	50
			<u>83</u>	<u>6</u>	<u>711</u>	<u>800</u>

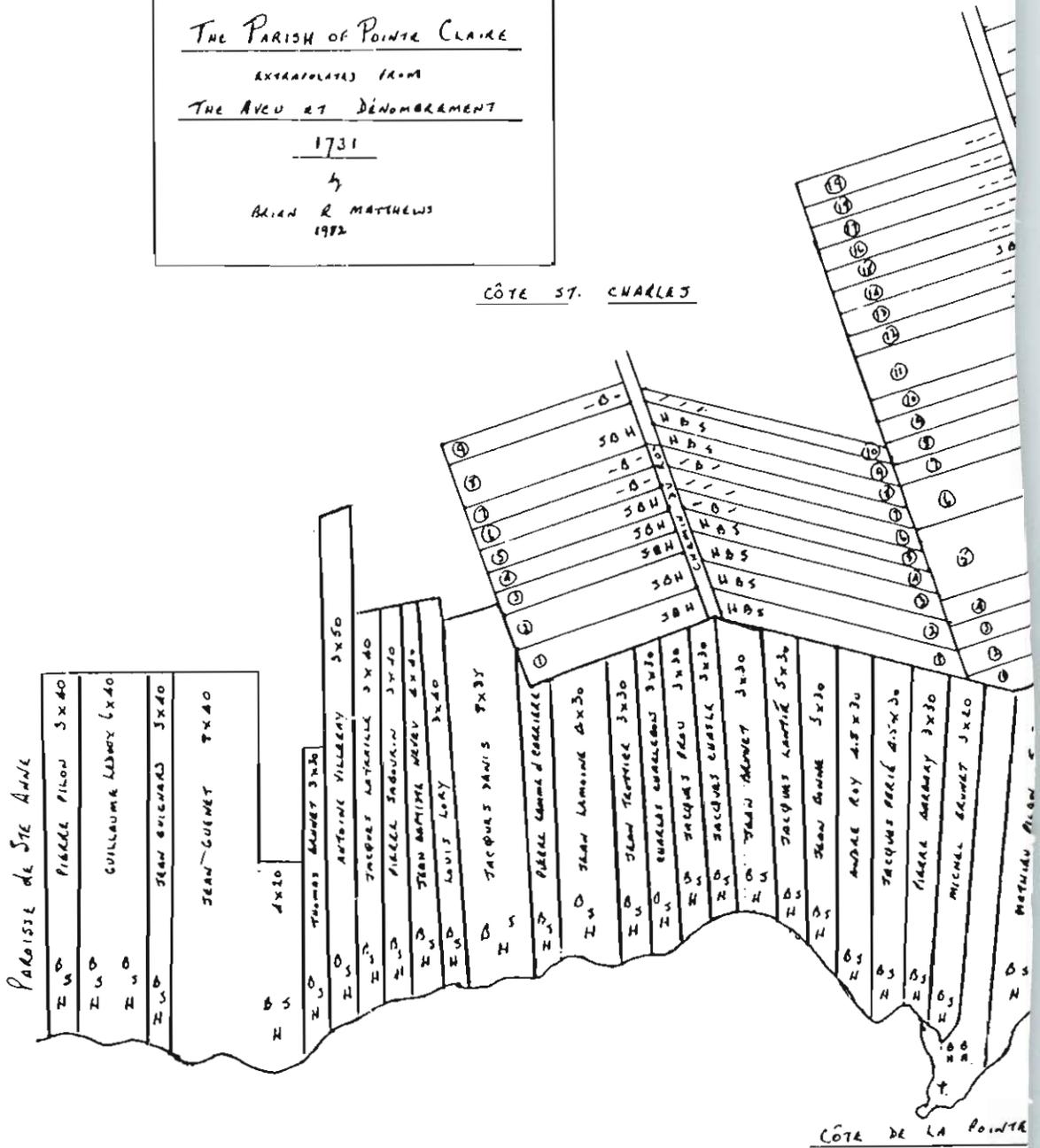
## On the West Side

1 Joseph Brunet	4.5X20	MBE	9	—	81	90
2 René Brisebois	4X20	MBE	8	—	72	80
3 Jean Bte Mallet	3X25	MBE	9	—	66	75
4 Pierre Roy	3.5X25	MBE	10	—	77.5	87.5
5 Michel Barbary	3X25	MBE	11	—	64	75
6 Michel Brunet	3X25	-B-	6	—	69	75
7 Jean Trottier	3X25	-B-	7	—	68	75
8 Prou	6X25	MBE	9	—	141	150
9 Jaques Bône	3X25	-B-	3	—	72	75
			<u>72</u>	<u>0</u>	<u>710.5</u>	<u>782.5</u>

