REGIONAL MUNICIPALITY OF WOOD BUFFALO

URBAN & RURAL COMMUNITY

INVENTORY OF NAMES _ Assigned

T A B L E   O F   C O N T E N T S

Note: This publication Revised August 2021

K E Y

Ω	☐	Bridge
☐		Community
⌂	☐	Subdivision Development
◊		Field
?	☐	Facility
♥	☐	Park or Adopt-A-Park
⌂		Schools/College (Private/Catholic/Public)
]	☐	Trails/Creeks
✈	☐	Member of Canada's Aviation Hall of Fame
—		Roadway
		Names for Future Uses
		Names in Use
		Gateway
		Esplanade

Urban Street Name

S O U R C E S

1.   On the Banks of the Athabasca River as I Remember it, by Ambrose J. LaBoucane

1.   Pass the McMurray Salt Please, by D. J. Comfort

2.   Guiding in Fort McMurray - Highlights at ... D. J. Comfort - Newsheet, etc.

3.   My Community - S. McDonald

4.   McMurray Courier, July 1, 1970

5.   A. Dickens - like Adventure, by D. J. Comfort

6.   Paddle Wheels to Bucket Wheels

7.   The Abasand Fiasco, by Darlene Comfort

8.   There is Still Survival Out There, by Fort MacKay First Nations-1994

9.   Athabasca Oil Sands, Ferguson

10.   Fort McMurray Historical Societys archives and photograph collection

11.   History of Council, October 31, 1992 (as taken from Council Minutes)

12.   Fort McMurray-Traditions and Contrasts, by Darlene Comfort

13.   Spreading Our Wings, Canadas Aviation Hall of Fame

14.   Acts and Procedures of the Seventy-Second General Assembly of the Presbyterian Church in Canada, Toronto, Ontario, June 5-13, 1946

15.   Putting down roots in northern Alberta, Fort McMurray TODAY, January 16, 1999

16.   www.wopmay.com

17.   www.fortmcmurrayhistory.com/timeline.htm

18.   www.suncor.com/OilSands/

19.   Hamilton, William B. (1978): The Macmillan book of Canadian place names, Macmillan of Canada, Toronto, p.340

20. Dorothy Dahlgren (1975): tales of the tarsands

21. The Lougheed Era; Alberta Report, July 8, 1985

22. Fort McMurray Progressing & Prospering; Alberta Report, December 14, 1987

23. Legislative Librarys archives, Edmonton

24. The Magistrates and Justices Act, The Alberta Gazette, July 31, 1965

25. Provincial Court Judges Act, The Alberta Gazette, June 15, 1988

26. The Canadian Encyclopedia, 1988 edition

27. www.encyclopedia.com

28. www.dictonary.com

29. www.assembly.ab.ca

30. www.gov.ab.ca

31. Canada's   Aviation   Hall   of   Fame
     https://www.cahf.ca/CUSTOMPAGES/907/MemberList.cfm?firstLetter=T

32. Try Alb. Hist. Rev. Winter 1974

Comments Received from Communications	
ALEXANDER, Captain Harvey	While traveling down the Athabasca River aboard a sternwheeler riverboat Canada's Governor General learned charts are ineffective ~~useless~~ in the north country's waterways. Captain Harvey Alexander and Pilot Modest Waniandy told why they pick their course as they went when Lord Tweedsmuir showed keen interest in why they took soundings over the side of the ship. Captain Alexander, a veteran of 32 years navigating in the Yukon, Alaska B.C. and the Athabasca River explained that the three mile-an-hour current scoured new channels through the fine mica and filled the old ones with sand. ****Used as Alexander Crescent – Fort McMurray***
ALLAN, Justin ♥ Memorial Playground	A young child who was accidentally killed while playing with a ~~gun~~firearm. Residents of Waterways requested the park be named in his honor, as a reminder ~~to all~~ of the importance of playing safe. ****Used as Justin Allan Memorial Playground – Fort McMurray***
ARMIT, Robert	The Armit family has been in the area and Fort McMurray since the early 1900s. Robert Senior was a trapper in the Bitumount area. Also, his son Robert Junior trapped in the same area. Mrs. Alice Armit assisted the Municipality in ~~negotiating with squatters~~relocating homes along the Snye ~~in relocating them~~ to ~~the mobile homes which were located to~~ the corner of Gordon Ave and Morrison Street. ****Used as Armit Crescent – Fort McMurray***
BLACKBURN, Brian	In September 1997, Brian celebrated his 20th year with OK Radio Group. He coached minor hockey, became Director, then President of the Fort McMurray Visitor's Bureau. President of the Fort McMurray Oil Barons; he was instrumental in keeping the team from ~~folding~~disolving by lending support to many organizations through his position at the radio station. He remains an avid supporter of Fort McMurray. ****Used as Blackburn Drive – Fort McMurray***
CHOW, WAYNE "Chow Street"	Long-time resident and businessman in the community. Operated a restaurant in the Oil Sands Hotel for some years (1959-65) before opening the New Town's first Dry Cleaners and Laundry. He also opened the first Jewelry Store in the Community. Wayne was active in community work being a Charter Member of the Kiwanis Club. He operated the Dry Cleaners and Laundry for approximately nine years before opening the Chow's Confectionery. He sold his business when he retired. He has donated money to MacDonald Island Park and ~~also~~ purchased a fountain for the water reservoir for the ~~golf~~ Miskanaw Golf ~~c~~Course. ~~The fountain can be found in MacDonald Island in the Summer.~~

