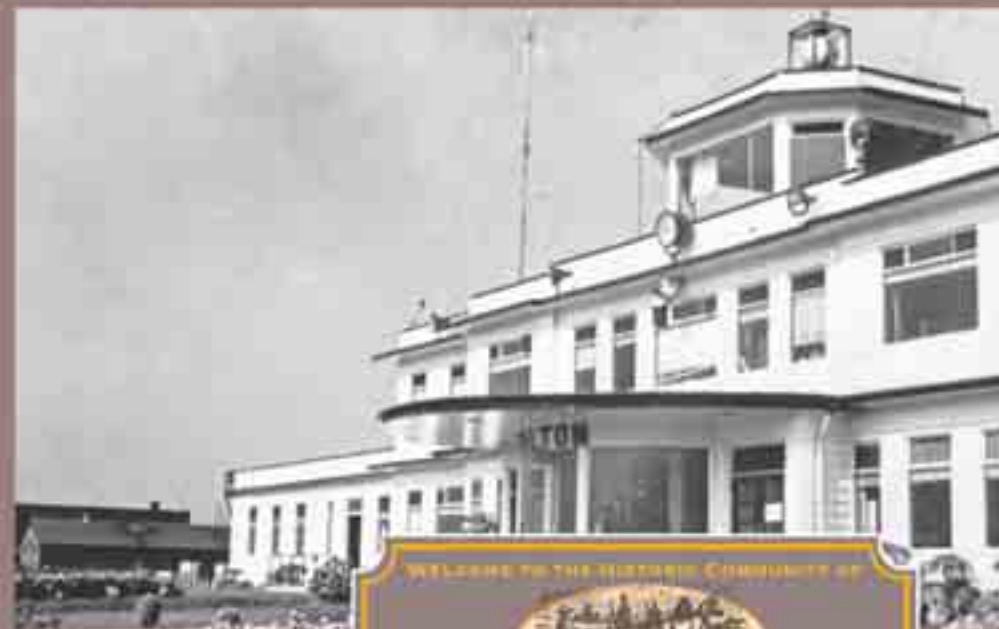


MALTON

: FARMS TO FLYING :

ALSO INCLUDES: ELMBANK, GRAHAMSVILLE, HANLAN'S CORNERS, MOUNT CHARLES AND PALESTINE



KATHLEEN A. HICKS



Malton:
Farms to Flying
Kathleen A. Hicks



Malton: Farms to Flying



▲ (Phyllis Williams)

MALTON: FARMS TO FLYING

is published by
Friends of the Mississauga Library System
301 Burnhamthorpe Road West,
Mississauga, Ontario
L5B 3Y3
Canada

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ISBN 0-9697873-9-1

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Cover design by Stephen Wahl
Back Cover Photo by Stephen Wahl

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(Kathleen A. Hicks)

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 Cooksville: Country to City
 Dixie: Orchards to Industry

VIDEO

Riverwood: The Estate Dreams Are Made Of

Dedication

IV



(Region of Peel Archives)

I dedicate this book to all the people who saw fit over the years to preserve and keep the Village of Malton within the boundaries of Toronto Township when other municipalities tried to annex it for their own gain and greed. And to the people who did not allow it to separate itself from the township. I would have hated to have been deprived of writing about the history of this interesting corner of our city that harbours the biggest and best amenity of all – the Airport, where Mississauga joins hands with every country in the world through flight.



▲ *Toronto Township Centennial Committee, 1950*
(Viola Herridge)

With each book I launch in this ten-book series, I realize just how close I am coming to the end of this marvelous journey the Good Lord has set me on. It is a privilege to have had the opportunity to pursue this magnificent goal. I have to say that little documentation has been done on Malton and at first I wondered if I would be able to give the Malton area residents a substantial book as I have the other communities that made up Mississauga. There is lots of information, and there are many articles and books on the Airport and aviation history accomplished there, but only the small Trinity United Church booklet has been written on Malton's beginnings. When word got around about my writing a book on Malton's history, the residents and people from the organizations, businesses and churches came to my aid and they have made it happen and within these pages is the end result. So, I am very grateful to a lot of people whom I have met along this path of historical documentation. I have had the good fortune to add many new friends and acquaintances to my life since I began five years ago. Without the

input of these people it would not be possible to complete this work. So I thank you all for coming into my life and adding the tremendous contribution that you have. I extend a thank you of gratitude to Don Mills, Chief Executive Officer of the Mississauga Library System, for his constant support of this project; Michael Jones and the Friends of the Library for believing this was a worthwhile project to sponsor; to Joe and Joyce Melito and Stephen Wahl for their graphics expertise and work on all my books - it is a joy working with you; Ted Sharpe and his staff, especially Dorothy Kew, in the Canadiana Room and History Department for their kindness and generosity of time in sharing their expertise and photos; Diane Allengame and her staff at the Region of Peel Archives; Jayme Gaspar and Mathew Wilkinson of Mississauga Heritage Foundation; Jacqueline M. Ward and her Malton Library staff; my appreciation to David Culham and his family for their efforts with gathering the Culham history - impressive research; thanks to my dear friend and author/publisher, Charlie Humber, for introducing me to the influential gentlemen of the airwaves, James Floyd and Carl Millard; thanks to James Floyd for giving of his valuable time to let me interview him and learn about his days in Malton and his expertise and adventures with the *Jetliner* and the *Avro Arrow*; to Carl Millard for sharing his adventures of flying and his business Millardair; Mark Warrack, of the City of Mississauga Community Services, for sharing his photos of heritage houses and information; Mike Wilson, City of Mississauga Community Services, for Park information; Russ Pooley, Community Services, for contact names; Ed and Jean Armstrong for their family history and leads to many other Malton residents; Susie McCoy of the Malton Seniors, who gave me a list of seniors to interview, and I thank Vera Etheridge, Anne Cliche, Gertie Dillman, Etta Garbett, Doug Lewis, Jean Livingston, June MacDonald, Win Palmer, Jean Mashinter, Georgie

Wood and Pearl Wedgewood, who all shared their reminiscences; much gratitude to Diane Beedham for info and photos on the McAllisters, the Galbraiths, Johnstone and Watt families; Donald Tomlinson for his family's history and genealogies on Malton's pioneer families; Judy Drysdale for Mount Charles info; Jean Franz for Malton schools; Robert Brander for Grahamsville school's history; Randall Reid for info and photos on the Shaw family; Joan Conrad, Girl Guides, and Phil Frost for Boy Scouts. For supplying documentation and permission to use photos for all my books, my thanks to: Dommi Freestone, Hydro One Archives; Julia of the Ministry of Transportation Archives; Sandra Notarianni, Ford Historical consultant; Lorraine Croxen, Bell Canada Archives; and Cindy Monoco, GO Transit. For assisting with information and proofing articles, much appreciation is extended to: Deputy Chief Ian Laing, Mississauga Fire and Emergency Services; Natalie Wilkins, marketing for the International Centre; Darrell Currey, Malton Community Centre; Sid Weir, Black Development Association; Don Smith, Malton Legion #582; Jim Cameron, Mississauga Transit; Jean Armstrong, Malton Trinity United Church; Sophie Lewis, Malton Baptist Church; Reverend Kathy Brownlea, St. Mark's Presbyterian Church; Father Jerome Khelawan, St. Hugh and St. Edmund Anglican Church; Joyce Temple-Smith, Malton Neighbourhood Services; Kathleen Dickinson, Orenda Aerospace Corporation; Dave McIsaac, Westwood Mall; and Rosanne Longo, Longo's Fruit Market; Richard MacFarlane for Ned Hanlan research material and photos.

To all the people who contributed their "Memories" and supplied photographs, I appreciate your input; to everyone else who has assisted me in this venture accept my deepest gratitude. I am humbly in your debt.



(Wayne Millard)

▲ Taken on August 30, 1999, at the
Brampton Flying Club. L. to R.:
Wayne, Dellen and Carl Millard

Dellen had just completed a solo flight on his 14th birthday. At this time, he was the youngest Canadian pilot and his grandfather, Carl, was the oldest active commercial pilot in Canada.

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▲ Granny Hutchinson's Log Cabin, 1909

(Region of Peel Archives)

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Having spent the greatest part of my childhood living in the farming community surrounding the Village of Malton, a flood of memories came rushing back to me when Kathleen asked me to prepare the foreword for this book.

foreword

Indelibly etched into my mind are the visions of a happy childhood. My father driving me from our home on the Sixth Line into the Village to attend Boy Scouts at the North Star Building, a war-time barracks built for the military stationed there, is something I think of every time I drive past the south-west corner of Derry and Airport Roads. My schooling, originally in a one-room schoolhouse in the nearby hamlet of Elmbank, and then in the new Malton Public School, was filled with years of rich memories.

And how can anyone forget “the long, hot lazy days of summer” swimming in the favourite “holes” dotted along the Etobicoke Creek or building hay forts in our neighbours’ barns? We would often ride our bicycles to the Village, always stopping off at the restaurant in the new airport terminal on Airport Road. We could leave our bicycles right outside the door and have a coke at the restaurant or take the staircase to the observation deck atop the one-storied structure.

The Workmen’s Compensation Hospital and the Toronto Flying Club were both located south of the Village and not a day went by that we would not be riding past the hangars or visiting the rehabilitating patients sunning themselves. Once a week the hospital would present an old-fashioned live variety show at its community hall and, on other nights, show popular movie films. The patients would always sneak us kids in after the room lights were dimmed. Up in the Village, movies were shown weekly at Our Lady of the Airways School on Beverley Street.

The winters in Malton were equally as exciting. Skating on frozen ponds such as Culham’s Pond on Elwood Culham’s farm south of the Village on the Sixth Line. We all, however, had experiences skating at Lester’s Arena, an enclosed “rink” with its natural ice surface drawn from the adjacent Etobicoke Creek.



▲ Dave Cook (Dave Cook)

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Malton became an aircraft town. Its main industry was building aircraft. The original Village, known as a “Police Village” surrounded by a thriving farming community, boomed during WW II. While my family originally was from Dixie, my parents, Norm and Ruby Cook, along with my aunt and uncle, Louis and Kathleen Cook, who purchased property next to my parents, settled there after the War.

I would personally like to thank Kathleen Hicks for her hard work in documenting the Village of Malton. Memories are so much better when future generations can share them in print.

Immediately following the release of my book, *“Apple Blossoms and Satellite Dishes, the History of Applewood Acres,”* Kathleen encouraged me to write my second book, *“From Frozen Ponds to Beehive Glory, the History of Dixie Arena.”* I thank her for her dedication to the historical preservation of our great community.

David Louis Cook
Councillor, City of Mississauga and Region of Peel, 1980-1988

The Beginning

A new province was created and called Upper Canada eight years after the English were defeated in the American Revolution (1775-1783). Following this war, over 10,000 British sympathizers poured into the province of Quebec, with 6,000 settling on the Niagara Peninsula, where in 1784 over three million acres (1,200,000 hectares) were purchased from the Mississauga Indians for the purpose of extending land grants to those loyal to King George III (born 1738, died 1820). The United Empire Loyalists, so named by Governor General Sir Guy Carleton (b.1724, d.1808), who had given up farms, homes, livelihoods, family and friends, settled in to establish a new beginning in a new fertile land.

The province of Quebec was ruled under the Quebec Act of 1774 or French Civil Law, and the English came to resent this. So the



King George III

(Shell Canada Ltd.)



Sir Guy Carleton

(Toronto Public Library)



John Graves Simcoe

(Toronto Public Library)

Introduction



Loyalists set about to establish their own laws and thus in 1791, the Constitutional Act was passed. The province was split in two to form Upper and Lower Canada (which would become Canada West and Canada East in 1841 and Ontario and Quebec in 1867).

With the new province of Upper Canada established, a new government had to be put in place. To head up this undertaking, Lieutenant Colonel John Graves Simcoe (1752-1806) was appointed Lieutenant Governor. He, his wife, Elizabeth, and two of their youngest children of six, Sophia and Francis, arrived from Dunkeswell, Devonshire, England, on November 11, 1791.

Following Simcoe's swearing in by Chief Justice William Osgoode at St. George's Church at Kingston on July 8, 1792, he and his family left for the new capital, Niagara, which was immediately changed to Newark. (An Act of Legislation in 1798 would reinstate the name Niagara.) They settled themselves in marquees on the west bank of the Niagara River, next to Navy Hall, which would be renovated for their occupancy.

◀ The opening of the First Legislature of Upper Canada, 1792

(Confederation Life Collection, Rogers Communications Inc.)

The opening of the Legislature took place on September 17th and an election for the first parliament was held. During the first session of the House of Assembly, September 17th thru October 15th, the laws of Great Britain were adopted, trial by jury established and marriages validated. At the second session in the spring of 1793, it was passed that roadways be constructed and slavery be abolished.

Then on July 30th, the Simcoes took leave of Niagara to settle in the new capital of the province, Toronto, which was changed to York. (The name Toronto would be reestablished in 1834 when it became a city.) Here they set up residence in tents that had belonged to the navigator/explorer Captain James Cook, while the Queen's Rangers built Fort York. Gradually the town blossomed with new, energetic arrivals, who began to put their imprint and expertise on the small colony.

In September 1793, Simcoe initiated construction on the first roadway, Dundas Street, often referred to as the Governor's Road. It was started at Burlington Bay and ran westward to the River Thames. (The York to Burlington Bay section was not completed until after Simcoe's departure.) Then a northerly roadway, Yonge Street, was set in motion in February 1794, but complications prevailed and it was not opened until February 1796.



▲ Hon. Peter Russell

Simcoe left for England in July 1796, and was replaced by the Honourable Peter Russell, who would administer the duties of the Governor in his absence. It was during Russell's regime that the Dundas was completed in 1798. In 1799, Peter Hunter was made the Lieutenant Governor. Many prominent men such as John Beverly Robinson, William Allan, Judge Grant Powell, Reverend John Strachan, Joseph Cawthra and Reverend Egerton Ryerson brought their skills to York and prosperity prevailed.

On August 2, 1805, the Mississauga Indians sold the British Government the Mississauga Tract from the Etobicoke Creek to Burlington Bay, 26 miles of shoreline and five miles (43 kilometres/8 km) inland consisting of 70,784 acres (28,713 ha). The negotiations took place at the Government Inn on the east bank of the Credit River under the supervision of Superintendent of Indian Affairs, the



▲ Honourable William Claus

Honourable William Claus. The host was the operator of the Inn, Thomas Ingersoll. Three townships were formed from this transaction, Trafalgar, Nelson and Toronto, named by the Honourable Alexander Grant, the administrator of the First Executive and Legislature Council of Upper Canada. Toronto Township came into being,



▲ Hon. Alexander Grant

comprising 29,569 acres (11,827 ha) of this First Purchase, with a mile (1.6 km) on either side of the Credit River designated as the Mississauga Indian Reserve. Toronto Township was located in the Home District, County of York, Province of Upper Canada.

This agreement brought about the establishment of small communities in the Township. First came Sydenham (later Dixie) and Harrisville (later Cooksville) along the Dundas, with Lakeview (which was named in 1922) to the east and Clarkson to the west along the shores of Lake Ontario. Gradually towns and villages were formed throughout Toronto Township.

The first resident was Thomas Ingersoll, then Philip Cody, the grandfather of the legendary Buffalo Bill Cody, and Daniel Harris. The first children to be born were Sarah Ingersoll, January 10, 1807, and Elijah Cody, November 7, 1807. The first census was taken in 1807-1808 by Deputy Provincial Surveyor, Samuel Street Wilmot, who had surveyed and drawn up the first map in 1805-1806, outlining the 200 acre (81 ha) lots that were designated grants to the incoming settlers. It listed the first families as Philip Cody, Daniel Harris, Joseph Silverthorn, Absalom Willcox, Allen Robinet and William Barber.

With the Second Purchase from the Mississauga Indians on Wednesday, October 28, 1818, Townships of Albion, Caledon, Chinguacousy and Toronto Gore were formed and Toronto Township was expanded to include small villages such as Streetsville, Meadowvale, Derry West and Malton. This Second Purchase or the New Survey consisted of 648,000 acres (259,800 ha) of land. Toronto Township received 34,556 acres (12,595 ha) of this purchase, which brought its total acreage to 64,125 (25,670 ha).

Thus in 1819, the Second Purchase was surveyed by Timothy Street of St. David's, Niagara, and Eastern Ontario provincial surveyor, Richard Bristol. A roadway, that became Hurontario Street, (also called Centre Road) was put up the center of the property to be surveyed. Hurontario was originally called Street Road by the surveyors, for Timothy Street. However, the first "t" was not crossed on the charts and the "t" and "r" looked like an "h" and thus the Surveyor General, Thomas Ridout (1810-1829), read it as Sheet Road. He was indignant about this name and as the road was to lead from Lake Ontario (Port Credit) to Lake Huron (Tobermory), he gave it the name Hurontario Street, which is still its legal name. It took until 1834 before Hurontario was opened completely to Lake Huron.

To open up the New Survey, the surveyor, who drew up the map of 200 acre (81 ha) lots, which were divided into 100 acre (40 ha) lots for grants, ran the concessions from Hurontario Street, nine concessions east to the town border of Etobicoke and six concessions west to Trafalgar Township, and 15 lots from the Base Line (Eglinton Avenue) to Chinguacousy Township (Steeles Avenue). The surveyors used a Gunter chain to measure, which was 66 feet long (20 m) with 100 links. Timothy Street and his surveying crew left surveyor markers of roughly squared pointed stakes properly numbered at strategic locations at the corner of each lot. They were marked with the "Broad Arrow" of the British government, the Royal Cipher that of King George III and the mark of the line being followed. Between every fifth lot would be a one chain or 66 foot wide road allowance that would be staked out. A 200 acre lot (81 ha) was 20 by 50 chains. The surveyor took "field notes," a description of the terrain, land, timber, hills, streams, swamps, waterways, etcetera, which had to be turned in to the British government.



▲ Thomas Grafton
(Region of Peel
Archives)

Thomas Grafton (1795-1866) of Palestine was the advance man, who piloted the way for the packmen and cook and found areas to settle their camp for the nights. He had to purchase a pocket compass, which was later treasured by his family, because he was one of the first white men to traverse the concessions north of Base Line.

The only animals the surveyors came across was a den of wolves. A quote made by Thomas Grafton

and recorded at this time went like this, "The only wild animals we noticed while surveying was a den of young wolves, captured in a large hollow log. We camped near the place that night and heard the howls and pitiful lamentations of the old she-wolf bereft of her whelps, whose scalps were promptly forwarded for the usual bounty, as there was then no money in the treasury."

Throughout the survey, all the workers were delighted with the lay of the land, the quality of the timber, the richness of the soil, and its stability for farming, except in a few limited localities, and were



▲ The First and Second Purchase Map
(The Illustrated Atlas of Peel County - Region of Peel Archives)

unanimous in the convictions and expressions of opinion, that in the future it would become a magnificent farming country. Many of those in the party, who went on the survey partly to “spy out the land” having had the promise of free grants from the government, now looked forward with bright hopes to the near future when they would occupy happy homes in Toronto Township. Timothy Street and Richard Bristol were the first of the surveyors to receive land grants in January 1820. The first civilian was Thomas Graham, Lot 15, Con. 2, East Hurontario Street (EHS), 100 acres, November 26, 1819, and then Malcolm McKinnon, on June 23, 1820, Lot 1, Concession 6, WHS.

The village of Malton, located in the northeastern corner of Mississauga, took up the east half of Lot 11, Con. 6, East Hurontario

Street (EHS), the 100 acre (40 ha) land grant of Joseph Price that was designated in 1821. Most of the lots around Malton were assigned in 1821 and 1822, yet all written accounts of Malton say it was settled in 1819 or 1820. It was originally a four cornered village centre that evolved from an agricultural community to become known mostly for its airport and building of aircraft. The first occupants of the area were farmers and tradesmen, mostly English born, who would complement the village with their expertise and leave behind an interesting legacy. These pioneers faced the wilderness with courage and having little to work with were very enterprising indeed, as they cleared the land and constructed the necessary buildings to establish their farms and agricultural livelihood.

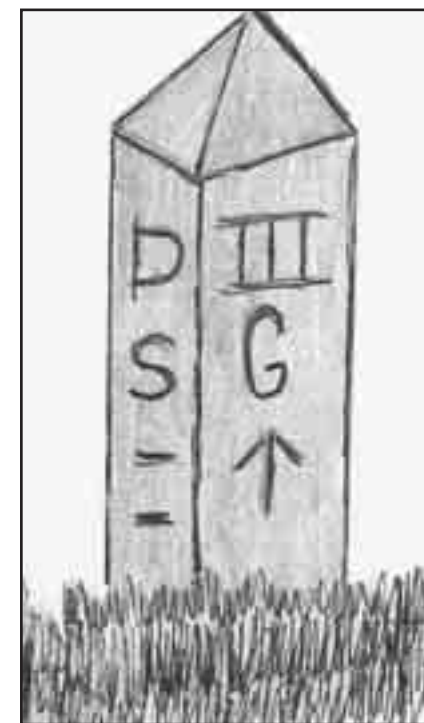


▲ Surveyors at Work



Surveyor's Stakes

(Drawings by Kathleen A. Hicks, taken from the Drawings of Russell Grafton in the Meadowvale Women's Institute Scrapbook)



(Other photos courtesy of Toronto Public Library, TRL)



▲ James and Mary Rowland Culham

(Photos courtesy of David John Culham)

XIV

A Tribute to the Culham Family

James Culham (born 1806, died 1884) was the first in the Culham family to arrive in Canada. In 1839, he took sail on “*The Albion*” from Llangendairn, Carmarthenshire, Wales, where he had married Mary Rowland (b.1807, d.1870) in 1828. Mary’s brothers, David and Maurice, and their families had accompanied them on this journey. It is thought that the Culham family of Wales might have a connection to the Culhams of the Oxford area of England, where there is a Culham Parish that dates back to the Anglo-Saxons and early Norman periods. Its chief boundary is a bend in the Thames River, seven miles (11 km) south of Oxford. The name Culham comes from the Saxon era and means “bend in the river.”

James and Mary had six children at this time, James, 1829, Mary, 1830, Morris, 1831, John, 1833, David, 1834, and Joseph, 1837. Another child, Joseph, had been born in 1836 and died in infancy.

They made their way to Toronto and came by wagon to settle in Malton, where they rented a house with enough land to farm. Shortly after their arrival, Mary gave birth to twins, Sage and Roseannah, on November 9th.

James purchased 100 acres (40 ha) of Lot 7, Con. 6, East Hurontario Street (EHS) in December, 1848, from James Crowther, and built a frame house for his family. David Rowland bought the east half of Lot 7. In 1856, James added another 300 acres (121 ha) of good farm land south of the Village of Malton, 200 acres (81 ha) of Lot 6, Con. 5, and 100 acres of Lot 7, Con. 5, for £9,000 (\$22,500). By 1859, James and Mary had 500 acres (202 ha) in the immediate area.

The Culham family would grow to include Henry, 1841, Charles (1843-1880), another set of twins, Sarah and Maria, 1845, George (1847-1920), Ann, 1848, Emelia, 1850 and Edwin, 1852. The family



▲ Culham Coat of Arms



▲ A Culham House



▲ Bethany Church Plaque



▲ James Culham's Gravestone

attended the Bethany Methodist Church at Elmbank on Britannia Road and James rented a pew for his family. Eventually, David and Edwin also rented pews. They all served in various capacities within the church.

By 1877, James was only working 100 acres (40 ha) of his farmland. He had lost his wife, Mary, in 1870, and he passed away in 1884. They were buried at the Bethany Cemetery. In 1959, they were disinterred with 149 other cemetery plots and moved to Riverside Cemetery on Royal York Road, Etobicoke.

Morris and John left the family farm in 1860 to homestead in Edenvale, Flos Township, in Simcoe County. David and Joseph married John Price's daughters, Frances and Elizabeth respectively, and in 1874 followed their older brothers to Edenvale. The Culhams attended a church at Nattsawasaga and Hwy. 26. In the 1880s, David's son, Henry "Hank" Culham, went to live on a farm on First Line East (Kennedy Road) in Brampton.



▲ Elizabeth Price Culham



▲ Frances Price Culham



▲ Elizabeth and Joseph Culham

Only sons, George and Edwin, remained in the Malton area. Both of these Culham gentlemen were active on the board of the Bethany Church as minutes of the annual meetings bears this out. George remained on the family farm and Edwin moved to take over James Jackson's 240 acre (97 ha) farm on the Sixth Line (Airport Road) in 1880. This property had been previously owned by Joseph Graham.



▲ George Culham's Gravestone

On January 27, 1886, George married Ann Jane "Jennie" Jackson (1861-1934), who was 14 years his junior. They had Jetret Rowena (1893-1925), called Jettie, Elwood (1892-1974) and Gertrude. A baby son, Jackson, born in 1898 died a year later. Edwin married Ella Johnson, thought to be a sister of Jennie, and they had two daughters, Desta and Erma.

George's son, Elwood, would take over his father's farm in 1920. He married Elva Johnston and they had

four children, Douglas, Errol (1923-1994), Elsie and Louise. Elwood became a trustee of the Bethany Church and he is listed as the chairman of the undertaking in the move of the graves in 1959. A dedication ceremony was held on September 10, 1961, and over 300 family members attended the event at which a cairn was unveiled in memory of these dedicated pioneers.

Elwood's son, Doug, who was born in 1921, became an engineer and worked at Orenda Engines as one of the chief designer engineers. He worked on the first jet engine produced in Canada and later on engines for the CF-100 that went into service in Korea and the experimental CF-105. Doug married Eileen Taylor on June 14, 1946, and they had three sons, Robert, Thomas and Ralph. When the Avro Arrow project was cancelled in 1959, the employees lost their jobs, but Doug was re-hired to do maintenance and refurbishing around the plant.

His son, Errol, became a prominent builder in Toronto Township, Oakville and later, Mississauga. Elwood and Errol developed part of the family farm as a subdivision with 46 lots. The main road into the subdivision was named Culham Drive on February 26, 1949. Errol married Margaret Christina Crawford in June 1949, and they resided on the Culham farm. They had David Errol, 1953, and Jane Elizabeth,

1956. By the time Jane was born, they were living in Port Credit. With the expropriation of the family farm in the 1950s, Elwood and Elva also moved to Port Credit to reside on the same street, were they lived for the remainder of their lives. In 1975, Errol and Douglas acquired the original 1859 Tremain Map and donated it to the Region of Peel Archives.

David and Jane attended Port Credit Secondary School, then David went to the University of Waterloo where



▲ David Errol Culham

he graduated with a mechanical engineer degree and he got employment in this field with Campbell Soup. He lives in Mississauga with his wife, Anne, and 13 year-old



▲ Jane Culham Cameron

daughter, Elizabeth. Jane went to the University of Manitoba and got her Bachelor of Environmental Studies and she has pursued a career as architectural technologist with her own company LIFE HOME Design. She and her husband, Neil Cameron, and their children, Fione, Lachlan, Dugald and Morrah, reside in the rural area near Tottenham



▲ David John Culham

Besides David Errol, several Culhams still reside in Mississauga, Ralph, and David and Jane's cousin, David John Culham, who is also a great-great-grandchild of the progenitor of the family, James. David John, for whom the David J. Culham trail is named, served on Mississauga Council for 23 years.

The Culhams still owned James' original farm when it was expropriated when Malton Airport went under extensive

reconstruction in 1959. At that time, Culham Drive was ploughed under for a new runway.

The Culhams have held regular family reunions for years. One of the earliest ones was written up in the *Streetsville Review* in 1933, which stated that the Culham family held its annual reunion on July 1st in Galt and that there were a number present from Peel County. These gatherings of the Culham clan are still a ritual. The last one was a Millennium celebration held on September 10, 2000, in Cambridge. Nearly 400 people were in attendance, the oldest being 93-year-old Alex Culham, David John's father, who lived in Stayner until his death in 2003. The chairman of the event was Ross Culham and many activities took place throughout the day, such as a picnic at Vallens Community Hall and a church service at the Sheffield United Church. A stained glass window was donated to the church in memory of the Culham family's involvement in its founding. There was also a dedication of Morris Culham's 1856 Bible that was donated to the Sheffield Museum. Family memorabilia, pictures and mementos added to the enjoyment of the day.



▲ George Culham's House, 1890



▲ Edwin Culham and family



▲ The George Culham House with son Elwood and family, 1931



(Mississauga Heritage Foundation)

Part One 1820 - 1850

Richard Halliday - 1820

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

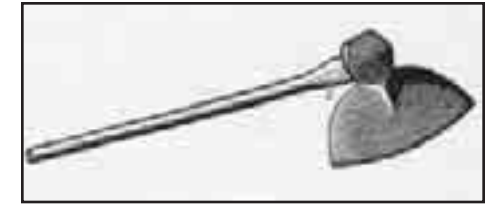
Richard is said to be the founder of Malton, which was named by him for his England homeland. He was Malton's first blacksmith and remained so until he retired. He is remembered as "one of Malton's most notable early settlers."



▲ Early Roadway
(Oakville Historical Society)

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

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



▲ An Axe
(Oakville Historical Society)

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



▲ Working with a Cradle
(Region of Peel Archives)

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

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

wood as the house was only heated by a fireplace.

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



A Rail Fence ▶



(Association of Mouth and Foot Painting Artists)

4

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

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

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

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

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

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



Malton, England
(Malton Mercury)



Malton: farms to flying

The Blacksmiths - 1820

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



▲ An early Blacksmith Shop
(The Mississauga Library System)



▲ Blacksmith Shop Interior (Region of Peel Archives)

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

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

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

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

In 1945, William Martin came

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



▲ James and Flora Martin



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

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

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

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



▲ Bill and Jack Martin



▲ Bill's Children



Building the Blacksmith Shop, 1945
Still standing, 2006



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



▲ The Martin House,
1939

◀ Before and After ▶



▲ Bill Martin and Family

(Photos courtesy of
Ron Martin)

The Martin Family ▶
1944



▲ Ron and Bill Martin



▲ Martin's Welding Shop, 2002



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



▲ Bill and Ron Martin at Work,
2006

INFORMATION

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

The Townley family - 1820

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



▲ An Early House and Barn (Ministry of Transportation)

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

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



▲ A Pioneer Kitchen (Randall Reid)

10

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

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

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

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

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



▲ Ploughing the fields

(Artist, Vernon Mould)

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

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

Townley Gravesite at Shiloh Cemetery (Kathleen A. Hicks)



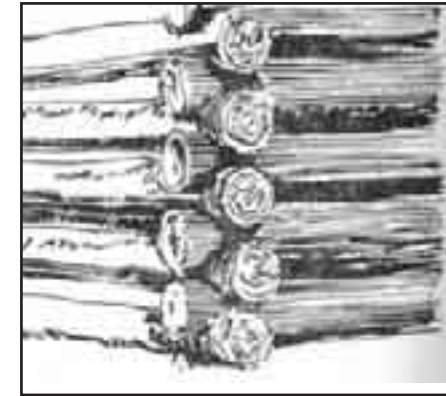
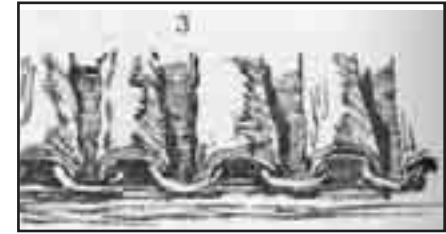
The Tomlinsons - 1820

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

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



▲ A Malton Cabin
(Region of Peel Archives)



▲ Roof and Log Examples
(Vernon Mould)

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

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

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

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

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



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

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

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

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

In 1884, David purchased village lots 378 thru 382, part of Lot 11, Con. 6, EHS, from William Blanchard, which was the original 1821 grant of Joseph Price. The property was in the village of Malton. He sold some property to his son, Joseph, who was a carpenter, and they planned on constructing adjacent houses. Joseph had just married Josephine Jackson (1857-1924) in 1882 and they would have five children. David's house was an elegant two storey homestead of Gothic Revival style, L-shaped and sported proudly its dichromatic brickwork, steeply arched three-sided bay windows and gables and barge boards as part of the eaves. Unfortunately David passed away on July 9, 1884,

before their houses were finished. His widow, Isabella, inherited the house and moved there upon its completion. Her sons, John and David, leased the family farm. Upon Isabella's death in 1908, David and Frederick Tomlinson purchased the house. In 1926, Fred acquired ownership of the house and David died in 1932. Fred still owned David's house when he died in 1964. Margaret Breen



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





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

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

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

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

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

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



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

The Shaws - 1821

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

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



▲ Cabin on a Creek (Ministry of Transportation)

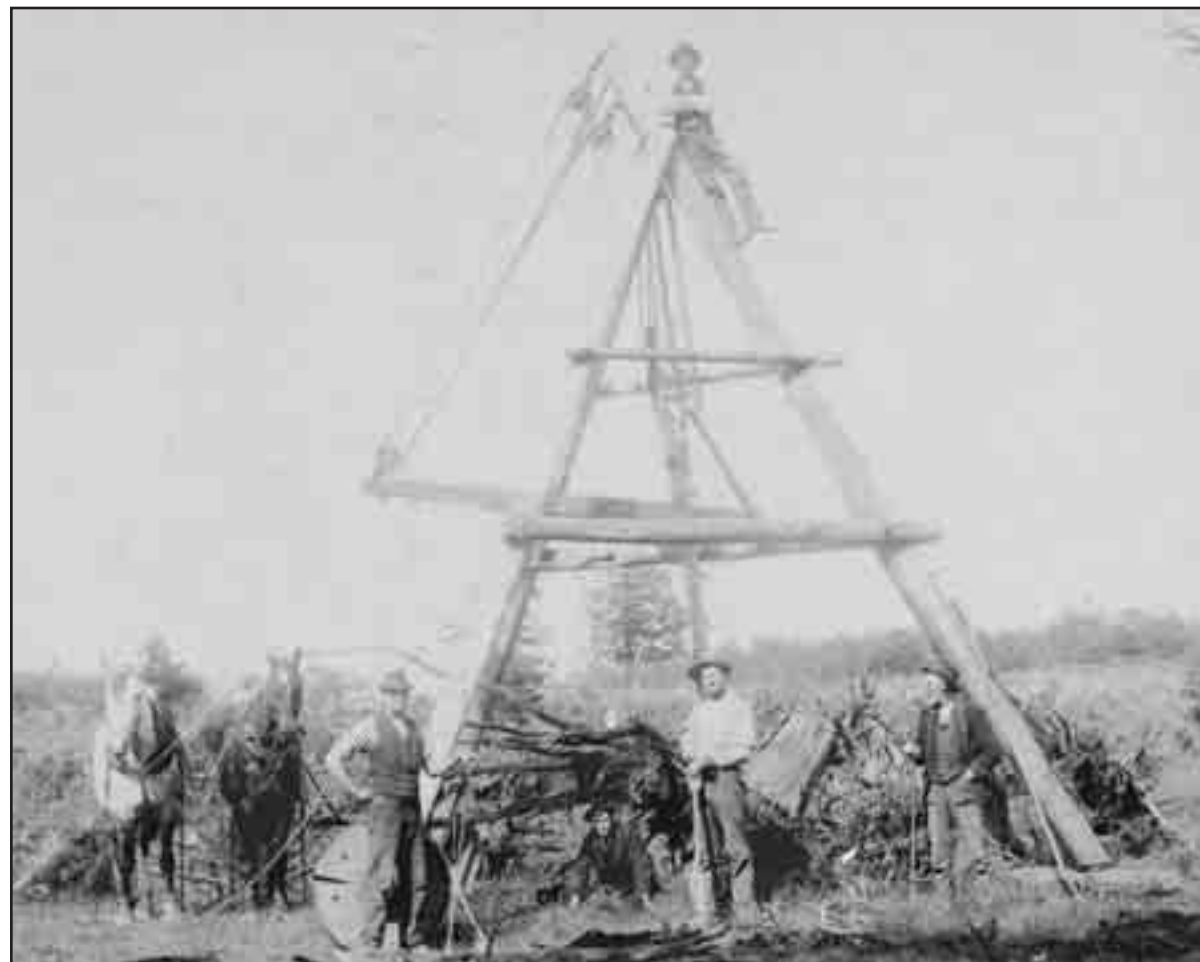


▲ The Shaw Family

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

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

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



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

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

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

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

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

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

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

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

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



◀ The Shaw House and Barns ▶

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

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

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



▶ Herbert and Mae Shaw

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

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

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

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

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

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



▲ A young Keith Shaw



▲ Gorewood House. Inset: Keith Shaw

(Photos courtesy of Randall Reid)



STATUTE LABOUR

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

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

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

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

The Brocklebank Family - 1821

HENRY HUDDLESTONE BROCKLEBANK

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

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

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



▲ A Malton Log House

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

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



▲ Man's duties - Cows

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

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

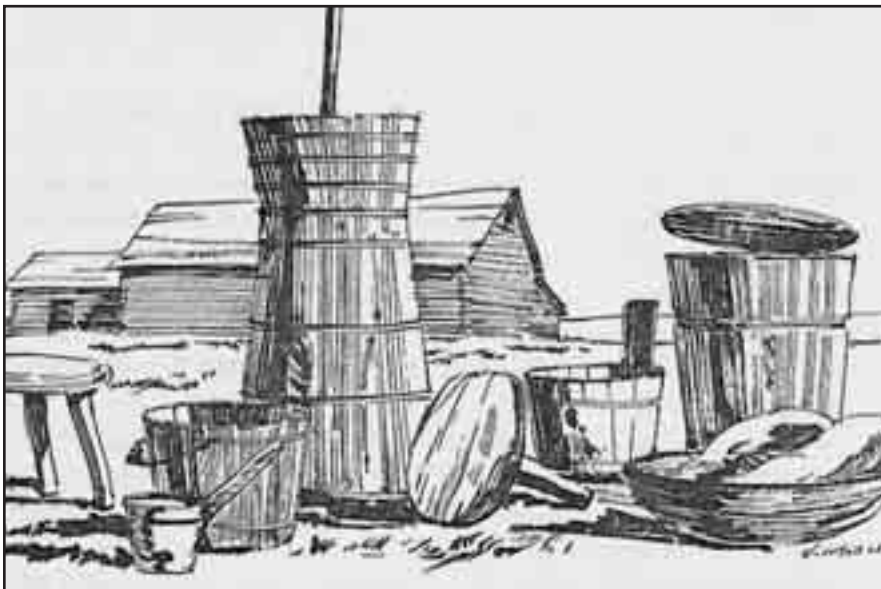
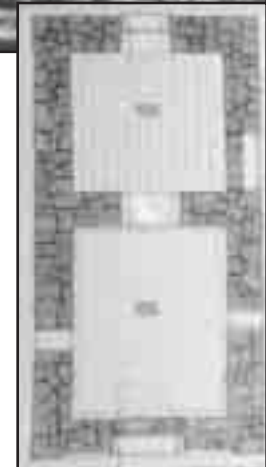
the meat to sustain the family. He often had a stone smokehouse to smoke the pork. He also gathered the vegetables and fruit as they

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



▲ A Smokehouse and Floor Plan

(Professor Gary Crawford Collection)



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



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

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

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

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

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

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

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

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

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

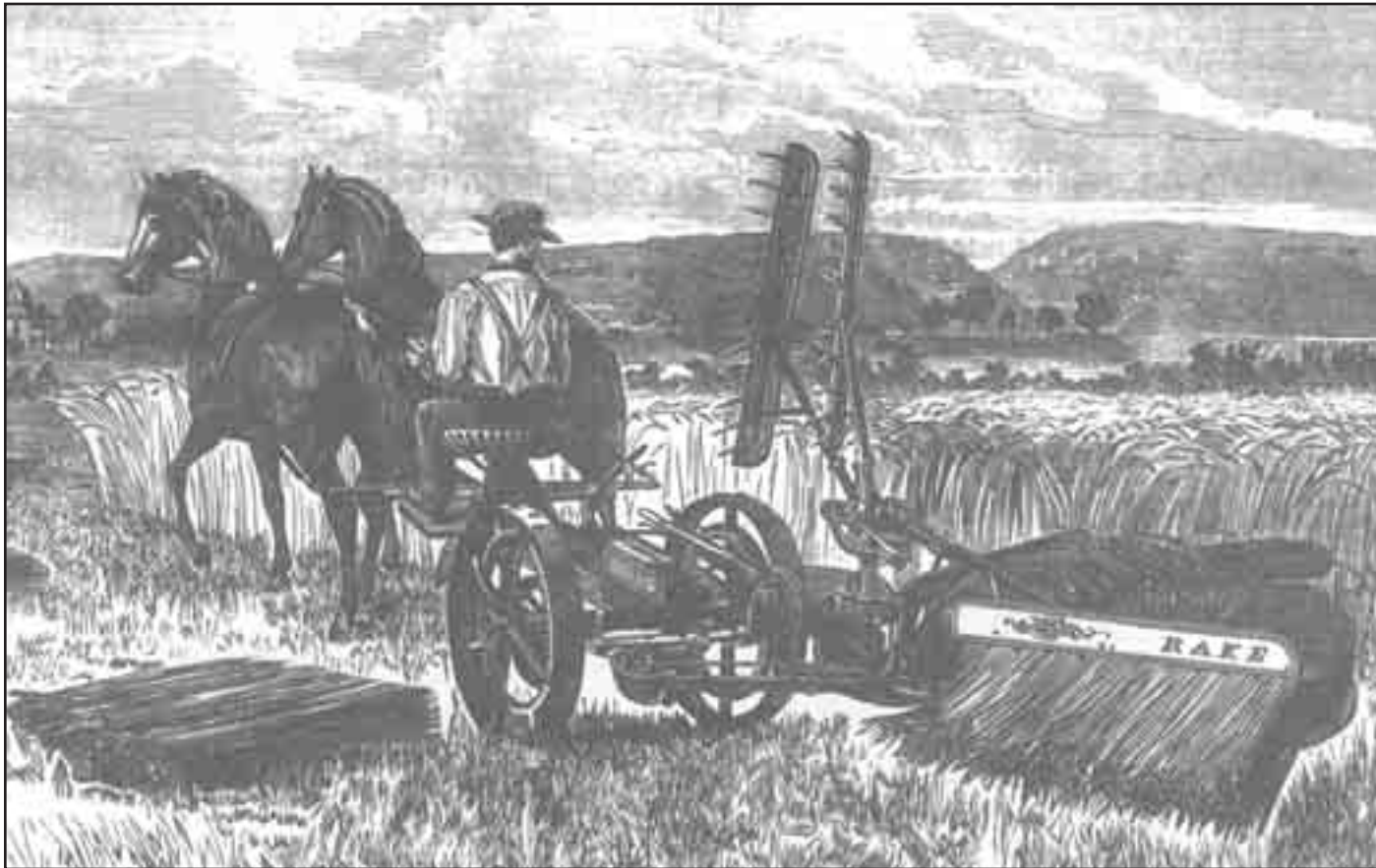
William (1863-1943), Mary Jane, 1866, Martha Annie (1868-1962) and Henry (1871-1941).

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

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

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

The Brocklebanks are buried in the Brampton Cemetery.



The Brocklebanks were the first farmers to own a Reaper

Samuel Moore - 1822

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

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

An Early Grocery Store ▶

(Region of Peel Archives)

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



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

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

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

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



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



married Charlie Armstrong of Derry West.

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

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

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

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

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



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

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

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

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

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

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

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

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



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

The First Church Services

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

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

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

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



▲ Circuit Rider

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

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

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

The Malton Schools - 1828

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

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



▲ When all the Teachers were Men

(Artist Norman Price, Region of Peel Archives)



▲ Malton Public School, 1858-1923

(Johnston Collection, Mississauga Library System)

Potbellied Stove ►



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

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

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

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

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

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

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



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

(Inset): Principal Miss G. F. Dodd



▲ Malton School, 1923-1952

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

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

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

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



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

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

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

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

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



Victory Public
School and Class,
1949

(Dianne Beedham)

Information



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

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

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



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

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

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

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

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

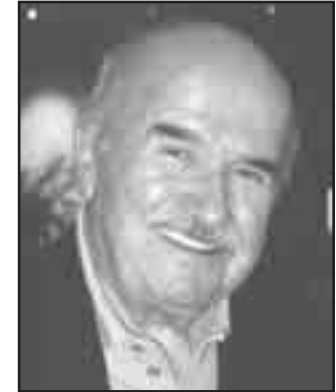
News Item

Westwood School Opening



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

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



▲ Elwy Yost
(Robert J. Groves)

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

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

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

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

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

The South Peel Weekly
December 4, 1968

Colonel Connell Baldwin - 1829

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



▲ Colonel Connell Baldwin (Region of Peel Archives)

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



▲ Lord Horatio Nelson
(New Brunswick Museum)

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

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

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

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

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

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

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

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

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

The Presbyterian Congregation - 1830

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

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



▲ The Malton Presbyterian Church

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

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

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

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



▲ Malton Presbyterian
Sunday School, 1900



▲ Front View of Church

(Photos from the Johnston Collection, Mississauga Library System)



▲ Rear View of Presbyterian Church
(Dianne Beedham)

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

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

The Bethany Church - 1831

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

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



▲ The Bethany Church of 1862 (David Culham)

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

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

1824 -

- 1956

BETHANY UNITED CHURCH

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



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

With more families moving into the Malton area, the Bethany congregation began to outgrow the little log church and as they had gathered to construct the log structure, so they again came to the fore in the winter of 1841-1842 and put up a more substantial frame building of worship. The minister at this time was Rev. Horace Dean.

Rev. Ryerson, who founded the school system, again came to dedicate the new church on Sunday, March 6th, the 10th anniversary of the first church. He made his report on this service by stating he had completed his missionary tour, despite the difficulties in travel and the problems caused by inclement weather. He said he went out of Toronto 14 miles (23 km) to the dedication of the Shell Chapel, where the friends had anticipated the principal object of the service was to subscribe to pay off the debt of the church and collect more for the enclosing of the burial ground. The sum subscribed was considered sufficient to cover both.

▲ Reverend Egerton
Ryerson
(Toronto Public Library
TRL)



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

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

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

◀ Bethany Church, Rear View (Bethany Brochure)

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

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

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

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

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



▲ Rev. Garnet Lynd
(Region of Peel Archives)

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

Bethany United Church
1820 -1956

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

◀ Bethany Cemetery
Monument (David Culham)



The First Stagecoaches - 1835

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

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



▲ An Early Stagecoach (Ministry of Transportation)

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

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

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

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

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

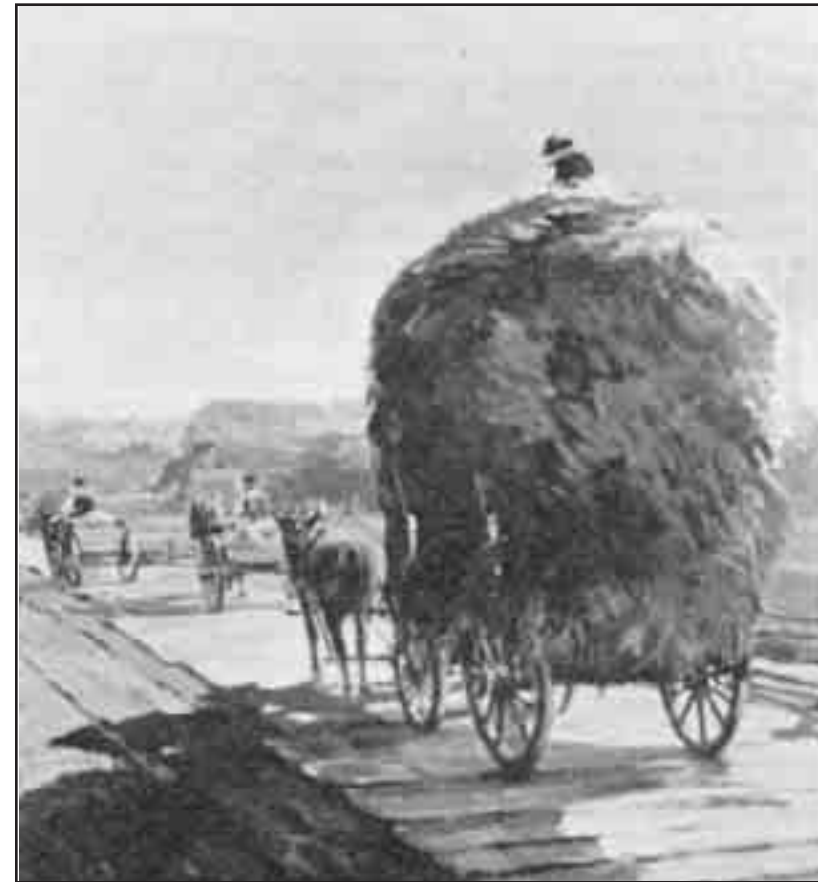


▲ A Sleigh Cutter Stagecoach (Molson Breweries)



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

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



▲ Pine Planked Road
(Ministry of Transportation)

The Blanchards - 1837

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



▲ Building a Cabin (Region of Peel Archives)



◀ Clearing the Land
(Frederick R. Bercham)



(Region of Peel Archives)

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



▲ A Barn and Outbuildings

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

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

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

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

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

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

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

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



▲ Clydesdale Horses (Canadian National Exhibition Archives)

A Hay Loader ▶
(Region of Peel Archives)



The Hepton Family - 1846

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

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

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

◀ Grandma Susannah Hepton



▲ Mr. and Mrs. William David Hepton

Insets: William David Hepton and Lois Elizabeth Hepton

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



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

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

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

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



▲ Hepton's over 80s Gathering, 1941

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

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



▲ Threshing on the Hepton farm

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

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



Hepton Houses



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

Sons of Temperance #295 - 1850

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

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



(Region of Peel Archives)

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

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

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

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

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

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

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

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

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



▲ Temperance Certificate (Dianne Beedham)

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

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

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

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

The Organization of Temperance

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

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

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

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

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

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

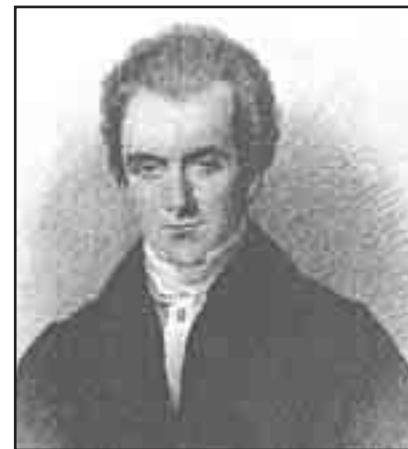
From *Before the Bar*, The Temperance Movement in Canada, pages 33, 36, 38

Toronto Township Incorporated - 1850

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

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

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



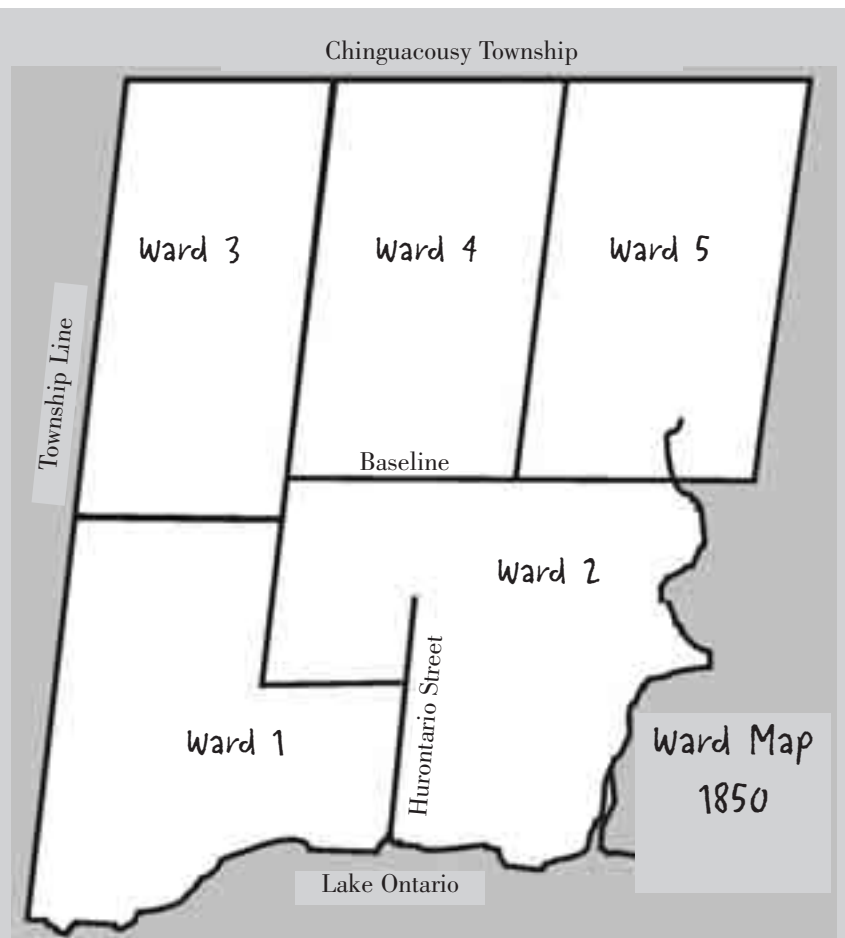
▲ Robert Baldwin



▲ Lord Durham

◀ (Kathleen A. Hicks)

(Photos courtesy of the Toronto Library, TRL)



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

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

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



◀ Charles Romain
(Region of Peel Archives)

Samuel Price ▶
(Mississauga Library System)



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

Canada West/Toronto Township Census – 1842

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

Population: 5,772

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

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

Businesses

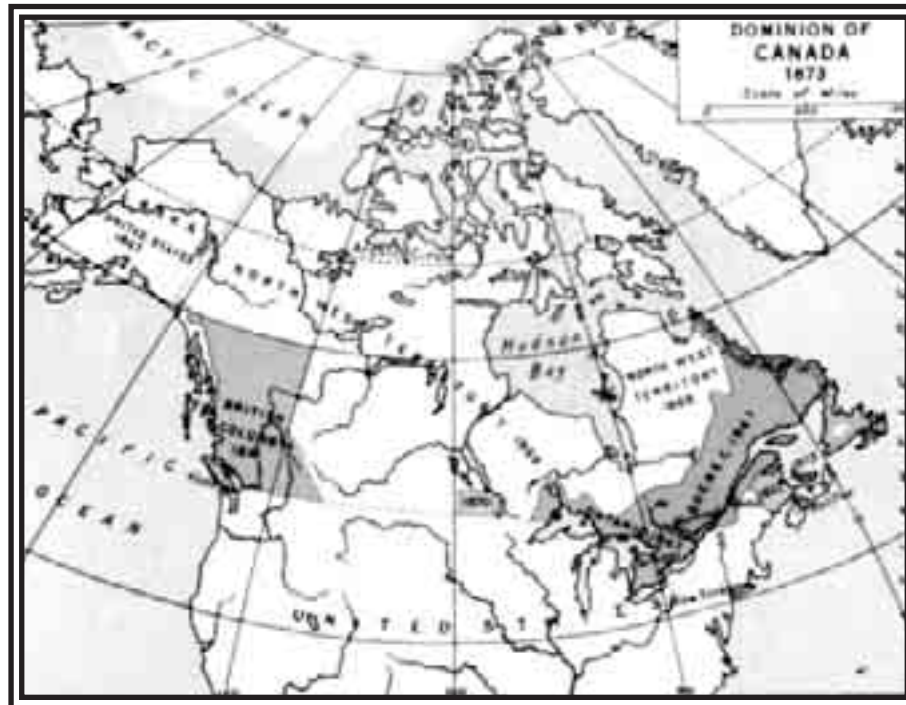
Taverns - 18
Stores - 14
Grist Mills - 5
Saw Mills - 7
Carding Mills - 2
Thrashing Mills - 38
Distillers - 2
Breweries - 1
Tanneries - 5
Pot & Pearl Ash - 1

Stock:

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

Crops:

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



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.

