

Map of Canada, 1873 (Historical Atlas of Canada)

Part Two 1851 - 1900

Malton's Progress - 1850s

The village of Malton embraced the four corners of the Malton Side Road (Derry Road) and Sixth Line (Airport Road), which was a traditional commercial district of the era. In 1850, when Toronto Township was incorporated, Malton was a thriving community of 350 people. Malton had a general store owned by the Moores, the small Malton Hotel run by John Bell, three blacksmith shops that were operated by Joseph Foster, Hugh McCourt and William Finch; Joseph Foster and Hugh McCourt were also classed as waggonmakers; a harnessmaker named Mr. Pratt; a clothier shop; two shoemakers, John Bateman and John Robinson; Richard Hewson operated a chopping mill and coal business; and Donald Fleming owned one of the village's first industries, a sawmill on the Elgin Graham property as white timber was an asset.



◀ John Robinson's
Shoemaking Shop
(Johnston Collection,
Mississauga Library System)



▲ Joseph Foster's Blacksmith Shop and Carriageworks
(Region of Peel Archives)

MALTON WAS AN AGRICULTURAL HUB FOR RAISING WHEAT and other grains and had several grain elevators owned by Isaac Sanderson, who would be Malton's first postmaster in 1856. In 1853, the Crimean War brought about higher wheat prices, but before the financial good luck could be attained, prices dropped and some farmers lost drastically and almost bankrupted themselves.

When the Grand Trunk Railway put a rail line through Malton in 1854, the tiny four-corner village perked up and saw quite a bit of prosperity for over a decade. Farmers came from miles (kilometres) around to utilize the trains for their grain shipments. Timber could also be moved by rail. With this new mode of transportation, some of the farmers began to purchase Holstein cows and supplied milk for the Toronto market.



▲ *The Malton Hotel* (Region of Peel Archives)

In the mid-1850s, 43-year-old James Heydon and Allan Gray became partners in a small hotel and saloon called The Malton Hotel that they had purchased from John Bell. It was located across from the Grand Trunk Railway station, which is now Hull Street. The Heydons first came to the Malton area in 1829 when James, and his 38-year-old wife, Bridget, had purchased a 117 acres (47.6 ha) of Lot 9, Con. 8, in Toronto Gore. They had ten children. Their 26-year-old son, Francis, bought the family's hotel in 1856, and was soon joined by his brother, James. With its proximity to the station, it was a successful business enterprise. James Jr. bought the hotel in 1860 when Francis married Isabella Gracey. The newlyweds moved to Hartville to take over the Smyth Hotel, which had been owned by Isabella's Uncle Thomas. There was a lot of competition in the small village and James was soon out of business.

The village was surveyed and subdivided into lots in 1855 by John Staughton Dennis, with streets named by local residents for their English villages back in their homeland. Dennis owned 90 percent of the 100 acre (40 ha) Malton site. By 1858, the population was 500.

By 1860, there were five hotels, Richard Halliday's Agricultural Inn on the northwest corner of the four corners, with William Hale as manager, one on Sixth Line north, one across from Allen's store, operated by John Elliott, one in front of the railroad station, run by James Heyden Jr., and William Atchison's hotel behind the station. Each of the hotels had a pump out front that was used by the weary travellers to water their horses. There were now four stores that belonged to Thomas Allen, Richard Hewson, William Hassard and Alexander McDonald. By 1864 the population peaked at 600.

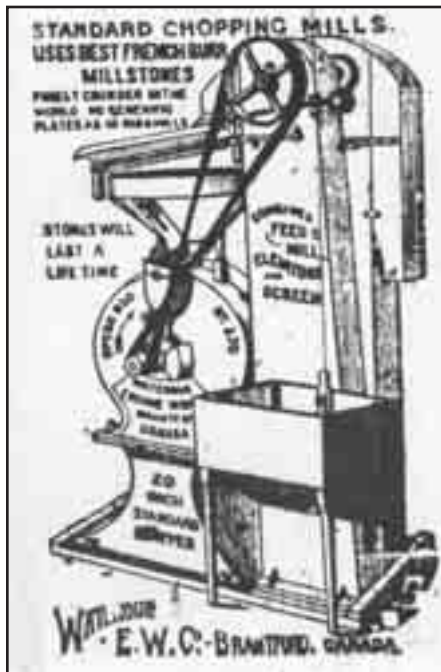
In 1865, with Confederation in the offing to take place July 1, 1867, Malton, Streetsville and Brampton were considered for the county seat and Malton was chosen. However, Brampton contested the decision a year later and the county seat was awarded to Brampton. George Blain, who was politically inclined, was the chief protagonist for Malton's cause. Brampton's efforts were handled by Hilliard Cameron and John Coyne. Having lost the opportunity of the county seat, the 1860s were grim in the once thriving village. The population gradually declined to a low of 200, and according to the 1877 *Historical Atlas of Peel County*, there was one hotel left, the Agricultural Inn, with William Hale as proprietor. Thomas Allen was still operating his store along with the post office. Joseph Foster still had his waggon and blacksmith shop, Hugh McCourt, a general store and blacksmith shop, there was a school, a Presbyterian and a Methodist Church, Mr. Pratt was still the harness-maker, John Robertson and John Bateman were still making shoes and boots, and Mr. McMillan was station agent and telegraph operator.

Malton experienced more loss of business when the Credit Valley Railway came through the Township in 1879 to pass through Dixie, Streetsville, Meadowvale and Churchville. The shipping business dropped drastically and the village of Malton suffered.

Economic development dwindled and was not revived until the Malton Airport was opened in 1939. Wartime prosperity flourished during the Second World War (1939-1945). The postwar years brought the boom in aeronautical development, design and manufacturing of airplanes, with links to the world beyond through transportation communication.



▲ The Thomas B. Allen Store



▲ Chopping Mill

(Photos courtesy of
Region of Peel
Archives)

Malton Map, 1855 ▶



The Lewis Family - 1850s

WILLIAM AND ANNIE (CHEYNE) LEWIS HAILED from Aberdeen, England, and arrived in Toronto in the early 1850s. They took up accommodations in Montgomery's Inn in Etobicoke until they found some farmland to rent near Malton in a place called Broddytown. They had Annie, Eliza, Robert and Alexander. Their sons, William (b.1860, d.1936), James and George were born in Broddytown (located at what is now Kennedy Road and Steeles Avenue).

