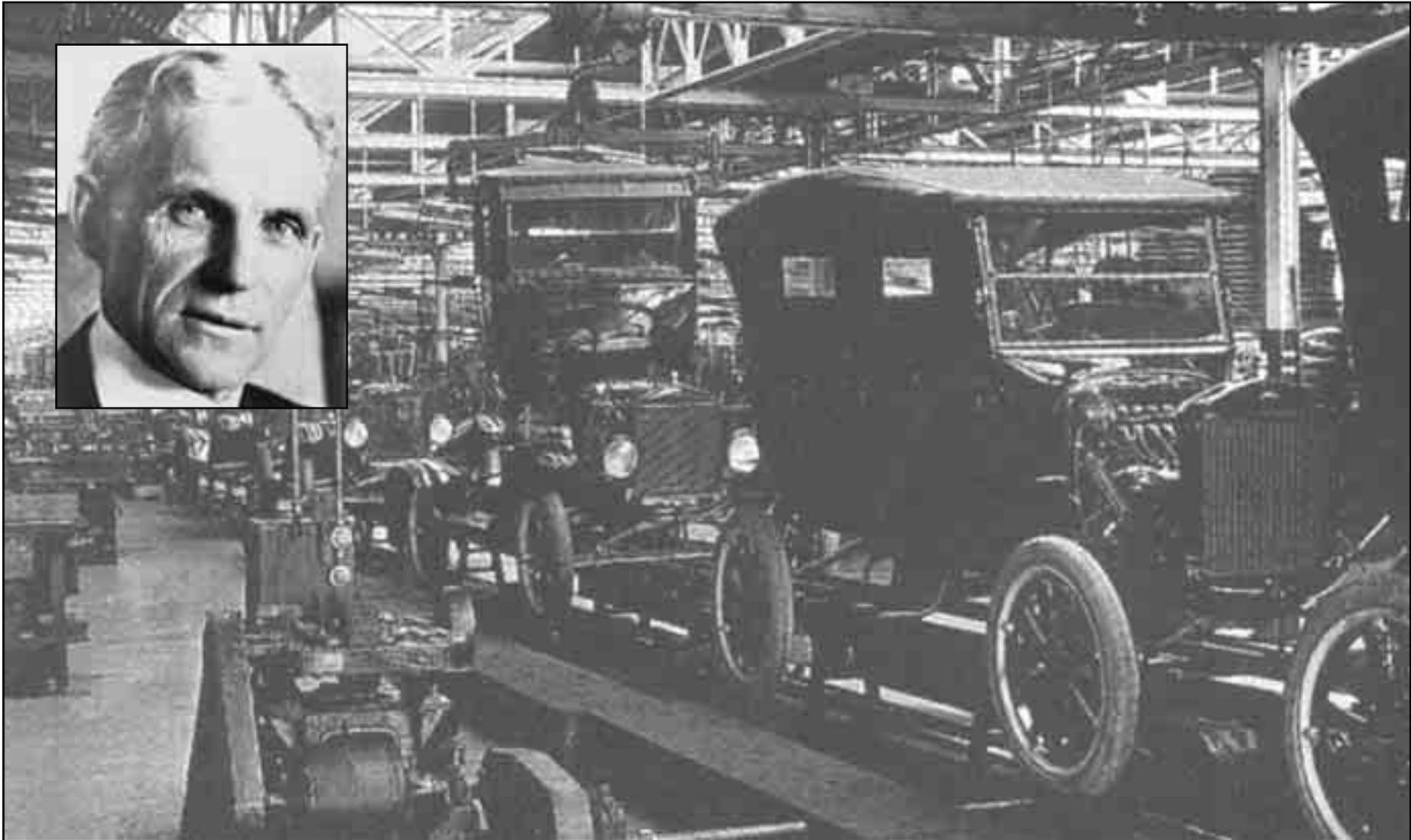




Robert Duck's carriage (Region of Peel Archives)

Part Three 1901 - 1950

The First Automobiles- Early 1900s



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▲ Ford Plant
(Enersource Hydro Mississauga)

Inset: Henry Ford
(Ford Motor Company of Canada Archives)

AT THE TURN OF THE CENTURY, A PHENOMENAL sight appeared on the streets of North America - the automobile. Because everyone was used to horse drawn wagons, the new contraption became called “the horseless carriage.”

The first gasoline-powered automobiles were invented by Americans Charles and Frank Duryea in 1893. They started manufacturing at their Duryea Motor Wagon Company factory in Springfield, Massachusetts. In 1896, Frank Duryea traveled with the Barnum & Bailey Circus and drove his car around the ring.

Henry Ford began to manufacture cars in Detroit, Michigan, in 1903, and others followed. The Ford Motor Company was worth \$100,000 U.S. in 1903 and by 1927 had escalated to \$700 million. The first Model T advertisement appeared in the *Saturday Evening Post* in 1908 with a price tag of \$280. The mass production in the first decade by Henry Ford brought about a tremendous change in transportation. The day of the horse drawn wagons and carriages would become passe. The automobile was here to stay.

