



## *Historic Gloucester*

Newsletter of the

**GLOUCESTER  
HISTORICAL  
SOCIETY**

[www.gloucesterhistory.com](http://www.gloucesterhistory.com)

Vol. 19, No. 2

Summer 2018

### **“South Keys - Celebrating 50 Years”**



The Old Ellis House, now The Wine Station, Bank Street

## Contents

President's Message.....	Glenn Clark	2
Installation of Plaque at Moodie Cemetery .....	Laurel Sherrer	3
Summary of "A Blast from the Past".....	Joan Scott	5
Before South Keys.....	Glenn Clark	7
Membership Form.....		10

### President's Report

By Glenn Clark

The summer of 2018 has been one of the hottest in recent memory. Crops suffered in some locations where summer storms did not produce enough rain, but other places have done well. I hope you have enjoyed the weather.

In this edition of Historic Gloucester, we celebrate the 50<sup>th</sup> anniversary of South Keys. This article presents the history both within the last 50 years but also what preceded its founding. I hope you enjoy it. Upcoming newsletters will feature stories on the old Bowesville Road, and the surprising results of DNA testing.

The Gloucester Historical Society welcomed visitors to the Grace Johnston History Room every Wednesday all summer. We had many visitors researching a variety of topics and families. Although we are closed after Labour Day, our research room is available on an appointment basis. Please do not hesitate to contact us. The society was also present for the dedication of a plaque at the historic Moodie cemetery in Claudette Cain Park. This small cemetery remembers an important family with a long history on the River Road.

We have also added to our event displays with a new banner. It will be on display at the upcoming BIFHSGO Annual Conference on September 29<sup>th</sup> and 30<sup>th</sup> at Ben Franklin Place on Centrepointhe Drive. I hope you drop by and see us. For researchers, a valuable new tool has become available. A fully searchable archive of the Ottawa Citizen is now available through the newspapers.com website. Although this is a pay website, it is invaluable to serious researchers. The Ottawa Journal archive is also available on the same site as well as many other Canadian newspapers. Members of ancestry.ca receive a discount.

For those interested in free resources, we have added a new link that provides access to several historic Ottawa transit maps. Happy surfing!

THE GLOUCESTER HISTORICAL SOCIETY HISTORY ROOM WILL BE OPEN TO THE PUBLIC  
BY APPOINTMENT ONLY DURING THE WINTER MONTHS

LOCATION: 4550B BANK STREET (AT LEITRIM ROAD)

FOR MORE INFORMATION CONTACT Mary Boyd at 613-521-2082 or [boydmary172@gmail.com](mailto:boydmary172@gmail.com)

*Historic Gloucester* is published by The Gloucester Historical Society. It is intended as a Newsletter to members of the Society to provide interesting articles on Gloucester's past and to keep them informed of publications available, upcoming events and other items of general interest. Comments and suggestions regarding the Newsletter are always welcome.



*Gloucester Historical Society gratefully acknowledges the financial support of the City of Ottawa.*



## Installation of Plaque at Moodie Cemetery

By Laurel Sherrer

It was a family reunion of sorts on Aug. 11 when members of the extended Moodie family converged on the Moodie Family Cemetery in Claudette Cain Park for the unveiling of a heritage plaque.

A couple dozen descendants of Gloucester pioneer James Moodie were on hand in the Riverside South park as Ottawa Mayor Jim Watson and Gloucester-South Nepean Councillor Michael Qaqish officially recognized the cemetery with a plaque outlining the contribution of the Scottish immigrant and his family to the local community.

The descendants, some of whom had never met before, ranged from white-haired seniors to toddler Garnet Martin, the great-great-great-great-grandson of James Moodie.