CÔTE ST. JEAN

THE PARISH OF POINTE CLAIRE  
 EXTRAPOLATED FROM  
THE AVEU ET DÉNOMBREMENT  
1731  
 4  
 BRIAN R. MATTHEWS  
 1972

CÔTE ST. CHARLES





APPENDIX 5

*AVEU ET DÉNOMBREMENT OF THE  
PARISH OF POINTE CLAIRE  
1781*

LEGEND

3X40	Three linear arpents by forty	C	Yard
M	Wooden house	J	Garden
MP	Stone house	O	Orchard
B	Barn (wood or grain)	S	Stable
E	Animal shed (cattle or horses)	JCP	Fenced garden

Land figures are in square arpents

	Rôtures	Total Arpents	Workable Land	Pasture	Uncleared Land
Côte de la Pointe Claire	62	6346.0	2432.5	10.0*	3903.5
Côte St. Rémy — East	30	3023.5	1265.5	90.0	1668.0
Côte St. Rémy — West	26	2086.5	770.0	20.0	1296.5
Côte St. Jean — East	25	2025.0	815.0	—	1210.0
Côte St. Jean — West	22	1700.0	765.0	—	935.0
Côte St. Charles — East	11	1212.25	682.25	—	530.0
Côte St. Charles — West	10	767.5	371.5	—	396.0
	<u>186</u>	<u>17160.75</u>	<u>7101.75</u>	<u>120.0</u>	<u>9939.0</u>

\* The figures for pastureland are inadequate. The Aveu et Dénombrement segregates pasture in some cases, but obviously omits it in many others. Based on the figures of 1731, it would appear that a more accurate estimate would be about 300 arpents, which is probably included in the figures for workable land.

	Rôtures	Farm Houses	Barns	Livestock Sheds	Stables	Orchards	Yards	Garden	Fenced Gardens	Rôtures With No Buildings
Côte de la Pointe Claire	62	59 (2) †	61	59	0	1	1	1	0	0
Côte St. Rémy — East	30	26 (1)	27	25	—	—	—	—	—	3
Côte St. Rémy — West	26	23	25	23	—	—	—	—	—	1
Côte St. Jean — East	25	25	25	25	—	—	—	—	—	0
Côte St. Jean — West	22	18	20	19	—	—	—	—	—	2
Côte St. Charles — East	11	10	10	10	—	—	—	—	—	1
Côte St. Charles — West	10	10	10	10	—	—	—	—	—	—
	<u>186</u>	<u>171 (3)</u>	<u>178</u>	<u>171</u>	<u>—</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>7</u>

† Stone houses

POINTE CLAIRE VILLAGE

	Emplacements	Houses	Barns	Livestock Sheds	Stables	Yards	Gardens	Fenced Gardens	Emplacements With No Buildings
1781	38	33 (7) †	9	8	11	32	23	12	5
1731	2	3	2	2	—	—	—	—	—