The right to manufacture cars in Ontario was acquired in 1904 by 31 year old Gordon Morton McGregor, the president of the Walkerville Wagon Company in Walkerville (Windsor). McGregor, as founder and General Manager, incorporated a new company on August 17th called the Ford Motor Company of Canada, with a capital of \$125,000. In the first year of operation, its 17 employees, on a \$12,000 payroll, turned out the first car in September. By year's end, 20 had rolled off the assembly line.

The first car lot to appear in Toronto Township was Moore Motors at Stop 35 in Port Credit in 1921, and it was sanctioned by the Ford Motor Company. The first operator's license was issued in Ontario in 1927 at a cost of \$1. The first year, 444,472 licenses were issued in the province. According to the Ministry of Transportation, in 2001 there were 8,121,374 licensed drivers. In 2003, there were 8.3 million.

When W.W.II ended in 1945, Ford expanded its operation to plants and parts distribution outlets in Oakville, St. Thomas, Niagara Falls and Brampton, then across Canada. By 1990, Ford had 15,000 employees with an \$800 million payroll and 600,000 automobiles were produced annually. The Windsor plant made automotive history that was announced on May 3, 2003. The 100 millionth V8 engine was produced. "Our Windsor operations continue to make a strong contribution to the success of the Ford Motor Company," said Alain Batty, president and CEO of Ford of Canada. In 2003, Ford Canada celebrated Henry Ford's 100 astounding years.



▲ Tom, Maud and Grandma Duck and the Family Car
(Region of Peel Archives)

NEWS ITEM



Motor Licences Now Available at Area Office

The year is young, but it's not too early to get your 1952 motor vehicle permit and chauffeur's or operator's licence, says A. McCraw of Lakeview, licence issuer for this district.

The new permits went on sale last Wednesday. The Motor Vehicles Branch of the Ontario Department of Highways has not yet set an expiry date for the 1951 permits. For the first time in several years, no new plates are being issued. The white and blue 1951 markers will be seen on vehicles for another year, and a yellow, red and black windshield sticker will designate the 1952 licence renewal.

The license bureau for this district is located at 1171 Lakeshore Road East in Lakeview. Permits may also be obtained at offices in New Toronto, Oakville, Brampton and Toronto.

The Port Credit Weekly

Thursday, January 10, 1952

The McGillions - 1906



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On January 18, 1906, Bernard McGillion purchased seven acres (2.7 ha) of the property of the late John Watson on the southeast corner of Third Line (Dixie Road) and Middle Road (QEW), Lot 5, Con. 2, SDS, for \$3,225. It had a two storey house with many fascinating interior

▲ *The former Watson/McGillion House*
(Kathleen A. Hicks)

features and a brick stable in the rear built in 1872. On March 1, 1906, James McGillion bought eight acres (3.2 ha) of the Watson's farm for \$1,600. James was given written permission from his neighbours to transport stones from the Etobicoke Creek to put in a well.

On July 23, 1951, the Department of Highways expropriated 0.6 acres (0.2 ha) of the McGillion land for the Queen Elizabeth Way (QEW) reconstruction, which would include an intersection at Dixie Road that would have a high overpass with the QEW running under it. Other property was expropriated to complete the work, service roads were put in on both sides of the QEW and a crescent was formed where the McGillions' house was located.

George A. Rome and Son was interested in constructing a subdivision east of the Dixie Road where the McGillions and Watsons lived. So the company started purchasing property to carry out its plan. On September 10, 1951, 31.4 acres (12.6 ha) were purchased from Melville Watson. In that same month 7.4 acres (3 ha) at \$2,500 an acre (hectare), was bought off John McGillion and 16.2 acres (6.5 ha) from Kenneth Watson. In December, 12.7 acres (5.1 ha) from Douglas Watson, made for 67.7 acres (27.2 ha). The Rome subdivision plan was registered on March 25, 1952, and this was followed on March 30th with their last purchase from W. Harold Watson. George A. Rome and Son had a name change on May 22, 1952, to Rome-Saracini Limited and they built the Orchard Heights subdivision. They laid out 95 lots with 70 and 90 foot (21 m x 27 m) frontages and Daniel and Allan Saracini built six model ranch style bungalows. Within three months, they had sixty houses available for sale. There were six acres (2.4 ha) of the Watson orchard left in fruit trees, three to each lot. They held an open house in September, 1952, and over 8,000 people showed up. George Rome called the street leading into Orchard Heights from Dixie Road, Rometown Drive.

Margaret and Helen McGillion resided in the family home, where they had been born, until their deaths. Frank McGillion sold the house on February 3, 1995, to Boris Poletto. Frank McGillion died in 1996.

The Watson/McGillion house and brick stable are still located at 1559 Cormack Crescent, named for veterinarian Doctor Raymond Cormack, who has operated an animal clinic at 1617 since 1951. According to Boris, all the features of this heritage house are still intact.



▲ The McGillion House and Stable
(Helen McGillion)

Anthony Adamson - 1906

Anthony Patrick Cawthra Adamson was born to Ann Mabel (b.1869, d.1943) and Agar Adamson (1865-1929), on March 17, 1906, in Toronto. He had an older brother, Rodney (1901-1954), who would excel in politics and begin his career as the private secretary to the Honorable Robert Bennett. When they moved to the Grove Farm, Lot 12, Con. 3, SDS, he attended elementary school in Port Credit. Anthony and Rodney had a 10 foot by 8 foot (3 m x 2 m) treehouse on the west boundary of their property that was roofed and had a veranda. While his parents served in the First World War (1914-1918), he boarded in England.