**The Moodie Family Cemetery occupies a small piece of land within Claudette Cain Park in Riverside South.**

James Moodie, age 27 was the original Moodie settler. He arrived in what was then Gloucester Township in 1840 from Scotland and started farming on 200 acres of land on the east bank of the Rideau River. Four generations of Moodies farmed that land, some of which now forms the picturesque Claudette Cain Park, near the Vimy Bridge. The local post office was located at the Moodie home from about 1870 to 1900.

The iron-fenced cemetery contains eight visible gravestones, including a large monument to James Moodie as well as his son Thomas and their wives. Family members acknowledge that there are an unknown number of other graves on the site, which were either never marked or whose markers have disappeared, possibly sinking below the sod.



**Mayor Jim Watson and councillor Michael Qaqish join David Moodie at the unveiling of a plaque officially naming the Moodie Family Cemetery on Aug. 11.**



Mayor Watson said the cemetery had long been known informally as the Moodie Cemetery, but only received its official name in December 2017 under the city's Commemorative Naming Policy.

The installation of the plaque would not be happening if not for the efforts of David Moodie, a great-great-grandson of pioneer James Moodie.

"I started the naming process in May 2017 after being at the site many times and seeing people

looking at the monuments and wondering who they were," said Moodie. He decided to call someone at the City of Ottawa, where they passed him on to the appropriate department.

The plaque unveiled Aug. 11 was exhibited on an easel for the ceremony, but it is to be permanently installed at a future date, either on the fence or on a boulder.



**Members of the Moodie family pose with the monument to their ancestors, James and Thomas Moodie. Garnet Martin, perched on his father's shoulders, was the youngest Moodie descendant on hand for the Aug. 11 ceremony. He is the 4<sup>th</sup> great-grandson of James Moodie.**

The Gloucester Historical Society invites you to view our website to see some of the research resources which are available at our Grace Johnson Room. These include many family histories, photos, maps, Tweedsmuir Histories, books pertaining to Gloucester Township and other areas nearby. As well, we have a wide selections of books published by the Society and which are available for purchase at reasonable prices. If you wish to spend some time doing research in our History Room, please call the office at 613-822-2076 to leave a message or call Mary Boyd at 613-521-2082. Website is: [www.gloucesterhistory.com](http://www.gloucesterhistory.com).

## Summary of "A Blast from the Past"

By Joan Scott

Following the Annual General Meeting of the Gloucester Historical Society, we were privileged to hear John D. Reid, Director of the Meteorological Survey of Canada, speak about the many weather events that showed Ottawa's weather at its worst.

Everyone in this area is aware that our weather is extremely variable and it has been said that Ottawa has eleven seasons: winter, false spring, second winter, deception, third winter, mud season, actual spring, summer, false fall, second summer (1 week) then back to winter again. People tend to remember certain days such as when Canada Day was exceptionally cold and rainy, but some events last more than just a day.

The earliest recorded mention of weather in the Ottawa Valley was in 1613 when Samuel de Champlain commented on the pines being blown down – was this from a windstorm or perhaps a tornado? When Philemon Wright made his epic journey to Hull in February and March 1800 he kept a day by day record of the weather and how it became colder and colder as he left Montreal on his long trek to the Ottawa Valley.

Some years the weather was better than others, but 1816 was known as the year without a summer. Millions of people all over North America and Europe were affected. At first this was blamed on sun spots but later it was determined that the actual cause was an eruption of the volcano Mount Tambora, in Southeast Asia. It caused much hardship as few crops survived in this atmosphere and there was starvation and ruin in many places.

At Fort Coloune on October 1, 1823 the first instrumental record was taken at sunrise, noon, and sunset. This was continued each day and included comments day by day. Mean temperatures were compiled monthly at Fort Coloune and in February 1828 the mean temperature there was recorded as being 5.3 degrees Fahrenheit higher than the normal mean of 21 degrees. Also in 1828 the weather in the Ottawa Valley was so warm that the spring runoff broke the dam under construction at Hogs Back as part of the Rideau Canal.