† Stone houses

**AVEU ET DÉNOMBREMENT 1781  
CÔTE DE LA POINTE CLAIRE**

**From West to East from Ste. Anne's**

Habitant	Rôtire Size	Buildings	Workable Land	Pasture Land	Unde- veloped	Total
Pierre Pilon	3X40	MBE	50	—	70	120
Claude Daoût	3X40	MBE	60	—	60	120
Guillaume Daoût	2X40	MBE	55	—	25	80
François Daoût	2X40	MBE	60	—	20	80
Sr. Amable Curote	8X40					
Sr. Amable Curote	4X20	MPBEC&J	100	—	300	400
Sr. Amable Curote	6		—	6	—	6
Pierre Pilon &	4X10		—	—	40	40
J.B. Chenier	3X10		—	—	30	30
Thomas Brunet	3X30	MBE	40	—	50	90
Joseph Rapin	3X50	MBE	70	—	80	150
Jacques Pilon	3X40	MBE	60	—	60	120
Pierre Sabourin	3X40	MBE	54	—	66	120
J. Bte. Neveu	4X40	MBE	90	—	70	160
Jacques Milot	3X20	MBE	10	—	50	60
Jean Carat	3X20	MBE	15	—	45	60
J. Bte. Lefebvre	3X20	MBE	10	—	50	60
Jacques St. Denis	4X25		—	—	100	100
Michel Lefebvre	2X20	MBE				
Michel Lefebvre	4X25		80	—	60	140
Antoine Pilon	3X20	MBE	15	—	45	60
Pierre Valois	7X20	MBE	60	—	80	140
Charles Charlesbois	3X30	MBE	30	—	60	90
Claude Aumont	3X20					
Claude Aumont	6X7	MBE	42	—	60	102
J. Bte. Chenier	6X30	MBE	160	—	20	180
Les représentants						
Jacques Lentier	3X30	MBE	40	—	50	90
Jacques Lentier Jr.	3X30	MBE	40	—	50	90
Jean Baune	3X30	MBE	30	—	60	90
Pierre Roy	3X30	MBE	30	—	60	90
Jacques Perrier	4 1/4 X30	MBE	70	—	57.5	127.5
Michel Barbary	3X30	MBE	40	—	50	90
Joseph Brunet	3X30	MBE	50	—	40	90
Fabrique	4X30	-B-	90	—	30	120
Mathieu Pilon	3X30	MPBE	50	—	40	90
Jacques Chamailard	2X20					
Jacques Chamailard	5X10	MBE	50	—	40	90
Vincent Chamailard	3X20	MBE	15	—	45	60

A HISTORY OF POINTE CLAIRE

Habitant	Rôture Size	Buildings	Workable Land	Pasture Land	Unde- veloped	Total
Charles Dezery	6X30	-B-	136	4	40	180
Joseph Dragon	3X30	MBEO	40	—	50	90
Augustin D'août	3X20					
Augustin D'août	6X10	MBE	60	—	60	120
Jacques Labrosse	3X20	MBE	10	—	50	60
François Roy	3X30	MBE	40	—	50	90
Guillaume Vinet	4 1/2	X25 MBE	42.5	—	70	112.5
François Monet	1 1/2	X25				
	3X15	MBE	32.5	—	50	82.5
Toussaint Brisebois	3X15			—	45	45
Toussaint Brisebois	3X20	MBE	10	—	50	60
J. Bte. Theoret	3X15			—	45	45
André Théoret	2X35	MBE	25	—	45	70
Jacques Cholet	2X35	MBE	20	—	50	70
Joseph Trotier	2X30	MBE	15	—	45	60
François Trotier	3X30	MBE	30	—	60	90
J. Bte. Cholet	3X30	MBE	35	—	55	90
Pierre Charlesbois	3X20	MBE		—	60	60
Repr. Antoine Dubois	3X22	MBE	11	—	55	66
Repr. Pierre Valé	3X24	MBE	17	—	55	72
François Legaud	3X24	MBE	17	—	55	72
Jean Valois	3X25	MBE	15	—	60	75
Pierre Sabourin	3X26	MBE	18	—	60	78
J. Bte. Daoût	2a 4p	X26 MBE	22.5	—	40	62.5
J. Bte. Rapin	3X20	MBE		—	60	60
Jean Valois	3X20	MBE		—	60	60
Joseph & Michel Brunet	40 sq.			—	40	40
Charles Legaud	3X30	MBE	30	—	60	90
Joseph Legaud	5 1/2	X30 MBE	65	—	100	165
J. Bte. Dubois	2 1/2	X30 MBE	25	—	50	75
Thomas Dubois	2X30	MBE	20	—	40	60
Ambroise Brisebois	2X30	MBE	15	—	45	60
Joseph Roy	2X30	MBE	15	—	45	60
Joseph Paré	3X30	MBE	30	—	60	90
Jaques Parisien	3X30	MBE	20	—	70	90
Pierre Brault	7X30	MBE	50	—	160	210
			<u>2432.5</u>	<u>10</u>	<u>3903.5</u>	<u>6346</u>

