



(Mississauga Heritage Foundation)

Part One 1820 - 1850

Richard Halliday - 1820

Richard Halliday hailed from Malton, Yorkshire County, England, on the north bank of the River Derwent. He came to Upper Canada (Ontario) in 1820 to reside in the bush land that would become the village of Malton. The area where Richard settled was Lot 11, Con. 6, East Hurontario Street (EHS), the 1821 grant of Joseph Price. There is no Halliday listed in the Land Registry papers, so he probably was a squatter and then rented or his purchase was not registered, which happened quite often in the early days of the pioneers.

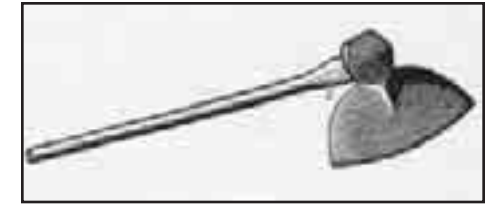
Richard is said to be the founder of Malton, which was named by him for his England homeland. He was Malton's first blacksmith and remained so until he retired. He is remembered as "one of Malton's most notable early settlers."



▲ Early Roadway
(Oakville Historical Society)

With the New Survey just being opened to incoming settlers, there were no real roadways to speak of, just densely wooded surroundings with towering trees and thick underbrush everywhere.

IT WAS A CHALLENGING time for the pioneer, who only had an axe, saw and a cradle type scythe as his means of completing the enormous task before him. The trees had to be felled and the underbrush cleared and burned, to make



▲ An Axe
(Oakville Historical Society)

way for the construction of a suitable abode for the family to live in. The tree trunks would go into building a cabin and the branches for a rail fence that would secure the perimeter of the property and for fire-



▲ Working with a Cradle
(Region of Peel Archives)

The lady of the house and children would plant the garden, for vegetables and wheat were the staples of the household. It was no doubt a satisfying feeling of accomplishment when all this work was completed.

After building a suitable house for his family, Richard added a building for his blacksmith shop. The Village Smithy was an essential part of the community. In the days when horses were used to pull wagons and

wood as the house was only heated by a fireplace.

When this was accomplished the unsightly stumps would be worked around until there was time to pull them out with a team of oxen. The stones that littered the property were gathered and used in the building of a chimney and for the walls of a well.



A Rail Fence ▶



(Association of Mouth and Foot Painting Artists)

4

carriages and for pulling plows in the field, they had to be fitted with metal shoes that fit properly and did not injure the horse's hooves. So the local farmers utilized the blacksmith's services to keep their horses functioning properly to do the work required of them. Many of Richard's hours were also spent making tools that he and his neighbours would require for gardening, such as harrows, sickles, ploughs, rakes and hoes.

Richard also operated an Inn, of which Malton had two in the early days. The other belonged to Thomas Mulholland, who ventured into the operation of an Inn and Tavern on the south half of Lot 10, west of Sixth Line (Airport Road). After a few years, as the Malton community expanded, they would also have competition with James Heydon and others.

The frame Inn Richard put up was to accommodate the settlers who had to travel from distant communities such as Orangeville as they headed to York (Toronto) for supplies. They would stop over during their trip, stable their horses and enjoy a good night's sleep on a feather down mattress in a small austere room with only a chair, a dresser, a bowl to wash in and a pitcher of water.

As Richard plied his blacksmith trade, others moved into the small community he had founded, storekeepers, clothiers, cobblers, wagon makers, and hotels, until Malton was flourishing.

His son, Richard, who had been born in 1809, took to his father's trade of blacksmithing and would continue until his death on May 27, 1876. He is the only Halliday buried at the Grahamsville cemetery. Son, John, would take over his father's Inn. When John Lynch recorded Toronto Township's residents in 1873, John was still handling the Inn on Lot 10, Con. 6, EHS.

Although little information is available on Richard Halliday, he is recorded every time someone puts pen to paper to write about Malton's history. He is immortalized constantly for being the village's founder.



Malton, England

(Malton Mercury)



Malton: farms to flying

The Blacksmiths - 1820

The first blacksmith in Malton was Richard Halliday, who was the first resident pioneer. So in these early days, with only a few settlers, there was little business. But as new people arrived, the convenience of a blacksmith was indeed appreciated. During these initial years of settlement – the days of the horse and buggy – a blacksmith was a vital part of the community. Richard's business was brisk as the farmers took advantage of his trade.



▲ An early Blacksmith Shop
(The Mississauga Library System)



▲ Blacksmith Shop Interior (Region of Peel Archives)

THEY TOOK THEIR HORSES TO BE SHOD AND TOOLS TO BE sharpened or repaired. To shod a horse, it cost 14 shillings (\$1.75, with York currency being 12 1/2¢ to a shilling). For sharpening implements such as a harrow used for plowing, he charged 1s (approximately 13¢), plow irons, 2s (25¢), firing (making) plow irons, 3s, 6d (42¢), sharpening shears, 2s, 6d (29¢). In these early days, before money was plentiful, there was a lot of bartering done. On many occasions, the blacksmith would receive wheat, barley or potatoes in trade for services rendered.

For the first 30 years, the village still only had one blacksmith available. But as prosperity reared its welcome head, by the 1850s, the Village of Malton would see three blacksmiths plying their trade, Joseph Foster, Hugh McCourt and William Finch. Joseph Foster had his blacksmith shop on Sixth Line (Airport Road) near the four corners and he also operated a woodworking shop. There was a farm behind his shop and there were always three Jersey cows in the pasture. On March 29, 1866, he lost his 20-year-old wife, Charlotte, and on

June 23rd, his four-month-old daughter, Hannah Jane. They are buried in the King Cemetery at Mount Charles. Joseph Foster also had a carriage works. It was purchased by Hugh McCourt and he was still operating it in the 1900s when the automobile made its presence known and carriages became passe as transportation.

John Galbraith started a blacksmith shop in Arnold Muir's woodworking shop in 1907. He worked at blacksmithing until 1928, when he moved his family to Weston.

In 1945, William Martin came

to contribute his blacksmith trade for the Malton residents. He had come to Canada in 1900 at age eight with his parents, James and Flora Martin, and siblings to live in the city of Toronto. There had been over 300 years of blacksmiths in his family and so, his father, who had been a certified blacksmith in England, set up shop at Runnymede Road and Dundas Street, charging \$20 for shoeing a horse.



▲ James and Flora Martin



▲ Joseph Foster's wife's Gravesite (Kathleen A. Hicks)

As teenagers, William (Bill) and his brother, Ernie, were taught the blacksmith trade. The brothers started a blacksmith shop in Meadowvale Village in 1932, which they worked at until 1939 when World War II began. Then William, built a house in Malton and moved there and he and Ernie started work at the National Steel Car Company, then Victory Aircraft building airplanes.

After the war, Ernie returned to Meadowvale and William stayed in Malton. Ernie and his son, Howard, eventually made elegant carriages when blacksmithing waned. His blacksmith shop is still on Second Line in Meadowvale Village. (Their story is in *Meadowvale: Mills to Millennium*.)

When farming in the area began to decline, following the end of the war in 1945, Bill turned his talents to doing ornamental iron work. He also converted wagon wheels to rubber tired wheels. So, he can be considered as Malton's last blacksmith. Bill retired in 1979 and his son, Ronald Martin, who had been born in Meadowvale in 1939, took over the shop. Bill passed away in 1992. Ron is still operating out of the building at 60 Hull Street, where his father plied his blacksmith trade, only these days he works under Ron Martin's Welding with his son, Bill.



▲ Bill and Jack Martin



▲ Bill's Children



Building the Blacksmith Shop, 1945
Still standing, 2006



▲ Former Muir's Woodworking Shop/Galbraith Blacksmith Shop
(Region of Peel Archives)



▲ The Martin House,
1939

◀ Before and After ▶



▲ Bill Martin and Family

(Photos courtesy of
Ron Martin)

The Martin Family ▶
1944



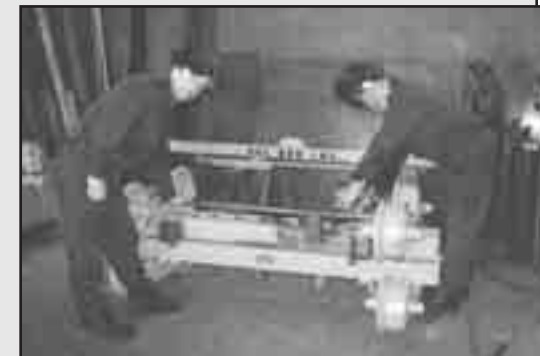
▲ Ron and Bill Martin



▲ Martin's Welding Shop, 2002



▲ Ron Martin's Welding, 60 Hull Street, 2006
(Kathleen A. Hicks)



▲ Bill and Ron Martin at Work,
2006

INFORMATION

Currency evolved in Canada with the usage of coins from different countries around the world. In 1763, the British administration tried to establish an evaluation of the various coins in circulation. The Spanish dollar in Nova Scotia was worth 5 shillings. In the colony of New York and Montreal, it was 8s. These two ways of rating became called York, or New York, and Halifax currencies. In 1796, Acts of Legislation passed by the Upper and Lower Canada governments made Halifax currency the standard of the country and it remained so until 1853, despite attempts to change it. York currency, however, continued to be used in Upper Canada until 1821 when it was demoted as legal tender. Despite this, in the rural areas, it remained a popular unit of account as the French livre did in Lower Canada. Halifax currency was \$4.00 to the pound and York currency, \$2.50 (12 1/2¢ to a shilling, 18 pence [d] to a shilling). Because Toronto Township was a rural area, York currency is used throughout this book series.

The Townley family - 1820

James (b.1789, d.1830) and Ann (1785-1865) Townley had arrived in York (Toronto) in 1819 with their son, Adam, who would become a Primitive Methodist minister. He received his licence to solemnize marriages in 1838. James bought 100 acres (40 ha) of Lot 13, Con. 6, EHS, in the Malton area on January 18, 1820, for £82 (\$165), from Timothy Street, the founder of Streetsville. As soon as spring arrived, the Townleys made their way to their property and James commenced to build a house. Their sons, George and Henry, and Henry's wife, Elizabeth, arrived in Malton in 1821 from Lancastershire, England, with the Henry Brocklebanks. Henry Brocklebank's wife, Elizabeth, was James and Ann's daughter. Henry and Elizabeth were not blessed with children.



▲ An Early House and Barn (Ministry of Transportation)

UPON THEIR ARRIVAL, HENRY BUILT A LARGE SQUARE-shaped house and barn to suffice until he could construct a larger dwelling. Henry and George would eventually start a dairy business.

The winter months of Upper Canada were extremely cruel weather-wise and one had to be tenacious to endure the discomforts that nature could inflict. The thermometer often dipped well below freezing.



▲ A Pioneer Kitchen (Randall Reid)

10

The biggest part of a pioneer family's daytime hours were spent trying to survive the penetrating cold. The man of the house had to keep the fire ablaze throughout the night so the occupants would not freeze to death.

When the high winds came, drafts were felt from everywhere as the logs of the wooden house reacted to the severity of the season. When it snowed, it invariably found its way indoors to settle where blown. It was not out of the ordinary to see icicles hanging from the rafters either.

No matter how one tried to keep warm, the cold persisted. Even with extra clothing, it was a lost cause. The only comfort was to curl up in blankets and quilts on the downy tick mattress that brought about heavenly oblivion.

Though the cold was a problem, the winters were a sight to behold. On sunny days, when the snow clung to every branch and tinged every bush, an incredible wonderland sparkled before the appreciative eye. When they had freezing rain, it was even more spectacular.

Henry's winter duties consisted of keeping a supply of wood in to feed the incessant appetite of the fireplace and shovelling pathways so he could tend his meager stock that was housed in a makeshift shed. There was little else to do. The evenings would be spent sitting before the fire, reading the Bible or having a neighbour family in for supper. There might be a dog or cat for extra company.



▲ Ploughing the fields

(Artist, Vernon Mould)

James and Ann had another son, Martin, in 1822, then James passed away in 1830 and was buried in the Shiloh Cemetery at Grahamsville. Martin would purchase Lot 14, Con. 4, EHS, on January 29, 1851. In 1857, he bought a lot of 14 perches (a perch is a square rod or 30 1/4 sq. yards) in Malton from George Blain for £50 (\$125). He died on November 2, 1860, at age 38 years. Ann died on June 12, 1865, and was interred with her family.

Very little has been recorded about the Townleys, and Martin is the last to be registered in the Land Registry papers in 1861 and no sales are recorded. They are not listed on the properties mentioned in the 1877 *Historical Atlas of Peel County*.