The first evidence of newspapers mentioning the local weather was in 1829 by the Perth Courier. The Ottawa Journal began their coverage about

1885. Celebrations on Parliament Hill on July 1, 1867 appear to have been favourable. A photo shows people with parasols and the recorded temperatures: 59 degrees (F) at 8 am; 76 degrees (F) or 24 Celcius at noon; 70 degrees at 6 pm. By contrast, on February 11, 1869, there was 7 feet of snow. At that time it was not cleared from the streets but compacted so that it could be driven over. William Upton of Concession 2, Lot 5, R.F., Gloucester kept a diary and recorded daily temperatures. He commented on how cows would get stuck in the snow. The train could not travel from Ottawa to Toronto because of flooding when the snow began to melt. Former mayor Goodman and his partner Whillans kept a record of daily weather which was accepted by the court that there was no rain on that particular day and thus the CPR lost a court case for goods damaged by rain.

In August of 1970 the great fire which was the subject of the talk at our last year's Annual General Meeting, took place. Damage was widespread in Nepean and Gloucester, but the cutting of the Dow's Lake Dam at Preston Street saved the fire from advancing into the city and destroying the downtown area. The Ottawa Times gave a vivid description of the fire as skies darkened by smoke, furious flames, houses and barns burning, crops destroyed, fire everywhere. Gloom, horror and desolation. The fire was almost exhausted near Green's Creek when the wind suddenly renewed it. Eventually it exhausted itself. Also in 1870 a drought was recorded at Fitzroy Harbour where only 45% of normal precipitation was received.

The first official weather observation station in the area was located at Dows Lake in 1872, and newspapers began to pick up the weather information about 1889. The main weather station is now located at the Ottawa Airport. A rare polar wave, now known as a polar vortex, struck the city when the temperature remained below zero degrees from 30<sup>th</sup> December to 3 February. Cattle and other animals froze to death.

The biggest snowstorm in Ottawa came in February, 1885. On June 7, 1888 a violent electrical storm lifted the church of St. Thomas in Billings Bridge off its foundation. Mary Anne McVeigh, one of the girls who were in the building for First Communion instruction was killed by falling timbers. Two others, William Grey and John Mulligan were also killed elsewhere in the area by this storm and there were many injured.

R. J. Devlin, a local furrier, added a little humour to his advertising when he predicted that there would be much cold and stormy weather soon to come. For the next 10 days there was glorious weather but on the 27<sup>th</sup> of November, 1889, as Devlin had predicted, the blizzard began at 10 pm, proving him correct.

On April 26, 1900 a catastrophic fire started at the Chaudiere Falls. About 1 pm it crossed over to Ottawa. At that time the area around the Falls was filled with lumber yards and the fire devoured everything in sight. When the wind switched, the fire went to Lebreton Flats and Preston Street, and downtown Ottawa was saved.

During the 1930s there was lots of hail which damaged crops, market gardens and property. Ads for hail insurance sprang up in local newspapers. On September 11, 1931 the temperature in Ottawa was 38.9 degrees C, the hottest day in history for this area, according to the weather station at the Experimental Farm. By contrast, the temperature on December 29, 1943 was minus 38.9 C degrees, the coldest day in history. Records indicated that there was greater usage of water on the cold days than on the warmer ones – due mostly to people leaving the water running to prevent pipes from freezing.

A big ice and snowstorm swept the city on December 30, 1942. Streetcar service was halted and people could be seen skiing to work. In Almonte a train crash caused the death of 35 people and put 118 more in hospital, some critically injured. Trainmen blamed the icy rails for the disaster, but an inquest blamed CPR for not properly clearing the rails and not having proper signalling devices.

During the winter of 1970-71 the official snowfall was 171.4 inches. A tornado struck Aylmer and Carp on August 5, 1994. It was recorded as having a scale of F2 and was 8 kilometers long but narrow in width. Most people will remember Ottawa's great ice storm which lasted from January 4<sup>th</sup> to the 10<sup>th</sup>, 1998. Many homes were without power for long periods which caused hardship and inconvenience for residents and businesses. Farmers had to milk their cattle by hand. Power lines were down everywhere and towers were buckled and distorted by the weight of the ice. Numerous trees were toppled as they became victims of the weighty ice. The storm was widespread and even reached as far as Nova Scotia.