## ST. JEAN — NORTH

## WEST SIDE

Map Code	Rôture Size	Buildings	Undeve- loped Land	Workable Land	Total	
22	Louis Binet	3X25	MBE	30	45	75
21	Joseph Trotier	3X25	MBE	35	40	75
20	Bazile Legaud	4X25	MBE	40	60	100
19	Michel Larocque	3X25	MBE	45	30	75
18	Paschal Calvé	3X25	MBE	45	30	75
17	Jean Vincent	3X25	MBE	40	35	75
16	Pierre Charlesbois	3X25	MBE	50	25	75
15	Ignace Crevier	3X25	MBE	50	25	75
14	Jacques Labrosse	3X25	MBE	45	30	75
13	Michel Labrosse	3X25	-BE	40	35	75
12	Pierre Carier	3X25	MBE	45	30	75
11	Silvestre Proulx	3X25	MBE	40	35	75
10	Louis Payment	3X25	MBE	45	30	75
9	Michel Brunet	3X25	MBE	45	30	75
8	Joseph St. Denis	4X25	MBE	60	40	100
7	Joseph St. Denis	3X25	—	45	30	75
6	Alexis Bigras	3X25	MBE	40	35	75
5	Hyacinthe Carier	3X25	MBE	40	35	75
4	Michel Carier	3X25	MBE	40	35	75
3	Guillaume Vinet	3X25	MBE	45	30	75
2	Vital Trotier, and J. Bte. Letang	3X25	—	40	35	75
1	Jacques Chamillard	3X25	-B-	30	45	75
				<u>935</u>	<u>765</u>	<u>1700</u>

## EAST SIDE

Map Code	Rôtüre Size	Buildings	Undeveloped Land	Workable Land	Total	
25	Joachim et Jean Carrière	3X25	MBE	40	35	75
24	Pierre Denoyer	3X25	MBE	45	30	75
23	Joseph Binet	3X25	MBE	45	30	75
22	Sebastien Deslorier	6X25	MBE	90	60	150
21	Jaques Dubois	3X25	MBE	40	35	75
20	Antoine Clément	3X25	MBE	50	25	75
19	Bazile Delaurier	3X25	MBE	50	25	75
18	J. Bte. Turpin	3X25	MBE	45	30	75
17	Paschal Pominville	3X25	MBE	40	35	75
16	Jaques Deloge	3X25	MBE	40	35	75
15	François Bigras	3X25	MBE	45	30	75
14	Noël Langlois	3X25	MBE	45	30	75
13	Jean Clément	3X25	MBE	45	30	75
12	Pierre Clément	3X25	MBE	45	30	75
11	Michel Labrosse	3X25	MBE	50	25	75
10	Jaques Deslorier	3X25	MBE	50	25	75
9	Joachim Labrosse	3X25	MBE	45	30	75
8	François Brunet	3X25	MBE	40	35	75
7	Joseph Julien	3X25	MBE	45	30	75
6	François Perrier	3X25	MBE	45	30	75
5	Joseph Legaud	3X25	MBE	50	25	75
4	André Prezant	3X25	MBE	50	25	75
3	Jean Carrière	6X25	MBE	80	70	150
2	J. Bte. Carrière	3X25	MBE	50	25	75
1	François Clément	3X25	MBE	40	35	75
				<u>1210</u>	<u>815</u>	<u>2025</u>

## CÔTE ST. CHARLES — SOUTH WEST SIDE

Map Code	Rôture Size	Buildings	Undeveloped Land	Workable Land	Total	
10	Jacques Baune	3X25	MBE	50	25	75
9	Jacques Prou	3X25	MBE	45	30	75
8	Jacques Pilon	3X25	MBE	45	30	75
7	Jean Réaume	3X25	MBE	40	35	75
6	Noël Brunet	3X25	MBE	36	39	75
5	Amable Citoleux	3X25	MBE	35	40	75
4	Pierre Roy	2 1/2 X25	MBE	30	32.5	62.5
3	Jean Marie Brunet	3X25	MBE	35	40	75
2	René Brisebois	4 1/2 X20	MBE	30	60	90
1	Joseph Brunet	4 1/2 X20	MBE	50	40	90
				<u>396.0</u>	<u>371.5</u>	<u>767.5</u>

## CÔTE ST. CHARLES — SOUTH EAST SIDE

11	Joseph Daoût	122	MBE	60	62	122
10	J. Bte. Chenier	122	MBE	60	62	122
9	J. Bte. Charlesbois	87	MBE	45	42	87
8	Bernard Chambly	85	MBE	45	40	85
7	Charles Citoleux	152		50	102	152
6	Charles Citoleux	159.5	MBE	60	99.5	159.5
5	Amable Morel	106 1/4	MBE	45	61.25	106.25
4	Pierre Braud	103 1/2	MBE	40	63.5	103.5
3	Jacques Lenthier	87 1/2	MBE	40	47.5	87.5
2	Noël Baune	87 1/2	MBE	45	42.5	87.5
1	Bernardin Gauthier	100	MBE	40	60	100
				<u>530.0</u>	<u>682.25</u>	<u>1212.25</u>