COCHRANE, — Kenneth G.	Kenneth Held ~~seat on Town of McMurray's~~was a member of Council from October 1959 to October 1961. Re-elected in 1968 and resigned on September 10, 1970. Owned and operated Kens Transfer & Taxi and a restaurant in Waterways. ****Used as Cochrane Crescent – Fort McMurray***
COUTURE, Remi	Remi Moved to area in the early 1950s and worked on the riverboats. ~~The name was submitted by Bob Duncan.~~
CREE, Mr. & Mrs. — Julian Road Lane Place	Native Cree ~~Indians~~ Rightsholders of the Fort McMurray Band. He was born June 18, 1892; she, July 4, 1905. Lived in Fort McMurray all his life - she came from Fort Chipewyan as a very young girl. Lived in a home on the banks of the Clearwater.
DICKINS, Clenell? ✈— "Punch" Haggerston (Nick Name Snow Eagle) Close Drive	Clennell Haggerston "Punch" Dickins (January 12, 1899 – August 2, 1995) was a pioneering Canadian aviator. ~~Northern Native Americans~~Others called him "Snow Eagle;" ~~northern Europeans called him~~ "White Eagle;" _or~~while the press dubbed him the~~ "Flying Knight of the Northland." Clennell Haggerston Dickins was born in Portage la Prairie, Manitoba, and moved with his family to Edmonton, Alberta in 1909 when he was ten years old. The nickname, "Punch" came at an early age, reputed to be either when his brother, Francis, first called him Punch, according to Punch's son, John. Other reports say his maternal Aunt Nell dubbed him a ~~fat~~ little punch because his clothes wouldn't stay over his tummy. In interviews in later years, Dickins said he was not sure how he acquired the nickname, but admitted he had it longer than he could remember. Punch went to Peace Avenue school, a temporary school. In 1914 when he was 16, he enrolled in mechanical engineering at the University of Alberta but when war broke out he quit to enlist as an infantryman in the Canadian Army and served with the 196th Western Universities Battalion for one year as a company clerk. He was a Flying officer in the R.C.A.F. In the winter of 1928 left the R.C.A.F. and joined Western Canada Airways and in that year flew an experimental load of mail to Fort Resolution (1932 first mail brought in by air from Edmonton). On January 3, 1929, he landed 2 Western Canada Airway Fohker's at Waterways and made the first unofficial airmail flight to Fort Simpson and by the end of that year, a regular airmail contract had been granted to Edmonton's Commercial Airways.