Only dirt trails led into Toronto and vegetables and fruit were trekked by wagon to the markets. William also raised livestock, chickens, cattle, horses, sheep and hogs, for the Toronto market. It took three hours by horseback or wagon to make it into the center of Toronto, one hour to Brampton. With plank roads being constructed at this time, travelling was made

easier. When the Grand Trunk Railway was opened in 1854, the farmers were able to utilize its service and their travelling was eliminated, leaving more time to work on the farm. William's political interest was Liberal and the family were members of the Malton Methodist Church.

◀ William, Harriett, Annie May and William Lewis



▲ The Lewis Family Home

(Johnston Collection, Mississauga Library System)

It wasn't until 1884 that William purchased property from William Montgomery, who operated the local Inn. The farm was located where Scarboro Street runs through today. He also owned 100 acres (40 ha) of Lot 14, Con. 11, in Toronto Gore Township, which was passed down to son, George, in 1909.

Their son William Jr. would follow in his father's footsteps by also becoming a farmer and he bought his own acreage in 1905, 100 acres (40 ha), Lot 10, Con. 7, on the southeast corner of Airport and Derry Roads, which was the four corners of Malton. The property was divided



▲ *The Lewis Barn*

William married Harriet Grafton (1861-1948) on January 18, 1888, and they had two children, Annie May (1889-1987) and William Elgin (1890-1980). Harriet was the granddaughter of Thomas Grafton, who had surveyed the Second Purchase of Toronto Township in 1819. While residing in Malton, they had Edna, who died shortly after birth, Gordon in 1893, Alexander, 1902, and Kathleen, 1907. William passed away in the Peel Memorial Hospital on March 23, 1936, and Harriet in 1948.

William's son, Elgin, met Ruby Gertrude Hepton (1892-1988). The Heptons lived in Malton until the early 1920s, and when they moved to Burlington, Elgin continued to court Ruby. They were married on March 23, 1927. They had one son, Douglas, who was born on January 31, 1928. Doug did not have the inclination to be a farmer



◀ *Doug with Mom and Dad, Ruby and Elgin Lewis*

by the Grand Trunk railway tracks. He had a silo to store corn, Holstein cattle, a general mix of produce and the usual farm animals, cattle, horses, pigs and chickens. The Malton area had fertile soil for growing grain. As the years passed, dairy cattle became the prime focus of William's farming expertise.

and he took a course at the University of Toronto and became a pharmacist and worked in Abell's Drug Store. He married Mary Catherine Perigo, the daughter of Mr. and Mrs. Charles Perigo, on October 13, 1954, at the Trinity United Church with the reception at the Yellow Briar Inn. Mary would lose her mother, Jean, in the gas explosion of 1969. The Perigos had purchased a piece of property at the four corners in 1939 from Mary Tomlinson. After Jean's death, the property was sold to Pinar Development in 1970.

Annie May married Frank Johnston on February 6, 1915. They had a son, Robert Lewis on July 8, 1909, and he died on November 13, 1919. Then they had John Francis in 1924 and he lived to marry twice, in 1948 and 1973. Annie would make a name for herself with her crazy quilts that depicted the history of Malton. The first one was made in 1909 and for the rest of her life, she would attend every event and festival for miles (kilometres) around, putting them on display and spinning her tales of what it was like growing up in Malton, such as, "No cars, no television, nothing like that. No radio, no nothing. Very few of us had a telephone. We had no electric lights and only mud roads."

She also crocheted and did applique and played the organ at the Malton Methodist Church, which she joined when she married Frank. She and Frank lived on the Johnston farm and resided in the family homestead, which was built in 1861 and demolished shortly after she immortalized it on a quilt in 1967. They moved to Malton in 1948 and resided in the Tomlinson house on Scarboro Street. Frank died in 1951. Their son continued to operate the farm. Annie May lived a full and interesting life until 1987.

The Lewis family stayed on the property until the 1940s when industrial development began to encroach. In 1942, a spur-line was required for an airplane plant, so the Lewis farm was sold to the federal government. Elgin had an auction on April 1st, with A. P. Cheyne as the auctioneer, and everything was sold, his farm equipment, a McCormack mower, Deering hayrake, milking machine, plows and harrows, and livestock, horses, Holstein cattle, fowl and grain. They still resided in the family homestead and Elgin went to work at the plant in maintenance. Then he and Ruby bought another house and

moved. They were still living in their second house when one of the Hawker-Siddley plants was built on their farm, which became De Havilland in 1962. Their farm became the location of the

International Centre in 1972, which utilized the De Havilland building. Elgin passed away in 1980 and Ruby in 1988.

Doug Lewis now lives in Brampton with his second wife, Sophie.



▲ Jean Perigo, on the right

Memories

"I hated farming. I was born on my father's farm at the four corners of Malton in 1928. I was an only child and I never did any chores. I never contemplated farming for a living. I went to the Malton Public School, then Port Credit High School, 1941 to 1946. Mr. Abell ran the drug store and that sort of work interested me, so I apprenticed there, then took a two year course at the University of Toronto to become a pharmacist. I graduated in 1951.

"I married Mary Kay Perigo on October 30, 1954. She was a music teacher. In 1960 we had a son, David, then Mark in 1967. In 1957, Mr. Abell passed away and I became a partner until 1964. Mr. Harris was the manager and when his son graduated, he became a partner. The business was sold in 1972.

"My father-in-law passed away shortly after we were married and Mary's mother, Jean Perigo, became a widow. She worked at the airport preparing food and she gave up her job because of ill health. In 1969, during the gas explosion, she lost her life. My wife and sons visited her and went home just before the explosion. I was working in the drug store, which was about 400 yards (366 m) from the explosion area. When I heard the loud noise, I thought it was an airplane crash. I looked out and the west side of Airport Road was on fire. I went out the back door of the store and up the railroad tracks to my house and I was so relieved that my family was there. Even at that time the heat from the explosion was so fierce, the front door knob was so hot, I couldn't touch it.

"My wife would never have gas in the house after that experience. It was difficult for her losing her Mom. It was a traumatic time. Her sister lived on Torbram Road and we went there to stay. They finally got the fire out about four hours later. It was quite a traumatic happening. A lot of people lost their businesses and property. Fortunately there was only one life lost — my mother-in-law's."