ST. RÉMY — NORTH

WEST SIDE

Map Code	Rôture Size	Buildings	Undeveloped Land	Workable Land	Pasture Land	Total
26	Joseph Ladouceur	3X25 MBE	50	25	—	75
25	J. Bte. Gauthier	3X25 MBE	45	30	—	75
24	J. Bte. Lamouche	3X25 MBE	45	30	—	75
23	François Meloche	3X25 MBE	50	25	—	75
22	François Leroux	3X25 MBE	55	20	—	75
21	Antoine Desrosier	3X25 MBE	60	15	—	75
20	Heirs of Pierre Payment	6X25 MBE	90	60	—	150
19	Joseph Meloche	4 1/2 X25 MBE	70	42.5	—	112.5
18	Jean Guitard	4 1/2 X25 MBE	60	52.5	—	112.5
17	Jaques Cousineau	3X25 MBE	45	30	—	75
16	Philippe Nollin	3X25 MBE	45	30	—	75
15	Louis Payment	3X25 MBE	50	25	—	75
14	François Legaud	1 1/2 X25 -B-	20	17.5	—	37.5
13	Joseph Bourdon	4 1/2 X25 MBE	70	42.5	—	112.5
12	Pierre Legaud	3X25 MBE	45	30	—	75
11	J. Bte. Choret	6X25 MBE	90	60	—	150
10	Joseph Lemaire	6X25 MBE	60	80	10	150
9	J. Bte. Legaud	3X25 MBE	50	25	—	75
8	Jaques Cardinal	3X20 MBE	50	10	—	60
7	J. Bte. Theoret	3X20 MBE	45	15	—	60
6	Charles Blondin	3X20 MBE	45	11	4	60
5	Joseph Clément	3X20 MBE	50	10	—	60
4	Louis Bosue	3X20 MBE	40	14	6	60
3	Jean Valois	3X20 MBE	30	30	—	60
2	Joseph Brunet	3X20 -B-	20	40	—	60
1	Pierre Charlesbois	3X5 1/2	16.5	—	—	16.5
			<u>1296.5</u>	<u>770</u>	<u>20</u>	<u>2086.5</u>

## ST. RÉMY — NORTH

## EAST SIDE

Map Code	Rôture Size	Buildings	Undeveloped Land	Workable Land	Pasture Land	Total	
31	Antoine Gautier	3X12	—	28	8	—	36
30	Jean Marie et Mathias Latour	5X12	—	42	—	18	60
29	Paul Lamer	3X25	MBE	30	45	—	75
28	Veuve de François Thiery	3X25	MBE	35	40	—	75
27	Joseph Rapideux	3X20	MBE	40	20	—	60
26	Charles Rapideux	3X20	MBE	35	25	—	60
25	Joseph Payment	3X30	MBE	40	50	—	90
24	François Fauteux	3X30	MBE	35	55	—	90
23	Heirs of Philippe Nollin	3X30	MB-	40	50	—	90
22	François Foretier	3X30	MBE	40	42	8	90
21	Pierre Jolive	3X30	MBE	50	34	6	90
20	Pierre Campant	3X30	MBE	60	30	—	90
19	J. Bte. Delaurier	1 1/2 X40	-B-	25	35	—	60
18	J. Bte. Legaud	3X40	MBE	60	52	8	120
17	Joseph Campant	3X20	—	30	30	—	60
16	J. Bte. Théoret	3X20	MBE)	50	120	10	180
15	J. Bte. Théoret	6X20	)	—	—	—	—
14	Louis Morel	3X40	MBE	50	67	3	120
13	Louis Rousson	3X40	MBE	50	62	8	120
12	Jaques Foretier	3X40	MBE	50	70	—	120
11	Joachim Richer	3X40	MBE	45	75	—	120
10	Rep. François Bourdon	3X20	MBE	35	22	13	60
9	François Cardinal	6X20	MBE	80	40	—	120
8	Joseph Paré	3X24	MBE	36	36	—	72
7	Joseph Carrière	3X20	MBE	40	20	—	60
6	J. Bte. Blondin	3X20	MBE	36	24	—	60
5	Michel Brunet	3X25	MBE	45	30	—	75
4	J. Bte. Poision	2X23	MBE	34	12	—	46
3	Joachim Freinch	2.8X23	MBE	45	19.5	—	64.5
2	François Mallet	6X20	MBE	90	30	—	120
1	Dominique Brunet dit L'Etang	540	MPBE	392	130	18	540
				<u>1668</u>	<u>1265.5</u>	<u>90</u>	<u>3023.5</u>

