



(Florence Maynard)

### Part Three 1901 - 1950

## The First Automobiles - Early 1900s

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 1895. The brothers built a four-cycle engine they used to power a car that won the first American automobile race that year. The following year, Frank Duryea travelled with the Barnum & Bailey Circus and drove his car around the ring.



◀ Henry Ford



▲ The Original Duryea Car, 1893

(Natural Museum of American History)

**H**enry Ford (b.1863, d.1947), who had been a machinist's apprentice at 16 and a chief engineer at the Edison Illuminating Company in Detroit, put the world on wheels and began to manufacture cars in Detroit, Michigan, in 1903, and others followed. The Ford Motor Company was worth \$100,000 U.S. in 1903 and by 1927 had escalated to \$700 million. The first Model T advertisement appeared in the *Saturday Evening Post* in 1908 with a price tag of \$280. The mass production in the first decade by Henry Ford brought about a tremendous change in transportation. The day of the horse-drawn wagons and carriages would become passe. The automobile was here to stay and Henry Ford became an automatic millionaire.



▲ Henry Ford and his Quadricycle, 1896



▲ *The Ford Plant*

*(Inset: Gordon Morton McGregor)*

The right to manufacture Ford 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 in September and 20 had been built by year's end. In the first year of operation, its 17 employees turned out 117 Model B and Model 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.

After World War II (1939-1945), Ford expanded its operation to plants and parts-distribution outlets in Oakville, St. Thomas, Niagara Falls and Brampton. By 1950, 36 million cars and trucks had been made. The Ford plant in Oakville was opened in 1952 with a 1,400,000 sq. ft. (130,000m<sup>2</sup>) 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 new fangled contraption. However, this was proved otherwise and 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 GI 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, 2004, there were 8,655,597 licenced drivers in the province.

In 2003, the Ford Motor Company of Canada Limited celebrated its 100th anniversary with 16,000 employees, as the 100-millionth Ford V8 engine rolled off the assembly line at the Windsor plant.



▲ *The Canadian Built Model C Ford, 1905*

*(Photos courtesy of Ford Motor Company Archives)*

## NEWS ITEMS

### 250,000 MOTORISTS SECURE LICENSES

Announcement was made last evening by Hon. George S. Henry, Minister of Highways for Ontario, that up to yesterday a total of approximately 250,000 drivers of passenger motor cars in the Province had taken out drivers' licenses in accordance with the recent legislation compelling every motorist to have a license and the required motoring ability involved in securing such papers.

From the head office of the Highways Department in Toronto alone, 40,000 licenses have been issued. The number of passenger cars in Ontario last year was 344,000. Reports on the issuance of licenses, it was pointed out by the Department, would be slow in coming in from some of the more outlying sections of the province, and in addition to the 250,000 licenses already reported issued, there would be a considerable number of reports in the mail in transit to the Highways Department headquarters in Toronto.

It was pointed out by Hon. George S. Henry that one month's grace had now been allowed the motorists of the Province in which to secure their drivers' permits. He said he hoped there would be no further delay on the part of the motorists still lacking licenses in securing the necessary papers.

*Port Credit Weekly*

August 5, 1927

### 59 Killed in Month by Ontario Motorists

Toronto – Motor traffic in Ontario took a toll of 59 lives last month, 16 of whom were children under 15 years of age, and injured 835, of whom 218 were children.

The report of the motor vehicles branch of the Department of Highways, issued recently by J. P. Bickell, registrar, shows a total of 857 accidents during the month involving 1,286 cars. The majority of these occurred in daylight on good roads in clear non-skid weather and involved drivers described in the report as normal.

Nor in the main were the accidents due to disregard of the law by the drivers. Less than 50 per cent of the cases, 343, are laid to violation of traffic regulations and of these 97 to speeding, cutting in, passing on hills and curves or passing standing street cars. Out of the 1,286 cars involved in accidents last month, 1,047 were reported in good condition and only 37 with defective brakes.

*Streetsville Review*

August 6, 1931

### Killed at Dixie

William Walmer, aged 65, well known resident at Dixie, died from injuries sustained shortly after 9 o'clock Saturday night, when he was struck by a westbound car driven by Harold A. Bernard of 16 Dowling Avenue, Toronto, on the Dundas Highway near his home.

According to the police, Walmer was crossing the road from the north side to the south side, and was thrown across the highway by the impact of Bernard's car, sustaining a fractured skull and severe arm and leg injuries. He died in less than fifteen minutes after the arrival of Doctor W. H. Godfrey of Cooksville, and Coroner A. B. Sutton of Port Credit had the body removed to Skinner's Undertaking Parlour at Port Credit.

A preliminary inquest was opened and adjourned indefinitely following which the remains were released for burial. The driver of the car was not detained by Provincial Officer J. Palmer of Islington, who investigated.

*The Streetsville Review*

August 20, 1931

Dr. William H. Godfrey ▶

(William J. Teggart)



### Good for a Laugh!

A lady was buying a car. The salesman was trying to make everything clear to her. "Yes, I understand about the carburetor, the differential, the transmission and all those parts," she said. "Now please show me the depreciation. They tell me that gives more trouble than everything else."

He gulped, but recovered in time to say, "Madam, there is no depreciation on our cars." She bought it.

*Port Credit Weekly*

June 24, 1927

## The Cook Family - 1904

JOHN COOK (b.1866, d.1923), AND HIS WIFE, Annie Ney (1870-1952), who was born in Cookstown, Ontario, resided in Weston, where John worked for the Railroad. They were married in 1890 and had six children, John (1891-1959), Mary, called Minnie, (1895-1933), Robert (1897-1970), Bessie (1899-1901), Florence (1901-1925) and Maude (1903-1990). When he was laid off in 1904 due to an ailing economy, John moved his family to Brampton. But the house he rented was too small for his large family, so he decided to rent a house on Dundas Street in Dixie. This location had a substantial piece of property that provided him with a market garden.