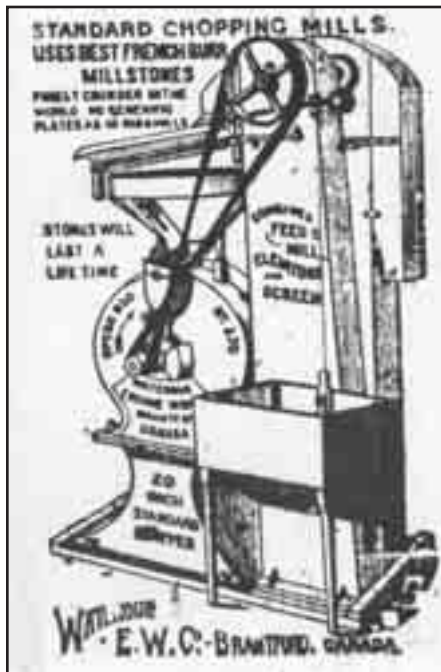
In 1865, with Confederation in the offing to take place July 1, 1867, Malton, Streetsville and Brampton were considered for the county seat and Malton was chosen. However, Brampton contested the decision a year later and the county seat was awarded to Brampton. George Blain, who was politically inclined, 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 ▶



Part Two 1851 - 1900

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



▲ Doug enjoys his Swing



▲ Doug and Mary's Wedding,
1954



▲ Douglas Lewis Graduates



▲ Annie Lewis Johnston
(Mississauga Library System)



▲ One of Annie's
Callithumpian Quilts



▲ 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.

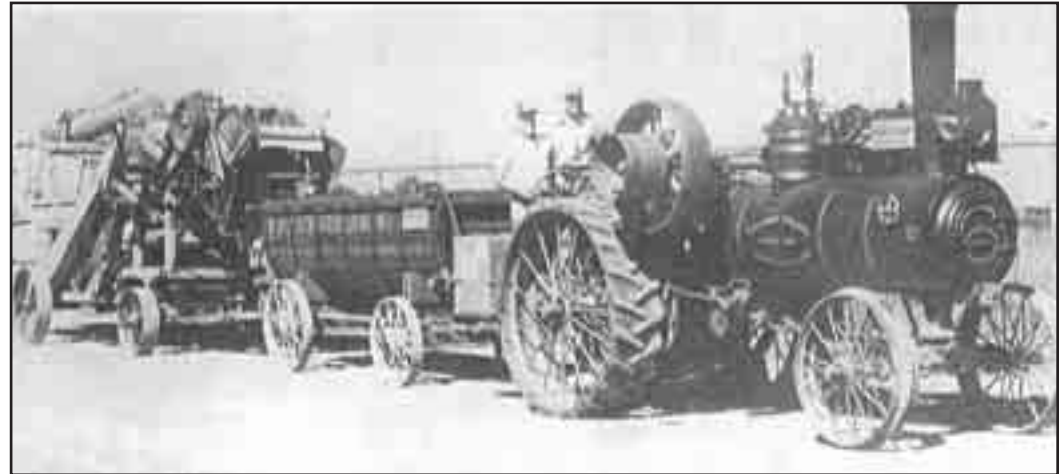
The tankman, who looked after the big tank that hauled water for the engine, filled the boiler and two small tanks, which he put beside the engine. He also ran the portable saw that ran on a belt from a small pulley, cutting up the pile of old fence rails and poles.

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)



(Kathleen A. Hicks Collection)

Part Three 1901 - 1950

Malton's Progress - 1900s

COMING INTO THE 20th CENTURY, THE general store of Thomas B. Allen was the hub of the Malton community, where the locals gathered to enjoy camaraderie with their neighbours. It was now operated by Daniel Allen and in 1903, he sold the store to Bert McBride. Bert only ran the grocery business until 1907 when he sold it for \$1,800 to Norman Malcolm. Bert then opened a business on Beverley Street, where he sold fencing materials. Norman and his son, Les, operated the old Allen store until 1947, when it was closed down. When the store was demolished, Wilfred Abell built his second drug store at this location and opened in 1948.

Henry Milner now operated the grain elevators and freight sheds. Following the fall harvest, the wagons would line up before the elevators to unload their grain.



▲ Canada Bread Wagon

The local farmers also brought their cattle to the railroad yard to be sent into the Toronto market. Richard Hewson opened a new business in 1900 called Chopping Mill and Coal. The mill was first operated by water power from a nearby creek, but the water pressure was not sufficient and a steam engine was utilized. In 1908, the business changed hands and John Smallwood Boyes took over the mill and other buildings and continued the operation until 1927. Isaac Muir now had the Foster Carriage Works where wagons, carriages and hay racks were made. It stayed in operation until the 1950s when the old businesses faded out and new development came to Malton.

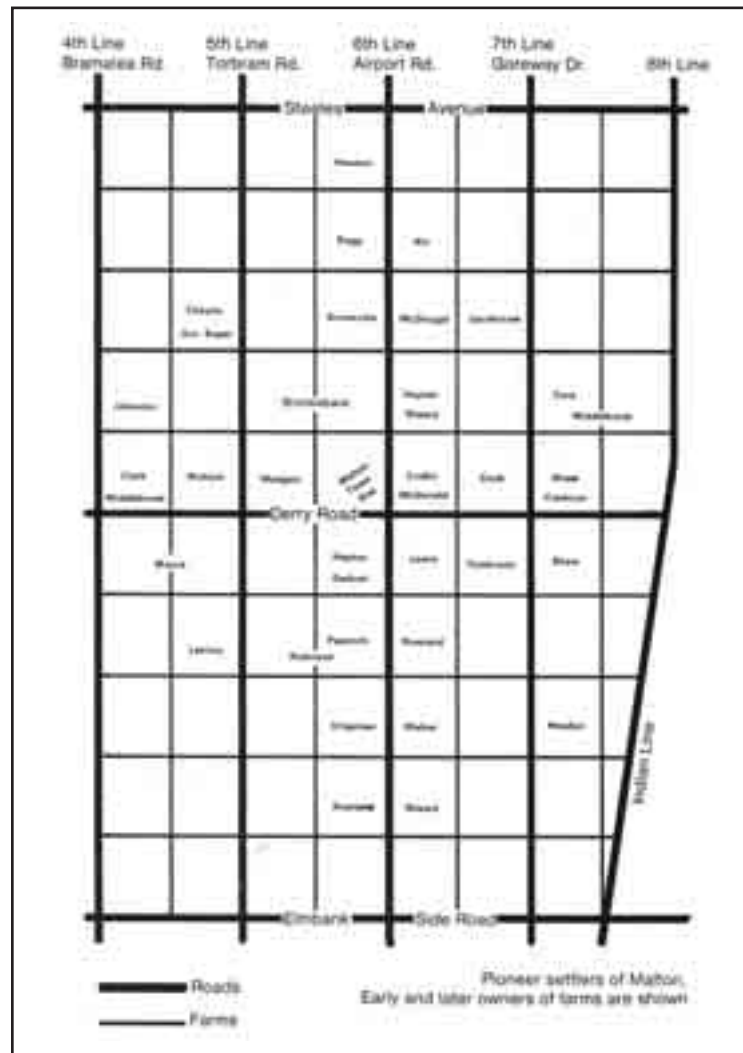
The Canada Bread Company from Toronto boarded horses at Fred Codlin's farm. Fred was an implement dealer for the McCormick-Deering Company and the livestock trucker for Malton and many business transactions took place at the Codlin farm. Bread came from the Canada Bread factory by train and was then delivered by horse and wagon.

The Malton Amateur Dramatic Club (later Society) was formed in 1909 and the amateur actors put on annual plays in the Malton Temperance Hall. Some of the productions, under the direction of



▲ The Malton Amateur Dramatic Club

Malton was incorporated as a Police Village in 1914, which enabled its trustees to make their own official by-laws. The election of the trustees for the Malton Police Village took place on January 11, 1915. There were six candidates and Fred Codlin, H. Milner and John Peddle were elected.



▲ Malton Lot Layout

(Trinity United Church Booklet, Malton Memories)



Memories

"The land in Malton was fertile and many farmers prospered growing grain. In the early days when the land was cleared, grain was planted and hay was gathered between the stumps. We still have the old handmade rake that was used for gathering the hay. Also we have the flail that was used for threshing the grain.

▲ Keith Shaw
(Randall Reid)

"Malton had a grain merchant, who bought and shipped grain. At one time a good market for the grain was in the British Isles. Later livestock increased and with a market in York (Toronto) many cattle, horses, sheep and hogs were raised.

"The Toronto market provided a demand from this area which could be met without too much difficulty. Many farmers as they cleared their land, cut the wood and hauled it to the city for firewood. A large hay market existed and the farmers would haul their loads to the market, which was at the St. Lawrence Market and when a buyer came he would deliver and unload the hay at his stable. The farmer would have put in a long day, loading the hay, leaving home before daybreak, waiting to make the sale and then returning home long after dark.

"Another source of income was the solid produce. The farmer and his wife would prepare vegetables and fruit in season, make butter, kill fowl, and dress hogs, and some beef. Eggs were not a plentiful item all year, so when in abundance they were also sold. The practice of going to the market was gradually stopped as the farms and marketing changed. Farmers went into more specialized directions with the demand and dairy cattle were introduced by many for the fluid milk market."

Keith Shaw, 1980
Passed away in 1996

The First Automobiles - Early 1900s



▲ The Ford Plant

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 travelled with the Barnum & Bailey Circus and drove his car around the ring.



▲ Henry Ford

(Photos courtesy of the Ford Motor Company)

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. All of Ford's Model T cars were black. He claimed it was “A car for the great multitude.” It took 13 hours to assemble one and a day to learn how to drive it. Within five years, one was being turned out every 90 seconds.

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 a wagon factory in Walkerville (Windsor). The Walkerville Wagon Company became the Ford Motor Company of Canada with McGregor as founder and general manager. The company was incorporated on August 17, 1904, with a capital of \$125,000. The first car rolled off the assembly line



▲ Fred Codlin, on the running board, proudly shows off his Model T Ford (Vera Etheridge)

in September and 20 by year's end. In the first year of operation, its 17 employees turned out 117 Model B and C Ford automobiles that had the steering column on the right side of the car. One Model C is displayed at the Ontario Science Centre.

The first car lot to appear in Toronto Township was Moore Motors, which was established in Port Credit in 1909 by Fred J. Moore. It became an authorized agent for the Ford Motor Company in 1914. The first family in Malton to purchase a car were the Codlins.

After World War II (1939-1945), Ford expanded its operation to plants and parts distribution outlets in Oakville, St. Thomas, Niagara Falls and Brampton. The Ford plant in Oakville was opened in 1952 with a 1,400,000 square foot (129,700 m²) factory sitting on 32 acres (12 ha). It was the largest factory in Canada. In 1990, Ford had 15,000 employees with an \$800 million payroll and made 600,000 cars annually.

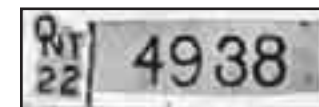
In the beginning of the automobile era, people did not require a licence to drive. It was hoped that drivers would be cautious with their newfangled contraption. However, this was proved otherwise and



▲ Marjorie Madgett and Her Family's Car
(Diane Beedham)

a law was passed in 1909 to licence chauffeurs. Because they drove someone else's vehicle, they were thought to have "negligent driving habits." In 1913, it was revised to require a competency test. Finally in 1927, the "operator's licence" was instituted at a cost of \$1 each. The first year, 444,472 licences were issued in Ontario. In June, 1994, the Ministry of Transportation incorporated the Graduated Licensing program, called a G1 licence permit, into the road test, written test and licence, validated over five years for \$100. According to the Ministry of Transportation, as of December 31, 2000, there were 8,121,374 licenced drivers in the province. At the end of 2004 there were 8,655,597.

In 2003, Ford Canada celebrated its 100th anniversary with 16,000 employees, at which time the Windsor plant had the 100-millionth Ford V8 engine roll off the assembly line. The Ford Company is still "in the family" as William "Bill" Ford is president and CEO.



NEWS ITEM

What of our Automobile Mania?



▲ One of Toronto Township's First cars -
A Model T Ford

civilization, to do nothing oneself but spend money and issue orders, to have everything done for one, is man's end and aim. You take your message – moral or mental or physical; you squander your money in that useless, that stupid luxury, disguised as a useful health giver; you go your way with a lighter pocket and with a foolish, false glow of pride that you have done something elegant, something refined, something scientific and useful.

The Streetsville Review
October 27, 1910

The automobile excitement, as distinguished from the automobile industry, is typical of the present state of disorder, says David Graham Philips in *The Delineator* for November. The argument is, "The automobile enables one to get about so quickly and easily."

Yes – but get about to what? To a larger income? To better health than walking would give?

To more intellectuality than could be got from reading, thinking and rational conversation? Or is it simply a time waster – a deception filler of hours that thus seem not to be spent idly? More motion is not progress. Having one's body wheeled about is not exercise. Fixing one's mind on a triviality is not concentration. Glancing at landscapes and saying, "How lovely! How artistic!" is not seeing scenery.

Sometimes it seems to me that the masseur is the true, perfect type of what seems to be regarded by so many people as civilization. According to that idea of

The Malton Women's Institute - 1906

ONE AFTERNOON IN MARCH, 1906, THE PEEL County Women's Institute's president, Mrs. Diarus McClure, and secretary, Miss Susie Campbell, visited the Malton Presbyterian Church to establish an Institute branch in the quiet country village. There were only five women in attendance, but the group was fervent in their quest and a meeting ensued that brought Mrs. Thomas Gardhouse in as the first president and Miss Annie Brocklebank as secretary.

The new Malton Women's Institute (MWI), the first in Toronto Township, held meetings on the Third Line East (Dixie Road) at the McBride Farm, Lot 11, Con. 2, EHS, once a month. Within four months the membership had doubled. On June 30th, the meeting was held at Mrs. Harry Walker's homestead and 16 more ladies joined, some of whom were Mrs. Edwin Culham, Mrs. Charles Sheard, Mrs. Edmund Garbutt and Mrs. Richard Hewson. The members were charged 25¢ a year, which remained until May 1948, when it was raised to 50¢. Many of the events held included lectures in the Elmbank Hall, Valentine parties, Irish socials for St. Patrick's Day on March 17th, gatherings in members' houses, summer lawn socials, Halloween parties, debates and plays. They were dedicated fund-raisers and supported many charitable causes. By 1912, meetings were being held in the Foresters' Hall.



▲ Adelaide's Stamp
(Canada Post Corp.)

◀ Adelaide Hunter
Hoodless
(Region of Peel Archives)

The first Women's Institute in Ontario was founded by Mrs. Adelaide Hunter Hoodless (b.1857, d.1910) on February 17, 1897, at Stoney Creek. Adelaide was the daughter of David Hunter of Derry West, Toronto Township, who passed away a few months before she was born on a farm near St. George, Ontario. Adelaide lost her infant son in 1889 to infected milk. This motivated her to establish the Women's Institute. Her goal was to organize rural homemakers and educate them on improving nutrition and health safety in the home. On the 10th anniversary there were 500 institutes established across Canada. Her great achievement with this organization warranted her a stamp in 1993 during the first special issue of stamps honouring women.





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▲ A Gathering of the Malton Farmers Club and the Women's Institute, June 19, 1926 (Randall Reid)

All the Institutes in the County of Peel were under the jurisdiction of the Peel County Women's Institute (PWI), which was founded in 1902. The PWI was instrumental in starting many of the Institutes in Toronto Township. Their motto is "Home and Country."

One of the achievements of the Malton Women's Institute over the years was the involvement and dedication in assisting with the Peel Memorial Hospital, which had been the brainstorm of the PWI. At a meeting of the PWI held in Brampton on February 28, 1910, the idea for a hospital was suggested by Susan Campbell. Mrs. E. G. Graham, president of the PWI, and 500 women got behind the proposal. Once the idea was broached and fund-raising accomplished, the Peel Memorial Hospital was opened on February 2, 1925, at a formal ceremony with Lieutenant Governor of Ontario, Henry Cockshutt (1921-1927) officiating and Reverend R. N. Burns giving the dedication.

During the First World War (1914-1918), the MWI worked with the Cooksville Red Cross to make and gather supplies for the Canadian men serving overseas. They knit socks, sweaters and wool helmets, gloves and scarves. They made hospital gowns and pyjamas and rolled bandages. Mrs. Thomas Bryans was the work convener. The same was done for the Second World War (1939-1945) and the MWI was affiliated with the Toronto Township Red Cross headquarters in Lakeview.

As the years passed the Malton Institute membership grew with ladies from Toronto Gore, Britannia and other small communities joining. The first picnic was held in June, 1925. With the celebration of 20 years in 1926, the membership had risen to nearly 70. The year of the MWI's 25th anniversary, 1931, when Mrs. Norman Scarlett was president and Mrs. Clarence Black, secretary, a celebration took place at the home of Mrs. Henry Walker. In June, 1931, the MWI held a "Grandmother's Meeting" and a special reading was done by 80-year-old Mrs. J. H. Price of Burnhamthorpe on "Olden Times." This became an annual event and on August 11, 1948, 73 ladies, 27 of whom were grandmothers, attended

“Grandmother’s Day.” Mrs. Price, who had always had a new poem ready, had passed away in April 1946.

A banquet with 200 people was held in May 1933, in the Elmbank Hall and raised \$114.50.



▲ Lord and Lady Tweedsmuir
(Region of Peel Archives)

When Lady Tweedsmuir, Susan Charlotte Buchan’s husband, Lord Tweedsmuir, John Buchan, was Governor General of Canada (1935-1940), she encouraged the Women’s Institutes to record their history and that of their community. The first Tweedsmuir curator for the MWI was Mrs. Betty Young. This scrapbook has disappeared, but fortunately it had been microfilmed before this took place. It is available at the Region of Peel Archives.



▲ Women’s Institute
Motto (Joan Folkard)

The Malton Women’s Institute became known as an industrious thriving group, who worked incessantly for the betterment of their community and country. Some of their funds went to the Hospital for Sick Children, the Children’s Aid, milk for needy children, shoes for children in Northern Ontario, and goodies for needy families at Christmastime.

When the Malton Airport was going to be opened in January 1939, the MWI members met with the Toronto mayor, Ralph C. Day (1938-1940), and council to suggest the airport be called Malton, not Toronto, which it became. In late 1939, they came before Toronto Township council to protest renaming it “Bishop” or “King George.” The council approved their appeal and “resolved to send a protest to the Toronto city council.” Again these conscientious women won their plea.

One event that the MWI participated in annually was the Brampton Fair. They worked hard throughout the year preparing aprons, house-dresses and especially the patchwork quilts as their entries, which always garnered a ribbon or two. When Mrs. W. McClure and Mrs. J. McCullough attended the Association Country Women of the World Conference in Amsterdam in 1946, they took one of the quilts and presented it to the Holland women’s group. The 40th anniversary was held on July 10, 1946, at Mrs. Harry Walker’s home as it had been for the 25th, when it was her mother-in-law’s house, Mrs. Henry Walker. Mrs. Elwood Culham was president with Mrs. Clarence Black was still holding the secretarial position after over 15 years.

When Mrs. H. Parkinson was president in 1948, Mrs. Lammy was made the first life member of the MWI. In 1952, at the home of Mrs. Leonard Jefferson, Mrs. W. Garbutt, Mrs. James McBride and Mrs. William Patterson became life members.

The MWI disbanded in 1957 and the ladies went to the Derry West club, which managed to function until 1993 and the women then went to Brampton. The MWI reorganized in 1975 and folded again a year later.



The Peel District Women’s Institute is still functioning today with Joan Folkard as president. She has been a member since 1972. There are over 10,000 women involved in the Women’s Institutes of Ontario.

◀ Joan Folkard
(Joan Folkhart)

The First Telephones - 1906

The first telephone to be installed in Malton went into James Albert (Bert) McBride's General Store during the summer of 1906. It was to be used as a public pay telephone only. It was listed in the Toronto and District Telephone Directory as Malton, Public Station, J. A. McBride - for subscribers see Weston. Among the 37 subscribers listed under Weston was: 10lh - McBride, J. A. McBride, General Store, Malton.

This telephone was a large magneto instrument with a crank to connect with the operator in Weston. It was located in a telephone booth to allow privacy while making a call. It was used to place and receive long distance calls only.



The telephone was invented by Alexander Graham Bell in Brantford, Ontario, in 1874. The Bell Telephone Company of Canada was founded in 1877. The first telephone in Toronto Township was put in James Hamilton's General Store in Port Credit in 1881.

◀ Alexander Graham Bell



▲ Telephone Crew (Randall Reid Collection)

THE FRED CODLIN FAMILY BOARDED THE BELL TELEPHONE crew during World War I (1914-1918) when they were installing the telephone poles and wires to supply the Malton residents with their telephones, some of which would have party lines. Fred received the first resident telephone. Malton subscribers were listed under Weston until 1915. Then they went under Brampton, which continued until 1950.



**MORE
RURAL LINES!**

THIS YEAR ALONE we are spending \$4,000,000 so that more farms will have telephones with fewer people on each line.

For best results from your telephone:

1. Keep calls brief.
2. Space your calls.
3. Avoid "listening in."
4. Give right-of-way to emergency calls.

For the best telephone service, remember the master rule, "Do unto others as you would like them to do to you—and do it first!"



**THE BELL TELEPHONE
COMPANY OF CANADA**

▲ Telephone Advertisement
(Streetsville Review)

The crank telephone with an operator was used until 1924 when the common battery telephone replaced it. When the receiver was lifted, it signaled the operator.

The northern section of Toronto Township was considered a rural area and in the first decades, not every household had access to having a telephone installed. On April 29, 1929, a right of easement was passed for telephones to be installed in all the rural areas of Ontario. At this time, each home owner was included on a party line with six other families. It took until the late 1940s before rural service in Ontario was expanded to include most of the northern farm areas.

In August, 1946, it was announced by Bell Telephone that 22,000 telephones would be installed to the rural areas of the province at a cost of \$10 million for the rural development program. It was stated that within five years the company hoped to be serving 55 per cent of the rural families. The program would require the erection of thousands of miles of new poles and wire so that every street was serviced. Some telephones were being installed at some exchanges by doubling up on the party lines to accommodate the hundreds of waiting applicants. Reduction of the number of parties on a line was one of the major objectives of the company. It was noted that of the phone users questioned, 71 per cent objected to others listening in to their conversations.

The improvements, and how quickly things progressed, depended on the money Bell Telephone had available. Party lines decreased down through the years and got to the point where there would be three, then two on one line. They were still being used in some rural areas up until the 1980s. In the Halton/Peel 1983 telephone directory, instructions said to dial 611 to reach a party line customer. Any references to party lines ceased with the 1984 directory.

Dial service came to Malton on November 1, 1949, and an operator was no longer required. At this time telephone numbers changed to four digits, e.g. 4713. By January 1951, Malton subscribers totaled 376 and were listed under Malton for the first time.

On March 16, 1952, new telephone numbers such as AT(water) 8 for Cooksville brought BR(owning) 7 to Malton customers. A new dial telephone office was constructed on Old Malton Road in 1955 and

the telephone exchange changed again to BUT(ler) 6. In 1956, Malton was included in Toronto's Extended Area Service, which gave subscribers free calling service.

In 1980, non-urban service improvements were implemented and poles were torn down, new lines put up and new phones installed.

Remote dial offices were built and by 1997, everything was digital.

Malton has a first where the telephone was concerned. On June 15, 1964, Touch-Tone telephones were introduced at Malton for the first time in Canada.



(Photos courtesy of Bell Canada Archives)

The Palmers - 1908

Francis William Palmer and his wife, Eliza Ellen, came from Bristol, England, to Malton in 1908. They set up housekeeping in a rented house on North Alarton Street. Then Francis secured a job as a hired hand on the Culham farm. Their son, William, attended the Malton schoolhouse with its outhouses. The farm hand job was followed with a position for the Canadian National Railway and Francis managed to move up the ladder to become a section foreman in charge of the Malton line. This security allowed Francis to purchase a house on Hull Street. Francis passed away at 64 years and Eliza at 96, but no dates are available.



▲ Palmer Wedding

William (Bill) married Winifred King of Montreal in 1937 and they resided in Bill's hometown, with his parents. Throughout the Second World War (1939-1945), he worked at the National Steel Car and Victory Aircraft companies. Following this factory work, in 1945, he opened a lumber and coal business on Hull Street. As the new housing developments appeared, the Palmers expanded their business accordingly. In the new subdivisions, fuel oil was used for heating the homes, so Bill added fuel oil to his product line. It was kept in 10,000 gallon (45,540 L) storage tanks.



▲ Palmer Lumber and Coal (Photos courtesy of Win Palmer)

WHEN HURRICANE HAZEL HIT ONTARIO ON OCTOBER 15, 1954, the Palmers' lumber office and yard were flooded out and lumber floated down to the creek and disappeared. Some people retrieved the lumber and it has been said that they jested, "it was the best deal they ever got from Palmer Lumber." Bill and Win spent a sleepless night as they tried to salvage their paperwork in the office, especially their account ledgers that had gotten soaked and had to be dried out.

Their business prospered and they opened a second store in Mount Forest, Ontario, in 1959. Bill operated the Mount Forest location, which had Beaver Lumber as a customer, and Win handled the Malton store. It was a lot of hard work for the couple, but they persevered through their struggles.

The Palmers sold the Mount Forest store in 1969 to a florist business and Bill went to work at Cashway. They rented out the Malton store to Elite Plywood and Win worked there for two years. Bill passed away in 1971 at 60 years old and Win sold the store.

Francis' house had been moved and renovated and Win Palmer still resides there.

Hydro Comes to Malton - 1923

Adam Beck (b.1857, d.1925), who was a member of the Ontario Legislative Assembly (1905-1919) had advocated electricity and dedicated himself to this ambitious cause. In early 1906, Beck introduced the first power bill into the Legislature and it was passed on June 7th and Beck was given the chairmanship position of the newly formed Hydro-Electric Power Commission of Ontario that would oversee the distribution of electricity in the province. The first hydro-electric power line was completed by 1910 with the first transmitted electric power going into the town of Berlin (now Kitchener). The ceremonial electricity switch-on took place on October 11, 1910, with



Adam Beck at the lever. Ontario Hydro began to install hydro poles along Dundas Street that year in preparation for installation across the province.

◀ Adam Beck
(Hydro One Archives)

TORONTO TOWNSHIP HAD THE DISTINCTION OF BEING THE first Township in Ontario to contract for electrical power. This was one of Reeve Thomas L. Kennedy's (1910-1911) endeavours. He and his council were instrumental in achieving this new innovation for their constituents. At their insistence, a petition was started by the residents, and with 380 signatures in hand this instigated the move for electrical power to be installed. Port Credit was the first community in Toronto Township to turn in an application for hydro power under the Rural Distribution Act of 1911. A by-law was passed by the Township council on November 20, 1911, for the cost of \$7,500 for a plant to distribute electric power to Port Credit. On July 5, 1912, the first electricity was supplied. In early 1913, the residents of Clarkson and Cooksville put in an application and soon electric lines were being installed throughout the streets.

On June 10, 1913, Toronto Township council took over the operation and signed a contract for power with the Hydro-Electric Power 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 with Reeve David McCaugherty as chairman.

The basic service charge was \$2 a month and when meters were installed the following year, the meter rate was 4 1/2¢ per kilowatt.

By-law 949 was passed on July 1, 1922, authorizing the establishment of Rural Hydro. A contract, that had to be signed by the Toronto Township clerk, John Kennedy, and the property owners, stated that the owners had to pay all charges for their electricity used by Rural Hydro, which was operated by the Hydro Electric Power Commission of Ontario for the municipality. The Ontario Hydro instigated a sales promotion to encourage farmers to install electric power and it worked well. Malton got its electricity in 1923 and the northeasterly section of Toronto Township, which included Malton, was handled by the Brampton office.

In 1963, the Toronto Township Council requested a Private Bill of the Legislature to amalgamate the southern area and the northern Rural Hydro area into one Hydro Electric System. Streetlights were

**HYDRO RURAL FAMILY
MORE THAN DOUBLED
SINCE THE WAR**



HYDRO now serves 117,383 rural customers—more than double the 156,000 served at the end of the war—bringing electricity and a better way of living to an additional 117,383 Ontario farm, hamlet and village customers.

At the end of the war there were 21,569 miles of rural lines bringing electricity to the rural areas of Ontario. By September, 1951 the miles of line had increased to 37,239. During this period the horsepower demand in the rural areas showed a remarkable increase. The demand at war's end was 132,551 horsepower. By 1950 it had more than doubled to a total of 314,681 horsepower.

On the farm, Hydro power is a low-cost hired man helping to produce more at a reduced cost. In the home it makes possible the use of modern electrical appliances which lighten work, save time and make life easier for all. Yes, the coming of Hydro to the farm provides a better way of life for thousands of people in the rural areas of the Province.

**Let Us All Remember Hydro Is Ours...
We Should Use It Wisely**



installed in Meadowvale and Churchville. On December 11, 1963, the Hydro Commissioner and Reeve of Toronto Township, Robert W. Speck, sent letters to the rural consumers welcoming them to the Toronto Township Hydro system, which took effect on January 1, 1964.

Memories



▲ Jean Armstrong
(The Mississauga News)

"Another improvement to rural life was the coming of Rural Hydro in the mid twenties. At first the most evident sign was its pole light between the barn and house. Appliances were few, but one of the first enjoyed by the farm wife was an electric iron, followed by a hot plate stove or electric range. The barn work was more readily done through the buildings at night because of the electric lights. The motors for pumping water and the milking machines for the dairy herds were a great improvement for the dairy farmer. Refrigerators, however, were not generally found in use until the late 1930s."

Jean Armstrong

◀ Rural Hydro Advertisement
(Streetsville Review)

The Malton Royal Canadian Legion Branch #528 - 1924

IN 1924, SEVERAL WORLD WAR I (1914-1918) veterans in Malton decided to form a Legion. Former veterans in the area were notified about the need for a Legion and many of them came forth, lending their support. The Malton Legion was founded, but little else of their early history has survived. There had been legions around since 1840 when an Army, Navy Veterans Club was formed in Montreal, Quebec. The Royal Canadian Legion (RCL) was founded in Winnipeg in 1925 by Sir Percy Lake and it was incorporated in 1926. The Malton Legion then joined the Royal Canadian Legion and became Branch #528. In 1972, there were 312,000 legion members across Canada, the men and women from two world wars. In 2006, the RCL will be celebrating 80 years.



▲ The Legion
Crest



▲ A Legion
Poppy



▲ The Malton Branch Legion Hall (Dianne Beedham)

The legionnaires of Malton have always been a going concern. Down through the years, several fund-raising events were held regularly, such as bingo, euchre and dances every Friday, so that the legionnaires could support the needy causes in the community. They donated to the Heart Fund, crippled children, supported seniors and gave bursaries to public and secondary students for public speaking. They sponsored hockey, soccer, lacrosse, girls' softball and a majorette corp. They had two blood donor clinics annually. The Ladies Auxiliary held bazaars, bake sales and dances. Many of these activities are still on-going.

In the late 1960s, with the rise in membership, it was decided that the Malton Legion should have its own building. The sod turning took place on March 22, 1970, and the architects were King City Consultants and Associates. So after several years of planning, they finally had a new 15,100 sq. ft. (1,403 m²), \$160,000, two-storey



▲ Mel Heisler with the CF-100, 1981

(The Mississauga News)

Legion Hall built. It was opened in 1972 at 3263 Derry Road East (now called Rexdale Blvd.). The air-conditioned concrete and brick structure featured offices, a substantial auditorium to accommodate their nightly events such as their big fund-raising activity, bingo, and dances with a local band providing the music, a spacious games room, men's and ladies' lounges, a TV lounge and a food preparation centre.

On April 14 and 15, 1973, the Legions from Mississauga attended the District B Convention in Woodstock. Then the Provincial Convention May 18 to 22nd in Sault Ste. Marie. Also on May 12th, the Legion held a country and western dance with the proceeds going to the Cancer Society.

On August 18th, the Malton Legion members joined legionnaires from across Canada and the United States to celebrate Warriors' Day at the Canadian National Exhibition. They staged a gigantic parade

that started at the Princes' Gates and marched to the Grandstand for the Salute. On September 22nd, they celebrated their anniversary and awards night with a dinner and dance. They also celebrated Remembrance Day on November 11th, which is an annual event every year with a parade and poppy drive in recognition of the end of World War I and the men and women who have lost their lives serving their country during wartime.

The 50th anniversary of the Legion was celebrated

in October 1974, at the Legion Hall with District D Commander Rick Collins as the guest speaker. In his address, he pointed out the importance of Legion work, the fine accomplishments undertaken and the future goals of the various zones and their branches. Several honours and awards were given out, two being a life membership to Charlie Campbell and a 50-year-pin to Angus McIntyre.

On June 1, 1976, Tom Barber was brought in as the new president. Bob MacSephney stepped down after a three-year-term, having served dutifully as 3rd, 2nd, and 1st vice president. The Malton legionnaires attended the golden anniversary of the Royal Canadian Legion on June 6th, for a Torch Lighting Ceremony at Nathan Phillips Square in Toronto. It was also the 32nd anniversary of D-Day, which was the landing of the Allied troops on the European shores during World War II, 1944.

Legion Week is held every September. In September 1980, it was held from Sunday, the 14th to Saturday, the 20th. It started with a parade on Sunday from Westwood Mall to the Cenotaph at Wildwood Park, where a song and a prayer opened the ceremonies. Legion

president, Allan Craig, read the scriptures. Special guests were Mayor Hazel McCallion and Councillor Frank McKechnie. The Legion Week chairman was Mel Heisler and the activities continued with such events as a Monte Carlo Night, a general meeting, a teen dance and the first beauty pageant, hosted by Mrs. Diane Slade on Thursday, September 17th. The lucky young lady to walk off with the



▲ Miss Malton Legion, Joan Flavell

Miss Malton Legion crown was Morning Star Secondary student, 17-year-old Joan Elizabeth Flavell. The judges were: Ron Lenyk, publisher of *The Mississauga News*, Terry Jones, MPP Mississauga South, Marion McIntosh, CIBC, Orlando Drive Branch, and George Holsworth, past zone commander Zone DI. The week's festivities concluded with the Branch's annual anniversary dinner and dance, with music by "Crossfire."

According to *The Malton Messenger*, the entertainment for the Friday and Saturday evening dances, November 7 and 8, 1980, was The Silhouettes, with Ian McQuaid as the D. J. On Sunday, November 9, 1980, the Remembrance Day Parade and Services were held in remembrance of their fallen comrades. The Legionnaires, Boy Scouts, Girl

Guides, bands and other parade entries assembled at the Malton Arena. The parade marched to the Cenotaph, where a wreath ceremony took place. After which, the group returned to the Legion for church services. The number of paid-up members for 1980 was 1,109.

Probably the most ambitious project that the Malton Legion has ever undertaken is the restoration of a CF-100 Canuck, nicknamed "The Clunk," one of several planes built by A.V. Roe Canada Ltd., between 1950 and 1958. It was a twin-engine, all aluminum jet interceptor that had been first displayed for the Royal Canadian Air Force on October 17, 1951, in a brilliant sunlit ceremony. It was one of 690 that had been designed and produced in Canada, the only all-weather fighter aircraft ever to be put into service by the Canadian government.

The first all-Canadian military aircraft was claimed to be a world leader in aircraft design.

Legion member, Mel Heisler, took this restoration task upon himself. His quest had started in 1966 when he brought up preserving a piece of Malton's glory in Aviation to his fellow Legion colleagues. Getting the money together for such a project caused some delay. In 1971, Mel contacted MP Don Blenkarn about putting a CF-100 on a pedestal. Although much red tape and bureaucracy was encountered in this process, the Ministry of National Defence, Donald Stovel Macdonald (1970-1972), was contacted and the Legion was offered a plane for \$500. A Major Osbourne arranged for the plane to be transported by military transport from Camp Borden to Downsview. A pylon pedestal was erected in Wildwood Park and the CF-100 was put up and a plaque was unveiled in October 1972, to commemorate the CF-100's part in Malton's aviation history. Due to lack of funds, it was 23 years before work on restoring the plane commenced. By this time it was ravaged by the elements and vandalism. A contact was made with Rick Meloff of California Custom Cleaning and the product Rolite was used during the summer of 1995. The project got a lot of press and the funds came together to finally get the job done.



▲ Canadian Aviation Historical Society Director Steve Edgar with CF-100



▲ Mel Heisler
The Malton Legionnaires and the CF-100

(Photos from the Malton Pilot)



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The finished aircraft was unveiled on November 11, 1996, Remembrance Day for the Malton Legion #528, the persevering group, who had made this dedication possible. The ceremony to recognize the CF-100's importance in aviation history was started with a parade that had a colour guard from the Legion and the Air Cadet 845 Avro Arrow Squadron. They marched in pouring rain from the Legion Hall to the Cenotaph and pedestal at Wildwood Park on Derry Road East. The distinguished guests included Steve Edgar, coordinator of the restoration project, James Floyd, head of the Avro Arrow design team, Councillor Frank McKechnie, Mike Filey, a Toronto historian and author, Jan Zurakowski, the Arrow test pilot, and Bill Coyle, a vice president of Allied Signal. After the ribbon cutting ceremony, everyone went to the Legion Hall for the speeches that were conducted through master of ceremonies, Bill Turner, who invited everyone to stay for the delicious repast supplied by the Royal Canadian (Malton) Legion. This project brought about another fundraising opportunity in postcards of the CF-100 monument that were available through the local merchants.



▲ Royal Canadian Legion Headquarters, 2006

(Kathleen A. Hicks)

The Legion Hall on Derry Road was sold in 1999 and it is now a Funeral Home. The Legion then took occupancy at the Brandon Gate Plaza in an 8,037 square foot (743 m²) facility that they renovated. They rent out their hall for various events, make money on the cash bar, hold a Pot of Gold draw, an event called “Meat Roll” that allows the members to win the top prize of beef roasts and low prizes of pork chops, and elimination draws, whereby 1,500 tickets are sold at \$1 a ticket. There are activities for members and guests nearly every night of the week. They also have sports to participate in, which include bowling, shuffleboard and curling.

The members not only work to improve veterans’ lot in life, but extend help wherever it is deemed necessary. The Legions of Mississauga touch the four corners of our city, contributing much to the betterment of our community.

In 2006, the Malton Legion #528, at 4025 Brandon Gate Drive, has Donald Smith as president, with 545 members. He is backed up by the following officers: vice presidents, James Gerrard, Ellen Din and Pat Gray; secretary, Debbie Penny; treasurer, Susie Osler; Sgt. Of Arms, Earl Landry; and Chaplain Nelsona Dundas.



▲ John McCrae
(Courtesy of Guelph
Museums - McCrae
House)

Information

Colonel John McCrae was born on November 30, 1872, in Guelph, and was educated in Toronto. He became a professor of pathology and taught at McGill University and the University of Vermont.

During World War I, he was a medical officer of the First Canadian Contingent and saw service in all Canadian action, including the second battle of Ypres.

A close friend of Col.

McCrae’s from Ottawa was killed in battle and on the graves where he was buried there grew wild poppies. Here John McCrae was inspired to write *In Flanders Fields*. Shortly after composing this classical piece of poetry, he was killed during a battle in France, January 28, 1918.

The McCrae homestead in Guelph has been restored and is now a historical site emblematic of what Remembrance Day stands for.

In Flanders Fields

In Flanders Fields the poppies blow
Between the crosses, row on row,
That mark our place; and in the sky
The larks, still bravely singing, fly
Scarce heard amid the guns below.

We are the Dead. Short days ago
We lived, felt dawn, saw sunset glow,
Loved and were loved, and now we lie
In Flanders Fields.

Take up our quarrel with the foe:
To you from failing hands we throw
The torch; be yours to hold it high.
If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders Field.

John McCrae

From Service Club Highlights
by Kathleen A. Hicks
The Mississauga News, Nov. 7, 1973

Girl Guides - 1937

The 79th Malton Brownie Pack was registered on February 5, 1937, in the Highland Glen Area, Glendon Division, District of Malton. They held their meetings in the Harding Avenue Mission, with Miss M. Harris and Miss M. Thompson as Leaders. On January 10, 1941, Agnes Walduck and Miss I. Simmons took over the 79th Malton Guide Company at the Malton Public School on Victoria Crescent. The Malton District is part of the Toronto Area Girl Guiding because of its better accessibility to the Area Office and thus became the 79th group to be started through the Toronto connection.

The Girl Guide organization was started in England in 1909 by Boy Scout founder, Lord Robert Baden-Powell, and his sister, Agnes, who became the first commissioner. In 1910, Guiding came to Canada with the first company being formed in St. Catharines, Ontario, by Mrs. Malcolmson. That same year there were companies started in Toronto, Winnipeg and Moose-Jaw. Guiding is based on the ideals of the Promise and Law. The aim is to help girls and young women become responsible citizens able to give leadership and service to the community on a local, national and global level.



▲ Agnes Baden-Powell

(Girl Guides of Canada Archives)

THE TOWN OF MALTON USED TO HAVE TWO DISTRICTS FOR the units, Malton and Springvalley, and at one time there were 17 units with over 400 girls involved. The Malton groups have enjoyed hiking to Wildwood Park, Malton, and Clairville Conservation Area, adjacent to northeast Malton. The guides and leaders camp at Camp Ma-Kee-Wa, near Orangeville and have Winter Indoor Weekends at

Pipers Hill in Loretto, Ontario. For several years, they participated in the Malton Festival, which was held in May. They often won first prize for the best float. Pathfinders (ages 12 to 15) became a part of Guiding in 1979 when age groups were restructured. In the mid-1990s, Sparks for ages five and six-year-olds was implemented.

On February 22, 1980, the Malton Girl Guides celebrated the joint birthdays of Lord and Lady Baden-Powell, the founders of the Scout and Guide movements in North America. They put on a display in the center court at the Westwood Mall on Saturday, February 23rd. In February 1985, a celebration for the 75th anniversary of Guiding was

held at Maple Leaf Gardens in Toronto, despite cold weather and threat of an ice storm. A picnic was organized on the Toronto Island in 1990 to celebrate the 80th anniversary when over 3,000 Guides and Guiders were in attendance. On January 4 and 5, 2003, the Guides enjoyed an exciting event at Sky Dome, Toronto, where they participated along with 6,000 Guides, in crafts, rode the ferris wheel and were involved in other exciting activities.

In 2006, the Malton District, Glenview Division, Toronto Area, has 50 Guides and 12 Guiders in the District.



◀ Girl Guide Activity
(White Oaks Area)



◀ Malton Girl
Guides and
Brownies on
Parade, 1949
(Dianne Beedham)



As Guiding evolved over the years, so did the uniforms and insignia. Recognizing the different styles of uniform will give you a general starting point for your investigation.



For example, the emblem shown at left was the official trefoil (on enrolment pins, uniform buttons, written materials, hat crests, etc.), until styles were changed in 1964-65.



After this date, the official trefoil was modified (see left). This remained in use until the current trefoil (right) was designed in 1984.



◀ Girl Guide Insignias



(White Oaks Area)

National Steel Car Company - 1938

In 1938, the National Steel Car Company built a factory on the southwest corner of Derry and Airport Roads in Malton to manufacture the Avro Anson aircraft and Westland Lysander. National Steel employed 900 workers and was a boon to the community. A Bank of Nova Scotia opened in 1938, along with Abell's Drug Store and a lawyer's office. Real estate prices soared and the population almost doubled. The first aircraft produced was a Lysander military observation airplane.



▲ Lancaster Bomber, 1943



▲ Air Vice Marshall Edwards, Superintendent E. Musson, and Assistant Manager L. E. Marchant Tour National Steel Car Plant (Port Credit Weekly)

THE FEDERAL GOVERNMENT EXPROPRIATED THE COMPANY in 1941 during the Second World War (1939-1945) as part of the government's war effort. The business was renamed Victory Aircraft Ltd. and the building of the Avro Lancasters got underway. They were designed by Roy Chadwick and were powered by four Rolls Royce Merlin V-12 1,460 hp engines and could achieve 270 mph with an altitude of 20,000 feet (6,100 m). Despite the change of the company's name, the workers were still wearing coveralls with "N.S.A." on the back.

The first Lancaster was unveiled on August 6, 1943, with the Minister of Munitions, the Honourable Clarence Decatur Howe, and the Minister of Air Control, Hon. Chubby Power,



◀ Lysander Military Plane
(Johnston Collection, Mississauga Library System)

looking on. Over the next three years, 430 Lancasters, one Avro *Lincoln* and one Avro *York*, were manufactured and the *Lancasters* were used for the remainder of the War. In 2006, there are only two *Lancaster* Bombers airworthy and they are used each year in air shows. One belongs to a unit of the Royal Air Force based in Lincolnshire, England, and the other is owned by the Canadian Warplane Heritage in Hamilton.

When the War ended in 1945, the site was sold to the British Hawker Siddeley Group, the largest conglomerate of aeronautical manufacturers in the world, which was named for Harry Hawker (b.1889, d.1921) and John Davenport Siddeley (1866-1953). The new business was formed and called A.V. Roe Canada Limited, which opened on December 1, 1945. The company takes its name from Alliott Verdon Roe (1877-1958). The first employee was Fred T. Smye, who became vice president and general manager, and then president in 1956, and there were 300 former Victory employees. The company designed and produced the C-102 Avro passenger *Jetliner*, which made a great impact on aviation, being the world's first regional jet that brought

public notice to Canada from all over the world, the *CF-100 Canuck* all weather fighter, the *CF-105 Arrow* supersonic fighter and the *Avrocar*.

A.V. Roe was a privately owned company, founded by Sir Roy Dobson, who was acclaimed for his involvement in Britain's production of the *Lancaster* bomber program during World War II. The company would contribute tremendously to the development of Malton and assisted Toronto Township council

▲ Sir Roy Dobson

with many amenities such as water. The company built a 1,000,000 gallon (45,400,00 L) reservoir and later deeded it to the Township at a fraction of the cost, gave the Township a loan of \$475,000 to develop the northern area, installed two sewage disposal plants that cost \$500,000, improved the roads around the plant for their employees,



paid for the installation of traffic lights and provided men to operate them, operated their own incinerator for garbage, had its own fire equipment installed and provided three shifts of firemen and handled its own policing.

Within five years, 1951, the plant employed nearly 8,000 workers, including 800 in Engineering, which by 1958 was up to 1,400. Major construction commenced in 1950 for Canada's largest aero engine plant, which opened on September 29, 1952. The multimillion dollar, 700,000 square foot (65,100 m²) defense facility was constructed by the federal government for Avro Canada Ltd. Even before it was officially opened, the plant was already manufacturing Orenda jet engines for the Canadian designed CF-100 long range fighter. Six CF-100s did a fly-pass performance for the opening at which Defence Production Minister Howe officiated. At the 10th anniversary there were four operating companies, Avro Aircraft Ltd., Orenda Engines Ltd., Canadian Steel Improvements Ltd., and Canadian Car and Foundry Co., Ltd. that worked out of nine separate plants and engineering facilities that broadened the range of its products and the staff totalled 22,000.

In 1953, the pressure of the Cold War instigated the development of the Avro *Arrow* airplane as an enemy interceptor by the Royal Canadian Air Force (RCAF). Preliminary studies were prepared for the risky, speculative aircraft venture. The supersonic fighter jet, the Avro *Arrow*, which could fly at twice the speed of sound, was unveiled on October 4, 1957, with 10,000 people standing on the tarmac as the gold coloured curtains rolled back and the plane rolled out of the hangar. President of Avro Aircraft Ltd., Fred T. Smye, and



▲ Avro Arrow unveiling with Fred T. Smye at Podium



▲ Avro's 10th Anniversary Ad



▲ Avro's 10th Anniversary

(Photos courtesy of James C. Floyd)

McDonnell-Douglas Plant ▶
(Region of Peel Archives)



Part Three 1901 - 1950



Minister of Defence, George R. Pearkes, led the way onto the speakers' platform. Also on hand were Sir Roy Dobson, chairman of the board at A. V. Roe Canada Ltd., and John A. D. McCurdy, the pioneer airman, who was the first to fly an airplane in Canada called "*The Silver Dart*" in 1909. The trials were conducted during November and December.

◀ John Douglas McCurdy
(New Brunswick Museum)

The pilot of the first flight on March 25, 1958, at 9:51 a.m., was Janusz Zurakowski (1914-2004). The *Arrow* RL 201 turned out to be the most advanced fighter plane ever built. It weighed 32 tons, was 78 feet long with a wing span of 50 feet and a tail that towered 21 feet (23 m, 15 m, 6.1 m). It flew at a supersonic altitude on its third flight and on the seventh flight attained a speed of Mach 1.5, over 1,000 mph at 50,000 feet (15,000 m). Its unique aerodynamic design was like nothing else that had rolled off the assembly line, made to perform efficiently in a temperature of 65 degrees below zero (Fahrenheit) to 165 degrees above and have the ability for engineers to change its engine in less than 30 minutes. The technicians and engineers responsible for its design and construction, led by Chief Engineer James C. Floyd, were ecstatic about its performance. Speed up to twice the speed of sound was recorded in later flights.

All the excitement of achieving such a magnificent plane was short-lived. On February 20, 1959, Prime Minister John Diefenbaker



◀ Avro Arrow's First Flight



▲ Prime Minister
John Diefenbaker
(Government Services
Canada)

announced the cancellation of the Avro *Arrow* program, stating, "The manned fighter is becoming obsolete and the military should be placing its efforts on missile development." It was a decision that drastically changed the course of aerospace history in Canada and the lives of the 30,000 people working on the project. At this time there were five *Arrow* Mk 1s flying in the test program that had completed 64 flights before cancellation. The Mk 2 *Arrow* RL 206 never flew. Avro had requested permission to do so, but it was declined.



▲ The A. V. Roe Canada Complex, mid 1950s: Orenda Jet Engine Plant, upper right, Avro Aircraft Plant, top left, the Toronto Airport Terminal Building
(Magellan Aerospace Corporation)

The employees were laid off and within weeks, the plant was transformed to work on John Frost's Avrocar and the manufacturing of boats. Many of the Avro specialists went to the De Havilland Aircraft of Canada Downsview plant. Sir Geoffrey de Havilland, who was knighted in 1944, founded this British Company. The Minister of Defence Raymond J. O'Hurley ordered the *Arrows* to be destroyed and the government sent men to the Malton plant with saws and torches to eliminate any evidence of the *Arrow's* existence. The magnificent aircrafts were reduced to scrap metal.



▲ *The Avro Arrow's Destruction, 1959* (Les Wilkinson)

After the cancellation, American Aircraft company recruits arrived in Canada eager to hire the engineers, scientists and skilled tradesmen. Many had little choice but to leave and many became NASA engineers. It was a brain drain for Canada.

When Sir Roy Dobson attended a board meeting in Downsview in 1962, there was much discussion afterwards concerning what to do with the A.V. Roe plant at the southeast corner of Derry and Airport Roads. As it turned out it was announced in July that de Havilland had purchased the 2.5 million square foot (232,500 m²) facility.

The British government overhauled its aviation industry in 1963 and the long-standing companies A.V. Roe and de Havilland were

amalgamated under Hawker Siddeley Aviation Canada as the Armstrong Whitworth Division and the de Havilland Division and Sir Roy Dobson headed up this new organization. Theodore Jonathan "Ted" Emmett, who was vice president of Massey-Ferguson, came on board as Hawker Siddeley's president and CEO. The following year Hawker Siddeley partnered with McDonnell-Douglas Aircraft of St. Louis, Missouri, and both companies took on a cost sharing arrangement of the Avro plant at the southwest corner. McDonnell-Douglas had success in the facility that had seen such doom and gloom, right up to 1980 when it was given a \$14 million contract by the government to build 137 CF-Hornets for the Canadian Armed Forces.

The 76 acres (30.4 ha), the former A.V. Roe buildings sat upon, were taken over by Boeing Toronto Limited in 1997. Boeing closed down operations in May 2006, putting 300 employees out of work. Even though the City of Mississauga and the Mississauga Heritage Foundation tried to save the last three hangars, one of which was where the Avro *Arrow* had been built, and the administration building, they were turned down and demolition took place. They had hoped a small memorial park would be established with a few remnants, which Boeing agreed to, but alas, this did not occur. The Greater Toronto Airport Authority (GTAA) were the next owners and the GTAA officials had plans for the property. Where the hangars once stood has been utilized for the expansion of the Lester B. Pearson International Airport.

Interested persons were allowed onto the property to salvage aviation remnants, but the heritage behind the place where the Avro *Arrow* first existed and died an agonizing death that cold February day was forever lost. Its history continues to live on, however, as the Toronto Aerospace Museum keeps the public abreast of the significant part it played in Canada's aeronautical history. On October 8, 2006, a full scale model of the Avro *Arrow* was unveiled.

Remnants of our Aviation's past are on display at the National Aviation Museum in Ottawa. True memorials of Avro Canada, including the *Arrow* RL 206 cockpit section, the flight compartment of the Avro C 102 *Jetliner* and an Iroquois engine, are all that remains of that productive 1950s decade.

In July 2004, the Canadian government attempted to recover the test models of the supersonic Avro *Arrow* fighter plane. These models

ended up in the water after testing over Lake Ontario near Kingston. The models had been equipped with testing gear to record movement of flight and the manoeuvres were filmed on superhigh-speed cameras. The data obtained was utilized in building the actual aircraft that was unveiled on October 4, 1957. For three days, two navy ships, the *HMCS Kingston* and *HMCS Glace Bay*, were using sonar scanners and an unmanned underwater device called the Phantom to search the Lake's bottom. But their efforts were thwarted and the search was discontinued.