A HISTORY OF POINTE CLAIRE

VILLAGE OF POINTE CLAIRE  
CENSUS  
1781

RUE STE. ANNE

West side			East side				
Map	Habitant	Lot	Bldgs	Map	Habitant	Lot	Bldgs
8	Philippe Lanoux	45X60	MBCJ		Unconceded		
9	François Sébastien	65X74	MBCJCP	1	Antoine Clément	90X70	MBCJCP

Chemin du Roy

10	Jean Bte. Petit	102X60	MBCJCP	2	Baptiste Leclair	104X74	MBCJCP
11	Pierre Roy	90X74	CP	3	Pierre Desforges	90X74	MBCJCP
12	Joseph Lecomte	45X148	MBCJ	4	Nicolas Berthelet	135X74	MBCJCP
13	J Bte. Théoret	45X74		5	J Bte. Halard	135X74	MBCJCP
	J Bte. Théoret	90X74	MBCJ				
14	Louis Lécuyer	90X74	MBECJCP	6	Charles Legaud	90X74	JCP
15	J Bte. Doyon	45X74	MBCJ	7	François Dielle	103 t	MBCJ

Rue de Traverse

16 J Bte. Chenier 176X74 MBSEBCJ

Rue St-Mathieu

RUE ST. JOACHIM

23 J Bte. Carrier 45X91 MBSCJ 17 Sr Antoine Barthe 90X74 MPBECJ

Chemin du Roy

24 Pierre Hablin 102X80 MPEBCJ 18 J Bte. Gondard 102X74 MSBCJ  
 25 Pierre Passe 90X80 MBSCJ 19 Pierre Habelin 90X74 —  
 26 Pierre Charlesbois 225X80 MPBECJ Back of Joseph Lecomte  
 Back of J Bte. Théoret  
 20 Gabriel Boulrisse 90X74 MPBSCJ

Rue de Traverse

27 Louis Lemieux 40X80 MBCJ 21 Charles Jullien 120X74 MPBSCJ  
 28 Joseph Lecomte 80X90 MBSCJ Unconceded  
 29 Joseph St. Denis 45X72 MBCJ 22 Josette Chamailard  
 30 J. Bte. Chenier 44X60 MBSCJ irreg 71 1/2 t MBJCP