▲ Agar and Ann Mabel Adamson
(Photos from the Anthony Adamson Collection)



▲ Grove Farm, 1912
Anthony Adamson inset

WHEN THE ADAMSONS RETURNED FROM OVERSEAS IN 1919, they built a two storey grey stucco and stone house with a red tile roof that faced Lake Ontario.

Anthony completed his education in architectural history at Cambridge and Bartlett Universities in London, England. His father was involved in a plane accident in August, 1929, and died on November 22nd of pneumonia following an operation in London, where they had been residing for three years. He was cremated and his ashes were brought back to Canada to be interred on December 14th at the Trinity Anglican Church in Port Credit.

Two years later, September 11, 1931, Anthony married Charlotte Augusta Bonnycastle (1906-1997) at St. Andrews Church in Chelsea,

England. Upon their return from their honeymoon, which included Holland, Copenhagen and a week in Russia, Anthony designed and had a 2,600 square foot (262 m²) frame single storey Regency Revival house built on the east side of his parents' property. They had three sons, Adrian, born in Winnipeg in 1933, Inigo, 1935, and Jeremy, 1943. They only resided there four years when Anthony came down with tuberculosis and was confined to a sanitarium in Colorado, then Portland, Oregon, then Victoria, B.C., until 1943.

When his mother passed away on December 4, 1943, he inherited her 40 acre (16 ha) estate and he and Augusta moved into the family mansion. Their house had been rented out and in 1945, they sold it to Duncan and Alice Derry. He became involved in local politics in 1949 as councillor of Ward 1, which he held until 1952 at which time he accepted an United Nations Public Administration Fellowship and resigned to travel in Europe for a year to study municipal government, sponsored by the Department of External Affairs. When he returned, he ran for Reeve and held this position for two years. For his service to Toronto Township, he received the Coronation medal. Between 1950 and 1967, he was a professor at the University of Toronto. He was president of the Peel County Children's Aid Society, 1955-1957, vice chairman of the National Capital Commission for architecture, 1959-1967, President of the Ontario Welfare Council, 1960-1962, chairman of the Ontario Arts Council, 1969-1974, and the Ontario Heritage Foundation, 1974-1981. He was also involved in restoration projects around Ontario, two major ones being, Upper Canada Village (Morrisburg-1957) and Dundurn Castle (Hamilton-1966). In 1974, he was made an Officer of the Order of Canada.

His wife, Augusta, was also community minded, being a life member of the Imperial Order Daughters of the Empire (I.O.D.E.) and organizing the South Peel Hospital Board much before the Hospital (now the Trillium Centre) was opened in 1958. She became a founding member and first chairperson of the Women's Auxiliary and President of Canadian Hospital Auxiliaries.

The Adamsons added a swimming pool in 1956, southeast of the Gate House, and in the 1960s, modified the barn to hold concerts. As the community began to expand, Anthony sold off pieces of his property, houses were built and his new neighbours accessed his property

as a park and utilized the beach. By 1968, when there were only 15 acres (6 ha) left, Anthony tried to get approval to develop this acreage. For the next few years, as Toronto Township, that Anthony had served so well, went through the transition of becoming the Town of Mississauga and then a City, Council meetings were attended and hearings with the Ontario Municipal Board. It took four years and his request received approval in 1972 and was zoned for high rise, but he was thwarted by his neighbours, who did not want an apartment building nearby, which would disrupt their quiet lifestyle. They put in 115 letters of objections, so the paperwork was never sent to the provincial ministry for approval. Finally, the Credit Valley Conservation Authority (CVCA) stepped in and expropriated the property to save it from development. The Adamsons then sold their remaining property of 8.6 acres (3.4 ha) to the CVCA in 1975 and moved to 23 Rosedale Avenue in Toronto. The Adamson Estate was designated an heritage site in 1978 under By law #461-78.

Their house was rented out as a residence until 1990. On September 19, 1993, it was officially opened as the facility for the Royal Conservatory of Music. Augusta passed away on May 18, 1997. Tony Adamson resided in a seniors' home in Toronto until his death on Friday, May 3, 2002. He was interred in the family crypt at the Port Credit Trinity Anglican Church on Stavebank Road. He is survived by his sons, Jeremy and Adrian, nephews Agar and Christopher, many grandchildren and great grandchildren. Son Indigo died in 1977.

The Conservatory continues at its lakefront location, 850 Enola Avenue (originally Adamson's Lane), and the property is leased as a park by the City of Mississauga. The Adamson/Derry House at 875 Enola Avenue, designated in 1993, was purchased by the City of Mississauga from Alice Derry in November, 1998. She moved into Toronto, where she died in 1999. A special opening and program of activities, including a parade, were held on September 9, 2001. In January, 2002, it became the offices of the Multiple Sclerosis Society.

In 2000, a plaque was installed by the City of Mississauga on the Adamson Estate that gives a description of the property in text and pictures.