Doug Lewis interview
September 8, 2005



▲ The Lewis House



▲ The Lewis Barn.
Doug and his Grandmother

The Lewis' Holstein ►
Cows



▲ Ruby, Ethel and Doug

(Photos
courtesy of
Doug Lewis)



▲ Elgin on his Tractor



▲ Lewis Men



▲ Douglas Lewis Graduates



▲ Doug enjoys his Swing



▲ Annie Lewis Johnston
(Mississauga Library System)



▲ One of Annie's
Callithumpian Quilts



▲ Doug and Mary's Wedding,
1954



▲ David Lewis
(Malton Pilot)

The Grand Trunk Railway - 1854

The Grand Trunk Railway came through Malton in 1854 and turned the small community into an active shipping centre. The use of the rail line added to the commerce of the village and gave a boost to its economy, which lent to the population growth of an all-time high of 500.

The Grand Trunk Railway of Canada was first proposed in 1851 and it was incorporated on November 10, 1852, for the purpose of building a rail line from Toronto to Montreal. The Grand Trunk Railway Company purchased five railway companies in 1853, one being the Toronto and Guelph Railroad Company. So that same year, according to the Land Registry papers, officials of the Toronto-Guelph Railway, which already had a line under construction, had come through the area to negotiate the purchase of land from the farmers. The Grand Trunk changed the Toronto line's route and it passed through Malton, crossed the province and went through Guelph and Stratford and continued until it reached Sarnia by 1859. A frame station was constructed so the railway's work at this location could be carried out.



▲ An Early Train (Port Credit Weekly)

WITH THE CONVENIENCE OF A RAILWAY, MALTON WAS turned into a major export centre for the wheat output from the local mills. The farmers could now send their produce to other areas of the province. Wheat was the greatest commodity and it was transported across the country allowing the farmers to become financially successful.

The railroad station was a busy place, a scene of constant activity that was supervised by a service agent, Mr. B. McMillan. Farmers teamed their grain to the station to be shipped far afield. During the harvest season, wagons would line up daily for a mile (1.6 km) down the road. Stock such as cattle were shipped out by the carload every week. If a lot of stock was available, it was sent out more frequently. Large quantities of produce was sent out on Friday evening. On

Saturday mornings, men and women crowded the platform, loaded down with baskets and other means of conveyance of goods to take to the Toronto markets.

Other farmers from Meadowvale, Churchville and Streetsville used the Grand Trunk facility to ship their wheat and other products. The Malton train station got so busy that a night operator and switch operator were required. Thus freight sheds were built for storage accommodations and these were used by grain buyer, Henry Milner, who later had them removed.



▲ Grand Trunk Railway Station and Train
(Mississauga Library System)

Decades of such activity continued until the turn of the century. Then by 1908, with cars and trucks coming on the scene, the train no longer stopped at Malton and products were moved by truck or farmers trekked their wares by wagon to Weston. MP Richard Blain worked on getting the train to stop. It then became a flagstop where villagers assembled to take their trip into Toronto to the St. Lawrence Market.

A second frame station was built in 1912, which was located where Scarboro Street now meets the CNR tracks. It wasn't until the Malton Airport was being constructed in 1937 that it became an integral part of the procedure with becoming a receiving point for materials. Then it was a hub of interesting activity with a night and day operator again.

In order to compete with the Canadian Pacific Railway in the western provinces, the Grand Trunk founded a subsidiary company in 1914 adding Pacific to its name. Heavy financial losses were experienced in the next few years and in 1919, the company went bankrupt. It was taken over by the federal government and it became Canadian National Railway (CNR) in 1923. The CNR still operates this line.

In 1973, the train station, which had been built in 1912, was demolished and the area is now an empty field north of the tracks.



▲ CNR Train Station (Dianne Beedham)



Station to be Demolished, 1973 (The Malton Pilot) ►

The Trinity Methodist Church - 1856

A METHODIST CONGREGATION WAS STARTED around 1830 with the early Malton pioneers. They would hold services in different homes. By the 1850s, when the congregation got too large, plans were put into effect to construct a church. Two village lots were purchased on Burlington Street in 1855 from John and Margaret Sanderson by the trustees, Jesse Baker, Thomas Fenney, William Mason, George Roper, Robert Shaw and Robert Ward. Then the first Trinity Methodist Church was constructed of bricks from the Brocklebank farm in 1856 on the corner of Holderness Street (Derry Road) and Sixth Line (Airport Road). In 1857, when the church was dedicated, village lots 228 and 229 were bought for £75 (\$188) and a parsonage was built for the minister, Reverend Thomas Crompton.

Ten years later, it was decided that a larger church was required and in 1866, a stone foundation was put in for \$2,000 and the church was remodelled. Rev. Crompton had left in 1862 and Rev. William Lyle became the pastor. The church was part of the Etobicoke circuit from 1855 to 1872. Then a Malton Mission Station circuit was established and it served Malton, Burnhamthorpe, Sharon and Union areas. In 1884, Malton headed up the church circuit. The Malton charge was reorganized in 1921 and served Malton, Etobicoke, Richview and Bethany.



▲ The Malton Methodist Church and Parsonage

(Photos courtesy of the Region of Peel Archives)

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The Ministers down through the years were: 1865, William Roe; 1865 to 1875, Robert Boyd and James Boyes; 1875 to 1879, J. Goodman and Thomas Sims; 1883, John Dennis, who was followed by George Wood. In 1883, the Primitive and Wesleyan churches united. On May 10, 1883, John Sanderson donated three lots, numbers 203, 204 and 205 to the church trustees, John Kellam, Albert Shaw and Robert Ward, for expansion.

The trustees in 1895 were George Bailey, J. P. Baurbridge, William Dalton, Richard Hewson, Robert Johnston, Henry Milner, Isaac Muir, John Robinson and George Sanderson. Rev. George Wood left in 1886 and was followed by Peter Campbell; then Thomas Campbell, 1889; George Walker, 1892; A. Richards, 1895; J. W. Morgan, 1898, and William Hall, 1901.



▲ The Methodist Church Choir

The congregation held its golden jubilee in 1907. The church was redecorated, gas lamps were installed and a new organ was dedicated.

The Congregational, Methodist and Presbyterian Churches amalgamated to form the United Church of Canada in 1925 and thus this Church became the Trinity United Church.

The 75th anniversary was observed in 1932. In 1947, a manse was built and in 1950, the \$4,000 mortgage papers of the parsonage were burned by the minister, Rev. David Reece, and Mrs. Art Shaw, president of the Women's Association, at a special service on March 13th. At this time Mrs. H. M. Hepton was the oldest member of the congregation. In these early years, the church's doors were never locked.