John and Annie then had Lewis (1905-1989), Walter (1906-1985), Albert (1908-1967) and Norman Edward (1910-1974), who were all born in the family's Dixie home.

Maude, Lewis, Walter, Albert and Norman attended the small one-room Dixie Public School that was built on Dixie Road in 1857 and the four-room brick one constructed south of Dundas in 1923. John passed away that year.



▲ Norman and Ruby Cook

(Photos courtesy of Dave Cook)

Norman married Ruby Jordan (1911-1983) on July 29, 1933, in Toronto. They resided in Aurora, then Toronto. They had two children, Donald, 1937, and David, 1942. In 1947, they moved to the Sixth Line (Airport Road) in Malton, where they planned to establish a chicken farm operation. The boys attended Elmbank Public School. Some of their neighbours at this time were Hyliard and Grace Chapell, who had a large farm nearby (Hyl was a lawyer, who became a Liberal Member of Parliament); Elwood Culham, a farmer, land developer and school trustee; Teddy Morris, who played for the Toronto Argonauts (1931-1939) and coached the



▲ Donald and David

team from 1945 to 1949 (during his illustrious career, he led the Argonauts to three Grey Cups as a player and three as coach); and Marjory Middlebrook, who babysat David and later married radio personality Gordon Sinclair Jr.

In the early 1950s, the federal government began expropriating land in Malton for the expansion of the Malton Airport (Lester B. Pearson International Airport) and the Cooks' property became the location of Terminal Three. So Norman's chicken farm plans were thwarted.

In 1957, Norman purchased a Shipp-built bungalow at 2218 Rambo Road in Applewood Acres.

At this time, he was employed with Canadian General Electric in Toronto, and he worked in the company's Davenport Road plant.

Donald got married and moved to Georgetown. Dave attended Applewood Public School, 2180 Harvest Drive, and then Gordon Graydon Secondary School, 1490 Ogden Avenue.

One of Dave's interests as a teenager was attending the stock car races at the Canadian National Exhibition. It became a sport that would remain with him the rest of his life. He became a member of the Oakville Trafalgar Light Car Club and then the Credit Valley Car Club. This led to a major involvement with the development of Mosport Park. In 1961, he organized the track's first car race, which took place on June 3rd. In 1989, he became the general manager of its sister facility, Mosport's Ascot North International Speedway, where he organized its first race that ran on September 16th.

Dave became a motor-sport announcer and this took him into a career in radio broadcasting. He started at CHIC Radio in Brampton in 1966 and went to CHIN in 1967. He was there until 1974. By this time, he had joined *The Mississauga News* as a sports reporter and had a column called "Motorsport." This same year, on October 11th, he married Sophia Bogacz, an elementary teacher from Etobicoke, at the Westway United Church. They resided on Royal York Road, then purchased a Shipp bungalow at 860 Hedge Drive in Applewood Acres in 1977. Their son, Jonathan, was born on September 28, 1983.

Dave is very community-conscious and this led to his joining the Applewood Acres Homeowners' Association, for which he became secretary, then president. After a 20-year involvement, he resigned in 2004.

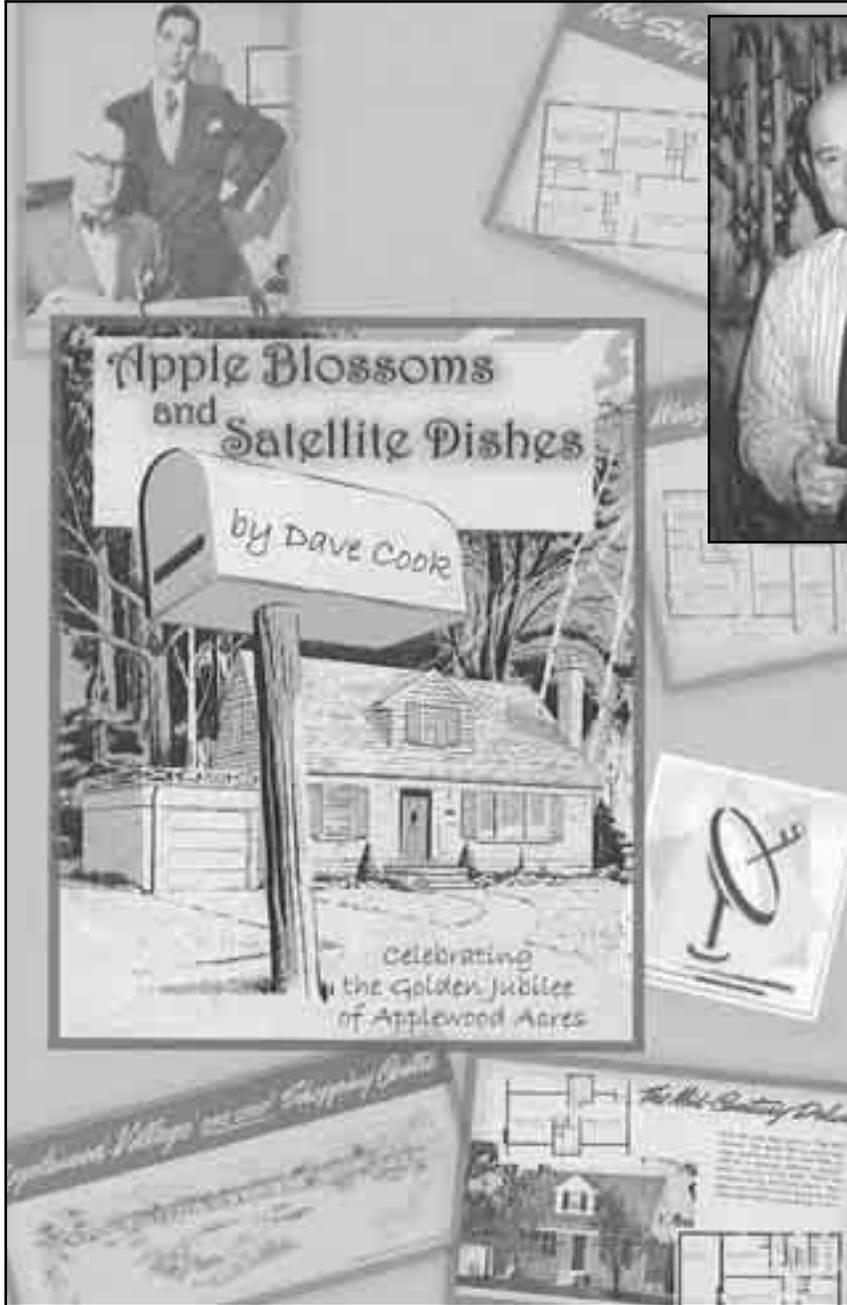
In 1980, Dave spread his wings and made a political move, running for councillor of Ward 7 and won the seat when Mississauga had a population of 298,000. With his dedicated attention to his constituencies concerns, he was re-elected for three terms and retired in 1988, when the population peaked at 426,000.