▲ The Adamson Barn, 2004

◀ The Adamson Plaque, 2004



▲ Above Photos: The Adamson House and Gardens



▲ The Adamson/Derry House, 2004

(Photos by Kathleen A. Hicks)



Memories

"Our house holds a lifetime of memories. That separate building with a hole in for the road called a Gate House cost \$600 to build when I was born. The end room was my nursery. When I was three

years old, I cut my wrist by beating two pop bottle together to amuse my dog; they exploded and cut an artery and all my tendons. Someone got on a horse and rode into Port Credit and got young Doctor Sutton, who was then a student; and we had an operation on a stump."

Excerpt from *Kathleen Hicks' V.I.P.s of Mississauga*

Original interview with Anthony Adamson, October 4, 1972

Author's note: This building, an entryway and summer house, is called Adamson's Folly. It is one of three known gate houses that exist in Canada: The other two are the Prime Minister's residence and Rideau Hall, the home of the Governor General. It is the only wooden gate house in Canada. It went under major restoration by the local Rotary Club.

NEWS ITEM

Information received from England conveys the news that a month ago Colonel Adamson, in company with Harper, a well known flyer who made the Trans-Atlantic trip from Canada, were traveling from England to Ireland and by some mishap their plane fell into the ocean and sank. Colonel Adamson and Mr. Harper were able to blow up the safety belts which they wore and remained in the sea for four hours until they were picked up by a trawler and taken to the Isle of Man, none the worse for their sudden dip into the sea.

Port Credit Weekly
August 9, 1929

NEWS ITEM

TCA North Star Airliner Drops on Houses in City of Moose Jaw, No Survivors.



▲ Rodney Adamson
(Region of Peel Archives)

Thirty seven persons lost their lives today in Canada's greatest air fatality as a TCA North Star and an RCAF trainer collided in mid air and crashed into a row of houses below.

Rodney Adamson, MP for York West, and Mrs. (Cynthia) Adamson were aboard the plane.

In part from *The Toronto Daily Star*,
April 8, 1954

Anthony and Augusta Adamson took in Rodney's two sons, Agar, 19, and Christopher, 4-1/2.

Information

When Upper Canada was founded, the white pine across the province was reserved for King George III for masts on British vessels. Some grants stated, "This grant reserves all white pines that shall or may now or hereafter grow or be growing to George III and his heirs and successors forever."

Anthony Adamson had three dead pine trees in his front yard in 1953 when he was Reeve of Toronto Township. When he was interviewed at this time, he stated, "I would like his Majesty to come and take them away anytime now."

To the east of the house and driveway stands a Beech tree well over 200 years old. Upon the bark of this ancient tree, is carved the initials W.E.D. with the date 1801. It is thought that one of the surveyors of Lake Shore Road might have carved his name for posterity. Anthony Adamson said that there was a Lieutenant William Derenczy at Fort York at that time and he could have been out this way by boat and left a reminder of his visit.

The Lakeview Golf and Country Club - 1907



On April 21, 1907, the 97 acre (38.8 ha) Reuben Dunn farm, Lot 6, Con. 2, SDS, on the west side of Third Line (Dixie Road) was purchased by the High Park Golf Club that had been founded near Grenadier Pond in High Park, Toronto, in 1896. Because of urban growth, the club was forced to find a new location for its golf club.

▲ The First Clubhouse

(Larry Edwards)

THE DUNN PROPERTY WAS CUT IN TWO BY THE GRAND Truck railway tracks. The course was designed by W. J. Lock of Rosedale. Arthur S. Russell, an English professional golfer, became the pro, a position he held until 1936. Within a month after possession, on May 24th, nine holes were completed below the tracks and opened to its members. By August 3rd, it was an 18 hole course with nine holes above the tracks. A converted farmhouse was used as a clubhouse until another 41 acres (16.4 ha) of the former Fred Death

farm was acquired on March 20, 1911, from Robert Ewing for \$12,605, and the 31.5 acres (12.6 ha) below the tracks were sold on March 31st to Mary McEvay for \$15,750.

On March 31, 1911, the club received a new name and was registered on July 20th as the Lakeview Golf and Country Club. It became official in January, 1912, a new clubhouse was built and the grand opening took place on July 8, 1911, with 475 members. Misters A. T. Phelan and H. W. Phelan were the main shareholders.

The first major tournament, the Canadian Professional Golf Association Championships, took place in 1914 and the cup was won by George Cumming. In 1920, Mr. Cumming, who was the pro at the Toronto Golf Club, was contracted to redesign the course and the Club acquired golf architect, Herbert Strong. The \$85,000 course, with the entire 18 holes located above the tracks, which included a watering system, was completed by September, 1921. The greenskeeper, Bert Hawkins, lived in a house on the north end of the course and maintained the grounds.

In 1923, when C. E. Lanskaill was president, three championship

tournaments were held, the first Open Gold Championship for professionals and amateurs, the first Ontario Open Championship and the prestigious Canadian Open. For the latter, 200 leading golfers in North America gathered at the Lakeview Club, which was won by Clarence W. Hackney from Atlantic City, New Jersey. Between 1922 and 1934, Lakeview was classed as one of the most popular golf courses in the country and hosted about ten Canadian tournaments.