In 1952, the congregation raised funds for a new church that was put up on Airport Road north of Derry Road at a cost of \$40,000. The cornerstone was laid on November 16, 1952, with Rev. Richard Davidson, chairman of Dufferin Peel Presbytery officiating. The Malton Trinity United Church, designed by the architectural firm of

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▲ Burning the Mortgage Papers, 1963 (The Malton Pilot)



▲ Trinity's 50th Anniversary of being a United Church
(Randall Reid)



▲ Malton Churches Postcard (Doug Lewis)

Carter and Coleman, Scarborough, with superintending contractor Elwood Culham, was dedicated on Sunday, June 2, 1953. The Minister at this time was still Rev. David Reece. Rev. George Kitching, of the Toronto Diocese, who was retiring at 83 years of age,



▲ Church Women's Group (Malton Pilot)

gave the benediction. The red brick edifice, with laminated trusses, a main section of 60 by 40 feet (18 m x 12 m) and an extension of 50 by 30 feet (15 m x 9 m), would hold a congregation of 250. The Sunday school had 250 children in attendance each Sunday. The last service in the old church was on June 14, 1953. The new church's doors were opened for the first time on Sunday, June 21st, and

357 worshippers crowded into the auditorium for the special initial service. A ceremony was held in January 1963, to burn the mortgage papers.

There was much activity within the congregation over the years. The women belonged to the Women's Auxiliary and the Women's Missionary Society of the United Church of Canada. In January 1962, the Auxiliaries and Women's Societies were amalgamated to form the United Church Women's organization and the women's group of Malton held an inaugural service to commemorate this event.

In 1981, Reverend Maurice Whidden suggested that the Trinity United Church Afternoon Ladies Group put a book together on the history of Malton. They held meetings and began to interview people, gathering family histories and documents. The New Horizon Program supplied the funds to publish the booklet. Several people contributed to the writing and Angus Scully edited it. The project turned out quite successfully and the documents gathered during research were given to the Region of Peel Archives.

In 2006, the Trinity United Church at 7113 Airport Road has a congregation of 90 families and the minister is Reverend Warren Ball.

"Rise up O Men of God"

The Church for you doth wait.
Her strength unequal to her task,
Rise up and make her great.

By Mrs. Annie Johnston



▲ The Trinity United Church, 2006 (Dianne Beedham)

The First Post Office - 1856

THE FIRST POST OFFICE IN Malton was opened on October 1, 1856, with the first postmaster being Isaac H. Sanderson, who was the proprietor of Malton's grain elevators. He was a leading buyer of grain. Malton was a wheat growing area and grain spurred the village's economy. The population at this time was 500.

Sanderson held the position until July 21, 1862, when Joseph B. Allen took over on September 1st. He stayed postmaster until he resigned on April 3, 1876. In 1866, Malton had two churches, the frame Presbyterian, which had opened in 1863 under Reverend James Pringle, and the frame Primitive Methodist, one common school with over 60 students handled by the teacher, Adam Morton, and a Temperance League, Malton Division #295, which had meetings on Friday evenings. Tom Robinson would take the mail to the train station by wheel barrow in summer and sleigh in winter. Jim Nix was one of the rural mailmen who covered a 20-mile (32 km) radius to deliver the mail to the farmers. There was mail delivery daily for the 600 population.



▲ The T. B. Allen Store (Region of Peel Archives)

Joseph was followed by Thomas B. Allen on October 1, 1876. Thomas operated the mail service out of his dry goods and grocery store. He put in 12 years to May 5, 1888, when he, too, resigned. Daniel Allen was the next postmaster, taking on the important task on August 1st. He lasted until February 20, 1905, and was replaced by James A. McBride when he submitted his resignation.



▲ *A Rural Mailman makes his deliveries* (Region of Peel Archives)

McBride took on the position on March 15th and he only lasted until July 26, 1907. But Mr. M. A. Malcolm, who took over, hung onto his job until he died on May 29, 1927. It wasn't until November 30th of that year that William John Garbutt became the seventh postmaster and he, too, hung in until resigning on January 26, 1942.

There was a gap until July 14, 1943, before another postmaster was listed. This is when 46-year-old Samuel Wardell Knife was hired and he worked during wartime when Malton was booming with newcomers taking up residency in Victory Village. Samuel put in sixteen long years and resigned on May 4, 1959. By this time Malton's population was around 1,600. Ralph Eldridge was acting postmaster until he took on the position full-time from September 9, 1951 until March 31, 1952.



▲ *The First Stamp, 1851*

(Canada Post Corp. Ottawa)

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Thomas Verdun Taylor had been an assistant and took over on July 9, 1952, and was still running the post office in December 1965, when door-to-door mail delivery was established. Since 1971 there has been a postal outlet in Shopper's Drug Mart at the Westwood Mall.

Thomas B. Allen - 1860

The general store, built in 1860 by Thomas B. Allen at Scarboro Street and Sixth Line (Airport Road), was the hub of the Malton community. It was a two-storey wooden building that housed his dry goods and grocery business and his family. The grocery store was one large room that was lined with shelves against the walls. It had a center aisle with barrels set about full of staples and displays with every household item required, from cereals, canned goods, crackers and cheese to dry goods, brooms and staples of all sorts. Nail kegs and bread boxes were situated outside on the wide veranda that fronted the building, which was a gathering place for the customers to sit a spell and pass the time of day, discuss the local news, and watch the parade of people going about their daily shopping in the village.



IN OCTOBER, 1876, THE POST OFFICE, WHICH HAD OPENED on October 1, 1856, in Isaac Sanderson's store with him as the first postmaster, moved into the Allen's grocery establishment and Thomas Allen took over as postmaster of the Malton mail service.

The population of Malton at this time had dropped to 350 inhabitants. There was a Methodist and Presbyterian Church, a public school that had two teachers, a general store and blacksmith shop operated by Hugh McCourt, Mr. Pratt's harness shop, shoemakers, John Baitman and John Robinson, a wagon and blacksmith shop run by Joseph Foster, and the Agricultural Inn now managed by William Hale. Mr. B. McMillan was the stationmaster and telegraph operator.

Thomas remained in this position until May 5, 1888, when he resigned. Two other Allens were postmasters, Joseph from September 1, 1862 to April 3, 1876, when Thomas took over and Daniel Allen replaced Thomas on August 1, 1888. It is possible that Joseph and Thomas were brothers and Daniel was Thomas' son, as Daniel sold the family store to James Albert (Bert) McBride in 1903. A James Allen received a grant of Lot 10, Con. 3, EHS, on December 10, 1821, so Allens were one of the early settler families, but no connection could be made between James and Thomas.