Hurricanes are unusual in this area, but on September 9, 2004, Hurricane Frances brought with it high winds and a record-breaking deluge of 127 ml in a day. Actually, Ottawa is on the verge of the hurricane track so tail-end storms are sometimes seen. Another memorable event was the Cheap Trick concert at Lebreton Flats on July 18, 2011 when, during a violent storm, the stage collapsed injuring 2 people.

On July 29, 2013 a F0 scale tornado passed through our region. Since then new radar installations are being installed to track tornados. On Monday, May 7, 2018 we can all find out how ready Ottawa is for weather emergencies when the new Alert Ready system will be tested.

What an interesting weather climate we have!

---

## **Before South Keys – Celebrating 50 years with Memories**

By Glenn Clark

This year, we celebrate the 50<sup>th</sup> anniversary of the South Keys community. It was originally named South Keys Village by Campeau Homes, the developer of most of the neighbourhood. New homes were first advertised for sale in February 1968.

I am a long-time resident of neighbouring Blossom Park and watched South Keys evolve from farmland as I grew up. Sit back while I describe my memories of the old days. I also wish to thank George Kanellakos (Mary's Drive-In), Peter Knippel, and Bob Kemp who I interviewed to obtain more historical background.

## **Historic Roads**

The backbone of the area is Bank Street, which has a long and storied history. Originally a separate road from the Bank Street of downtown Ottawa, it began as a winter road running south from Billings Bridge. Gradually, it was made into an all-weather road and was likely a corduroy road through the South Keys area, due to wet conditions surrounding Sawmill Creek. Corduroy roads were built with logs, providing a solid surface that otherwise would become muck and impassible. Nevertheless, one can imagine how rough it would be to drive a buggy across such an uneven surface. Logs from this ancient road have been discovered during the road

reconstruction at various times for over 100 years. What other artifacts might be found under today's roadbed?

In pioneer times, it was known as the Bytown and Prescott Carriage Road or simply the Prescott Road. In 1844, the current route was finalized. In 1867, Bank Street of downtown Ottawa was connected to Billings Bridge providing a direct route to the newly built Parliament Buildings. Previously, the route reached downtown via the east side of the Rideau Canal.

This primitive road received its first major improvements in the mid 1870s when it was macadamized, which placed crushed stone over the previous log surface. This naturally made a smoother and more comfortable road to drive on. At this time, it became known as the Ottawa and Gloucester Road and toll gates were installed at Billings Bridge and Conroy Road. Around the turn of the twentieth century, the road became known as the Metcalfe Stone Road or simply Metcalfe Road, a name that remained popular right into the 1970s.

Toll gates were eliminated in 1920 through the lobbying of auto clubs and soon after (1923), a few miles received a type of pavement, after which, bicycle races became popular until World War II. Modern paving was added in the mid 1930s at which time, it became Provincial Highway 31. With that, the Metcalfe Highway became a popular alternative name to Metcalfe Road.

1950 brought annexation of the area from Billings Bridge to Hunt Club Road into the City of Ottawa. Shortly afterwards, city street naming was applied, and Metcalfe Road officially became part of Bank Street. At the same time, this portion of the provincial highway came under city jurisdiction, which had an odd effect.

The 1950s brought development quickly southward. Alta Vista was developed to the north and Blossom Park to the south. With several subdivisions springing up along the Metcalfe Highway, the province decided to completely rebuild and widen the road to 4 lanes. This was completed in 1957 and covered the area from Albion Road to Leitrim Road. North of Albion Road was under city jurisdiction and remained a narrow and increasingly rough 2 lane road. This would remain until 1969 when Bank Street through the South Keys area was finally rebuilt and widened.