RUE ST. JEAN BAPTISTE

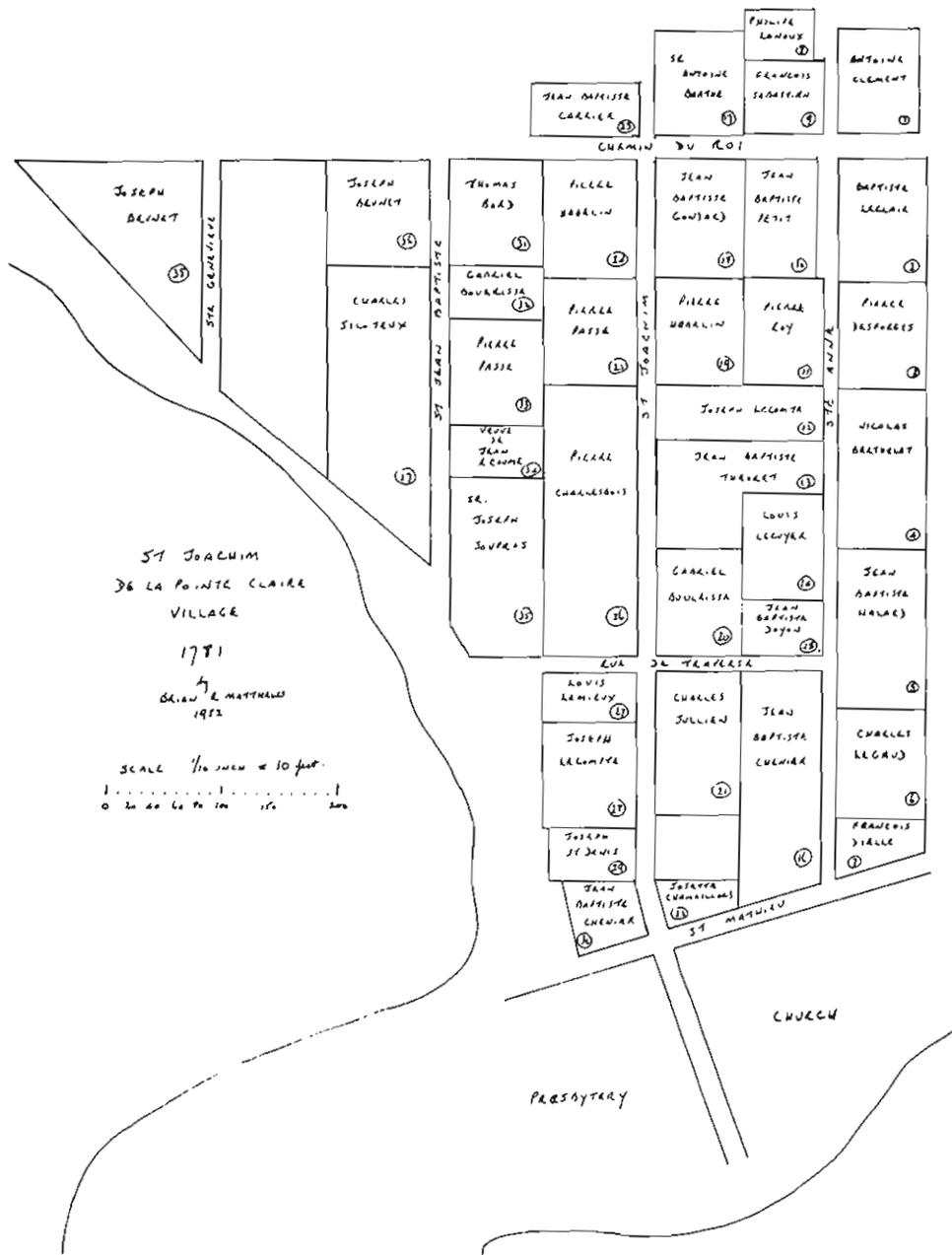
Chemin du Roy

36 Joseph Brunet 90X90 MBCJ 31 Thomas Bord 90X80 MBCJ  
 37 Charles Siloteux 250X90 MPBSECJ 32 Gabriel Boulrisse 45X80 —  
 Unoccupied 192X180 33 Pierre Passe 90X80 JCP  
 34 Veuve de Jean Réaume 45X80 MBECJ  
 35 Sr Joseph Soupras 147X80 MPBSCJ

RUE STE. GENEVIÈVE

38 Joseph Brunet Triangle MPSCJ  
 335 t

APPENDIX 5







**Extracts from Schedule of Lands Required by the  
Grand Trunk Railway Company of Canada**

Going from East to West, within the Parish of Pointe Claire on the Eastern division of the section from Montreal to Kingston commencing at the City of Montreal, extending to the Ottawa, at Ste. Anne du Bout de l'Isle, corresponding with the plans, May 1853, herewith filed.

Lot No.	Name	Lot No.	Name
111	Jean-Baptist Legault	139	François Antoine Pillette
112	Joseph Valois	140	Louis Dagennais
113	Seraphim Denis	141	Alexandre Brunette
114	Marie Adelaide Valois	142	Jean-Baptiste Lacombe
115	Michel François Valois	143	Michel Lefur dit Lacipuage
116	Léon Pazriault	144	J. N. Neveu
117	Hyacinthe Allard	145	Paschal Pilon
118	Augustin Legault	146	Antoine Charlebois
119	Benjamin Legault	147	Louis Legras
120	Daniel Allard	148	Michel Legras
121	Augustin Legault	149	François Barbeau
122	Joseph Martin dit Ladouceur	150	Jean-Baptiste Denis
123	Léon Charlebois	151	Michel Le Magdeleine dit Ladouceur, fils
124	Arcène Charlebois	152	Paschal Pilon
125	René Legault	153	Jean-Baptiste Brunet
126	Louis Legault	154	Eusèbe Boileau
127	Antoine Poirier	155	Joseph Valois
128	Charles Vinet	156	Peter Lynch
129	Laurent Charlebois	157	Gabriel Valois
130	Felix Brunet	158	William Angel
131	Julia Pilon, widow of Vital Mallette	159	Joseph Daoust
132	Eustache Brunet	160	William Angel
133	Rose Labadie dite St. Pierre, widow of Michel Meyer	161	Adèle Boudrias, widow of Felix Valois
134	Arcène Charlebois	162	Léon Valois
135	Rose Labadie dite St. Pierre, widow of Michel Meyer	163	André Madore
136	Gabriel Valois		
137	Hypolite Valiquette		
138	Charles Valiquette		