Bert McBride also took over as postmaster and only operated the post office until 1907 when he sold out to Norman Malcolm for \$1,800. He went on to open a business on Beverley Street and sold fencing materials. The store remained in the Malcolm family until son, Les, who also served as a Justice of the Peace, closed it in 1947. It has been said that it was torn down and Mr. Wilfred Abell had a drug store erected on this spot and opened on April 29, 1948.

◀ The Thomas B. Allen Store

The McAllister and Galbraith Families - 1860

Scottish born John McAllister (b.1842, d.1924) came to Canada in 1860 when he was 18-years-old. He made his way to reside in Malton, where he worked as a section hand for the Grand Trunk Railway. Having been raised in the traditional Presbyterian upbringing of no smoking, drinking or card playing, for these were works of the devil, he brought these pristine qualities into his lifestyle. His parents, John and Margaret, had been strict disciplinarians.

John met Mary Elizabeth Hale (1857-1917) and they were married in Brampton by Reverend J. H. Lock on December 27, 1886. They had four daughters, Mary Elizabeth (1887-1889), Irene (1893-1970), Edna (1897-1973), and Annie (1899-1954), and two sons, William (1889-1968), and Edward (1892-1892). Mary's family had emigrated from Ireland to Toronto, Ontario, in 1845 with their first four children, of an eventual 13. John became a general storekeeper.



In the late 1860s, Mary's brother, William, owned and operated The Agricultural Inn that was located on the northwest corner of Holderness Street (Derry Road) and Sixth Line (Airport Road).

◀ John Galbraith



▲ Irene and John Galbraith

ON JANUARY 4, 1911, JOHN AND MARY'S DAUGHTER, IRENE, married John Galbraith (1876-1968), whose father, William, was born in Snelgrove around 1847. He was one of five sons born to William and his wife, Euphemia. Their other sons all became veterinary surgeons. John was the baby in the family and when he was just six weeks old, his mother contracted scarlet fever and passed away. John's paternal grandmother took on the responsibility of raising him until he turned 12 years old. His father's finances were depleted after

educating the four oldest boys, so he encouraged his youngest son to take up the trade of blacksmithing. He took his apprenticeship in Snelgrove and when he moved to this area in 1907, he rented Arnold Muir's woodworking establishment for a blacksmith shop.

John Galbraith had purchased the family homestead in 1910 for \$200. He took his bride to the frame house that sat upon a piece of property that had a 200 foot (60 m) frontage. There was also a stable on the property that housed a horse, cow and two pigs, and a chicken coop. John raised piglets and each fall, he would slaughter them and salt them down for the family's store of winter meat. The cow provided milk and butter and the hens many a good meal along with plenty of eggs. In 1914, John sold his livestock and turned his stable into a blacksmith shop.

John and Mary McAllister's son, William, went off to Europe during World War I (1914-1918), and Mary's heart was broken when he left. She felt she would never see him again, fearing he would be killed. As it turned out, she died on September 4, 1917, of rheumatoid arthritis and he returned home safely, having lost his mother during his absence. John died in 1924 of cancer. John and Mary are buried in the Brampton Cemetery.

Irene and John Galbraith had seven children, Mary Euphemia (1911-2001, known as Effie), John (1913-1971), Clark (1914-1979), Wilhelmina (1917-2003), Lorraine (1919-2006), Hugh (1921-1993) and Edna (1922, nicknamed Teddy). They were all born at home by a doctor from Brampton, who would be summoned by telephone when the blessed event was going to take place. Anne Mashinter was the midwife.

Some of the family's stories were recorded in a journal by daughter, Effie. She noted that her mother wouldn't let the children out after dark for fear of their encountering wild animals such as bears, foxes or wolves. Mondays were wash days and water had to be pumped from the outdoor well to fill a large copper boiler that was heated on the wood stove. A large tub with a scrub board was used for washing and another tub for rinsing. They had a large garden that the children had to weed. Besides the vegetables it produced, which were put in the root cellar for winter eating, they had berry bushes and these

were preserved as fruit or jam. Around 200 one-quart (1.2 litre) jars were put down every year.

The Malton Methodist Church played a major role in the lives of the Galbraiths and they would put on their best Sunday clothes and attend the morning church service, Sunday school in the afternoon and the evening service. Irene taught Sunday school for many years. They also enjoyed the many events that were presented such as strawberry socials, bazaars and festivals. Bi-annually, an evangelist minister would come out from Toronto and hold a week of revival meetings in the church. It was a "hallelujah" opportunity to save souls and at times things became quite raucous for the cause. Families would come from miles (kilometres) around and the Galbraiths would watch the horse-drawn buggies fly by their gate. John would comment, "Look at 'em go! Man, they can't wait to see the show." John would attend one of the meetings and Irene would take the children a few times.



▲ A Fast Buggy Ride to the Revival Meeting
(Malton Mercury)



▲ Fun on the Skating Rink

During the winter, a local farmer would flood a large area of his property and make a skating rink for all the Maltonians to enjoy at their leisure. When the Galbraiths took advantage of this sport, upon their return home, Irene would have hot chocolate waiting to warm them after the cold outing.

Also during the winter months, the Malton Dramatic Club would stage melodramas with casts of local young people. They would rehearse for months for each production under the capable direction of John Robinson. Mr. Robinson lived with his brother, who operated a shoe repair shop, and along one wall of the shop, he had a lending library, which many people took advantage of at no cost. John Galbraith painted the scenery for this group. He was an accomplished artist as well as a wood craftsman. He painted many art works for his home and made furniture such as dressers and tables.

One drawback with having a large family was that when a

contagious disease was going around the neighbourhood, the health authorities would come and put a red card on the door and everyone was quarantined until the illness passed. Chicken pox, mumps or measles would take three weeks of imprisonment, scarlet fever and diphtheria, six weeks. With the Galbraiths it was longer than other families with fewer members. Once the quarantine was lifted, the first thing John would do was pay the grocer for the staples he had kindly left on the doorstep.

In 1928, the Galbraiths moved to Weston, where John got a position with Cruikshank Body Shop. They rented their house in Malton, and when the economy crashed in 1929 and a depression set in, they returned to their house in 1932. Their children were grown and getting married and going off on their own. John went to work in the Mount Charles blacksmith shop. Then came World War II in 1939, and John and Irene got jobs at the Victory Aircraft in 1941. Then Irene went to



▲ Teddy Galbraith at Four Corners, 1940

work at the Workman's Compensation Hospital. John retired in the early 1950s, and in 1957, Irene retired from her job at the Hospital.