Albion Road was originally the 4<sup>th</sup> Concession Line and by the 1930s was referred to as the Long Swamp Road. Today, the Long Swamp is known as the Leitrim wetland. In the 1940s, the section south of Bank Street became known as Research Road because it connected to the war era NRC radar research station at today's Queensdale intersection. The Albion name came shortly after the 1950 annexation, which was soon also adopted for the Gloucester Township portion to the south.

Hunt Club Road derived its name from the Ottawa Hunt and Golf Club that opened in 1909. By survey convention, a side road is placed between every 5 lots. Hunt Club Road was between Lot 5 and 6 in the Rideau Front of old Gloucester Township. The current road more or less follows the original route but the typical deviations that occurred at every concession line have been smoothed out in recent decades. Until the early 1970s, Hunt Club Road remained a gravel country road. It reached Bank Street on a very sharp angle, almost merging into the southbound lane. If you look at the Bank Street intersection today, you will notice how Hunt Club Road curves into Bank Street. That curve was added in 1969.

Hunt Club Road was a dead-end street east of Albion Road. You can still see a trace of it behind Hunt Club Honda although it has long been decommissioned. The road ended near the present-day Hunt Club-Cahill Drive intersection. Up until the 1980s, a road allowance existed beyond the 'dead-end' but it descended into forest and swamp and had not been maintained for many years. It ran through to Conroy Road and beyond but was likely not much more than a wagon track and had become totally impassible. This old right of way was officially abandoned when the modern Hunt Club Road was built eastward in 1986.

The last historic road in the South Keys area is Johnston Road but it was not that old at all. It only dates to the early 1950s and provided an exit route when Albion Road was severed to build the Walkey Railway Yards.

### **The Community**

Prior to 1968, South Keys was open fields. Old air photos reveal that there was a single farm on the main development property, that was accessed from the east side of Bank Street, just north of where the Sawmill Creek crosses under the street. This is



near the central entrance to South Keys Shopping Centre. The farm house and buildings were originally situated near Southgate Road.

South Keys fell between the pre-war village of Ellwood north of Johnston Road and a post war village that surrounded the Hunt Club Road intersection. The latter had no real name. We simply called it the 'City Limits'.

Ellwood was named honouring the Ellis and Wood families. Both were pioneer families and the Ellis house survives as the Wine Station next to McDonald's. The Wood houses were located near the Hunt Club and Johnston Road intersections. At its peak during World War II, Ellwood had a school (Gloucester S.S.#3), a General Store, post office, dance hall (Right Spot Inn) and a railway station. The school was opposite from Home Depot, where a small apartment building stands today and was open until 1956, its 100<sup>th</sup> anniversary. The building was demolished in the 1980s. The dance hall, general store and post office, were located between the school and the railway tracks near Ledbury Avenue. The railway station, originally named Chaudiere Junction and later Ellwood was located behind the LCBO warehouse where the railway once branched.

Ellwood mostly vanished when many of the buildings were expropriated in 1949 in preparation for building the Walkley railway yards. The railway overpass and the Hawthorne railway connection opened in 1953 and freight operations relocated to Walkley Yards in 1955. This enabled the closure of the Elgin Street freight yards and the beginning of construction of the Queensway. In 1963, Artistic Landscape Design, owned by Hans and Edeltraut Schmitz opened its nursery along the old Bank Street right of way next to the railway overpass. Their business was founded in 1955 in Heron Park. Their children continue to operate the nursery to this day.

The village surrounding the Hunt Club Road was best known for its two most longstanding businesses.

The Southway Motel, now the Waterford Retirement Home, was started in 1958 as a 7-room motel owned by Peter and Theresia Zlepnig who were Austrian immigrants. Over the years, it grew into a 170-room hotel, which transitioned into the current retirement home in 2016. Having always been a family business, the fourth generation is now in-



Southway Motel, 1967

involved. What is even more interesting is what preceded the Zlepnig enterprise. How about a silver fox fur farm? Yes, Archie Campbell raised silver foxes in an era when fur coats were still popular. A 1945 air photograph shows the fox enclosure.