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	In 1942 Dickins became Vice-President and General Manager of Canadian Pacific Airlines.
	Near the end of his career, Punch Dickins was honoured as a pioneer of Canada's rich aviation heritage. In the North, Punch was christened "The Snow Eagle" and "Canada's Sky Explorer." Punch Dickins was the second recipient of the Trans-Canada (McKee) Trophy in 1928.
	He flew until he was 78 years old. His death in Toronto, Ontario in 1995 marked one of the last of many First World War pilots who had shaped aviation in Canada.
	Used as Dickins Close – Fort McMurray *Used as Dickins Drive – Fort McMurray* * Used as "Snow Eagle Drive" after **DICKINS**, Clenell "Punch"
EYMUNDSON, — Charles "Charlie" & Sophia EYMUNDSON, — Romeo	Charlie and his wife immigrated to Canada in 1911, settling in Fort McMurray, immersing themselves in the trapping business. Charlie became a skilled bushman and a free fur trader in competition with the Hudson's Bay Company. His son was amoung the first white child to be born in Fort McMurray when the population of Fort McMurray was reported to be around 69, including 34 children *(unlikely that these figures included aboriginal people).* In 1924 he purchased a dilapidated, single-line telephone system, hung on trees. His family ran a battery-operated, local party line until 1958. Charles eventually retired to Camrose, Alberta, and died there at the age of 94 in 1966. Romeo, First white baby born in Fort McMurray (still lived in Waterways in 1970). His sister, Iona, was the among the first white females child born in the area. Following his father's retirement, he operated the telephone system in town until A.G.T. installed a full telephone system in 1958. *Used as Eymundson Road – Fort McMurray*
FRANKLIN, Sir John —	**(For whom Franklin Avenue was named)** Supply parties from Franklin's expeditions came down the Clearwater. Led the first visit by a non-aborignal by white men not connected to the to the fur trade down the MacKenzie watershed to Fort Chipewyan in 1819. Three times during the 1800s, Sir John Franklin passed through northern Canada in search of the "Frozen Ocean" (Pacific Ocean). In 1848, while searching for the polar sea, Sir John Franklin and his third expedition party, disappeared. *Used as Franklin Avenue – Fort McMurray*
GORDON, William — "Billy"	Horse owner and more importantly, Billy Gordon and his sister Christine established a trading post at Fort McMurray in 1898, next to the Hudson's Bay post on the east bank of the Athabasca River (where the Grant MacEwan Bridge stands today). In 1909, he became the first official

  GORDON, Christine —	postmaster in Fort McMurray. Christine Gordon was the first ~~white~~ ***caucasian*** woman who made her home at Fort McMurray. Other ~~white~~ ***caucasian*** women had passed through Fort McMurray, nuns, traders' and missionaries' wives, etc., but she was Hamlet's first permanent female resident. Young Scottish lady who arrived in Fort McMurray in 1898 and built her log cabin. She was the first ~~white~~ ***caucasian*** lady to settle in Fort McMurray around the turn of the century. Christine and her brother William opened a trading post in Fort McMurray. In opposition to the Governor and Company of Adventurers of England Trading into Hudson's Bay, she became a free trader. Around 1909 the federal government appointed her the Official Keeper of the Rain Gauge that had been installed in Fort McMurray. On his deathbed, Chief Paul Cree (his father was a McMurray) requested that his people find the tallest spruce tree on the banks of the Athabasca River and erect a lobstick to stand as a monument to Christine's friendship and dedication to his tribe over the years. This lobstick is not far out from Fort McMurray and has Christine's name carved in the Indian language. A lobstick is a living totem pole erected in honor of a person. It is tall spruce that has all its branches loped off except for the two at the very top, which are left as "wings" and are found on a high promontory above the river so everyone can see it. For half a century, Christine was a "diamond" in the Fort McMurray rough as she brought charm and the luxuries of the old country to an untamed frontier. She was known for her compassionate and kind ways and quickly won the respect of local aboriginals. The Christina River (spelled incorrectly) is also named after her. ****Used as Gordon Avenue – Fort McMurray***
PEW, J. Howard ♥/? **Also used in Prospect Pointe Subdivision**	He was the son of the founder of Sun Oil Co. Served as President for 35 years and then Chairman of the Board for 65 years. He devoted his life to the company founded by his father in 1886. Born at Bradford, PA, the USA on January 27, 1882, and died Nov 27, 1971, at the age of 89. Pew was a hard-working, wealthy philanthropist and at the time of his death, Sun Oil Co. had become one of America's top 12 companies. From 1963 until 1970, he guided Sun Oil Co. into the start-up of the GCOS, a Sun Oil Co. subsidiary. Because of Pew's interest in GCOS, he gambled his company's and his fortune on the financial backing necessary to make it go, overriding the objections of his Board. He was a man known for willing to take risks and during the depression, refused to lay-off his employees. He instituted the employee stock purchase plan in 1926. *(Prospect Pointe Subdivision – January 6, 2004)* ****Used as Pew Lane – Fort McMurray*** ****Used as J.HOWARD PEW MEMORIAL PARK***
POND, Peter ?—	Pirate or Philosopher? Peter Pond is one of the most colorful and