To celebrate the 50th anniversary of A.V. Roe Canada in 1995, an Avro CF-100, fondly called "The Canuck," was restored at Malton. Between 1950 and 1958, 692 CF-100s, originally designed by Project Engineer John Frost and developed in early 1952 for squadron use by Chief Engineer James C. Floyd and his engineering team, were manufactured. The prototype CF-100 Mk.1, was flown on January 19, 1950, by Test Pilot Bill Waterton for 40 minutes, accomplishing an altitude of 5,000 feet (1,500 m). Its production came to an end along with the *Arrow* in February 1959. The restored CF-100 came about thanks to Mel Heisler, a Malton Legionnaire and former Orenda Engine employee. It was put on a pedestal in Wildwood Park in 1972 and restored and unveiled on Remembrance Day, November 11, 1996.



▲ Avro Arrow's Take-off

On March 21, 1998, the 40th anniversary of the first flight of the Avro *Arrow* was celebrated by members of the Aerospace Heritage Foundation of Canada with a "Salute to the *Arrow*" banquet at the Toronto Airport Holiday Inn. On board for this auspicious occasion were the pilot Jan Zurakowski and the chief designer of the *Arrow*, James Floyd. The 50th anniversary is just around the corner.



▲ Avro Arrow Unveiling, 1957



▲ Avro Logo

Orenda Engines

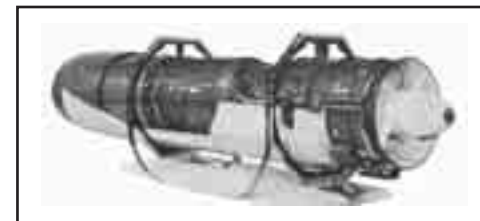


▲ Orenda Plant, circa 1950s

A year after Victory Aircraft's assets were taken over by A.V. Roe in 1945, the company purchased government-founded Turbo Research Limited and formed a Gas Turbine Division to advance the technology of gas turbine engine capabilities. Walter R. McLachlan was vice president and general manager.

The first engine built at Malton was the TR4 Chinook, which was put into development in June of 1946 and tested in March 1948, but it was never intended to be a production unit. It was the first gas turbine engine designed and built in Canada. Two TR-5s, later known as the Orenda, were used on a four-engine *Lancaster* Bomber that had been converted into a flying test bed, and it powered its first flight in July 1950. An Orenda engine was designed for the Avro Aircraft CF-100 and it flew in 1951.

On September 29, 1952, the Gas Turbine Division officially opened a climate-controlled 750,000 square foot (69,760 m²) plant, adjacent to Toronto International Airport. Doing the honours was the Minister of Industry, Clarence D. Howe. In less than 17 months in production, 1,000 engines had been manufactured and delivered to the Royal Canadian Air Force.



▲ Iroquois Engines

The Gas Turbine Division became Orenda Engines Limited on January 2, 1955, and the 2,000th jet engine rolled off the assembly line. By 1958, the total engine production nearly reached 4,000. Orenda became famous worldwide for its designs and production of airplane engines.

The first PS-13, later called the Iroquois, an advanced engine in the 30,000 lb. (13,630 kg) class, was tested in December 1955, and in 1958, the engine powered a B-47 bomber provided by the USAF and converted by Canadair to be a flying test cell. By early 1959, testing on the Iroquois had been completed and it was scheduled to go into the RL 206 Arrow. However, the plug was pulled by the Diefenbaker government in February 1959, and the Iroquois and Avro *Arrow* programs were scrapped. In April, 1958, Port Credit's

Earle K. Brownridge, who had been involved with Malton's aircraft industry since 1944, became Executive Vice President and General Manager of Orenda Engines Limited.

During the 1960s, under licence to General Electric, Orenda produced the J79 engine and the smaller J85 for the *Lockheed* F104, the *Northrop* F5 and the Snowbirds' plane, the *Canadair* Cl-40. They delivered nearly 500 J79 units and over 600 J85s. During this same period, Orenda converted 150 Orenda Series aero engines for industrial use on pipelines, oil platforms and electricity generation. Approximately 55 of these industrial turbines are still in service today and Orenda still provides support for these units.

Orenda Aerospace continues to operate under stringent ISO 9000 and NATO AQAP standards and has skilled professionals providing assistance to various companies with its product and wide variety of services, which also includes rejuvenating used components. Orenda's

most recent engine offering is a gas turbine they have modified and developed to operate on oil made from biomass such as wood waste. This accomplishment again puts Orenda on the cutting edge of gas turbine technology, the first in the world to make such a Green Energy Market contribution of this kind.

In 1996, when Orenda celebrated its 50th anniversary, the company was purchased from Hawker-Siddeley Canada by Fleet Aerospace of Fort Erie and the company became Orenda Aerospace Corporation. On October 17, 1996, Fleet Aerospace Corporation announced an immediate name change to Magellan Aerospace Corporation. With 60 successful years behind them in 2006, a book is being written about Orenda's amazing history and contribution to Malton. The Magellan Company, which has grown into a corporation of 14 companies in Canada, the U.S. and the United Kingdom, is located at 3160 Derry Road East.



▲ Magellan Aerospace Offices



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▲ Drenda Employees (Photos courtesy of Magellan Aerospace Corporation)



▲ James C.
Floyd

Memories

"The Avro Canada Jetliner, designed, built and test flown from Malton Airport on August 10, 1949, was the world's first regional Jet and flew only two weeks after the DH Comet, which was the first jet transport to fly anywhere in the world.

"The C-102 Jetliner was the first passenger jet to fly anywhere in North America and the first passenger aircraft designed in North America to fly at over 30,000 feet (9,200 m) and 500 MPH (800 km). This performance represented the biggest increase in speed for passenger aircraft on this continent at any time, before or since. In the late 1940s and early '50s, the C-102 Jetliner was breaking all transport aircraft performance records on its testing and route-proving flights.

"Along with the Comet, the Avro Canada C-102 Jetliner paved the way for the new breed of jet transport aircraft that went into service almost a decade later. A number of airlines, including National and TWA, were in the process of negotiating contracts for the aircraft when the Korean War broke out and the Canadian government insisted that Avro Canada put the project aside and concentrate on its military programs.

"Although the USAF procurement branch had put aside funds for a substantial number of military training versions of the C-102, only one was built and after seven years of almost faultless flying the C-102 Jetliner, which lent its name to all Jetliners that came after it, was dismantled and only the flight compartment was saved and is on display at Canada's Aviation Museum in Ottawa.

"This was my favourite aircraft and it prompted me to write my book called The Avro Jetliner. In my more than half a century in the aviation business, I never came across a more dedicated and enthusiastic team of young people than those that I had the great pleasure to work with on the Jetliner project."

James C. Floyd, 2006



◀ James Floyd and his
Design Team

(Photos courtesy of James C. Floyd)

The Jetliner ▶



NEWS ITEM

Malton Firm Leads Jet Field

A.V. Roe Canada Limited is one of Toronto Township's principal industries. Situated in the plant used by the government administered Victory Aircraft during the war, "Avro" is almost exclusively dealing with the production of jet aircraft.

One of Avro's greatest achievements is the Canadian built and designed *Jetliner*, which is the world's first all-jet transport built for inter-city travel. The ship has established a record of 500 miles (800 km) an hour.

Another Avro achievement is the *Canuck* CF-100 which is billed as the most powerful fighter in the world. The *Canuck* has flown 444 miles (706 km) in 48 minutes at an average of 555 miles (884 km) per hour. The plane is designed for the defense of North America,

The Port Credit Weekly

Thursday, October 5, 1950

Information

Harry Hawker, John Siddeley and Alliott Roe each have amazing backgrounds that deserve a little exploration and admiration, and respect for initiative, creativity and endurance.

Hawker was born in Melbourne, Australia, in January 1889, and at age 12 left school to become an apprentice mechanic. By the time he was 15, he was test-driving cars. A year later, he visited a display of airplanes and was immediately consumed by the field of aviation and wanted to make a career of it. In 1911, he left for England with a friend and he became a mechanic at Thomas Sopwith's flying school, outside London. All his wages went to pay for flying lessons and within a year, he had his pilot's licence. Representing Sopwith's company at flying shows, he garnered much publicity as he broke existing records of speed, height and endurance.

When World War I commenced in 1914, there was an increased demand for aircraft and young Hawker's expertise was used in testing the planes, especially the Sopwith Camel, and he was put with a team responsible for designing new airplanes.

Following the war, Hawker was involved in the design of larger airplanes that were capable of long-distance flights. A competition held by the *London Daily Mail* to be the first pilot to cross the Atlantic Ocean almost cost him his life. Half way across the ocean, he and his



▲ Harry G. Hawker



▲ Alliott Verdon
Roe

navigator, Kenneth Mackenzie, had to ditch their plane as the engine overheated. He was assumed dead and his wife, Muriel, was notified by King George V. As it turned out, a Danish steamer called "*Mary*" had rescued the two men and Hawker returned home a celebrity.

Following the war, the aircraft industry gradually diminished and the Sopwith Aircraft Company folded in 1920. The company was reformed as H. G. Hawker Engineering Limited. When Harry was test-flying his plane for an air race in 1921, he crashed and was

killed at 32 years of age. The company continued to prosper, despite the loss of its founder, and “H” was used to name its aircraft, such as the *Hurricane* and *Hunter*. The Hawker Aircraft Company was amalgamated with Gloster Aircraft, Armstrong Siddeley Motors and A.V. Roe to form the Hawker Siddeley Group.

In 1902, 36 year old John Davenport Siddeley founded the Siddeley Autocar Company in Coventry, England, making him one of the founders of the British automobile industry. The company produced the Peugeot auto design and a restyled version of one of Wolseley’s cars. In 1905, he became general manager of the Wolseley Motor Company and the designs manufactured were called the Wolseley-Siddeleys or Siddeleys. He joined the Deasy Motor Car Company in 1909 and by 1912 the business had become the Siddeley-Deasy Manufacturing Company and more radical designs were prominent.

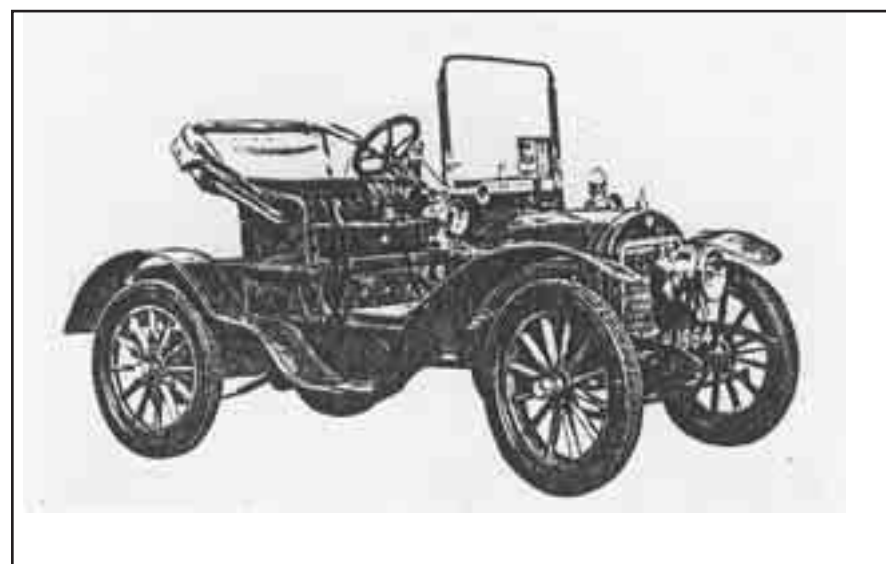
In 1919, Siddeley-Deasy amalgamated with the Armstrong-Whitworth Company and the new company was called Armstrong Siddeley Motors. John Siddeley was chairman and managing director and the company leaned towards producing luxurious automobiles that were driven by the aristocrats of high society. With these upper class customers, only 1,000 elegant cars were manufactured annually.

John Siddeley was knighted in 1932 and given the further honour as Baron Kenilworth of Kenilworth County in 1937. By this time Armstrong Siddeley Motors had partnered to become the Hawker Siddley Group in 1935. He passed away in 1953.

Alliott Verdon Roe, who had been born in Manchester, England, in 1877, left school at age 15 to pursue an apprenticeship in the field of railway locomotives. This work did not last long and Roe went to King’s College in London to study marine engineering. While on a sea voyage, he became entranced with the gliding ability of the gulls and albatross that led to his making model airplanes, which he entered in model aeroplane competitions. In 1907, he won a £75 (\$188) prize, which he used to construct a full size version of his winning entry that was powered by a 24 H.P. Antoinette engine. His triplane, built in 1909, made several successful flights that inspired him to establish

an airplane manufacturing firm with his brother, Humphrey. Their flying machines brought the brothers much success and in 1912, the British Army gave them their first order of 12 biplanes. The Roe “504” model was used in World War I by the Royal Flying Corps. This was a popular biplane and hundreds were produced in the next two decades. The Avro 504K became a primary training plane for the Royal Air Force. In 1929, Roe was knighted for his contribution to aviation.

Roe sold his company in 1928 and joined a boat-building company, S. E. Saunders Limited. It then operated as Saunders-Roe Ltd and the company produced flying boats. During the 1930s and 1940s, Manchester’s original A.V. Roe Ltd. built the Anson twin-engined trainer plane and the four-engined *Lancaster* bombers, which were utilized during World War II. Alliott Roe died in 1958.



▲ The Siddeley Car

A Pilot Like No Other



▲ Janusz Zurakowski

Janusz Zurakowski was born on September 12, 1914, in Ryzawka, Russia, the third child of a Polish doctor and his wife. In 1920, in the turmoil of the Russian revolution, the family fled the country and settled in Garwolin, south of Warsaw. Jan was interested in aviation from an early age, much to the chagrin of his father, who envisioned his son taking over his medical practice. In 1929, he won a national competition for building model airplanes. First prize was a ride in a plane.

While attending high school in Lublin, his older brother was designing gliders. At 18, Jan was flying them during the summers at the Policho-Pinczow Gliding School in southern Poland. Here, his passion for flying deepened. He set his sights on powered flight, applying to an aviation school, only to fail the medical examination because of a “mysterious” illness. He later discovered that his father had asked colleagues to rig the test. But Jan persisted and joined the Polish Air Force in 1937. Two years later, he was flying an obsolete P7 against the Germans.

Making his way to Britain with the defeat of Poland, which meant leaving his future wife behind, Jan flew with the Royal Air Force, downing three enemy planes during the Battle of Britain and damaging two others.

Rising through the ranks, he took command of the No. 136 Polish Fighter Squadron. He was decorated twice for his wartime exploits, which included bailing out of a burning Spitfire.

In the post-war years, Zurakowski honed his flying skills at the empire Test Pilot's School and the Aircraft and Armament Test Establishment at Boscombe Down. Flying almost every fighter at the time, he established a reputation as the best test pilot in Britain before leaving for Canada in 1952. When asked why he had chosen Canada, he replied, “There is obviously a great future ahead for Canadian aviation and this country is now at the beginning of tremendous developments.”

* * *

Zurakowski's other accolades besides test flying the Avro Arrow

1973: Jan Zurakowski was inducted into Canada's Aviation Hall of Fame.

1996: Royal Mint issues a \$20 coin in commemoration of his breaking the sound barrier.

1997: Named by the Western Canada Museum as a Pioneer of Canadian Aviation.

2000: The Canadian Flight Test Centre at CFB Cold Lake, Alberta named the Janusz Zurakowski Building.

2003: A Park in Barry's Bay unveiled as Zurakowski Park. It will have a museum with a quarter scale model of the Avro Arrow.

2004: The celebrated test pilot died peacefully on February 9th at age 89 at his home near Barry's Bay. Anna, his wife of 55 years, and his two sons, George and Mark, were at his side.

Article in Part and
Accolade list by Bill Twatio
Esprit de Corps, March 2004



(Photos - National Archives)

Abell's Drug Store - 1938

WILFRED ABELL OF BRAMPTON DECIDED that Malton would be a great place to open a drug store as the National Steel Car plant had just started its operation and would bring in a lot of business. In early 1938, he bought a small lot on the southwest corner of Airport and Derry Roads, between Christine's Bakery and the Bank of Nova Scotia, and had a frame building, 16 feet by 32 feet (4.9 m x 9.8 m), constructed on cedar posts. He hired Elgie Harris as manager.

Wilfred was right, the business did prosper as Victory Village was built in 1942 and other businesses came on the scene to augment the Malton Airport, such as A. V. Roe, and the area flourished. By 1948, it was time to expand. A new location and store were required. Wilfred took Elgie on as a partner and they purchased property where the Malcolm family had just torn down the former T. B. Allen store. They had a white stone drugstore constructed and the new Abell's Drug Store opened on April 29, 1948.



◀ Pete Harris and
Doug Lewis



▲ Wilfred J. Abell and Elgie Harris

(Photos from The Malton Pilot)

In 1958, Wilfred passed away and Elgie purchased the business outright and brought Doug Lewis, who had been working as a pharmacist since 1952, in as a partner. Elgie's son, Pete, came to work for him and by the mid-1960s, had proven himself to be a great asset, so he, too, became a partner.

Elgie was very community-minded. He was a chairman of the Public School Board, a chairman of the Malton Planning Board, a member of the Central Peel High School Board and an area rep for the Toronto Township Recreation Committee. When he retired, he and his wife moved into an apartment on Dixon Road.

When Malton had a terrible gas explosion at the four corners on October 25, 1969, and Doug Lewis' mother-in-law, Jean Perigo, was killed, the drug store suffered \$15,000 in damage and had to be rebuilt. This was the first of two other incidents that the drugstore experienced; the store was also damaged when the shop next door was a victim of arson and ten months later, established in their new building, another fire caused \$24,000 in damage.

They spent 24 years in the stone store and the business just kept on escalating, so again they moved into larger accommodations at the northeast corner of Airport and Derry Roads. They spent ten years at this location. Before long, it was time to close down Abell's Drug Store, because Pete Harris, who was now manager, had been offered another position with Super Save Drug Store in Brampton. It was a sad day when the notice of "Farewell" went into the papers and the door was closed for the last time. The Frank McKechnie Park now occupies that corner.



▲ Abell's Drug Store



▲ Store Closing Sale



▲ Mr. and Mrs. Elgie Harris reminisce in front of the store

Malton Airport - 1939

On August 29, 1938, the first official landing of an American Airlines DC-3 took place at the newly constructed Malton Airport. The plane carried airline officials who were coming to Toronto for the annual Canadian National Exhibition. The Toronto Harbour Commission (THC) received its licence to operate the airport on January 24, 1939.

BACK IN APRIL 1937, LAND AGENTS, REPRESENTING THE Toronto Harbour Commission, had started to approach the farmers of Malton, who owned Lots 6 thru 10, Cons. 5 and 6, EHS, to purchase the land required for the location of a major airport. The farmers involved in selling their farms for this amenity were: Francis Chapman, Wilbert Martin, Robert Peacock, John Perry, John Dempster, Horace Death, Andrew Schrieber, Thomas Osborne, William Cripps, Mack Brett, David Lammy and the Rowland Bros. A total of 1,030 acres (420 ha) of these neighbouring farms were then purchased by the THC. Surveying operations then commenced. This development brought about the end of the agricultural era in Malton and it would no longer be a quiet little farming community.

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▲ The First Plane, an American Airlines DC-3, Lands at Malton Airport, 1938

CON. 5		CON. 6	Town of Malton
Malton Side Road (Derry Rd.)			
W. A. Gripps	A. Schrieber	Mrs. Thomas Osborne LOT 10	6th Line (Airport Road)
D. J. Lammy	W. Martin	R. H. Peacock LOT 9	
M. Brett	J. H. Perry	F. Chapman LOT 8	
	J. Dempster	Rowland Estate LOT 7	
	H. C. Death	F. Chapman LOT 6	

▲ Farms Purchased for Airport in 1937
(Trinity United Church's Malton Memories)

The construction on three 3,000 foot by 150 foot (879 m x 47 m) wide runways was soon underway. Runway "A" was completed by December and Runway "B" was well advanced. Approximately 112,300 cubic feet (3,200 m³) of earth was excavated and 33,000 feet

(10,000 m) of drain pipe 4 inches to 21 inches (10 cm x 50.2 cm) and 1,090 feet (363.6 m) of 54 inches (130 cm) were laid. Silver Creek was a small waterway that ran into the Etobicoke Creek. When the Airport was being built, this creek was diverted underground as where other small creeks in the area of the airport site.



Chapman House, 1937
(Mississauga Library System)



The Chapman farmhouse that sat on 100 acres (40 ha) was used as the administration terminal for a staff of 175. When the THC commenced operating the Airport in 1939, a frame terminal building was constructed and used until 1949 when Trans Canada Airlines built a new one to accommodate 400,000 passengers yearly. Then the old



▲ Early Malton Airport Administration Building

building was used for operations and administration. When the Second World War (1939-1945) was underway, the federal government, under the leadership of William Lyon Mackenzie King, leased the airport in 1940 for \$1 a year and utilized it as a military training centre until the war ended.



▲ Aerial View of Future Airport
(Mississauga Heritage Foundation)



▲ Passengers descend from an Air Canada DC-8
(Region of Peel Archives)



TCA Liner and TCA Airplane,
1943
(Mississauga Library System)



▲ John Garbutt (left)
at the Malton Airport
(Vera Codlin Etheridge)

By 1946, 48 airplanes were in and out of the airport on a daily basis. In 1951 and 1954, 2,000 more acres (810 ha) were purchased for expansion. Another 1,000 acres (405 ha) was purchased in 1962, bringing the Airport to 4,428 acres (1,792 ha), which it still is today.

In 1958, the airport was purchased by Transport Canada from the City of Toronto for one dollar and Canada's main international airport became the property of the federal government. Two years later, it was renamed Toronto International Airport, much to the



▲ **Lester B. Pearson International Airport Administration Building, 1964** *(Mississauga Library System)*

dismay of many Toronto Township residents. By 1962, the control tower was handling 116,218 aircraft. Of these 89,376 were itinerant flights and at this time, the airport had 20,000 employees.

The airport's \$26 million expansion in 1963 brought about the Aeroquay (Terminal 1) with enormous jet sized runways. The new



▲ **Lester B. Pearson** *(Government Services of Canada)*

facility, which included a three-legged Control Tower high above the Air Traffic Control building, was opened by Prime Minister Lester B. Pearson on February 28, 1964. The new terminal was designed to handle over three million passengers annually. The first phase of Terminal 2 was opened in 1971 to handle only charter flights and it was completely opened in 1973. By 1980, upgrading was begun on Terminal 1 at a cost of \$28 million.

Down through the years, many distinguished personalities have arrived at the airport in Malton. In October 1951, Princess Elizabeth and Prince Philip arrived for a tour of Toronto. Her sister, Princess Margaret, visited on July 30, 1958, and was met by Premier Leslie Frost and Reeve Mary Fix. Movie stars such as James Garner, Red Buttons and Roddy McDowall arrived in 1959 to star in musical productions at the Music Fair in Lakeview. Elizabeth Taylor and Richard Burton came on January 29, 1964, and John Lennon and Yoko Ono in December 1969, to promote their mission for world peace and stayed at rocker Ronnie Hawkins' farm on Mississauga Road. Edgar Bergen and Charlie McCarthy came



▲ **Airplanes, 1968** *(The Mississauga News)*

in September 1973, and former movie stars, Ronald and Nancy Reagan, in 1977. The Reagans were met by Mayor Ron Searle and his wife, Mollie, who spent the evening with the future president of the United States and his wife at a fund-raising dinner at the Airport Holiday Inn.

The airport's name was again changed in 1984 to Lester B. Pearson International Airport for the former Prime Minister, who was in power between 1963 and 1968 and had officially opened Terminal 1 in 1964. In 1989, the airport celebrated its 50th anniversary.

The \$625 million Terminal 3 (Trillium 3) was opened in January, 1991. At this time, the airport handled 325,000 flights and 18 million passengers annually. In March, 1993, the Greater Toronto Airports Authority (GTAA) was incorporated to oversee the business of the airport and supervise its management. By 1995, when the Airport was



▲ **Pearson Airport, 1974** (Mississauga Library System)

under the leadership of the new CEO and president, Louis A. Turpen, aircraft movement was up to 342,554 annually with 22.5 million passengers utilizing the airport. In 1997, a \$14.9 million contract was awarded to Dufferin Construction Limited of Oakville to complete the construction of an additional north-south runway. It was in operation by the fall. On December 2, 1996, the Greater Toronto Airports Authority assumed control of the airport from the federal government of Canada, and received a ground lease for 60 years. When the Pearson Airport reached the handling of 26.1 million passengers in 1997, the airport became the 25th largest in the world.

In October 2003, the first phase of Pearson's redevelopment, the 10-gate Infield terminal was opened that is estimated to eventually accommodate 55 million people. This was followed by the new Terminal 1 that is just a five-minute bus ride away. These are part of the \$4 billion, 10-year expansion plan to replace the aging Terminals 1 and 2 and add faster service, more amenities and make travelling more efficient. On April 5, 2004, the last flight left the old Terminal 1 and personnel was moved over to the new Terminal 1 on April 6th and the first flight out was at 6:05 a.m. Turpen retired in September 2004 and the new CEO and president is John Kaldeway.

Today, the Toronto Pearson International Airport has over 112,000 employees and its associated activities employed at the airport and over 29.9 million passengers fly annually with 1,121 planes taking off and landing daily to 100 destinations in 44 countries. The three

terminals accommodate 55 airlines. Statistics show that the airport handles 350,000 tonnes of cargo and mail annually.

The airport plays a critical and significant role in Mississauga's economy. It has become the country's busiest airport and the fourth largest gateway to North America, standing 29th in the world for passenger traffic. Its location has encouraged large companies to move here.

The new Pearson is being touted as "The Gateway to the Future." It is our link to the outside world!



▲ **Aerial View of the Lester B. Pearson International Airport**
(Lester B. Pearson International Airport)

NEWS ITEM

Township Asks City Not to Rename Malton Air Port

The Women's Institute of Malton appeared before Toronto Council on Tuesday, March 21, to appeal to council concerning the changing of the name of the Malton Airport to "Bishop" or "King George." The Council approved the appeal and resolved to send a protest to the Toronto City Council.

Port Credit Weekly

Thursday, March 23, 1939

The MWI won their request

NEWS ITEM

Probe Launched into Jet near-miss

What went so dangerously wrong at Pearson International Airport that two heavily loaded passenger jets came within seconds of colliding? "All we know is that the system failed," admits Barry Blair, Transport Canada's director of navigation.

This much is now known about Sunday's tragedy: About 7 p.m., Wardair flight 342 to Ottawa took off from Pearson's Runway 24 Left. At the same time, Canadian Airline International's Flight 838 took off from parallel Runway 24 Right nearby. The Wardair Airbus 310 had 111 people aboard, including crew. The Canadian Airlines Boeing 737 was carrying 90 passengers and crew.

According to Blair, both airplanes were supposed to climb straight out into the southwesterly direction. Instead both planes were in a left turn over Mississauga and the Canadian Airlines plane had to nosedive to avoid a collision.

During this evasive action, the planes came within a frightening 588 metres (1,759 ft) of each other. Equally as worrisome is that the vertical distance slipped to only 30 metres (100 ft). The planes were supposed to be at least 4.8 kilometres (3 miles) apart and the vertical distance between their separate flight paths should have been greater than 305 metres (1,000 ft).

"The near collision is subject of a major investigation by the Canadian Aviation Safety Board," Blair said. He stressed that it is unlikely blame will be placed on any individual.

The Toronto Star

November 12, 1988

Victory Village - 1942

In 1942, the Canadian Government expropriated the north part of the former Fred Codlin farm to construct 200 military-style buildings as temporary wartime housing for workers during World War II (1939-1945) into a community, which was called “Victory Village.”

The streets on which these buildings were constructed were related to a “sign of the times,” such as Churchill for England’s prime minister, Lancaster after the famous bomber and McNaughton for the Army commander of the Canadian Forces.

Shortly after the houses were occupied, the Victory Community Hall was built at the northeast corner of Victory Crescent and Churchill Avenue. It was used for social events for the new community. With the War in progress, it became a popular place for the servicemen to enjoy their leisure time before heading overseas.

With the opening of the Malton Community Complex in 1977, the old Victory Hall was used as a youth drop-in centre and other local activities by the Malton Community Service group.



▲ Early Victory Village Houses

(Mississauga Heritage Foundation)

THE VICTORY PUBLIC SCHOOL WAS BUILT ON VICTORIA Crescent at the same time. It had four rooms that handled Grades 1 and 2. Two additional rooms were rented in houses nearby. Then the Victory Community Hall was used in 1948 and called the school annex. This building was utilized until October 14, 1952.

The public school closed in the 1960s and the students went to the Malton Public School, which had opened on Airport Road in September 1952.

Victory Village was not welcomed by the old residents as it was referred to as the “New Malton” and this was resented. It was thought by some that there would be an increase in service taxes for Malton and others looked at it as a boom in population and therefore a boom in business. Everyone who had these thoughts was right, both did occur. Water pipes were laid for several miles (kilometers) from the Somerville’s Woodhill Farm spring and new businesses abounded.

Following the war, the houses were used for airport workers as the airplane manufacturing industry escalated. These houses were later improved upon and still survive today as a permanent part of Malton, always as a reminder of their involvement during the Second World War and aviation. The Malton Victory Hall still exists at 3091 Victory Crescent.



▲ Victory Village Houses, 2006

◀ Victory Hall, 2006 (Photos by Kathleen A. Hicks)



▲ Victory Public School Class (Dianne Beedham)

Malton Fire Department - 1943

With Malton being situated in the northeast corner of Toronto Township, it was far afield of any fire department, so a few worthy citizens decided to take it upon themselves to found a volunteer fire brigade, they called the Malton Fire Fighters Association, to protect its populace. District Chief George Draper implemented the movement in 1943 and the original members included Chubby Dyson, Jack Gaines and George Huston.

The volunteers had little in the way of equipment, just a portable pump, hoses and axes carried on a trailer behind a car. This contraption was housed in Alton's Garage, which was situated at the northeast corner of Airport and Derry Roads. Cline Paynie, National Steel Car's in-plant fire chief, provided the



training. He conducted educational sessions every two weeks so that the volunteers would be highly skilled in their protective undertaking.

◀ Malton Fire Fighter's Emblem



▲ Fire Hall on Victory Crescent, 1957



Malton Fire Truck ▶

THE BRIGADE RECEIVED ITS FIRST PUMPER TRUCK, A 1949 Ford, and a 1955 pumper truck was added in 1957. This same year the volunteer staff and equipment moved into their new fire hall located at 3136 Victory Crescent. Also in 1957, Chief George Draper and Jack Weech were assigned to Malton as the first paid firemen. They worked the day shift, while the volunteers carried out the evening and weekend shifts.

Full-time captains were stationed at Malton in 1968. In 1971, the volunteer system was abandoned and everyone involved was put on as paid firefighters.

Some other firemen to remember are Harry Asquith, Carl Braken, Elgie Harris, Harold Langford, Donald Loree, Philip Metcalfe, Jarvis Middleton, Bill Mino, Clint Payne, Tom Sills, Frank Snow and Blake Wheeler.

The largest fire that the Malton fire brigade had to work was at the village's four corners on October 25, 1969, when a faulty gas line exploded, which killed 75-year-old Jean Perigo immediately and injured 20 other people. The Mississauga, Streetsville and Port Credit Fire Departments gave assistance. Mississauga Fire Chief Joe Miller was in charge of the disaster and he estimated the heat from the fire to be around 1,500 degrees Fahrenheit. With this type of heat generating from the fire, the firemen could not get close enough to extinguish the gas fueled flames, so they concentrated on saving the surrounding buildings. Several houses and nine stores were eventually burned to the ground during that terrifying incident. People were evacuated from their homes and were not allowed to return until the fire chief determined the area safe.

The current Malton Fire Station #105 of the Mississauga Fire and Emergency Services, that was built in 1980, is located at 7101 Goreway Drive. The fire station is staffed by 40 firefighters, who handle four shifts, with 10-hour days and 14-hour nights for a 42-hour week. Each crew is scheduled to handle seven-day shifts with six days on and four days off and four nights on and four off. There are two fire trucks, Squad #105 and Aerial #105, and each is staffed with a crew of five.



▲ Malton Firefighters: Back row L. to R: Phil Metcalfe, Carl Braken, Don Loree, George Draper, Elgie Harris, Clint Payne, Harry Asquith, Jack Gaines
Front row: Blake Wheeler, Jarvis Middleton, Harold Langford, George Huston, Tom Sills, Bill Mino, Jack Weech

(Photos courtesy of the Mississauga Fire Department)



◀ Malton Volunteers: L to R: N/A, H. Bell, Harry Asquith, Blake Wheeler, N/A, George Draper, Phil Metcalfe, N/A, Tom Sills, Frank Snow, Jack Weech

News Item

Our Lady Fire Arson



▲ Our Lady of the Airways School fire

The \$200,000 fire which raged through Our Lady of the Airways Separate School on Sunday night was definitely the work of an arsonist, fire officials have charged.

Deputy Chief Boyd McKee said this week that fires were deliberately set in six or seven places throughout the school.

Extensive damage totalling nearly \$200,000 was done to two classrooms and smaller fires were set in other areas in the building on Beverley Street.

Mississauga firefighters, manning three pump trucks and an aerial vehicle, responded to the alarm just after 8:30 p.m. on Sunday.

Fighters had the blaze under control by 10 p.m., but were immediately called to another fire which broke out in a garage at a home on nearby Victory Crescent.

The garage burned down completely, causing about \$10,000 in damage, and arson was also suspected.

The garage fire "may be related to the fire at Our Lady of the Airways school," McKee said.

Both fires are still under investigation.

The Mississauga News
September 23, 1981

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▲ Malton Fire Station #105, 2006 (Kathleen A. Hicks)

The Dynamics of James Charles Floyd - 1946

GREAT MEN DO GREAT THINGS AND ENGLISH born James Charles Floyd is a great man, whose outstanding contribution to the field of aviation in Malton has been saluted around the world. He is also very humble about his accomplishments as an aeronautical engineer.

On February 10, 1946, Jim, who was only 31 years old and already the aircraft designer of the *Manchester* bomber, forerunner to the *Lancasters*, left England for Malton to work at A. V. Roe Canada, which had taken over the former Victory Aircraft plant. The jet engine technology he had garnered while working with Hawker Siddeley in England would bring him fame in Canada, but not a fortune. Jim was appointed in command of a design team that took on the development of a jet passenger plane for Trans Canada Airlines (TCA). Not wanting to be the first to introduce jet service, TCA backed out of the project and the team turned its working

skills to making the revolutionary *Jetliner* ready for the USA and European airline market where progress was eminent.



◀ James Charles Floyd with a model of the Jetliner



▲ The Avro Arrow Design Team, Jim Floyd second from left

On August 10, 1949, the team's Avro C-102 *Jetliner* had its first flight and in October was progressing with its flight testing program. Promotional flights were undertaken and it took less than an hour to fly from Malton to New York City. The performance of the *Jetliner* brought in contracts from National Airlines and the United States Air Force. These contracts, however, were cancelled in 1951 by the Canadian government and the fighter aircraft, the CF-100, was ordered for the RCAF to be used in the Korean war, which had commenced in June 1950.

In 1950, Jim Floyd was awarded the Wright Brothers Medal for his contribution to jet transport technology. He was the first non-American to receive this prestigious award.

Jim's inspiration for aviation came at the age of 14. He was so enthralled by Bert Hinkler's, Charles Lindbergh's, Amelia Earhart's and Kingford Smith's record breaking flights, all in 1928, that he wanted to be "part of the action." In 1930, he stepped into his dream world when he became an apprentice at the North Manchester Avro plant "just around the corner from my home," he says. "It was hands-on-work and as a special apprentice would include technical university – it sounded like the best thing since baked beans. So I got all my schooling in five years and it was all paid for. Then I became an aviation designer. When I was 18, I learned to fly at the Aerodrome at Chesham under Billy Thorne. I got to fly with him in the Avro *Commodore*. I can remember that first experience as though it were yesterday. It was wonderful. When I came to Canada, I joined the Toronto Air Club and I flew the Fleet's Canuck solo. I also flew the *Jetliner* a few times, but always with a pilot. I came over here on a year's contract and stayed 13 years. I was strictly in charge of the *Jetliner* - that was my baby."



▲ The Avro Arrow RL (For Roe Limited) 201

With the progression of the *Jetliner*, a trip was scheduled to California in April 1952, to the infamous Howard Hughes' airfield in Culver City. The owner of Trans World Airlines (TWA) inspected the impressive aircraft and Jim Floyd spent several days on and off with Hughes discussing the *Jetliner*. Hughes immediately put in an order for a fleet of 30 *Jetliners*. But this, too, was cancelled by cabinet minister, Clarence Decatur Howe, who was in charge of Canada's aircraft production. He ordered the building of the C-102 instead. Jim says, "There was no reason for the abandonment of the *Jetliner*. The cancellation was stupid, unconscionable and without merit of any kind." The last flight took place on November 23, 1956, and on December 10th the order came through for it to be destroyed, lock, stock and barrel.

By this time, Jim was Avro's chief engineer. He oversaw the design, research and testing of the CF-100 fighter jets. The CF-100's success led to the development of a supersonic interceptor, the CF-105 - the Avro *Arrow* - in 1957. He spearheaded the development of Canada's



▲ The Jetliner

(Photos courtesy of James C. Floyd)

most famous aircraft. The *Arrow*'s test flight took place on March 25, 1958, and it flew at a speed of 1,000 miles (1,600 km) per hour. With his involvement in this project as vice president of engineering in 1958, he was presented with the J. A. D. McCurdy Award from the Canadian Aeronautical Institute. John McCurdy (b.1886, d.1961) was the first aviator in Canada, having flown the *Silver Dart* at Baddeck, Nova Scotia, on February 23, 1909.

Once again, Jim was faced with a major disappointment when Prime Minister John Diefenbaker cancelled the Avro *Arrow* project in February 1959. Even today, Jim doesn't like to discuss it, although he will say, "The real tragedy of the Avro *Arrow* story is that many of the dedicated professional engineers and technicians at Avro Canada went on to groundbreaking activities all over the world, including 'putting a man on the moon.' As a result, that integrated and highly-trained team was lost to this country. A sad end to a sad story."

The *Arrow* years have often been referred to as "Canada's golden years of aviation technology." Jim's team went to Boeing, Douglas and Lockheed and other aviation firms; 26 went to work with the US

space agency, NASA, and worked on the *Mercury*, *Gemini* and *Apollo* space and moon-landing projects. They were Canada's contribution to the space program.

After the cancellation of the *Arrow*, Jim returned to Hawker Siddeley in England. In 1962, he left to form his own consulting firm, which worked with airlines and aviation companies worldwide. He then acted as a consultant for the British Ministry of Aviation on the *SST Concorde* project, which took from 1965 to 1972 to develop. In 1978, he flew to New York City and back on the *Concorde*. Nor does Jim like to talk about the cancellation of the *Concorde* in 2004, having been one of the team of English and French aircraft designers who saw it to fruition.

In 1986, Jim put pen to paper and wrote, "*The Avro Canada C-102 Jetliner*" and was given "recognition for his service to the cause of aviation" by the Aerospace Industries Association of Canada. Well deserved! In 1993, after being named a "Companion of the Order of Flight" by the City of Edmonton, he was inducted into Canada's Aviation Hall of Fame.

Jim has many accomplishments in the aircraft designing field, but not as much adulation as he deserves for his monumental contribution to aviation in Canada. He retired in 1980 and he and his wife, Irene, whom he had met in 1938 while working on the *Lancaster* project, returned to Canada to reside in the Etobicoke area of Toronto. In the past 26 years, he has extended his knowledge and expertise in the aerodynamic field to students and engineers, who are inspired by his illustrious career.



◀ Jim Floyd and Author, 2005

(Charlie Humber)

Carl Millard and Millardair - 1946

In 1946, Carl Millard started Millard Auto Aero Marine in a hangar rented from the Department of Transport at Malton Airport and sold cars, airplanes and steel craft pleasure boats. The wartime hangar had been built in 1940 and it was located on the south side of the Airport.

In 1961, Carl bought three hangars and had them moved across the Airport lands to face Derry Road East, which Carl feels was his biggest business achievement, as moving them was the best decision. In 1963, he incorporated a new business called Millardair with the intention of a charter flying business. Carl was president and his wife, Della, was the secretary-treasurer. Their 22 year old son, Wayne,



also worked with his parents. A *Piper Apache*, a *Cessna 172* and a twin-engine *Beechcraft* were purchased and kept in the hangars that were also used for maintenance of the airplanes.

◀ Carl Millard, 1914



▲ Carl Millard

BY 1980, THE COMPANY HAD 21 AIRPLANES WITH 25 PILOTS and the men lived at the hangar in a dormitory. It was a 24-hour-round-the-clock business and they were always on call for immediate jobs or emergencies. It became a major operation, the largest of its kind in Canada.



▲ Moving the Hangars, 1961

Carl has deep historical roots in Ontario, having been born to Earl and Vera Millard in 1913 on a farm in Ingersoll, one of four children. The others were Grace, June and George. Earl farmed 100 acres (40 ha).

“I didn’t want to be a farmer,” Carl admitted. “I did milk six cows every morning and walked a mile (1.6 km) to school afterwards. A relative of mine had a cheese factory at Fullerton Corners, a little village nearby, and I used to haul milk to the cheese factory. We had a Model T Ford and we put the milk cans in the back. I was driving that car at 12 years old.”

By age 18, Carl owned a grist mill and feed store located on property that belonged to Downey’s lime stone quarries. His flour mill had belonged to the Williamsons and he had some work to do on it before he could get the water power operating. “I had to pull out the turbine and get it rebuilt at Baird’s Machine Shop at Woodstock,” Carl said. “I got a team of horses and a scrapper at home and scrapped out the tail race so the water could get through. Then I poured cement for the dam. I ran it for three years. That area is now a park.”

Within those three years, he was making enough money to take flying lessons. “I went for my first airplane ride with the Leaven Brothers from Belleville,” he revealed.” There were three brothers, Clare, Walt and Art, and they had a business on Derry Road. They went around the country barnstorming and they got their business through flying passengers across Canada and they gave flying lessons as well.” He purchased an Aronca two cylinder engine airplane before he had the joy of making his solo flight. “It was a one seater and when I took people up they had to sit on the baggage and hold

onto my shoulders. I took my father up once.” His pilot skills were honed over the next five years as he continued to operate his store. He met Della Catherine Mitchell, who worked for the milling company in Tavistock where he was purchasing feed for his store. They were married in 1939.

Carl got his private flying licence and then his commercial. Trans Canada Airlines (TCA) was hiring and he put in an application. He got a call and had to fly to Winnipeg for an interview. The gentleman who did the interview was the Chief



▲ Ron George
(The Mississauga News)



▲ Carl Millard in the Cockpit, 1947

Administrator Ron George. “Ron was a very proficient pilot,” Carl said. “All the Captains were scared of him - he came from the Maritimes, then came here to live.”

Walter Fowler was the first pilot Carl flew with as a co-pilot. “I got promoted about a week before my friend Doug Siple,” he reminisced. “We had learned to fly at the same time and joined Trans Canada at the same time. We had excellent training. He flew co-pilot with me and we were both laughing about being farm boys and here we were flying for the nation’s Airlines.” When asked if he were frightened the





▲ Carl and His Airplanes

first time he took a Trans Canada airplane up, he said, “No - it was thrilling.” He obviously had a lot of confidence in himself. He was not involved in World War II (1939-1945) as TCA pilots were frozen because their jobs were essential.

He was 15 years with Trans Canada and logged 10,000 hours in the air. Throughout those years, he found that there was a lot of inefficiency in the airlines, such as the heating systems causing problems in the DC-3s. They were always cold in the wintertime. He modified the system so it was warm and comfortable. “Having done things like that, I thought there was a chance for me to make a living at my own business and it has worked out well. The first years, we flew everything. Our clientele included Goodyear, Imperial Oil and a lot of private companies.”

They transported freight and used nine DC-3s for taking individual passengers and club groups on pleasure trips, travelling across Canada from one end to the other and as far as Alaska and Mexico. Carl says “Della was a big part of the success of the business and we never took a holiday. Our son, Wayne, started flying with the Wong

brothers at Toronto Island - he had flown with me since he was ten. He piloted John Roberts (Premier 1961-1971) around when he was campaigning. I remember John Roberts calling and asking for Wayne. He got quite a name for himself.”

Wayne turned out to be an excellent pilot. He flew for Air Canada for 12 years and Canada 3000 for five years. Then he came into the family business.

The business became more interesting when Millardair became licenced internationally. “We had trouble at first getting approved for unlimited, because other airlines opposed as we were their competition,” Carl divulged. “But we ended up with the licence and we got to fly horses to races in Kentucky, Calgary and New York. It was amazing how our business branched out. We even worked forest fires. I remember one in Nakina, in northern



Ontario. They called me to fly hoses and pumps. So I did that myself. I called the Nakina radio to get wind and runway information and a control operator answered and said that nobody was there and I said, 'There's an indicator by the desk, tell me where it is pointing.' There was a train sitting in town with all the people ready to pull out. Flames were all around, burning the houses and so on. It was quite a sight from the air. I got the hoses in and the firemen got busy and hooked up the water and saved the town. Nakina is still there because of that trip. I had several of my DC-4s haul a lot of fire equipment over the years."



▲ Carl and Wayne Millard



▲ Carl, Wayne and Della Millard



▲ Wayne and Carl Millard, 1959



▲ Della Millard

Della passed away in 1984 and for the first time a receptionist was hired. Wayne took on his mother's job and became the vice president. In 1986, Carl had a new hangar built and rented it out to Canada 3000. He still lives on the rent from that hangar, which is now occupied by Air Transat Airline from Montreal. He had his last commercial flight check when he was 85, so he is not flying now.

Wayne is doing well with the oldest family owned airline in Canada, Millardair, which grew to 60 employees and 26 airplanes. He is married and has a son, Dellen, who has been flying since age 14 and has just come into the family business.

Carl, who has logged over 42,000 flight hours - only one other person in Canada has more flying time - lives in the first Ontario Heritage District, Meadowvale, and enjoys the tranquility of that lovely, quiet historical village.



▲ Wayne, Dellen and Carl Millard

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▲ Millard Postcard of a Hansa Jet Plane



▲ Millardair, Hangar and Plane

(Photos courtesy of Carl Millard)

Businesses in Malton - 1946

(From Malton Memories, Trinity United Church Booklet)

The main business centre of old Malton was the “Four Corners.” In 1946 the following businesses were a mixture of older operations that had serviced the town and farm community and newer stores that had opened specifically to service the aircraft and wartime operations.

1) **Malcolm’s Store** was purchased by Norman Malcolm in 1907. In 1946 Les and Vi Malcolm took over the store and operated it until 1966.



▲ **Malcolm's Store**

(Johnston Collection, Mississauga Library System)



▲ **Thompson's Groceteria and Malton Hardware Store**

(Johnston Collection, Mississauga Library System)

2) **Thompson's Groceteria and Malton Hardware.** First operated by Ernest Tomlinson. By 1946 the store was run by Charles Thompson and family. A hardware business shared the building and was run by Errol Culham. This building was destroyed by the gas explosion of 1969.



▲ **Appleton's Garage** (Malton Pilot)

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3) **Appleton's Garage** was first opened in 1936 at the "Four Corners" and then moved south to its present location. Although Appleton retired in 1968, the business is still run under the same name.

4) **Hooper's Groceteria** opened on February 1, 1944. The store had been started by Bill Giffen but he had been killed while serving with the Canadian Army. The business was then sold to Hooper.

5) **Martin's Blacksmith Shop** opened on Hull Street in 1932. (Blacksmithing has continued in this family for 300 years.) In 1979, William Martin retired and the business is still run by his son, Ronald Martin. (Ron says his father started in 1945 - see page 6.)

6) **Palmer Lumber Yard** began in 1945 from the Palmer home. It then moved to a larger building in 1950.

7) **Norman's Hardware** opened in 1946. In 1940 the Perigo family built the structure and operated Malton's first restaurant, Wheels Down, from it and later a beauty salon. The store was destroyed in the gas explosion of 1969.

8) **Abell's Drug Store** was opened in June, 1938, by Wilfred Abell and Elgie Harris.

9) **Leeds Dry Goods Store** started in 1946. The building was later torn down for a Bank of Commerce.

10) **Hudson's Barber Shop** began during the war. This small shop also was used by Clyde Robertson for his insurance office and by Mr. Talsky for his lawyer's office.

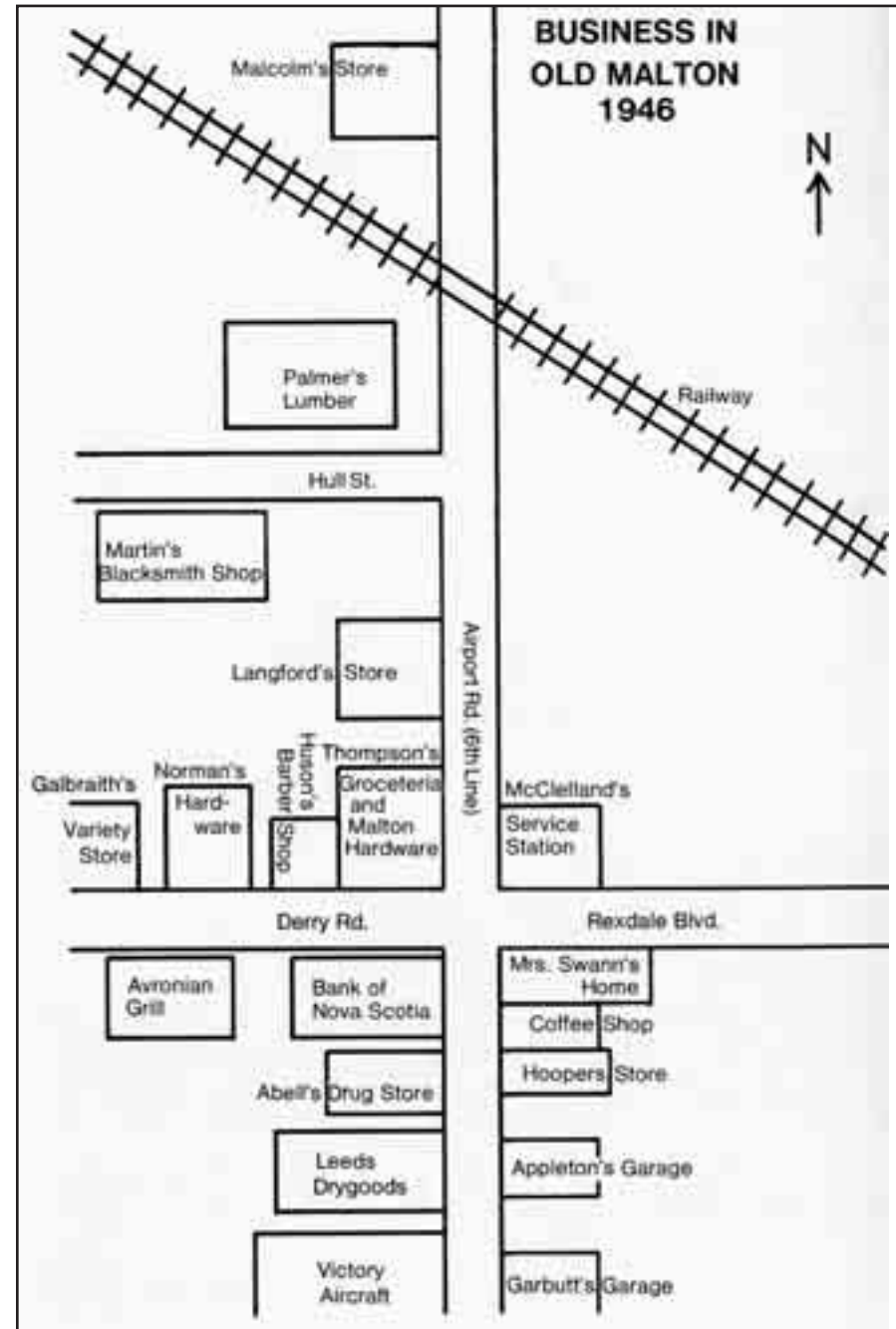
11) **Langford's Store** began as a woodworking shop with M. Honsinger. In 1946 Harold and Dalt Langford were operating a dry goods store in the building and did so until it was destroyed in the 1969 gas explosion.



▲ Teddy Galbraith (Dianne Beedham)



▲ Malton Four Corners (The Port Credit Weekly)



▲ Business Location Map
(Trinity United Church, Malton Memories Booklet)

The Armstrongs - 1947

Ed and Jean Armstrong were married on June 28, 1947, and as newlyweds they moved to Malton on October 3rd. Just starting out their life together, Ed and Jean had nowhere to live, so they moved in to take care of Jean's grandfather, William Somerville. He lived in a house he had built in 1940 on Beverley Street. He also owned three lots and his original house at 23 Beverley Street, which was built in the late 1800s.

When he passed away on March 22, 1948, Jean's father, Townley James (Jim), inherited the house and they stayed on. As their family grew to include Carol Jean, 1948, William James, 1951, and Douglas Jeffery, 1956, they added an addition on the back of their tiny abode. When they first took occupancy

here, there was no water or sewer system, in fact, they had an outhouse. Even the street was just gravel. They both said that they have seen a lot of changes over the past 59 years.



◀ Ed Armstrong
(The Mississauga News)



▲ The Armstrongs' wedding, 1947 (Jean Armstrong)

JEFFERY EDWAY ARMSTRONG WAS BORN ON WESTERN Avenue in Toronto on April 15, 1916, to William and Ethel Armstrong. He attended Western Avenue Public School and took a printing course at the Western Technical School and graduated in 1936. Edway was named after two uncles, who were both born on April 15th. When World War II started in 1939, he was turned down for the Army because of a knee problem and a cyst he had removed from his throat. So he joined the 48th Highlanders Reserve and was sent to an Air Force base at New Sarum, near St. Thomas, Ontario, as a security guard and was discharged after the war ended in 1945.

Jean was born to Jim and Louisa Somerville on September 8, 1926, on the family's 200 acre (81 ha) farm that ran from Airport Road to Torbram Road. The Somervilles had a large farmhouse and barn dwellings situated in the center of their property. They had mixed crops, milking cows and chickens. Besides Jean, who was the second daughter, they raised four other daughters, Velma, 1924, Mary, 1929, Muriel, 1932, and Joyce, 1938. Their first child, Stanley Nixon died at sixteen months. Growing up on a farm, there were lots of chores to be done, milking the cows, feeding the chickens, helping with the



▲ The Armstrong House

planting in the spring and the harvest in the fall. Her mother had no conveniences as we are privileged with having today. Jean said, “Besides her daily chores, she had five children to get off to school.”

Jean and Ed met on May 13, 1946, at a Young People’s dance at the North Park United Church. They started their courtship and within a year were married.