Leo Diegel set a course record of 5 under par 70 at the Canadian Open in 1934. This record remained until 1971 when Greg Patterson tied this score in a Public Links Tournament. On June 8, 2001, Ross Eisele unofficially broke Diegel's record with a 64 in a non-competitive game.

On Friday, July 21, 1939, in the early morning hours, the clubhouse caught fire. The housekeeper, Martha Andrew's barking cocker spaniel brought her attention to the fire and she awakened the guests and alerted the Fire Department. The Port Credit, Cooksville and Long Branch fire brigades attempted to extinguish the flames but to no avail and the building was destroyed at a \$50,000 loss. At this time, J. W. McMasters was the club president, Charles Lean was the manager and Lex Robson, the pro.

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▲ This one storey cottage was built in 1913 for Bert Hawkins, the greenskeeper. It is still in existence today and used by course superintendent Bruce Burger. (Kathleen A. Hicks)



▲ After the fire, 1939 (Lakeview Golf and Country Club)



▲ Bert Hawkins watering the Greens, 1923

In 1940, the course came under the ownership of longtime members, William Purdle (b.1885, d.1970) and Harry Phelan (1882-1945) for \$400,000. A new clubhouse of cinder blocks was constructed on the original foundation and Toronto Mayor Ralph C. Day presided over the opening ceremonies on May 18th. Women had been playing on the course and fairing well, however under Harry Phelan, the course was immediately closed to women golfers, because he did not like having to constantly wear his shirt. He enjoyed doffing his shirt and sunbathing while he played golf, so “No Women Allowed” became the norm. When he died of a heart attack on the 13th hole in 1945, at age 63, Mr. Purdle purchased his partner’s shares and continued the no-ladies ban.

When Toronto Township Council heard that Mr. Purdle wanted to sell the golf course, it was decided on September 17, 1956, to lease it rather than see it sold and become a subdivision. On December 22nd, the Township took over the operation of the golf course on a three year lease at \$27,500 a year, with the option to purchase. James Firth was manager at a salary of \$5,400 a year, Larry Edwards as the golf pro, a position he held until he became pro/manager in 1965, and

Lou Formosa as groundskeeper. The inaugural meeting of the committee appointed by Council to administer the golf course was held in the council chambers of City Hall in Cooksville on Friday, January 25, 1957. The committee consisted of G. Brydson, E. Elliott, R. Fasken, W. Hare, M. Henderson and R. Speck. The grand opening of the Lakeview Municipal Golf Course took place on Saturday, May 18, 1957, with Reeve Mary Fix cutting the ribbon.

After 17 years, the Lakeview Golf Course was once again opened to women. *The Toronto Telegram* headline was “Shirts back on, Gentlemen, the Gals are Here. Lakeview Golf Club ends Women Ban.” Toronto Townships’ male sanctuary had fallen by the wayside. The first hole in one was scored in the 1957 season by Marion Lynd.

The annual membership rates were set at \$125 for men, and \$85 for ladies and \$200 for a husband and wife. For playing on a daily basis, it was \$2.50 for weekdays and \$3.50 for weekends. The course was open from mid April until mid November and the clubhouse was available during the winter months for various functions.



▲ (Left) Arthur William Purdle, President & Owner 1940-1965

At a Toronto Township Council meeting on April 15, 1965, at the persistence of Reeve Robert Speck and William J. Hare, the course director, the Council voted to purchase the 109 acre (44 ha) facility for \$1,200,000. This was Larry Edwards' first year as pro/manager. He retired in 1985.

The 6,143 yard (5,617 m), par 71 (changed when the 7th hole went from a par 4 to par 5), Lakeview Golf Club has hosted many of the Ontario Open, Amateur and Junior Championships over the years and the Canadian Open twice, 1923, won by American Clarence Hackney, and 1934, Tommy Armour. In these early years, clubs across the country would bid to host the Canadian Open, then in 1977, the Royal Canadian Golf Association made Oakville's Glen Abbey Golf Club, opened in 1976, the permanent course of the most prestigious golf championship.

The club has experienced much success since it was relocated to Lakeview in 1907. The 100th anniversary was celebrated with a Heritage Week from May 27 to June 2, 1996. The Golf Historical Society supplied memorabilia that covered the past century. Several golf games were organized such as Sports Celebrity, Senior Olympics, Day of Champions and a Four Person Octoberfest Scramble. A plaque was dedicated that highlighted the course's history.

In 1999, the club house was given a \$1.1 million face lift and was officially opened on June 15, 1999. In 2004, the Lakeview Golf and Country Club, located at 1190 Dixie Road, is a municipally owned public course operated by the City of Mississauga. The manager of golf course operations is Mark Skinner and the pro is Douglas Lawrie.