The other well-known business that operated from 1951 until 1986, was Mary's Drive-In. It was located approximately where Wendy's Restaurant is today. It was a popular family restaurant and recognized by its glitzy neon sign that was added around 1960. From its opening until 1969, it was also the southern terminus for Ottawa city buses. It was originally owned by a Lebanese family and the business name came from one of their family members. George and Frank Kanellakos purchased the business in 1957. During the first few years, George Andrews (who resided adjacent to Athans Avenue) was a partner but the Kanellakos brothers bought him out once they became well established. George and Frank emigrated from Greece in 1952, and George has been active in the Greek community for decades. He was Vice-President of the Greek Council when the Greek Festival was founded and has been involved



Mary's Drive-In



with the Greek Canadian Tribune and its Greek language counterpart, Vima. Before Mary's Drive-In opened, Brown's Barber Shop was at the same location and featured a pinball machine, popular during the 1940s.

Other historic businesses in the area were Henderson's Shell station at Albion Road, Hahn's Nursery next to Mary's Drive-In, a BA gas station in what is now the middle of Hunt Club Road and ABC Signs, where Mr. B's Restaurant strip mall is today.

Hahn's Nursery was owned by Cecil and Dina Hahn, who opened their business at Hunt Club in 1954. Their nursery was previously located at Crystal Beach. Mr. Hahn was from the Baltic States while his wife belonged to the Russian aristocracy. From this, an interesting story arises. During his tenure as Governor General, Viscount Alexander visited Hahn's nursery. It was not because of his love of plants but because of an earlier encounter. They had met previously during the height of the Russian revolution in 1917 in St. Petersburg. With Mrs. Hahn's family background, it is no wonder they came to Canada.

In 1953, Peter Knippel emigrated from Germany and was given a position at Hahn's Nursery. By 1957, Peter Knippel purchased the nursery and the Hahn operation moved to Osgoode Township. In 1969, two years after Cecil Hahn's death, Hahn's Nursery was renamed Peterson Turf Farm, which is still in business. Peter Knippel also relocated his nursery in 1969 to Blossom Park before taking a hiatus from the nursery business in 1973. He returned in 1979 when the current Leitrim location opened. The Hunt Club operation continued as Imperial Nursery from 1970 through 1988 and was owned by Mr. Gaetano Cotroneo who eventually set up shop at South Gloucester where Target Golf is located today. Mr. Cotroneo passed away on December 10, 1997 at age 70.

In front of the nursery, was the Hahn house along Bank Street that eventually had a store added to it. This became Perry's Foodland in the 1960s and later Al's Confectionary. Just before the area was redeveloped and as late as 1990, Emmerson Auto Sales, a used car lot, was located here.

ABC Signs was owned by George and Lois McOuatt and made custom signs for businesses. George was known for painting Elsie the cow on all Borden Dairy delivery trucks in the Ottawa area.

Surrounding these businesses were several houses and off Hunt Club Road ran a dead-end street named Mountain Crescent that featured 1950s era houses. The street still exists but all the houses have now been replaced with businesses.



I would be remiss to not mention Plante Dairy. Although it was strictly not in South Keys, its entrance was well known by its sign along Bank Street where the central entrance to South Keys Shopping Centre is today. The laneway was very long leading over the railway tracks and beyond the Airport Parkway. Plante Drive honours the family. The dairy operated from 1926 to 1975.

The Dazé farm also has historical significance and was located towards the north end of South Keys Shopping Centre but south of Johnston Road. Also belonging to a pioneer family, it is associated with a 19<sup>th</sup> century hotel and tavern where voters were known to be plied with liquor by prospective candidates. Dazé Street, which connects Cahill Drive to Hunt Club Road honours the memory of this family.