Ed worked in Toronto for a local paper and took the West-York bus to Keele and Dundas Streets. He remembers it was a two-lane highway then. In 1951, he started work as a time-keeper for A. V. Roe in Malton. When the Avro Arrow project was cancelled in February 1959, by Prime Minister John Diefenbaker, Ed lost his job. “It was a beautiful plane,” he said. “I saw it take off for its initial flight. They built a longer runway for it to take off, but it only needed half of it. I don’t know why it was cancelled. Such a shame.”

He then went to Central Peel Public School as the custodian, then moved on to Bramalea Secondary School, then Darcel. He retired in 1981.

Throughout those years, as Ed and Jean’s children were growing, Ed began to volunteer with lacrosse and baseball teams and the Boy Scouts. Working with the school board, he worked nights, so he had to give up his participation with these groups and he joined the Malton Hockey Association because he could work at it during the day.

Both their sons began to play hockey, which spurred Ed’s interest more and his passion for the game brought about a marvelous volunteer involvement with the Mississauga Hockey Association, which lasted for 45 years. It is an association Ed treasured and he kept up the involvement by doing rink reports. Jean has been involved with their church, the Trinity United Church. Both she and Ed served as superintendent of the Sunday school. She also canvassed for the Canadian Cancer Society every April until 1990.

Ed’s community involvement brought him many awards over the years, the last being a clock presented by the Mississauga Hockey League upon his retirement at the awards night May 14, 2005. He and Jean were blessed with three grandchildren, Michael, 23, Lauren, 21, and Nicholas, 18. Ed passed away on August 7, 2005, at age 89 years.



▲ Jean and Ed Armstrong, 1999

(The Mississauga News)

Ed Armstrong's Accomplishments as a Volunteer

Started October 1947

Became a member of the official Board of Trinity United Church
 Formed the 2nd Malton Cub Pack
 Taught Sunday School Class and became Superintendent of Sunday School

1948

Formed the First Scout Troop in Malton and 2nd Malton Scouts
 Retired from Scouting in 1960
 Spent one season with Minor Pee Wee Blue Lacrosse Team (Won the Championship)
 Spent one season with Pee Wee Baseball as Team Manager

1959

Elected to session, served as an honorary member until his death

1960

Elected to Malton Minor Hockey League Board

1970

Founded Men's Fast Ball League
 4 years as President Area Rep for Malton Hockey

1972-1973

Elected President of Malton Minor Hockey League

1974-1975

Elected Director of Mississauga Hockey League Board

1976-1977

Elected Treasurer of Minor Hockey League (Served 13 years)

1980

Voted into Mississauga Hockey Hall of Fame

1981

Voted Sportsman of the Year at the Mississauga Sportsman's dinner

1981

Had a room named for him at Malton Arena

1984

Received Ontario Bicentennial medal

1989

Received Canada Bicentennial medal

1991-1992

Voted Honorary Director of Mississauga Hockey League

1996

Honoured with Certificate of Achievement by City of Mississauga

1998-1999

Ed Armstrong Scholarship Award initiated

1999-2000

Started Malton Rink Duty Reports
 Did until 2005, completing 45 years in hockey

Scouting In Malton - 1948

SCOUTING BEGAN IN MALTON WITH THE FIRST Charter #1686 being presented to the 1st Scout Troop and 1st Malton Wolf Cub Pack on January 12, 1948. The 1st Malton were sponsored by the Malton Lions Club. The scoutmaster of 16 boys was Reverend David Reeve of the Malton Trinity United Church. They met at the Malton Community Centre, Wartime Housing, on Monday evenings at 6:30. The cubmaster of 21 boys was G. Saunders and the assistants were A. Vanlieshout, D. Young and B. Geourk. They were sponsored by the Malton Community Centre Association and also held meetings on Mondays at the Malton Community Hall.

Scouting was started in Canada in May 1908, influenced by Major-General Robert Baden-Powell (b.1857, d.1941), the founder of Scouting in London, England, in 1907. In 1909, Baden-Powell was knighted by King Edward VII and at a request



▲ Scout Logo

in 1910 from King George V, Baden-Powell retired from the Army to devote himself exclusively to the scout movement. The same year he was knighted, 1909, he and his sister, Agnes, founded the Girl Guides.



▲ Robert Baden-Powell
(Boy Scouts of Canada)

On November 2, 1948, the 2nd Malton Scouts and Cub groups were given their Charter #1741. There were 14 boys under scoutmaster Jeffery Edway (Ed) Armstrong with assistants, George and John Scattergood. They met at the Y.M.C.A. Hall on Tuesday evenings at 8 o'clock. Ed Armstrong was also the cubmaster of 25 boys and they met on Mondays in the Men's Staff Hall. Charter # 1942 was extended to the 3rd Malton Wolf Cub Pack on November 20, 1952. The 18 boys, with Thomas Nolan as cubmaster, were sponsored by the Church of Our Lady of the Airways, 29 Beverley Street, where they held their meetings.



▲ Cub Scouts on Parade, 1949 (Dianne Beedham)

The 4th Cub Pack of 19 boys was sponsored by St. Hugh of Lincoln Anglican Church and received its Charter #2492 on November 30, 1958. The Westwood Citizens Group sponsored the 5th Malton Scout Troop of 12 boys and Cub Pack of 24 boys, which received Charter #1545 on March 29, 1966. This group was followed by the 6th Cub Pack with Charter #667 and 7th, Charter #672, presented on December 28, 1967. The 8th Scout Troop, sponsored by the Westwood Glen Citizens Group, received its Charter #4127 on November 5, 1973.

The Malton Thunderbird District celebrated its First District Camporee at Rattlesnake Point in Milton the first week of July 1976.

Over 150 scouts and leaders attended the camp and patrols from Brampton-Bramalea and Orangeville visited. It was a great success and everyone came home with a renewed spirit for scouting. The 90th anniversary of scouting was celebrated in 1998.

The Scouts of Malton are now in the Mississauga East Area, Central Escarpment Region, and the regional commissioner is Bruce Wannamaker. In 2006, only the 2nd and 7th (which is now the 75th) Malton Scout Troop and Cub Pack are active with 64 boys participating in 6 sections (each section consists of Beavers, Cub Packs, Scout Troops, Venturers and Rovers).



▲ Boy Scout Jamboree, 1976 (The Malton Pilot)

The History Of Scouting

The youth of the United Kingdom found a hero in Colonel Baden-Powell, following the siege of Mafeking during the Boer War (1899-1901). Baden-Powell's publication of a manual for the British Army, entitled, "Aids to Scouting," which referred to scouting the enemy's position, was widely used by the youth to play at "scouting."

With the success of the Cadet Corps at Mafeking, Baden-Powell decided to devise an activity for the British youth. To try out his ideas, he held a camp for boys in 1907 at Browsea Island in Poole Harbour, Dorset. The Camp was a great success, so in 1908, he started a publication called "Scouting for Boys." Each installment in the book was called a "campfire yarn." These yarns became the basis of the Boy Scout movement.

Phil Frost, 2005

Member of the Mississauga East Area Service Team

News Item

This column gives me a chance to describe (and cut up) some of the people which make the Boy Scout organization in Malton tick. I won't mention our District Commissioner Mike Sharples or his assistant Keith Wells, as I am sure you are sick of hearing about them.

Our big wheel in the Malton Thunderbird District is President Bill Flavell. Bill's biggest asset is his legs and maybe that's why he wears a kilt so often. Perchance he will wear his kilt and uniform at the next Remembrance Day Parade. Civvies are not in Bill.

The worker on the executive committee and usually the only one smiling at meetings is Gloria LaPenna. In addition to being Secretary to the District Committee, Gloria is also active as President of the 4th Malton Ladies Auxiliary.

Glen Pereira is Scoutmaster for 1st Malton. Apart from bringing a little colour to the campfires with his singing and guitar playing, Glen has also the distinction of being the last one in with his registrations.

The 2nd Malton finds us with Linda Attrell, Murray Coburn and Peter Rydahl - Beaver, Cubmaster and Scoutmaster respectively. Or in other words, the Blonde Bombshell, Lefty and Chewbacca. Bill and Marg Newbound, the mainstays behind 3rd Malton, also run a training programme for leaders and 4th Malton has so many characters that it would be too much to list them all. One shining light, when he takes his hat off, is Martin Yager. Affectionately known as the "Star of the East."

Mr. Joviality, Ken Stevenson, is chairman of the 5th Malton Group. With a kind word for everyone, Ken holds this unit together. Hugh Scott, Scoutmaster of 7th Malton, is from Scotland. Need I say more? I could say he is great, suave, debonair, etc. But, I cannot lie. I believe that if you have nothing good to say about anyone you shouldn't say anything. Well.... he does look good in his scouting uniform.

In part by Pat Kelly

Column in *The Malton Pilot*

December 5, 1979

Malton Minor Hockey Association/Malton Arena - 1949

The Malton Minor Hockey Association (MMHA) was founded in 1949. The first executive of the MMHA were, Alex MacPherson, Ron McNeil, Jack Weech and Don Williams. Hockey was becoming a community sport throughout Toronto Township since the Toronto Township Hockey League (TTHL) had been founded in 1946 with Alf McCallum as the first president. Hockey was gaining momentum and hundreds of boys were involved. There were several leagues already formed and they were playing on outdoor rinks.



▲ Malton Minor Hockey Association Crest

THE YEAR MALTON GOT UNDERWAY, DIXIE ARENA GARDENS was built and Jack Bellegham was the president of the TTHL. By 1951, the TTHL was rated as the second largest amateur hockey league in Canada. That was due to several dedicated men, such as Les Pallett, Vic Stanfield and Jim McCarthy, who brought about this first Toronto Township arena.



▲ Malton Hockey Arena, 1968 (The Mississauga Review)



▲ Raising Hockey Funds, L. to R.: Ronald Hyland, Doug Lewis, Constance Patchet, Sid Bowser, Manny Triggs, Bev Stoddart and Ted Williams, 1962 (The Review)

In the coming years, the MMHA teams had to go to Dixie Arena, Port Credit Arena and Huron Park to play their games. Ed Armstrong, who had been a volunteer for the Boy Scouts, got involved in the MMHA in 1955 and spent the rest of his life making sure the boys in Malton got the opportunity to play hockey. He can be classed as a hero to the hundreds of boys in the MMHA during his 51 years of involvement. (See Ed's list of awards and accomplishments on page 158.) When talking to Ed, he would invariably drift into reminiscing about something that had happened to him during his years in hockey. When Ed passed away in 2005, MMHA lost its greatest supporter.

During the mid-60s, the MMHA held a hockey clinic at Nobelton Arena. Instruction in skating and stick handling, for five to 12-year-

olds, was handled by Jim Armstrong, Gord Hale, Ray Laviolette, Ian Playfair and Bob Wilson.

It wasn't until November 1966, that a movement started for Malton to get its own arena. Alex MacPherson, whose interest in hockey had started as a youngster in Moncton, was still president of the MMHA, and remained so until 1973. The Malton Memorial Recreation Association donated \$60,000 towards the construction of the Malton Arena. Greg Anaka was president. The total estimate for the arena was \$318,000. It opened on Saturday, October 19, 1968, with acting mayor Chic Murray cutting the ribbon.

Ivan Elliott, the president in the last years of MMHA and his wife, Leona, spearheaded a campaign to draw more players to the league

and through their efforts the MMHA had a name change to Credit Valley Wolves Minor Hockey Association and a new venue. They now utilize the Hershey Centre Arena. Boys from four to 19 years are involved and the objectives are for the players to have fun, fitness and friendship so they can build everlasting memories. The popular Malton Ice Bears were renamed the Credit Valley Wolves.

Some of the boys from the MMHA who went on to hockey fame were Doug Armstrong, Paul Coffey, Ron Ellis, Rodney Mantell, Duffy McCarthy and Jim Taylor.

The 2005-2006 executive consists of: Robert Day, president, Trevor Wilkshire, VP Operations, Kelli-Anne Stapley, VP Administration, Carl Hansen, VP Finance and Ivan Elliott, past president. There are approximately 400 boys playing in the league. As in all sports and the many organizations throughout Mississauga, the volunteers are the backbone of the community. They dedicate their time and energies to making this city an interesting place to live and play and our youth benefits immensely from their dedication.



▲ Malton Arena Model, 1967 (The Review)



▲ Malton Arena Opening, 1968 (Port Credit Weekly)



▲ Malton Hockey Activities (Streetsville Review)



▲ Malton Arena and
Sign, 2006
(Dianne Beedham)



Frank McKechnie: The Mayor of Malton - 1950

Frank McKechnie was one of the longest serving politicians in Toronto Township/Mississauga. He served 39 years from December 1958 to August 1997, when he passed away.

Frank had been born in Glasgow, Scotland, in 1931 and came to Canada in 1940 with his family. He attended North Kelvinside Secondary School and Goderich Collegiate Institute in Ontario and Stow College of Engineering in Glasgow. When he graduated, he worked as a refrigerator engineer in Scotland, where he met Annette Little in 1946.

In 1950, he returned to Canada and settled in Malton, where he got a position at A. V. Roe as a toolmaker and was involved in the building of the *Avro Arrow*. He also became chairman of the Malton Ratepayers Association.

Annette came over in April 1952 and they were married on May 24th. He and Annette had a daughter Lynn, 1957, and two sons, Colin, 1960, and Fraser, 1962. Lynn married Wayne Daniels and Frank and Annette were blessed with three grandchildren.



◀ Frank McKechnie



▲ The McKechnie family, 1967

(Port Credit Weekly)

FRANK BEGAN HIS POLITICAL CAREER IN 1958 RUNNING for Toronto Township Councillor of Ward 5 and won by 11 votes, over opposition Harold Langford. He took over for Tom Sills, who had served for three years and ran for deputy reeve and lost by 350 votes. In 1959 when the Arrow project was discontinued, he lost his job. He went to work as an insurance agent for Malcolm McCrae, whose office was in the Malton House Hotel. He became a partner and then with the passing of Mr. McCrae took over the company. When Mississauga became a city in 1974, he served in a dual capacity as councillor of Mississauga-Peel Region.

His years on council brought about many successful accomplishments while in office. He was sometimes referred to as the Mayor of Malton. On September 30, 1975, Frank suffered his first heart attack and had bypass surgery. He was granted a three-month leave of absence from council. He convalesced at home and then took a vacation in Florida. By January 1976, he was given a clean bill of health by his family doctor and resumed his duties.

An article in *The Malton Pilot* on February 24, 1977, stated: "When the 46-year-old Councillor completes this present two-year term on Mississauga Council it will climax 20 years of service in municipal politics. A record, that has seen him win election to office seven times, the latter term by acclamation. Maintaining that kind of infinite popularity with the voters must be a testimonial to sound politics." It was said of Frank that anytime you asked him how he was, he would give the same chipper response, "First class, thank you." He was known to always have a ready smile and a firm handshake for everyone he met.

In the 1978 election, Frank defeated his only opponent, Jim McIntyre, by 1,010 votes. The tally was 3,021 to 2,011. In 1980's election, Frank ran against five men, Jim McIntyre, Joe Genchi, Jhalman Gosal, David Cox and Col Bal. He won by 1,120 votes, 2,874 to McIntyre's 1,754, Genchi's 1,359, Gosal's 534, Cox's 114 and Bal's 58.

Frank died August 22, 1997, of a heart attack in Toronto General Hospital. His last official duty as councillor was to open the Malton Community Police Station at Westwood Mall. Peel chairman Emil Koeb was also involved with this project. Frank's fellow councillors all had pleasant remarks to say about their fallen comrade. Ward 1 Councillor Carmen Corbasson commented to *Mississauga News*' John Stewart, "There aren't enough pages in your newspaper to say what everybody feels about the loss of Frank. What impressed me the most about Frank is that as much as he gave his life to politics and the community, he always put people first. A lot of politicians can't say that honestly, but that was our Frank: the support, the friendly smile,



Frank McKechnie's Organization List

PAST AND PRESENT MEMBER OF

MALTON COMMUNITY COUNCIL (FOUNDING DIRECTOR)
MALTON COMMUNITY CENTRE COMM. (FOUNDING DIRECTOR)
MALTON COMMUNITY SCHOOL COMM. (FOUNDING DIRECTOR)
MALTON MEMORIAL REC. CENTRE COMM. CHARTER DIRECTOR
MALTON AIRPORT LIONS CLUB (CHARTER MEMBER)
MALTON LEGION BRANCH 528 (HONORARY)
MALTON RATEPAYERS ASSOC. (1958)
(FOUNDING DIRECTOR & FIRST CHAIRMAN)
METRO TORONTO & REGION CONSERVATION AUTH.
(LIFE MEMBER)
ROYAL ONTARIO MUSEUM (LIFE MEMBER)
MISSISSAUGA SYMPHONY ORCHESTRA (FOUNDER)
ETOBICOKE MIMICO ADVISORY BRD. (VICE CHAIRMAN)
FLOOD CONTROL & WATER CONSERVATION BRD.

PEEL WORKS COMMITTEE
PEEL PLANNING COMMITTEE
REGIONAL ROADS ADVISORY BRD.
TORONTO AREA INDUSTRIAL DEVELOPMENT BRD. (DIRECTOR)
CITY OF MISSISSAUGA CONDOMINIUM COMM. (FOUNDER)
CITY OF MISSISSAUGA STREET NAMES COMM.
CITY OF MISSISSAUGA PLANNING COMM.
CITY OF MISSISSAUGA SIGN COMM.
MISSISSAUGA ETOBICOKE LIAISON COMMITTEE
AIRPORT TRI - MUNICIPAL COMMITTEE
MISSISSAUGA HUMAN RELATIONS COMMITTEE
SOCIAL SERVICES COMMITTEE
PEEL NON PROFIT HOUSING (DIRECTOR)

the helping hand.” Ward 4 Councillor Frank Dale, who had visited Frank in the hospital, said, “He was a real statesman on council. He was a devoted family man. He always had the community at heart. He always treated every resident with the same respect and he made sure the community’s needs were met.” Mississauga South MPP, Margaret Marland, who had designed the City’s coat of arms with Frank, remarked, “This is an enormous loss. Frank was so fair in his judgement and was always a very caring person. We always said that if we never left anything else as a mark of being involved, that (the coat of arms) would always be a permanent remembrance.”

Former Councillor Harold Kennedy, councillor of Ward 1 for many years, who had just retired, stepped into the breach as caretaker

councillor until a new councillor could be appointed. Cliff Gyles was chosen and served until 2003 when Eve Adams took over the position.

A park at 3013 Derry Road East, a street called McKechnie Court, which was named in 1971, and the Frank McKechnie Community Centre, 310 Bristol Road East, have been named for Frank McKechnie. The Community Centre ground breaking took place on October 27, 1998, and the 63,000 sq. ft., \$13 million facility, sitting on a 15 acre (6 ha) site, was opened in 1999.



▲ McKechnie Park and
Street Sign

(Kathleen A. Hicks)



◀ Street Named for McKechnie, 1971 (The Malton Pilot)

News Item

New Secretary for McKechnie

Malton Councillor Frank McKechnie has a new secretary. His niece, Margaret Newbound of 7283 Topping Road, started her new duties as secretary and generally everything around the councillor's office on Monday.

Mrs. Newbound replaces Mrs. Elizabeth "Betty" Bertram of Rexdale, who retired as Mr. McKechnie's secretary on Friday, after 10 and a half years on the job.

Mr. McKechnie told *The Pilot* that "Mrs. Bertram has been of great assistance to the people over the years and if she ever decided to run for council against me, I'd probably lose."

The Ward 5 councillor made it clear that Mrs. Bertram was paid by him and not the City. "I share with the nine other councillors in Mississauga, two secretaries at City Hall, but I can see that in the future each councillor will have a private secretary paid by the City."

Mrs. Bertram is joining her husband in retirement, who just left Douglas Aircraft recently. Asked what her immediate plans were, she said she would spend the summer "puttering around her garden" and take a holiday in England.

Mr. McKechnie's office is located on the lower level of the Westwood Mall, phone 677-3137.

The Malton Pilot

Thursday, May 6, 1976

News Item

Message to the Voters

Incumbent Councillor Frank McKechnie, Ward 5

Frank McKechnie ▶



Malton's isolation has been a problem: The fact is that no matter what the city does elsewhere in Mississauga, it does not help us in Malton. I have successfully turned this disadvantage around and convinced my colleagues on council to do a number of things in Malton which have been first, best and biggest - as follows:

First local community swimming pool, first local community arena, first local community works and parks department yard (\$2 million), first local community bus service (two years ahead of the city), first and only rebuilding and repairing of streets and sewers, first and only reflective pool, first and only curb and gutter standard (Lancaster), first and only ornamental fountain, a first and only professional bocci courts, first and only park sports building, change rooms, showers, etc., first and largest park owned by the City (Wildwood).

First mall type community centre complex, largest city building (Malton Community Centre), and most expensive at a cost of \$4.25 million.

There are two modern theatres and one small one owned by the city. Malton has the best and the largest seating for over 30,000 people and 170,000 in the south have the other two.

This is only fair because we are so isolated, and more industrial taxes come from the Malton area than elsewhere in Mississauga, although each home in the city pays the same taxes relative to the home values.

Hopes for the future: weekly junk collection, mattresses, furniture etc., bowling green in Victory Park, outdoor swimming pool, more senior apartments, more soccer pitches, more lacrosse facilities - reduced charges for arena use, more tennis courts, more baseball diamonds, improved bus service and bus to hospital, improved road connections to hospital and Humber College, completion of sewers and new road construction on Merritt Ave., and Churchill Ave., reduced CNR shunting and noise, completion of Mimico Creek walkway system, bowling alley, completion of Malton Four Corners, improved GO train service, and more city and region services to be located in Malton.

Frank McKechnie

Malton Messenger, November 5, 1980. For November 10, 1980, election. Bill Newbound was Frank's campaign manager.



The Super Connie Restaurant (The Mississauga News)

Part Four 1951- 2000

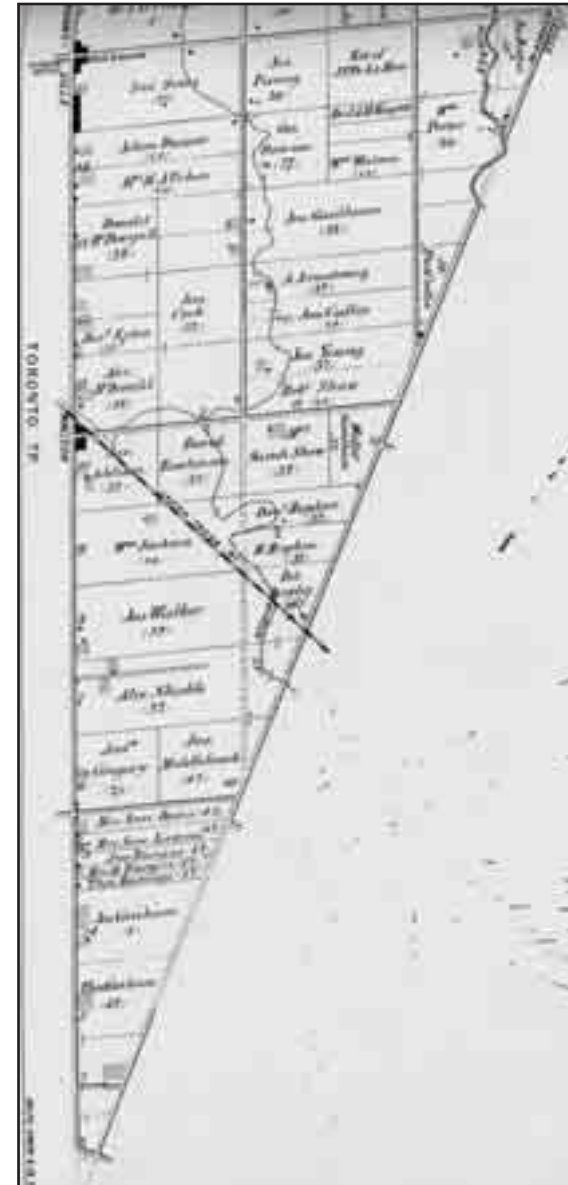
Coming into the 1950s

Malton has had many problems concerning annexation over the years. It has always been struggling for its own identity. It was said by a *South Peel Weekly* staffer, “Within its isolation, the highly industrialized community exhibits the solidarity of a small rural town.”

In 1950, both Toronto Township and Toronto Gore applied to the Ontario Municipal Board for permission to annex part of the other and the board decided to allow the annexation of 4,000 acres (1,620 ha) of Toronto Gore by Toronto Township. The decision was handed down on March 1, 1951, to take effect on January 1, 1952. This township was then added to Ward Five.

Malton ceased being a police village in 1968 when it became part of Mississauga. Over the years, the small village has matured into an area consisting of several subdivisions, Victoria Park, Marvin Heights, Ridgewood and Westwood. It has turned from an agricultural community to one of major industrial components with the Malton Airport always and foremost the leader.

Here are some of the newspaper details on the trying times of the 1950s.



▲ Toronto Gore Map

(Photos courtesy of the Region of Peel Archives)

News Items

Application to Annex Malton Gets Approval



▲ Aerial View of A. V. Roe Plant

Toronto Township is 4,000 acres (1.600 ha) larger, has 2,000 more residents and has added a \$2,000,000 assessment and \$130,000 tax revenue to its civic coffers as a result of the Ontario Municipal Board's approval this week of its application to annex a section of Toronto Gore and take over Malton's rich industrial area.

Some experts and civic officials forecast a new era for Toronto Township. With the inclusion of the Malton industrial area within its boundaries Toronto Township will have one of the biggest manufacturing sections of any township in eastern Canada.

The A. V. Roe plant, which is scheduled to be expanded and employs about 10,000 more employees to manufacture jet engines, will now be entirely in Toronto Township. It was expected part of the new, multi-million dollar plant would have been built in Gore.

Toronto Township's annexation of the 4,000 acre slice of Gore was approved by the Municipal Board on the basis that they were better equipped to look after the needs of the rapidly expanding area. It is expected a ward system, to give Malton representation, will be put into effect in the near future.

Port Credit Weekly (in part)
March 15, 1951

Malton Trustees Ask Township To Police Village

Malton village trustees last week formally requested Toronto Township council to take over policing the village at the end of April.

Trustee John Brett told council that Malton has a deficit of \$8,000 caused by an "expensive police force" set up by the 1952 board of trustees. The force, which will be disbanded at the end of this month, is costing the taxpayers 25 mills, he said. In operation only five months, the Malton police force consisted of three officers and an unpaid chief.

The village is willing to pay \$3,600 a year for police protection, the equivalent of four mills, Mr. Brett told council.

Port Credit Weekly
April 9, 1953

Big Question Mark Faces Toronto Township in Case of Malton

Toronto Township's fight to prevent the police village of Malton from pulling out of the Township and taking the huge A. V. Roe aircraft plant with it, received a serious setback last week when the Ontario government reneged on a gentleman's agreement with Township officials.

Now that Queen's Park has washed its hands of the affair, the way is open for Malton to go before Peel County council for approval of its application for incorporation as a village and extension of its borders to take in Avro, the only big assessment plum in the Township. If this happens, Toronto Township, the largest township in Ontario, outside of Metropolitan Toronto, could be ruined financially.

The government's alleged breach of faith lies in its decision not to enact Bill 56 – a measure which would block Malton's move – until the end of the present session. County council meets next Friday, March 18, to consider Malton's application.

Toronto Township's 45,000 residents are vitally affected because without the huge Avro assessment the Township will have no borrowing power and will have to forego needed capital expenditures – construction of schools, laying water mains and sewers and other services. In addition, the Township will lose Avro's taxes, a direct loss of at least \$150,000 annually.

Avro is backing Malton's move to the limit – some say it initiated it. The company says it has not been getting adequate services for the taxes it has paid Toronto Township. It is believed the company hopes to secure a fixed assessment from Malton which would mean great tax savings.

This is how the deal between Toronto Township and the government was supposed to have worked: The moment Malton moved to incorporate, Toronto Township introduced a private bill into the legislature which would deprive Peel County council of the authority to grant Malton's application without first getting an assenting vote of a majority of the township's ratepayers in a plebiscite. Toronto Township was confident its bill would effectively stymie Malton's move.

To sponsor its bill in the legislature, Toronto Township council chose T. L. Kennedy, Progressive Conservative member for Peel. Col. Kennedy, former premier and Minister of Agriculture and about the most popular man in the country, was presumed to have sufficient influence with the cabinet to assure speedy action on the bill.

But when the legislature session opened last month, the government announced it would itself propose Bill 56, a measure to amend the Municipal Act. One of the amendments would take from county councils the authority to grant village status to a community – such as Malton – and place that power in the hands of the Ontario Municipal Board, which on two occasions in the past turned down Malton's application for incorporation as a village.

Toronto Township agreed not to press too hard for enactment of its Bill 9 on the assurance the government would move quickly to enact Bill 56.

...continued on page 176



▲ Reeve
Anthony Adamson

Reeve Anthony Adamson of Toronto Township is confident County council will do the right thing. "This delay is hurting us badly, but I am sure sound common sense will prevail in the end."

Toronto Daily Star
By Dennis Braithwaite (in part)
Monday, March 15, 1954



▲ Deputy Reeve
Mary Fix

Author's Note: On March 18, 1954, the Peel County Council passed a motion for a 27-day postponement on Malton's application to separate from the County. A vote of 15 to 4 called a delay to readings until April 14th. Toronto Township opposed the petition signed by 90 percent of the residents to become a town, a move that could have bankrupted Toronto Township. It was Reeve Anthony Adamson and Deputy Reeve Mary Fix who fought the battle. On April 14th, Peel County Council voted 12 to 3 against a second reading of the Malton incorporation by-law. Mary Fix said, "We have just had a sweeping victory in Peel County Council and everyone with mortgages might have lost their homes had we not won." In 1965, Malton residents applied for separation from Toronto Township and wanted to become the Town of Malton. So this problem even carried over into the 1960s.

The Royal Visit - 1951

In October 1951, H.R.H. Princess Elizabeth and the Duke of Edinburgh, Prince Philip, made a tour of Canada. The tour started in Quebec on Tuesday, October 9th and the royal couple arrived at Malton Airport at 5:00 p.m. on Friday, October 12th.

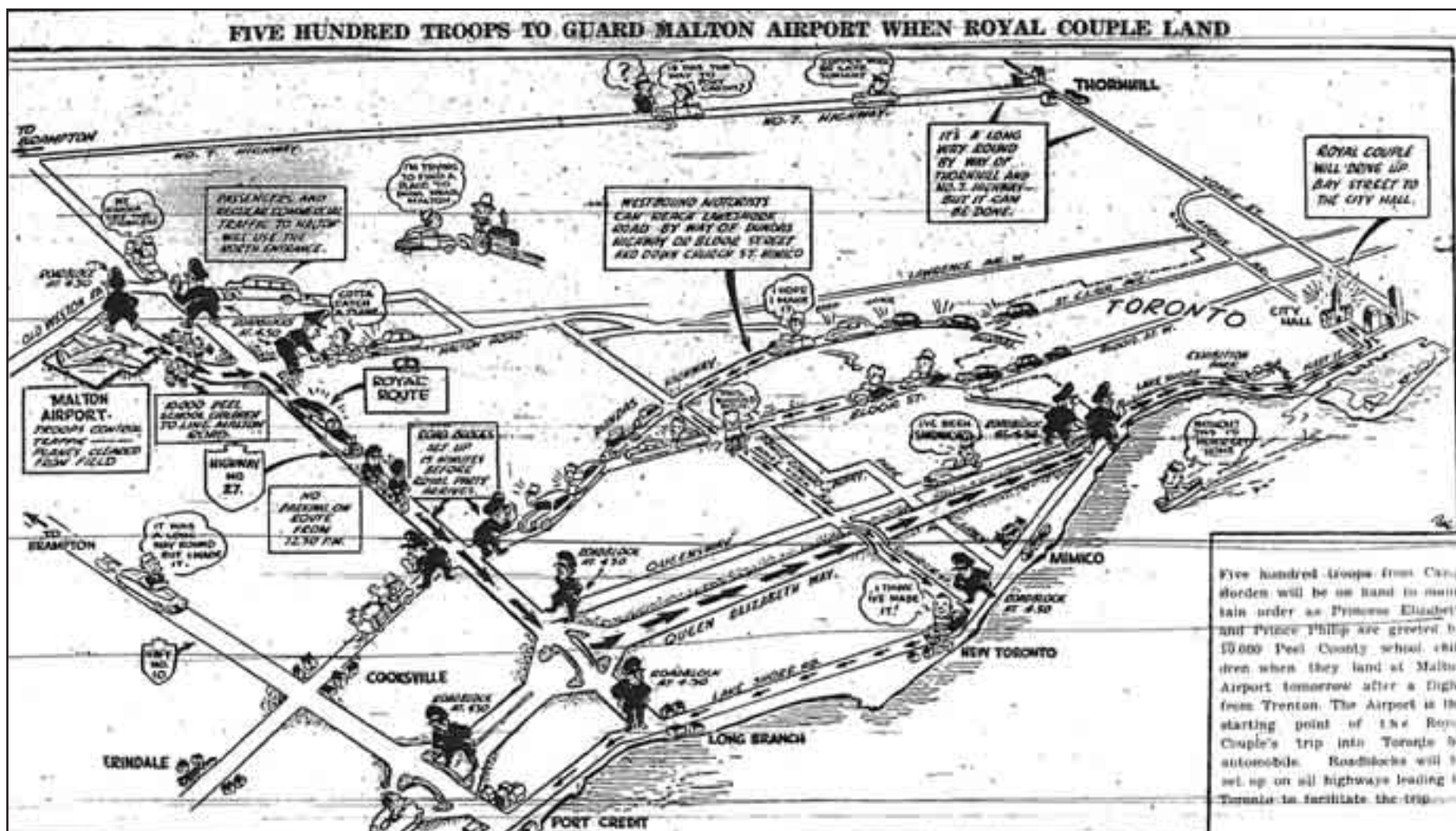
As 15,000 people jammed the airport, three R.C.A.F. North Stars buzzed the crowds from overhead and landed as an escort for the royal couple's DC-5. Over 6,000 of South Peel's children had been sent from various schools to meet the visitors, along with thousands of other admirers.

The Royals were met by Premier Leslie Frost, Lieutenant Governor Ray Lawson and Peel County Warden J. McLaughlin. Toronto Township Reeve Sid Smith was also on hand and his four year old daughter, Carolyn, presented Princess Elizabeth with a bouquet of flowers on behalf of Peel County.

The children were transported by school buses, which were to gather at the Hurontario and Queen Elizabeth Way (QEW) cloverleaf at 3 p.m. They would make a motorcade that would travel to the airport with a police escort.



▲ Reeve Sid Smith's daughter, Carolyn, presents flowers to Princess Elizabeth (Inset: Carolyn Smith)
(Mrs. Mary Smith)



▲ The Royal Route Map (Port Credit Weekly)

ROAD BLOCKS WERE SET UP ALONG THE QEW INTO TORONTO and traffic was at a standstill for two hours. Outside the airport and lining Airport Road were other cheering admirers, which included Boy Scouts, Girl Guides, Cubs and Brownies, that were assembled by town-

ship in designated areas. Everyone was waving Canadian flags as scarlet-coated Royal Canadian Mounties and 500 service men, Army troops in khaki from Camp Borden, stood sentinel. The parking was arranged on the Harry Walker farm across from the administration building.



▲ Cooksville Sea Rangers greet Princess

(Port Credit Weekly)

The Princess was garbed in a cocoa brown velvet suit. She and the Duke of Edinburgh were escorted to a dias erected on the landing field, while 25-pounder cannons roared a 21-gun salute as the sun started to set in the west. After a five-minute ceremony of greeting, the couple took off in a Cadillac convertible for their journey into Toronto. The Duke's comment was recorded as he said, "The air is cold. Tuck your feet in, dear." The Princess took his advice and wrapped a motor rug about her legs.

The Toronto Township Police, under Chief Garnet McGill, had their hands full directing the event on this auspicious occasion.



▲ The new mother with Kathleen Grace, 1951 (Kathleen Hicks Collection)

Memories

During this tour, this author had a connection with royalty. I had given birth to a daughter, Kathleen Grace, on October 7th at St. Michael's Hospital in Toronto. In those days, new mothers were kept in the hospital for 10 days. Princess Elizabeth and Prince Philip were visiting Toronto for the

first time and on October 13th, they were going to be in the city. The nurses were all abuzz about the visit of the royal couple. The hospital windows were open and we could hear the music and clamour of people coming from the City Hall on Queen Street, a few blocks away. It was an exciting time even though we could not see anything. The celebration could be shared only through the wonderful exciting sounds. Because of this visit my daughter was nicknamed "princess" for quite a few years.

Kathleen A. Hicks

Water Comes to Malton Homes - 1952

THE CONVENIENCE OF TOWNSHIP WATER did not come to Malton until the summer of 1952. The farms and homes in Malton had wells to provide their water and outhouses and septic tanks to dispose of sewage. Most of the time, there were only two good wells in the village that had unpolluted water.

The first water mains put into the Malton area were for the Malton Airport in 1938. Then major businesses had access to the township water, as did Victory Village in 1943, but it was not extended to the old village of Malton. The residents resented this, as in the summer when some wells went dry, they had to go to Brampton to obtain their water supply. By 1952, 2,000 people were still waiting for water. It was A.V. Roe that made it happen as the company was going to expand its facilities and a larger water supply was required. This meant a change in political status for Malton as it was on the border of Toronto Gore. The Toronto Township and Toronto Gore Townships both applied to the Ontario Municipal Board (OMB) to be able to annex one or the other. The OMB decided to allow Toronto Township to annex the 4,000 acre (1,620 ha) Toronto Gore and the decision was announced on March 1, 1951, with January 1, 1952, as taking affect. Then Toronto Township council made the necessary plans for a 13-mile (7.8 km) water main to be constructed from Lake Ontario to Malton.



▲ Lakeview Water Treatment Plant

Toronto Township's water system was started in Lakeview in 1931 when 8 inch (22.3 cm) mains were installed and water was purchased from Long Branch and Port Credit. It took until the middle 1940s before mains were laid throughout the entire community of Lakeview and extended into Cooksville. The waterworks system was operated by the Township's Public Utilities Commission.

By 1951, the township population serviced was 13,600, who used half a million gallons (2,270,000 L) a day during the summer months. A water purification plant was constructed on a 30 acre (12 ha) site in Lakeview in 1953 at a cost of \$543,000, which had a capacity of 3 million gallons (13,620,000 L). By 1961 consumers numbered 58,000. In 2006, the plant services all of Brampton and half of the homes in Mississauga, which is 150,000 consumers.

Reservoir Pumping Stations were constructed and opened in the 1950s at Clarkson, Cooksville, Dixie, Burnhamthorpe and Malton to handle the demand. The Commissions consultants, Gore and Storrie Limited, designed these facilities. The Malton Reservoir was located on Airport Road, north of Derry Road. It was used until the early 1980s and was then torn down in 1986.

In 1957, sewers were installed in Malton. This was followed by the dirt roads being asphalted for the first time in 1958, and Sixth Line becoming Airport Road.

NEWS ITEMS

From Toronto Township Meeting

Gore and Storrie, report on water main on Sixth Line from Malton village northerly to serve in Malton School. A by-law to authorize the construction of a water main on Sixth Line east of Airport Road was read a first and second time, the clerk being instructed to have the same forwarded to the Municipal Board for their approval.

And resolved, that the report of Messrs. Gore and Storrie made under the local improvement act dated April 15, 1954, with regard to the extension of the water main on Airport Road from the north limit of the police village of Malton northerly for a distance of 350 feet or less at an estimated cost of \$2,700 be adopted. Carried.

The Party Line
April 30, 1954

Wooden treasure unearthed

Peel Region public works staffers have stumbled across an ancient treasure near Pearson International Airport. Ancient, at least by Mississauga standards.



▲ Wooden Water Main

(Photos by Stephen Wahl)

Author's Note: According to Brian Gilchrist at the Region of Peel Archives, the item was confirmed to be a cedar wood water main, circa 1915, that is now in the possession of the Region of Peel Public Works on Copper Road. A British Columbia firm did a lot of wooden water mains at this time.

Photographer, Stephen Wahl, and I visited the Region of Peel Public Works Dept. at 2 Copper Road, to view this historical discovery and we were astounded. It has been cleaned up and put on a pedestal for display purposes. It is a treasure to behold. To our amazement, hanging from the ceiling of the Work's cafeteria was a stoplight said to be the first one installed at Malton's four corners in the early 1940s.

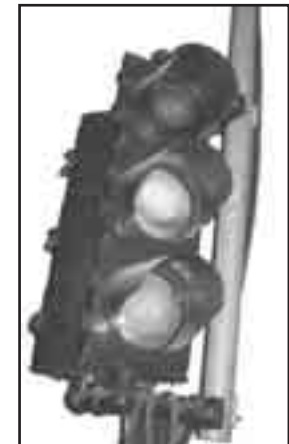
According to Region officials, while digging on April 22 to repair a modern-day Airport Road water main, just south of Orlando Drive, construction workers with a private company unearthed a century old, 10-foot wooden water main. The workers immediately turned the rare wooden pipe over to Peel public works authorities for inspection.

Jim Armstrong, a public works construction inspector with the Region, said wooden water mains have not been used since the early 1900s.

"At first we weren't entirely certain what had been found," said Armstrong. "We've read about wooden water mains, but no one here had ever seen one...this is something that may never be seen again."

Region engineers and historians with the Peel Heritage Centre are now trying to trace the history of the wooden artifact.

The Mississauga News
May 19, 2004



▲ First Stoplight

The Malton Medical Centre - 1953

The first Medical Centre in Peel County was opened in 1953 in rented offices over Abell's Drug Store in Malton. It was founded by Dr. Paul Ironstone, who hailed from Ireland and was a McGill graduate. Dr. Ironstone used to go by railway in a railroad car he used as an office to treat patients in the far north. He even performed tonsillectomies.

The Centre had a doors open policy. Dr. Alexander Prentice was the next physician to come on board with his skill and expertise. The office only had a nurse-receptionist in Mrs. Kirkwood. Business was quite brisk. Dr. Prentice used to joke that Malton had mud galore – his boots were always getting stuck in it. He said he would tuck his bag under his arm and hold onto each of his boots so he could walk and not lose them.



▲ *First Medical Centre* (Photos courtesy of Sharon Scarfone)

IN THOSE EARLY DAYS, THE MEDICAL CENTRE DOCTORS were on call for the Malton Airport emergencies and Dr. Prentice remembers getting called out at night for some accidents, such as people spilling hot coffee on themselves. They often had to vaccinate some of the new arrivals. One incident Dr. Prentice recalls is an accident he had to attend to when the Marvin Heights subdivision was being developed. A man was working on the water pump on the west side of Airport Road and he fell off and was killed.

◀ *Pharmacist Lou Brockman*



◀ Carole Davies has her wrist examined by Miss MacMillan, 1961
(Brampton Conservator)



▲ Malton Medical Centre Sod Turning, 1990
(The Mississauga News)

As the need of the medical services in the community grew, a larger accommodation was required. Property was bought in 1961 at 7084 Airport Road and a one-and-a-half-storey grey brick building with a full basement was constructed. The staff developed as the business expanded. There were four doctors with offices in the centre, Dr. Ironstone, Dr. Michael Dales, Dr. Harold Korentager and Dr. Prentice. The administrator of the office was Nadine Burgess with one nurse, Ilene Bloomfields. There was a laboratory in the basement so the Medical Centre staff could facilitate all its own tests.

By 1990, the Medical Centre was outgrowing its building and required a larger premises in order to expand its services. Property was purchased across from the Westwood Mall on Goreway Drive and a two-storey grey brick building was constructed. The new building was the Cadillac of structures in comparison to the old one. It accommodates offices for eight doctors, a psychotherapy office, dentists' offices and a pharmacy and has a more substantial parking area.

The Malton Medical Centre is located at 7330 Goreway Drive and the doctor in charge is Dr. Stephen Black. Laurie Barkley has been the business manager since 1998.



Malton Medical Centre, 2006 ▶
(Kathleen A. Hicks)

MacDonald-Cartier freeway (Hwy. 401) - 1957

In 1953, officials from the Department of Highways (now the Ministry of Transportation) came through Toronto Township approaching property owners to purchase land along the stretch from Scarborough to Hurontario Street for the extension of what would become the MacDonald-Cartier Freeway, known as Highway 401.

This thoroughfare had been in the planning stages since before World War II (1939-1945). Because of the war, it was postponed for six years. An 18.5 mile (29.6 km) stretch of four lanes was opened from Scarborough to Oshawa in December 1947, and called Highway 2A. For a Toronto bypass, 18,000 acres (7,200 ha) at \$100 an acre (0.4 ha) was acquired and the highway was extended for 24 miles (38 km) from Highway 2 at the Rouge River to Highway 27 and opened in 1956 with a ceremony. It was opened to Hurontario by the Honourable Thomas L. Kennedy cutting a ribbon on November 3, 1958, to Milton in 1959 and completed to Windsor by 1960.



▲ Aerial view of 401 at Hurontario, 1958 (Ben Madill)



▲ John A. MacDonald (l), George Etienne Cartier (r), (Shell Canada Archives)

EVENTUALLY, IT EXTENDED 510 MILES (816 km) FROM Quebec to Windsor, which involved the construction of 520 bridges.

The first service centre was constructed in 1961, which eventually grew to 20. In 1962, the widening of the Toronto bypass from four lanes to 12 got underway from Markham Road to Islington Avenue, a distance of 19 miles (30 km), and traffic for this area rose to 380,000 cars a day.

In 1965, it was officially named the MacDonald-Cartier Freeway by Ontario Premier John Robarts (1961-1971) to commemorate two Fathers of Confederation, Sir John A. MacDonald, the first Prime Minister of Canada in 1867 and Sir George Etienne Cartier of the MacDonald-Cartier government (1858-1861).

◀ T. L. Kennedy opens part of Hwy. 401, 1958 (Port Credit Weekly)





▲ 401 Map, 1979 (City of Mississauga)



▲ Traffic on Hwy. 401, 2003 (Kathleen A. Hicks)

The 401 was finished in 1968 and completely opened to traffic. At this time, Professor E. G. Pleva, of the University of Western Ontario stated, "Highway 401 is the most important single development

changing the social and economic pattern of Ontario. It is still transforming the province's economy and the social, work and spending habits of its people."

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NEWS ITEM

401 Bridges Over Etobicoke and Credit

Tenders are being called today for erection of steel for two bridges on Highway 401 in South Peel. Highway's Minister James N. Allan has announced that contracts will be let for steel to build bridges over the Etobicoke Creek at the Third Line, Dixie, and over the Credit River near Streetsville. The Third Line bridge will be erected on property which was formerly part of the Art Varney farm. It was purchased by the government last year.

This construction brings closer the completion of the super-highway 401 from Windsor to the Quebec border. Portions of the highway have already been completed between Toronto and Newcastle, in the Prescott area, and between Windsor and Woodstock.

It is believed that a cloverleaf or overpass will be constructed over Number 10 somewhere near Meadowvale.

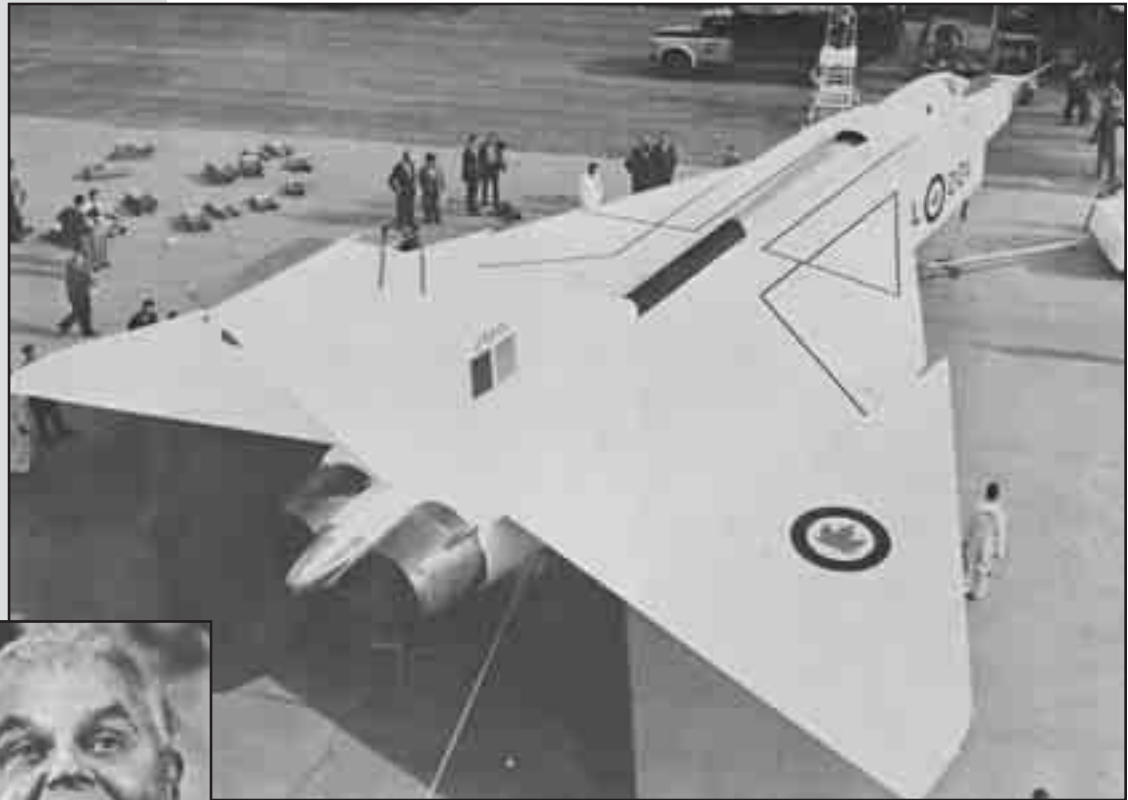
Port Credit Weekly

Thursday, August 2, 1956.

Black Friday: The Demise of the Avro Arrow - 1959

WHEN THE AVRO ARROW WAS unveiled on October 4, 1957, it was the culmination of years of work led by a design team headed up by James C. Floyd. Over 10,000 exuberant people stood on the tarmac outside the hangar, which was draped with gold curtains. When the RL-201 was rolled out, the burst of applause was exhilarating, especially for Floyd and his team. Among the honoured guests on this special occasion were A.V. Roe's president, Fred T. Smye, Minister of Defence George R. Pearkes, Sir Roy Dobson, chairman of the board of A.V. Roe Canada Ltd., and John A.D. McCurdy, the first pilot to fly an airplane in Canada.

Following this auspicious and memorable event, trials were conducted during November into December. The first flight took place on March 25, 1958, at 9:30 a.m. Janusz Zurkowski was the pilot and a crowd of 10,000 looked on in anticipation.



▲ Avro Arrow Displaying Wingspan

(Inset) Prime Minister John Diefenbaker (Toronto Telegram)

A Conservative government came into power in 1957, headed up by John Diefenbaker. It was the first Conservative government in 22 years. It became common knowledge that Diefenbaker did not care about the high tech operation of aviation. He called an election, which brought people to the polls on March 31, 1958. The Conservatives won 208 seats out of 265. That summer Diefenbaker was talking about cancelling the Arrow project. He portrayed the Arrow in the worst light, exaggerated the cost of the project and played down the area of the defense of the country, stating that the defense would not be compromised by the cancellation of the Arrow. Avro's president, Crawford Gordon, was so vocal in his objections that he alienated everyone of importance in Ottawa.

On September 17th, a meeting between Gordon and the Prime Minister sealed the fate of the *Arrow*. Gordon had been kept waiting for two hours, and in a drunken, disturbed state, he stormed into the P.M.'s office, shouting a tirade as he banged on his desk. Diefenbaker gave a press release on September 23rd that was the beginning of the demise of fate for the *Arrow*.

The *Arrow* was not put into full production, but the development of the *Arrow* and the Iroquois engine continued until March of 1959, when the project went under review. All of this indecisiveness and undercurrent of disaster had a drastic effect on the Avro and Orenda employees.

Orenda had an order for 300 Iroquois engines from France, but the French had heard that the project was threatened with cancellation and they were wary. The money received for these engines could have relieved the *Arrow* project by \$40 million. But the Conservatives were not interested in saving money or the *Arrow* project. The decision had been made. No effort on behalf of Avro would save the *Arrow*'s demise. Another offer Avro received on December 30th would have brought in \$3.5 million per plane for 100 and \$2.6 million for 200, but this offer did not sway the government either. By this time, five *Arrows* had been built and 64 flights were completed before the boom was lowered. The *Arrow* had proved 95 per cent of its intended flight capabilities and met and succeeded the performance requirements of the RCAF. *Arrow* RL-206 never flew. Avro requested permission to fly it, but it was not granted.

On Friday, February 20, 1959, Prime Minister Diefenbaker (1957-1963) rose in the House of Commons and announced the cancellation of the Avro *Arrow* and Iroquois engine project. At 11:15 a.m., the Avro employees received the distressing news over the plant's intercom. This day became labelled "Black Friday," as 14,000 employees were laid off immediately, followed by 16,000 from Avro suppliers who were also let go.

Minister of Defence Raymond J. O'Hurley gave the order for the Avro *Arrows* to be destroyed. The planes were broken apart and torched and reduced to scrap metal. It cost as much for the government to scrap the *Arrow* as it would have to continue the production of the 37 *Arrows* ordered. It also was the demise of the Avro Aircraft Company.



▲ Destruction of the Avro Arrow

(Photos courtesy of Les Wilkinson)

Following the cancellation and destruction of the planes, American Aircraft Company recruits arrived in Malton to hire the engineers, scientists and skilled craftsmen. Many had little choice but to take them up on their offer and leave Canada for the United States. It was

a country's worse nightmare – a brain drain of the country's best in their field. Many of them became NASA engineers and brought their skills to the United States' Space Program.

Memories



▲ Marie McGee

"I began my employment with Avro in 1951 at the age of sixteen as a clerk-typist in the purchasing department. I was later transferred to the purchasing department of Orenda Engines Ltd. Later still, when the Experimental Engine Division opened, I was transferred there. My future husband gained employment at Orenda in the accounting department in 1952. We were married in 1954 and purchased our first house in November, 1958 - three months before 'Black Friday.'

"On February 20, 1959, at about 3:30 or 4:15 p.m., an announcement came over the PA system from the president stating that Prime Minister Diefenbaker had cancelled the whole Avro project. At first, there was stunned silence throughout the plant, then pandemonium.

"My husband and I left in shock. We had both worked our way up in the system - he in contracts and me in sales - and we were making a decent wage. It was very

frightening to suddenly be out of work, especially when we had our first mortgage.

"But good news was forthcoming, as on Sunday, my husband received a phone call and they recalled him back to work on Monday. Our relief was heightened when I was recalled a week later. We were called back to work because there were other contracts with the RCAF and the Department of Defence. But others weren't so lucky.