In June, 1984, Dave and Sophia bought a Candish model house at 2059 Stewart Crescent. The family attends the Applewood United Church, of which Sophia has been president of the choir for 10 years.

To celebrate the golden jubilee of the Shipp's Applewood Acres, Dave wrote and launched his book, *Apple Blossoms and Satellite Dishes*, on June 16, 2004. His next publication "*From Frozen Ponds to Beehive Glory: The Story of Dixie Arena*" will be launched in June, 2006.



▲ Dave, Sophia and Jonathan



▲ Dave's Book on Applewood



◀ Dave Cook



▲ David and Donald

# The McCarthy Family - 1907

The McCarthy family originated in Cork, Ireland. James and Joanna Kirton McCarthy sailed from Cork in 1848 for the promised land, Canada. They were married in Toronto in St. Paul's Church and settled in Etobicoke. They had Margaret, Elizabeth, John, James, Thomas, Ellen and Sarah.

Thomas married a young lass named Mary Ann Passach and came to Dixie in 1907, when the population was 400. They purchased 92 acres (37.2 ha) of Lot 9, Con.1, NDS, for \$7,250 from the John Wilson estate, which had been part of Johann Schiller's grant. Their property was located behind the former Kennedy's Atlantic Hotel and Store, owned at this time by Charles Gill, who was the postmaster for the area.

The McCarthys had seven children: Mary, Irene, Anna, Helena, James, Thomas and Joseph. Their son, James, born on May 1, 1910, would grow up to be a prominent citizen in Toronto Township through his community involvement.



◀ Thomas McCarthy Jr.



▲ McCarthy family. Back row: Anna, Irene, Mr. and Mrs. McCarthy and Othlyn. front row: Helena and James

JIM WENT TO THE TWO-ROOM BRICK SCHOOLHOUSE, S.S. #1 on Dixie Road that had been built in 1857. His first teacher was Miss Golding from Weston. He concluded his schooling at De La Salle High School in Toronto. His parents were not strict. He said they set a good example and expected their children to follow.

Thomas' crops were mainly apples, pears, strawberries and several varieties of vegetables. In July 1910, Thomas set up stalls on vacant lots on Dundas Street in Lambton to sell his produce. The family attended St. Patrick's Catholic Church on Dundas Street. Mary Ann belonged to the



James and Carmel McCarthy ▲



▲ Jim, Carmel and Family

Women's Auxiliary. The family participated in all of the church's activities. In 1916, Thomas built a larger house to accommodate his growing family.

Jim took over his father's farm in October 1936, shortly after he got married. He had married Carmel Egan on February 22, 1936. They had Peter, 1939, Brian, 1942, Mary, 1946, and Elaine, 1948. Peter was the one who had his father's farming instincts. Thomas kept a few acres to farm. He died in 1950. Mary Ann passed away in 1965.

Jim was involved in the formation of the Dixie Cold Storage in 1944 and was vice president of the Dixie Cooperative Limited. He was president of the Dixie Growers Limited four times and his son, Peter, is now president. He was also involved in the founding and construction of the Dixie Arena that opened in 1949. He was chairman of the Board of Directors from 1949 to 1974. He was also a participant in the founding of the South Peel Hospital (now The Trillium), which opened in 1958 and held the position as a board member and then chairman (1970-1973). He was a member of the Ontario Food Terminal Board and chairman of the Credit Valley School of Nursing (1966-1971), which was built in 1968.

When the Toronto Food Terminal opened in 1954, Jim took his produce there and rented stalls. It was a very lucrative outlet.

In 1953, Jim purchased a 170 acre (68 ha) farm in Georgetown and his son, Peter, took over its management. In 1970, he donated land for the construction of St. Patrick's Catholic Church, which opened on January 17, 1971, at 921 Flagship Drive. In 1971, he concluded five years as chairman of the board of directors for the Credit Valley School of Nursing. At a ceremony held in his honour, a plaque was unveiled naming the auditorium after him. Then in 1972, he retired from the Mississauga Hospital Board after serving for 20 years. He sold his Dixie farm in 1973 and he and Carmel moved to Georgetown in 1974. They purchased another 200 acres (81 ha) and eventually had 300 acres (122 ha) under cultivation with apple and pear trees, strawberries and soybeans. For a few years, they had Holstein cattle and won many awards at the Royal Winter Fair and numerous local fairs.

Carmel passed away in 1985 and a year later, Jim married a long-time family friend, Agnes Lavech, from Fergus. They were happily ensconced on their picturesque acreage and enjoyed their retirement.