Their son, Hugh, who had purchased a piece of his father's property in the 1940s, put up a building in 1957 and his wife, Ethel Watts, opened a variety store in August 1958. They had living quarters behind the store. For 18 years, the family operated the store, working seven days a week and made a solid reputation with their customers over that time. Ethel closed the store in the spring of 1976. Shortly after, their son, Hugh Jr., a lawyer, who worked in the Crown Attorney's Department in Guelph, returned to Malton to open a law practice. He took over the family store and to this day, he still has his Hugh H. Galbraith Law Office in his old hometown on Derry Road.

John passed away in 1968 and Irene in 1970. They are buried at Riverside Cemetery in Weston.



▲ John Galbraith's former Blacksmith Shop



▲ Galbraith Variety Closes Down, 1976



▲ Effie Galbraith Howard



▲ Hughie and Teddy Galbraith



▲ Irene and Effie Galbraith



▲ Galbraith Law Offices, 1987



▲ Hugh Galbraith

(Photos courtesy of Dianne Beedham)

The Malton Orange Lodge #528 - 1862

The first Orange Order in Toronto Township, it has been recorded, was founded in Grahamsville in 1820 by Irishman John Rutledge, and the Orangemen had their first parade on July 12, 1822. The gentlemen of Orange persuasion would become members of whatever order was formed, so the Orangemen of Malton and surrounding communities attended the Grahamsville Lodge until they could found their own Order.

Invariably, the Roman Catholics disrupted their festivities with a riot every year when the Orangemen would celebrate England's King William of Orange delivering them from Papist authority when he conquered Ireland in the "Battle of the Boyne" on July 1, 1690, and the "Battle of Aughrim" on July 12th.

On August 30, 1862, a charter was issued to William Johnson for the Malton Orange Lodge #528. When the Temperance Hall was constructed in 1870, the Lodge rented space to hold their meetings.



◀ John Rutledge

MANY GENERATIONS FOLLOWED IN THEIR FATHERS' footsteps and became Orangemen, attended meetings, held office and enjoyed the camaraderie, especially the annual celebration on July 12th.

As interest diminished over the years, the membership dropped drastically, so the Orange Lodge was declared dormant on July 22, 1966.



▲ Orange Lodge Certificate



▲ Orange Lodge Logo

(Photos courtesy of the Region of Peel Archives)



▲ Orangemen's Day Parade, 1822
(C. W. Jefferys/Region of Peel Archives)

The Community Halls - 1870

IN 1870, THE PEOPLE OF MALTON RALLIED TO have a community hall built. The population stood at 350 and they felt it was time that they had a place to hold events and encourage people to have community get-togethers.

Property was purchased for \$20 from Mrs. Hugh McCourt and signed over to the trustees. The trustees were Joseph Foster, Hugh Day Johnston, John McMullen, Samuel Wallace and Thomas Shaw. A 50 foot by 30 foot (15 m x 9 m) frame building was constructed and it was named the Temperance Hall. The Sons of Temperance Lodge #295 operated the hall and organized events and rented their facility for various functions and other organizations such as the Orange Lodge, which helped maintain the building.

When the Temperance League disbanded in 1905, the Temperance Hall was used until 1908 and then closed and as time passed fell into disrepair.

In 1930, the trustees of the village, John Brest, Fred Codlin and Thomas Osborn, who had been voted into their positions in January 1929, made an effort to have the hall refurbished. They took out a debenture to borrow \$1,100 for the remodeling and it became the Malton Police Village Hall.



▲ The former Temperance Hall

(Mississauga Library System)

In October 1931, the community hall was opened in Malton at Studley and Burlington Streets. Immediately people began to congregate and become involved. Some of the new members were Mr. and Mrs. William Snead, Mr. and Mrs. Hepton, John Robinson, Mr. and Mrs. Speers, Mr. and Mrs. John Bell, Adam Bruce and Robert S. Whaley.

Three organizations were formed during the decade of the 1930s, The Horse Show Association, The Agricultural Association and The Horticultural Society. They held their events at the new community hall. The Horticultural Society was founded in 1935 with 93 members



▲ Malton Community Hall (Victory Hall)
(Mississauga Library system)

and Mrs. Annie May Johnston was president and Mrs. David Lammy, secretary. With the start of World War II in 1939, the Society's activities were discontinued.

In 1940, an addition was added to the community hall, which had a kitchen and cloakrooms. Dances and social events were well attended. Flower Shows were very popular and the event included contests, displays, recitals, an oratorical contest for the school children and demonstrations. During World War II, entertainment was put on for the boys in training by the Greater Toronto War Services Committee. The women's organization catered.

A community hall was constructed in Victory Village, east of Airport Road. It still stands at 3091 Victory Crescent and is owned by the City of Mississauga.

In the 1950s the community hall was changed from insul brick to clapboard and given a new entranceway. By 1975, the hall was in terrible shape. Malton had matured and the population had soared. It was time for a much more elaborate and serviceable facility. The City of Mississauga council began preparations for a new Community Centre and Library. The plans materialized and in 1977, the facility became a reality at 3540 Morning Star Drive.

The old hall was torn down in 1980.

News Item

Majority of 26 Votes Validates Malton Debenture By-law



▲ Malton Police Village Hall
(Mississauga Library System)

By a vote of 34 to 8, ratepayers of Malton Police Village voted yesterday in favour of a by-law to authorize the issue of debentures to the amount of \$1,100 to meet the cost of acquiring land as a site for the recent remodel-

ling of the now spacious police village hall. The debenture will be payable in four installments, in years 1932-33-34-35.

David Wilson, County Clerk, acted as returning officer, John Bell, as deputy returning officer, and William Fleming as poll clerk. The poll was open from 9 a.m. until 5 p.m.

The new hall was opened on Thursday evening, October 15th of this year. The ground on which the hall stands was originally purchased from Mrs. Hugh McCourt for \$20 at the time that Malton aspired to become the Town of Peel. The hall was built in 1870 and was 50 feet long and 30 feet wide and was known as the Temperance Hall.

The Brampton Conservator
November 19, 1931



◀ Girl Guides in front of
Community Hall, 1949
(Dianne Beedham)

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▲ Victory Hall, 2006 (Kathleen A. Hicks)



▲ Malton Community Centre and Library, 2006
(Kathleen A. Hicks)

The Threshing Machine - 1879

Taken verbatim from the Meadowvale Women's Institute Scrapbook No. 3
Author Unknown

The steam powered threshing machine was first brought on the farming scene in 1879 – a traction steam engine appeared in 1900. A threshing machine outfit consisted of the engine, separator, water tank and straw cutting box. Until 1930, they were a familiar sight on the roads of Peel County. Usually a horse and buggy followed behind the procession to take the threshmen home at night.