"And so our beautiful Arrow was no more - cut up, destroyed and only a few pieces were salvaged and put in museums."

Mrs. Marie McGee, 2006
Port Colborne, Ontario

Coming into the 1960s

BY THE 1960s, MALTON RESIDENTS were still feeling isolated from the rest of Toronto Township. In March 1962, an article in the *Port Credit Weekly* on the recent council meeting stated, “Consideration of the new application by the Police Village of Malton to the Ontario Municipal Board for incorporation as a village will be undertaken by Toronto Township council at its next meeting, council decided Monday night (March 6th). Notification of the application was received by council without comment, and the recommendation of the general committee that the matter be deferred for one week was approved.”

This alone shows that there was dissension and a separatist movement among the Malton residents. A quote from this time period said, “To most people, Malton means planes and little else.” The reasoning behind wanting separation was that large amounts of industrial assessment would bring tax dollars for the amenities required by the people of Malton that the township was neglecting to supply. However hard they tried, they never succeeded at their desperate endeavour.



▲ Four Corners of Malton

(The Mississauga Times)

Malton, being part of Toronto Township, was absorbed into the Town of Mississauga on January 1, 1968, when it was made up of 1,730 residents. Here are a few of the disturbing articles of the time and one of growth:

News Item

Village Won't Give Up Trying

A feeling that the Police Village of Malton is neither economically nor geographically part of Toronto Township; that the township has too many problems in the south to be able to give Malton the attention it deserves; and a long-standing resentment against the County of Peel as the result of a 10-year struggle to get the country roads paved through the village; all these would seem to be the foundation upon which the application of the Police Village of Malton for incorporation as a village is based.

Its several attempts to get out of the township had not taken the steam out of the villagers, and again in 1961, they applied to the OMB for incorporation as a village. This was postponed first at the request of the township, and later at the request of the village itself after the board had advised that the matter might properly be left until the new councils for 1962 took over.

At present under a board of three trustees, the only revenue the village can obtain for its exclusive use is fifteen mills, levied over and above the township budget. One mill brings roughly \$3,000 and last year the levy was three mills.

The feeling of many of the businessmen is that with their own revenue in the hands of a Malton council, quicker attention to the needed services within the village can be accomplished.

Unofficial figures obtained in the village are that Malton has about \$3,000,000 in assessment, against the township's \$107,000,000. This could produce an annual revenue of \$250,000 up to provide services for the 1,600 residents and industries.

The Weekly (in part)
March 29, 1962

Toronto Township Reeve Opposes New Toronto Bid to Annex Malton



▲ Reeve Robert Speck (City of Mississauga)

Toronto Township Reeve Robert W. Speck has no intention of letting New Toronto, or any other municipality with "envious eyes," absorb the new Toronto International Airport in Malton judging from a statement he made Wednesday.

This week New Toronto made a surprise bid to annex four neighbouring municipalities plus the airport. In a brief to the Ontario Municipal Board it asked for amalgamation of New Toronto, Mimico and Long Branch, plus Etobicoke Township and the portion of Toronto Township including the airport and Village of Malton.

This development was seen as a counter move to a Long Branch application, already before the OMB to amalgamate Long Branch, Mimico and New Toronto only.

Proposed boundaries of the "city" suggested in the New Toronto plan would be Lake Ontario on the south, Humber River on the east, Etobicoke River on the west, then along the Fourth Line East to the boundary line between the Township of Chinguacousy and Toronto Gore, the northern boundary following the present boundary of Etobicoke.

Asked to comment on the move, Reeve Speck told *The Weekly*, "We have always included Malton in our Township planning, both for services and for all other purposes, as an integral part of the Township, and feel that we can service this area just as well as any other municipality. I see no reason why it should be changed at this time just because there is a new airport going up and someone has envious eyes."

Reeve H. Waffle of Etobicoke said he was not opposed to the plan, because, "it's exactly what the four-city plan proposed by George Gathercole, deputy economics minister, in a report on Metro's future calls for and I guess the airport might as well be in it too." However, he was quoted as commenting that "the mayor of New Toronto must have had a shot of goop juice."

Mayor Hugh Griggs of Mimico said he thought it was a wonderful idea as far as the area went. "It will require quite a bit of study, but sounds like a practical setup," he said.

New Toronto had opposed Long Branch's three-municipality plan for amalgamation. Mayor Donald Russell of New Toronto said, "To put the three lakeshore municipalities together would absolutely stymie their growth. There would be no place for new development. I think it is sensible to have the Humber River on one side and the Etobicoke River on the other."

Reeve Marie Curtis of Long Branch is abroad in Europe and was unavailable for comment.

Port Credit Weekly
September 27, 1962

American Can Opens New Malton Plant



▲ American Can Company
Opening

An insight into modern, high speed packaging production was provided last week at the official opening ceremonies of the new Malton complex of the American Can Company of Canada Limited.

Events included a press conference and tour, ribbon cutting and guest tour of the plant. Reproduced as a highlight feature of the day was the actual ribbon cutting with Ontario Minister of Economics and Development, Stanley J. Randall, performing the honours, with Gerald H. McVean, vice president of American Can, and William F. May, chairman and chief executive officer of the parent plant company, American Can Company, New York.

The Malton plant will be able by 1967 to produce 250 million beer and carbonated beverage cans and 100 million aerosol cans annually. American Can's Canadian subsidiary operates six other plants in this country, employing 2,300 persons. This is the firm's 62nd year of Canadian "citizenship."

Port Credit Weekly
September 14, 1966

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Malton wants Independence

In 1952, Toronto Township annexed Toronto Gore Township, over 4,000 acres (1,620 ha) that included Malton's new subdivisions. With a population of 2,000 residents, Malton was prosperous. The Police Village Board, applied to the Peel County Council to secede from Toronto Township and become an independent entity.

Toronto Township's Reeve, Anthony Adamson, was furious by the request, which would result in a tremendous loss in tax revenue from the Township's major industries, A. V. Roe, Orenda Engines, Victory Aircraft. Thomas L. Kennedy, a former Premier of Ontario, was called in to mediate the debate. And Malton lost out on its request and so was part of Toronto Township when it became a town on January 1, 1968.

Port Credit Weekly
September 11, 1968

Still Isolated – But Reaching Out

Malton - The community of Malton - about 8,000 strong - is part of the Town of Mississauga, but its main complaint is that it feels isolated. Situated in the far north-eastern sector of Mississauga, Malton is surrounded on three sides making its expansion limited to the north - a contributing factor to isolationism.

Built within its isolation, the highly industrialized community, which also houses Toronto International Airport, exhibits the solidarity of a small rural town.

Ward Five Councillor, Frank McKechnie, has great aspirations for the area. “Our remoteness from the rest of the town is slowly changing,” he said. “Recently with the construction of the Malton Arena and the new High School, our community is beginning to catch up with the rest of the town.”

The Malton train station - now almost in complete disuse - could be a major unifying factor in the future according to McKechnie. When Ontario expands its GO Transit system, the north-south line could go through Malton thus connecting it with the greater expanse of Mississauga to the south.

Another problem with Malton is the severe lack of shopping facilities. McKechnie estimated that almost 90 per cent of Malton residents now shop in Etobicoke.

The centre of Malton, usually referred to as “the four corners” is at the junction of Derry Road and Airport Road. At this corner, much of the community’s commercial business is carried out.

Even with the Toronto International Airport in close proximity with its noisy jets and traffic, land values in Malton have not suffered, McKechnie noted that in the past four to five years, land values have shot up as much as 400 per cent.

Port Credit Weekly

Sixth in a series of Articles

by Ron Dennis (in part)

September 18, 1968

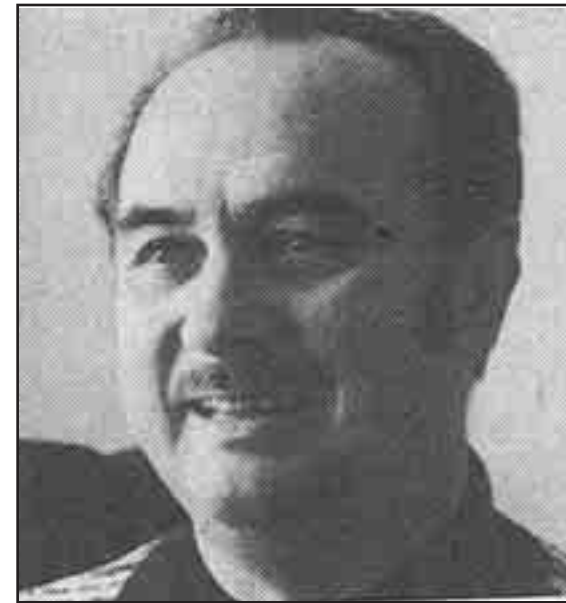
Author’s note: One year later “the four corners” of Malton was devastated by a gas explosion demolishing the business centre mentioned. See the Gas Explosion on Page 210.

Greg Anaka - 1960

Greg and Sheila Anaka came to Malton from Winnipeg in 1960 with their three children, Wayne, 1953, Warren, 1956, and Georginia, 1959. Greg got a position with the Department of Defence in Toronto and worked as a petroleum specialist with the technical services and quality assurance branch. He liaised with the manufacturers and distributors around the province making sure the products, which were petroleum, gasoline, oxygen, lubricants and paints met with the specification requirements.

Once they were settled in their home at 3274 Michaud Avenue, Greg got involved on a volunteer basis with the Malton Memorial Recreation Association.

The family attended St. Hugh of Lincoln Church (became St. Hugh and St. Edmund's Anglican Church) and Greg was a devout parishioner, who took on the tasks of Sunday school superintendent, member of the church's advisory board, member of the Sidesman Association and building committee and a stewardship chairman of the parish.



▲ Greg Anaka (The Mississauga News)

HOCKEY INTERESTED GREG VERY MUCH. HE HAD BEEN A hockey player with Recreation and Parks in Winnipeg and had played on outdoor rinks. He progressed to junior, but World War II (1939-1945) brought about a stint in the RCAF. He played senior hockey for the RCAF and enjoyed hockey from Saskatchewan to Prince Edward Island. He became a director of the Mississauga Hockey League in 1968. In 1969, he was president when the league raised funds to build the Malton Arena.

In 1969, Greg became involved with six other people, who founded the Association for Children with Learning Disabilities, Mississauga Chapter, as their 13-year-old son, Warren, had been diagnosed with the problem when he was a baby after having suffered high fevers and

convulsions. Greg was the first president and held the position for two years. He worked with the city to get these special children lots of recreational activities to keep them healthy and occupied. Swimming was organized through the Westwood Swim Club, gymnastics, arts and crafts.

By the 1970s, Greg had also become a sports liaison to the town's Recreation and Parks committee and Community Centre Board, a member of the Malton Legion, and was doing committee work on the Mississauga city council.

In December 1973, Greg Anaka was named to the Order of Canada, along with Erindale's "Bird man," Roy Ivor. At this time, he and his

family were living on Michland Avenue. He was invested to the Order of Canada by Governor Jules Leger in April 1974.

It was announced in March 1976, that Greg was to be inducted into the Mississauga Hockey Hall of Fame in May; however, Greg passed away from cancer on April 20, 1976, at 58 years old. The flags at city hall were put at half mast for this prominent Malton citizen, who had contributed immensely to his community. Frank McKechnie said of him, "The death of Greg is a great loss to the community; and I wish to extend my sympathy to the family on behalf of Mississauga city council in recognition of the contribution to Malton and the city made by Mr. Anaka." He was survived by his wife, Sheila Patterson, three children and two grandchildren, Danny and Nadine.



▲ Anaka Drive Road Sign



▲ Anaka Park. Inset: Greg Anaka

(Photos by Kathleen A. Hicks)

Memories - 1965



▲ Clinton Carpenter

▲ Anthony Diamond

"Two boys from Malton, Clinton Carpenter, 12, and Anthony Diamond, 14, had been missing since November 29, 1964. This touched off one of the most extensive searches in the history of Toronto Township and received coverage by all the major newspapers and radio stations. Thousands of leads were checked to no avail until I located a small photograph of one of the boys in the possession of a prisoner, who was in the Don Jail in Metro, pending morals charges in that jurisdiction.

"On August 3, 1965, I learned that the Metro Police had two subjects from the U.S.A. charged with several morals offences and also were involved with stolen automobiles. They were lodged in the Don Jail pending court appearances and were in the possession of

factitious papers and documents. I questioned the subjects, Cal DeVyer, age 30, alias Philbin, Jackson Heights, Michigan, and Dennis Callaway, age 20, Union City, New Jersey. Both subjects were known sex offenders and were in possession of a large number of photographs of young teenage boys. Found in the possession of DeVyer was a small undated photograph of the missing boy, Clinton Carpenter, which no one had noticed. As a result of this photograph and interrogation of DeVyer, I was able to locate the whereabouts of the boys in New York City and arranged their safe return to Canada.

"While in the Don Jail, Callaway and DeVyer feigned illness and were taken to a hospital in Toronto. Both escaped from the hospital and subsequently managed to return to the United States, where they were later arrested by the FBI agents and other police officers. DeVyer was armed at the time of his arrest with a gun taped to his leg. Both subjects were convicted of several charges of interstate transportation of stolen automobiles and impersonation in United States District Court, Newark, New Jersey, in August 1966. Judge James Coolahan sentenced DeVyer to seven years in jail and Callaway received three years in the penitentiary. As a result of these long sentences, the Canadian charges were not pursued.



▲ Boys Return Home Safely

Inset: Clinton Carpenter

(Photos courtesy of William J. Teggart, from Toronto Telegram)

"Clinton Carpenter and Anthony Diamond ran away from home and were picked up by DeVyver outside of Hamilton and he forged papers to get them across the border into the United States. He took them to his ground floor flat on 23rd Street, Astoria, Queens, New York City. He got them fictitious birth certificates and passports and Clinton Carpenter lived as the younger brother of Callaway and Diamond as a younger brother of DeVyver. Both were enrolled at junior high school in Queens and passed their exams for the year.

"During this period the boys experienced pedophile sexual activities. Once they were back in Toronto they received psychological testing and medical examinations, which proved they were in normal health and they were returned to their parents. The Diamonds moved to Ireland shortly after and the Carpenter family moved out of the district. At that time, I lost contact with them. It was one of the most bizarre cases in which a stolen car ring was cracked and it brought to justice two pedophiles, who had been involved with many young boys. It was also one of the most satisfying cases in my career, because most people assumed the boys were dead and when I returned them to their parents, they were so grateful and excited they couldn't stop hugging me because they also had been prepared for the worst."

William J. Teggart, 2006
Former Police Chief, retired

William J. Teggart ►



News Item

A Determined Detective Who Wouldn't Give Up

The cloak-and-dagger climax of the Missing Boys had all the tension and drama of a James Bond novel.

The 252-day search for Anthony Diamond, 14, and Clinton Carpenter, 12, of Toronto Township ended Saturday when they were picked up by police as they stepped from a bus in Toronto.

The final stage of the search was done undercover. So much so that even the boys were unaware of the developments.

A phone call from an unidentified informer, crumpled snapshot and a bus terminal stakeout all figured in the finish. But more than anything else, the tenacity and determination of one man effected the boys' safe return.

Detective William Teggart was assigned to the case November 30, 1964, the day after the boys left home. What appeared to be a routine missing persons complaint soon became an obsession with the Toronto Township Police detective. His trail of inquiries branched out to Hamilton, Peterboro, Buffalo and California. His anxiety increased as the leads petered out.

Tips came in at all hours and dispatchers had instructions to call him at home. He checked them all. His zeal was contagious.

Senior officers of the department praise his work on the case. "He invested literally hundreds of hours of his own time on this one," said his superior, Sgt. Of Detectives Mel Simmons. "He is just wonderful," said Mrs. Alan Carpenter, mother of one of the missing boys. "He never gave up - always held out hope that my boy was alive," she said.

And Saturday night, with the boys safe in Toronto, Bill Teggart had his best sleep in many months.

The Toronto Telegram
August 10, 1965

News Item

Four Murders in Malton Spanning 21 Years

The strangulation death of a 16-year-old girl on Saturday was the fourth murder in Malton spanning nearly 21 years.



▲ William J. Teggart

Deputy-Chief William Teggart, of the Peel Regional Police Department told *The Pilot* on Tuesday that he could clearly remember the other three incidents, which occurred during his 20 years on the police force; all in service of this area.

On November 25, 1955, Robert Martin was charged with the murder of Dr. Rex Hylton, which occurred at the old Workmen's Compensation Hospital, located on the Airport premises. The hospital has since been torn down.

Malton's second murder was recorded on November 24, 1959, when Beverly Wright was found murdered out at the Toronto International Airport. John Hartford was later convicted of this homicide.

Then there's the unsolved slaying of Joyce Orlowski, whose body was found on the Metro side of Indian Line, near the Clairville Dam, on September 9, 1965. Metropolitan Toronto Police investigated this crime.

Deputy-Chief Teggart reported there were four murders in Peel last year and 14 attempted murders. He said the reason these statistics are high was due mainly to the tragic shooting at Brampton Secondary School on May 28, 1975. That day, Michael Slobodian 16, a Brampton resident, shot two people to death and wounded 17 other students before turning the gun on himself.

The death of Princess-Ann Whittaker, of 3138 Morning Star Drive and the subsequent charge of murder against her father, Roper George Whittaker, was the first murder of 1976 in Peel Region.

The Malton Pilot

Thursday, May 13, 1976

The Malton Baptist Church - 1966

THE MALTON BAPTIST CONGREGATION WAS formed in 1965 and they held their first service in March 1966, so 1966 became the year of the founding of their church in Malton. The Malton Baptist Church at 3415 Etude Drive sits on land that once belonged to Wilbert Martin.

In early 1960, Gordon Brown purchased one acre (0.4 ha) of land from Albert Clark for \$15,000 to build a church (denomination unknown). In the 1940s, Albert Clark had purchased two acres (0.8 ha) of Mr. Martin's northwest corner lot for \$1,000. Mr. Brown was not able to build a congregation and so the building stood vacant. When the Baptist Home Mission Board in Toronto heard there was a church available in Malton, they enquired about renting it and were successful in 1965. The board hired Reverend Wally Stephenson as pastor. He moved to the area with his wife, Louise, and children, Ruth, three-years-old, and David, a year-and-a-half.

The church required a lot of work such as cleaning and painting, so Pastor Alexander Watson, of the Pine Valley Baptist Church in Woodbridge, sent a group out to accomplish this work. One of the problems plaguing the neighbourhood at this time was flies. They were constantly swarming around and dying and before every service had to be swept from the pews and floor.



▲ The First Malton Baptist Church

With the church restored, the Home Mission decided that it would be beneficial to purchase the building. In early 1966, they were able to secure this acquisition for \$45,000 and the first service was held on March 3, 1966. Very few people were attending the Sunday services, so Rev. Stephenson and Pastor Fred Vaughn from Thistletown Baptist Church campaigned door to door to encourage parishioners. This campaign was successful and many families joined the church. One of these families, Thomas and Sophie Clark and their daughters, Judith and Joanne, from Goreway Drive, became charter members. They had been attending the Richview Baptist Church on Kipling Avenue in Islington. Thomas was terminally ill with cancer, so Sophie was glad to have a church closer to home.

The Ladies Missionary Fellowship was formed in March 1967, under the direction of Mrs. Rita Filey. Their projects over the years were numerous, reaching out to the needy, giving generously of themselves to the less fortunate on behalf of the church. Their main project for 1968-1969 was to mail 1,000 gospel tracts to Port-Cartier, Quebec, which had no gospel testimony.

A Christian Education programme was implemented in the fall of 1967 when the congregation stood at 127. An eight-week teacher training course was conducted with lesson preparation and use of visual aids being the premise. Sunday school was well attended with Mrs. Stephenson as the superintendent. The church also began a Christian Service Brigade, a Pioneer Club, a Boys' Brigade, a Sky Force programme and a day care centre for the growing congregation, so the church was being used almost daily.

The Stephensons were transferred to Dryden, Ontario, in September 1969. To fill the vacancy, Mr. Watts from the Baptist Fellowship

contacted Pastor George White, who had just left the Calvary Baptist Church in Brampton after 12 years. He accepted the position and was in the pulpit the Sunday after the Stephensons' departure.

One accomplishment achieved during Pastor White's tenure was the paying off of the mortgage. As new families joined the congregation, the church became too small and a mortgage of \$200,000 was attained in 1977 and an addition and sanctuary were built on.

As Malton became the home to many new residents of all nationalities, the Malton Baptist Church now has a multicultural congregation. Sophie Clark still attends the Baptist Church with her second husband, Douglas Lewis.

For the past four years the pastor of the Malton Baptist Church has been Richard Mitchell. The 40th anniversary was held on April 23, 2006, and Pastor Wally Stevenson returned for the celebration as the special speaker. The Baptist congregation has been a great influence in serving the community, North America and abroad.



▲ Wally and Louise Stephenson



▲ Pastor George White and Wife, Margaret



▲ Sod Turning for Church Addition



▲ Pancake Breakfast, 1988, with L. to R. Sandy Baully, Marcia Johnson, Kim Attrell, Sophie Clark, Jackie Brackel, Jim Brackel and Tina Chatterpaul.

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▲ The Malton Baptist Church, 2006 (Kathleen A. Hicks)
Inset: Pastor Richard Mitchell

(Photos courtesy of Sophie Lewis)

Malton Seniors Club #231 - 1967

With Cooksville leading the way for seniors in Toronto Township in 1958 with the first Seniors' Club, Malton finally got its seniors organized in 1966. They founded the Malton Seniors Club #231 and the first meeting was held on April 24, 1967.

The club started a bowling league and fund-raising activities that provided for Christmas gifts to the needy. They organized an annual bazaar and held craft classes. They welcomed entertainment and special guests to their meetings. They also became affiliated with the United Senior Citizens Incorporation of Ontario. The club fared well over the years, but little history has been recorded.

The officers for the 1981-1982 year were president William Short; vice president, Fred Haines; secretary, Isobel Fleming; treasurer, Winn Currey; and publicity, Sidney Samuels. Olive Ball, the new president of Zone 143 and former president, Lucy Turnbull, officiated over the election of officers and the swearing-in ceremony. Past president, Christine Samuels, received a pin for her three years of dedicated service. At this time there were 73 members.



▲ An Annual Fall Fair

IN 2006, SUSIE McCOY IS THE PRESIDENT AND THERE ARE 60 members. The secretary is Marjorie Martin, treasurer, Richard Levesque, and welfare is handled by Jean Livingston. They hold their meetings on the second and fourth Thursdays of the month, 7:30 p.m. to 10:00 p.m., at the Malton Community Centre, 3540 Morning Star Drive. At each meeting, they hold a 50/50 draw, which helps them bring in some funds. Their activities include euchre and whist on Tuesdays, handled by Georgie Wood, and Bid Euchre on Wednesdays, arranged by Bev Fitzpatrick, and cribbage on Thursdays, with Agnes McLean as the coordinator. Doreen Golla takes care of the evenings' refreshments.



▲ A Scary Halloween
Cake made by Marjorie Martin



The Malton Seniors hold two bazaars a year. The first meeting of the month is a general meeting, but the second one is a social event. In January, they have a Thaw Pot Luck Supper; February, a Valentine theme with many members dressed in red; March, a St. Patrick's theme with Irish dancers or similar entertainment; at Easter they have entertainment or a night out at Swiss Chalet; in May, they hold the first of their two bazaars, which is called the Spring Fling Bazaar. They don't hold meetings during the summer, but they celebrate July 1st with a barbeque and hold their regular card games. Their other bazaar takes place in November in time for Christmas and it is mostly crafts the members have made. They also hold their annual election of officers in November. Some ladies are volunteer knitters for the Etobicoke Hospital and extend a helping hand at the Malton Village Long Care

facility. The seniors also enjoy the day trips they take throughout the year to interesting places and events. Casino Rama in Orillia is one of their favourite places to visit.

Keeping busy is a healthy lifestyle for Mississauga's seniors and Malton proves that in spades.



▲ An Over 80's Luncheon

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▲ First Barbecue at the Fire Hall, 2002

(Photos courtesy of Susie McCoy)

Longo's Fruit Market - 1967

Antonino Longo (b.1907, d.1961) arrived in Winnipeg, Manitoba, Canada, in 1949 from his homeland of Termini, Sicily, where he owned a farm. Times had been tough after World War II, and he wanted a better life for his family. Canadian law at this time, required new immigrants to work on a farm for a year, so while in Winnipeg, Antonino worked on the farm of Sam Battaglia, who was his wife Rosa's brother. When the year was up, he moved to Toronto, where his brother-in-law, Tony Battaglia, ran a grocery store on Queen Street.

Antonino and Rosa had married in 1933, and their 16-year-old son, Tommy, arrived in Toronto in 1950 and went to work for his Uncle Tony. Antonino bought and furnished a house and in March 1951, Rosa came to join her husband with the rest of the family, Zina, 1936, Joe, 1938, Mary, 1940, Sal, 1944, and Gus, 1948.



▲ Original Open Air Market at Malton's Four Corners

ONCE THE FAMILY WAS SETTLED IN TORONTO, ANTONINO ended up working in a steel mill and Tommy and Joe sold produce from cartons on the back of their bicycles. The boys also worked at Loblaws and Steinbergs, which was a great learning experience.

The sons wanted to get their father out of that hard working job at the steel mill, so they decided to get back to what they knew best - produce. Tommy and Joe started a fruit market on Yonge Street in April 1956. It was a 2,000 square foot (185 m²) store called Broadway Fruit Market with a second floor, where the family resided. They had eight family employees. Brother Gus was the youngest and he helped in the store before and after school. He also sold flowers in front of the store until he joined as a partner in 1965.



▲ Longo
Advertisements
(Malton Pilot)



Antonino Longo passed away in 1961, so he did not get to experience his sons' success. But Rosa had that joy and was with the family until 1993.

Gus was up every morning at 4 a.m. and went to the Ontario Food Terminal, located on The Queensway in Etobicoke, where he purchased the fresh vegetables and fruits so their customers would have the best of the Ontario farmers' harvests. This was an ongoing obligation that the family has kept up over the years. Tommy's son, Joey, and Gus's son, Mike, continue to go to the Food Terminal six days a week.

The business was moved to Woodbine and Mortimer in 1962 and called Longo's Food Market and the other location was closed. They sold 100 percent produce, then they started adding different grocery lines.

In 1967, the Longo's opened their first open-air market at 6965 Airport Road (the former location of the Swann House) on the south-

east corner in Malton, Toronto Township, which became the Town of Mississauga the following year. At that time the 3,000 square foot (279 m²) store was managed by the three brothers and Tommy's brother-in-law, Peter Fusco. The gas explosion in 1969 did quite a bit of damage to the market, but the brothers rolled up their shirt sleeves and cleaned up over the weekend and opened for business as usual. They managed the two locations until 1971 when they sold the Toronto market and concentrated on the Mississauga store.

When a Sunday closing law came into effect on January 1, 1976, the market was closed temporarily on Sundays until it was made exempt under a clause in legislation that allows businesses only selling fruits and vegetables to be open between April 1st to November 30th. So on Sunday, April 4th, the Longo's Malton Fruit Market again opened for business, but their grocery section had to remain closed.

In 1980, the four corners was expropriated for the widening of the roads and the Longo's moved to 7085 Goreway Drive that year, where they had 6,500 sq. ft. (592 m²) of retail floor space. The new market was opened by Mayor Hazel McCallion.



▲ Mayor Hazel McCallion joins Longos, Gus, Tom and Joe Sr., at Store Opening, 1980

According to Tommy's son, Anthony, who is the president and CEO, "We're fresh food merchants. That's what we do and that's what we do best." Tommy recalls the words of his father, Antonino, which form the basis of the family's approach in doing business, "Don't try to fool the people, because you only fool yourself. Make sure you give the people what they're paying for." This advice translated into a retail food experience that the growth of the business was founded on, known as, "The Longo Way."

In November 2005, the three brothers were made lifetime members of the Canadian Federation of Independent Grocers (CFIG), the CFIG's highest achievement. This award, presented by CFIG President John F. T. Scott, is in recognition for a thriving business success.

In 2006, the family-oriented enterprise, Longo's, celebrates 50 years of being in business and serving the public. There are ten founders' children actively involved in the business and four are third generation.



▲ Longo's 50th Anniversary

Longo Brothers Fruit Market Inc. is now heralded as the fourth largest supermarket chain in the Greater Toronto Area behind the three major food chains, Loblaw's, Dominion and Sobeys. Longo's now has three other locations in Mississauga out of 14 stores, Winston Churchill Blvd. at Laird, Ponytrail and Rathburn, Glen Erin Drive at Thomas Street, as well as the Head Office at 3767 Nashua Drive.



▲ Gus, Joey, Joe Sr.,
Tom and Anthony,
2003

Joe Sr., Gus and ▶
Tom Longo

(Photos courtesy of Longo's)





◀ Longo's Malton
Fruit Market, 2006
(Kathleen A. Hicks)

▲ Grand Opening of Winston Churchill
Store Opening with Mayor Hazel
McCallion

Road Controversy - 1968

In September 1968, Malton residents got their backs up over the Department of Highways' (DHO) announcement of an expressway that would "plow" through the center of Malton's four corners. A meeting was held on September 26th in the Malton Community Hall with over 300 people attending to express their objections vehemently. The Highway reps had requested approval from the Mississauga council for this route. The council's response was that a meeting would have to be held with the DHO and other interested agencies. Mississauga Planning Department's Douglas Billet, said, "The Town had no warning of the plan. It was just imposed upon us from above."



▲ Malton's Four Corners (The Mississauga Times)



THE *SOUTH PEEL WEEKLY* STATED, "THE PROPOSED Belfield Expressway would take a path 150 feet (45 m) wide through Malton, smashing through 50 homes, Our Lady of the Airwaves Separate School, and the only two community parks in the area."

The residents had already bombarded Peel North MPP William Davis and Mississauga Mayor Robert Speck with their letters of protest. They also formed a Westwood Ratepayers Group.

Ward 5 councillor Frank McKechnie stated at the meeting that, "The expressway is designed to provide high speed access from Highway 27 in Rexdale, through Malton to Brampton and Georgetown." He announced that as a resident of Malton, he opposed the plan. "Even if Mississauga Council votes against the plan, the DHO could still go ahead with it. The only thing that can stop them is public opinion. If there are enough people against the plan they probably won't go ahead with it."

The expressway plan had first been announced in 1965 and disappeared until three possible routes were sent to Mississauga council. The other two routes included a tunnel under part of the Pearson Airport's runways and the other would bypass Malton. Council was in favour of the route that would tunnel under the runways, but airport officials were not.

When the Department of Highways Ontario did a study, the reps reported back that the Department of Transport airport authorities did not want any tunneling done because of electrical equipment. The department was not in favour of going around Malton because it would add extensively to the distance of the highway and extra expense.

At a meeting on October 17th, with Peel North MPP William Davis, Reeve Chic Murray and Councillor Frank McKechnie present, the residents voted to oppose the plan and decided to form another Ratepayers Association to join with other Associations in Ward 5. They requested another meeting within two weeks that would include representatives of Mississauga council and federal and provincial governments present.

On October 16th, 150 residents gathered at Malton Machinists Hall to listen to the Belfield Expressway committee. Harold Shroud told the group, "This project is not in the DHO schedule for this year. At this point it is only a proposal that may take five to 10 years to be implemented." He added that if after the meetings, it was the only route possible, they would secure a bill of intent from the government and start buying land, which would increase in value if it was zoned commercial or industrial.

MPP William Davis made an appearance and promised the irate Maltonians if further meetings were required, he would arrange them.



Ward 5 Councillor Frank McKechnie and Reeve Chic Murray assured the ratepayers that council stood firmly behind their cause. Council had sent a resolution to Queen's Park the week before, stating that the town was "definitely opposed" to the Belfield Expressway route.

◀ **Malton's Four Corners**
(Photos from the Malton Pilot)

By December, it was resolved that the expressway would be elevated above the village of Malton. Mississauga town engineer, Bill Anderson, had met with Department of Highways' officials to decide upon an alternative route.

Expropriation Rears Head in Malton Area over Expressway Plan

Malton residents are up in arms as "expropriation" reared its ugly head last week in connection with the Department of Highway's proposed expressway route through the community.

"My phone was off the hook for three hours once news of the route reached Malton," said Ward Five Councillor Frank McKechnie. "I'm sure that if DHO tried hard enough, they could find an alternative route that would avoid expropriating all these people."

Mississauga Council resolved to have its County Council representatives meet with "other relevant government agencies" to discuss the DHO proposal.

But McKechnie is not satisfied. "I can see no reason why any other government agency needs to be called in," he said. "This proposal is strictly between the DHO and the town."

To put in the proposed route, McKechnie estimates that the cost of expropriating alone will run the DHO about \$2 million. The great swath would also travel through the only two parks in the area - Victory and Orenda Parks. At Orenda Park - now Wildwood Park - the expressway splits the 72 acres (28.8 ha) in two, running close by the new Malton Arena.

"They (DHO) can pay us for the land they use," McKechnie noted. "But when they talk of destroying two of the aesthetic parts of the community, there's got to be another way."

The expressway would necessitate expropriating about 50 houses, 50 vacant lots, the Our Lady of the Airways Separate School and a few stores.

DHO is asking the town for approval in principle in order to go ahead with detailed plans for the route.

Port Credit Weekly
September 18, 1968

The Gas Explosion - 1969

ON SATURDAY, OCTOBER 25, 1969, AT 2:55 p.m. Malton experienced a drastic natural-gas pipeline explosion that disrupted business in the area for weeks. Several original buildings, such as the former post office building, the Avronian Restaurant owned by George Lew, Langford's Variety, Malton Hardware and Baker's Lumber outlet, were blown apart and the business district on the northwest corner of Airport Road and Derry Road East was obliterated. Nearly 50 parked cars were destroyed and 18 families, who lived in apartments above the stores, were homeless. Electricity was disrupted and caused the four corners to be shrouded in darkness until the hydro was restored 24 hours later.

People rushed from their houses and places of business to investigate the loud disruption to their day. They filled the sidewalks and streets in bedlam, rushing towards the fire, as the atmosphere was disrupted by a deafening roar and the wail of emergency vehicles' sirens. Only the intense heat stopped the onslaught of curiosity seekers, as the firemen and police had not yet set up blockades.



◀ Fire Chief Joe Miller
on Duty



The first explosion killed 75-year-old Jean Perigo instantly and injured 20 other people. The Mississauga Fire Department was called and fire departments from other communities, such as Brampton, Orangeville and Etobicoke, converged on the scene to give the Malton Volunteer Fire Brigade, headed up by Captain Frank Snow, and Mississauga Firefighters assistance. The noise of the escaping gas from the pipe lines was so deafening, the firefighters had to plug their ears with cotton to protect their ear drums. The gas-fueled fire prevented them from getting close enough to fight the flames, so they concentrated on preventing it from spreading. Flames shot 150 feet (45 m) in the air and the firemen were kept on the fringe of the blaze. Mississauga Fire Chief Joe Miller said he estimated the heat to be around 1,500 degrees Fahrenheit. The *Toronto Telegram* reported, "The two broken pipelines



▲ Jean Perigo
(Doug Lewis)



(Photos courtesy of The Mississauga News)

spewed fire like a giant flamethrower for about four hours before Consumer's Gas workmen got the gas shut off." At the height of the blaze, observers declared that the sound of escaping gas was deafening. The fire raged until 7:15 p.m.

By early evening, the area was evacuated because of the concern of more explosions. Over 350 families were involved and they weren't allowed to return until close to midnight. Organizations that lend a hand in emergencies, the Red Cross, Salvation Army and St. John Ambulance, were soon giving help and aid in their usual comforting

way, along with Mississauga and Toronto Police, OPP and RCMP officers, who directed traffic and kept an eye out for looters. By the time the firefighters suppressed the blaze, more than two dozen business establishments were demolished: Councillor Frank McKechnie's real estate office was damaged by smoke and water; the Pool Hall was shattered; homes were levelled; cars were reduced to charred ruins, others over 200 yards (183 m) away received paint blisters. Miraculously, Mrs. Perigo, who had purchased the property in 1939, was the only casualty, and she was later found dead in her basement. Ironically, she had had the gas in her house turned off years earlier because she was afraid of it.

The Monday *Toronto Star's* headlines and story read "Malton 'Blew Up' Mayor Demands Investigation. Mississauga Mayor Robert Speck has demanded a provincial investigation of natural gas safety measures as a result of the blast Saturday which destroyed most of the business district of the Village of Malton, northwest of Metro. One woman was killed and 60 injured." Other headlines went like this, "Blast Like Plane Crash" *Toronto Telegram*. At first, many people thought a plane had crashed at the four corners. "It was Like a Blast Furnace Mississauga Skies Aflame" the *South Peel Weekly*; "Mississauga Wants Malton Declared a Disaster Area" *Mississauga Review*. Mayor Speck requested that the Ontario government declare Malton a disaster area so the community could receive financial assistance.

Two houses, 12 apartments, 17 businesses and 49 cars had been destroyed. Fire Chief Joe Miller estimated the damage at \$1,500,000.

The explosion was investigated by the province's Department of Energy and Resources, Mississauga Police and Fire Departments and the Ontario Fire Marshall's Office. The investigation revealed that "a gas pipeline, buried 44 inches (110 cm) below the ground in front of a small shopping area at Derry and Airport Roads, snapped and a spark from steel striking a buried rock, ignited the gas." The energy minister, George Kerr, said the cause was credited to a break in a 12 inch (30 cm) gas line coupling and the explosion was caused by the recent construction in the area of new sewers, laying of the road, paving and curbing activities. Earth was shifted near the new gas lines, a coupling was jarred and separated and a leak developed that instigated the explosion. He said, "I hope this study will recommend

new safety measures and installation procedures to update the present code on gas-line safety." The results led to the gas company having to upgrade its field inspections and emergency procedures. An inquest was also held into Jean Perigo's death. It was also discovered that many of the businesses were under-insured. Their fire insurance would only cover about 50 per cent of their value. It was estimated that there would be 200 claims filed. The apartment dwellers were hardest hit as they had no insurance.

A Malton Disaster Fund was started by some Malton residents and Mayor Speck was presented with a \$1,000 cheque in November from J. O. Filkin, past international director of Lions International. When the fund hit the \$2,000 mark, the government was going to give an equal amount. Mayor Speck said that the town's general committee should meet with the people handling the Disaster Fund before meeting with the provincial government, to see how the funds should be dispersed. The main concern was the relocation of the 28 families that had been burned out by the fire. It was said at the time that "Malton resembled a blackout during wartime."

Following the devastation of Malton's four corners, reconstruction took place over a ten year period at a cost of \$6.5 million.



▲ Malton's Four Corners, South side

This was not the first such incident and it would not be the last. On February 28, 1961, a truck carrying aviation gasoline exploded in the village damaging some homes and injuring two people. The Malton, Cooksville and Orenda Engines firefighters came to fight the blaze. After this 1969 disaster, on November 10, 1979, Maltonians were affected by the Mississauga train derailment. The people of Malton were not evacuated as the rest of Mississauga was, but it became a refuge for hundreds of families who had to leave the safety of their homes for uncertainty. On November 17, 1982, an explosion occurred

at Caravelle Foods when contractors started up a gas heater unit. With the build up of gas, a flash fire ignited and a worker, Max Rolph, received second degree burns to his hands and face. He was carried from the building by co-workers, Barry Looby and Arthur Hayley, before a second explosion occurred and leveled the room, rocking the plant. The walls collapsed and the roof fell in. The Mississauga Firefighters spent nine hours before containing the fire. The damage was estimated at \$150,000.



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(Dianne Beedham)

▲ Malton's Four Corners, Looking North, 2006 (Kathleen A. Hicks)

The Malton Papers - 1969

IN DECEMBER 1969, A SMALL PAPER CALLED *The Malton Pilot* was launched to bring the local news to the village community. For the first two years, it also included a few pages on Caledon, which highlighted historical data. The paper was published every Thursday by Pilot Publishing, 7042A Airport Road, with Ross Charles as editor and publisher, Robert Bourque, news editor, A. F. Charles, business administrator, Bill Steenweld, products manager, Ray McLaughlin, advertising manager and Rick Clarke, representative. Pilot Publishing also published *The North Peel Reporter*, *The Peel Malton Citizen* and *This Weekend*.

The Pilot was very informative and community-minded, covering all aspects of life in the Malton area. There were items on the Malton Ratepayers Association, Boy Scouts, The Royal Legion Branch #528, the Malton Festival, Santa Claus Parade, the Library, the new addition to the Westwood Mall, and political coverage on Councillor Frank McKechnie, Ron Searle being elected mayor in 1976, Lou Parson being appointed for a second term as chairman of the Region of Peel in January 1977, the January snowstorm of 1977, and controversies such as the ratepayers attempt at getting McKechnie out of office, the Westwood students having a walk-out in April 1977, and the parking issue at Westwood Mall.

THE MALTON PILOT
A weekly newspaper published every Thursday by
OFFSET PRODUCTIONS LIMITED

M. Fenton, President & Publisher
Robert Bourque, Editor
Edi Saulig, Advertising Mgr.
Peter Watt, Photo Production

Designed to give maximum coverage to a lucrative market, distributed by carriers to households as well as local stores.

THE MALTON PILOT is the only weekly, community newspaper serving all of Malton, and surrounding area.

Local office located in Westwood Mall Shopping Centre, 7205 Goreway Drive, Malton. 676-1955 or 676-1956.

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▲ Malton Pilot Editorial Page, 1977

In January 1977, an editorial announced that *The Pilot* was going to have a jump in circulation and be published earlier, so people would get their paper during the day instead of in the evening. Also, free papers would be distributed to many homes to arouse people's interest in the paper and a hope of boosting circulation. It was now being published by Offset Productions Limited and the president and publisher was M. Fenton, editor, Robert Bourque, advertising manager, Edi Saulig, and photo production, Peter Watt. It also had been relocated to the Westwood Shopping Mall at 7205 Goreway Drive. Malty became *The Pilot's* mascot and cartoons were drawn up by Tom Hutchinson.

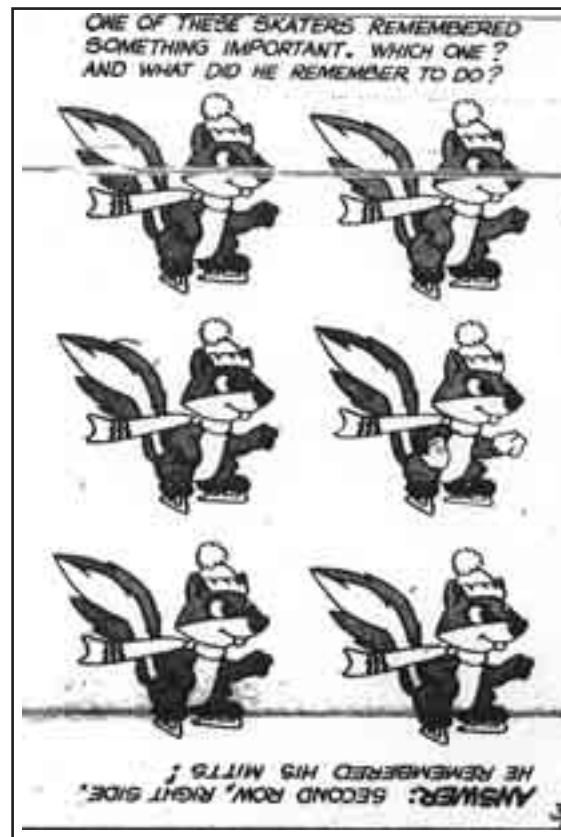
In March 1977, *The Pilot* management was putting “Save The Pilot” items in the paper. The distress call didn’t work and the last publication was out the end of April.

Malton had an earlier paper than *The Pilot*. It was called *The Malton Times* and it first came out on February 5, 1944, with Angus F. Garbutt as editor and Gordon Foster, associate editor. It was distributed every first and third weekend of the month and it could not be determined how long it lasted. Three other papers also served the Malton area in the 1970s, *The Malton Courier*, *The Malton Mercury* and *The Malton Messenger*. *The Malton Courier*, published by Robert Bourque and Edi Saulig, was launched in December 1973

and lasted only a year. *The Malton Mercury* debuted May 12, 1977, after *The Pilot* folded, with Robert Bourque as editor, Edi Saulig, advertising and Peter Watt, photo production, and it also only lasted a short time. *The Malton Messenger* came out the first week of July 1979. The 18-page publication was published on Wednesdays by the Vaughan Courier Limited at 7205 Goreway Drive, Unit K2, Westwood Mall. The publisher was Ralph Lampe, editor, Robert Bourque and Chris Belfry, sales. Robert Bourque was on all four of the Malton papers. Only a few papers have been preserved on the Mississauga Central Library’s microfilm. The last paper on microfilm is dated November 12, 1980.



▲ Malton Mercury Editorial Page



▲ Malton Pilot Contest



▲ Malty Cartoons
 (Tom Hutchinson)

Twister Cyclone Plows through Malton - 1970

On Sunday, August 29, 1970, Malton suffered the worst storm since Hurricane Hazel in 1954. The 70-mile-an-hour (116 km) wind that headed up the storm came by way of a wall of water swirling like a cyclone in the early evening. At 6:45 p.m., the 27,600 volt power line from Ontario Hydro to the Orlando Substation was knocked out, which immediately caused the Toronto International Airport to be deprived of electricity.

The Aero Inn was the first to receive damage as the twister swirled through the industrial area. Its roof was lifted off, flew southeast and landed in pieces to cover several hundred yards (metres). The Cara Inn, which was under construction at the corner of Airport Road and American Drive was next in the line of the storm. A giant crane that was mounted on the railroad tracks beside the partially built concrete structure was lifted and wrapped over the fifth floor of the building. The recently poured floor that was curing in its plywood form was so damaged an official of Orlando Realty Corporation, the Airport Industrial Park developers, said the top floor would have to be started over.



▲ Damaged Aero Inn

THE J. B. REID INDUSTRIAL SALES LIMITED BUILDING WAS hit by flying debris from the Cara Inn, which smashed the front office windows, sending broken glass to embed itself in the opposite wall. The suction of the fierce wind knocked down the back wall, damaging four trucks and a car. The damage was later estimated at \$50,000. At the airport, a DC-3 “Arctic Seven” vintage plane that was going to be utilized for an “around the world flight” on November 8th was knocked from its chocks that held it in place and hit the side of the hangar and flipped upside down. It was a total writeoff, but according to David Harris, the owner-producer, who was to travel with his film crew, said, “It was fully insured and it will be replaced in time for our global-girding flight.” Two helicopters were knocked around enough to badly damage the rotors.

Trees were sliced down by flying sheets of aluminum sailing through the air. One observer commented, "It's a miracle no one was around at that time. That debris would have been like shrapnel." A three-quarter-ton truck in the Champion Motor Graders parking lot was blown several feet sideways, amazing one of the employees as he was mopping up the place.

Hydro Mississauga was quickly on the scene, replacing downed poles, shoring up the splintered ones and by 9:00 p.m. some hydro was back on at the airport with industrial and residential coming on at 10:00 p.m.

Over 3,000 passengers were stranded at the air terminal, while airplanes in flight were directed to other airports, inconveniencing another 1,000 travellers. Service at the airport was not fully restored until noon on Monday.

In the aftermath, John Pollard, Metro Emergency Measures Organization Commissioner, estimated the Mississauga and Etobicoke damage to be over \$1 million.



▲ DC-3 "Arctic Seven" Vintage Plane



▲ Cara Inn Damaged



(Photos from the Mississauga Times)

The Westwood Mall - 1971

The first plaza in Malton was the 209,000 sq. ft. (19,414 m²) Westwood Mall, which opened in 1971 with 59 stores. Lorne Park Shopping Mall was the first mall in Toronto Township in 1948, followed by Applewood Acres Shopping Centre in 1955.

The Shopping Centre was built by Dalewood Investments, which was owned by three brothers, Norm, Sam and Joe Black. The first manager was Joe Black's son, Tevy. It had a 27,665 sq. ft. (2570 m²) Miracle Mart on the south end and a 64,000 sq. ft. (6,000 m²) Towers store on the other with 65 other stores and outlets, including a Sayvette Department Store. The Fireside Theatre, which had a 16-mm screen was a pleasant addition.

In 1975, plans were made to expand Westwood Shopping Mall to 90 stores with 76,000 sq. ft. (7,000 m²) of extra retail space on the north side, which would include a new 36,000 sq. ft. (3,300 m²) Miracle Food Mart.



▲ Westwood Mall Architectural Sketch

THE FORMER MIRACLE MART LOCATION WOULD BECOME A Food City Supermarket outlet. The remaining 40,000 sq. ft. (3,700 m²) would be occupied by a 10,000 sq. ft. (900 m²) Gourmet Fair Restaurant, a 5,000 sq. ft. (460 m²) hardware, Radio Shack, a Canadian Imperial Bank of Commerce, ladies and menswear stores, an arcade area and other outlets. The Fireside Theatre was also being renovated to include a 35-mm screen and would bring a wider variety of up-to-date movies. The Fireside manager, Moe Shadlyn, the brother-in-law of the owners, promised that the theatre would provide a



Fireside
Theatre's
Moe Shadlyn ►



◀ Westwood Mall with Sayvettes,
1971

(Photos courtesy of The Malton Pilot)



▲ Westwood Police Office Opening, February, 1997

quieter, more relaxing atmosphere for everyone's viewing pleasure. The price per show at this time was \$3 for adults, \$1 for seniors, and children under 12, \$1.50, with Saturday matinees only 50¢. The parking lot was also to be extended to accommodate 3,000 cars. The extension was hoped to be completed and opened by October 15th; however, by September the construction had slowed immensely and by the 16th, manager Stephen Black announced that construction was now in full swing and would continue unabated throughout the winter with the prospect of a spring opening.

The final stage of extensions was carried out in 1977 and completed in November. The Mall now covered 370,000 sq. ft. (34,400 m²).

Many interesting annual events are held at the mall, such as four sidewalk sales, a job fair, health fair, craft show, Registration & Information Week, where people can register for local sports clubs and obtain pertinent information, four blood banks, with Santa Claus and a gift wrapping booth at Christmas.

The Fireside Theatre was closed in 1984, which allowed for a 15,230 sq. ft. (1,400 m²) food court to be added. There is a party room in the food court available for rent. On Saturdays, there are free crafts for children as well as the Kids' Club that once a child signs up, he or she receives four newsletters a year, which announces the

free shows put on every couple of months. A new club for children is the Early Years Club for pre-schoolers, which meets in the Party Room every Thursday. There is also the Preferred Shoppers Club, which allows members free discounts in many stores, free gifts, contests and special sales.

Over the years, Westwood Mall has sponsored many local baseball, soccer and hockey teams.

The Westwood Mall at 7205 Goreway Drive celebrates 35 years in 2006. Josephine Kwan Tan has been manager since June 1987.



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◀ Westwood Mall, and Sign, 2006
(Kathleen A. Hicks)

The Malton Ratepayers Association - 1971

The Malton Ratepayers Association (MRA) was founded in 1971 with Harold Storey as president. The association was formed to deal with the Malton residents' community issues.

The first annual general meeting of the MRA was held on Thursday, February 22, 1973, at the Westwood Secondary School auditorium. The 1972 president, Al Brierly, was not seeking re-election, but said he would run as a member-at-large, so the former president Harold Storey was seeking re-election and became the 1973 president.

One of the topics in contention was the recent controversy over the MRA executive's trying to get Councillor Frank McKechnie to resign. They were not successful, but the McKechnie supporters within the association were out to give strong opposition if the executive sought a second term.



▲ The Malton Festival, 1995

(Photos courtesy of The Malton Residents Association)

THE MRA EXECUTIVE WAS DISTURBED ABOUT McKECHNIE and the town of Mississauga for not being more supportive towards the Westwood housing controversy. So they used the Malton Community Project (MCP) group, whose offices were at the Westwood Mall, as a political football, saying the MCP did not discuss getting a Learning Initiative Program grant from the federal government with their members or the public and they should give it back. The MCP organizes activities for the seniors and youth of Malton.

When the 1976 annual general meeting of the MRA rolled around on June 8th, Dave Robinson, who had received a recognition certificate from the City of Mississauga in April, was at the helm as president. He was also chairman of the Mississauga Condominium Development Committee, which was organized in 1972. The honour was for the volunteer work he took on in the absence of Councillor Frank McKechnie, who was convalescing from a heart attack the previous year.

This was Dave's last year as MRA president and he was supporting Bob Mason to take on the position. Bob was the charter president of the Malton Jaycees and at this time was a member of the Advisory Board Cable 10 TV, an executive member of the Malton Community School and the Malport Resistance Group. The MRA eventually was dissolved - the year could not be determined.

The Malton Residents Association (MRA) was formed on November 4, 1992, out of an initiative of the Malton PATCH (a Planned Approach to Community Health) and the group was incorporated in 1994. The members approved a new constitution and Eric Van Riesen became the first president. The MRA's mandate was to take on issues affecting the Malton residents. The MRA's main objectives were: to promote and develop a general sense of community; to maintain and promote



▲ Eric Van Riesen, Stephen Roberts, Doug McRonney and Councillor Frank McKechnie

the quality of life in Malton; to encourage participation by the residents; to collect and collate information from the residents in respect to their concerns, problems and needs; to work with the Region of Peel and the City of Mississauga in resolving issues that affect the community and residents as a whole. A few of the major concerns at this time were the proposed road that would connect Morning Star Drive to Hwy. 427, the expansion of Airport Road and the health and safety issues of the residents.

Eric Van Riesen resigned as president at the general meeting in June 1996, because he was leaving the area. Douglas McRonney, who had been the secretary, was elected president.

Since its inception, the Malton Residents Association has spearheaded several projects in the Malton community, which include pushing for a bridge across Hwy. 427 at Morning Star Drive, getting a Community Police

Station set up in Westwood Mall, and establishing the Malton Environmental Stewardship Project at eight action sites that deals with environmental issues through the schools, businesses, organizations and residents.

In 2006, Doug McRonney is still president and he shares the responsibility of secretary/treasurer with vice president Stephen Roberts, who is also in charge of communications.



▲ Doug McRonney
(The Mississauga News)



◀ The MRA Clean up the Mimico Creek, 2000

The International Centre - 1972

THE INTERNATIONAL CENTRE HAD ITS grand opening on January 8, 1972, at 6900 Airport Road. The building it is housed in has quite a history in Malton. It was originally part of the A.V. Roe Canada Limited conglomerate that had several plants east and west of Airport Road. Then de Havilland Aircraft of Canada, the oldest aircraft builder in the country, having been founded on March 5, 1928, purchased the building in July 1962.