▲ McCarthy Hall is named for Jim



Jim's heart was always in Dixie, though, right up until he passed away January 1, 2003. He would tell you that it was a great community to grow up in and say proudly, "To me it is the capital of the world."

The family is remembered by the roadway, "McCarthy Court" that runs through their former farmland.

◀ McCarthy Court Road Sign  
(Kathleen A. Hicks)



▲ Painting of McCarthy Farmhouse



◀ Jim and Carmel's  
40th Wedding Anniversary



▲ Jim McCarthy, 1930s

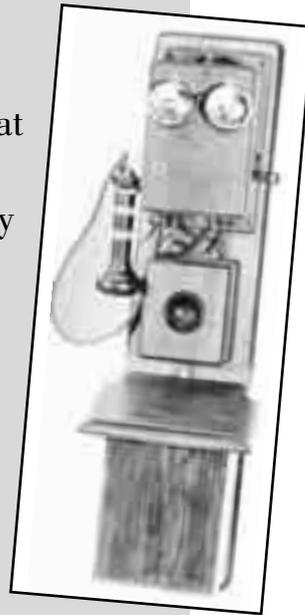


▲ Jim McCarthy and his Awards, 2001  
(Kathleen A. Hicks)

## The First Telephones - 1909

**C**ooksville received the status of a full-fledged telephone exchange in early 1909 and the first telephones installed in Dixie went to the Hopkins and Gill families. They were the first to be listed in the Toronto and District Telephone Directory that came out in March. In February, it was reported that, “Another gang of 20 linemen of Bell Telephone are at present here stringing four new wires through to Hamilton on Dundas Street.” By the end of 1909, the township received rural service with 42 subscribers on five exchanges, Summerville, Dixie, Burnhamthorpe and Erindale being served through Cooksville. Henry Shaver was the local manager.

The first telephone in Toronto Township was installed in Hamilton’s General Store in Port Credit in 1881 when telephone lines were strung between the prominent Ontario cities of Toronto and Hamilton by foreman A.T. Smith and 18 workers. James Hamilton, a Justice of the Peace and reeve of Toronto Township (1880-1881), became a representative of the Bell Telephone Company of Canada (now Bell Canada), which was formed in 1877 and incorporated on April 29, 1880.



▲ Alexander Graham Bell

◀ Early Telephone

(Photos courtesy Bell Canada Archives)

WHEN THIS INNOVATION OF BRINGING COMMUNICATION between neighbours took place, the telephone list for Toronto Township was St. Lawrence Starch, telephone No.1; the Long Branch Rifle Ranges, No. 2; Lorne Park Hotel Louise, No. 3; S. J. Moore, No. 4; a much needed telephone, Exchange 5, was put in Doctor Marshall Sutton’s home on Hurontario Street, south of Dundas Street in Cooksville in 1883.

The telephone (derived from the Greek meaning, “a voice from afar”) was invented by Alexander Graham Bell. In the summer of 1874, some 50 miles (90 km) west of Dixie, in the Town of Brantford, Bell, who had been born on March 3, 1847, in Edinburgh, Scotland, was tinkering with an invention that would become a vital instrument



▲ Early Telephones and Bell Telephone Ad

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in homes of the 20th century – the telephone. Bell, who had moved to Boston, Massachusetts, spent his summer vacations with his parents and he always brought his work with him. That is where the confusion comes from as to whether the telephone was invented in Brantford or Boston. Following Bell's experimental stages, the first telephone used in Canada was leased to Prime Minister Alexander MacKenzie (1822-1892) on September 21, 1877. The first telephone exchange in Ontario was set up in Hamilton on July 15, 1878.

In 1911, when S. J. Totten, who worked out of the Weston office, was the district manager for the Cooksville exchange, a meeting was held in the Town Hall on Dundas Street to discuss the formation of a municipal telephone system. It brought about the Bell Telephone Central Office, which was located in the Shaver's post office until



March 1912, when the office was relocated to the Revere House, in a room beside the Union Bank. Back in those early days, a telephone operator was referred to as "the Hello girl."

◀ T. L. Kennedy gets First Dial Phone, 1954 (Port Credit Weekly)

By 1921, the 300th telephone was installed with Miss Hodge as the local representative. Miss Helen M. Stewart took over in 1923. Up to 481 subscribers in 1932 necessitated moving to a new location. Office space was leased just north of the hotel in a small building that later became the outlet for Hakim Optical. It was demolished in 2001. Miss Stewart was named Chief Operator in 1935 and was still manning the office in 1937 when Ivy Belford worked the busy No. 1240 Magneto switchboard. In 1941, the 500th telephone was installed. By 1948 1,000 telephones were serviced through the exchange. The following year, the office was equipped with a 105B, 3 position Magneto Switchboard and had 14 employees.

Then on August 12, 1952, the Bell Telephone Company purchased a piece of Lot 15, Con.1, NDS, on Dundas Street East, and a one-storey red brick building with stone trim was erected in 1953 to accommodate a new dial exchange, which commenced February 13, 1954. When Reeve Anthony Adamson placed the first official long-distance call to Winnipeg through the Cooksville exchange, the switchboard went dead. Colonel T. L. Kennedy of Dixie was the first person to have a dial phone installed. This building, now two-storeys at 51-53 Dundas, is still owned by Bell Canada.

With this conversion, all local calls would be handled mechanically and operators in Cooksville would no longer be required. Miss Stewart went to work at the Western Area Traffic Office in Toronto. With the new system, prefixes followed by five digits were assigned, such as AT(water) for Cooksville and Dixie, CR(escent) for Lakeview and TA(ylor) for Clarkson, and the old numbers passed into the history books.