	controversial characters in northern Canadian history. He was said to be dreamy, violent and semi-illiterate; he fancied himself to be a philosopher. He had a violent temper and was implicated, but acquitted, in two murders. The son of a Connecticut shoemaker, Pond had very little schooling and was a soldier of fortune with the British at 16. Soon afterward he had the opportunity to compete against the famed Hudson's Bay Company by opening new fur-trading territories for the North West Company. In 1778
	he was the first caucasian ~~white~~ man to cross the Methye Portage and to see the Clearwater and Athabasca Rivers and Lake Athabasca. In 1778 he mentioned the oil sands in his journal. Built post on the Athabasca River near Lake Athabasca. Closed post in 1788 in favor of Fort Chipewyan. Pond opened the Nor'westers' richest territory, which included, the Fort of the Forks area (present-day Fort McMurray).
	On his first trip he traded everything he had, including the clothes off his back for the richest furs he had yet seen; so many that his canoes could not hold them all. The ~~Indians~~ Indigenous people told Pond of a wonderful river which flowed to the great ocean and he sat at his homemade table in weather so cold that the ink froze, and drew the first map of what is now the Northwest Territories. It was his dream to travel the river, cross the ocean and present the map to the Empress of Russia. Part of Pond's success in opening up new territories is credited to his excellent supply line; he was the first of the explorers to plan his camps and adequate supplies. The later traders and explorers owed Pond a monumental debt for developing the supply of pemmican. Only one of Pond's carefully and tediously drawn maps are in existence today; most of his journals were destroyed as waste paper. Peter Pond died in poverty in the east, after selling his shares in the North West Company to his original grubstaker for only 800 pounds.
	Used as Pond Crescent – Fort McMurray
	Used as Peter Pond Mall
WYLIE, William —	A Hudson Bay Company post Blacksmith at Fort Chipewyan in 1860 to the 1870s. It was also referred to Lot 14 (Presumably, it was William Wylie to whom Bishop Lucas referred when he claimed possession of this lot: "this Lot was a small portion adjoined the [Anglican] Mission Lot which I had (in an evil moment) lent to an old man many years ago when the land question was not acute")
	Used as Wylie Avenue – Fort Chipewyan
	Used as Wylie Place – Fort McMurray

Commented [ML2]: Don't know if the quote provides any knowledge/history. Recommends to remove

RURAL COMMUNITY STREET NAME

S O U R C E S

1. Anzac Contact Office

2. Conklin Contact Office

3. Fort Chipewyan Contact Office

4. Gregoire Lake Contact Office

5. Janvier Contact Office

6. Saprae Creek Office

www.fortmcmurrayhistory.com/timeline.htm

NOTE: Information was obtained by the Contact Offices from elders and long-time residents of the communities.

ANZAC

CHRISTINA, Christina —	A senior ~~n elderly lady~~ who was crippled and raised her grandchildren in the community in the mid-1900s, who lived in a log cabin where the skating rink is currently located (1998). When repairs were made to the concrete in the middle of the rink in 1997, the remnants of a log foundation were found. She was referred to as "Christina" only and also had Cree nickname of "Puttaleen". *Used as Christina Drive – Anzac*

Information Requested by GIS	
Rogers Crescent	Is a patronymic surname of English origin deriving from the given name of Roger commonly used by the Normans. OR No history available at the time of publication *Used as Rogers Crescent – Fort McMurray*
Ross Haven Drive	The Summer Village of Ross Haven is located approximately 80 kms northwest of Edmonton on the north shore of Lac Ste. Anne OR No history available at the time of publication *Used as Ross Haven Drive – Fort McMurray*
Ross Street	*Used as Ross Street – Fort McMurray*
ROSS, Donald —	Chief Factor at Fort Vermillion around 1874.
ROSS, Garnet J. —	Worked on the construction of the Alberta Salt Co. and later worked on the boilers. Arrived in Fort McMurray, spring 1925. Came here to trap. Helped construct (as above) and helped, 30 years later, to tear it down again. To supplement his income as a trapper, he worked as a forest ranger, fisherman, carpenter, miner and river man. He came west in 1923 on a harvest excursion run by the railways to bring farm help to the Prairies. He worked on farms and in coal mines until 1925 when he reached Fort McMurray. It has a 30-mile trapline scattered along the Thickwood Hills in the west of town.
ROSS, Mrs. Margare — **A.**	Secretary, the first guide company in Fort McMurray, Local Association, registered March 24, 1943.
Rosslyn Street	A neighbourhood in the city of Edmonton, Canada OR No history available at the time of publication *Used as Rosslyn Street – Fort McMurray*