▲ Clubhouse, 2004 (Kathleen A. Hicks)



▲ Lakeview Sign, 1958
(Port Credit Weekly)



▲ Plaque (Kathleen A. Hicks)

Memories



▲ Larry Edwards

(Photos courtesy of Larry Edwards)

"When I first came to Port Credit to live in 1935 at age 11, I was introduced to golf through the Mississauga Golf and Country Club when I started as a caddie. Mrs. Harold Clarke, whose husband owned Harold A. Clarke Real Estate, taught me how to caddie and swing a golf club. When I was 13, I hit a ball in my backyard and it went through Mrs. Naish's window, her husband owned Naish's Dairy. When I went to apologize, she chased me down the driveway with a broom. After finishing school, going through a couple of jobs and a stint in the Army with General Montgomery's 8th Army through Italy, and a tour of duty in France, Belgium and Germany, I came back did a couple of other jobs with the British American Oil Company in Clarkson and Doug Crashley's Motors and was offered an assistant pro job in 1948 at the Burlington Golf Club and then in 1949 at the Mississauga Golf and Country Club. Then in 1957, I went to Lakeview as a contracted professional for eight years and became pro/manager the year Toronto Township purchased the Club. I had a marvelous time there and retired in 1985. I have been a member of the Canadian Professional Golf Association for 50 years and every winter I go down to the Royal Oak Resort and Golf Club in Titusville, Florida. Professional golf has always been my life."

Larry Edwards, 2003
Former Manager/Pro

Toronto Golf Club - 1911



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▲ Toronto Golf Club's Clubhouse and Offices
(Toronto Golf Club)

IN 1911, THE TORONTO GOLF CLUB, FOUNDED in Toronto in 1876 on 94 acres (37.6 ha) at Gerard and Coxwell Avenues, moved its golf course to Toronto Township due to their location becoming congested with urbanization that caused high taxes. The first property, Lots 3, 4 and 5, Con. 2, SDS, was purchased on February 27, 1911, 100 acres (40 ha) from Mary and Archibald

Crozier and 45 acres (18 ha) from Charles Pallett. Another 40 acres (16 ha) was bought from Thomas Goldthorpe on March 23rd. The 185 acres (74 ha) was acquired for \$60,525. The Gerard course was sold for \$236,000, and a farewell gathering of 172 members was held on October 9, 1912, with Toronto's President Colonel Sweny hosting the event under a huge tent.

The golf course, on the east side of Third Line (Dixie Road), was designed by English born Harry Colt, who fashioned it much like the Sunningdale course near London, England. Construction got underway and the course was operational by the autumn of 1912. A clubhouse was erected in 1913. George Cumming was the pro and he remained so until his death in 1950. Then more acreage was bought from Lina Chisholm in April, 1920, for \$6,000, bringing the total to 261 acres (107.4 ha).

Thomas Goldthorpe's barn that sat on the 6th green was used to store equipment and it remained on the course until 1968 when it was torn down. That hole became nicknamed the "barn hole." Thomas was the Toronto Township Reeve in 1906 and 1907. His house is still located on the south side of the golf course at 1147 Dixie Road, just above the CNR railway tracks.

The private course celebrated its 50th anniversary on September 18, 1926, in fine fashion with challenging tournaments, teas and lots of fun. A photo of the auspicious occasion was taken for posterity. On November 17th of that year, distinguished visitors arrived, the Governor General and his wife, Lord and Lady Willington, came to enjoy lunch and a round of golf with Clarence Bogert and G. B. Strathy. At this time, the course had a membership of 1,056, 595 men and 461 ladies. On August 29th of the following year, Princes Edward and Albert, sons of the reigning King of England, arrived in



▲ Princes Edward and Albert

Timothy Eaton's Rolls Royce to be greeted by vice president, Charles Band, and secretary, Fred Armitage. They enjoyed a round of golf and then tea in the clubhouse. It was their first visit to Canada and on August 30th they opened the Princes Gates at Toronto's Canadian National Exhibition. Within ten years, they would each become King, King Edward VIII and King George VI respectively.

There was much expansion over the years and many generous donations of pictures, paintings, trees and flowering shrubs that enhanced and beautified the Club's buildings and grounds.

Upon the death of George Cumming in 1950 at age 71 with 50 years on the job, his son, Lou, became pro. His time was short lived, however, as he passed away in 1959 and 23 year old John Hunt took over the Pro Shop.

The Toronto Golf Club, with its Colt-18 hole, 70 par, 6,185 yard (5,655 m) course and the Watson-9 hole course, has held many tournaments in its time, but one most memorable was the 1972 Ontario Amateur that, "was the one that best typified Toronto's qualities as an authentically challenging championship locale," according to author Jack Batten in his book, *The Toronto Golf Course 1876-1976*, which was published for the Club's 100th anniversary.



▲ Toronto Golf Club Sign, 2004 (Kathleen A. Hicks)

nations in its time, but one most memorable was the 1972 Ontario Amateur that, "was the one that best typified Toronto's qualities as an authentically challenging championship locale," according to author Jack Batten in his book, *The Toronto Golf Course 1876-1976*, which was published for the Club's 100th anniversary.

In 2001, the 223 acre (90.4 ha) Toronto Golf Course of 1,400 members celebrated its 125th anniversary in grand style. Located at 1305 Dixie Road, the general manager is Glenn W. Smale and the present pro is Doug Rankin.