When touch-tone service was made available in April 1966, Atwater became 277 for Cooksville/Dixie and 278 for Port Credit/Lakeview. By 1974, when Mississauga became a city, there were 69,903 telephones in service in the Cooksville/Dixie area. In 1977, SP-1 switching equipment, that automatically handles the switching and routing of calls electronically, was installed in the Bell Canada's Cooksville exchange building to service those telephone subscribers. Mayor Ron Searle and the Mississauga City councillors were given a tour.

On October 4, 1993, Mississauga became part of the 905 exchange. In 2005, Bell Canada celebrated 125 years of serving Canadian customers. The company now has 25 million customers throughout Canada.

## Hydro in Dixie - 1913

DIXIE GOT ELECTRICITY SHORTLY AFTER Cooksville received its installation of hydro poles throughout the village in 1913. Lines were extended along Dundas Street and the Gills, who operated a grocery store and post office, were one of the first recipients.

This phenomenon began with one ingenious man, Adam Beck. He was an electricity advocate, who introduced the first power bill into Legislation in early 1906. The Power Commission Act was passed on June 7th and Beck was made chairman of the newly formed Hydro-Electric Power Commission of Ontario that would oversee the distribution of hydro in the province.



▲ Adam Beck

(Hydro One Archives)

▼ (The Lush Collection)

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▲ Adam Beck Visits Local Farmers

(The Lush Collection - Region of Peel Archives)

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In 1911-1912, Beck held meetings with the local farmers throughout Toronto Township to convince them of how beneficial hydro would be to their farm production.

Port Credit, a police village, 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 hydro lines were being installed.

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 4.5¢ per kilowatt. In 2006, the rate is 5¢ for the first 750 kilowatts, not much difference from its early beginnings.

Some of the productive Hydro commissioners down through the years were: Reuben Lush (1917-1918); Harry Pattinson (1935-1941); Gordon Pattinson (1941-1963); and Reeve Robert Speck (1960-1967).



▲ Gordon Pattinson  
(Enersource Mississauga)



▲ Reuben Lush  
(The Lush Collection)



▲ Robert Speck  
(The Mississauga News)



▲ Harry Pattinson  
(Port Credit Weekly)

## A Temporary Tax - 1917

### Now in its 75th year

THE FIRST WORLD WAR (1914-1918) WAS raging in Europe and Prime Minister Robert Borden (1911-1920) had just raised a call to action; 100,000 additional men were shipped overseas to help fight the battle. In order to pay for this involvement and to finance the repair and expansion of Canada's rail system the government needed another source of revenue. Hitherto it had relied mostly on duties from customs and excise taxes, postal rates and other miscellaneous sources.

The British North American Act empowered the Federal Government to raise revenues by any mode, direct or indirect, if such action was deemed necessary. In 1917, it was, and so income tax was introduced on September 20, 1917, as a temporary war measure. It was passed as only one of a number of important bills looked at by Parliament, which opened in January of the same year.



▲ Sir Robert Borden  
(New Brunswick Museum)

Ironically, while income tax and legislation giving women the vote had many more significant consequences, they were overshadowed by the Military Services Act, or conscription bill, which was seen by far the most important issue facing the country.

A business profits war tax act had been put in place at the outset of the war. Care was taken to avoid double taxation (since dividends were already being taxed). A personal income tax of 4 per cent, with exemptions of \$2,000 for singles and \$3,000 for married couples, was levied. A graduated super-tax ranging from 2 to 25 percent was also charged on those with higher incomes.

*The Streetsville Review*  
July 1, 1992

## Dixie Women's Institute - 1919

**T**he Dixie Women's Institute (DWI) was organized in 1919 and held its first meeting on April 8th with Mrs. Gordon as president and Emily Clarkson as secretary. The meetings were held at members' homes on the first Tuesday of the month at 2:30 p.m.

Some of the activities the women took on were crafts and hobbies, garden planning, the sale of plants and flower arranging.

The first Women's Institute in Ontario was founded by Mrs. Adelaide Hunter Hoodless (b.1857, d.1910) at Stoney Creek on February 17, 1897. Adelaide was the daughter of David Hunter of Derry West, who passed away a few months before she was born on a farm near St. George, Ontario. Adelaide had lost her infant son in 1889 due to infected milk. This motivated her to establish the Women's Institute, which brought about organizing institute's across Ontario and teaching the homemakers about improving nutrition and health safety in the home.

On the 10th anniversary there were 500 institutes established in the province. Adelaide's great achievement with the organization warranted her a stamp in 1993 during the first special issue of stamps honouring women. The DWI motto was "For Home and Country."



▲ Adelaide Hunter Hoodless

ON THURSDAY, JUNE 9, 1937, THE DIXIE WOMEN'S INSTITUTE held its annual picnic at Toronto's Centre Island. The president at the time was Mrs. K. Grimshaw. Some of the ladies in attendance were: Mrs. William T. Pallett, Mrs. George Leaver, Mrs. W. Fielding, Mrs. George Sanderson, Mrs. Leonard Pallett and Mrs. W. Goddard.

In 1935, the Women's Institutes in Ontario took up Lady Tweedsmuir, Susan Charlotte Buchan's suggestion to record their history. Her husband John Buchan, Lord Tweedsmuir, was the Governor General



▲ Lady Tweedsmuir

of Canada from 1935 to 1940. The Dixie Women started a scrapbook on November 1, 1940, to record local history and Doris Pallett was the Institute's historian. She carried out the task of compiling the history and recording it. This scrapbook is now with the Mississauga Heritage Foundation.

During the Second World War (1939-1945), the DWI made socks, sweaters, gloves, helmets and scarves. Many items were sent overseas to

the Dixie men serving their country. They made hospital supplies such as nightgowns, layettes, wash clothes, sheets and pillowcases, which were sent to the Peel Memorial Hospital in Brampton.