▲ The International Centre
and Sign, 2006
(Dianne Beedham)



▲ Malton De Havilland Plant - the
first set of wings is on its way to
California, 1962
Inset: Sir Geoffrey de Havilland
(Bombardier)

Sir Geoffrey de Havilland, who was knighted in 1944, founded the British company in England in 1920. Its Malton aircraft plant produced the wings, rear fuselages and empennages for DC-9 Jetliners. In 1966, de Havilland became part of the Hawker-Siddeley Aviation. Then de Havilland sold the 34 acre (13.5 ha) property in 1971 and the business was moved to the Downsview plant. de Havilland became Boeing in 1986 and Bombardier Aerospace in 1992.

A group of private investors, purchased the former de Havilland plant, but they really did not know what they were going to do with it. A brainstorming session brought forth the idea to establish a major multi-purpose facility in Malton. So in the fall of 1971, the building was converted within nine weeks into one of Canada's largest privately owned trade and consumer show facilities. The 260,000 sq. ft. (24,000 m²) plant would become a service mall and office complex. The extent of the \$20 million project would form the nucleus of eight

buildings totalling 700,000 sq. ft. (65,000 m²), which would provide light industrial and commercial spaces.

The first trade show to be held at the newly established International Centre was the Canadian Home Furnishing Market at the opening. It was produced by the Quebec Furniture Manufacturers Association (QFMA) on January 8 thru 12, 1972, with 80 participating exhibitors displaying their wares in Hall I. The QFMA still hold their shows at the Centre, only after 34 years, they have over 400 participants who utilize the entire facility. The show is now ranked as the third largest tradeshow in Canada.



▲ Motion '77

Another event that became quite popular with time was the Custom Vehicle Show. By the fifth annual Custom Vehicle Show on May 11-13, 1977, people really had made it a popular event. It was called "Motion '77" and was hosted by Tackmen Car Club of Georgetown. It had hot rods,

stock cars, racing boats, antique cars and custom-built vans. Dizzy Dean Murray was the show's producer.

Oktoberfest 1974 was held at the International Centre on the weekend of September 28 and 29, 1974. There were 11,000 people out for this marvelous event of camaraderie, fun, laughter and dancing. The chairman of the event, Aksel Rinck, commented on its being a "psychological safety valve." He said that the hype of the festival being an orgy of beer, bratwurst and frauleins was not the original intent. It was to celebrate the anniversary of the marriage of the Crown Prince of Bavaria and Princess Therese of Saxe-Hildburghausen.



▲ Oktoberfest, 1974 (Photos from the Malton Pilot)

Over the years, the number of trade and consumer shows has grown immensely, covering every aspect of interest from toys to travelling, cars to computers. To meet the needs of the growing trade and consumer show business a number of expansions were required that increased the centre to one million square feet (93,000 m²). The last expansion was in 2002, which was the renovation of the Aviation Ballroom. It opened to rave reviews in May. Also Hall 5, known as Arrow Hall, was expanded from 65,000 sq. ft. (6,000 m²) to 100,000 (9,290 m²).

Business has been brisk so much so that by 2006, more than 200 shows are held annually, as well as concerts, corporate, cultural and special events.



St. Mark's Presbyterian Church - 1972

The congregation of St. Mark's Presbyterian Church was formed in early 1972, thanks to the efforts of Reverend Calvin Elder, church extension director of the Presbyterian Church in Canada.

At a meeting of the Presbytery of Brampton on January 18, 1972, it was decided to once again establish a Presbyterian congregation in Malton. The members also requested of the Board of World Mission to appoint a minister and find a location for worship services. On March 1st, Reverend Frank Slavik was appointed as church extension minister of Malton. The first worship service took place at Lancaster Senior Public School, 7425 Netherwood Road, on Palm Sunday, March 26, 1972.

As the weeks passed, the worship services were well attended and a strong, dedicated congregation emerged. A Sunday school, senior and junior choirs and womens' groups were established.

At a meeting of the Presbytery of Brampton Business Committee and Church Extension Committee held on September 12, 1972, it was decided to have the congregation formally erected. On October 22, 1972, at the Worship Service, St. Mark's congregation was officially established with 74 charter members, and was blessed by Reverend Slavik, who was the minister until 1977.



▲ St. Mark's Building Committee

THE BOARD OF WORLD MISSION OF THE PRESBYTERIAN Church, Toronto, purchased a site on Darcel Avenue in 1973 for a church. On May 26th, a church sign, designating the location of the future church, was unveiled with Rev. Slavik, Rev. Elder and Councillor Frank McKechnie in attendance. A building programme was put in place in 1974 with a planning and building committee to carry out the fund-raising. The first financial assistance came by way of a \$10,000 cheque from the Presbytery of Brampton. The Lending Fund of the Presbyterian Church in Canada arranged a 10-year-interest-free loan and the Presbyterian Church's Building Corporation also secured a \$60,000 bank loan.

A sod turning ceremony was celebrated on October 13, 1974, with the children of the Sunday school handling the shovels, while the congregation looked on. The church was constructed throughout the winter months for \$130,000 and it was dedicated by the happy congregation on March 23, 1975. At this time the church's membership stood at 141 persons, with an enrollment of 120 children in the



▲ St. Mark's Sign for Construction

(Photos From St. Mark's Booklet)

Sunday school. There was a board of managers, under the direction of chairman Ian Bain, junior, intermediate and senior choirs, a weekday Bible class and a Women's Association.

Since its inception, St. Mark's Presbyterian Church congregation has grown in cultural and ethnic diversity along with the Malton community and represents 23 different nations. The Sunday school, which offers classes for ages seven through 12, continues to thrive. Music is an integral part of the church's worship services and senior, intermediate and children's choirs participate in the Sunday services. The Women's Association sponsor an annual Holly Tea and participate in the Westwood Mall's Craft Sale. The St. Mark's Young Society meet bi-weekly and its members enthusiastically participate in the Malton Environmental Stewardship Project. Some of the annual events held by St. Mark's are: a Caribbean Night, Yard Sale, Talent Night, Pancake Breakfast, Good Friday Brunch and Vacation Bible Camp. The church celebrated its 25th anniversary in 1997, when Reverend Kathy Brownlee became the minister, and the 30th in 2002.

In 2006, St. Mark's Presbyterian Church, located at 7366 Darcel Avenue, still has Rev. Brownlee in charge with a congregation of 126 members.



▲ St. Mark's Sod Turning



▲ St. Mark's Presbyterian Church and Sign, 2006

(Stephen Wahl)

Carole Berry - 1972

Carole Berry came to reside in Malton in 1972 with her husband, Richard, who was completing his Ph. D. at York University to become a clinical psychologist. Carole had immigrated from London, England, as a teenager, while Richard grew up in northern Ontario. They felt that a small town like Malton would be a great place to raise their future family. Carole was working in the Jane-Finch area as an executive director of Youth Clinical Services. By 1975, they had been blessed with two daughters, Susan and Andrea.

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While she raised her children, Carole got involved in her community on a volunteer basis by helping out as volunteer coordinator at the Victory Hall for the Friday night drop-in for teenagers. Being adept at organizational development and fund-raising, she became the first permanent staff member for the Malton Community Council (MCC) in 1975, which dealt with multicultural awareness, newcomer settlement and anti-racism. Carole initiated many programs for the Council with the support of Councillor Frank McKechnie. The organization, renamed Malton Neighborhood Services (MNS), expanded from one person on staff to over 100 by 1995, when Carole resigned as executive director.



▲ Richard, Susan, Carole and Andrea Berry, 1981

AFTER HER STINT WITH MNS, SHE RETURNED TO YORK University to earn a degree in religious studies and became a lay chaplain with the Unitarian Congregation of South Peel. As a chaplain, she conducts weddings, memorials and dedication services.

Over the years, Carole continually educated herself and has received many certificates in several fields: an addiction Counsellor Diploma from George Brown College, 1969-1971; Intercultural Communications Certificate, Sheridan College, 1986-1988; Helping Adults Learn Certificate, Sheridan College, 1989; Human Resources Certificate, Ryerson University; Certificate in Management Studies,

Queen's University, 1993; Voluntary Sector Management Certificate, Schulich School of Business, 1994-1995; and a B. A. Religious Studies Certificate, York University, 2002.

Carole enjoys working with people and while on staff with the MCC, she was quite involved in the Malton Festival. Carole says, "The Malton Festival was a visible activity, held each May, which involved



▲ Promoting Malton Festival with TV Host Jim Kaakee, 1982

schools, churches, the Malton Library, community organizations and local businesses. Many Maltonians will recall the annual bike rally, Run-for-Fun and theatre program, which featured performers of all ages and talents. My good friends, Maureen Bunt, who was a teacher at Ridgewood Public School, Joyce Bedford, who was the chief librarian at Malton Library, and Mary Johnston, were the inspiration for promotion of pride in Malton and its multicultural population."

Another activity of interest to Carole was television and she produced and hosted a TV show called "*Malton Mosaic*" on Rogers Cable 10, which she did for over 15 years. Her shows promoted the Malton community and the people who made it an exceptional place. Some shows were taped at Westwood Mall and local schools. One



▲ Carole Berry, 1987

memorable show was about Wendy Murphy, who at 18 was the victim of a drunk driving accident that paralyzed her. This interview brought many accolades to Carole for the sensitive way in which she handled the discussion on Wendy's adjustment to a paraplegic lifestyle.

In 2000, Carole was hired as executive director of the Mississauga Garden Council, which has offices at 1447 Burnhamthorpe Road West. She was responsible for organizational development, volunteer coordination and fund-raising for the Riverwood estate that would be opened as a public garden in 2006. She held this position for four years.



▲ Senior Asian Award, 1990, with Mayor Hazel McCallion, Frank McKechnie and Richard

Carole has received many awards for her volunteer efforts: 1979, Malton Seventh-Day Adventist Church; 1983, Roger's Cable; 1990, Senior Asian Association; 1990, Malton Black Development Association; 1993, named by the Jaycees as one of three Outstanding Young Citizens in Ontario; 1995, City of Mississauga; 1995, Gurbax Malhi, M.P.; 2003, the Queen's Golden Jubilee Award.



▲ Rogers Mosaic TV Show, 1981



◀ Rideau Hall with
Governor General Ed
Schreyer, 1983

The Berry Family, 2005 ▶

(Photos courtesy of Carole Berry)

Reflecting on her years in Malton, Carole believes the multicultural diversity, community involvement and the positive working class values gave her family a genuine appreciation of life and a commitment to social justice. The fun of events, such as the Malton Festival bed race with her friends racing a converted gurney, are vivid memories as are the many friendships she developed over the years.



▲ The 1980 Malton Festival Bed Race: Jim McIntyre, Sean Yeates, Dick Berry and Reg Bunt



Joanne Chapman School of Dance - 1973

IN 1973, 17-YEAR-OLD, JOANNE CHAPMAN, the daughter of Avis and Ernie Chapman, started her own dance school in the basement of her parents' home on Dunrankin Drive with 27 pupils. Her mother managed the studio for her. Joanne had started dancing at age ten at the Jeanette Foley School of Dance. Two years later, she went to the Brian Foley Dance Studio in Weston. She excelled in the extra curricular activity and knew she wanted to pursue teaching as a career.

Joanne had attended Dunrankin Drive Public School and Lancaster Senior Public School and graduated from Westwood Secondary School in 1976. She has two younger siblings, Kim and Mark. During the summers, Joanne worked at the Canadian National Exhibition as a security guard at the grandstand. Besides dancing, she also enjoys sewing, cooking, designing and decorating.



▲ Miss Mississauga 1979

Within two years, the dancing school outgrew the basement studio and she utilized the community hall in Victory Park. The classes start in September and run to May and annual recitals are held in June. In 1977, she rented an industrial unit at 7270 Torbram Road. The popularity of her expertise in dance brought in more students until she added two more units to a total of 5,500 square feet (465 m²).

In September 1978, Joanne entered the Miss Mississauga Pageant, sponsored and run by *The Mississauga News*, to promote her dancing school. There were 15 contestants and the pageant was held on September 23rd at Anapilis Hall on Stavebank Road with Dave O'Brien as the master of ceremonies. Joanne's family was in attendance to witness this exciting event. When it was announced that she had won and was Miss Mississauga 1979, she was thunderstruck and gasped, "What - I won this?" It took her several days for the reality to sink in.

This achievement was extremely satisfying and throughout the following year as Miss Mississauga 1979, she thoroughly enjoyed the many functions she had to attend in this capacity, as well as several guest appearances on Cable 10 (now Rogers Television). Her many prizes were one of the perks. A few that she received were: the use of a 1979 Chrysler LeBaron for a year, a trip for two to the Bahamas, which she gave to her parents for their 25th anniversary, a portrait of herself and a 20-inch television, which she gave to her grandmother. The most exciting obligation, however, was representing Mississauga in the Miss Canada Pageant, which was held in the CFTO Studios in Toronto. It was a ten-day obligation until the actual pageant on

Monday, November 6th, which was televised and watched by over five million viewers. Even though she did not win or place in the top five, the experience was something she would never forget.

With her obligations to her school of dance, she was so extremely busy, she almost forfeited her crown after only a few weeks, because, working evenings, she couldn't always attend the many functions the pageant organizers requested.

Her year ended on September 19, 1979, when Miss Mississauga 1980, Kathy Vykysaly, was crowned. A highlight of the pageant was the former Miss Mississauga's band providing the music, Jacqui Robichaud & her Pot of Gold Orchestra.

Joanne married Barry Carroll in 1980 and they have two daughters, Dana, 1982, and Jessie, 1988. Barry, who was in the plumbing business, took over the management of the dance studio from Avis Chapman in 1985. With the assistance of two senior students, Cindy McFarlane and Sue Kelly, Joanne opened The Dance Factory in the Meadowvale United Church.

Joanne's school not only teaches the many dances, such as tap, ballet, jazz and acrobatics, but is enhanced with musicality skills, self-confidence, physical coordination and physical and mental fitness.



▲ Dana, Barry, Joanne and Jessie

The students also have the opportunity to compete in local, Canadian and American competitions. In 1990, they entered the Showstopper National Television Show and succeeded at being champions every year that they entered: 2005 featured winners in the 1st Overall Senior Duo/Trio, Brittany Bryant, Arris Perrone and Laura Ramsingh, and 3rd Overall Junior Duo/Trio, Chenise Mitchell and Brittani Fitzgerald, and the West Coast Dance Explosion Nationals in Las Vegas, where Nathan Espejo and Amanda Perrone shone, just to mention a few. Other regional and national awards include: Blake McGrath, Junior Mr. Dance of America, 1997, and Teen Mr. Dance of America, 1999; Jordan Cable, Teen Mr. Dance of America, 1997; Michelle Cleghorn, Teen Miss Dance of America, 2003; Joanne's daughter Dana was Dance Masters, Miss Dance of Canada, 2005; and Candace Holdford, Miss Dance of America, 2006. Many students have gone on to professional careers on Broadway, in movies, videos, commercials and performing on Cruise Ships. Others have gone on to teach and/or start their own dance studios.

Joanne and her students celebrated the Studio's 30-year anniversary in 2003. In 2005, she and Barry expanded their capabilities by moving the studio to a 10,000 square feet (930 m²) complex in Brampton with four large studios, change rooms and a homework area. She also opened a School of Dance in Bolton.

Joanne says that growing up in Malton and owning a business there for 32 years has given her a great appreciation for what an amazing city Mississauga is.

Dana and Joanne ▶

(Photos courtesy of Joanne Chapman Carroll)



Mississauga Transit in Malton - 1974

In August 1974, Mississauga Transit put a system of mini-bus fixed routes into effect in the Malton area.

The first count of ridership was 23,000 per month. Six months later it has risen to 80,000. It kept up this percentage topping out at 85,000 by 1976 and then Mississauga Transit executives and city council felt the need of a permanent bus depot.

The new Mississauga Transit facility with ten bus bays was opened with a ribbon cutting ceremony on Monday, August 8, 1977, at Westwood Mall. The Mall contributed \$50,000 towards the project. The terminal was large enough to accommodate the new articulated buses that the Transit System had augmented into its fleet. Attending the opening were Mayor Ron Searle, Councillor Frank McKechnie, Transit manager Ed Dowling and Mall manager, Stephen Black. Malton's population at this time was over 30,000 and it was estimated that 85,000 passengers used the transit monthly. This system continues to remain in effect.



▲ Mississauga Transit Buses in Malton

AN ARTICLE RUN IN *THE TORONTO STAR* ON OCTOBER 10, 1981, by Bob Mitchell reads: Malton. It's part of Mississauga, but you can't get there from here on the bus - or maybe it just seems like that. In fact, you can get to Etobicoke, Brampton or even downtown Toronto faster that you can get to places in Mississauga. Nearly 10,000 – almost one-third of Malton's 34,000 residents – take Mississauga Transit every weekday. The buses run on time. But travelling distances means passengers have to allow plenty of time to get to and from work. "About 12 years ago, we had about two buses



▲ Edward Dowling

serving Malton,” Mississauga Transit Manager Ed Dowling said, “But we’ve expanded the service over the years. We’ve just built an outdoor storage area in Malton for our buses.” The garage itself won’t mean quicker service, but Dowling says it’ll save money that might be used to speed up the buses. Even Councillor Frank McKechnie, who has represented the area for the past 33 years, agrees Malton has closer links to Etobicoke than it does to the soul of Mississauga. “There’s no question that we have an excellent bus service in Malton,” said McKechnie. “But it is speedier to get to the Etobicoke

Hospital than to Mississauga Hospital. But while Malton is isolated, it is also a small community and you can literally walk to most places so getting around Malton isn’t really a problem.” “We started out in 1974 with 25 buses and there are now 310 buses in the entire fleet,” said Dowling. “But Mississauga Transit is still a suburban transit system. We’re not the big city transit system like Toronto’s where people are used to waiting only five minutes for buses. Sure we get complaints, but not any more from Malton than we do from elsewhere.”



(Photos courtesy of the Mississauga Transit)

On January 27, 1992, a second transit office location opened in Malton, with an outdoor storage area. It was the first of its kind in North America and was capable of storing 100 buses. This outdoor storage area employed a method used in Sweden where buses are plugged in and kept warm by circulating ethylene glycol through heating pipes inside the bus. The engine is kept warm and the inside temperature of buses are kept well above freezing in the winter months.

The buses that are stored in Malton at 6780 Professional Court also serve the Dixie, Tomken and Derry Road routes and go to Islington Station.

Mississauga Transit now has 371 buses with approximately 680 bus operators. The number of passengers annually for 2004 was 27,358,351 and went up to 27,993,394 in 2005. For the Mississauga Transit’s history see “*Cooksville: Country to City*” pages 243-245.



▲ Westwood Mall Transit Location. 2006



▲ Professional Court Bus Storage, 2006

(Photos by Kathleen A. Hicks)

NEWS ITEM

Talks are underway between Mississauga town staff and Charterways Company, operators of the town's public transit system, to reshape the service.

Town manager, Dean Henderson, pressed for facts on the issue, said Monday that the company couldn't keep schedules going on the present "stop and demand" basis.

If the commission ratifies the contract deal Charterways has promised to buy new buses and improve the service.

"We are looking at Malton as well," Mr. Henderson said of the pending February 10 report on the service.

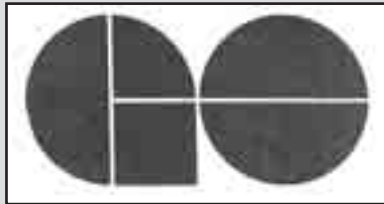
For several years, Malton area residents have been pressing for a public transit service in the area, backed by Ward 5 councillor Frank McKechnie.

The Mississauga News
Wednesday, January 27, 1971

The Malton GO Station - 1974

The Malton railway location, where the train station had been torn down in 1973, became an important part of the village again in 1974 after many years of decline and neglect when GO Transit decided to connect their service with Malton, which would allow Maltonians a direct line to Toronto.

The GO Train commuter service that would come from Toronto, through Malton to Georgetown, was under discussion for a couple of years since the opening of GO Transit in 1967 on the southern CNR line had proven successful. However, the service that was supposed to commence in 1973, was delayed by national rail strikes and labour disputes. A strike at the National Steel Car Corporation in Hamilton had stalled the delivery of wheel and truck assemblies for the 30 coaches on order from Hawker Siddley Canada Ltd. of Thunder Bay. However, the work on six GO stations along the route with upgrading of the tracks and installation of the signalling devices was on schedule. This delay led to GO Transit opening for business on April 29, 1974. The fare from Malton to Union Station in Toronto



was 90¢. The ridership recorded from May to December was 214 passengers daily.

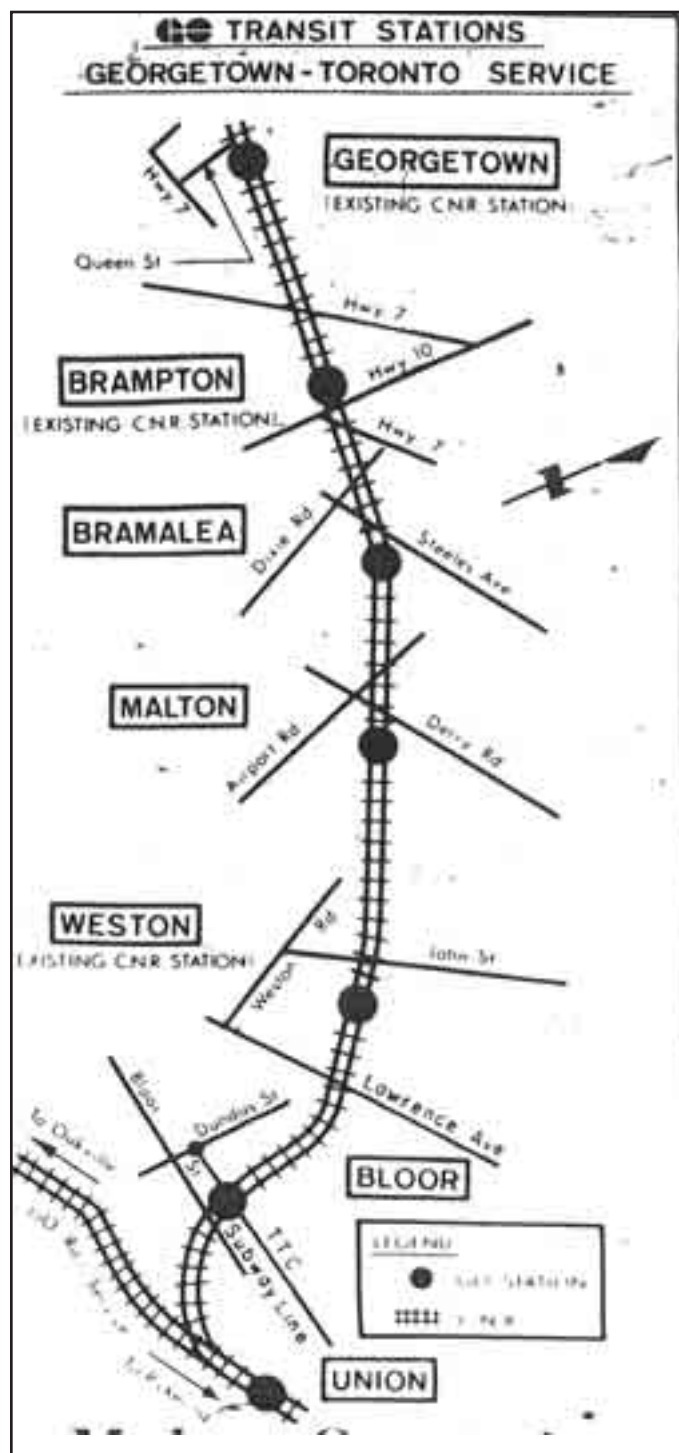
◀ GO Logo



▲ GO Train

IN MARCH 1976, MINISTER OF TRANSPORTATION AND Communications, James Snow, announced that Malton would be seeing a boost to the GO Transit service with a fourth train being added in each direction for the five-day-a-week schedule route from Toronto's Union Station to Georgetown. GO spokesman, Tom Henry, said a half hour would be added in the morning and at the end of each day, so trains would be running from 6:56 a.m. to 6:15 p.m. A two-year survey brought about this extended service, which would start on April 26th. It revealed that since May, 1974, the northwest service had from 1,500 passengers a day to over 4,000. The Malton population at the end of 1975 was recorded at 30,212.

Thirty years later the fare for a single ticket to Union Station is \$4.65, with a monthly pass costing \$150. The two-way daily ridership stands at 1,370.



◀ GO Transit Route ▲ GO Transit Stop (Photos courtesy GO Transit)



▲ The Malton GO Station and Sign, 2006
(Kathleen A. Hicks)

Malton Black Development Association - 1974

IN 1974, SEVERAL BLACK PARENTS IN MALTON were tremendously concerned about their children's unsatisfactory academic performance in public school, so they decided they had to do something about this drastic situation. They held a meeting at the home of Alvin Knight on Catalpa Avenue with eight people in attendance and the Malton Black Development Association (MBDA) was founded. The founding members were Ron Blake, Vernese Davis, Carmen Hemmings, Alvin Knight, Cliff McFarlane, Thelma Sukoo, Norma Tennant and Nessa Tennant. They elected officers and Ruddy Farrell, who had attended the initial meetings, became the first president.

The first plan on the agenda was to approach the Peel County School Board to see if they could set up a classroom for remedial classes to help the children with their reading skills, which in turn would assist them to excel in their other subjects. They were successful in their quest. The Lancaster Senior Public School became available to them and they were on their way. The main focus of the group from the outset was to work within the community through educational programs to benefit Malton youth.



◀ MBDA Logo



▲ The Malton Black Association Board of Directors, 2006-2007:
Front Row: L. to R. Monica Kefentse, Barbara Baird, Beulah Campbell, Pearl Mark. Back Row: W. Bryon Jones, Vincent Jones, Clovolyn Wilson, Sydney Weir, Alicia McDonald, Carmen Parsons and Abur-Rashid Kamal

Classes were held during the school term on Tuesdays and Thursdays each week between 7:00 p.m. and 9:00 p.m. Several parents volunteered their time to teach and were guided by one parent, who was a teacher. With this assistance, the students did much better in school and graduated and some went on to College.

In 1978, the MBDA became affiliated with the city of Mississauga's Recreation and Parks. This led to the decision to become a registered non-profit charitable organization, so they could raise funds to support their project. They obtained charitable status in October, 1979.

As the MBDA pursued its challenges over the years of contributing to the community of Malton, the presidents who led the way were, Ruddy Farrell, Cliff Gyles, Eyon Palmer, Victoria Nelson and Rick Williams. Much was accomplished while they were in office. Newly arriving immigrants were always in need of a sense of direction and the MBDA was there to guide them and make their course easier by helping to access government departments' assistance.

For a number of years, the organization had a soccer club for youth. They sponsored junior league sports such as baseball, soccer and T-ball for young people. There was a bowling team for adults that bowled at the Rexdale Bowling Lanes on Friday nights.

In 2006, the Malton Black Development Association has a membership of 36 devoted parents with Sydney Weir as the sixth president. They hold their meetings at the Malton Community Centre every second Sunday of the month. Their motto is, "Striving to achieve." This is accomplished through, "a good inter-community relationship through educational culture, recreational and social activities."

Their current projects include: continuing to gather and disseminate information for new immigrants and supplying referrals to agencies

and services; youth and adult sporting activities; information seminars on education and social economics issues of the day; holding social events such as an annual family picnic and an annual barbeque; working on a building fund with the intention of putting up their own facility; and rewarding the participants with scholarships and awards at an annual dinner and awards night in April. This year the big event was held on April 22, 2006, at the Marriott Toronto Airport Hotel with 170 people in attendance. The guest speaker was David Mitchell, who is a racial profiling officer for the Association of Black Law Enforcers and a contract instructor with the Canadian Law Enforcement Training College. Special guests included: Mayor Hazel McCallion, Councillor Eve Adams, MP Gurbax Malhi, MPP Dr. Kuldip Kular and Public School Trustee, Rick Williams.

Sydney Weir is supported by W. Byron Jones, vice president, Pearl Mark, secretary, Alicia McDonald, assistant secretary, Pearl Mark, treasurer, Beulah Campbell, community affairs, Vincent Jones, membership, Barbara Baird, education, and Monica Kefentse, public relations.

Winners of the 2005 Malton Black Development Association Scholarships



▲ Katrina Gittens, Sherece Spencer, Melisa Peart and Shareen Clarke



▲ Jonathan Hutchinson and Jermaine Dacres

(Photos courtesy of the MBDA)

Malton Neighbourhood Services - 1975

The Malton Community Council (MCC) organization is a community outreach agency that commenced operations in the Malton area in 1975, because of the need for various services that were not available due to Malton's distance from the rest of the City of Mississauga. Carole Berry, Frank Smith and Councillor Frank McKechnie got a multicultural group of concerned citizens together to discuss the community's lack of assistance in many areas such as youth and young mothers with children. It was decided that an organization should be formed to handle these needs and these three industrious people became the founders.

Once the group was operating out of McKechnie's Westwood Mall offices, with Carole Berry as the first administrator, the agency's goals were "to assist new Canadians in becoming active participants in Canadian culture; to assist public institutions in



responding to ethnic, racial, religious and cultural diversity; and to facilitate collective community initiatives."

◀ Frank McKechnie



▲ Carole Berry
(The Mississauga News)

THE INITIAL SERVICES SUPPLIED BY THE MALTON

Community Services was a weekly evening drop-in for youth and a weekly play session for mothers and tots.

Carole Berry and Mary Johnston initiated a Canada Works Program grant from the federal government to hire five workers to conduct the business of the MCC.

In 1977, the founding directors prepared to incorporate the Council as a charitable organization and it became the Malton Neighbourhood Services (MNS). The charitable registration was granted in February, 1978. The Black family, who owned Westwood Mall, provided an office for the organization and funding was provided by the United Way of Peel, the Region of Peel Social Services and the Ontario Ministry of Culture.

As the 1980s emerged and new immigrants came to reside in the area, the board knew it was time to expand its services. The clients were mostly women, who were needy, had marital problems, and were facing other stressful situations, the visible minority and recent immigrant arrivals, who were adjusting to their new community. So, the board's mandate became to provide job training, give counselling to women who had been assaulted, assistance in finding affordable housing, providing literacy classes and a computer program that was part of the federal government's Canadian job strategy at this time. With the MNS becoming a multi-cultural centre, larger facilities were established at 7200 Goreway Drive.



▲ Veronica Mandani,
1992 (The Toronto Star)

The MNS found that it could not come to life in isolation – the staff had to reach out to other services in Peel and Ontario. So they contacted and became involved with other organizations such as Peel Committee Against Woman Abuse, Multicultural Inter-Agency Group, Job Search Workshop Advisory and Peel Community Housing Partners.

The MNS applied and received funding in 1987 from the federal government to expand its services and hire staff and initiate the Community and

Neighbourhood Social Services Program. Such issues handled were: access to education and training, citizenship and voting, health services, access to government services and recreation. A Settlement and Integration Department was formed and seven professional people were hired to manage it. The new staff spoke a total of ten languages, which made things easier for the non-English speaking clients. With such well trained personnel, much was accomplished in the way of guidance and assistance.

In early 1992, the MNS also received funding to establish classes in Language Instruction for Newcomers to Canada. This project turned out to be extremely successful with assistance being extended to 58,634 new arrivals in over 30 languages in 1993 alone, as has the Immigrant Reception and Information Service that works with immigrants at the Pearson International Airport, which came into

effect on December 1, 1993. By 2000, over 75,000 persons had been helped by this important service.

The MNS runs the Malton Community Information Service at Westwood Mall and a computer/office skills training program at the Malton Village Plaza. It also holds a Summer Day Camp for children who reside in the Peel Living buildings, puts on fund-raisers such as garage sales, and supports the Malton Community Festivals.

During Canon Jerome Khelawan's chairmanship, 1988 to 1994, the budget went from \$900,000 to \$2.6 million and to a staff of 130 full-time and part-time people. Upon his completion of this undertaking, he was presented with an award of appreciation from the new president, Roy Willis, on December 11, 1994, at the organization's annual Christmas party held at the Marriott Hotel on Dixon Road. Canon Khelawan has been the pastor at St. Hugh's and St. Edmund's Anglican Church since 1984. On July 18, 1995, Carole Berry was given a fond farewell at a roast at the Malton Community Centre for her 18 years of involvement with MNS.



▲ MNS opens at Pearson Airport, 1993, Carole Berry, Father Jerome Khelawan, a RCMP Mountie, MPP Harry Chadwick and Councillor Frank McKechnie
(Father Jerome Khelawan)



In 2003, the MNS was successful in bringing Early Years Centres, which provide preschool activities for children, to Malton, Bramalea and Springdale. The organization moved into the Malton Community Centre, 3540 Morning Star Drive, in 2004. During 2005, the MNS served over 15,000 people.

In 2006, the Malton Neighbourhood Services provides assistance with English skills to over 1,000 people annually, has special events in honour of Black History Month, International Women's Day, Volunteer Appreciation Night and a day for the Elimination of Racial Discrimination. All those who have worked or been a volunteer of MNS can be extremely proud of what they have accomplished. The current executive director, Joyce Temple-Smith, has successfully led the agency through some challenging times since she came on board in 1997.

◀ Joyce Temple-Smith (Joyce Temple-Smith)

Memories



▲ Meena, Pria and Surinder Thethi

"I came to Canada from India in 1996. I stayed in Malton and got a basement apartment and started my life in my new country. I was an office administrator in India and I am now working for Home Life Real Estate.

"I returned to India in 1998 to get married and brought my wife, Meena, here. She volunteered at the Malton Community Services and met Rita Bonevoto, who helped her find a job.

"When our daughter, Pria, was born in 2001, Rita was at the hospital with us. She has become a good friend and Pria calls her Aunt Rita.

When you come to a new country, it is important to find such a helpful service as the Malton Neighborhood Services. It makes life so much easier to be guided and assisted with discovering your new community.

"We have brought Meena's parents and brother over here and we bought a house in Malton. So, life has been good to us.

Surinder Thethi, 2006

The First Malton Festival - 1976

THE IDEA FOR A MALTON FESTIVAL WAS initiated by the Malton Community Services (MCS) board in the early months of 1976. The members felt that Malton should have a celebration of its community. Carole Berry, Mary Johnson, Mrs. Emma Fasan, Mrs. Edda Brunetta and Nick Trusolino of the MCS took on the task of organizing the event, which they scheduled for June 5th. Russ Pooley, of the City of Mississauga's Recreation and Parks Department, coordinated the festival for the city.



▲ Russ Pooley
(City of Mississauga)



▲ Mario Pascucci
(Malton Pilot)



▲ Malton Festival Logo



▲ Malton Festival, 1977, Ron Searle, Mayor of Mississauga, Fred Duggleby, Festival chairman, Ellen Duggleby, Festival Committee, Mollie Searle and Councillor Frank McKechnie
(The Malton Mercury)

The community festival was held at Wildwood Park, with Councillor Frank McKechnie cutting the ceremonial ribbon, of what was hoped to be an annual event. Mario Pascucci was the master of ceremonies. It was a "scorching day!" But despite the heat, said to be close to 35 Celsius (95 degrees Fahrenheit), over 3,000

people attended to enjoy exhibition games by the Malton Mushball League, the Malton Minor Softball League and Malton Minor Soccer, two rock groups, White Ash and Argus, which were featured in an outdoor concert, a bicycle rodeo sponsored by the Malton Legion and the Peel Regional Police, tennis matches and the Malton Jaycees hot dog stand, which “did a booming business.”



▲ Bicycle Rodeo Winners, 1977

Display booths manned by the Red Cross, the Malton Library, Block Parents, and many more interesting organizations were set up inside the Malton Arena. The evening was concluded with a Festival Dance with music by The Mystics, which 250 people took advantage of. A buffet was served and the Malton Youth of the Year was chosen. Laura Hale, 15, took the honour and was presented with a charm bracelet.

The event was a great success and did become an annual event. In 1977, it was held for three days, May 27, 28 and 29, and drew a crowd of over 5,000 enthusiastic attendees. In 1980, the first week of May was proclaimed by city council as Neighbourhood Week in Mississauga in honour of the Malton Community Festival being held May 9th thru the 11th. Admission to the festival was 99¢. The Malton Airport Lions Club, which had been chartered in 1977, held a pancake



▲ Frank McKechnie and Malton Youth enjoy the festival

breakfast on Saturday morning at the Westwood Mall. A new event, sponsored by the Black Development Association and *The Malton Review* was the “Run for Fun,” but the highlight of the festival as always was the parade, headed up by Malton Legion’s Harold Wilkins as parade marshall. The festival chairman for this year was Fred Duggleby and it was a great success as usual. So was the 1983 Festival, which ran from May 11th to the 15th. The parade was well received and the bed race was a hoot, also the Bike Rally and a Run for Fun. A mock war demonstration, sporting events, Caribbean Night and the Festival Dance with ‘50s and ‘60s music displayed that the Malton folk know how to “party.”

The Malton Festival had over 4,000 people in attendance in 1994 and it lasted until its 20th anniversary in 1996, when it took place on the Malton Community Centre grounds on May 11th. That year the organizing committee was headed up by Noreen Hornsby. A beer tent was quite an attraction, which was run by the Malton Black Development Committee, and Maltie, the Malton Mascot, was on hand. The following year, it was decided to discontinue the event. It was resurrected, however, in October 2004, and is still held annually.



▲ Carole Berry Promotes 1981 Festival on Cable 10 with Host Jim Kaakee (Carole Berry)



▲ Band White Ash (Photos from Malton Pilot)

News Item

M.C.S. says Thanks

Malton Community Services wish to thank the following people, organizations and institutions for their help in participating in Malton's Community Festival.

Mrs. Mary Johnson for germinating the idea of the festival. Councillor Frank McKechnie for the support he gave to the project from the beginning, Mr. Russ Pooley of Park and Recreation for assisting us and guidance and financial support in organizing the festival.

All the people that with their help and dedication participated in making this event possible.

The Peel Regional Police for sending the Crime Prevention Trailer, for assisting the Legion with the bicycle rodeo and providing security on the festival grounds. The Malton Legion for having had such a successful bicycle rodeo.

The Mothers of the Co-op Nursery School for organizing the dance. Miss Lamb and Mrs. Bedford of the Malton Library for entertaining the children with films and puppet shows. Mrs. Hazel Wigdor for the moral support and Marion Mason for the Information Centre. Last, but not least, our special thanks to the staff of *The Pilot*.

The Malton Pilot (in part)
Thursday, June 10, 1976

Malton Festival Song (1980)

Come on, Malton, kick up your heel,
Let's declare a celebration; let the world know how we feel,
Come on, Malton, let each be a pal,
Starting with the 1980 Malton Festival.

Chorus

Right from this moment and every day,
Life is what we make it, so let's declare a holiday.
Greet Malty, your neighbour, best neighbour we know,
Here in Mississauga where true spirits grow.

May 9 thru 11 in this new decade,
Lift your hearts to heaven, pretend that you've "got it made,"
Heav'n is in your heart; it's all up to you,
Cast all cares away, Malty, no time to be blue.

Come and share a smile, Malty, we're waiting for you,
'Twill be worth your while, Malty, lots to share, to say and do,
All roads lead to you, Malty, even planes touch down,
Bring the world to you, and they come to paint your town.

Yes, Malty is you, neighbour, so please don't be shy
Or think it passe, neighbour, to smile back when I say "Hi!"
For Malton is you, neighbour, and Malton is me,
Come and celebrate, Malton, this festivity.

Harry S. Haughton
May 6, 1980

Reagans Visit Mississauga - 1977

On February 3, 1977, former governor of California, Ronald Reagan, and his wife, Nancy, visited Mississauga. Mr. Reagan had just been defeated by Gerald Ford for the Republican Party's nomination for the United State's presidency. Newly elected Mayor Ron Searle and his wife, Mollie, greeted the former movie stars at the Lester B. Pearson International Airport. Mr. Reagan had received an invitation to be a speaker at the Mississauga North Progressive Conservative Association's \$100-a-plate fundraising dinner at the Airport Holiday Inn that drew 750 people. The Searles were special guests. MPP Terry Jones was the host of the auspicious event.



▲ Terry Jones (Joyce Rayner)

Ronald Reagan had begun his movie career in *"Love Is on the Air"* for Warner Brothers in 1937. It was the role of a radio announcer, which was like typecasting, as he had just come off a job as a radio announcer at WOC in Davenport, Illinois.



▲ The Reagans

THE CHARACTER HE IS MOST REMEMBERED FOR IS FOOTBALL player, George Gipp, in *"Knute Rockne – All American,"* the lead being portrayed by Pat O'Brien. The famous line, "Win one for the Gipper" was often used in Reagan's speeches while he was president.

Reagan was still determined to try for the presidential nomination. He did during the fall of 1980



▲ Ronald Reagan

against President Jimmy Carter and walked away with the election. He became the 40th president of the United States and was sworn in at his ▲ "Knute Rockne" inaugural on January 20, 1981. He served two-four year terms, then turned over the presidency to George Bush. Ronald Reagan passed away from Alzheimers on June 5, 2004.



Memories



▲ Mayor Ron Searle Greets the Reagans (Ron Searle)

"When I was mayor of Mississauga in 1977, I received an invitation to the Mississauga North Progressive Conservative dinner at the Airport Holiday Inn. I was asked to host Ron and Nancy Reagan. Needless to say, Mollie and I were thrilled about the prospect of meeting the former governor of California and we certainly knew about the Reagans' movie careers.

"We spent quite a bit of time with the Reagans at a private reception in one of the suites before the dinner started. I sat on a couch with Ron at one end of the room and Mollie sat on a loveseat with Nancy at the other end. As Ron and I chatted away, we kept glancing over at our two beautiful wives and sending them a smile. We both felt

the same way about our wife, as they were so similar in many ways - always being there for us and supporting everything we did.

"After we got acquainted, Ron Reagan remembered the famous comedians, The Two Ronnies, so he started calling us the two Ronnies. I found out he had a great sense of humour. So I said, 'You know, Ronnie, we have more in common than just our names.' He replied, 'What's that, Ronnie?' And I said, 'Ronnie, without our wives, Mollie and

Nancy, we couldn't have achieved what we have.' He smiled knowingly at me and immediately got up and walked over to his wife, Nancy, and told her what I had said. She came over and gave me a big hug. She's a real sweetheart. He was one of the most intelligent men I have ever met.

"That experience was most enjoyable."



Ron Searle, 2006
Former Mayor of Mississauga, 1977-1978.

The Malton Community Centre and Library - 1977

In 1976, the City of Mississauga had a \$ 4 million Community Centre and Library Complex constructed at 3540 Morning Star Drive. On July 29, 1976, Councillor Frank McKechnie and Mayor Martin Dobkin, pushed a heavy cornerstone, bearing the year of construction, into the wall at the main entranceway, while over 100 onlookers enjoyed their huffing and puffing efforts. In McKechnie's speech following this memorable event, he said, "Although the idea for this centre was conceived by the old council before Regional Government was implemented, we wouldn't have had this complex off the ground without the work and efforts of Mayor Dobkin." The doors were opened to the community on December 10, 1976. The population of Malton at this time was 31,379.



▲ Community Centre (Photos from the Malton Pilot)

THE MALTON COMPLEX, A TRUE COMMUNITY PROJECT, WAS a cooperative effort between a Citizen's Task Force, the City of Mississauga Council and its Recreation and Parks Department, the Regional Municipality of Peel, the library and school boards. The major project came about when the old Malton Police Village Hall was condemned by the City's Building Department. Commissioner of Recreation and Parks, Ed Halliday, was requested by council to make a study of the Malton area to determine the residents' recreational needs. The survey revealed a definite need for a community centre and library that could accommodate leisure activities, organized programming and a day care centre. A task force and Malton Community Centre Complex Committee was formed, and although they ran into numerous problems during the process, they eventually had a substantial building that accommodated all these needs.



▲ Community Centre Under Construction

The 56,800 sq. ft. (5,300 m²) facility on 3.5 acres (1.4 ha), would become a “home away from home” for many people, who could enjoy leisurely activities in the recreation centre and a branch of the Mississauga Library System. The Malton community was rural and isolated from the rest of the city, so this was a marvelous innovation for the locals to get involved in and where citizens from around Mississauga could visit.

The 27,300 sq. ft. (2,500 m²) recreation centre featured a fitness club that has two squash courts, a racquet ball court, a 2,100 sq. ft. (200 m²) gymnasium, men’s and ladies saunas, showers and a pro shop. There was also a 200-seat theatre, crafts room, large and small auditoriums, and an informal meeting/lounge room for seniors.



▲ Exercise Room and Fitness Centre

The 18,000 sq. ft. (1,700 m²) library also had many interesting amenities at this time as well as 40,000 books.

The Malton Library had been started in 1958 with a Bookmobile, which was open ten hours a week. In June 1962, the Library opened in a store-front at the four corners with Louise Kononuk and Yvonne Baines handling the service. The Centennial Library, designed by architects Pentland, Baker & Polson, was officially opened on October 15, 1967, by Reeve Robert W. Speck. Joyce Bedford was the branch librarian. The library then was moved temporarily to the lower basement level of the Westwood Shopping Mall and opened on November 4, 1975, until this new amenity became a reality.

The staff, still under the direction of Joyce Bedford, and the public were delighted with the elegant ambience of the new sparkling facility. The natural wood tables and countertops and real trees brought nature inside and large windows allowed a brightness to the interior. The children’s area was enjoyed, not only by the children, but all ages as the bean bag snakes were tested and found comfortable. The pit where storytelling for preschoolers would take place was also enjoyed as was the multipurpose room. Children’s programmes were scheduled to commence on January 12, 1977, and would be held every Saturday at 10:30 a.m. The library was open



◀ Joyce Bedford



▲ Joyce Bedford receives Award

from Tuesday to Friday, 12:00 noon to 8:30 p.m. and Saturdays, 10:00 a.m. to 5:00 p.m.

The official opening gala took place on February 4, 5 and 6, 1977, with Councillor Frank McKechnie as master of ceremonies. It was expected to be the largest and best event ever held in Malton and the organizers were not disappointed.

There were 56 community groups, clubs and organizations involved with their demonstrations, displays and performances. The people could enjoy musical and drama presentations, equipment demonstrations, storytelling, films and fitness testing. The displays included arts and crafts and hobby projects, and information on education and the environment. Dance groups, majorettes and choirs performed, as



▲ Community Centre Atrium

well as a stage band and a concert band. The Chinese Opera Guild, a table tennis club and a chess tournament were also highlights of the three-day event as was the Saturday Night Dance, which was a sell-out.

On Saturday, February 5th at 2:00 p.m., the new mayor, Ron Searle, representing the City of Mississauga, and former Mayor Martin Dobkin removed a Mississauga flag to uncover the plaque, officially opening the centre. Mayor Searle purposely invited Dobkin as he stated, "Nothing is achieved alone. We are here because of the efforts



Burnhamthorpe District Library. In 1978, the Malton Community Centre/Library won the Award of Merit in the Ontario Masonry Architecture Rural Design Awards.

On the 25th anniversary, June 9, 2002, over 300 people, along with Mayor Hazel McCallion, Ward 5 Councillor Cliff Gyles, MPP Raminder Gill and MP Gurbax Malhi celebrated the milestone. The celebration included

▲ Community Centre Completed

of Dobkin's council and the one before him that bought the land." He added, "But through it all the driving force was Ward 5 Councillor Frank McKechnie." McKechnie received a standing ovation for his efforts and 18 years of serving his constituents. Also in attendance were Peel Regional Chairman Lou Parsons, who called the new centre, "a fabulous facility and a jewel for Mississauga," and Mississauga North MPP Terry Jones, who stated that "the centre is probably one of the most sophisticated complexes in the province." Reverend G. Cowper-Smith gave a blessing on the new centre. Music for the opening event was provided by the Cadet Organization Police Corps and the Westwood Secondary School Concert Band. Other dignitaries included Councillor Mary Helen Spence, Commissioner Ed Halliday and Toronto architect Raymond Moriyama, who had also designed the Ontario Science Centre, the Scarborough Civic Centre and the

entertainment such as music, dance, storytime, clowns, Mother Goose, a Tai Chi demonstration and many other enjoyable events.

From April to September 2003, major renovations were done to the 26-year-old community centre facility at 3540 Morning Star Drive. It was reopened on October 2nd with Mayor Hazel McCallion doing the honours. She also opened the newly renovated Huron Park and Mississauga Valley Community Centres the same day.

Over the years, the area grew and different cultures joined the mosaic of the community to add their input. Because of this diversity, the community centre and library have served the Malton area well. At this time, the facility manager of the community centre, the arena that opened in 1968, pool and Victory Hall for the City of Mississauga, is Greg Socha and Ingrid Masterson is the Library Branch Manager.

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Malton Library
(Mississauga Library System)





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

News Item **Residents unknown centre designers**

The many nameless people who trudged through the snow on the field which has become the site of the Malton Community Centre unknowingly helped to design the building.

After nationally known Toronto architect Raymond Moriyama was commissioned to design the community centre, he walked around the site in winter and had photographs taken of the footpaths which neighbourhood people had created. He used those photographs to plan the shape of the building around the footpaths, a classic example of art imitating nature.

Moriyama became involved in the project in the fall of 1974. Construction began a year later. On Feb. 5, 16 months and \$3.9 million later, the Malton Community Centre will be officially opened by local dignitaries.

Jim Lethbridge, the city's director of urban design, credits Ward 5 Councillor Frank McKechnie with being the "driving force" behind the Centre. "It's been an accomplishment of his in many ways."

By James Bailey (in part)
The Mississauga Times
February 2, 1977

Air Canada Plane Crash - 1978



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On the morning of June 26, 1978, at 8:00 a.m., a DC-9 Air Canada Flight 189 jet plane carrying 105 passengers and crew took off from Lester B. Pearson International Airport en route to Winnipeg and Vancouver.

▲ Air Canada DC-9 Crash Site

WHEN PILOT, REG STEWART, SENSED AN ABNORMAL malfunction on take-off, he decided to abort the flight. The plane skidded and overshot Runway 23 and barely avoided colliding with a row of high tension pylons, cables and guide beams. The plane crashed into a 60-foot (18 m) ravine and as it plummeted, broke into three sections. Fortunately, it did not burst into flames.



▲ *Air Canada DC-9 Crash Site*

The airport emergency and fire trucks were the first on the scene. The Peel Regional Police and Mississauga Fire Departments were called. The police contacted the St. John Ambulance and the Red Cross to let them know there was an emergency at the airport. The disaster area became an active community of aid and assistance with Air Canada cars, police cruisers, communication trailers, a large army tent, a food tent and two Johnny-on-the-spots. As all these services came together, there was always the threat of the airplane exploding. The people at the scene were exposed to intense heat in and out of the plane and the odour of spilled fuel, as 3,000 gallons (13,620 L) were on board, spoiled food, rotting lobsters in the cargo hold and the spraying of foam to ward off an explosion.

Upon the emergency crew's investigation, it was discovered that many people were seriously injured, some in severe shock from the accident and two were dead. The passengers were taken from the airplane and given emergency treatment and transported

to the Peel Memorial and Queensway Hospitals. The most serious were taken to the Etobicoke General, Humber Memorial and Sunnybrook Hospitals. Because of several years of receiving mock disaster emergency training, the evacuation of the injured was handled quickly and efficiently.

The two people who lost their lives were Irwin Childs of Toronto and Frank Scrase of Victoria, B. C. Transportation Minister Otto Lang was at the scene. Transport Canada spokesman, Jack Sheldon, who had hurried to the crash site, stated to the media that an investigation into the crash would take at least a week. Nine teams would examine every aspect of the accident from weather conditions to the aircraft to determine what contributed to the crash. The flight recorder was intact and could also put some light on the situation.

The cleanup would take days. The first work was handled by two Air Canada officials, who began to pull the intact luggage from the plane and put each piece in plastic bags to be labelled for its owner. The Red Cross was at the scene for a week, working around the clock, each volunteer taking a six-hour shift. They were on hand while workmen dismantled the plane. The heat caused much exhaustion and salt tablets were administered and bandages for minor cuts and abrasions.

This was the worst airplane crash Pearson had experienced since an Air Canada DC-8 crashed in a farmer's field on July 5, 1970, killing 108 crew and passengers. The most recent disaster was the Air France Flight 358 crash on Tuesday, August 2, 2005, when Pearson saw a miracle as 309 aboard survived.

News Item

108 Die in Flaming DC-34 Malton's first major air disaster

The exact cause of Sunday morning's disastrous Air Canada DC-8 jet crash which took the lives of 108 (99 passengers and a



▲ DC-8 Crash Site, 1970 (The Mississauga Times)

crew of nine) people remains a mystery, but the key may lie in eye-witness accounts that the giant plane hit the runway too hard and bounced as high as 100 feet (30 m), causing an engine to fall off.

Flight 621 from Montreal to Los Angeles was making a scheduled landing at Malton Airport when it bounced from the runway, dropped its outside right engine in a ball of flame and continued to fly on over the end of runway 32.

The DC 8-63 stretched version burst into flames, continued on for half a mile and nosed down into a hay field only 300 feet (90 m) in front of a farmer's house at exactly 8:10 a.m.

Bodies were scattered as far as 400 yards (366 m) from the crash scene, described by one youthful onlooker like "a garbage dump."

Captain Peter Hamilton, 49, was a former president of the Canadian Air Lines Pilots' Association and had flown with Air Canada since 1946. (He was also a World War II pilot of

conscionable experience.) He was described by Richard Bolduc, the Department of Transportation's chief investigator of aircraft accidents, as a "very senior captain in Air Canada."

Mr. Boluc did not rule out the possibility of sabotage, but indicated there was absolutely no evidence "of a criminal act as a contributing factor."

The Mississauga Times
by Sid Rodway (in part)
July 8, 1970

Piece of Debris, Airplane Window ▶

(Photos courtesy of The Mississauga News)



Rev. Canon Jerome Khelawan - 1984

CANON JEROME KHELAWAN HAS BEEN THE pastor of St. Hugh and St. Edmund's Anglican Church in the Malton area since 1984. This Anglican Mission congregation was formed in the early 1940s in a small church on Merritt Avenue that was later moved to Weston. In 1943, services were held in a tent. Through the efforts of Rev. Thomas Butler, the Rector of St. Philip's Church, Weston, Art Minard's assistance was acquired in forming an Anglican congregation. During the early days of perseverance and determination, many meetings were held at Art and Muriel Minard's home. Then in 1947, services were held in the Burlington Street United Church (Trinity), followed by services in the Community Hall on Victory Crescent, then again at the Trinity United Church when Reverend George Young of St. Mathias officiated. The parish became St. Hugh of Lincoln on February 4, 1956, authorized by the Rt. Reverend F. W. Wilkinson,



Bishop of Toronto. Then in 1957, a building fund was started and through Mr. Minard's dedication this led to the church getting a portable on Merritt Avenue in 1958.