The McMaster House - 1911

On the west side of Dixie Road, surrounded on three sides by the Lakeview Golf Course property is the magnificent McMaster House that has become part of the Fairways

Condominium Complex, cordoned from the course by Lakeview's Pro/Manager Larry Edwards in 1972, to become an entity of its own. The Fairways' executive had no history on the house. In trying to find out who McMaster was, this author checked out McMaster University

to see if he was related to William McMaster, who founded the Canadian Bank of Commerce and for whom the University is named, as well as the CIBC Archives. William had no offspring and no connection could be made. According to Larry Edwards, Mrs. McMaster was still living in the house in 1957 and the Course supplied her with water for \$1 a year.

THE REGION OF PEEL LAND REGISTRY GAVE THIS information. Since 1874, the property had been part of the Death farm, which was Lot 6, Con. 2, SDS. On March 9, 1911, Robert Ewing bought 50 acres (20 ha) of the Death farm and on March 20th, he sold 6 acres (2.4 ha) to Leslie Pallett for \$4,800. On November 5, 1912, George McGuire purchased two acres (0.8 ha) from Grace Pallett for \$13,500. On March 2, 1925, he sold it to Arthur G. McMaster for \$25,500. One can assume that Leslie Pallett built the beautiful two storey house, that has become known as the McMaster House, because of the price difference of the sale within a year and a half for only two acres.

The Lakeview Golf Course files at the Region of Peel Archives gave no assistance to the dilemma. The Golf Course Minutes from



▲ The McMaster House, 2003

December 11, 1969, show a discussion on the approval of a site plan for a proposed apartment dwelling by San-Rose Apartment Development. There were a two storey house, a two storey stucco garage, a two and a half storey brick house, concrete garage, and a brick building sitting on two acres (0.8 ha) that were involved with this site. The property had been sold to Dulcie Development Limited on March 20, 1968, from the Margareta McMaster's estate.

Larry Edwards received a letter from Jerry Humeniuk of San Rose on November 12, 1971, pertaining to Larry's complaint about the future condominium backing onto the Golf Course and the need that there had to be restriction and Larry insisted on a chain link fence being installed, which was carried out. The plan for the construction

of the residential rental project was approved in 1972 when the property was re-zoned from houses to high-rises by Town Council and the Fairways Apartment Condominium Complex was constructed in 1973.

The heritage significance of the McMaster house was recognized and permission was granted by the City of Mississauga to include it in the project. So, the enormous apartment structure, consisting of two towers, 16 floors and 20 floors with 270 units, was built behind it. The first tenants took occupancy in late 1975. The house was to be used as an art gallery and library for the apartment dwellers of Fairway, 1400 Dixie Road, but this plan never materialized and the house sits empty, used only occasionally for parties.



(Photos by Kathleen A. Hicks)

Hydro In Lakeview - 1913

SIR ADAM BECK WAS AN electricity advocate, who introduced the first Power Bill into Legislation in 1906. The Bill was passed on June 7th and Beck was made chairman of the Hydro-Electric Power Commission of Ontario. Over the next few years, Beck visited Toronto Township with what was called “Beck’s Circus” and put on demonstrations for the farmers to show them how productive they could be with the convenience of electricity.



▲ Adam Beck’s Circus

(The Lush Collection Region of Peel Archives)

In 1911, the Rural Distribution Act was passed and Port Credit was the first community in Toronto Township to turn in an application for hydro power. Thus, Toronto Township has the distinction of being the first township in Ontario to sign a contract for electricity with the Commission. Hydro poles were already being put in place and on July 5, 1912, the first electricity was supplied. In early 1913, the residents of Cooksville and Clarkson put in applications and soon the hydro wires were being installed.

On June 10, 1913, Toronto Township Council took over the operation and signed a contract for power with the Hydro-Electric Commission of Ontario. It was then operated by the Commission of Council until June 1, 1917, when the Toronto Township Hydro Electric Commission was established.

In 1913, hydro lines were extended along the Lake Shore Road from Port Credit to the Third Line (Dixie Road) and up to Middle Road (QEW) in Lakeview, which allowed electricity to be installed in the Lakeview and Toronto Golf Clubs by August.



◀ Sir Adam Beck

(Hydro One Archives)

In these initial days, residents were charged a flat rate of \$48 a year. Within a year, consumption had gone up 60 per cent, so meters were installed to register a household's use.

In October, 1944, Robert Salmond, a 21 year resident of Alexandra Avenue, was appointed Hydro Commissioner by the Toronto Township Council. By December, 1945, every hydro pole along the Lakeshore Road had a light on it, which made driving a lot safer at night. On March 10, 1952, when Robert H. Saunders was Hydro chairman, the

conversion from 25-cycle power to 60 cycle was initiated throughout Toronto Township. There were 2,300 customers in the southeast section of the Township and 4,100 in other areas.

Since 1958, Lakeview has harbored the Ontario Hydro's Lakeview Generating Station, opened in 1962, which became Ontario Power Generation LGS in 1999. This magnificent Lakeview landmark is destined for shut down in April, 2005.

NEWS ITEM

Brighten Up Township With New Street Lights

The Toronto Township Hydro Electric Commission has received authority from township council for the installation of approximately 575 additional street lighting units, R.H. Starr, manager and secretary of the commission, informed *The Weekly*. When these units are installed every street south of the Dundas Highway and east of Cawthra Road will be serviced with the exception of a number of the new subdivisions.