In 1947, on April 1st, the DWI held elections at Mrs. L. McPherson's home. To start off the meeting, the conveners read reports on their committees and they were then sent to Brampton Women's Institute for the District annual meeting. Mrs. N. Sandham, convener



▲ Lord Tweedsmuir



▲ Dixie Women's Institute Gathering, Front Row: Doris Pallett, Mabel Armstrong, Mrs. James Halsey. Back Row: Mrs. Howard Pallett, James Halsey, Richard Guthrie and Howard Pallett

of the Red Cross, reported that the members had collected over \$500 for this worthwhile cause. It was announced that the annual convention would be held in May and the anniversary celebration in June in Guelph.



▲ Dixie Women's Institute Picnic

(Photos - Region of Peel Archives)

The officers voted in for 1947 were: Mrs. N. Sandham, president; Mrs. W. Kendall, 1st vice president; Mrs. Howard Pallett, 2nd vice; Mrs. George Sanderson, secretary/treasurer. From 1947 to 1949, they held a country fair. They sponsored the Dixie Public School fairs and in 1949, sponsored the Burnhamthorpe Girl Guides and presented them with a Union Jack and a company flag.

The DWI was always very organized and its entire program was mapped out from June until May. For the 1948-1949 year some of the events were: a picnic at Mrs. G. Leavers' in June; a trip to Brampton to visit Dales Greenhouses in October; a Christmas party at Mrs. Howard Pallett's in December; and the election of officers in April at Mrs. W. Goddard's. The executive for the coming year was Mrs. W. Kendall, president, Mrs. Howard Pallett, first vice, Miss Ruth Kennedy, second vice, and Mrs. G. Sanderson, secretary/treasurer.

The club celebrated its 30th anniversary in 1949 and was disbanded in 1950.

## Dixie in 1922

*Resident George T. Wiseman came to Dixie from England in 1922 at age 15 and shortly after his arrival, when he had gotten to know his neighbours, he wrote down his impressions of his new community, describing the people who lived along Dundas Street from Brown's Line in Etobicoke to Cawthra Road.*



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ON THE NORTH SIDE OF DUNDAS NEAR THE creek is a log cabin with an old fellow named Tom Stanfield; The first family we come to is Mr. and Mrs. Bob Parton, blacksmith, “second to none on the North American Continent”; Next the wagon-maker’s shop operated by Mr. Sabison; The Summerville Hotel is the next imposing building;

### ▲ Parton’s Blacksmith Shop and Residence

*(The Silverthorn Collection)*

**N**ext there is a garage, then the home of the O’Brien sisters, who live in a nice house at the corner of Dundas and Old Mill Road; Farmer Ian Fenwich; His next door neighbour is Mr. Harris, who had a trap line from Dundas to Burnhamthorpe, he earned the nickname “Skunk Harris.”

South side is Angus Michie, postmaster who ran a post office in his general store; his neighbour was Mr. Tapps; Then next to him, Mr. Hancock; then a gravel pit that took up about a half a mile; Then Mr. and Mrs. Cookes, then Mr. and Mrs. Smart and family; Don Pallett was next in line and the Fielding family followed him; Then came Ed Pallett and next to him was Lou Shaver.



▲ Mr. Arthur Clarkson  
(Grant Clarkson)

Now to the north side of Dundas; Art Clarkson had the next farm to Mr. Harris's; Art's brother Norman was next; Then the Bethesda Methodist Church; Next John Brooks, and it was to his farm that I from England came as a boy of 15 in 1922 to work. He was married twice and had a son and daughter, the son was killed in the First World War. His first wife died and he married Jenny Pallett, sister to Ed, Art, Will and Harold Pallett; Next came George Clarkson, a gentleman farmer and very nice person; Next on our list is Les Pallett, who is more than just a farmer, builder of the Dixie Fruit Market,



▲ The Bethesda Methodist Church

where on weekends people come out from Toronto "in droves" to buy fresh fruit and vegetables; Next was Art Clarkson's other farm; next to him was Elmer Price, who ran a small fruit market; Tom Laskey was next and then Bill Harrison.



▲ Les Pallett

We are now at the Third Line (Dixie Road). On the northwest corner of Dundas and Dixie lives a farmer by the name of Edgar Watson; and then Art Pallett's farm; then a Chinese family run a small farm; Then the next farmer was "the finest man I ever knew," Tom Kennedy; Gill's General Store was next owned by Mrs. Gill and her son; next came Jimmy Cairns; then Tom McCarthy; Last, but not least was the St. John's Anglican Church.

Now to the south side Dixie Road or Third Line to Cawthra; On the southwest corner is St. Patrick's Church; next lived Mr. and Mrs. Lambert; then Will Pallett; next was Mr. and Mrs. Harold Pallett; then Mr. Waites; Mr. Keats was next; then Harry Brooks; next Mr. and Mrs. Black; Pickett's Farm was next; Mrs. Pearson was the next farmer; and the last person I can think of was Dr. William Groves.



▲ St. Patrick's Church



▲ George Clarkson House

(Photos courtesy of the Region of Peel Archives)

# Dixie Fruit Growers Co-Op - 1927

**I**n 1927, six people, including Art Stanfield and Les Pallett Sr., met in Arthur Clarkson's living room to discuss the formation of a co-op business that would allow the farmers of Dixie to handle their fruit and produce in a more organized business fashion for preservation and quality. From their efforts and that of interested farmers in Dixie and Clarkson, the Clarkson-Dixie Fruit and Vegetable Co-op was founded and Arthur, Art and Les were on the first board. When the paperwork was completed the Co-op had 23 shareholders including Clarkson, Pallett, Stanfield and Speck. J. H. Pinchin was the secretary/treasurer and his telephone number was Clarkson 38R14.

In an advertisement run in the *Port Credit News* on May 6, 1927, by Mr. Pinchin, they announced that "they had exclusive agency for Niagara Brand Spray Materials and the famous Bean Power Sprayers and Dusters for the district from Islington to Oakville; also agent for Gunn's Sure Growth Fertilizers."