When threshing was done in the field the separator was wheeled into the grain field, where the engineer backed the engine around expertly to the power distance. There were teams with loads waiting and, as one pulled up to the table, the belt was slipped on, and with a slapping noise the engine went into action with extra effort, and the separator jiggled and jangled into action with a great rush of small

belts and pulleys, as well as the clattering of sieves and canvas.



◀ *First threshing Efforts*
(Region of Peel Archives)



▲ *Farmers Threshing in a Barn*

The fire-box belched fire and with a toot of the whistle the threshing started. Soon there was a rustling sound as the straw was propelled through the blower and the golden grain started slithering out of the spout into a waiting bag.

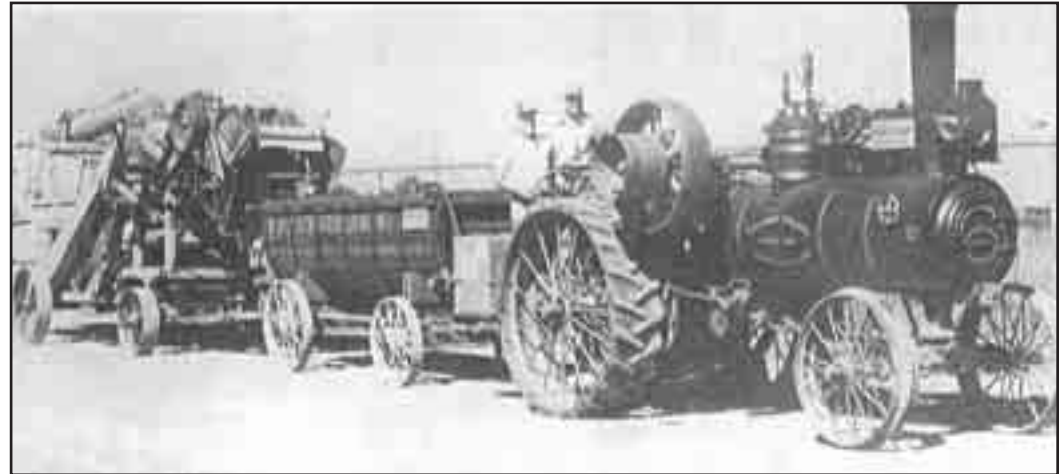
The tankman, who looked after the big tank that hauled water for the engine, filled the boiler and two small tanks, which he put beside the engine. He also ran the portable saw that ran on a belt from a small pulley, cutting up the pile of old fence rails and poles.

Meals for the threshers were something very special. For several days before the threshing, the farm wife and usually some of her neighbours, were busy preparing food. And what meals they put up. Great roasts of meat, potatoes, gravy, several kinds of vegetables, pickles and relishes, tea biscuits and always two or three kinds of pies and the men nearly always had a piece of each kind.

Author's note: A groundhog threshing machine was first marketed in 1830 that could thresh 300 bushels of grain a day. Before that a farmer would spread the wheat on the floor of the barn and flail it to loosen the kernels. This procedure lasted until someone decided to secure his cattle to a post and have them walk in a circle on layers of wheat and when the kernels fell to the floor, the farmer raked them into bags.



▲ Threshing on the Lewis farm (Doug Lewis)



▲ Threshing equipment consisting of the engine, water tank and threshing machine, 1915 (Ben Madill)



▲ Jean Armstrong
(The Mississauga News)

Memories

"In the 1920s, harvesting was mechanized with the binder and the first threshing machines were obtained by individual farmers. Threshing crews would travel from farm to farm. With the large amount of alfalfa seed grown at this time, the Shaw family were the first farmers to have their own outfit. When the machine was delivered, it was unloaded from the train at Weston and hauled by tractor with advertising banners on the sides, proclaiming McCormack-Deering. Mr. Fred Codlin was the local agent at the time. This business increased until after World War II, when almost every farmer had his own threshing machine. It was about this time that the hay baler and a combine started to appear, and when Malton succumbed to development, the new method had taken over."

Jean Armstrong, 2006

The Madgett Family - 1880

JOHN (b.1853, d.1913) AND CLORRISA LA ROSE Madgett (1854-1926) came to Malton in 1880, shortly after they were married. John had worked as a section hand for the Grand Trunk Railway for a number of years. Around this time, they purchased a general store with an acre (0.4 ha) of land at the southwest corner of Sixth Line (Airport Road) and Holderness Street (Derry Road). The couple resided in the same dwelling that housed the store. They had nine children, William (Billy), Alfred, Vernon, Graham, Charles, Mary, Lillian, Florence and Pearl, who were all born at home, as was the custom of the era.

The family were Methodists and were parishioners of the Malton Methodist Church. As the children turned six, each attended the Malton Public School. Their daughter Pearl died at age 18.



▲ John Madgett



▲ Clorissa Madgett



▲ Maude Madgett



▲ William Madgett

Their son, Vernon, became the rural mailman of the area. In 1909, Billy married Maude Johnstone, the daughter of Moses and Hannah of Mount Charles. They took up residence across from the family store on the southeast corner of the intersection. Billy owned a steam-operated threshing machine and he worked for the local farmers bringing in their wheat crops. There was a large barn on his property where he stored his threshing equipment.



Maude and Billy were blessed with four children, Marjorie, Jack, David and Laura. Like their father before them, they went to the Malton Public School and they attended the family church. Maude was a member of

◀ Madgett Wedding, 1909

the Women's Auxiliary and daughter, Marjorie, belonged to the Canadian Girls In Training (CGIT), which was a spiritual and social group for young women and they wore a sailor-type blouse called a "Middy." When Marjorie graduated from the Brampton High School in 1925, she won the Warden's Gold Medal in Peel for high achievement.

John passed away in 1913 and Clorissa and her children continued to operate the store as it was the family's livelihood. In 1916, while Alfred was overseas serving in World War I (1914-1918), the store burned to the ground. Clorissa and three of her sons, Billy, Vernon and Charles, moved to Toronto, where Mary and Lillian had lived for some time. Alfred and Graham owned the property for several years, then sold it and purchased a farm on the Fourth Line (Bramalea Road). Clorissa was going to move back to Malton, but she passed away on January 28, 1926. She and John are buried in the Riverside Cemetery in Weston. Eventually, a Bank of Nova Scotia was

constructed on the former Madgett's general store property.