◀ Canon Jerome Khelawan



▲ Canon and Isabelle Khelawan

In the mid-1960s, a new portable was purchased by the Diocese of Toronto and erected on property on Goreway Drive. The old portable was moved and used for a Parish Hall. When it was decided a church should be built, a sod turning ceremony was held on October 31, 1976.

Due to the decrease in the Anglican congregation at St. Edmund the Martyr in Toronto, the parish had to close. The parishioners made a decision to donate the church's valuables to St. Hugh with the condition that St. Edmund be added to the Parish's name. The two congregations were united on November 8, 1976, to become St. Hugh and St. Edmund's Anglican Church with Reverend Mariano Rughi as the first rector. The new church was dedicated on June 22, 1977, with Bishop Alan Read officiating. Then on November 20, 1977, the cornerstone was laid by the Most Rev. L. S. Garnsworthy, Archbishop of Toronto.

Rev. Rughi retired in January 1979, and was followed by Rev. Stanley Isherwood, who was priest-in-charge until 1979. Rev. Douglas Jacques became rector until 1984 when Rev. Jerome Khelawan succeeded him.

Canon Jerome Khelawan was born in 1946 in Guyana to Manoel and Estelle Khelawan. He attended seminary of St. John Vianney at Mount Saint Benedict in Trinidad, where he studied theology and philosophy. He was ordained in 1972 and came to Canada in 1976 to serve at Toronto's Caribbean Catholic Secretariat. He then went to St. Michael Roman Catholic Church in Waterloo and then was received as an Anglican priest on April 16, 1981, by Bishop David Ragg in the Diocese of Huron. This led to his returning to Trinidad to serve at the Holy Trinity Cathedral, Port of Spain. He was appointed assistant Curate at St. Michael's and All Angels in Toronto that same year. After a stint as associate priest at St. Luke's on Coxwell Avenue, he came to Malton.

He met Isabella Faria of Guyana in Scarborough while on vacation with relatives and they were married on December 19, 1987, by Bishop Joachim Fricker at St. Hugh and St. Edmund Church. Isabella had arrived in Canada that same year. She works for the Canadian Imperial Bank of Commerce. She took a few courses in banking, and on November 21, 1991, she became a Canadian citizen.



▲ Father Jerome and his wife Isabelle Khelawan



▲ St. Hugh's Church Interior

In 1993, Canon Jerome was appointed Regional Dean of the Deanery of the Humber, which he still retains. He was installed as a Canon in 1994 and was appointed Examining Chaplain in 1994, which he held until 1998. He was also appointed to the Diocesan Council by Bishop Finlay in January 2002, and still represents the Credit Valley Area Council as a regional dean and a member of the Diocesan Council.

Canon Jerome has a great ability to serve in many capacities as a volunteer and has received many awards for his services. He was given a five-year pin on May 2, 1993, for volunteer service from the Ministry of Citizenship and the Ministry of Culture, Tourism and Recreation. He served as president of the Malton Community Services (now Malton Neighbourhood Services) for six years (1988-1994), was appointed by Order of Council as a member of the Peel District Health Council (1987-1993), spent a year on the Multicultural Health Care Unit and was a member of the Malton Police Community Liason Committee. For such amazing dedicated service, he received an award from the Malton Black Development Association and a certificate of recognition from the City of Mississauga.

In 2006, St. Hugh and St. Edmund's Anglican Church at 7314 Goreway Drive has a multicultural congregation of 201 families. Down through the years many groups were formed to carry out the workings of the church: the Anglican Church Women, the Chancel Guild, the choir, the Youth Group, Men's Club and the Young Adult Christians. Several of these groups helped to raise monies for the church with fund-raising activities such as holding walkathons, dinner-dances and talent shows, and selling chocolate covered almonds and fruitcakes. The Outreach program supplies food hampers to the needy and Faithworks supports missions in Europe.

The church's mission statement is: Recognizing the cultural diversities of the community, helping in community planning and the promotion of a more spiritual, caring community.



▲ St. Hugh's Church Window

(Photos courtesy of Canon Khelawan)



▲ St. Hugh's and St. Edmund's Anglican Church, 2006

(Kathleen A. Hicks)

Rotary Club of Mississauga - Airport - 1985

The Mississauga-Airport Rotary Club was founded and chartered in 1985 with 35 members. The Rotary Club of Mississauga were the sponsors, with Rotarian Duncan Lyle and Knud Loimand as chairmen of the project. Rotarian Lyle initially suggested a Rotary club be formed in Malton. The first president was Karl Baker. Meetings were held at the Marriott Airport Hotel.

When this club was started, the members' mandate was closely allied with the Lester B. Pearson International Airport, in that the members met children from developing countries at the Airport, who required medical attention and transported them to Toronto hospitals. After a few years, other organizations took on this responsibility.



◀ Paul Harris
Rotary founder



▲ The First Rotarians, L. to R., Sylvester Schiele, Paul Harris, Hiram Shorey and Gustavus Loehr

ROTARIANS ARE EXTREMELY INVOLVED IN THEIR community for its betterment, especially with youth. Their community service includes Breakfast for Kids, the Lexus Titans Homework and Wrestling Club, Malton Youth Basketball, Food Path, Interim Place and the Salvation Army. Besides their work in the community of Malton, the Rotarians support international development, which has included a mobile operating clinic for eye surgery in India, a bursary program for disadvantaged Jamaican children, the construction of a recreation area and kitchen for a school for disabled children in Assiz, Brazil, as well as a four-year commitment of building a multi-service community centre in Timushan, Guatemala. The Rotarians major fund-raising activity is their Saturday noontime bingo at the International Centre on Airport Road.

They have co-sponsored a stewardship project for Malton's Greenway park system. This is a four-year project that will restore the tributaries of the Humber River. It gives them a hands-on with cleaning up the park areas and beautifying them with plants and shrubbery. Many other Malton community groups are involved in this worthwhile project.

The Rotary Youth Leadership Award is a district youth leadership program that has been hosted by the Malton club since 1997, under the guidance of Rotarian Carole Berry. This program gives 35 young people six days at an ecological retreat centre to develop their skills in community service. There are 50 Rotary clubs involved from Rotary District 7080, which choose the participants. The club also sponsors ten grade 11 students to attend the annual Camp Enterprise held every May at University of Toronto-Mississauga.

In 2005, the Rotary Club of Mississauga-Airport celebrated a successful 20 years on Friday, April 15th, at Rotary Glen. Paul Harris awards were presented at this time to Russ Pooley, Dr. Ramon RaHanzi and Helene Burrowes. The club has presented 35 Paul Harris Awards since its formation, which represents \$35,000 (US) that has been contributed to the Rotary Foundation for humanitarian projects. The annual 2005 Golf Tournament raised nearly \$20,000 for Peel Partners for a Drug Free Community. Another celebration enjoyed by all the Rotary Clubs of Mississauga was the 100th anniversary of Rotary.

In 2006, the president of the Rotary Club of Mississauga-Airport is Dr. Kitty Chan-Presideo and there are 20 members. The treasurer is Dr. Darren Jagessar, and secretary, Carole Berry. Breakfast meetings are held every Wednesday at 7:17 a.m. at the Toronto Airport Marriott Hotel.



▲ Mississauga Rotary Reps at Run For Shelter Event, 1998
(Carole Berry)



▲ The Rotary Foundation Challenge, 1997
(Carole Berry)

Rotary Information

The first Rotary Club was organized in 1905 by a Chicago lawyer, Paul P. Harris. It was Harris' idea that there should be an organization that would "bring together a representative of business and professional men, a club where the members might recapture the friendliness, comradeship and understanding of the small town life many of them had known as youngsters." The first members were Silvester Schiele, Hiram E. Shorey and Gustavus H. Loehr.

Paul Harris gave the organization the name of "Rotary Club," because the members met in rotation at various business locations. The first meeting was held on February 23, 1905. When the club got too big, the members began luncheon meetings at a restaurant and the pattern was established. One of the cornerstones of Rotary was to follow a classification system and allow only one businessman or professional man from each type of service to join. It was to promote understanding and fellowship among professional men. By 1908, the Rotary Club of Chicago had 200 members.

When Chicago Rotarian Manuel Munoz was going to visit San Francisco in 1908, Paul Harris asked him to talk to some businessmen about Rotary and thus the second club was founded by lawyer Homer Wood. Winnipeg, Canada, was the third in 1910. By the 1920s, there were 16 clubs and the National Association of Rotary Clubs was formed. As Rotary took hold around the world, it was recognized that the organization could serve a wider purpose, and various types of community betterment activities were implemented.

As of 2006, Rotary International is represented in 166 countries worldwide, with 529 Districts, 31,561 Clubs and 1,227,545 Rotarians.



▲ Rotary's 100 Year Symbol
(Other photos Rotary International)

Ward 5

THE BALDWIN ACT, SET OUT BY THE PROVINCE on May 30, 1849, laid the foundation of the municipal system of Canada West (Ontario) and established the principal of responsible government in Canada. Robert Baldwin was the joint Premier of the United Canadas under the LaFontaine-Baldwin Administration, 1848-1851.

When it was confirmed that Toronto Township would be incorporated as of January 1, 1850, a special meeting of the Home District Council in Toronto was held on October 2, 1849, to pass By-law No. 220 that divided the township into five wards, which were designated according to the Baldwin Act 12, Victoria Chapter 81. The power of the province's role varied over time.



◀ Councillors Frank McKechnie,
Cliff Gyles, Eve Adams
(The Mississauga News)

At incorporation, the township council was granted the authority to hold municipal elections and in those days, elections were carried out yearly on the first Monday in January when the five councillors were voted for. The councillors then chose the reeve and deputy reeve.

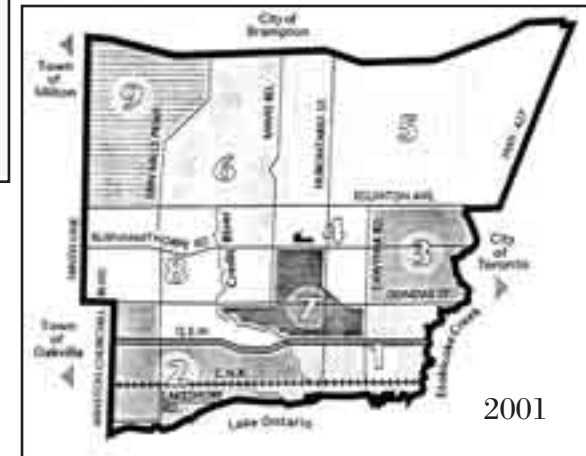
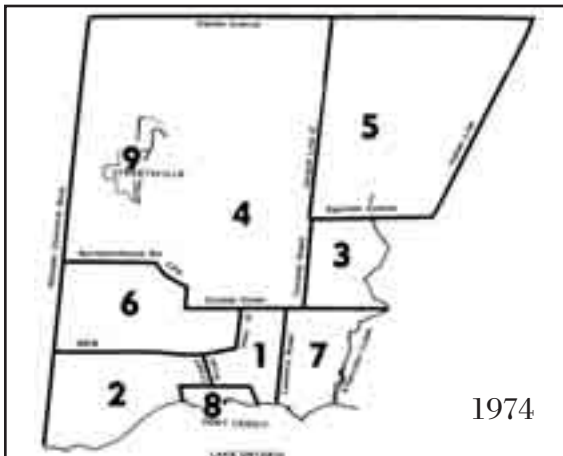
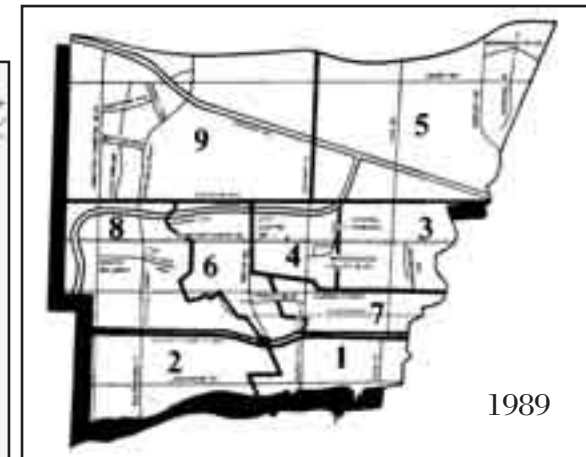
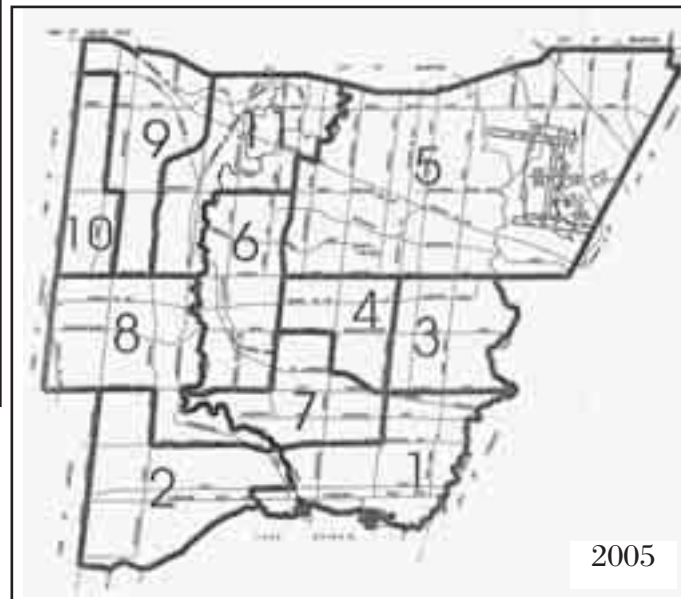
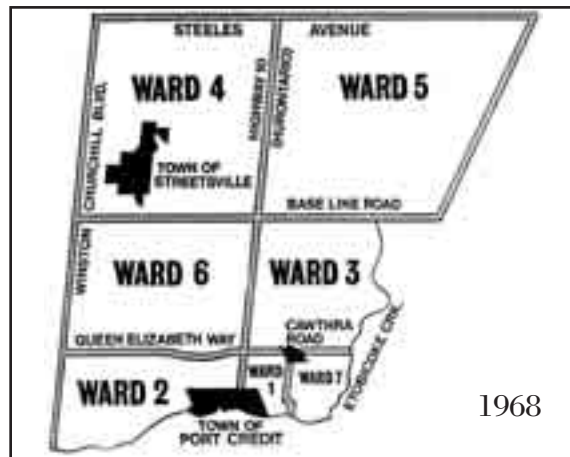
In 1867 at Confederation, the ward system for the election of reeve, two deputy reeves and two councillors was first established. In 1876, the deputy reeves were referred to as 1st and 2nd. In 1899 the deputies were dropped until a deputy reeve was added again in 1907. The electoral system changed in 1900 and in the first council meeting of the year, the councillors were listed, then they were given the supervision of roads and bridges in five divisions. Wards were not mentioned. In 1910 the electoral system was changed again to 1st Deputy Reeve and 2nd Deputy Reeve, with each gentleman handling a ward. In 1923, a 3rd Deputy Reeve was added with each still handling councillor duties. In 1932 the council went back to reeve, deputy reeve and three councillors.

The wards stayed the same until 1951 when an Act of Legislation brought in a new voting system and five new wards were laid out and five councillors were elected along with a reeve and deputy reeve, who were taken off councillor duties. Erindale, Cooksville and Dixie were in Ward 3, the only ward to stretch from west to east across the township. A change again took place in 1959 when it was decided to make seven wards, which became official in January, 1960, Robert Speck's first year as reeve. Since that time the wards have been changed in 1970, 1977, 1983, 1990 and 2005, as urbanization dictated. Each time the wards changed they were established by municipal by-laws.

In 1961, municipal elections began to be carried out every two years. With the founding of the Town of Mississauga in 1968, which

amalgamated the seven major areas and small villages of Toronto Township, the council consisted of the first mayor, a reeve and deputy reeve and seven councillors. In 1971, a three term was put in effect. In 1974, when the City of Mississauga was established with the towns of Port Credit and Streetsville, a mayor and nine councillors were on council, with Port Credit being Ward 8 and Streetsville Ward 9. In 1977, it returned to two terms; in 1979, it again went to three, which it remains today. In 2005, two wards were added and two more councillors.

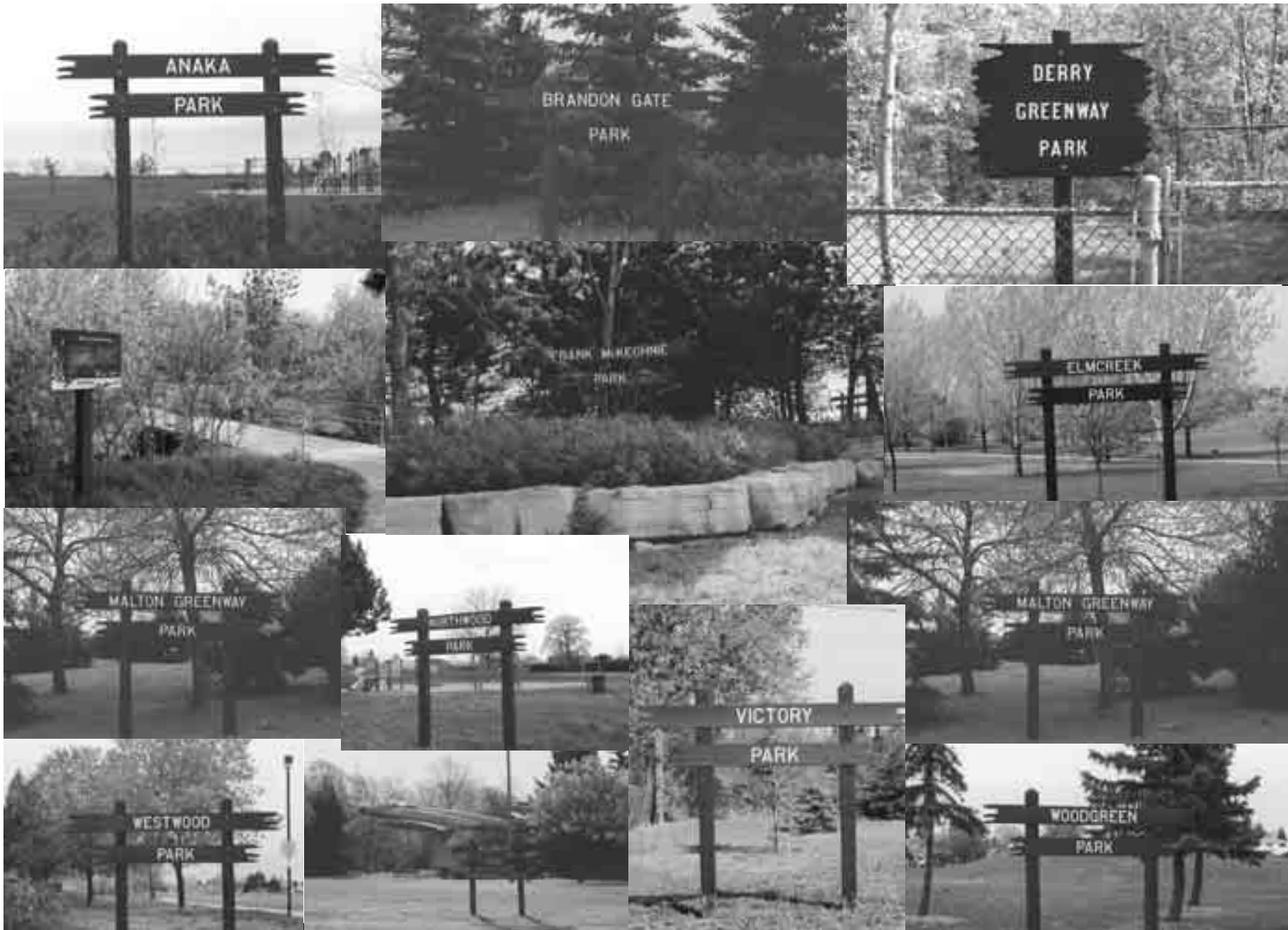
The councillors who have served Malton since it became part of the Town of Mississauga on January 1, 1968, are: Frank McKechnie, Cliff Gyles and Eve Adams



Ward Changes from
1967 to 2005
(City of Mississauga)

Parks

264



Malton: Farms to Flying

Albert McBride Park

3811 Teeswater Road
Opened in 1972
2.5 hectares (6.1 acres)

Anaka Park

7666 Anaka Drive
Opened in 1972
2.4 ha (6 acres)

Brandon Gate Park

3545 Brandon Gate Drive
Opened in 1972
2.08 ha (5.1 acres)

Cattrick Boulevard Park

53 Cattrick Street
Opened in 1962
0.2 ha (0.5 acres)

Derry Greenway

3365 Victory Crescent
Opened in 1974
9.7 ha (24 acres)

Elmcreek Park

7320 Darcel Avenue
Opened in 1962
4.7 ha (11.7 acres)

Father Joseph A. Nolan Park

7385 Finery Crescent
2.8 ha (6.9 acres)

Frank McKechnie Park

3013 Derry Road East
0.57 ha (1.4 acres)

Kings Park

7185 Dixie Road
20.3 ha (50.3 acres)

Malton Greenway Park

3555 Etude Drive
Opened in 1972
17.12 ha (42.3 acres)

Malton Village Park

9A Beverley Street
2.4 ha (6 acres)

Marvin Heights Park

7363 Redstone Road
Opened in 1968
2.4 ha (6.1 acres)

Mount Charles Park

1265 Cardiff Boulevard
11.2 ha (27.7 acres)

Northwood Park

3830 Brandon Gate Drive
Opened in 1968
4.04 ha (10 acres)

Ridgewood Park

7239 Cambrett Drive
Opened in 1961
2.35 ha (5.8 acres)

Station Way Park

26 York Street
1.8 ha (4.6 acres)

Victory Park

3055 Victory Crescent
5.2 ha (12.9 acres)

Westwood Park

6941 Darcel Avenue
Opened in 1965
3.7 ha (9.2 acres)

Wildfield Park

7389 Bramalea Road
11.18 ha (27.6 acres)

Wildwood Park

3430 Derry Road East
Opened in 1965
41.9 ha (103.6 acres)

Woodgreen Park

3325 Twilight Road
Opened in 1969
2.03 ha (5 acres)

(Photos by Kathleen A. Hicks)

The Oldest People

VERA CODLIN ETHERIDGE WAS BORN ON HER father's 100 acre (40 ha) farm on Airport Road on November 21, 1915. Her father, Fred Codlin, had been born on the Indian Line (Eighth Line) and her mother, Mabel Mashinder, on Derry Road. Her grandfather had built the family home in 1891. They had mixed farming of vegetables, fruit, cattle and poultry. Her father was a truck-



▲ Fred Codlin

er and took produce, pigs and calves to markets in Toronto and also sold farm implements for International Harvester. Her father was the first person to have a car in Malton. Their

neighbours were the Middlebrooks, Carrs, McDougalls, Gardhouses, Sommervilles, Hewstones and Brocklebanks.



◀ Vera Codlin, age 4 years



▲ Codlin House

The family attended the Trinity United Church on Burlington Street and her mother was a dedicated church volunteer. The United Church Women's organization held an annual Thanksgiving turkey dinner in October and a bazaar in November. They also had a "trunk" (rummage) sale, which was also a good fundraiser and an opportunity to recycle household goods and clothing.

Vera went to the Malton Public School and Weston Collegiate. Airport Road was a gravel road and she and her friends loved skating on a nearby stream that was a branch of the Mimico Creek. She remembers growing up watching rickety canvas biplanes clattering overhead before they landed in a field south of her family's farm. Cars were a novelty, but life was simple and helping one's neighbour was an everyday occurrence.

She married John Etheridge in 1942 and they moved into a wartime house on McNaughton Avenue in 1946. John was in the Navy as it was during World War II (1939-1945). After the War ended, John became a stationary engineer in the boiler room for Orenda Engines.



▲ Wedding of Vera and John Etheridge



▲ Vera and John with Rico at their McNaughton House

Vera worked for the Peel Board of Education as a secretary for 25 years. The office for the Toronto Township School Area #1 was in the Malton Public School, then she went to the new offices on King Street in Cooksville.

Vera remembers Hurricane Hazel in 1954, the 1969 gas explosion, which scorched the paint off many houses the heat was so intense, and the 1970 airplane crash at the Malton Airport. She lost her father in 1956, her mother in 1983 and John in 1987.

The new Trinity United Church was built on her family's property and her father's farm was used for the wartime subdivision called

Victory Village. Her parents' house was torn down in 1982, which was the last of her family's connection to disappear.



◀ Etheridge House



▲ Vera and John Etheridge's 25th Anniversary

In 1994, the Region of Peel was making plans to widen Airport Road to six lanes. The houses in the way of progress were going to be sacrificed and Vera's home was one of them. She received a letter on March 19, 1997, advising her that her property was required for the widening of the road. She wanted to fight the Region, but was told that if she did not comply, the property would be expropriated. So she was allowed to remain in her home until 1998, then she moved out. The family home was demolished with the widening of Airport Road.

For some years now, Vera has belonged to the Malton Seniors, an involvement she thoroughly enjoys. She also has enjoyed her camaraderie with the Royal Canadian Legion Branch #528 and the Ladies

Auxiliary. She still drives her car and quite often picks up other seniors so they get to the meetings and euchre or cribbage games, whatever the outing.

When asked what she thought about the comparison of Malton's original farming community to today's busy place, she said, "I go along with change and accept it."

Vera celebrated her 90th birthday in November 2005, amongst a company of 175 relatives and friends. The occasion took place at the Malton Community Centre and Vera's niece, Ann Barclay, great-niece Carrie Beck and Ann's daughter, Nicole Perdue, were the organizers.



▲ Vera Etheridge on her 90th Birthday



▲ Winn Currie, who is 102



▲ Marjorie Madgett McLaughlin is now 96

Longest Married Couple

REGIS AND VIOLET HANLEY WILL BE celebrating 62 years of wedded bliss on November 30, 2006. They were married in 1944 at St. Anthony's Church, 1041 Bloor Street, Toronto. It was just a small wedding, with Violet's sister, Rose Swabuk, as maid of honour, and Regis' brother, Patrick, as best man. Vi had had a short turquoise dress made, with a halo for her hair of matching fabric. They honeymooned in Niagara Falls, which they say was beautiful in the winter.

Violet was born on May 23, 1924, to John and Annie Swabuk, who resided in Portage la Prairie, Manitoba. She was one of ten children. John worked at the Canadian Pacific Railway. At age 16, Violet came to Toronto on her father's CP pass to live with her Aunt Kay, who was married to Jerry Hanley (Regis' brother).



▲ Annie and John Swabuk - parents of Violet Hanley



▲ The Hanleys Wedding, 1944

Regis was born on June 30, 1917, to Thomas and Anastasia Hanley on a farm in Hesson, Ontario. When he was a year old, he contracted polio, which resulted in his having one leg shorter than the other. But this disability has not deterred his enthusiasm for life and its many opportunities. Regis' father passed away when Regis was only eight, but he was surrounded by a strong-willed mother and ten brothers and sisters. Regis came to Toronto in 1936 to continue his schooling. He attended business school and took typing, shorthand and bookkeeping.



▲ Thomas and Anastasia -
parents of Regis Hanley

Hull Street with a garage, which became their home for nine years. Regis built a frame, one-storey house for \$15,000 in 1954, and they still reside there. When Hurricane Hazel hit Ontario in October of that year, the Hanley's house was flooded. The furnace, car and everything in the basement was under water.



◀ Violet and sister Rose,
Riveters at A. V. Roe

In 1941, Regis started working at National Steel Car as a sheet metal mechanic and built the wings of the airplanes. During 1944 and 1945, Violet worked at Victory Aircraft on the fuselages of the Lancaster bombers along with her sister, Rose. Back then, they were referred to as "Rosey the Riveters." She and Regis met at his brother Jerry's house and were soon married. They took the train from Toronto to Malton to work.

The Hanleys moved to Malton in 1945, where their two children were born, daughter, Regina, in 1947, and a son, Alrid (called Al), in 1950. They lived in a trailer for a year and then bought a lot on



▲ Regina and Alrid (Al) Hanley

Regina got her BA (Bachelor of Arts) at the University of Toronto. She taught at Toronto Eastern High School of Commerce for 35 years. Alrid also earned a BA and CFA (chartered financial analyst) from London University. He had muscular dystrophy and while in university, it worsened. Yet, he lived on his own in Toronto for 18 years and worked with the Toronto Stock Exchange and wrote articles for McKenzie Financial as a financial analyst. Al passed away in 1994.

The Hanleys have travelled throughout Canada from the west coast to the east. In 1979, they bought a rundown cottage on Scugog Island, across the lake from Port Perry. They fixed it up and put in new plumbing and electricity and it became their getaway during the summer. While staying there, Vi attended writing classes in Uxbridge and she says she enjoys that pastime very much. She also paints a little and because of her many interests, her son used to say she was "rock happy." When Violet was in her 60s, she joined a band called "The Golden Slippers" and for ten years they played in Port Perry and around the Toronto area. She also spent three years playing violin in an orchestra that played classical music. They were featured on Breakfast Television on City TV and often played at different churches in the area. Regis was a square dance caller, enjoys bridge and other card games and carpet bowling. One of their finest memories goes back to their courting days when Regis used to take Violet up the Humber River in a row boat. In later years, he sailed around Toronto Island and took Regina out in dinghies and keel boats.

Violet and Regis joined the Malton Seniors as well as the Port Perry Seniors Club in 1982. In June, 1987, they were chosen King and Queen of the Port Perry Seniors. It was the last meeting of the season and they were crowned by the outgoing King and Queen, Marion and Burnsell Webster. They were ushered in to the tune of “Oh, them

Golden Slippers” and Louise Hartley and Bill Harper singing “True Love.”

Violet and Regis’ 50th anniversary in 1994 passed quietly as their son, Al, passed away that year. In 2004, their milestone of 60 years was similarly celebrated.



▲ The Senior Citizens Club wrapped up a fun-filled season last week with some fine music and the crowning of King and Queen. At far left and right is last year's royalty. Burnsell and Marion Webster. And seated in the middle is Regis and Violet Hanley.

Let us never lose sight of our great importance to God and His great love for us. The love which is greater than the love of a father's or a mother's love for their child.

We are getting older and weaker and our hearing is poor and our eyesight is worse.

Our face is spotted and also pruned.

Our walk isn't the same and we fall down and we need His support, His help, His hand and His love.

Sometimes, we feel, He is not there for us, but we only have to look across a great expanse of water or sky to feel His Great Presence and Power. He is there! We are His children. We are important to Him and His love is Great.

*- written by Violet Hanley
Senior Citizens Club #231
Malton, Ontario*



▲ Violet, Regina, Regis and Alrid



▲ The Hanleys' 60th anniversary

(Photos courtesy of Violet Hanley)

*This World of Ours is; broad and deep
But I have miles to go, before
I sleep.
The world is round,
It is not flat
I won't fall off, I'm sure of that.
To live in this world
we have to bend.
Don't walk alone
You need a friend*

- written by Violet & Regis Hanley



▲ The Hanley House

Oldest Heritage Building



273

▲ 33 Beverly Street

Built in the 1850s, this house was purchased by George and Kathleen Graham in 1940. It is now owned by daughter, Joy Graham. (Kathleen A. Hicks)

Malton's Historical Buildings

274



▲ Tomlinson/Johnston House
16 Scarboro Street



▲ 13 Scarboro Street



▲ 14 Scarboro Street

Other Interesting Houses



▲ 17 Scarboro Street (Photos by Kathleen A. Hicks)



▲ Tomlinson House 18 Scarboro Street
(City of Mississauga, Community Services)



▲ 7146 Goreway Drive (Kathleen A. Hicks)

276

Other Heritage Sites

Moore Cemetery
Derry Road East

Mount Charles Buildings
SW Corner Derry and Dixie Roads

Mount Charles Cemetery
Dixie Road

The Dale House
Derry Road

**Wildwood Park and the
C-100 Airplane**
3430 Derry Road East

Victory Village
East of Airport Road

Victory Hall
3091 Victory Crescent

(Photos by Kathleen A. Hicks)

(Photos courtesy of the City of
Mississauga Community Services)

The Scarlett House

The Hornby/Scarlett House at 6435 Dixie Road is now the home of a catering business. In architectural terms, it is a one-and-a-half storey farmhouse of Canadian characteristics of the Georgian Gothic Revival and Neo-classical style, with a five-bay facade, gabled frontispiece, lancet window, ornate verge board and return eaves, brackets and dichromatic brickwork that has Italian elements.

This elegantly restored 1850 house was built by William Hornby. When he passed away, it went to his son, Arthur. He sold it to Edward L. Scarlett in the 1920s. Mr. Scarlett operated his farm until 1964, when he sold it to Ambler-Courtney Ltd. He remained in the farmhouse until his retirement. Ed Scarlett passed away in 1991. His second wife, Ruth, and daughter, Lynn, reside in Brantford.

Don Courtney lived in the house from 1971 to 1974 and then he bought a farm in Caledon and rented the heritage building. He restored the house and then had it moved 400 feet (120 m) closer to Dixie Road to the Courtney Park Centre Plaza and it became a restaurant that specialized in old fashioned country cooking. It is now used by the Scarlett House Catering.



▲ Scarlett House (City of Mississauga Community Services)



▲ Restoration of the Scarlett House
(Photos - City of Mississauga Community Services)



▲ Scarlett House 1982 Rear



▲ Scarlett House 1982



Robinson/Clarke House

1865 Derry Road East

278

Abel Robinson purchased part of Lot 15 from Charles King in 1861 and built this house around 1870. (It is shown in 1877 *Atlas*, although the plaque says 1885.) The Robinsons sold their farm in 1908. The last owner was Fred Clarke, who sold it in 1961.

On December 17, 1986, R. E. Winter & Associates did a preliminary assessment on the farmhouse to see if it was worthy of saving.

This two-storey red and buff brick heritage house has been saved from demolition and was restored by Bombardier in 1997. It is now owned by Floorwood Manufacturing Limited and sits boarded up between two industrial buildings.



▲ Clarke House 2005 ►

(Photos courtesy of Dianne Beedham)

Down Memory Lane with George Stroumboulopoulos

“I MOVED FROM REXDALE TO MALTON IN 1982 when I was ten. I lived at 7378 Sills Road with my mother and sister. Malton was similar to Rexdale for it was an ethnically diverse, lower-middle-income neighbourhood. There were a lot of youngsters kicking around, so naturally, I loved the move.

“My Malton experience can be summed up by two things, my best friends and street hockey. Every night after school we’d play until it was too dark to see – then we’d try to convince someone’s parents to turn their car’s headlights on for us to play by. Oh, if only we had hybrid vehicles back then.

“I started my Grade 4 year at Our Lady of the Airways Public School on Beverley Street. To get to school every morning, I would hop my backyard fence, walk across Airport Road and through the field.



▲ George Stroumboulopoulos

The school had a fire during that year and we were all shifted over to Malton Public School, which later became the Sikh Temple.

“One of the reasons my Malton upbringing was so positive was because of my best friend from Toronto had moved there as well. Bobby Van Englesdorp lived on Bonaventure and we were inseparable. We patrolled the whole city on our bikes. One of our favorite adventures

in those early days was crossing Airport Road and digging out rejected Tonka cars from the garage bins of the Tonka toy factory.

“Malton will always be the center of the universe for me. And it will definitely always be my home base. My house was east of Airport Road, north of Morning Star Drive, south of Redstone Road and west of Goreway Avenue. My neighbourhood did not change in all the time I lived there and I was comforted by that sense of continuity.

“Frank McKechnie was councillor and he did a tremendous amount of good for Malton -- they called him the Mayor and he should have been officially. We never felt as though we were part of Mississauga. I barely went into ‘the city of Mississauga.’ I only made the rare trip out there if there was a movie theatre worth checking on. We were more connected to Rexdale, Brampton and part of Toronto. The Woodbine Centre on Rexdale Boulevard was a gathering place for those of us from Malton and Rexdale.

“My first job was at a Mr. Submarine store on Airport Road. A few months later, I moved up in the world and began working at the Cineplex Odeon movie theatre at the Woodbine Centre.

“I am now living in Toronto and my mother is in Kleinberg. There are plenty of nights when I cannot sleep, so I hop in my car and drive through my old childhood neighbourhood. Sometimes I even consider buying our old house back. I sit in the driveway, listening to music and it renews my spirit in a strange way.

“Music has always been a big part of my life. I grew up listening to the radio. Especially Q107, which at the time seemed like the greatest radio station in the world. Andy Frost, John Derringer and Bob Mackowycz.

“These days, I am the TV host for The Hour on CBC-TV. I’ve been there for a little over a year now. Prior to that, for five years I was with The New Music on Much Music TV. I am very interested in promoting cultural intelligence to our viewers.

◀ George Stroumboulopoulos
(Photos courtesy of CBC The Hour)



▲ George Stroumboulopoulos
enjoys hockey

“The funny thing is that it’s the street hockey that has always lingered in my mind. Just last year, I finally decided it was time I started to skate. I am now playing ice hockey with the Good Time Hockey League of the Arts, on a team called Chart Attack Hack. Most of the players are involved in the music, radio or TV industry. It’s the most fun I have all week. Someday I would like to build an arena some place – perhaps I’ll buy Malton Arena. Do you think they will sell it to me? (Kidding, of course.)

“Malton was, and still is, a place with many families from a variety of backgrounds. A small multicultural society where different cultures co-exist, some of these cultures include, Hindu, Sikh, Irish, Asian and Jamaican. My family background is Ukrainian and my mother is from Poland. That was my background and upbringing, and in Malton, we didn’t see colour. It was such a diverse place that seemed to work. Obviously, I have fond memories of Malton.”

Malton, the Place I call Home



If I were a lyricist I'd write a psalm
Of the harmony of Malton, its peace and calm.

If I were a poet I'd write a poem
All about Malton, the place I call home.

If I were a composer I'd compose a song
For my Malton and sing it all day long.

If I were a writer I'd write a book
Warm and glowing no matter how long it took.

If I were an artist I'd paint a scene
Of the prettiest village I have ever seen.

Those wishes cover the Malton I knew
From Nineteen eleven to Thirty two.
Sadly all that charm is now long gone
And Malton is lost in a mega-town.

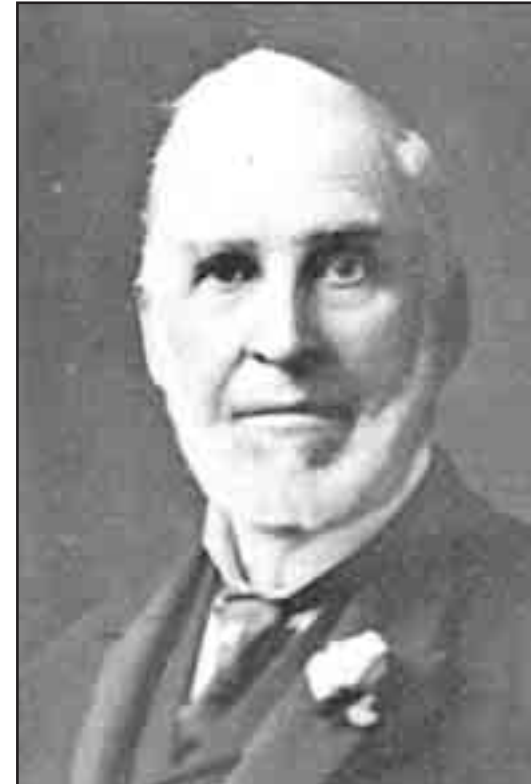
Now I'm a nobody passing through
With nothing to offer, so what can one do..
When my home was Malton, somebody was I.
Oh why did Malton have to die?

Effie Galbraith Howard
September 17, 1997

Small Villages and Hamlets

Because of the success in producing *Clarkson and its Many Corners*, this author is writing a ten book series that covers the entire history of the city of Mississauga. This is the sixth book in the series. Dixie was the first community to spring up in Toronto Township as the settlers came in along the rutted trail of Dundas Street in 1806-07 and took up their land grants, then Cooksville, Lakeview and Clarkson followed. With the Second Purchase in 1818, Streetsville, Meadowvale and Malton were founded. When the Mississauga Indians surrendered their mile (1.6 kilometres) on either side of the Credit River in 1820, Springfield (Erindale) came about and in 1834, Port Credit. These nine major areas make up nine of the books. The tenth will be on how our streets were named.

Throughout Toronto Township, small villages and hamlets sprang up, mostly at the four corners of interchanging roadways. These small communities were usually located as a crossroads hamlet, an intersection that had a small store, a tavern, a school and a church. It was usually named for the resident or inhabitant who was industrious in his community and had most of the land and was generous enough to donate a portion for a school and/or a church.



▲ Robert Broddy was the First Sheriff

(Region of Peel Archives)

IN THE BEGINNING THERE WAS JUST THE AGRICULTURAL era, whereby Toronto Township farmers wanted only to have a prosperous functioning farm to sustain their family. Some supplied the community, which allowed further growth and prosperity, and they profitted somewhat from the labour of their enterprise. Community and church were the only socializing encounters with their neighbours. Gradually their village grew with a school, mills, stores and small businesses, which completed their initial vision.

From their arrival in Toronto Township until their deaths, the early pioneers saw very little progress. Massive urbanization did not take place until after World War II (1939-1945). In the next ten years, a surge of industrial development and infiltration of housing construction occurred.

A few interesting places were:

Fraser's Corners at Third Line (Dixie Road) and Base Line (Steeles Avenue), named for the first settler Robert Fraser, who had grant Lot 15, Con. 4, EHS. Although a small village, it was well known. Fraser deeded land for a church to trustees William Freeman, John Hetherington, William Pickering, Robert Smith and William Sterritt for five shillings (66¢). Father Boyle was a clergyman there as pastor of the roughcast Methodist Ebenezer Church built in 1854, which was replaced by a brick church in 1880. The church, under the Brampton Circuit, lasted until 1912 and was torn down in the 1930s. The George Armstrong Hall was where the Orange

Lodge met. One resident named his property, "Devil's half acre." The area later became known as Ebenezer for the church. **Richview**, on what is now Airport Road, south of where the airport is located, had a population of 100 in 1875. The post office closed August 1, 1911, and the small community also disappeared when the Airport came into being. **Broddytown**, which was located on the Base Line (Steeles Avenue), east of the Third Line (Dixie Road), was named for the Broddy brothers, Alexander, James, Robert and William, who came from Ireland in 1820. The Broddys owned 200 acres, Lot 2, Con. 1, EHS, Chinguacousy and 50 acres, Lot 15, Con. 2, EHS,

Toronto Township. In 1825, Alexander married Eleanor Todd, who arrived with her family around the same time. Their son, Robert Broddy, who was born on April 24, 1828, was appointed bailiff of the 11th Division Court of Peel County in 1856, and was Peel's first sheriff in 1867. Robert was appointed by the MacDonald administration

at Confederation and he held office until 1911. His parents celebrated their 50th anniversary in 1876 and saw their son's accomplishments. At this auspicious occasion, their four sons, two daughters and several grandchildren helped them celebrate their milestone. A red schoolhouse with seven pupils sat in the

center of a prosperous farming district. The school was used until the 1960s. During World War II, the students knit afghans to be sent to England. They held euchre games and lucky draws and raised \$50 and used \$24 to buy blankets for the Red Cross and \$26 for the British War Victim's Fund. This school won a silver cup at the Peel Music Festival. A church

was constructed here in 1867 and called the Salem Church. Salem stood for "peace." The building committee consisted of Jesse Watson, Alex Broddy Sr., Daniel Johnston and Robert Broddy, with treasurer George Rutledge. It served the community well until June 1921, when it was closed down, as the small communities started to disappear into the conglomerate of progress. Broddytown became the site of American Motors in Brampton, which was a successful industry for a time.

Elmbank, Hanlan's Corners, Grahamsville, Mount Charles and Palestine are featured in this book.



▲ Broddytown Public School (Region of Peel Archives)

Elmbank

THE FOUR CORNERS of Elmbank, Lots 5 and 6, Con. 5, and Lots 5 and 6, Con. 6, EHS, were granted to James McKay, 1832, John Ryan, 1825, John Somerset, 1838, and Kings College respectively. The crossroads was the corner of Britannia Road and Fifth Line (Dixie Road). The first resident to be recorded in Elmbank was John Grubb.

John Grubb emigrated to Canada from Scotland in 1831 and settled on the west half of Lot 5, Con 5, EHS, that edged on the east bank of the Etobicoke Creek. He built a palatial house on a hillside overlooking the creek and called it Elmbank. The community was then named after John Grubb's prestigious estate.



▲ Elmbank School Class

The community sprang up around Grubb's to include William McKay's store on the southwest corner, where a carriage factory was located, a schoolhouse on the northwest corner, Robert Speer's blacksmith shop, Sons of Temperance Society Hall, two churches and an Inn on the northeast corner. A post office opened on



▲ Elmbank Hall

April 1, 1873, in McKay's store and William was the first postmaster. It was operated by various postmasters until it closed down on July 1, 1915.

The construction of the first Roman Catholic Church in 1833 was supervised by Reverend Edward Gordon, which was frame, mostly logs, and built on one-and-a-half acres (0.6 ha) on the edge of a stream, a tributary of the Etobicoke Creek, on the northeast corner of Lot 8, Con. 5, EHS. This piece of property was donated in November, 1837, by John and Bernard McGuire for 5 shillings (63¢). John owned four acres (1.6 ha). The church became the backbone of the tiny hamlet and at its inception was under the direction of missionary priest, Reverend Gordon, who worked out of St. Paul's Catholic Church in Toronto. Bernard McGuire and Bernard Doherty, two early pioneers of Catholic persuasion, started the services and the church was called St. Bernard's in their honour. Father Polin was the first priest. He passed away on April 8, 1837, and was replaced by priests who came from Wildfield, Peel County, until Father O'Reilly served the County of Peel from 1844 to 1856. There were no other Catholic churches in Toronto Township at this time, so Catholics from Dixie, Port Credit and Streetsville would venture to Elmbank for services,

baptismals, marriages and burials. Down through the years the church had many name changes such as the Fifth Line Church, St. Kevin's and The Sacred Heart of Jesus. The first recorded burial in the adjacent cemetery, which covered nearly four acres (1.6 ha), was that of Charles Doherty, who died September 28, 1833, at age 17.

Father O'Reilly of Toronto Gore at Wildfield was parish priest until 1856. That year the Parish was divided and Fifth Line was part of South Peel and part of Etobicoke. The log church was replaced by a red brick structure in 1885 and renamed Church of Sacred Heart, when the congregation stood at 400.

In the 20th century, the congregation diminished, but managed to survive until 1920. The congregation united with the parish of Dixie. The church was torn down in 1930. The altar and pews went to St. Mathew's Church in the Silverthorne District and bricks to St. Patrick's in Wildfield. By this time, the Elmbank Cemetery, enclosed by a wire fence, had over 600 graves of pioneers that were buried between 1833 to 1932. In 1886 the population of Elmbank was 300 and in 1926, 30.

The Bethany Wesleyan Methodist Church, established in the 1820s, was located on Fifth Line south of Britannia Road. Dr. Fitch Reid of King Street Episcopal Church, York, and his assistant Reverend K. McKenzie Smith, were assigned to the Home District to carry out missionary work. They founded the Toronto Township Mission in 1822 as associated with the New Settlement Mission. One of their assignments was established near Malton at Con. 5, EHS, at Britannia Road. John Black began preaching at the Hopkins and Aikens' schoolhouses. Henry and Jacob Shields also held church services in their homes.

The first frame church was built in 1831 and called Shell's Chapel. The church was dedicated on March 6, 1832, with Rev. Egerton Ryerson conducting the service. On April 17, 1834, Francis Teal gave the half-acre (0.2 ha) for the church to the trustees, Lot 4, Con. 6, EHS.

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

A red brick church replaced the frame church in 1861-1862. E. Sheard was the architect. Edward Garbutt gave another acre (0.4 ha) in 1885 for a driving shed and cemetery. It became the Bethany United Church in 1925. As the congregation diminished, the



▲ The 1862 Bethany Methodist Church

church held its last service on June 3, 1956. With the expansion of the Airport, it was torn down. Some pews were given to the Malton Trinity United Church and other items to Richview Methodist in the former Toronto Gore Township. The cemetery gravesites were moved to Riverside Cemetery in Etobicoke in 1959.

In the spring of 1928, Harry Watts bought a farm on Fifth Line. Harry had immigrated from England with his parents, Thomas and Jane (nee Hurlbert), and siblings in 1885. They had settled on Dufferin Street in Toronto. Shortly after their arrival, Harry's mother died suddenly of a cerebral hemorrhage. His sister, Louise (1869-1930), was the oldest, and she quit school to take care of the house and her three brothers, 11-year-old George, nine-year-old Harry and six-year-old Albert. Their father passed away in April, 1915 and was buried in Prospect Cemetery.

Thomas Watts ▶



Since Harry was a young boy, he had always wanted to be a farmer. So at age 15, he worked on a local farm. By 19, he was managing a farm for an ailing farmer and his family. In 1906, he rented a farm in the small village of Burnhamthorpe on Third Line (Dixie Road) in Toronto Township. Here he met and married Annie Peddle. By 1920, they had five children, Marie, Floyd, Aleeta, Arthur and Ethel.

The two youngest children went to Elmbank Public School, which was two miles (3.2 ha) from their home. The family attended the Bethany United Church, where a Christmas concert was held each year. The children were fond of their Sunday school teacher, Stella Middlebrook.



▲ Harry Watts

Harry took pride in his farm animals, especially his dairy cattle and pigs, and belonged to the United Farmers Organization.

◀ Mother Pig and Piglets





▲ Annie Watts, 1930



▲ Ethel feeds the Ducks,
1929

Annie took care of the chickens, geese and ducks. She was an excellent seamstress and made her daughters beautiful dresses.

The children were soon grown and Marie married Harold Danks, Floyd wed Marquerite Middlebrook, Alberta said her nuptials with Bill Currie, Arthur with Pearl Nixon and Ethel with Hugh Galbraith. Floyd was eager to be a farmer like his father and purchased a farm that backed onto Harry's property.

Harry passed away from a stroke in August, 1957, and Annie died on December 31, 1962. They were buried in Riverside Cemetery. Arthur took over the family farm and hung in with it until the land was expropriated for the expansion of the Malton Airport.

This entire community fell under the development of Malton Airport in 1937. Only Elmbank Cemetery survived, but it was overgrown with brambles and weeds and many gravestones were broken and unreadable. The Sons of Temperance Hall was demolished for the airport runway extension.



▲ Alberta, Louise and Ethel, 1928



▲ Elmbank Cemetery



▲ Elmbank Cemetery Plaque (Photos courtesy of Dianne Beedham)

The Elmbank Cemetery lasted until 2000 when the Lester B. Pearson International Airport announced further expansion plans and the need of the area known as Elmbank for a new runway and de-icing facility. A commemorative mass, organized by St. Patrick's Catholic Church History Committee, Frank Walshe and Patrick Gunning, was held at the site of the Elmbank cemetery on August 27, 2000. Then an archaeological assessment was done by Archaeological Services Inc., and documentation took place. The Greater Toronto Airport Authority gave genealogist Brian Gilchrist the responsibility of finding the descendants to consult with them. Then, by October 2001, the remains and gravestones of the Irish Catholics were relocated to the Assumption Roman Catholic Cemetery at the south-east corner of Derry and Tomken Roads. A memorial monument was erected with the assistance of descendants and interested parties. A rededication ceremony took place on July 10, 2004, the main celebrants being John Murphy, Chancellor for Spiritual Affairs of the Archdiocese of Toronto, Father Mike Doyle, C.S. Sp., Father John Cotter from Michigan and Deacon Bert Sandford.

This was the largest relocation of a historic cemetery in Canada.



▲ Assumption Roman Catholic Cemetery, 2004
(Kathleen A. Hicks)

Grahamsville

Thomas Graham (b.1781, d.1844), for whom Grahamsville is named, came to Toronto Township with John Beatty and the caravan of Irish families in 1819. He had been born in 1781 in Enniskillen, Fermanagh County, Ulster, Ireland. When he turned 31, the Orangemen, such as Beatty, Broddy, Cheyne, Crawford, Dixon, Henderson, Nixon, Phillips, Reed and Rutledge, were making an exodus from Ireland because there was a move there to terminate smaller landholders leases on large estates. Whole villages began to be evacuated and thus the Grahams decided to join their fellow countrymen in leaving the Emerald Isle.

Thomas came to the United States with his wife, Ann Dixon (1785-1839), two of their three children, Mary, 1805, and Andrew, 1810, three brothers, George, James and Joseph, and two married sisters, Sarah and Margaret. This is how they became labeled “a colony of Irish.” Their son, Joseph, (1807-1899), remained behind with his grandparents and came to New York in 1817 with the Rutledges. He would marry Ann Brown, (1804-1896), and have seven children.



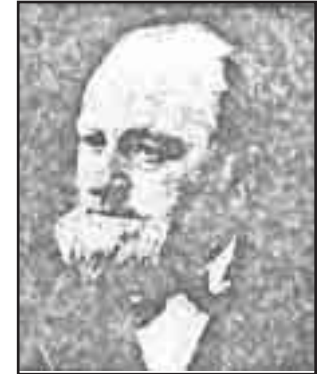
▲ Thomas Graham

AS IT TURNED OUT, THEY ARRIVED IN New York just prior to the outbreak of the War of 1812. While living in New York, Thomas and Ann had Thomas Jr. (1817-1873), Elizabeth, George, 1819, Anne Jane, 1820, and a son, Johnston, who died at age 19. These British Loyalist families received a great deal of verbal abuse and discrimination because of their ancestry and this spurred them to make another move. So they applied to the British Consul in New York for land grants in Toronto Township, which were approved.

During their trip to Upper Canada, Thomas’ brothers, Joseph and James, had brought along two covered carriages. As it happened, James sold his to Justice W. E. Robertson while in York, figuring it would not be of use in the wilderness, but Joseph persevered and trekked his through the bush to their destination. However, the roadways were not passable enough for this elegant conveyance, so he utilized it as a hen house.

Thomas was the first settler to receive a grant in the New Survey, which was purchased from the Mississauga Indians in 1818 and surveyed in 1819. Thomas’ grant was the west half, 100 acres (40 ha), Lot 15, Con. 2, EHS, which was dated November 26, 1819. In 1823, he sold 20 acres (8 ha) to Alexander Broddy for £30 (\$75) and in 1827, 80 acres (32 ha) to Hugh Graham for £75 (\$188). On May 1, 1828, Thomas paid £50 (\$125) to grantee John Leeper for 100 acres of the west half of Lot 15, Con. 6, EHS, and £50 to William Leeper for the east half of Lot 15, which became part of Graham’s Corners and later Grahamsville. The Grahams eventually owned the north-west, southwest and southeast corners of the village, which was the four corners of Sixth Line (Airport Road) and Base Line or Middle Road (Steeles Avenue, named for George Steele).