## APPENDIX 7

## POPULATION GROWTH COMPARISON

## VILLAGE OF POINTE CLAIRE

	1870	1880	1890	1900	1910	1920	1930	1940
Families	98	89	104	106	151	N/A	N/A	N/A
Population	461	443	514	555	793	509	546	536
Catholic	427	438	479	527	580	491	514	504
French	417	413	477	473	549	487	495	482

## VILLAGE OF PARISH OF POINTE CLAIRE

Families	179	137	142	144	143	N/A	N/A	N/A
Population	1011	890	823	800	805	2617	4058	4536
Catholic	1004	859	809	755	662	1476	2019	2077
French	982	859	804	749	647	1296	1737	1760
Protestant	7	31	14	45	143	1108	1947	2356
British	28	30	19	49	157	1275	2159	2615

## COMBINED AS TOWN OF POINTE CLAIRE

Population	1472	1333	1337	1355	1598	3126	4604	5072
French	1399	1272	1281	1222	1196	1783	2232	2242
British	72	60	56	107	381	1297	2206	2660
Other	1	1	—	26	21	46	166	170

APPENDIX 8

*Mayors of Pointe Claire*

1911-1913 Dr. A. Lesage  
 1913-1915 Robert Meredith  
 1915-1917 Joseph Martin  
 1917-1919 W. H. Black  
 1919-1921 Ambroise Cartier  
 1921-1923 James Nebb  
 1923-1925 J. L. Vital Mallette  
 1925-1927 S. W. Ewing  
 1927-1929 J. L. Vital Mallette  
 1929-1931 Eric Donegani  
 1931-1933 Ernest De Bellefeuille  
 1933-1935 Henry E. Woolmer  
 1935-1937 William Larocque  
 1937-1939 Jos. Kenworthy  
 1939-1941 Wilbrod Bastien  
 1941-1944 W. J. Kenna  
 1944-1946 Donat Demers  
 1946-1948 John Mann  
 1948-1950 Wilbrod Bastien  
 1950-1962 Charles Barnes  
  
 1952-1954 Ernest Belair  
 1954-1956 Olive Urquhart  
 1956-1958 Maurice Arpin  
  
 1958-1961 Olive Urquhart  
 1961-1974 Arthur Séguin  
 1974-1982 David Beck  
 1982- Malcolm Knox

*Curés of St. Joachim Church*

1713-1715 Pierre LeSueur  
 \* 1716-1719 René Charles de Breslay  
 # 1719-1723 Michel de Vilermaula  
 1723-1733 Jean Baptiste Breuil  
 1733-1747 Jacques-Joseph Gladel  
 1747-1761 Simon-Louis Perthuis  
 1761-1768 Jean Baptiste Reverchon  
 1768-1781 Pierre Sartelon  
 = 1781-1790 Pierre Conefroy  
 1790-1793 Charles Ecuyer  
 1793-1813 Jean André Raimbeau  
 1813-1814 Louis Raby  
 1814-1816 Joseph Norbert Provencher  
 1816-1830 Barthelemi Fortin  
 1830-1831 Laurent Aubry  
 1831-1852 Pierre Damase Ricard  
 1852-1854 Edouard Charles Fabre  
 1854-1859 Louis Léandre Pominville  
 1859-1877 Florent Bourgeault  
 1878-1881 Marie Joseph Edmond  
 Chevigny  
 1881-1886 Joseph Sidoine Saint-Aubin  
 1886-1912 François Xavier Laberge  
 1912-1939 Joseph Hermenegilde  
 Mongeau  
 1939-1944 Leon Augustin Verschelden  
 1944-1954 Ernest Turcot  
 1954-1972 Alphonse Trottier  
 1972- George Riedl

\* From Ste. Anne

# From Lachine

= First Canadian

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