Townley Gravesite at Shiloh Cemetery (Kathleen A. Hicks)



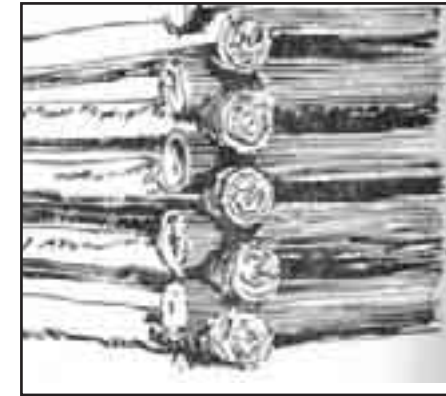
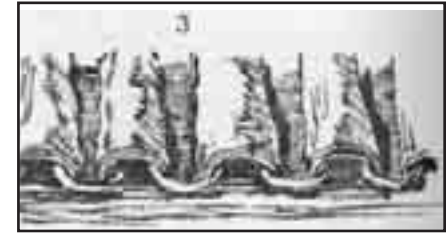
The Tomlinsons - 1820

JOSEPH (b.1780, d.1834) AND MARY PARNELL Tomlinson (1780-1852) arrived in York (Toronto) in June 1819, from Melbourne, Derbyshire, England. They had been married since September 22, 1806. Joseph's land petition was dated August 25, 1819. They came to the Malton area in August 1820, to claim Joseph's land grant, 100 acres (40 hectares), east half of Lot 10, Con. 7, in Toronto Gore Township. He and Mary had eight children when they arrived, Mary Ann (1807-1832), Samuel (1809-1867), James (1810-1898), Eliza (1811-1849), Maria (1814-1840), John (1816-1899), Sarah (1817-?) and Jane (1819-1834). Son, David, was born a year after they were settled.

Joseph was a carpenter by trade and so he knew all the fundamentals of constructing a cabin. Using the logs from the trees he cut down, they were usually assembled into a 16 foot by 20 foot (4.8 metres x 6 metres) rectangle requested by government standards. But in Joseph's knowledgeable case, he probably put up a much larger dwelling. Once the roof was on, the door and windows were cut out and the crevices between the logs of the cabin walls were filled to prevent drafts.



▲ A Malton Cabin
(Region of Peel Archives)



▲ Roof and Log Examples
(Vernon Mould)

There were two ways of doing this task: wood chips could be wedged into the area and then covered with brown paper or a mixture of clay, mixed with water for a thick consistency, and wood chips could be used, which was more durable. Quite often the floor was left with the earth surface until the settler had time to saw his logs into boards and install them. This required two men to operate the saw and it was a slow, tedious procedure. Blankets or oiled paper were put over the windows until glass and putty could be purchased.

With his family settled in their new home with their meagre belongings, Joseph lent his talents to wood-crafting and this ingenious flare for carpentry brought about the furnishings required.

Once Joseph had completed his settlement requirements set out by the British Government, he and a neighbour would make a trip into York (Toronto) where a certificate would be signed and witnessed to the fact that Joseph had indeed completed his settlement duties: to build a cabin 16 feet by 20 feet; to clear and fence five acres (2 ha) of land; to clear the roadway in front of the property; and to present a signed and witnessed certificate as proof. The oath was then carried out before William Allan, collector of customs and Home District treasurer and one of His Majesty's Justices of the Peace. If the certificate was not filed within eighteen months, the land could be forfeited. No man in his right mind, who had received such a gift as a free grant of land, would not comply with the government's laws. Those who did not come to reside on their grant, would hire someone to carry out their duties, then lease the property. Others would sell the acreage and make a fine profit. Either way, what a blessing to be bestowed upon a man and his family and what a wonderful start to a family's life.

When Joseph had settled his family in their new homestead, he commenced to helping incoming families build their houses and barns. As his family multiplied, Joseph constructed a more substantial frame house for his growing family.

Joseph passed away on May 20, 1834, and Mary was left with the farm. When she died in 1852, David was her heir and inherited it. He had married Isabella Weir (1825-1909) of Toronto Gore on March 18, 1847, in Chinguacousy Township. They had Joseph in 1848 and he died at five days old. When they had their second child in 1850,



▲ The former David Tomlinson/Johnston House, 18 Scarboro Street
(City of Mississauga Community Services)

they also named him Joseph, then John (1853-1929), David Henry (1857-1860), Charles (1859-1928), David Samuel (1861-1932), Christine (1864-1904), Isabella (1866-1941) and Frederick (1872-1964). David was

politically inclined and served as a Toronto Gore councillor, 1860-1867, and reeve, 1868-1869.

David extended his farm acreage by purchasing 100 acres (40 ha) of Lot 9, from William Jackson in 1879 for \$2,700. The Grand Trunk Railway ran through this property.

In 1884, David purchased village lots 378 thru 382, part of Lot 11, Con. 6, EHS, from William Blanchard, which was the original 1821 grant of Joseph Price. The property was in the village of Malton. He sold some property to his son, Joseph, who was a carpenter, and they planned on constructing adjacent houses. Joseph had just married Josephine Jackson (1857-1924) in 1882 and they would have five children. David's house was an elegant two storey homestead of Gothic Revival style, L-shaped and sported proudly its dichromatic brickwork, steeply arched three-sided bay windows and gables and barge boards as part of the eaves. Unfortunately David passed away on July 9, 1884, before their houses were finished. His widow, Isabella, inherited the house and moved there upon its completion. Her sons, John and David, leased the family farm. Upon Isabella's death in 1908, David and Frederick Tomlinson purchased the house. In 1926, Fred acquired ownership of the house and David died in 1932. Fred still owned David's house when he died in 1964. Margaret Breen



The former Joseph Tomlinson House
16 Scarboro Street
(Mississauga Library System)





▲ *Mary Tomlinson's Grocery Store* (The Malton Pilot)

purchased it, then the Vasilaros family bought it. The house is still in existence and is located at 18 Scarboro Street.

Joseph's house was completed and he passed away in 1900. Down through the years, several families have resided in Joseph's house. The Tomlinsons owned it until 1903. It passed through a succession of owners until Francis and Annie May Lewis Johnston bought it on August 1, 1944, from Edith Chester. The Johnstons, who had arrived in 1821, and Lewises were long reigning Malton pioneers. Francis passed away in 1951 and Annie busied herself with her favourite hobby, crafting quilts that depicted many Malton scenes. One popular one was on the Callithumpian Parade, an annual Malton event in the early 1900s. She lived to a ripe old age and outlasted her husband by 36 years, living until 1987. The Tomlinson/Johnston house is still a residence at 16 Scarboro Street.

John's son, John Ernest (1883-1928), who was a contractor, became a general merchant in Malton in 1918. His grocery store drew a clientele that made his business prosper. He was a liberal and he and his wife of one year, Mary Wilson, attended the Malton Methodist

Church. They had one son, Donald, who was born in 1922. When John died in 1928, his parents, brothers, David and James, and three sisters still lived in Malton. Mary and her son continued the business at the four corners and added coal and cement to the inventory. At age 17, Donald ran a local cartage business that included work with Air Canada.

David and Isabella's grandchildren, by son, John and Isabel Malcolmson, David Frederick (1879-1970), Ethel (1885-1967) and Leah (1893-1970), resided on grandfather David's farm until 1950 when it was sold to Orenda Engines Limited. They were allowed to live in the farmhouse on an acre (0.4 ha) of land for the remainder of their lives. When they had all passed away by 1970, Donald Tomlinson, son of John Ernest and Mary, leased the house for a year from the City of Mississauga and resided there with his wife, Margaret (1925-2005), whom he had married in 1945, and daughter, Lori, who was nine. They left in June 1971, then the house was demolished. Don now resides in Brampton. That made for five generations of Tomlinsons to have lived in the house that the first Joseph had built. His property became the location of a Hawker-Siddeley plant and Wildwood Park.



▲ *16 Scarboro Street, 2006* (Kathleen A. Hicks)

The Shaws - 1821

Samuel and Margaret Shaw arrived from the Sligo area of Ireland in 1821 to take up land in the Malton area. They had six children, Jane, Catharine, Mary Anne, Robert, James and Arthur (1824-1872). Their 200 acre (81 ha) property, the south half of Lot 10 and the west half of Lot 11, Con. 8, Toronto Gore Township, would eventually be situated north and south of Derry Road.

After Samuel had felled the trees and cleared the area, he constructed a cabin. Some pioneers stripped the logs of bark to resist rotting from the accumulated moisture of the seasons. Others left them intact.



▲ Cabin on a Creek (Ministry of Transportation)

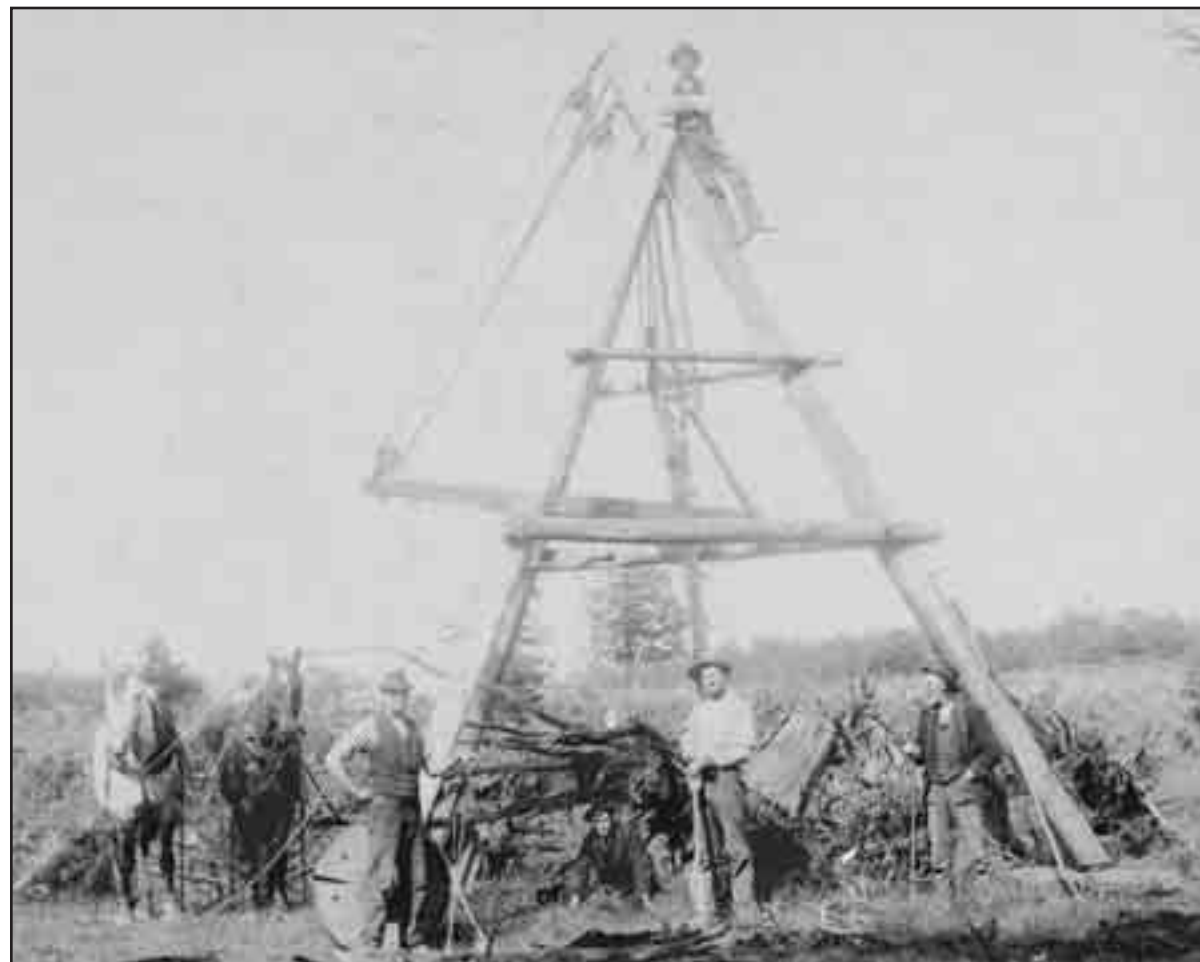


▲ The Shaw Family

THE LOGS WERE NOTCHED AT THE ENDS, THEN FITTED together at the corners into the government stipulated 16 by 20 foot rectangle (4.8 m x 6 m). After the structure was erected to ceiling height, the door and windows were cut out with an axe. A ridge pole and rafters were formed for the roof with wooden troughs from the ridge to eaves that allowed precipitation to run off. Some cabin roofs were boarded and covered with wooden shingles.

Once the family occupied their new home, they mostly had one or two rooms. A simple cabin was an austere gigantic one room rectangular shape that served as kitchen, living room, bedroom, and even church. It would have an essential stone fireplace that monopolized the room. It was the heart of the abode where all family activity would take place and it would have a swinging crane, where a cast iron kettle would always be boiling water. A bellows would be on a nail on

the wall to fan the flames of the fire. Logs would be piled beside the fireplace so a fire could be constantly fed, day and night. The floor was sometimes just the earth surface or a layer of boards. The cabin walls were of logs with a clay filling between to keep out drafts. The windows would be covered with blankets or oiled paper until glass and putty could be purchased. Whale oil lamps were on the walls at eye level, so they could be easily reached to be lit by chemical matches, which had been invented in 1781 in France. They were used until kerosene was discovered in 1846 by Doctor Abraham Gesner of Nova Scotia. Lighting a fire, lamp or candle was made easier when the friction match was invented in 1827 by chemist John Walker. Joseph's efforts followed an American Colony style, inherited from the early English settlers.