Auto tourism became popular after World War II. Since Bank Street was provincial Highway 31, it was a major entrance to the city. From 1959 and well into the 1960s, an Ottawa tourist bureau drive-in welcome centre operated approximately where Strathmore Towers is today.

Finally, the only church that served the immediate area was Gloucester Presbyterian Church. It was located at the Bank Street and Sieveright Road intersection from 1927 until 1989. It then relocated to Pike Street in Greenboro.

What I have described is the remarkable change from 50 years ago. From open fields to expansive suburbia. From rough gravel roads to modern boulevards. From small family businesses to a retail mecca, the South Keys area has indeed changed forever.

## Post 1968 Highlights

December 9, 1968 – OTC buses first routed through South Keys.

1969 – Railway overpass twinned, and Bank Street widened into a 4-lane boulevard.

March 18, 1970 – Dunlop Public School opens as the only school in South Keys. The school name honours Dr. Florence Dunlop, who was the Ottawa Public School Board's first psychologist and served as the board supervisor of special education from 1918 until 1961.

May 1971 – K S Restaurant opened by Kelly Swaita at Bank Street and Albion Road.

August 14, 1971 – Pebble Court condominium Garden Homes first offered for sale. It is located between Pebble and Albion Roads and north of Cahill Drive.

April 21, 1972 – Southgate Square condominium court and garden homes first offered for sale. Located on the west side of Southgate Road.

December 1972 – Airport Parkway opens

December 1973 – Southbank Dodge Chrysler opens on Johnston Road

January 1974 – Ottawa City Council approves South Keys Shopping Centre site owned by Campeau Homes

September 1974 – Strathmore Towers Tower A facing Cahill Drive opens. Tower B opened in 1975.

January 22, 1977 – Southwood Place first offered for sale on property between Bank Street and Southgate Road at Cahill Drive.

April 2, 1977 – Strathmore Terrace condominium garden homes first offered for sale. Located just east of Strathmore Towers.

1979 – First homes built in Greenboro off Tapiola Crescent. The Greenboro Pavilion was originally built as an Information Centre for the development.

October 1980 – Site of South Keys Shopping Centre approved by the Ontario Municipal Board after a 4-year dispute with Gloucester Township regarding the location.

1986 – Hunt Club Road extended east to Conroy Road. It was extended to Hawthorne Road the following year.

October 1986 – Donnelly's Ottawa Ford moves to Bank Street and Albion Road

August 1987 – Hunt Club Honda opens at Bank Street and Albion Road

November 1989 – Southgate Shopping Centre opens

June 1992 – Towngate Shopping Centre opens

September 3, 1995 – Southeast Transitway opens to Hunt Club Road

1996 – South Keys Shopping Centre opens

December 19, 1997 – South Keys Cinemas opened.

1998 – Hunt Club Manor opens. Originally built by the Zlepzig family, it has since become a Revera Retirement Home.

October 15, 2001 – O-Train begins service at Greenboro Station

October 19, 2015 – Door to Door Mail delivery discontinued in South Keys.

**IF YOU HAVE NOT YET RENEWED YOUR MEMBERSHIP, OR IF YOU WISH TO BECOME A NEW MEMBER, PLEASE COMPLETE THE FORM BELOW AND SEND IT WITH YOUR CHEQUE.** (Membership year runs from April 1 to March 31.)

### Membership Form—Gloucester Historical Society/Société historique de Gloucester

Membership/Adhésion - \$20.00 for one year..... \$150.00 for life membership.....

NAME:\_\_\_\_\_ Email Address:\_\_\_\_\_

ADDRESS:\_\_\_\_\_

CITY:\_\_\_\_\_ PROV:\_\_\_\_\_ POSTAL CODE \_\_\_\_\_

Mailing Address: Gloucester Historical Society  
4550B Bank Street,  
Gloucester, Ontario