The price of fixtures have increased so much that Mr. Starr was authorized to see what could be obtained in Great Britain and other European countries. The Commission has already received 50 trial heads from the British General Electric and it is hoped to have these installed in September and the majority of the others by Christmas.

Port Credit Weekly
September 4, 1952

NEWS ITEM

Hydro Starts Daily Cuts on Water Heaters

Flat rate water heater control equipment at the Mineola Substation went into operation on March 1, R. H. Starr, manager of the Toronto Township Hydro Electric Commission told *The Weekly* on Monday.

Purpose for the control is to cut off the flat rate water heaters during the period when there is the greatest demand for power, generally between 5 and 7 p.m., he said.

The area affected is west of Cawthra Rd. to the Credit River, from the QEW to Lakeshore Road.

Mr. Starr estimated that the saving to the consumers will be about \$16,000 per year. "While the rates have been raised, they would have been higher without this control system," he said. "Another benefit that should be apparent is that the voltage will be better for the consumer at the peak period."

Similar equipment will be installed at the Rifle Ranges substation about September, to be followed by Dixie, Cooksville and Clarkson substations.

Port Credit Weekly
Thursday, May 12, 1953

Canada's First Aerodrome - 1915

The Hammondsport, New York, based Curtiss Aeroplanes and Motors Limited executives backed the manager of their Toronto Curtiss Airplane Factory, John Alexander Douglas McCurdy (b.1886 in Baddeck, Nova Scotia), with opening Canada's first aerodrome and flying school at the Long Branch Rifle Ranges in Lakeview in May, 1915. McCurdy was Canada's first aviator and he had been educated in engineering at the University of Toronto, where he graduated with a Master of Engineering degree in 1907.

▼ *Aerodrome Field* (Archives of Ontario C7-3 (12133))

HE IS RENOWNED FOR HIS SUCCESSFUL HALF MILE (one kilometer) flight in the biplane, the *Silver Dart*, at Baddeck, Nova Scotia, on February 23, 1909, under Alexander Graham Bell, who described him as, "An engineer full of enthusiasm, brave and fearless." Bell, best known for his invention of the telephone, had established the Aerial Experimental Association there on October 1, 1907, to test his aeronautical theories. Glenn Curtiss, an American motorcycle expert and CEO of Curtiss Aeroplanes, who got his start with Bell, designed the Dart's water cooled V-8 engine.

Backing up McCurdy with the Aerodrome was Theodore Macauley as chief instructor and Bert Acosta and Guy Gilpatric as flying assistants. The first flights from this location, where three attached hangars were constructed, commenced on June 22, 1915, with the Curtiss JN-3 biplane and five students. The operation had started at Hanlan's Point off Toronto Island, where two hangars had been built and three Curtiss flying boats, called the *Maple Leaf*, the *Canada* and *Betty V*, for its owner Victor Vernon's wife, were used. The first flight was taken on May 10th. Then the Lakeview location was secured. The first two fliers, H. Strachan Ince and F. Homer Smith of Toronto,



graduated on July 11, 1915. The flying course of 400 minutes at a cost of \$400 was taken by 67 students by year's end. The operation was closed down in December, 1916. During the two years the school functioned there were 130 graduates.

In January, 1917, the Royal Flying Corps was created with the cooperation of Prime Minister Robert Borden and a cadet training school was operated out of this location with seven aircraft. Lieutenant John K. Aird was the commanding officer of 1,500 cadets and personnel. Upon graduation, the new pilots went to England to join the Royal Naval Air Services to serve in the First World War that had started in 1914. One of the cadets in July, 1918, was American William Faulkner (1897-1962), who had joined the Royal Canadian Air Force when he was rejected by the American Air Force as being too small. He would be inspired to write his first piece of fiction during his six month's stay in Toronto and he went on to become a famous author. The War ended on November 11, 1918, so he never went overseas but back home to Oxford, Mississippi, where he would have the distinction of becoming the literary winner of the Nobel Prize in 1949. With the success of this Royal Flying Corps' venture, the Rifle Ranges airfield became too small and the operation was moved to Camp Borden in Penetanguishene.

McCurdy eventually went back to his hometown in Nova Scotia, where he took on the task of Lieutenant Governor of that province on August 12, 1947, for a five year term. He died in Montreal on June 25, 1961, and his final resting place was in sight of the first flight of the Silver Dart.

The site of the former Aerodrome is marked with a blue and gold Ontario Archaeological & Historical Sites Board plaque detailing its history that was dedicated on Sunday, September 21, 1969. Former Toronto Mayor Bert S. Wemp, who had been a graduate of the school, carried out the unveiling. The plaque was sponsored by the Canadian Aviation Historical Society, whose president, Fred W. Hotson, was also the event's programme chairman. Mayor Robert W. Speck was the speaker.



▲ John McCurdy and the Silver Dart
(New Brunswick Museum)



Airplanes at Lakeview for Royal Flying Corp. (Groves Collection)





▲ Royal Flying Corps Recreation Room



▲ Curtiss Airplane (Charlie Hare)



▲ Royal Flying Corps Barracks
(Verelst, John/Library and Archives Canada/C-092414)



▲ Aerodrome Plaque, 2004
(Kathleen A. Hicks)