▲ *A Stump Puller* (The Lush Collection, Region of Peel Archives)

Other Irish families, the Walkers and the Blacks, arrived as well as a few relatives and the Shaws welcomed them warmly, keeping them in their home until they got settled on their own land. Anthony Black had the west half of Lot 10, Con. 4, EHS, and 50 acres (20 ha) of Lot 10, Con. 3 in King's Corners, later called Mount Charles.

In the early days of settlement, Indians had often camped on the

Shaw property, where a creek, a tributary of the Humber River, meandered through. They would catch fish and then trade their cache for medicines and other necessary items. Years later, arrowheads were often ploughed up in the spring. It took years to clear the land and

get all of the tree stumps pulled up and burned. In the latter part of the 19th century a stump puller rig was devised, which made this job much easier.

As the years passed, Samuel's farm prospered and he was able to build a larger, more substantial house for his family and a barn and outbuildings.

Samuel's son, Arthur, took over the family farm on the south side of Derry Road, and sons, Robert and James, part of the farm on the north side. When Robert became involved in the Malton Primitive Methodist Church, he took on a position of one of the first trustees. He was also superintendent of the Malton Sunday

school, a trustee of Sharon Methodist Church and a member of the committee of Etobicoke Primitive Methodist Church Circuit. James became a contractor and moved to Toronto where he constructed houses on Hazelton Avenue.

Arthur married Sarah Walker (1825-1890) in 1845 and they had eight children, Mary Jane (1846-1934), Eliza (1852-1933), Samuel



◀ The Shaw House and Barns ▶

(1855-1932), James, 1857, Louisa, 1859, Robert Edward, 1861, Isabella (1864-1894) and Martha Matilda (1873-1930). Samuel was the first baby to be baptized in the Burlington Street Church, which became the Trinity United Church.

Arthur and Sarah's son, Samuel, married Martha Piercey on January 11, 1882. Reverend John Dennis carried out the nuptials with Robert Edward Shaw and Sarah Piercey as witnesses. They had Lella Ada, 1885, Arthur James, 1887, Herbert Piercey, 1891, and Samuel Albert, 1893. Samuel raised peacocks that used to rest in the spruce trees on the farm, which was quite a sight to behold.

Lella wed Mathew Clarkson on December 12, 1906, and Arthur James married Florence Johnston on September 28, 1921, and had a daughter, Norma. Herbert took Lillian Mae Hostrawser as his bride on December 17, 1919, and they had one child, Keith who was born on July 25, 1921.



▶ Herbert and Mae Shaw

The Malton area successfully grew a lot of fine seeds namely red clover and alfalfa. For a few years in the early 1920s, a large quantity of alfalfa seeds was harvested. In 1923, Herbert Shaw and Joseph Sheard won Grand and Reverse Championships for alfalfa seed at the Royal Agricultural Winter Fair,

which had started in Toronto in 1922. The Dominion Department of Agriculture purchased the alfalfa seed to put on an exhibition at the British Empire Exhibition in London, England.

Arthur and Herbert were the last members of the Shaw family to farm the Shaw land. Arthur farmed until he retired in 1951, at which time he sold 103 acres (41.2 ha) to David Lesser. Herbert farmed until 1954 on property he had purchased in 1912 that he called Gorewood. Herbert sold 95.5 acres (38.2 ha) to Samuel Black, who built Westwood Mall. Their farms were used by the developers of the Westwood subdivision. The Gorewood farmhouse was left standing on a few acres (hectares) and they resided there along with son, Keith.

Keith was the last descendant of the prominent Malton family. He was one of the participant's in compiling the Trinity United Church's "Malton Memories" booklet in 1981. When he sold the family home,

he held an auction. Some of the items were: seven pigs @ \$19.50 each for \$126; eight pigs @ \$12 each for \$96; a sow and piglets, \$140; an O'Leary grey horse for \$186. Herbert Madgett bought a wagon for \$40 and a Mr. Johnston purchased two cows for \$175 and \$137. Keith passed away from cancer on April 20, 1996, and was buried in the Brampton Cemetery with his parents.

What was left of the former Shaw farmland was at the northeast corner of Derry Road and Goreway Drive, which was named for Herbert's farm. The house is long gone and Longo's and Westwood Mall now occupy the area.



▲ A young Keith Shaw



▲ Gorewood House. Inset: Keith Shaw

(Photos courtesy of Randall Reid)

STATUTE LABOUR

In 1793 the British government introduced “statute labour” whereby landowners had to put in 12 days of labour on roads and bridge building in their community per year. The men had to perform statute labour by maintaining the roads in front of their farms. Because the pioneers were responsible for keeping the roadway clear in front of their homestead, the roads of the first quarter of the 19th century were almost impassible. As the province matured and required more work, the statute labour laws were expanded to include jury duty and community involvement.

The York (Toronto) government controlled the Home District, of which Toronto Township was under its jurisdiction, and the men had to take part in the Court of General Quarter Sessions and served on the juries they were called for, which required trips into York. They also had to carry out jobs assigned to them, such as assessor, fence viewer (supervise the erection and repair to fences along the highways) pound keeper, town wardens, collectors and overseer of highways. Justices of the Peace were assigned by the Home District Court to handle marriages, minor misdemeanors, small debts and trivial disputes. Several were assigned to each Township and one was given the distinction of being chairman in charge.

Little was accomplished on the roads of Upper Canada and so in 1804, the government began to contribute funds to build roads. Also in 1804 many changes were made to the statute labour laws. Down through the years, the statute labour laws were amended to allow people to hire others to carry out their obligation or visit the local magistrate and pay a fee in lieu of the work. The practice of statute labour was abolished in 1948, and then these jobs became paid positions.

It took 100 years of planning and work by the Toronto Township Council before it brought about the satisfactory roadway system we experience today.

The Brocklebank Family - 1821

HENRY HUDDLESTONE BROCKLEBANK

(b.1791, d.1861), immigrated to Upper Canada from Cumberland, England, in 1821. He and his wife of two years, Elizabeth Townley (1794-1841), who was from Lancastershire, and their baby daughter, Martha (1819-1888), settled in the Malton area. Elizabeth's brothers, George and Henry, and Henry's wife, Elizabeth, accompanied them.

Henry rented a farm and built a crude root shelter from the upturned roots of pine trees. The family lived in this makeshift abode for three months while Henry constructed a log cabin and a supplement shed.

Henry had carried barley seeds in his coat pockets from his homeland and as soon as he cleared his land well enough to plant, he put the seeds in the fertile earth and watched over his future crop with the excited heart of a true farmer. An apple orchard was planted, also from seeds. In these early days, they ground wheat in a coffee mill to make flour for bread. The baking was done this way for their first Christmases in Upper Canada. When Henry harvested his first crops, his farm became prosperous as he planted more seed and put more land under cultivation.



▲ A Malton Log House

Henry and Elizabeth had Margaret in 1822 (d.1897), Elizabeth (1824-1908), Townley, for his mother's maiden name (1826-1897), James (1829-1901), William (1832-1915), Richard (1834-1911) and Robert (1836-1880). With no school available for his oldest children, Henry, who had received a good education, taught his children at the kitchen table until a school was available in 1828. They also held church worship services in their home.

The man of the house would build all the furniture, which consisted of a table, four chairs, and a double bed with a trundle bed underneath that could be pulled out for other family members. The pieces



▲ Man's duties - Cows

usually leaned towards the American Colony style brought over by early English settlers from the homeland.

The duties of the man would consist of tending the animals, weeding the gardens, using a cradle scythe to keep the weeds around the house down, clearing the pathways in winter and keeping the wood stocked to feed the incessant appetite of the fireplace, as well as killing a cow or sheep or pig for

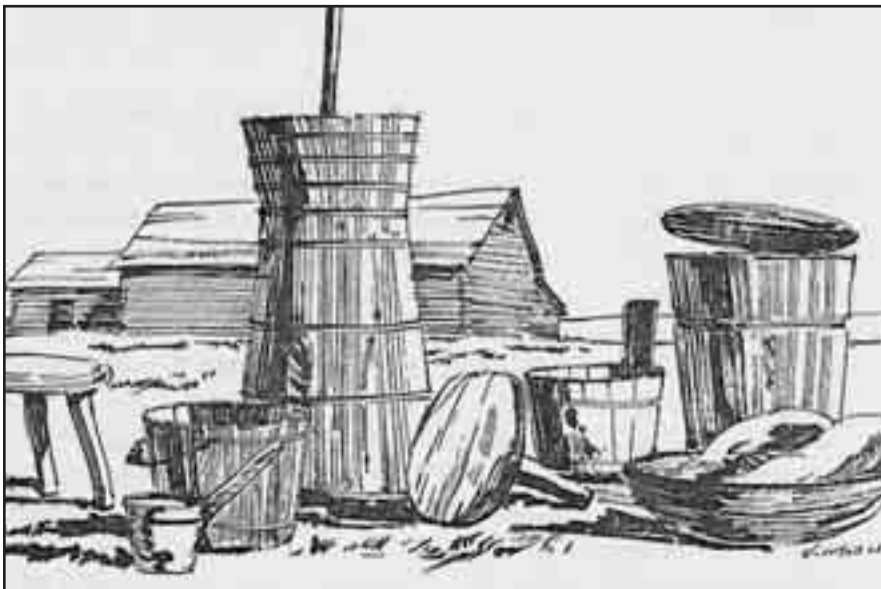
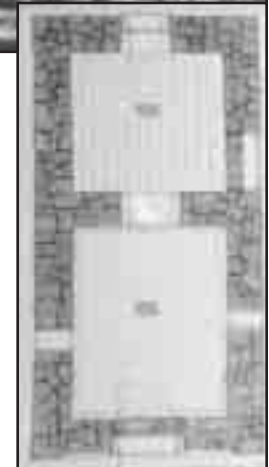
the meat to sustain the family. He often had a stone smokehouse to smoke the pork. He also gathered the vegetables and fruit as they

matured, and they would be stored in the cold cellar throughout the winter, which sometimes was just a deep hole at the side of the house with a board cover. He had to put up outbuildings as required, keep his tools sharpened, horses shod, make extra furniture as his house had additions added, and numerous other activities to sustain the livelihood of his family.



▲ A Smokehouse and Floor Plan

(Professor Gary Crawford Collection)



▲ 19th Century Dairy Equipment (Artist, Vernon Mould)



▲ Woman's duties - Baking Bread (Toronto Telegram)

The woman's duties were enormous as well, as in these early days the conveniences we take for granted were not available to the pioneer wife. She had to make everything from scratch such as clothing, bedding, bread, soap, candles, soup, preserves and entire meals. Soap was made from equal amounts of grease, wood-ash and lye. Candles were made from melted tallow, which was animal fat. Soup was made in a cast iron cauldron over the fire and bread in a stone oven at the side of the fireplace. So the settler's days were full and productive.

Around the farm, a Brocklebank family story reveals that, "wild pigeons and deer were pests in those days and bears kept upsetting the salt pork barrels."

Henry was involved in the 1837 Mackenzie Rebellion that took place in December. He had to go into Toronto with the Militia to drill and prepare for the attack on Toronto. His 11-year-old son, Townley, managed the farm in his absence. The young lad's worst fear during that obligation was driving the oxen to the mill to have the wheat ground. It was a swampy, rough trail with dangling branches from the trees to thwart his journey.

As time passed, their main crop became wheat and in the 1840s, Henry transported his crop of grain to the Howlands' Lambton Mills to be ground. He used his team of oxen and cart for the task. He and other farmers set up camp alongside the mill to spend the night and they would pick up their flour the following day.

The Brocklebanks made mud bricks, then red bricks and it became quite a lucrative business. Their bricks were used in several buildings throughout the Malton area, such as the Trinity Methodist Church, the Harrison Methodist Church on Torbram Road and the Richview Methodist Church. They were the first farmers in the area to purchase a reaper. Townley had sent to the Cleveland manufacturer for one and had it shipped by rail. In 1841, Elizabeth Townley Brocklebank passed away at 47 years of age.

The Brocklebank children married into the Tindale, Jaffary, Brown, Garbutt, Ward and Hewson families.

On February 4, 1842, Henry purchased 200 acres (81 ha) of Lot 12, Con. 6, EHS, from Kings College, located north of Malton Village, and started farming his own land. Henry sold 5.2 acres (2.1 ha) for £66 (\$165) to the Toronto-Guelph Railway on April 25, 1853. According to the 1877 *Historical Atlas of Peel County*, Townley Brocklebank owned this property, as Henry had died in 1861.