▲ Dixie Growers Ltd., 1976  
(Region of Peel Archives)



DIXIE WAS A MAJOR APPLE GROWING COMMUNITY AND THIS organization allowed farmers to be more in control of their product. They also had some perks as they were able to purchase fertilizer in larger lots at a reasonable price. Some farms used two tons. Others used up to 70 tons a year, so it was essential to be able to cut costs. The price per ton ranged from \$35 to \$45.

Before this involvement, the Dixie farmers used to take their produce into Toronto on market wagons with springs that gave a gentle ride. They were drawn by a team of horses. The Toronto store keepers would meet them at the Humber River bridge on Dundas Street. Some years later, they met at a vacant lot at the corners of Dundas and Jane Streets, and this meeting place served the purpose for many

years. When automobiles came on the scene, the farmers switched to a Smith Forman truck, which was made from a Model A Ford. Arthur Clarkson was the first farmer in Dixie to have a Smith Forman vehicle.

In 1939, Harry A. Pattinson of Clarkson was president, Harvey Stewart of Dixie, vice president, and J. H. Pinchin, secretary.

Then in 1944, the Dixie Cold Storage concrete block facility, 200,000 square feet (18,580 m<sup>2</sup>) in size, was built by the local farmers, which included Clarkson, Death, Pallett, McCarthy and Stanfield, to accommodate the enormous apple industry that operated there. The Dixie Co-operative Limited was formed with Fred W. Scriven as president, James McCarthy, first vice and Lindsay Death, secretary/treasurer.



▲ James McCarthy  
(The Mississauga News)

When the facility opened, the growers were able to supply vegetables and fruit year round. When they expanded, a controlled atmosphere room was added. The life of the apples was extended in this controlled environment. With business booming, the facility was expanded to 12 rooms with 40,000 more square feet (3,716 m<sup>2</sup>) to accommodate the farmers who took advantage of the storage areas.

On March 14, 1949, more than 300 agriculturists met at the Clarke Hall in Port Credit for the first joint convention of the Dixie Fruit and Vegetable Growers Co-operative and the Clarkson-Dixie Fruit Growers Association. The employers in these groups were encouraged to have their hired men attend. Lindsay Death was president of the Dixie Growers at this time and chaired the morning meeting. Everett Slacer of the Clarkson-Dixie group chaired the afternoon session. The speeches covered several topics such as training and pruning fruit trees by Dr. H. Upshall and a pest called the Red Banded Leaf Roller, which had been causing many fruit growers a lot of problems this past year. Soil management was discussed by J. Van Haarlem of the Vineland Experimental Station and was well received by his audience.

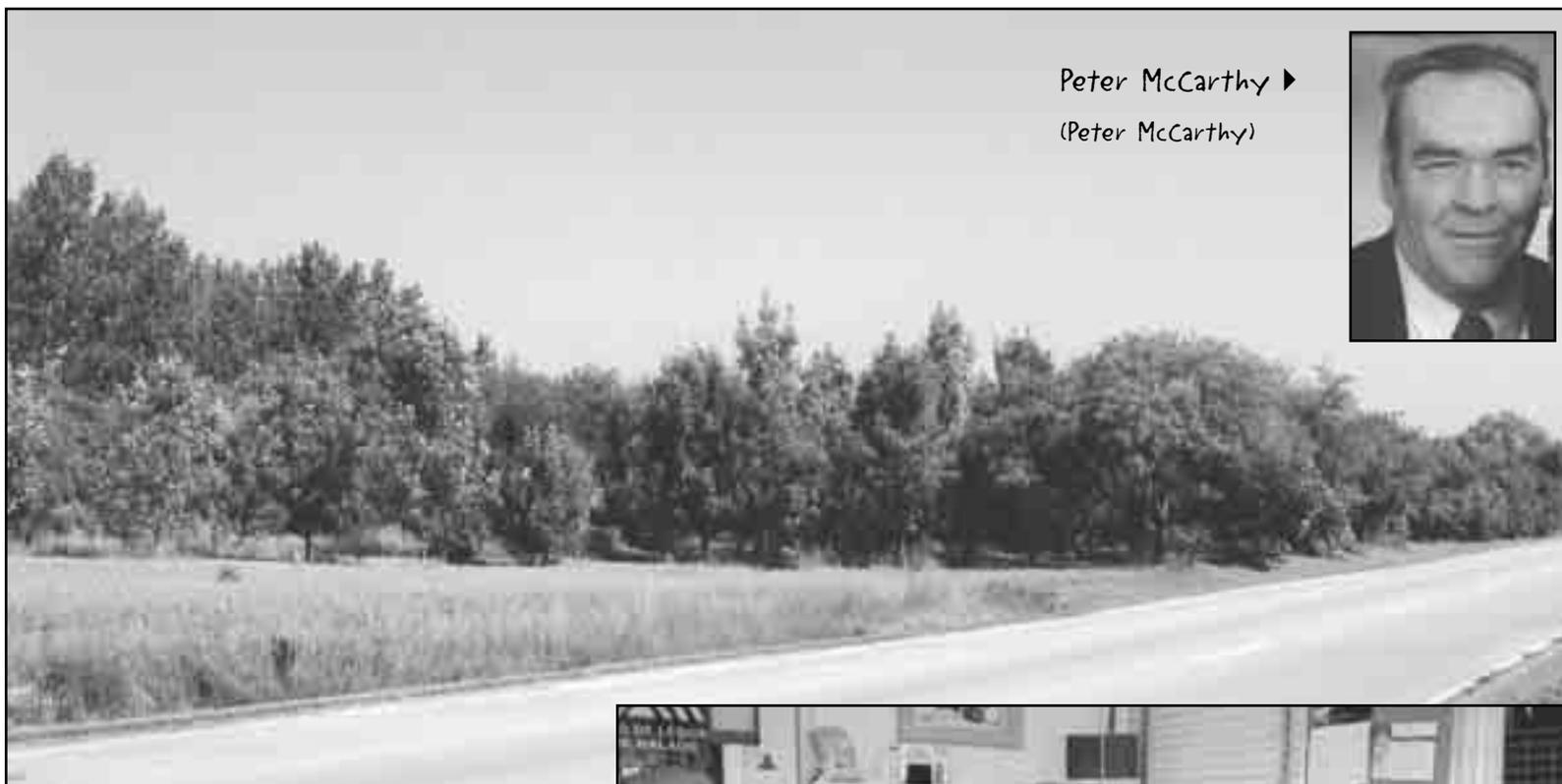
Dixie Growers became a limited company in 1966 when the board was chaired by Irwin Clarkson. Irwin's brother, Grant, remembers in