In 1928, Billy and Maude bought her parents' dairy farm at Mount Charles. Then Billy gave up his threshing business to become a full-time farmer. He sold his milk to a dairy in Toronto and harvested wheat, oats, barley and hay. Maude also sold her eggs to the dairy and sold geese to a market.

Marjorie married Clarence McLaughlin in July 1929, then the family celebrated a double wedding in 1934, when Jack married Marjorie Beedham and Laura married James Beedham. Dave worked on the construction of the Malton Airport in 1937. Not long after, Dave developed tuberculosis and died in April 1941. Billy suffered a heart attack in the spring of 1944 and died and the family farm was sold in the fall. Maude survived to the age of 102 and passed away in June 1980.



Barn Raising Crews

Memories



▲ Marj and Jack Madgett

In 1992, when we were visiting my husband's Uncle, Jack Madgett and his wife Marj, he told us about an incident that happened when he was a young lad. He and his friend, Clark, were pedaling their bikes past the Methodist Church, and his mother, Maude, hurried out of the Church. She handed Jack a container and told him to go to the Co-Op (across from the railway station) and purchase some coal oil. Instead, the boys stopped off at the railway station and filled the container with water. They return the container to Maude and she filled the oil lamps. The temperature dropped sharply that night and the lamps' contents froze and cracked some of the lamps. Jack said he was in serious trouble and his parents had to replace the broken lamps. In those days, the church, schools etc., were heated by potbellied stoves and were not burning if the building was not occupied.

Dianne Beedham, 2006



▲ Coal oil Lamp
(Mississauga Heritage Foundation)



Madgett
Homestead





▲ David Madgett



▲ Billy and Buster



▲ Jack Madgett



▲ Billy, Maude, Marjorie and Jack, 1913



▲ Billy and Dog



▲ Aunt Sophie and Jackie



▲ Marj Madgett at 2 years old



▲ Marjorie at 95 years, 2005

(Photos courtesy of Dianne Beedham)

The Codlin Family - 1890

Thomas Codlin (b.1838, d.1918) bought the west half of Lot 11, Con. 7, EHS, 100 acres (40 ha) in the Township of Toronto Gore on the Sixth Line (Airport Road), in December 1890, from Mrs. Eliza MacDonald, whose husband, Alex, had died. Thomas was the fifth child born to John (1800-1848) and Mary Codlin (1808-1880), who had seven children. The Codlins were an early pioneer Etobicoke family. According to the 1877 *Illustrated Atlas of Peel County*, Thomas owned 50 acres (20 ha) of Lot 12, Con. 9, in Toronto Gore and a John Codlin had 100 acres, south half of Lot 12, Con. 8. There was an old dwelling on Thomas' Lot 11 property, which the family resided in temporarily. In 1891, he constructed a Gothic Revival brick house and rented the MacDonald house to Thomas Gardhouse.



◀ Fred Codlin



◀ Fred and Earl Codlin
and Friends



◀ Doris Codlin and
Friends

THOMAS AND HIS WIFE, ANNIE ELIZABETH PARKER (1856-1931), had three sons, James (1880-1962) Frederick (1882-1956), and George (1891-1959), and two daughters, Ida (1884-1963) and Ethel (1889-1972). Thomas was a conscientious farmer and his farm produced vegetables and fruit and he raised cattle and poultry. When Thomas passed away in 1918, his son, Fred, inherited the farm that was valued at \$3,000.

James married Margaret Kellam and they went to live on the Codlin homestead on Indian Line. They had six children, Leslie (1913-1996), Gertrude (1915-1999), Arthur Franklin (1916-2003), who became a doctor, Gladys, Howard and Florence (1926-1995). James Codlin died on February 21, 1962, in his 82nd year. George lived on the farm, which Thomas had bought near Clairville on the Indian Line, with his wife, Myrtle Bousfield (1892-1968), and their children, Lloyd and Hazel. They were sons of a pioneer farmer, who had been born on Indian Line and had lived in Malton all their lives. Ida married William John Agar (1875-1944) and moved to Islington and they had

Gordon and Irene. Ethel and her husband, John Gowland, resided in Weston with children, Violet and Wilbert.

Fred married 21-year-old Mabel Mashinter on June 3, 1914, and they had Vera, 1915, Doris, 1919, and Earl (1923-2003). Fred became an implement dealer for McCormack-Deering, which became International Harvester Company. He also was a trucker for the farming community and was well known by everyone.

There are two firsts known about the Fred Codlin family. They had the first car in Malton and the first residential telephone. The reason Fred Codlin got the first telephone was that when the Bell Telephone crew came to Malton, they boarded at his house while doing the work in the area.

The Canada Bread Company also boarded their horses and bread wagons at the Codlins' farm during the winter months. The bread would be shipped by train from the Canada Bread factory in Toronto to the Malton CNR station, be put on the bread wagons and delivered to the customers in the Malton area.

Fred was also a long-time trustee of the Malton Police Village since it became incorporated in 1914. The family attended the Malton Methodist Church (became Trinity United in 1925) and Mabel was a dedicated church volunteer. Vera sang in the choir and for people's weddings. She also belonged to the Malton Amateur Dramatic Club and starred in some of their plays such as "Farm Folks" on April 9 and 10, 1921.

▲ Mabel Codlin

Doris married Joe Milne and they moved to Scarborough, where they raised their son, Bruce. Joe died on February 24, 1994, and Bruce on July 12, 2005. Earl worked for McDonnell-Douglas. He married Audrey Hall and they had three children, Richard, Ann and Fred. Earl built a house for his family in 1947, which was behind the house his grandfather, Thomas, had built in 1891. Audrey passed away on December 22, 1997, and Earl on November 16, 2003.

In 1942, during World War II, the federal government expropriated Fred Codlin's farm for the construction of its Victory Village, a housing



▲ Fred Codlin at the Old Maids Convention

project for the aircraft workers. The Codlins remained in their house on two and a half acres (1.2 ha) until their deaths, Fred on January 9, 1956, and Mabel, December 17, 1983. They are buried in the Riverside Cemetery in Weston.

That same year, 1942, Vera married John Etheridge and they took up residency in one of the wartime houses. John and Vera became members of the Royal Canadian Legion (Malton) Branch #528, as John had been in the armed forces, and Vera belonged to the Ladies Auxiliary. John passed away in 1987 and Vera is still a member.



The Thomas Codlin house, located at 7103 Airport Road, was last owned by Seventh-Day Adventist Church. It had become a designated heritage house in 1987, but because of vandalism, the house had to be demolished in 1992.

◀ Vera and John Etheridge



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The Codlin farmhouse

(Photos courtesy of Vera Codlin Etheridge)