On December 7, 1848, Townley, married Mary Brown (1829-1925), who had been born in Malton, England, the daughter of Robert Brown. They had John (1850-1942), and George (1851-1915), who were born in their grandparents' house on Lot 12. Townley was a successfully productive farmer and farmed his land as he had learned through working with his father since a very young age. He also was community-minded and was a trustee and steward of the Malton Primitive Methodist Church. Their other children were: James (1853-1895), Robert (1854-1933), who married Elizabeth Matilda Howson, David (1855-1934), Elizabeth (1858-1925), Mary Jane (1861-1864),

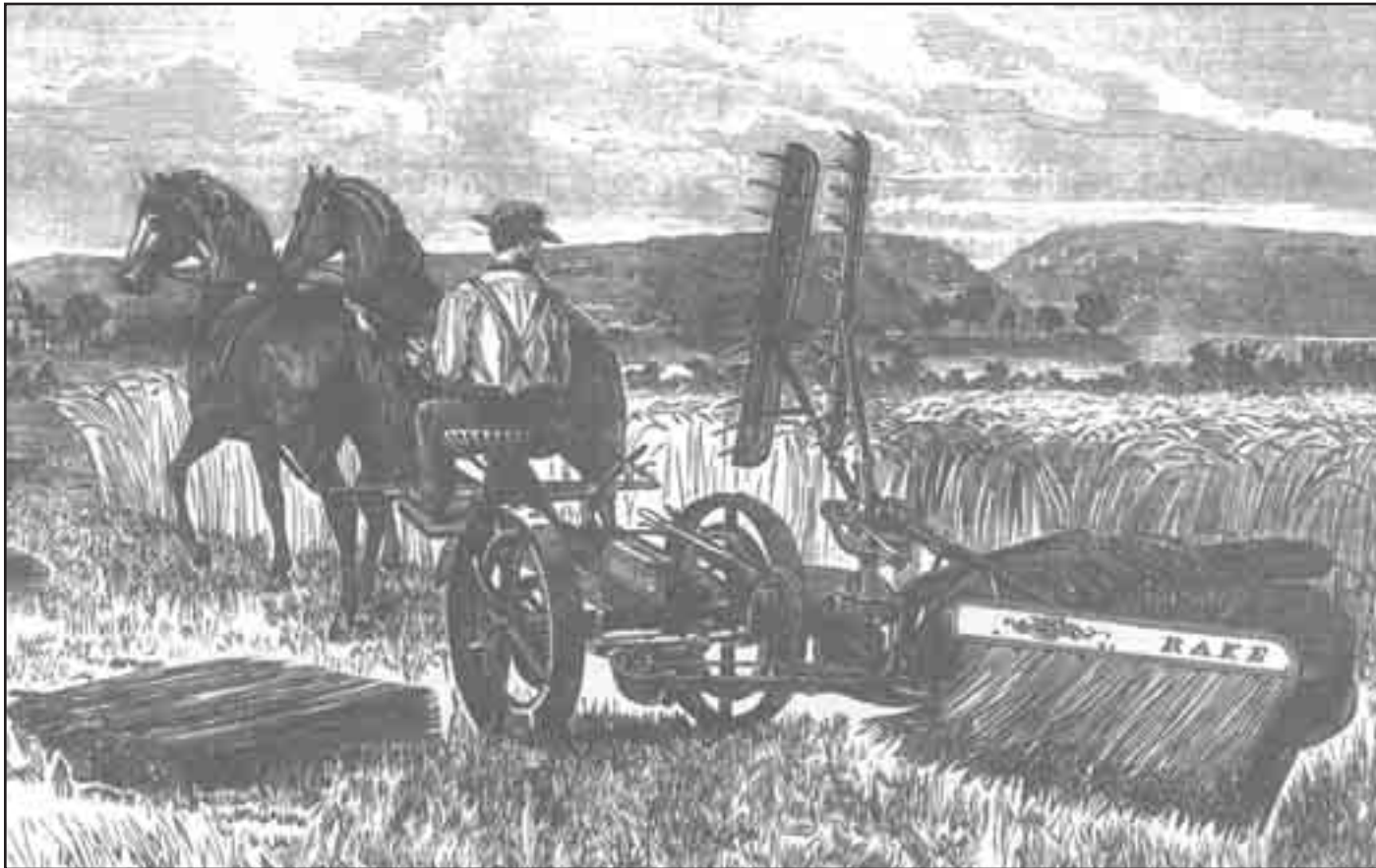
William (1863-1943), Mary Jane, 1866, Martha Annie (1868-1962) and Henry (1871-1941).

Townley also owned Lot 1, Con. 6, which was purchased on December 24, 1884, from John Trueman, and 200 acres (81 ha), Lots 13 and 14, Con. 6, in Bruce County that he bought in 1882 and 1892. He passed away in 1897, leaving quite a legacy. The last Brocklebank entry in the Land Registry papers is by a Glover Brocklebank on May

17, 1967, with the sale of the original family's Lot 12, Con. 6, to Louis Sekyrka.

In 1952, the seven-room, red brick Malton Public School was constructed on the Brocklebank farmland on the west side of Airport Road.

The Brocklebanks are buried in the Brampton Cemetery.



The Brocklebanks were the first farmers to own a Reaper

Samuel Moore - 1822

Samuel Moore (b.1799, d.1871) arrived in Toronto Township in 1822 from Yorkshire, County Tyrone, Northern Ireland. He was the son of farmer, John Moore (1760-1855), who accompanied Samuel and his brother, Robert (1793-1856), to their new homeland. In all the documentation on Malton, Samuel is said to be Malton's first recorded settler, yet he arrived two years after Richard Halliday, the blacksmith and inn-keeper, who gave Malton its name. The Tomlinsons, Shaws, Brocklebanks and Townleys also preceded him.

On April 3, 1822, John purchased Robert Chambers' grant of 100 acres (40 ha), the west half of Lot 11, Con. 6, EHS, to the west of where the village of Malton would eventually materialize over time. When John passed away in 1855, Samuel was his heir.

An Early Grocery Store ▶

(Region of Peel Archives)

IN 1826, SAMUEL MARRIED MARY ANN JUDSON (1810-1857), who hailed from Yorkshire, England. They would have 13 children, Mary Ann (1827-1861), Isabel, Judson (1830-1898), Robert, 1831, Samuel, 1832, Rachel (1834-1847), Jane (1835-1897), William, Lily, John (1842-1907), Hannah, Margaret and Elizabeth. Samuel purchased 100 acres (40 ha) of Lot 10, Con. 6, on March 7, 1828, from William Judson for £200 (\$500).



It wasn't long before Samuel set himself up in a grocery emporium to accommodate his new community. He was the first merchant in Malton. It is most likely that the family took up residence in this building as well, as was the custom of the day.

Before his store came to the village, people had to go far afield to purchase surplus goods. They would have to travel to York, Harrisville (Cooksville) or Brampton. There was little cash available in those early days, so much bartering was done to get goods from the storekeepers. These early stores usually had a wide variety of groceries and staples to accommodate the pioneer housewife's needs.

Samuel's business prospered and from his financial security, he began to purchase hundreds of acres (hectares) of property starting with 100 acres, Lot 10, Con. 5, EHS, on June 6, 1833, from James Trotter on the Side Road (Derry Road, named for the village of Derry West), which divided his property at the Fourth Line, west of the village. There was a Presbyterian Church on the property that had just been built that year.

With the Moores being staunch Presbyterians and having been churchgoers in England, having the church on the property was an asset. Samuel was also a devout Orangeman and joined the Brampton Orange Lodge #5. His sons Judson, Robert and William, would also become Orangemen at #5. Isabel married Joseph Stanfield of Burnhamthorpe, Jane wed William Trueman (1836-1920), and Lily



▲ Myrtle, Alfred and Marjorie Tipping, 1922
Myrtle and Alfred ▶ Tipping, 1944 (Marjorie Madill)



married Charlie Armstrong of Derry West.

When the wife of Reverend Andrew Bell passed away on June 2, 1839, Samuel started a graveyard on his property south of Derry Road, Lot 10, Con. 6. Besides the members of the Moore family being buried here, so were many other Malton's pioneers interred with Samuel's blessing.

Their son, Robert, married Margaret Moore in 1849 and when the 1851 census was taken they had a two-year-old son, Samuel. Other children followed: Robert, 1858, John, 1861, Judson, 1862, William, 1865, and Rachel, 1867. Margaret died in 1875 at age 42 from a mis-carriage and was buried in Knox Cemetery, Grey Township, Huron County. William married and managed a hotel in Tullamore and his son, John, ran the Old Revere House hotel in Brampton.

Robert and Margaret's first son, Samuel, married Ada Ann (Annie) Trueman, and they had eleven children. They lived on Burnhamthorpe Road in a place called Pucky Huddle and then Elmbank. In 1891, following the birth of their sixth child, Myrtle, they moved to the

Cooksville area to take up residence in a rented house on the east side of Hurontario, where St. Hilary's Anglican Church is now located. Samuel operated the toll booth at the Middle Road (Queen Elizabeth Way) intersection. On November 7, 1895, Samuel and Annie purchased two acres (0.8 ha) of Lot 16, Con. 1, SDS, for \$400 from the Miles Cook estate and Samuel constructed a red brick house. He still operated the toll booth, but also worked on local farms. While cutting straw on a Mimico farm owned by the Blakes, as he fed the straw into the machine, his left arm got caught in the rollers and he was dragged into the machine, where the sharp revolving blades cut off chunks up to his shoulders. Another worker,

witnessing the accident, shut off the machine, but Samuel had died instantly. This left Annie to raise her family alone. She passed away in 1948 at age 86 and the house Samuel built was demolished in



▲ former Moore/Stamfield House, 2006 (Kathleen A. Hicks)

Myrtle married Alfred Tipping and their first child Marjorie was born in 1922. She became Mrs. Ben Madill.

Samuel Moore Sr. passed away in 1871 and his sons inherited his many properties. According to the 1877 *Historical Atlas of Peel County*, Samuel Moore's estate consisted of 100 acres (40 ha) west half of Lot 11, Con. 5; 100 acres, west half, Lot 11, Con. 6; 100 acres, west half, Lot 10, Con. 6; 50 acres (20 ha), west half, Lot 9, Con. 5, all East Hurontario Street. Samuel also owned the Burnhamthorpe property that he turned over to his daughter, Isabel, and son-in-law, Joseph Stamfield. Their house still stands at 1295 Burnhamthorpe Road East. Samuel's brother, Robert, owned 100 acres (40 ha), west half, Lot 13, Con. 4, which was granted to him in 1837, and William Moore owned Lot 13, Con. 6. So the family was rich in land holdings.

Samuel's son, John, would grow up on the farm, marry and have eight children, three sons and four daughters, Samuel, Wilbert, John, Minnie, Lillian, Ida and Sadie. In 1877, John owned 200 acres (81 ha) of Lot 10, Con. 5, EHS, that he had inherited, which had the

Presbyterian Church on it. One day in 1907, while John was sitting on his threshing machine watching his horses, the steam blew, scared the horses, he fell and they pulled the machine over him and he died. His son, Wilbert, took over the farm and remained on the land until the early 1930s, just before the Airport development took place. A great-grandson of Samuel's named John, was in World War I and at age 23 was killed in action on August 28, 1918, at Vis-en-Artois, France.

The Moore property south of Derry Road would become the location of National Steel Car in 1938 and then A. V. Roe, where the famous Avro Arrow was built.

All that is left as a reminder of the Moore family's connection to Malton is their cemetery, which is located at 2180 Derry Road East, just west of FedEx. A John W. Moore, born in 1926,

was the last to be buried there in 1985. The cemetery is now owned by the City of Mississauga.



▲ The Moore Cemetery, 2006 (Kathleen A. Hicks)

The First Church Services

MANY OF MALTON'S EARLY SETTLERS WERE Primitive Methodists and they held services in the farmhouse of Richard Halliday and then the Richard Ibson family, who owned 10 acres (4 ha) in the village. Many people came from far and wide to enjoy the service that would consist of Bible readings, hymn singing, a sermon and discussion.

Camp meetings were held near the four corners called McDonald's Bush. Circuit Riders came through Malton on occasion and preached. People came from miles (kilometres) around to join in the worship services they conducted. Some people brought their bedding and would often camp overnight and sometimes for several days, bringing enough food to sustain them.

When St. Peter's Anglican Church opened in 1827 in Springfield (Erindale), with Reverend James Magrath as pastor, people from all over Toronto Township, who wanted to get married, went to him. He would travel around the Township once every two years to administer baptismal rites to infants.

An early hymn sung by the Methodist congregation was, "Help us to help each other. Lord, each other's burdens bear. Let each his friendly aid afford and feel his brother's care."



▲ Circuit Rider

Over the years, much camaraderie and community spirit brought a fellowship to the village of Malton. New people moved here and joined in the services. Other residents, who were not Methodists, depending on their denomination, went to Streetsville and Churchville to attend church.