Thomas’ brother, George, was granted 200 acres (81 ha) of Lot 12, Con. 1, EHS, where he founded Derry West. It is surmised that Thomas resided in the Derry West area during his first years here.



▲ George Graham

In 1822, Thomas managed to work to improve 14 miles (22.8 km) of roadway, which became Hurontario Street, through the new settlement.

It has been recorded that Graham's Corners was founded by Thomas in 1820, but his first land purchase there was for 1828, so this discrepancy in years makes it uncertain as to when Graham's Corners was settled. It was written in Perkins Bull's book, *Boyne to Brampton*, that the Orange Lodge, which became #142, was formed there in 1820 by Irishman John Rutledge. The Orange Lodges celebrated July 12th each year and the Graham's Corners lodge members joined other local Orangemen in 1822 and marched to York (Toronto) for the big Orangemen's Day Parade.

Whatever the year, Thomas founded this area, and set about establishing himself on his property, building cabins and outbuildings and a store on the southwest corner.

In 1831, Thomas had a two-storey 20-room hotel and tavern called The Magnet constructed on Lot 15, Con. 7, on the Toronto Gore side of Sixth Line (Airport Road), and Orange Lodge meetings were held there regularly until the Lodge built its own facility on the north side of the road. His daughter and her husband, Robert Bell, operated



▲ The Magnet Hotel

The Magnet. Thomas also received a grant of 100 acres, east half of Lot 14, Con. 6, EHS, on June 8, 1831, and sold it the following month to Thomas Phillips, and Lot 14, Con. 1, June 1, 1840, which he sold to Andrew Cheyne on April 29, 1842.

The Graham men and their neighbours joined the York Militia during the 1837 Mackenzie Rebellion, which commenced on December 4th. It was stated in Perkins Bull's *Brock to Currie*, page 153, that James Graham, who ended up a captain, is quoted as declaring that he had been the only man with an overcoat in his battalion and that he lent it in turn to each man who was on picket duty during those drab and fearful nights.

The patriarch, Thomas, passed away in 1844. His son, George, who was treasurer of the Grahamsville School between 1859 and 1870, had great ambition. When the separation of Peel County from York was in progress and completed at Confederation in 1867, he became the first treasurer of the provisional council (1865-1894), when Grahamsville's population was 200. For this undertaking, he moved to Brampton, the county seat, where he died in 1894.



◀ George Graham



▲ George Graham's House



▲ John Rutledge

John Rutledge (1789-1857), who was born in Straban County, Ireland, arrived the year after the 1819 pilgrimage of the Graham and the Beatty caravan from New York State. He and his brothers, Archibald and James Rutledge, were Irish Protestants and also devout Orangemen. John is credited with forming the Orange Lodge at Graham's Corners in 1820. He received 100 acres, the east half of Lot 13, Con. 1, EHS, for having served 16 years in the King's Army. He carried out his settlement duties with the help of his brother, Archibald, and the Grahams. John was the brother-in-law of

Thomas Graham, as they were married to sisters, Alice and Ann Dixon. John and Alice (1786-1872) had Catherine (1813-1842), George (1817-1893) and Elizabeth. His brother, Henry, was one of the founders of Streetsville, named for Timothy Street. John built a log cabin on the west bank of the Etobicoke Creek and years later constructed a stone farm house, utilizing the stones from the Creek. John Rutledge died in 1857.



▲ John Rutledge's farm

His son, George, married Catherine Nixon, and they had five children, John, Alice, Elizabeth, William and George Nixon. George purchased 50 acres (20 ha) of Lot 13, Con. 2, EHS, and in 1873, 100 acres of Lot 14, Con. 2. William (1850-1935) went to school in Derry West and Brampton and started his political career as a councillor in 1906. He attended the Broddytown Church, where he served as a superintendent for 30 years. He was community-minded and served as superintendent of the Salem Sunday school from 1886 to 1920, was councillor of Toronto Township, 1906-1909, then deputy reeve, 1910-1913, and reeve, 1914, and Warden of Peel



▲ George Rutledge

County, 1915. He was three times returning officer for Peel in the federal and provincial elections, 1919-1921. George's farm stayed in the family well into the 20th century with it being willed to William, who sold to Elizabeth in 1902 and then willed to Reverend George Nixon Rutledge, who was the last owner. George Nixon retired and sold his farm and moved to Brampton and he changed to the Brampton United Church. He died on March 23, 1936, leaving his wife Catherine Broddy.



▲ William Rutledge

The first Grahamsville schoolhouse was recorded in 1828 by Rev. John Carroll, a circuit rider. He wrote that he had visited the Hopkin's schoolhouse at Graham's Corners that was located on the southwest corner of Lot 2, which was in Chinguacousy, west of Grahamsville's four corners north of the Side Road (Steele's Avenue). It was a one-room building, 25 feet by 20 feet (6 m x 7.5 m) made of hewn logs that had its crevices filled with mortar. It was heated by a pot-bellied stove and one teacher taught the eight grades. It was replaced by another school about ten years later. In 1846, the school became S.S.#24 when the Home District



▲ Grahamsville Public School
(Photos courtesy of Robert Brander)

divided Toronto Township into school sections. This school stood until 1861 and the last teacher was Alexander Best. A quarter acre (0.1 ha) of land was purchased from John Watson on February 22, 1860, for \$80, the same lot and a school was built on the southeast corner of his property by John Gill for \$640. The trustees were Mr. Watson and Mr. Graham (first name not given) and Reverend Pringle was the superintendent of schools. The new teacher was John Coltart, who received \$300 annual salary.

Another school of red brick was built and opened in 1895 for \$1,600 and a new school bell was bought for \$7. Miss Ann Davis was the teacher at a salary of \$330. The trustees were Mr. A. Baldock, Thomas Nix and John Sinclair. A stove, coal skuttle and shovel were purchased for \$7.35; in 1910 a flag pole was installed at a cost of \$1; a piano was added in 1935, when Margaret MacDonald was the teacher; indoor toilets in 1941, hydro in 1945 and an oil furnace in 1953.

Some of the annual school activities included a fall fair, a Christmas concert and the Peel Music Festival competitions at Clarke Hall in Port Credit. In 1933, the music director was Mr. N. E. Capps. The teacher between 1930 and 1933 at a salary of \$1,000 annually was Ada Wood, who boarded with the Ackroyds. There were 24 students



▲ Grahamsville School Class, 1932-1933

in the eight classes, which grades were referred to at this time. Norman McLaughlin was the caretaker, who made sure the wood was always ready to keep the big potbellied stove fed during the winter months.

When King George VI and Queen Elizabeth visited in May 1939, the teacher, Bob Laycock, took his pupils to see them in Brampton. The Malton Horticultural Society donated a weeping willow tree to the Grahamsville School to commemorate the royal visit and Jack Johnston and Kenneth Kennedy planted the tree on school property.



The school was closed in 1960 and the pupils were transferred to Malton schools. Mr. Morgan Lemcke was the last teacher and he was making \$4,450. The school and property were auctioned in 1961 and sold to a former pupil, Mary Eleanor Jackson, who was married to Harold Shaw. She sold to developers and the school was demolished in 1972 and a Texaco service station was built on the site.

◀ Morgan Lemcke, the Last Teacher



▲ Morgan Lemcke's Class, 1960

Grahamsville School Cheer

We're rough, we're tough
We're wild and full of punch.
And you can't hold a candle to
The Grahamsville bunch.
Chica-raca, chica-raca, sis boom bah!
Grahamsville Public School Rah! Rah! Rah!



▲ Service Station on School Site (Robert Brander)

William Walker, a Yorkshire, England, waggonmaker, arrived from York in 1832, with his wife Ruth Petty. He leased Lots 3 and 4, Con. 5, EHS, and later bought Lot 9, Con. 6, EHS, where he built a suitable house. Some of his major contributions were a washing machine, automatic seed planter and a plow a man could ride on instead of walking. He ran the Watson's Carriage & Plow Factory, the hamlet's only industry. When it was torn down, this became the location of the Masonic Hall and the Agricultural Building. He and their son, William Jr., farmed Lots 3 and 4 until 1888. William Jr.'s son, John



▲ John James Walker shows his Grandfather's Hand Sowing Machine



James and his wife, Harriet Bullock, worked Lot 4. John and Harriet bought the west half of Lot 1, Con. 6, in 1901. John had a steam mill on his property. William's inventions were still available in 1932 when they were put on display for the younger Walker generation at the home of John James Walker.

◀ William Walker's Washing Machine

(Photos courtesy of the Region of Peel Archives)

John's son, Gordon, bought his father's property in 1923 and built a two-storey yellow brick house. He married Jennie Sanderson of Mayfield that same year and they had Evelyn, Norma, Everett and Ferne. Gordon and Jennie had a mixed dairy farming operation. They bought the other 50 acres (20 ha) of Lot 1 in 1948 and their son, Everett, farmed this property. In 1957, they sold the farm to Bramalea Development and retired and moved to Brampton. Everett and his wife, Joan, rented the farm from Bramalea Development and worked it until 1965 and then bought a farm in Grand Valley.



▲ Dr. Beaumont Dixie

The first doctor to practice in Grahamsville was Dr. Beaumont Dixie, who received his licence in 1842 and had worked first in Oakville. He practiced there for two years, 1844-1846, before moving to Springfield (Erindale). Thomas Deazely, fresh out of College, began his practice there in 1846. He died at age 30 in 1853. When he passed away, he was replaced by Dr. John Cousens, who was joined by Dr. Martin Morrison. Dr. John Stoddard was there in 1850, Dr. Thomas Beattie, 1856, Dr. Thomas G. Phillips, 1860. Dr. Phillips was the son of militia Captain Phillips, an early settler and one of the early pioneer schoolmasters. Dr. Phillips had a substantial territory to cover as his practice stretched from Orangeville to Adjala. He often had to swim on horseback across the flooded Humber River, while making his rounds. Many farmers rode miles (kilometres) to see him on what he called his "consultation days."

As Thomas Sr.'s children matured, Thomas Jr. and his brother, George, ran the family store on the southwest corner, where the post office opened on February 6, 1852. George was the first postmaster and the area officially became Grahamsville,



▲ Mr. and Mrs. Thomas Graham, 1889

when the population was 150. George was also an early insurance agent. Down through the years the postmasters were: Thomas Graham, 1857-1864; George Graham, 1865-1865; Peter Lamphier, 1866-1900; Miss Theresa Lamphier, 1901-1902; Miss Ida Steele, 1902-1903; Alfred Baldock, 1904-1915. Then the post office was closed on June 30, 1915.

Grahamsville only had two small streams, which were tributaries of the Mimico Creek, therefore there never was a grist or sawmill. The main road, Sixth Line, was planked around 1850 and was extended past Highway 7 at £400 (\$1,000) per mile (1.6 km). A stagecoach line was running through Grahamsville from Toronto, which was a 50¢ ride, and went as far as Mono Mills, 22 miles (35.2 km) away, for a fare of \$1.10. By 1857, the population was 150 and the Canada Directory listed: Rev. W. Andrews and Rev. B. Jones, Wesleyan ministers; Rev. J.G. Armstrong, Anglican Minister; Robert Bell, hotelkeeper; J. R. Cousins and Martin Morrison, physicians and surgeons; Thomas Graham, postmaster and general storekeeper; John Hughes, blacksmith; Peter Lamphier, general store; Thomas G. Phillips, M.D.; and James Watson, carriagemaker.

On the northwest corner was John Watson's house and Wagon and Plough and Buggy factory, which employed 150 people in the 1860s.

A house on the northeast corner was occupied by William Wright Sr., a blacksmith shop and a tailor shop, and then the Orange Lodge #142 Hall. On the southeast corner stood the The Magnet Hotel that was still operated by Robert Bell, and the Masonic Hall, along with Peter Lamphier's general store and a large warehouse, where grain was stored, and Maguire's



▲ Mr. and Mrs. John Watson

boot and shoe store, a shoemaker and two doctors. The village also had the Agricultural Hall, which was also used during the fall fair. The upstairs had a big banquet hall, which was used as a drilling facility for the No.1 Militia Company, 36th Regiment, which was under the direction of Captain George Graham. Then William



▲ The John Watson's Residence and Steam Mill



◀ The Watson Farm

Clifton's house, and then his shoemaker's shop. Phillips' property came next. Below the Graham store was a frame Shiloh Church and a cemetery. Its congregation had been formed in 1828 with Reverend John Black of the Toronto circuit handling services with John Carroll. It was first called the Shiloh Chapel, which had been built in 1843 on half an acre (0.2 ha) donated by Thomas Graham and stood just south of the Graham's store. He passed away in 1844, and his son, Thomas, and his wife, Martha, deeded the property to the trustees of the little frame church on March 15, 1851. She died in 1858 and Thomas in 1873, and they were buried along with other Grahams in the Shiloh Cemetery.



▲ Thomas Graham's Gravestone
(Kathleen A. Hicks)



◀ Shiloh Church

The church was torn down in 1868 when a new brick church was built. In 1925, it became the Shiloh United Church. Its 100th anniversary was celebrated in 1928 when the pastor was Reverend Garnet Watson Lynd. In 1925, it became the Shiloh United Church and it remained in use until June 1962, when it was demolished.



▲ Rev. Garnet Lynd, 1922

St. James Anglican Church, vested in the Synod of Toronto, was established in 1851 by Reverend Tucker of Chinguacousy Mission. He held services in the Orange and Masonic Halls. In 1865 an acre (0.4 ha) of land was donated by John Sims, which was also used for a cemetery. This church was only used until 1886 and was closed down. It was reopened in 1896 by Rev. Softly of Clairville and was again closed in 1905. On June 4, 1928, a resolution was passed that since the church was sold and the cemetery was not being used, the owner should be charged property taxes. In the Gore of Toronto Minute Book, it was assessed at \$200. By the 1930s, the church had been torn down and the cemetery was in a mournful state of neglect.



▲ Shiloh Parsonage



During the Fenian raids of 1866, Grahamsville became the headquarters of the No. 1 Militia Company, 36th Battalion, and they used the Agricultural Hall for drilling. The Fenian raids took 55 men to battle in Niagara Falls under Captain Thomas Graham, Lieutenant Arthur Nesbitt and Ensign William Graham. They were gone from home from June 2nd until July 16th. Upon their return a picnic was held in their honour at the fairgrounds.

◀ A Fenian Participant

Thomas Sr.'s grandson from son, Joseph, Thomas Graham Jr. (1835-1892), who married Mary Jane Simpson from Meadowvale, was elected to Toronto Township Council in 1875 and he held the councillor position until 1879.

The village suffered two fires in succession, in 1880 and 1882, which destroyed most of the buildings. On the day of the Woodbridge Fair, October, 1880, The Magnet Hotel caught fire and burned down. The flames leapt to the Masonic Hall and Agricultural Building. A bucket brigade was started but the men's efforts were in vain. All was lost. The fire spread southwards along the Sixth Line, catching onto the stables next to the hotel. Lampier's store and the shoemaker's house were in jeopardy. The roadways were crowded with onlookers. Within a few hours, the area turned into smoldering ruins. The St. James Anglican Church, Dr. Phillip's house and the Orange Lodge escaped the holocaust. Fortunately no lives were lost. The community never really recovered from the disastrous fire. A blacksmith shop was built on the Masonic Lodge property. In 1889 the hotel lot became the location of the Methodist Church. In 1950, it was sold and a service station was constructed.

In 1886, John Hewson purchased the former Graham property, the east half of Lot 15, Con. 6, from Peter Lamphier. John's parents, Nicholas and Mary, hailed from Yorkshire, England, and they had arrived in Upper Canada with their six children in 1831, and settled in Tullamore. John and his wife, Jane Rushton, had 11 children and they were very devoted to the Shiloh Methodist Church.



▲ The Hewson farm (A Hewson Family Photo)

Their son, Albert, remained on the farm and when he married Mary Sheard, John had a house built for them. They had two children, Wreford and Ferne. Albert, much like his father, was a member of the Shiloh Methodist Church board of trustees and served as superintendent of the Sunday school for 23 years. He was also involved in the founding of the Peel Seed Growers' Association and served as a director.

Albert's son, Wreford, married Alice Hooper in 1927 and Albert and Mary retired to Weston, where Albert died in 1939. Wreford focused his farming efforts on the breeding of Clydesdale horses. He brought prominence to the family with many ribbons from the Canadian National Exhibition and the Royal Winter Fair. They remained in the Grahamsville area until 1971 when the land was sold to the Kraft Company. Then it was purchased by the Ontario government and hydro lines were put across the area that was once a thriving village. Wreford and Alice moved to Beeton, where he continued his work with Clydesdales until his death in 1991. Alice had passed away in 1987.

At the turn of the century, the village of Malton was seeing its demise with a population of 35. Gradually the historic homes were demolished by progress. Only one building lasted into the 1960s – the Shiloh United Church.

In 1934, William T. Brander purchased a farm on Lot 15, Con. 6, for his grandson, William James Taylor Brander (Bill), who farmed



▲ The Brander farm (A Brander Family Photo)

there from 1940 to 1992. In 1945, Bill added another farm, Lot 3, Con. 6, in Chinguacousy, to his workload, which had belonged to Victor Kitto. He called it Brandalea. He married Mae Ezard on May 26, 1945, and they had three children, Shirley, Harry and Robert. The children became members of the 4H Agriculture Club and got involved in its projects, for which they received trips. Shirley, who also belonged to the Homemaking Club, won a trip to Nova Scotia. Harry won a trip to Alberta and. Robert won a trip to Manitoba. At ten-years-old, Harry, became Junior Champion Plowman in Peel and Harry, at only nine, won the King and Vaughan Plowing Match. Bill coached his sons and they went on to win many titles until their last at the Halton International in 1974. Both boys started farming with their father in 1970. The Brander farm was expropriated by the Ontario government in 1974 for the highway corridor below the 407 Hwy. At the age of 80, Bill combined over 1000 acres (406 ha) of crop. In 2004, he retired and is now residing at Leisure World-Brampton Woods. On March 5, 2006 he celebrated his 86th birthday. In 2006, Bill and his wife Mae celebrated their 61st Wedding Anniversary.

Bob and Harry continue to farm 1500 acres (610 ha) including their sister and fathers farms. They continue to feed 1000 head of cattle between them in Ontario and Manitoba.

Several awards have come Bill's way over the years: in 1982, he received a plaque for Farmer of the Year; 1983, a City of Brampton

award for outstanding service to the community; 1984, he and Mae received Ontario Bicentennial certificates and medals; 1986, he and Mae were given a plaque for their contribution to the development of community services in Brampton.

Brandalea's history has been recorded in several books and articles and Bill has made many television appearances, been a speaker at important events and received a trip to Case, Illinois, from Ed Stewart and Sons.

The Phillips family still owned a farm in 1936 on the northwest corner, which was occupied by William Hostrawser. The buildings here, on property once owned by the Grahams, were the oldest in the village. Only the parsonage and church were left at this time.



▲ William Hostrawser's Gravestone
(Kathleen A. Hicks)

Even today, some people remember Grahamsville, yet, all that remains at the four corners of Airport Road and Steele's Avenue is an Esso Service Station on the south-east corner, a Shell Service Station on the northeast corner and the old Shiloh cemetery on the west side, south of Steele's.

NEWS ITEM

Old School Building Sold

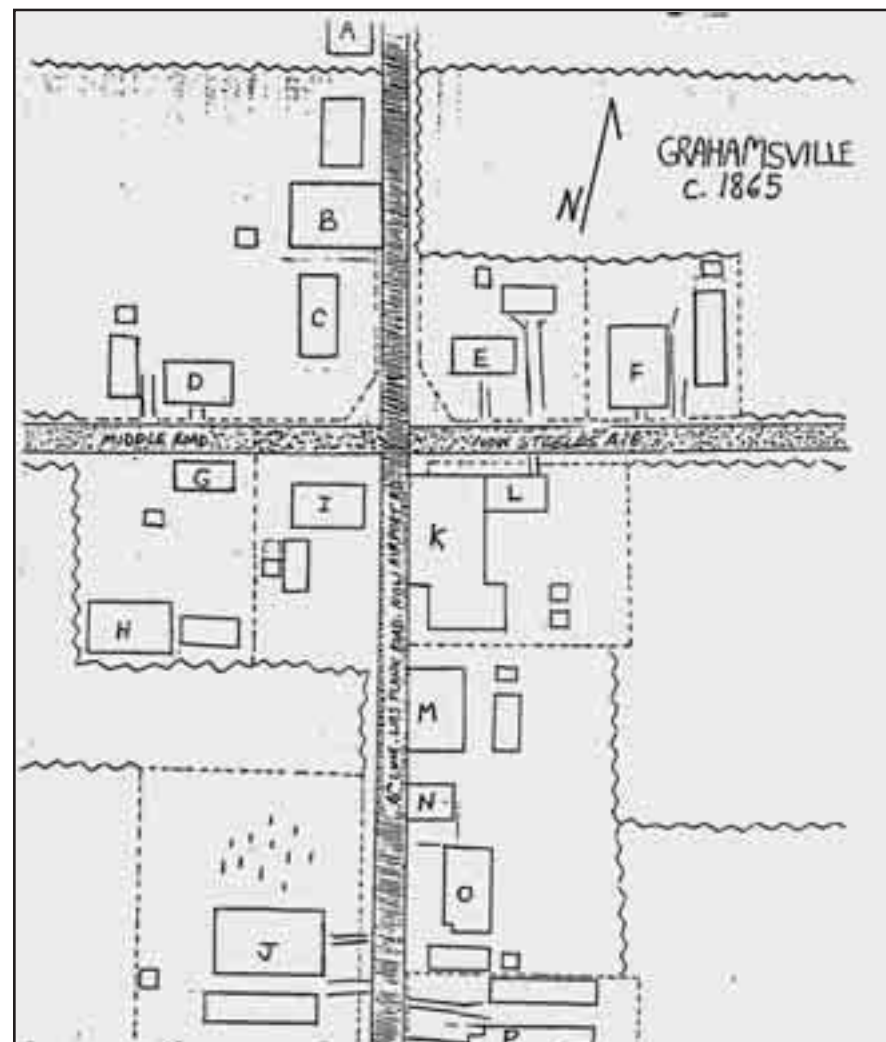
Last Friday, the old school building* was sold to John Brocklebank for the sum of \$11. He erected a new barn.

The hall adjoining was purchased by the people of Malton for the Church of England. The price paid was \$62. It was 22 by 32 feet and will be moved to Malton after being repaired. Robert Crawford was the auctioneer.

The foundation of the new school is built.

*The old school building was the meeting hall and was owned by the Order of Good Templars.

The Brampton Conservator
June 20, 1895



Grahamsville Map

- | | |
|---|---|
| A. John Hempsey's Blacksmith Shop | H. Log barn |
| B. John Watson's Wagon, Plough and Buggy Shop | I. Graham's General Store, Post Office and dwelling house |
| C. John Watson's residence | J. The Shiloh Chapel and Cemetery |
| D. Unknown residence | K. The Magnet Hotel |
| E. Residence of William Wright Sr. | L. The Masonic Hall |
| F. Grahamsville Loyal Orange Lodge #142 | M. Peter Lamphier's General Store |
| G. Unknown residence | N. Maguire's Boot and Shoe Store |
| | O. William Clifton's residence |
| | P. St. James Anglican Church |



▲ Northwest Side



▲ Southwest Corner

Four Corners, Airport Road and Steeles Avenue, 2006

(Kathleen A. Hicks)



▲ Northeast Corner



▲ Southeast Corner

Hanlan's Corners



▲ *Ned in Competition*

(National Archives of Canada)

Hanlan's Corners was located at the four corners of Second Line East (Tomken Road), and Britannia Road East. It was named for oarsman, Edward Hanlan, at the height of his fame in 1878. The following year, a poem called "Edward Hanlan" by W. H. C. Kerr was used to raise money to build him a house. Fondly called Ned, he became Canada's first international champion sculler and a North American champion oarsman and was the world's rowing champion from 1880 to 1884.



▲ *Ned Hanlan*

Ned Hanlan photos - Canada Sports Hall of Fame, Toronto)

NED HANLAN WAS BORN AT MUGG'S LANDING ON JULY 12, 1855, the son of poor Irish immigrants, John and Margaret Hanlan, who had eight children. His father, who was a fisherman, and then a constable, built a hotel on Toronto Island in the 1860s and became an innkeeper. John was also a boat builder and loved every sort of water sport, sailing, canoeing, rowing, fishing and ice boating in winter, so young Ned grew up involved in these extracurricular activities. It has been said that his baby carriage was a rowing skiff and rowing was what he enjoyed the most and it would take him up the ladder of fame. Being adjacent to Toronto, he had access to the Toronto Rowing Club, which was founded in 1866.



▲ Hanlan's Gravestone

At age 16, Ned entered a fishermen's race. He lost, but rowed well and would win his first major race for the championship of Toronto Bay in 1873, then he was on his way. After a brilliant career, he died in Toronto of pneumonia on January 4, 1908, at age 52.

Ned was inducted into the Sports Hall of Fame in 1955. A mini-series, produced by CBC-TV in 1984, called "The Boy in Blue," was made about his life. It starred Nicholas Cage as Ned Hanlan, Austin Willis as John Hanlan and Cynthia Dale as Ned Hanlan's wife, Margaret Sullivan.

The 20 foot (6 metre) bronze statue of Ned by Emanuel Hahn that was erected and unveiled by Toronto sportsmen in 1926 on the Canadian National Exhibition grounds, was moved on June 12, 2004, to Hanlan's Point, an Island in Toronto Harbor, named for the Hanlan family. It is the only known monument to a sculler in the world.

At Hanlan's Corners, Lots 5 and 6, Cons. 2 and 3, EHS, there were five small houses on the corners of the farm lots, Fogartys, Johnsons, Dohertys, Steads and Howells. D. W. Johnston operated a carriage and blacksmith shop that employed three blacksmiths, a carpentry shop with three carpenters, and a paint shop. There was a log school, S. S. # 11, Lot 4, Con. 3, EHS, between Second and Third Line that was built in 1844 on property donated by William Douglass, who had been granted this land in 1836. The first teacher was Mr. Wright, who received \$250 annually.



▲ Ned Hanlan's Statue at CNE



▲ Ned Hanlan's Statue at Hanlan's Point

(Gravestone and Statue photos - Richard Macfarlane)

Insert: Hanlan's Stamp, 1980 (Canada Post Corporation)



▲ Hanlan's Public School

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He boarded with Samuel Price, who became Reeve of Toronto Township in 1867. The school was replaced with a brick school in 1873 that served the community well. Janet Douglass gave the trustees 1,200 square feet (111.5 m²) of land for this purpose. The trustees at this time were Mr. T. Allison, Mr. A. Price and Mr. W. Doherty. With the decline in population in the area, the school was always being threatened with being closed, but with conscientious trustees, it managed to last until it was finally closed down in 1957 and the children were bused to Malton. Two teachers who are fondly remembered from this tiny one-room schoolhouse are Elizabeth Price, Grant Clarkson's mother, and her niece, Helen Allison (1938-1942). Helen was born and raised in the Burnhamthorpe area and resided in Etobicoke until she passed away on March 10, 2002. On June 11, 1983, a Hanlan Public School Reunion was held under the supervision of the reunion committee, Russell and Bertha McKenzie, Allan and Luetta Cook, Harry and Adelaide Clark and Lloyd and Catherine Viney. At this time, the schoolhouse was gone and all that remained were two stately trees that had stood sentinel over the school children.

The residents of Hanlan's Corners established a band that would play on people's lawns. The ladies would organize quilting bees and



▲ Hanlan's School Class, 1893

hook rugs, while the men had boxing matches. They were Methodist and they held services in the Derry West Anglican Church until March 7, 1853, when Sarah and John Hunt donated one acre (0.4 ha) of their land, Lot 5, Con. 4, EHS, for a church to trustee, Robert Craig. A small frame building was erected and lasted until 1867 when a new brick church was put up and called the Trinity Wesleyan Methodist Church. At this time, William Johnson, who had purchased the Hunt property, donated a quarter-acre (0.1 ha) and in 1872 another three-quarters of an acre (0.3 ha) was given to enlarge the cemetery. In 1925 it was renamed the Trinity United Church. A cemetery under the same name still survives in 2006 at the southeast corner of Britannia and Dixie Road. The pioneers of early Hanlan's Corners rest here, such as the Forgertys.

The post office was established on November 1, 1878, on Lot 5, Con. 2, in George Johnston's general store, and the area was named for Edward (Ned) Hanlan. Johnson was the first postmaster. In 1890, when the population was 100, it was moved to the Robert Armstrong residence on Lot 6, Con. 2, and remained open until April 17, 1911, with Robert's wife of 25 years, Esther Elliott, as the postmistress. She was paid \$10 a year. She died in 1921 at age 86, and was buried in



▲ Elizabeth Armstrong

Britannia Cemetery with Robert, who had died in 1890.

The Armstrongs were one of the most interesting families in Hanlan's Corners. Robert's parents, George and Elizabeth Armstrong, had come from County Tyrone, Ireland in 1835. They bought 200 acres (81 ha), Lot 6, Con. 2, EHS, for £150 (\$375), with the south boundary being Britannia Road. George built a log cabin on a knoll on the north section of the property, dug a well by hand and encased it in stones for sufficient drainage. They had seven children, Margaret, 1818, William, 1823, Robert, 1826, Hannah, 1828,

George, 1829, John, 1831, and Ann, 1837. George was involved in the Mackenzie Rebellion of 1837 and he was stationed at Navy Island while in pursuit of Mackenzie, where he caught a cold and died at age 40. He was buried at St. Peter's Anglican Church in Springfield (Erindale). Elizabeth remarried and when William and Robert were old enough they took over their father's farm. They built a stone house in 1870 that was later covered with cement.



◀ The Armstrong farm

George Jr., married Mina Stewart and they had four children. George took over part of his father's farm in 1852. He was a cattle drover and took large contingents of cattle, going by foot as far as Owen Sound. He bought horses from Peel, Dufferin, Middlesex and Lambton counties for the American Army during the Civil War (1861-1865) and had them shipped to the United States. During the Fenian Raids of 1866, he was a volunteer in the Grahamsville Infantry Company and he received pay on August 21, 1866, for 46 days of service.

Robert's daughter, Isobel, married Thomas Bryans of Etobicoke in 1888 and he rented the Armstrong farm in 1899. Isabel's mother lived with them and then on December 17, 1913, Thomas bought 100 acres (40 ha) of the property for \$8,000. They had two sons, Elgin and Jack. Elgin Bryans, was with the Royal Canadian Horse Artillery during World War I (1914-1918) and went to France with the 4th Division Trench Mortar Brigade. Elgin married Mabel Nixon in 1921 and took over his great-grandfather's farm. The original log house, barn, cow house, stables, shed and ice house were still there. When a new house was built, beams from the log barn were used to build a driving shed. Thomas Bryans was on the Toronto Township Council 1926-1931, working up from councillor to 1st Deputy Reeve. He and Isabel celebrated their golden anniversary on February 22, 1938, on their farm with many distinguished guests such as Colonel and Mrs. Thomas Kennedy. He died that year and she moved to Brampton.

Gradually the people moved away from Hanlan's Corners and their houses were torn down. The last known resident was George Forgerty, who moved to Dundalk in Grey County.



◀ The Bryans' House

In June, 1968, the northeast corner of Tomken Road (Second Line) and Britannia became the location of the Hanlan Pumping Station and Reservoir, built by the Ontario Water Resources Commission. The facility was expanded in 1975 and is still operating today and has been owned by the Region of Peel since 1999. On the other

corners are Premier Candle Corp, southwest, Arabesque Supplies, southeast, and Pinetree Business Park, northwest. So the only reminder that Hanlan's Corners ever existed is the name attached to the pumping station and the tiny cemetery where its pioneers are buried.



▲ Tomken and Britannia Intersection, 2003 (Kathleen A. Hicks)



◀ Hanlan's Pumping Station and Reservoir, 2003 (Kathleen A. Hicks)



▲ Hanlan's Plaque (Richard McFarlane)

(Other photos courtesy of
the Region of Peel Archives)

Kings Corners/Mount Charles

THE TINY HAMLET OF MOUNT CHARLES WAS located at the four corners of Third Line (Dixie Road) and Derry Road East. When first settled around 1820, it was called Kit's Corners. Some of the first settlers were William Maltby and William and John Roper, who received Lot 10, Con. 4, EHS, as grants in 1820 and 1822. The area really got its start in the late 1820s, when the corner properties belonged to the King family.

The King family were natives of Coventry Warwickshire, England. William and Sarah King, who had married on October 17, 1734, had a son named Charles on December 8, 1745. He married Sarah Radford on August 17, 1768, and they had four sons, Charles II (b.1769, d.1836) on March 17, 1769, William, 1772, James, 1782, who died, and James, 1783. Charles King II and Ann Garlick (1765-1848) were married on November 26, 1793, and had Charles III in 1794. In 1819, Charles II, Ann, their son, Charles III, and two other King families, which might have been Charles II's brothers, William and James, travelled to Canada, with the McCoys and Tomlinsons. They settled near Malton. Charles, who was classed as a carpenter and joiner, had brought a horse and a cow with him. He applied for a grant and, when it was approved on March 23, 1826, 100 acres (40 ha) the north half of Lot 11, Con. 4, where the Etobicoke River ran through, he and his family made their way to his property.



▲ Mount Charles House and Outbuildings

(Dianne Beedham)

Charles immediately built a log house. The spacious abode had a front and back door, which was unusual in the early settler's day. One of the horses would pull logs and sometimes right through the cabin to be used in the fireplace. There was a hole left in the roof for a chimney. He then put up a large barn, which remained in use until 1912, when it was demolished.

The King family held worship services in their home and were joined by their neighbours. Ann was marvelous at needlepoint and she would walk to Toronto to sell her wares. In these primitive times with no roadways, she just followed the blazed trails to her destination, so her journey was often fraught with many dangers.



◀ The former Blacksmith Shop

Charles III was also granted 100 acres, the south half of Lot 11, Con. 4, EHS, in January 1828. In 1829, Charles II bought the west half of Lot 10, Con. 4, EHS, 50 acres (20 ha) and Charles III bought the rest by 1839. The intersection became called King's Crossing or King's Corners.

Charles III also added a house and barn to his property near the Etobicoke Creek. He and his wife Elizabeth Jane Dyson (1800-1880) had 13 children, Mary (1819-1872), George (1821-1891), William (1822-1863), Charles (1824-1838), Henry (1825-1888), Elizabeth (1827-1857), Harriet (1830-1854), Edward (1832-1846), Sarah (1834-1856), James (1835-1916), Rachel (1837-1904), Charles (1838-1901) and Amelia (1842-1843). Son, Charles, born in 1824, drowned in the Credit River at age 14. On young Charles' gravestone is: "Under this sod lies Charles King, Cold in the silent ground; When in the midst of sprightly youth, He in the Credit River drowned."

A fair was held on the King property on Monday, April 21, 1834. There was a sale and exchange of cattle. Elizabeth was a nurse and during the cholera epidemic of 1836, she was a great help and knew quite a lot about medicines. Charles II died this year and it might have been from cholera. The patriarch of the King family was laid to rest. He was buried in a small graveyard called King's Burying Ground on the east side of Third Line (Dixie Road), which was started in



▲ King Family Gravestones



▲ Mount Charles Cemetery, 2006



▲ King Family Monument



▲ Mount Charles Monument

1832. The first burial had been one of the Kings' hired men. There were 17 King family members buried here, which would eventually have 130 grave sites, including 17 Indians, who died of tuberculosis, Dales, Pattersons, McLeods, Irvins, Barkers, McBrides, Harris, Scollens and Cundills. It was on a hillside overlooking the Etobicoke Creek and later it became called Mount Charles Cemetery. The cemetery had a rail fence, then sometime later, an iron fence with a marble base was put around it. Over the years, the fence became corroded. In 1933, some local people, 14 men and 10 women, volunteered to clean up the cemetery. They did a good job, but they took down the fence. The cemetery was still being cared for by King descendants in 1969. The fence is gone, but it is still maintained today at 7085 Dixie Road.

Charles III inherited his father's properties and he took care of his mother until she passed away in 1848. In 1836, he bought a half an acre (0.2 ha) on the corner of Lot 10, Con. 3, EHS, where he built a store. He was the first storekeeper at King's Corners. He also was instrumental in building the first school, a log structure, which was also situated on his property on a hillside and used for his children and neighbours. One story that comes down through the years is that "one day when the schoolmaster was inebriated, which often occurred, the boys locked him in the schoolhouse by obstructing the door with a cord wood pile, and took a holiday." This school burned down and a new school was built at Palestine to the west, between the church and tavern, and the children of the two communities shared it.

The Providence Primitive Methodist people formed a congregation and met at McBride's Schoolhouse. In 1842, a parcel of Lot 9, Con. 3, EHS, was donated and deeded for a church to trustee William Hornby. It was under the Etobicoke circuit until 1856 when a new church was built on a Toronto Gore farm. In the 1877 *Peel Atlas*, William Hornby is listed as the owner of Lot 10, Con. 3, and there are five buildings on it, one a blacksmith shop, which were probably built by Hornby, as he purchased 44 acres (17.8 ha) in 1855.

It has been recorded that William Lyon Mackenzie, the former Mayor of Toronto, visited Charles King III on numerous occasions. Mackenzie was stirring up a rebellion against the politicians under Sir Francis Bond Head (1793-1875, Lieutenant Governor, 1835-1838) in December, 1837. Because of this association, Charles became called, "The Rebel King."

In 1847, Charles' house burned down, and he immediately had a enormous 15 room red brick mansion put up by Robert McLeod from Hamilton, who was a carpenter and architect, who was born in Ayrshire, Scotland. The new structure was built on the former house's foundation. The date June 10, 1847, was carved into the brick fireplace. His son, Henry, managed the southeast farm. While Robert worked on the King house, he fell in love with Rachel King and they soon married. He remained at the Corner's and was recorded as a trustee of the cemetery in 1869 along with Henry King, James Jackson, Edward McBride, James Savage and Charles Irvin, who had a weaver's shop.

A Post Office was opened on October 1, 1862, in Charles King's general store and he was the first postmaster. The post office authorities thought their would be confusion with Kingsville, Ontario, so a name change was inevitable. A meeting was held and Squire William Johnston suggested the area be renamed Mount Charles for the first postmaster, Charles King. Mount Charles was first listed in the 1866 Business Directory. At this time the small crossroads community also boasted two taverns, a sawmill, flour mill, a public school, a shoemaker and the carpenter, Robert McLeod.



McLeod became the second postmaster on June 1, 1869, when Charles sold him the store. Robert was listed in a local directory of 1876 as a storekeeper, postmaster and architect. John Madigan ran an Inn and Tavern. James Savage was the blacksmith and his establishment was located on the east side of Third Line. He became the third postmaster on April 1, 1876, followed by Mrs. Minnie Savage, who took over on March 1, 1899, upon John's resignation. The post office was closed on July 1, 1915.

In November 1868, Charles King sold one farm, all but one-half acre (0.2 ha) that was the cemetery, to Robert Craig. Charles passed away in 1869 and then all of the King properties were sold to Craig. Within a few months, Craig sold them for \$1,000 profit to James Jackson, who resided there for 20 years. Craig transferred ownership of the King Cemetery to trustees headed up by Henry King. Charles' wife, Elizabeth, passed away in 1880.

▲ Robert McLeod
Gravestone

When the 1877 *Peel Atlas* was published, the four corners belonged to Anthony Black, William Hornby, James Jackson and John Dale, whose house still sits on the northwest corner. In 1889, Jackson sold his 200 acres (81 ha) of Lot 11, Con. 4, to William Baldock, who was born on December 5, 1854. William married Sarah Shaw in 1880 and they had nine children. William, who was a school Trustee for the Palestine S.S.#10 school for many years, died September 19, 1928, and the farm was bequeathed to son, Stanley Baldock. He farmed it until 1959, when J. M. Boyler became the owner.

Charles and William Irvin arrived in Upper Canada from Ireland, via New York, in 1832 and bought 200 acres of Lot 12, Con. 3, EHS. Charles was a weaver and William a cabinetmaker by trade. William's son, John, born in 1837, was the founder of Irvin Lumber Company. William, having left his mark in houses and furniture throughout Toronto Township and Brampton, passed away in 1860 and was buried in the King's cemetery. In 1862, Charles was killed when a tree fell on on him and he was buried in the family plot. In 1877, a William Irvin still owned 100 acres (40 ha) of Lot 14, Con. 6, EHS.



▲ John Irvin Gravestone



▲ Moses Johnstone



▲ Hannah Johnstone

Moses Johnstone and his wife, Hannah Moore, of the Malton Moore family, arrived in Mount Charles in 1878 to reside on their new acquisition of 100 acres (40 ha), which was a dairy farm. Moses was a teacher and had been teaching at the Burnhamthorpe Public School. Moses and Hannah would have seven children. Maude, who was born March 9, 1878, was the eldest of six daughters and one son.



▲ The Johnstone farm



▲ Moses, Maude and Lily Johnstone

The children, Sophia, Mabel, Lillian, Agnes, Hannah and George, as they came of age, went to the Palestine school. When Maude graduated from Brampton High School, she went to normal school to become a teacher like her father. However, before her final exams,



▲ Mabel Johnstone



▲ Agnes and Hannah Johnstone

she contracted scarlet fever. Her sisters, Mabel and Lillian, became teachers, but died of diabetes before they turned 21 years old. Sister, Hannah, who was about to get married to Bob Irwin in 1914, also succumbed to diabetes before the wedding. Sadly enough, she was buried in her wedding gown. Their mother, Hannah, passed away in 1911.

The only son, George, went over to Europe during World War I and came home in 1919, but his health was severely damaged from the gasses used by the enemy. He and Agnes never married. George died on May 10, 1931. Sophia married William Scott, but had no offspring. Maude married William Madgett in 1909 and in 1928, they purchased Moses' farm and Moses moved to Cooksville. In December 1933, he was walking to his mail box and was struck by a car and died. He and Hannah were buried in the Brampton Cemetery on Church Street. Maude was the only child to give Moses and Hannah grandchildren, Marjorie, John, David and Laura.

With the widening of the highway, the houses gradually disappeared. The King barn lasted until 1912, when it was torn down. When



▲ George Johnstone

William Baldwin owned the property, he built a new barn. The King house was remodeled in 1935. In 1939, it was owned by Stanley Baddock, and then the McCrackens, who moved the house and rebuilt it. When McCracken died in February, 1944, his wife sold it on May 1, 1946, to the Ashdowns. Mrs. Ashdown was president of the Malton Women's Institute in 1959.

In 2006, all that is left are five buildings on the southwest corner of the former Mount Charles intersection, three worth mentioning, two one-and-a-half storey red brick houses, and a blacksmith shop, that are now called the Rae buildings at 1480 Derry Road East; Robert Spiers occupied them in 1969, the year stoplights were installed at

the intersection; Dorothy and Ronald Rae operated an antique shop there in the 1970s; the King Cemetery and a storey-and-a-half red brick called the Dale farmhouse (circa 1865) on the northwest corner owned and used by the Gurudwara organization. In 2004, the Mississauga Heritage Issues Committee worked effortlessly throughout the year to find a new location for these buildings as the roads are to be widened again and they are right on the edge. So far, they are still sitting there as a reminder that we allow our heritage buildings to deteriorate and then become rubble, leaving no past memories of our historical past for future generations.



Rae Houses and Outbuildings

(Photos courtesy of Dianne Beedham)



(Photos courtesy Mississauga Library System)

Palestine - 1823

Thomas Grafton (b.1795, d.1866), who worked with Timothy Street on the surveying of the Second Purchase or New Survey in 1819, received Lot 11, Con. 2, EHS, for his surveying work. Here, in 1823, at the four corners of Derry Road East and Second Line East (now Tomken Road), Lots 10 and 11, Cons. 2 and 3, he founded Palestine, named for Palestine in Western Europe called "The Holy Land." The small community was named Palestine because Thomas felt that the community was developing and progressing and the people were "God fearing" and it should be named for the great country of Palestine of those days.



▲ Graftons' Royal Villa Farmhouse



▲ Thomas and Huldah Grafton

THOMAS HAD BEEN BORN IN IRELAND TO STUART (1760-1837) and his second wife, Mary McCool (1770-1855), the oldest of nine children. They immigrated to South Carolina in America in 1796, when he was seven months. They sold their plantation in 1812 and journeyed to Upper Canada, using mules and pack horses to trek their belongings 1,600 miles (2,600 k). They reached the Niagara River on May 1, 1812. The border was guarded and a gift of gold allowed then to row across the river under the cover of darkness, holding securely to their animals, as they swam alongside the skiff. They arrived in York (Toronto) at the end of May. Stuart got an interview with Sir Isaac Brock and joined the York Militia and left his family in York while he fought with the gallant soldier as he went to his death at Queenston Heights, October 13, 1812. Stuart received a grant in York, sold it and bought a better section of land at Eglinton Avenue and Yonge Street, Lot 22, Con. 3, 100 acres (40 ha), for £400

(\$1,000), which was registered on March 13, 1813. His son, Thomas, sold it in 1843 for \$3,200.

After Thomas' surveying experience, he came to Derry West in 1822. He married the 18-year-old daughter of Daniel and Patience Hopkins, Huldah, on January 20, 1823, and they moved onto his property. He named his farm "Royal Villa." They had nine children.

Thomas Grafton was instrumental in the building of the log schoolhouse on Derry Road East, the Independent Order of Good Templar Palestine Temple #23 and establishing the Methodist Church. The school came about when Thomas, Albert Gage and Thomas Crombie were sitting on Thomas' veranda having a discussion and it was decided Palestine needed a school. John Petch, owner of Lot 10, Con. 2, conveyed a quarter acre (0.1 ha) of the southwest corner of Second Line and Derry Road in March 1842, to ratepayer trustee, John Aiken, and the log school was built at a cost of £40 (\$100) on the southwest corner of Derry Road East and Second Line. Fifty children registered under the schoolmaster William Scollen, whose salary was £77 (\$194) a year. Church services were held in the school.

The school, S.S. #10, was replaced by a brick schoolhouse in 1863 and two years later Clarence Moore was hired at a salary of \$280.

◀ Slate Sundial made at the Palestine School



In the school trustee minutes of November 21, 1878, it was "moved by Robert Moore and seconded by Thomas McBride and resolved that this corporation do engage Miss Mattie Smith for the year of 1879 at a salary of \$350 per annum."

This brick school was only used until 1886 when Andrew Gage, who had purchased the west half of Lot 11 from John Aiken in 1846, sold an acre for \$150 to the Palestine School Trustees on the south corner of his property. The former school property was then sold. The treasurer's report states that \$217.68 was paid to George Tolman for 32,250 bricks, \$90 to Thomas McBride for Etobicoke stone, \$88.50 to James Packham for 11,800 bricks. The single storied rectangular school, 25 feet wide and 32 feet long with 14 inch thick walls (7.5m x 9.8m x 57cm), a stone foundation and a pitched gable roof, was built



▲ Ann Allison and Margaret Allison
(William Pinkney)

by John Grayson for \$400 with the total cost being \$2,141.61. Two teachers fondly remembered are Ann Allison (1903-1915) and Margaret Allison. The school was closed in 1955. It had a fire in November 1982, and a severe wind

did more damage that it was torn down because of safety precautions and the contractor, who did the deed, reused the brick.

Thomas' son, Royal, born in 1838, spent his entire life at Royal Villa. He handled his father's responsibilities when his four older brothers married and moved away. Thomas, having accomplished

◀ Palestine Public Schoolhouse, 1225 Derry West Road East. A. F. Campbell's class, July 12, 1866. Trustees Edward McBride and Edward Grafton are at the end of back row in Orange Regalia



▲ Grafton House

ment. He prided himself in having pure-bred breeding stock and was successful in his quest for a productive farming operation. He served in the Militia as Captain of Derry West 3rd Division Reserve Peel during the 1866 Fenian Raid. He designed and patented a wood undertruss suspension bridge for the government to use over Ontario's rivers. By 1910, over 100 bridges were constructed in Ontario and Manitoba.

Royal was a close friend of William J. Gage, who lived nearby and became a publisher and was knighted. They established the first Sunday school in the Palestine Church, which had been built in 1870. He was superintendent for over 25 years. In 1911, Royal and Agnes moved into Toronto, leaving their son, Royal Edgar, to manage the farm. Royal died in 1916.

much in his lifetime, passed away on June 30, 1866, and Huldah on October 20, 1880, at age 76. Both are buried in the Britannia Church Cemetery. Royal married Agnes Mary Patterson on September 29, 1875, and they had five children. He built the third house at Royal Villa Farm, a two-storey brick with the best materials and expert workmanship. In 1984, it was demolished to make way for commercial develop-



▲ Fenian Certificate



▲ Royal Grafton and family

first rural Hydro farm service east of Britannia. Electricity came to Palestine on September 27, 1928. The Peel County Junior Farmers held a Centennial project in 1967 to discover the number of farms that were one-family operations for 100 years and the Grafton's Royal Villa Farm was one out of 99 that qualified. Now owned by Edgar's son, Russell, since 1946, the farm had been in the family for 149



▲ Russell Grafton and his Century Farm Sign

Their son was 31 years old and he married Mabel Russell on November 7, 1911. He continued the trend of purebred livestock such as Yorkshire pigs and Percheon horses. He established weekly deliveries of butter, eggs and dressed poultry to Toronto. Edgar promoted progress in the Palestine community. He was with the Peel Company Road Engineers and was instrumental in having farmers haul and spread gravel on Derry Road West and First and Second Lines. He led the way to petition the Ontario Hydro Commission to build the

years, which made it the oldest one-family farm recorded in Peel County and it became a Century Farm. Russell proudly erected a sign at his gateway.

One of the largest farms in the area was the Harold Parkinson Farm on Lot 10, Con. 2, EHS. It had been granted to Robert Bright on May 24, 1825. In 1827, he

sold it to John Petch for £100 (\$250). Thomas Brown bought 150 acres (60 ha) in 1856. Thomas had married Mary Wedgewood in 1856 and he also had 150 acres. She was a widow with three sons, David, John and William. Each of her sons were given some acreage. In 1942, Parkinson purchased John Wedgewood's acreage from Russell Grafton for \$8,500. He called it "May Park." Harold did mixed farming and won awards at the Canadian National Exhibition and the Royal Winter Fair for his Yorkshire pigs. He was made a member of the Canadian Agricultural Hall of Fame in December, 1968. He sold his farm to Atib Construction in 1965 for development.

Another family was Thomas and Caroline Gardner Reed, who came over with the John Beatty caravan in 1819. They took up 200 acres (81 ha) Lot 12, Con. 3, EHS, where they raised ten children. There would be six generations of Reeds who would reside in the house that Thomas built.

The first tavern licence issued in Palestine was to Joseph Weir in 1829. He had Lot 12, Con. 2, EHS. Others who ran taverns were John Maddigan and Joseph Armstrong. Joseph was married to Artimissa Patience Grafton, daughter of Thomas. They were Anglican and Joseph was known to be prosperous, good natured, loyal, charitable and had lots of friends. There was a well remembered frame tavern located on the northeast corner that had a veranda on one side where customers loved to sit. It had a shed for stabling horses and oxen. John Maddigan was licenced in 1861 to 1871. He was Catholic and donated two altar alms to the Methodist Church. The Palestine Hotel was on the southwest corner, Lot 10, Con. 2, and was licenced to William Knox in the 1860s.

In 1870, Thomas and Mary Brown, for the sum of \$1, exchanged one-eighth acre of land, Lot 10, Con. 2, on which to construct a Methodist Church. A group of gentlemen gathered on the veranda of the Palestine Hotel to discuss the need for a church. A building fund was established through the Good Temperance Lodge when it disbanded that year and had a bank balance of \$100, which they donated. Royal Grafton and Thomas Crombie canvassed the neighbourhood for funds to build the church and another \$300 was secured. A Mr. McLeod constructed the brick church for \$700 with the help of William Wedgewood and David Owen. The first service was held on December 18, 1870, with Reverend William Herridge in the pulpit. It



▲ Palestine Methodist Church



▲ Palestine Church Women's Association, 1930. Back Row: L.toR. Mrs. Nelson South, Mrs. Norman South, Mrs. Robert Reid, Mrs. George Graham, Mrs. W. Harkness; Seated, Mrs. H. Reid, Mrs. T. Wedgewood, Mrs. E. Wedgewood, Mrs. W. Patterson, Miss Bertha Wedgewood; Front Row, Mrs. H. Graham, Mrs. Bertha Moore, Mrs. Mabel Bryans

was one of seven churches on the Brampton circuit. In 1880, a Sunday school was organized with Royal Grafton as superintendent and William Gage as secretary. The Ladies Association (LA) was founded on September, 13, 1923, with Mrs. T. A. Aikens as president and Miss Irene Black as secretary. In 1924, the LA had cathedral glass windows installed in the church. It became the Palestine United Church in 1925. Mr. and Mrs. E. Wedgewood donated a hymn board in 1938 in memory of their son, Lorne.

The Palestine Church was soon affected by the growing community of Bramalea, the Satellite City, and the last service was held on



▲ Palestine Public School



▲ Palestine Church Plaque

Sunday, June, 24, 1962, with Reverend Eleanor Leard officiating. The church was filled to capacity with pioneer settlers' descendants and former worshippers. In attendance were Mrs. R. J. Speers, 86 of Mount Charles, Miss Sarah Moore, 80 of Brampton, Mr.

Norman McLeod, 80, Toronto, the son of the carpenter, Mrs. Robert Reed, 78, Malton, Mrs. W. Cheyne, 77, Islington, Thomas Wedgewood, 74, Palestine, Mrs. Annie Jackson, 74, Toronto, Mrs. Minnie Cook, 74, Brampton, Mrs. James Dunn, 74, Brampton, George Wedgewood, 71, Toronto. Reverend Garnet W. Lynd, who had been pastor 1922-1930, was there and shared his memories. Robert Speers was the oldest person and Shirley Jan Grafton, the two-month-old daughter of Russell Grafton and great-granddaughter of Royal, was the youngest. The building

was moved and the property sold. The church was demolished in November 1965 by J. D. Cook of Brampton. The last couple to be married in the Palestine Church was Dave Beatty and Rosemarie Parkinson on August 11, 1961.



▲ J. D. Cook of Brampton, 1965

Palestine, although a small four corners community, had its importance in the early days. The courage and enterprise of its occupants was the factor that helped it thrive and eventually left its mark. It is still remembered today or it would not be included in this book. All the pioneers from each of the towns, hamlets and villages laid a community foundation to help their area prosper for the years they resided there. Their contribution adds much to our heritage.

(Photos courtesy of the Region of Peel Archives)



▲ Tomken and Derry Road East, 2003
(Kathleen A. Hicks)

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Malton :Farms to Flying:
By Kathleen A. Hicks
Is published by
Friends of the Mississauga Library System

ISBN 0-9697873-9-1

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