Charles William Jefferys (b.1869, d.1951) did many drawings for William Perkins Bull during the writing of his books in the 1930s. Here is one of his quotes about the project, "Here are portraits of pioneer women who made their homes in the virgin wilderness; of men who hewn fields out of the forests. We see axe-men at work, the planning of a crop amidst a multitude of stumps, the barn raisings, the stone, rail and stump fences, the log cabins, and all the dogged labour with crude tools by which our fathers conquered this land."

◀ C. W. Jefferys (Photos courtesy of C. W. Jefferys Estate Archives - C96392, Roger Cantel Collection)

The Malton Schools - 1828

The first school in Toronto Township was constructed behind the Union Church in Sydenham (Dixie) in 1816. The second was a log school in Streetsville in 1824, then the “little red schoolhouse” in Clarkson in 1826.

Malton then stood fourth with a one-room log schoolhouse being built in 1828 on property that had been the grant of Joseph Price, Lot 11, Con. 6, EHS, where the village of Malton would eventually be situated. The children of Malton got their first school, which was located on the southwest corner of the village’s four corners. As time passed, the school was enlarged, but still could not handle all the children.



▲ When all the Teachers were Men

(Artist Norman Price, Region of Peel Archives)



▲ Malton Public School, 1858-1923

(Johnston Collection, Mississauga Library System)

Potbellied Stove ▶



THE SCHOOL BECAME AN INTEGRAL PART of the community for three decades, and as the population grew, the number of students attending school required larger accommodations. School sections were set out in Toronto Township in 1846 by the Home District Council and the Dixie Public School was School Section #1 and Malton became School Section #21. It was under the jurisdiction of the Union School Board that also handled Toronto Gore #2.

By 1857, it was decided that with the healthy number of students the school had that Malton was ready for a larger school. So in January 1858, at the annual meeting, the Union School Board trustees, Thomas Mulholland, chairman, George Blain, secretary, and Robert Shain were authorized to pursue the building of a new school. Mr. Burr was the last teacher at the old school. The plans for a two-

storey brick school that cost \$1,833 were carried out by November. It was constructed at a new location, lots 210 and 211 of the village plan, purchased from the innkeeper, Thomas Mulholland.

One of the topics under discussion by the trustees was whether the school should be free to the students. At this time, it cost 1 shilling and 3 pence (15¢) per month for a child to attend school. It was decided by the trustees to continue to charge and the levee remained. The new teacher was Mr. Lee, who received an annual salary of \$225. It was also his responsibility to maintain the school and light the fire during the winter months. The school had bare wooden floors and was heated by a potbellied stove. The wood was kept in a shed outside the school that sat between two outhouses, one for girls and one for boys. A pail of water was brought from a neighbour's well and had a dipper for drinking.

By January 1862, the school was debt free. In 1865, Adam Morton was the teacher with 60 pupils. It was in 1871 that free schooling became compulsory throughout the province. Back in these early days all the teachers were men. Women were not allowed to teach until 1872 and then they had to be single. The first lady to become a

teacher in the Malton school was Mary Anderson, who was hired in 1872 at \$225 a year for her services. Mr. Simpson was the principal, who was earning \$400 annually. Miss Minnie Bateman was an assistant teacher and she was known for her bamboo stick that was used liberally to keep order in the classroom. In 1887, Miss Black and Miss MacDonald were hired and they were responsible for seeing that the stove was lit, wood was available and other minor duties were carried out. The men teachers between 1858 and 1887 were Messrs Lee, Osborne, Morton, Bunker, McLean, Campbell and King.

This three-gabled building sufficed until 1923 when more property was purchased and an even larger modern two-storey red brick Malton Public School was constructed on North Alarton Street and the old one, having served its purpose well, was torn down. This school had more amenities such as flush toilets, eliminating the outhouse for the first time in almost a hundred years, a drinking fountain, large cloakrooms, a teacher's lounge and was heated by a furnace. There were 50 students



▲ Malton School Students with Principal, Miss Dodd, 1928 (Randall Reid)

(Inset): Principal Miss G. F. Dodd



▲ Malton School, 1923-1952

and misbehavior was punished with the strap. Some of the early teachers were: Mrs. Caroline Cheyne, Miss G. F. Dodd and William Hooper.

When World War II commenced in 1939 and the Canadian government built houses for its workers, the population of Malton bourgeoned and classes had to be alternated to accommodate the number of students. The teachers' lounge and the basement were used for classrooms and a class was set up in the Malton Police Hall on Studley Street.

The lack of classrooms brought about a seven-room, one-storey red brick school in 1952 that was located on the former George Brocklebank farm, on the west side of Airport Road. Ross Lawless was the principal and Edith Poulson one of the teachers. The former school was renovated and it has become an apartment building.

On January 1, 1952, the Malton School districts were united under the new system of school boards set out by the Ontario Municipal



▲ Malton Public School, 1952-1981 (Peel Board of Education)

Board. The inaugural meeting of the Central Peel Board of Education was held on January 17th at the municipal hall in Cooksville.

L. G. Harris of Malton was made chairman of a five-man board that comprised Bill Hooper, Thomas Sills, Vincent Newman and Kenard See. The school area number one included Malton, combining 21 East and number two and the Victory School at Malton, which serviced school section two "A" and three and Elmbank – combining school sections numbers nine and one.

As progress increased and the Malton population stood at 1,500, the school was enlarged in 1953 and 1955 to accommodate the overflow. Then the depopulation after the Avro Arrow was cancelled in 1959 brought about an enrollment decrease and by 1980 the Malton Public School was down to 161 students and in June 1981 it was closed. It then became the Guru Singh Sabba Community Centre. In 2006, a new majestic temple has been erected and the school is used for the children.

Other schools, such as Ridgewood Elementary School, 7207 Cambrett Drive, which had opened in 1957 with Edward Gray as principal, Westwood Public School (became Dunrankin), built in 1968 with Miss Audrey Baird as principal, took the place of the former Malton Public School that had served the community well for over a century and a half.



Victory Public
School and Class,
1949

(Dianne Beedham)

Information



▲ Lady of the Airways Public School and Sign,
2004 (Dianne Beedham)

students and Kenneth Teeter as the first principal. It has the capacity for 1,150 pupils. The school was set on 17 acres (7 ha) and cost \$3 million to construct. At this time there were 44 people on staff and plans were in progress to enlarge the staff as enrollment increased. The school was officially opened with great fanfare on November 28, 1968. Elwy Yost, who went on to be the host of Saturday Night at the Movies on TVO for over 25 years, hosted the opening ceremonies. At that time, he was the executive director of Metropolitan Educational Television Association. He made a memorable speech to the students. The speakers were: J. Archie Turner, Director of Education, and Dr. J. Tuzo Wilson, principal of Erindale College. Also on hand were Mayor Robert Speck, Glenn Grice, councillor of Ward 4, and John Gummo.

As of January 1, 1977, Timothy R. Costigan became Westwood's new principal, having been appointed by the Peel Board of Education in April, 1976. He had been head of the history department from 1968 to 1971. Kenneth Teeter was moved over to be principal of the Morning Star Secondary School. The Peel District School Board's other schools include: Brandon Gate Public School at 3800 Brandon Gate Drive,



◀ Lincoln M. Alexander Secondary School, 2006
(Kathleen A. Hicks)

Malton now accommodates all the students in its community. The first Roman Catholic separate school in Toronto Township was opened in Malton in January 1948, with 88 pupils, and called "Our Lady of the Airways" in conjunction with the Malton Airport. The school was located on George Brocklebank's property, now 29 Beverley Drive, and built at a cost of \$40,000. Sister Charlotte was the first principal. It was originally a metal quonset hut structure. An addition of three classrooms were added in the 1950s and a furnace was installed. In the early 1960s another addition was put on and another in June 1979. It then could accommodate 400 pupils with grades one through 10. In June 2004, the school was closed down and the students were transferred to St. Raphael, 3470 Clara Drive. The building now sits empty. Other Catholic Schools include Holy Cross at 3615 Morning Star Drive and Ascension of Our Lord, 7640 Anaka Drive.

The Westwood Secondary School at 3545 Morning Star Drive was Malton's first secondary school. Westwood had opened in September of 1968 with 585

which opened in September 1974, with Barry Sinclair as principal; and Morning Star Secondary School, opened in 1977. (It became Morning Star Middle School in 2000.)

In September 2000, the Westwood and Morning Star Secondary Schools amalgamated and the name was changed to Lincoln M. Alexander Secondary School for the former Lieutenant Governor (1985-1991), and he came to officially open the school in his name.

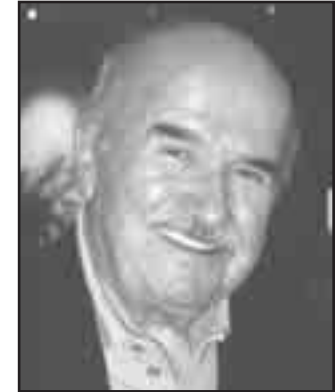
News Item

Westwood School Opening



▲ Westwood Secondary School Opening, 1968, Ken Teeter, Archie Turner, Glenn Grice and John Gummo
(Port Credit Weekly)

The winds of change are blowing through Canadian education, and students and educators alike must realize and benefit from the changes. This was the message left with the large audience at the opening of the Westwood Secondary School in Malton last Friday by Elwy Yost. "We are living in an age of incredible change," said Yost, "and the changes in education have been fantastic. Schools are changing and we now have schools in which the walls go up and down. There were once clear lines between curricula, but these lines are now blurring and merging. The aids and means teachers use are changing too.



▲ Elwy Yost
(Robert J. Groves)

"The text book used to be the key and was quite serviceable as there was not that much change from decade to decade. Better research has shown that the world's educational knowledge had doubled from 1750 to 1900, doubled again by 1950, again by 1960 and may be doubling again right now. No longer can the teacher rely on one single aid. The book needs help."

Yost mentioned films, magazines, overhead projectors, slides and television as modern teaching aids and emphasized his opening remark that teachers were communicators and should know the best means of presenting their message.

"Teachers should really be the guides and the emphasis should switch from teacher oriented rooms to student oriented rooms. Let us hope that as teachers, we can be more aware of this and not hamper and dull imaginations. The new kind of teacher is a sort of multi-need man, not just the man with the chalk.

"The new kind of student is not just a passive receiver. He is a questioning person, more than he ever was in my day. He disputes and argues...."

He termed student demonstrations as a "natural part of changing times. Students are groping for a means of self expression and there will be rubs until we sort it out."

The South Peel Weekly
December 4, 1968

Colonel Connell Baldwin - 1829

Colonel Connell Baldwin was a military man of distinction, who was granted 800 acres (324 ha) for his military involvement in the Peninsular Wars (1808-1813). It was his grant in the Toronto Gore Township that brought him to this area in 1829.



▲ Colonel Connell Baldwin (Region of Peel Archives)

Connell Baldwin had been born in Clogheneagh, County Cork, in 1791, the son of Mary O'Connell and Dr. James Baldwin, a kinsman of Robert Baldwin, who brought about the Baldwin Act of 1849. Connell, was raised in his mother's religion and the men of the family were well entrenched in military careers, so he had wanted to be a soldier from a very young age. By 14, he was a midshipman under Lord Horatio Nelson and was with him at the naval battle at Cape Trafalgar which terminated in the destruction of the Spanish and French fleets. Following this adventure, he went to Farnham Military College where he mastered a two-year course. This led to his becoming an ensign with the 87th, 50th Regiment and he was soon involved in the Peninsular War and heading for Portugal on one of Sir Arthur Wellesley's troopships.



▲ Lord Horatio Nelson
(New Brunswick Museum)

WHEN THE BATTLE OF TALAVERA WAS FOUGHT, HE WAS IN command of Picton's "Fighting Brigade." During the storming of the Badajoz fortress, Connell led his men three times into the fray only to be expelled into a nearby ditch. He was wounded in the head, but advanced again and his company was victorious at last. He came out of this fracas a seasoned veteran, a captain with a medal for bravery and ten clasps to wear on his chest.

Following the war years, the captain emigrated to Canada in 1828, with a band of former soldiers. They landed in Halifax and then proceeded to York (Toronto). He enquired about a land grant in Township of Toronto Gore, but was told none were available. He persevered and received 800 acres (320 ha) in June 1829, part in Gore, east of Sixth Line (Airport Road) and the rest situated in the Peterborough area, where he later established mills on Pigeon Creek, Emily Township.

In 1830, he married Mary Sprague and they would have seven children, a son and six daughters. Upon taking up his grant of Lot 9, Con. 7, in the Malton area, he constructed a rather ostentatious log house with the assistance of his new neighbours. He called his home-
stead “Clogeneagh” for his former Ireland roots.

Connell was a tall, colourful figure of a man, who became a country squire liked by all who knew him. He was known to strut about like a proud peacock in full militia regalia. His war experience gave him an air of authority which made him a leader in the community.

The conscientious country gentleman gave ten acres (6 ha) of his farm property for the building of the first Roman Catholic Church in the district. A site was also available for a cemetery and a school. Circuit riders, who travelled about the small Upper Canada villages, often utilized the Baldwins’ hospitality during their travels. Many priests spent a quiet sojourn at Clogeneagh.

In 1837, when William Lyon Mackenzie staged a rebellion against the government in Toronto, Baldwin offered his services in a military capacity, for he had been adverse to Mackenzie’s radical behavior and was disturbed by his contacts with unsavoury characters who vowed to annex Canada for the American Republic. He recruited and outfitted

1,200 volunteers at his own expense that became the 6th Regiment of North York Militia. He gave them a brief training and then they marched to Niagara to assist with the capture of Mackenzie after his rebellion was botched and they remained there for two years until Mackenzie was captured and the hostilities subsided. Following his return home, the government bestowed the title of colonel upon him and he was presented with a sword of honour. In the next election, which was 1841, he was nominated for office and ran as a Reform candidate in the second riding of Peel. But his being Irish and Roman Catholic was denounced by the Protestant Orange residents and his supporters were ridiculed and beat up at every political event they attended. So realizing this made a handicap in his campaign, he withdrew his candidacy.

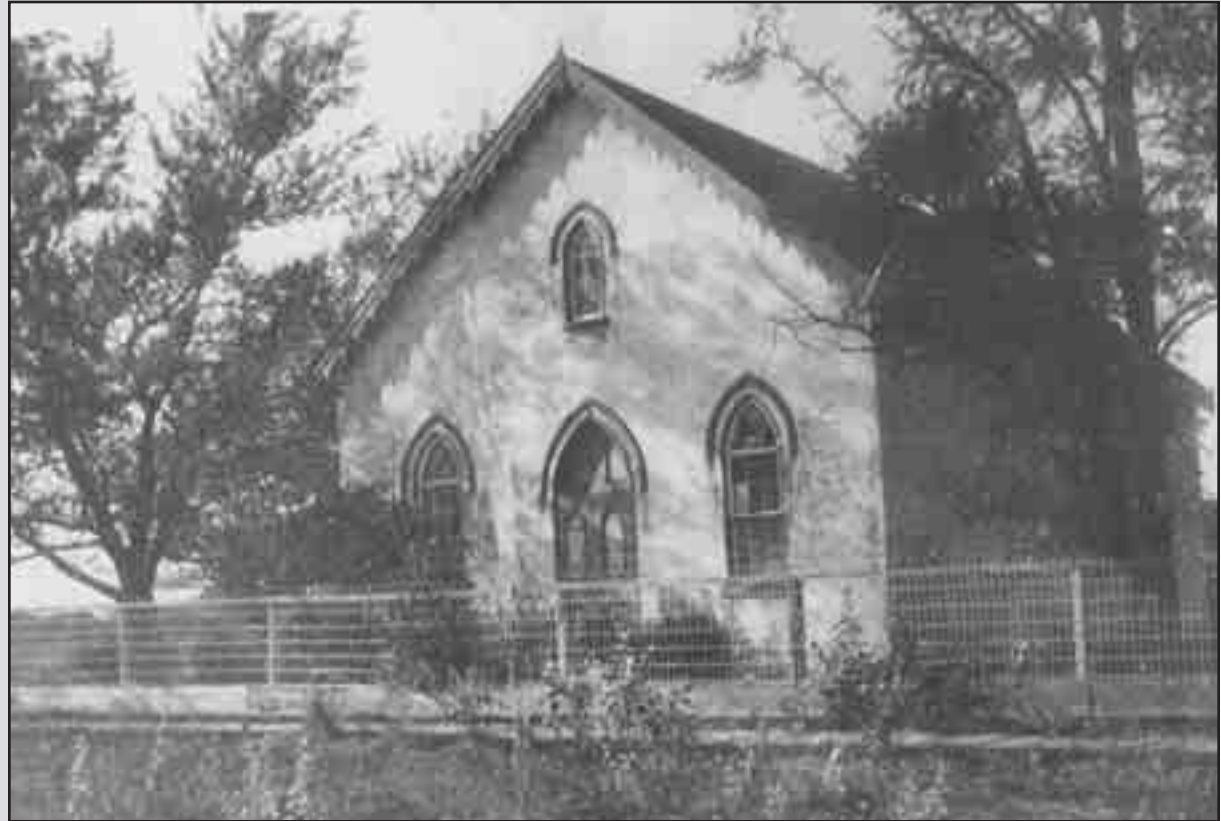
One of his greatest humanitarian efforts was carried out during a visit to see his friend, Bishop Power, in Toronto. The Bishop took him to the waterfront where he found several Irishmen holed up in a freight shed, having immigrated recently from Ireland. They were all extremely ill with typhus and he brought them to his home to nurse them back to health with the help of his wife. Father Eugene O’Reilly helped set up beds and administered to the ill refugees. He, however, contracted the disease and died, but many were saved and the Baldwins remained well and deservedly so. The unfortunate souls who passed away were buried in the cemetery on his property.

On December 4, 1861, while visiting in Toronto, Colonel Baldwin, who was ill with a bad cold, collapsed on the roadway and died. By this time, the family was destitute and his widow, Mary, and children sold Clogeneagh and moved to Toronto. Baldwin’s cemetery has never been found.

The Presbyterian Congregation - 1830

UPON THE FIRST ARRIVAL OF Presbyterians to Malton, the new settlers began holding services in each others' homes. Then in 1830, Reverend Andrew Bell, who had been the Streetsville Presbyterian Church minister since 1828, formed a Presbyterian congregation in Malton. As the congregation grew stronger over the years, it was determined by the majority that a church was desperately needed. A log church was built on Derry Road on half an acre (0.2 ha) of Lot 10, Con. 5, EHS, in early 1833, which had been donated by James Trotter of York on December 3, 1832, to Trustee Edward Thompson. Rev. Andrew Bell became one of the trustees. The rest of Trotter's land was sold to Samuel Moore on June 6, 1833, for £600 (\$1,500).

The church was often referred to as Moore's. When Rev. Bell's wife, Elizabeth, died on June 2, 1839, Samuel started a cemetery on his property beside the church. It still exists on Derry Road, west of FedEx.



▲ The Malton Presbyterian Church

Bell left the congregation in 1847 and there was no minister for over a year. In 1849, the church was in the Chinguacousy circuit and was called Bell's Free Church. It was ministered by Andrew T. Holmes. In 1853 it was under the Brampton Circuit and Holmes left in 1868. The Presbyterian congregation was associated with the Brampton circuit until 1887, then it was part of the Dixie circuit from 1887 to 1897, and Knox college students ministered to the congregation.

In 1863, a roughcast church was constructed on the former Moore farm property, now owned by David Elder, who was in the choir as a lead singer. The property was at Burlington and Harrow Streets. The building committee consisted of George Blain, George Dawson, James Lammie, John Laughton, James Malcomson and Edward William McGuire. The new church, called Knox Presbyterian Church, was opened for its first service on September 27, 1863. It was dedicated by Dr. Robert Burns and because of his association, it was sometimes referred to as Burn's Presbyterian Church. The gift of a Bible was dedicated on this day. In 1863, a manse was also constructed for the minister. The old Bell Church was destroyed by fire in 1877.

Some of the ministers were: Rev. James Pringle, 1863-1877; Rev. E. D. McClaren, 1880; Rev. J. Little, 1885; Rev. Reid, 1890; Rev. Linton, 1896; Rev. Mutch, 1897; Rev. G. B. Wilson, 1898; Rev. R. J. Wilson, 1899; and Rev. R. J. McAlpine, 1900. Three organists fondly remembered from this time period were Maggie Mitchell, Daniel Allen and Minnie Bateman.

The church was redecorated in 1913 by William Burbridge for the golden anniversary, a new fence was put around the grounds and a new organ was installed.



▲ Malton Presbyterian
Sunday School, 1900



▲ Front View of Church

(Photos from the Johnston Collection, Mississauga Library System)



▲ Rear View of Presbyterian Church

(Dianne Beedham)

With the diminishing of the congregation, the church was discontinued in 1925, when the Methodist and Presbyterian Churches were amalgamated to form the United Church of Canada. The building was purchased by Arthur and Jane Hardy and was remodeled with a porch added and was used as a summer house. The pews and furnishings were donated to the Ukrainian Mission on Royce Avenue in Toronto. The congregation went to Brampton. The United Church purchased back the old church in 1944 and remodeled it and held services again. There was not enough of a congregation to continue and the former Burns Presbyterian church building was demolished in 1947.

The Bible that was dedicated in 1863 was donated to St. Mark's Presbyterian Church when it opened at 7366 Darcell Avenue in 1975.

The Bethany Church - 1831

The Wesleyan Methodists, who resided south of Malton, gathered for Sunday service in the home of Mrs. Shell in 1820. Dr. Fitch Reid and his assistant, Rev. K. McKenzie Smith, of King Street Episcopal Church, York, were assigned to carry out missionary work in the Home District. In 1822, they founded the Toronto Township Mission, which was associated with the New Settlement Mission. Services were held in various homes, such as Henry and Jacob Shell's, and the schoolhouse.

The dedicated parishioners, led by Reverend John Beatty, were responsible for the log Bethany Church being constructed in 1831. It became known as "Shell's Chapel" for the Shell family was extensive with names like Henry, Jacob, Solomon, Artomacy, Amanda, Almira and Isabella. It was located south of Britannia Road on the Fifth Concession Line (Torbram Road). It was dedicated by Reverend Egerton Ryerson on March 6, 1832. Every Sunday, the congregation, men on one side of the church and women on the other, gathered for prayer meetings, fellowship, class meetings, and feasts of celebration.



▲ The Bethany Church of 1862 (David Culham)

ON APRIL 17, 1834, FRANCIS TEEL, DEEDED THE HALF ACRE (0.2 ha) of his Lot 4, Con. 6, EHS, that the church sat upon to the church trustees. The trustees were James Aikens, William Brody, Michael Crawford, Henry and Jacob Shell, John Somerset and John Rutledge of Orange Lodge fame. The Aikens family were true pillars of the community. Sir James Aiken, a former lieutenant governor of Manitoba and prominent Methodist in Winnipeg, was a superintendent of the Bethany Sunday school during the early days of his illustrious career. Abraham Orth was a devout member from the early arrival of his family when they moved from York County, where he had been born in 1805. Other dedicated parishioners included the Culhams, Grahams, Garbutts, Chapmans, McKays and Walkers.

Between 1833-1847, the church belonged to the Toronto circuit; 1848-1865 Brampton; 1866-1883 Streetsville; 1883-1956 the Malton circuit.

1824 -

- 1956

BETHANY UNITED CHURCH

The Bethany United Church seems to have been commenced on, during, or before the year 1824 when Wesleyan Methodist saddle-back preachers were commissioned to travel over all the territory from what is now 'Yonge St.,' west for 50 miles and from the Lake Ontario north some ten miles or more.



The Lord is our light and our salvation;
Of whom shall we be afraid?
The Lord is the strength of our lives,
Of whom shall we shrink in terror?
One thing do we desire of the Lord,
That will we seek after;
That we may dwell in the house of the Lord
All the days of our lives,
To behold the beauty of the Lord,
And to enquire in His Temple.

With more families moving into the Malton area, the Bethany congregation began to outgrow the little log church and as they had gathered to construct the log structure, so they again came to the fore in the winter of 1841-1842 and put up a more substantial frame building of worship. The minister at this time was Rev. Horace Dean. Rev. Ryerson, who founded the school system, again came to dedicate the new church on Sunday, March 6th, the 10th anniversary of the first church. He made his report on this service by stating he had completed his missionary tour, despite the difficulties in travel and the problems caused by inclement weather. He said he went out of Toronto 14 miles (23 km) to the dedication of the Shell Chapel, where the friends had anticipated the principal object of the service was to subscribe to pay off the debt of the church and collect more for the enclosing of the burial ground. The sum subscribed was considered sufficient to cover both.

This church sufficed for a few years and was replaced by a solid red brick building in 1862 that was "one of the most beautiful structures of its kind in this part of Ontario." The architect was E. Sheard and it opened in 1863.

The materials for the new church were bought in Toronto and trekked westward by wagon. Abraham Orth went into Yorkville and returned with evergreens that he planted around the church and they stood sentinel year round, sheltering God's house. This was the first year pews were rented to families and the list included, the Aikens, Cooks, Culhams, Davises, Douglasses, Garbutts, Grahams, Kennedys, McGuires and Orths. At this time, the board of trustees were Edward Garbutt, Andrew Gregory, William McKay, Abraham Orth, Robert Speers, Thomas Tomlinson and James Walker. In later years, they would be replaced by George Culham, Henry Walker and James Weech.

Over the years, the original parishioners passed away and their children carried on as Bethany church members. Gradually family



▲ Reverend Egerton
Ryerson
(Toronto Public Library
TRL)

◀ Bethany Church, Rear View (Bethany Brochure)

members moved far and wide and the congregation changed over time. The Culham family contributed much to the success of the Bethany Church. In 1895, George Culham became superintendent of the Sunday school and served in this position for many years. Edwin Culham served on the official board and the Culham name appears in many of the minutes still in existence.

In 1913, the church's golden jubilee was celebrated with special services being conducted by Reverend C. E. McIntyre from Toronto. Reverend Hy S. Warren was the pastor and at this time Harvey Weech was the caretaker of the cemetery.

With the amalgamation of the Methodist and Presbyterian churches in 1925, to become the United Church of Canada, the church became the Bethany United Church. In 1928, the church was wired for electricity.

On Sunday, October 30, 1938, the 75th anniversary of the erection of the Bethany Wesleyan Methodist Church was celebrated and a booklet containing the church's history was compiled. The pastor at this time was Reverend T. Merryweather. The stewards were, Elwood Culham, Roy Hammerson, Frank Leuty, P. Saunders and H. E. Walker.

The church survived until the early 1950s when the farms hereabouts were expropriated for the expansion of the Malton Airport. The congregation held its last service on June 3, 1956. When the church was torn down, some of the pews were taken to the Malton Trinity United Church. Other items were given to Riverview Methodist. The cemetery, which had been started in 1834, had to be moved because of the expansion of the Airport and Reverends T. D. Jones and Garnet Lynd worked with the Department of Transport on



▲ Rev. Garnet Lynd
(Region of Peel Archives)

this project. With the safe transferring of the graves of the old pioneers to the new location in 1956, a ceremony was held and a plaque dedicated. It reads:

Bethany United Church
1820 -1956

The Graves surrounding this memorial are the pioneers of South Malton & their descendants moved to this location from Bethany Cemetery due to the expansion of Malton Air Port. Erected in loving memory by the Congregation
"God's Glory Continueth
May they rest in peace"

◀ Bethany Cemetery
Monument (David Culham)



The First Stagecoaches - 1835

STAGECOACH SERVICE PROBABLY CAME TO Malton around 1835 as Harris' Corners, near Streetsville, had a stage coach line operated by William "Ginger" Harris. Ginger was known to service Toronto Township and beyond, so he probably brought his service to Malton as well. He ran this mode of travel until 1855, when stagecoaches were required less and less as the train came on the scene.

The mode of travel in the early 1800s was limited to riding horses, horse-drawn wagons or horse-drawn covered conveyances.



▲ An Early Stagecoach (Ministry of Transportation)

The first stagecoaches started their routes out of York (Toronto) in 1816, and were operated by George Carey. They rattled along Dundas Street, heading westward toward Niagara once a week. It was a 17-hour trip. The wheels spun wildly on the corduroy surface, as four horses strained against black leather harnesses, sweating and puffing to pull the bulk. Passengers peered out the small open windows, their luggage strapped securely on top inside a railing, which was fronted by the driver, who constantly snapped a long whip to spur the horses onward.

During the first year, it was a sight the people along the route thoroughly enjoyed, but they would become used to as it became a daily occurrence. Because the pioneers were responsible for keeping the roads clear in front of their farms – called statute labour – and quite often did not keep up their government obligation, for the first quarter of the 19th century, the roadways were often impassible. So, the stagecoach drivers, who received around \$12 a month, had a lot

to cope with as they carried out their driving duties throughout the province. But it has been said that it was an exciting life and for some young men, it was their highest ambition to become a stage driver.

In 1835, the stages were operating on a daily basis along Dundas, except for Sunday. The trip cost a passenger 2s,10d (approximately 35¢) for the 11-hour ride between Toronto and Hamilton. They carried and delivered the mail along its route. In the winter, a sleigh cutter stagecoach was utilized.

It has been said that the stage service came to Malton when a plank road was put in from Toronto to Malton, but plank roads did not become popular until the late 1840s. It is very unlikely that stages would be used for faster travelling as early as 1816 and not come to Malton until 1849.



▲ A Sleigh Cutter Stagecoach (Molson Breweries)



▲ A Stagecoach on a Corduroy Road
(C. W. Jefferys, Rogers Cantel)

In the 1850s, when the railroads began to snake across the province, gradually the stagecoach work was limited to taking people to and from the railroad stations and gradually they were discontinued as the owners could not make a living from the little work involved.



▲ Pine Planked Road
(Ministry of Transportation)

The Blanchards - 1837

The Blanchards, Robert (b.1791, d. 1845), George (1795-1847), Thomas and William, who came from Bulmer, Yorkshire, England, arrived in Malton in early 1837. Robert Blanchard started to look for some property to settle his family on. He purchased 90 acres (36.4 ha) of Lot 11, Con. 6, EHS, from John Sanderson for £100 (\$250) on February 22, 1837, that was located to the northwest of the four corners of the yet undeveloped village. Robert constructed a log cabin on the south section of the property to shelter his family from the elements. This rustic abode would have to suffice until they cleared the land.



▲ Building a Cabin (Region of Peel Archives)



◀ Clearing the Land
(Frederick R. Bercham)



(Region of Peel Archives)

CLEARING OUT THE TREES AND DEBRIS WAS NOT AN EASY task and in most cases, neighbour helped neighbour, which made the job move much more quickly. Once the Blanchards got the trees cut down and the ground tilled and ready, a mixed crop was planted, which meant toiling through the summer and into the fall until the crop was harvested. The Malton area was said to be fertile land for a farmer's crops, especially wheat. Not only would a farmer utilize his vegetables for the family's winter supply, but much could be sold to purchase the needed supplies required by the family.



▲ A Barn and Outbuildings

When their land was cleared and fenced and a substantial garden was flourishing, a larger more commodious house was built, then a barn and outbuildings. A statement made concerning this early pioneer era is so true, “Those early pioneers went to work with strong arms and stout hearts and over-

came the difficulties that would appear insurmountable in our day.”

Thomas Blanchard purchased 100 acres (40 ha) of Lot 10, Con. 6, from John Price for £600 (\$1,500) on April 13, 1840. George Blanchard bought 50 acres (20 ha) of Lot 6, Con. 6, in 1840 from David Watt for £325 (\$812). They both set about to establish their farms. Robert passed away on April 2, 1845, and George on July 26, 1847.

The Blanchards were known for their prize Clydesdale horses. Thomas Blanchard won for the best stallion for agricultural purposes in 1846 at the Fair put on by the Provincial Agricultural Association for Upper Canada. He also took a top prize for a three-year-old stallion. In 1851, he won the President’s prize of £30 (\$75) and

another prize of £7, 10 shilling (\$20) for his Clydesdale horses at the Provincial Fair. At the Grand Provincial Fair in 1852, his stallions won again.

In 1851, William Blanchard bought 50 acres of Lot 9, Con. 6, from John Robinson in 1851 and sold it in 1869 to Mary Potter for \$2,650. Robert’s son, William, who had inherited his father’s Lot 11 property, sold 2.5 acres (1 ha) for £61 (\$153) to the Toronto & Guelph Railway Company on March 10, 1854, which became the right-of-way for the Grand Trunk Railway.

The Blanchards conducted many other land transactions. In 1855, William, sold 90 acres (36.4 ha) of his property to John S. Dennis, and Dennis laid out the village of Malton that year. Thomas and William were instrumental in helping clear the land for this major undertaking. David Tomlinson purchased part of the Blanchards’ acreage in 1884, lots 378 to 382, from William. William Robinson Blanchard (1846-1925) purchased 50 acres (20 ha) of Lot 4, Con. 6, from Thomas Potter in 1868 for \$2,200 and sold it in 1883 to George Middlebrook for \$7,550.

The Blanchards were buried in the Bethany Cemetery, which was removed to Riverside Cemetery in Etobicoke in 1959, with the expansion of the Airport. One of the Blanchards’ log farm houses stood through the decades until the 1940s when it was on property owned by Mrs. McMullen.



▲ Clydesdale Horses (Canadian National Exhibition Archives)

▲ A Hay Loader ▶
(Region of Peel Archives)



The Hepton Family - 1846

THE HEPTON FAMILY WERE NATIVES OF Yorkshire, England. The first Hepton to arrive in Canada West (Ontario) was David Hepton (b.1821, d.1886) in 1846. He married Susannah Bradley (1825-1908) that year, and they had two sons, John (1855-1940) and William David (1860-1942). The family were members of the Bethany Methodist Church and were active in their community.

In 1873, David purchased 50 acres (20 ha) of the former Henry Beer grant from Thomas Mullholland for a farm, which was on the east side of Sixth Line (Airport Road), south of where Morning Star Drive is today. Henry Beer had received Lot 12, Con. 8, EHS, in 1844. Around 1876, David built a two-storey, Gothic Revival, T-shaped house with dichromatic red and buff brickwork. It had five gables, a projected bay window on the first level and two steeply arched windows. Over the years, the house was enhanced with a red brick rear extension, a stone porch, a south side sun room and a two car garage.

David passed away in 1886 and was buried in the Bethany Cemetery at Elmbank.

◀ Grandma Susannah Hepton



▲ Mr. and Mrs. William David Hepton

Insets: William David Hepton and Lois Elizabeth Hepton

Their son, John, married a young lady named Susannah, who had been born in Malton. They had three children, two sons, William and Elmer, and a daughter, Mary Alice, who married John Dowling of Streetsville on July 15, 1903, and blessed John and Susannah with ten grandchildren. John was a member of the Trinity United Church and the Independent Order of Foresters. Susannah died July 1, 1931, at age 71, and John on September 12, 1940. They were buried in the family plot at the Bethany Cemetery. They were survived by their three children.



▲ The Hepton/Sheard House, Circa 1876, torn down 2000

David's youngest son, William David, took over the farm. He married Lois Elizabeth, who passed away on November 20, 1893, at age 36. She was buried in the family plot. He was remarried on October 27, 1897, to Helena May Tyers, in Islington. Baptist minister, George T. Webb, performed the ceremony with John Tyers and Kate Gibbons as witnesses. They had a daughter, Etta, on September 8, 1909, who only lived a month.

David's Gothic Revival house was owned by the Heptons until 1909 when William sold the family farm to Archibald McDougall. William then bought a farm that became the site of the A V. Roe Aircraft factory on the southwest corner of the four corners of Malton.

In 1933, Marion McDougall sold the former Hepton house to Charles Sheard. The Sheards had taken up farming south of the village in 1898, having bought 100 acres (40 ha) on Airport Road.



▲ Hepton's over 80s Gathering, 1941

The Hepton/Sheard farm, except for the house, was sold to Frank Chapman, which became part of the Malton Airport in 1937.

An amazing gathering took place at the home of William D. Hepton on May 21, 1941, when he hosted a social event for 15 Malton octogenarians, himself included, whose ages added up to 1,247 years. It was a lovely sunny day and everyone gathered on the lawn and discussed "the good old times" such as the trials and tribulations of working their farms before modern equipment came on the scene. The men in attendance were A. Baldock, 80; John Brocklebank, 91; R. Gardhouse, 84; T. Gardhouse, 83; Frank Hayden, 81; Thomas Madgett, 84; James Nix, 86; John O'Rielly, 83; James Piercey, 82; Thomas Rollins, 84; W. Sommerville, 81; J. J. Walker, 83; R. Steele, 80; and W. Watkin, 83. The event was recorded in the *Brampton Conservator*. William died on March 26th of the following year and was buried in the family plot at the Bethany Cemetery. He was 82.



▲ Threshing on the Hepton farm

In January 1993, there was quite a controversy between the Sheard family and the Mississauga council as the Sheard descendants wanted to tear the Hepton house down. They had applied for a demolition permit in April 1992. The city wanted to designate the house for preservation under the Ontario Heritage Act. But the family did not believe the house was worth saving as over the years there had been many alterations that detracted from its heritage value. With the proposed widening of Airport Road by the Region of Peel, to save the house would have meant it would have to be moved to another location, which was an expensive task of \$200,000. To reroute the road expansion could cost the Region up to \$1 million.

After all this debate, the Hepton-Sheard house that sat on 1.5 acres (16 ha) at 7233 Airport Road was demolished in 2000 by Canadian Building Demolition Ltd., for the widening of Airport Road. Five skids of 100 bricks each and a window were saved and were stored in various locations around the city with the plan to incorporate a brick wall into the Malton Community Centre with the Sheard family's sponsorship. However, when trying to locate these materials, this author was told the Sheards withdrew their support of the project and the items were disposed of. Another heritage blunder for Mississauga.



Hepton Houses



(Photos courtesy of The Lewis/Hepton Collection - Region of Peel Archives)

Sons of Temperance #295 - 1850

A Sons of Temperance League first came to Toronto Township in December 1849, when a Mr. Dick from Toronto visited Meadowvale as a speaker at Francis Silverthorn's tea. He promptly organized a Sons of Temperance League and by 1854 they had 150 members, who also came from Malton, Streetsville, Churchville, Brampton and Derry West. It was said that, "The thoughtful men and women of the day resolved to make a determined resistance to the further increase of evil." The message of the Temperance Society was enthusiastically embraced and hotels were discouraged from selling liquor.

It has been written that "Life without liquor was like a farm without horses to the burghers of Meadowvale in the 1840s. Liquor was cheap. Fifteen cents a gallon, one cent a glass in a tavern and five cents a grunt – a grunt being all a man could swallow in one breath."



(Region of Peel Archives)

AT THIS TIME, MALTON HAD TWO TAVERNS. PUBLIC HOUSES were frowned upon because they were considered a corrupt influence and a report put to the Legislative Assembly in 1849 went like this, "The chief danger to an idle working man was the village tavern or city grocery. Here the idle can be transformed into a drunkard; his moral condition becomes deteriorated and his follies soon generate into vices; he at length becomes unfit for labour and unwilling to labour and theft and lawlessness soon bring into contact with the courts of justice."

The men of Malton formed their own Sons of Temperance League #295 in 1850. Robert S. Whaley was one of the early members along with Adam Brace, Mr. and Mrs. John Bell, Mr. and Mrs. Hepton, Mr. and Mrs. R. J. Speers, Mr. and Mrs. William Sneed and John Robinson.

When the Temperance Society came to the area, the members frowned on imbibing alcoholic beverages. "Woe to those who putteth the bottle to his neighbours lips," they were warned vehemently. Temperance measures brought about escalating prices and whiskey went up to \$20 and \$30 a gallon (converted coinage as pounds and shillings were still in use until 1858). Over the fields and valleys, temperance swept through the province, overcoming the temptation until taverns and liquor stores started disappearing from the village streets. At camp meetings, the young people would gather excitedly, only wanting to have a good time and enjoy the pleasures of the day. Behind every bush, it seemed, were booths, tents and wooden stands with intoxicants, mostly whiskey, at easy access.

In 1870, the Temperance League built a 50 foot by 30 foot (15 m x 9 m) frame building on property purchased for \$20 from

Mrs. Hugh McCourt and called it The Temperance Hall. The trustees were Joseph Foster, Hugh Day Johnston, John McMullen, Thomas Shaw and Samuel Wallace.

The Temperance League was still operating at the turn of the century, but in 1905, they disbanded and the building was closed up and fell into disrepair.

When the Ontario Temperance Act was introduced in the House of Commons on March 22, 1916, to be enforced on September 16, 1917, and prohibition came into effect in North America on January 16, 1920, making the sale and imbibing of alcoholic beverages illegal, the former members of #295 must have been happy campers. Following the 1926 election, the Liquor Control Board of Canada was established. Prohibition lasted until December 5, 1933.

When a South Peel Temperance Rally to vote on the Canada Temperance Act took place on June 16, 1947, Malton was not on the list of towns and villages that participated. Out of the

16,528 people who voted, the "drys had won." in a 8,121/8,407 against the repeal.



▲ Temperance Certificate (Dianne Beedham)

Peel Temperance was still functioning in 1951 when Reverend William Weir of Brampton was chairman of the Peel County Temperance Foundation. In August, Cooksville clergyman Reverend W. Buchanan got 9,000 signatures on a petition for the Committee for Revocation of the Canada Temperance Act (CTA). The Citizens of Peel voted on November 26th whether they wanted the liquor laws to be governed by the Canadian Temperance Act or the Liquor Control Act.

To quote from the *Port Credit Weekly* on November 29th: “By a margin of almost 2,500 votes, the electors of Peel County on Monday voted in favor of revoking the 36 year old Canada Temperance Act and putting the county under the Ontario Liquor Control Act and the Liquor Licence Act. Unofficial returns show a majority of 2,496 votes for revocation.

“Revocation of the CTA opens the way for establishment of Government licenced liquor outlets in Port Credit, Toronto Township, Toronto Gore Township and Streetsville. The remainder of the county is still ‘dry’ by Local Option and another vote requiring a three-fifths majority would be necessary in the five municipalities before sale of liquor is legal.

“Monday’s vote was the third attempt to have the CTA revoked. The last vote in 1947 upheld the Act. About 50 per cent of the eligible voters went to the polls with 16,760 ballots being cast, 9,628 for revocation and 7,132 against. After the temperance forces had conceded the vote to the Citizens Committee, a victory celebration was held at the Crofton Villa in Cooksville.”

The Organization of Temperance

*“Though I am old, yet I am strong and lusty
For in my youth, I never did apply
Hot and rebellious liquors in my blood”
by Adam from “As You Like It”*

The first Temperance Society known to history was founded in 1808 in Saratoga, New York, followed by the Massachusetts Society for the Suppression of Intemperance in 1813. This led to the formation of the American Society for the Promotion of Temperance being organized in Boston in 1826. By 1835, America had over one million members.

After Queen Victoria visited a distillery in 1848 at Lochnager, near Balmoral Castle, and partook of a glass of “crathur,” (beer) the temperance circles were horrified. In 1853, the United Kingdom Alliance was founded and proclaimed “to procure total and immediate legislative suppression of the traffic in intoxicating liquors as beverages.”

The first two Temperance Societies in Canada were established on the same day, April 25, 1829, in Nova Scotia, one at Beaver River, the other at West River in Picton County.

Temperance in Upper Canada was in full swing in the early 1830s. The first Temperance paper was the “*Canada Temperance Advocate*,” published monthly in Montreal as of 1837.

By 1843, there were 386 societies with over 60,000 members in Upper Canada.

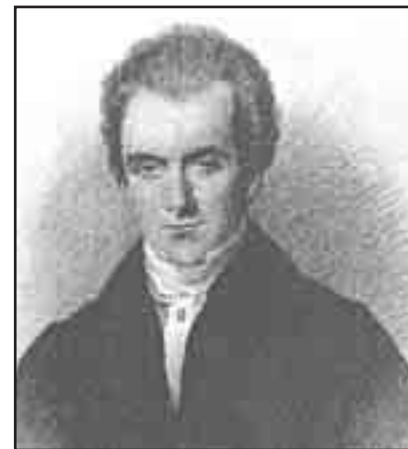
From *Before the Bar*, The Temperance Movement in Canada, pages 33, 36, 38

Toronto Township Incorporated - 1850

IN 1850, TORONTO TOWNSHIP WAS incorporated under the District Municipal Act, which reads: Incorporation under the Act by the Legislature in the Twelfth year of Victoria, chapter eighty and eighty one; entitled as Act to repeal the Acts in force in Upper Canada, relative to the establishment of Local and Municipal Authorities and other matter of a like nature.

The Baldwin Act of 1849 brought about the reformation of municipal self-government in Canada West, a democratic system of government. Robert Baldwin (b.1804, d.1858), a lawyer and politician, was the leader of the movement for representative government in Canada. He had been a Member of Provincial Parliament (1829-1830) for York and Hastings, Attorney General of Upper Canada, Executive Council (1836 and 1841), Solicitor General (1842-1843) and was co-premier of the United Canadas with Louis LaFontaine (1848-1851). He abolished districts and developed counties. He established police villages, of which Malton and Port Credit became.

This process had started through the appointment of Lord Durham (John George Lambton, 1792-1840) by the British Prime Minister, Lord Melbourne, as Governor-in-Chief of British North America in 1838. It was through the workings of this very industrious gentleman, Lord Durham, who realized that the Canadian people were outgrowing the existing colonial system. The District Municipal Council Act was first proposed on January 31, 1839, by Lord Durham in a letter to Queen Victoria (reigned, 1837-1902), and his plan, passed in July 1840, finally came into being in 1850, ten years after his death.



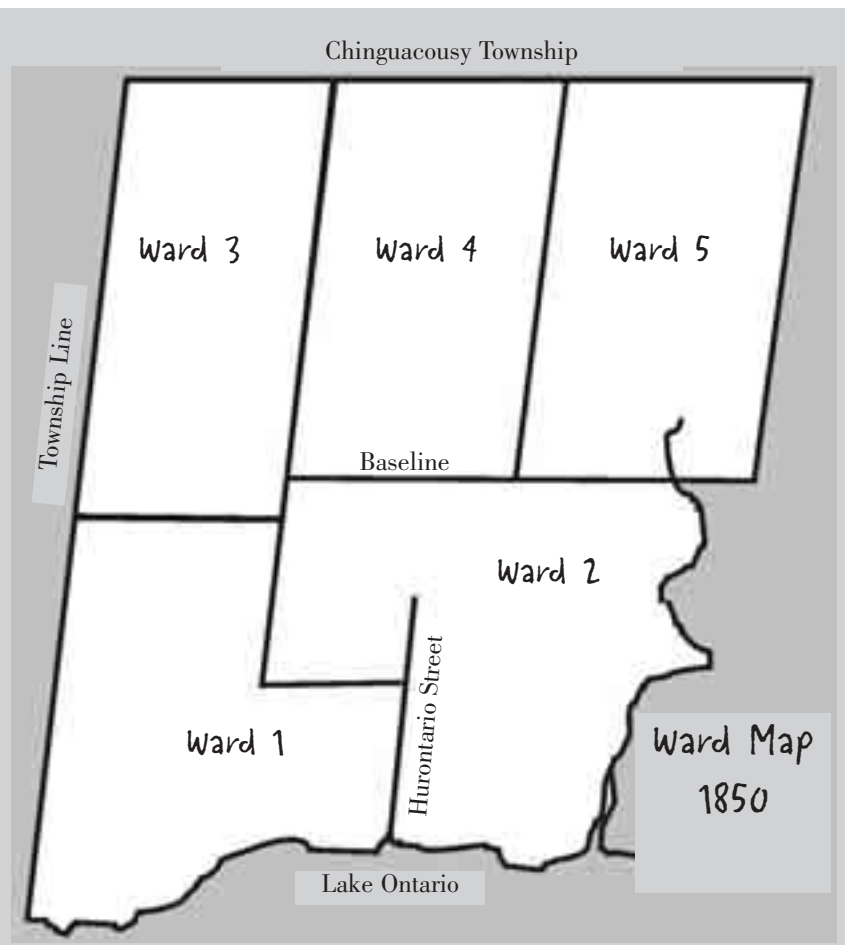
▲ Robert Baldwin



▲ Lord Durham

◀ (Kathleen A. Hicks)

(Photos courtesy of the Toronto Library, TRL)



The townships across Canada West would now handle their own business of tax levies, school ordinance, road maintenance and administrative duties. Also passed was the Stamp Act and the English pound system being converted to Canadian currency (the decimal system was adopted January 1, 1858). An Act that revised the judicial system was put in effect, and an Act to transform Kings College into the nonsectarian University of Toronto.

The township was divided into five wards with the passing of By-law 220 at a meeting of the Home District Council on October 2, 1849, which went into effect on January 1, 1850. At an election held the first Monday in January, the councillors for the year of 1850 were decided upon: Ward 1, William Thompson, Ward 2, Charles Romain, Ward 3, Christopher Row, Ward 4, Joseph Wright and Ward 5, Samuel Price. John Embleton was the town clerk. The Council now had the jurisdiction to hold municipal elections and control its own governmental undertakings.

Council meetings would alternate between the Rechabites Hall in Cooksville and the Telegraph Inn in Streetsville. On January 21st at



◀ Charles Romain
(Region of Peel Archives)

Samuel Price ▶
(Mississauga Library System)



the Telegraph Inn, the councillors took their oath, then proceeded to appoint a town reeve and deputy reeve. The yeas and nays for Joseph Wright as reeve went “yeas,” Price, Row and Romain, and “nays,” Thompson. For Samuel Price as deputy, “yeas,” Wright, Row and Price, “nays,” Thompson. Joseph Wright became the first reeve. William Thompson of Clarkson became the reeve in 1851 and Samuel Price in 1867 at Confederation. The population of the township at this time was nearly 7,000.

Canada West/Toronto Township Census – 1842

Acres occupied: 53,771
Improved: 25,659
Houses inhabited - 953
Houses vacant - 15
Houses being built - 9

Population: 5,772

Male under 5 - 621
Female under 5 - 551
Male, 5 to 14 - 739
Female - 667
Males: Married, 14 to 18 - 9
Single - 132
Married, 18 to 21 - 1
Single - 144
Married, 21 to 30 - 156
Single - 224
Married, 30 to 60 - 655
Single - 65

Married, 60 and up - 80
Single - 18
Females: Married, 14 to 45 - 740
Single, 14 to 45 - 140
Married, 45 and up - 679
Single - 151

Businesses

Taverns - 18
Stores - 14
Grist Mills - 5
Saw Mills - 7
Carding Mills - 2
Thrashing Mills - 38
Distillers - 2
Breweries - 1
Tanneries - 5
Pot & Pearl Ash - 1

Stock:

Horses - 14,001
Cattle - 5,767
Sheep - 7,776

Crops:

Potatoes - 73,738
Wheat - 69,706
Oats - 40,222
Barley - 7,444
Peas - 7,088
Rye - 2,295
Indian Corn - 1,212
Buckwheat - 1,676
Hives of Bees - 114
Maple Syrup - 10,600 pounds