the early days, the Clarkson-Dixie Growers Association was the best operated co-op in the province and one of the prime producing areas. Fred Watson was the top apple grower in the area and the apples grown in Dixie included Canada Red, Russetts, Ben Bow, Greening, Delicious, Spys and Snow. The only orchard left in Dixie in 2005 is on the north side of the Queensway and it is owned by Jack Goddard, who no longer resides here.

In 2006, the Dixie Growers Limited is still in operation, working out of the Dixie Cold Storage facility at 2440 Dixie Road, but much of the produce stored is imported from Australia, Argentina, China, New Zealand and the United States. There are 28 shareholders and the seven-member board has the late Jim McCarthy's son, Peter, as president. Jim McCarthy (1945-1947, 1950-1952, 1974-1975, 1979-1988), Grant Clarkson (1952-1953) and Howard Pallett (1989-1999) have all served as presidents. The manager for the past 15 years has been Mike Acheson.



▲ Dixie Growers Employees, 2006



Peter McCarthy ▶  
(Peter McCarthy)



▲ The Last Orchard owned by  
Jack Goddard



Mike Acheson, 2006 ▶  
(Photos by Kathleen A. Hicks)

## Dixie Road Opened - 1927

WITH THE BACKING OF MAJOR GENERAL Cawthra-Elliott, who was working in earnest to have First Line called Cawthra Road, in 1927 a petition, started by Mrs. Ramage and Mrs. McMasters (who lived near the Lakeview Golf Course), was being circulated by the Third Line ratepayers of Lakeview, for the renaming of Third Line to Dixie Road, named for the village north of them. They had formed a committee to carry out this quest and they succeeded.

Earlier in the year, Mr. J. J. Jamieson, reeve of Toronto Township and chairman of the Country Good Roads Committee, decided to make the Third Line the first permanent road to be upgraded in Peel County. The contract for the paving of the three-mile (4.8 km) stretch between the Lake Shore Road and Dundas Street was awarded to the Grant Construction Company of Toronto. The transformation would cost \$70,000, half of which would be paid by the provincial government. The cost to maintain the road had been running at \$3,000 a year, and \$6,000 had been spent the previous spring, so it was thought by council to be a good investment.



▲ Dixie Road Looking South  
(Photos courtesy of Grant Clarkson)



▲ Les Pallett  
(Streetsville Review)

A committee had been formed to handle the opening ceremonies and it was headed up by Councillor Leslie Pallett. The grand opening of the newly named and paved road took place on Monday, August 8, 1927, in front of the Dixie Public School, just south of Dundas Street. Mr. R. C. Muir, chief engineer for the Department of Highways, standing in for the minister, the Honourable George S. Henry, cut the ribbon with a pair of gold scissors. He complimented those involved with the project. Then the federal member, Samuel Charters, spoke of his many trips on the old line and how 22 years before there had been 535 automobiles in Ontario compared

with 335,000 in 1927. He complimented Reeve Jamieson on this accomplishment. Former Reeve Thomas Goldthorpe, the oldest living ex-reeve in the township, who resided on Third Line, presented the reeve and county engineer, M. L. Powell, with a set of club bags, and the resident engineer, J. Brown, with a walking stick. Remembrances of the old road, first laid out in the 1806 Wilmot survey, were exchanged. Up until 1913, Third Line had been a clay road, almost impassible in bad weather. The first gravel was placed on the road that year thanks to the ratepayers by public subscription. In 1917, it was declared a county road.

A garden party on the school property followed. The guests were serenaded by the 73-year-old Canadian singer, James Fax, who had first taken to the stage at age 25. They were also entertained by dancer Thelma Oswen of Toronto and singer Mrs. Stanley Leuty, who were accompanied by pianist, Miss Mason. The Brampton Band was also on hand. When the festivities came to a close, 100 guests were treated to a banquet at Crofton Villa in Cooksville.

Dixie Road was still referred to as the Third Line until 1958 when it was officially sanctioned by the Department of Highways along with Cawthra (First Line) and Tomken Roads (Second Line).



▲ Dixie Road Looking North

## Charles Cromwell Martin - 1928

**C**harles Cromwell Martin was born in Wales on December 18, 1918, to a Welsh mother, Margaret Matilda Cromwell, and an English father, Charles Harold Martin. His parents brought him to Canada in 1928 and they settled on Second Line East (Tomken Road, named for Tom Kennedy), just south of the Base Line (Eglinton Avenue). The Martin acreage allowed 10-year-old Charlie to enjoy the freedom of country living. The family was poor, but managed to make a livelihood on their tiny farm.

Charles Sr. built a solid stone house from the stones that had been part of a demolished jail. The family attended St. John the Baptist Anglican Church at the northeast corner of Dundas Street and First Line (Cawthra Road.) Charlie belonged to the Young People's Association and had much respect for Reverend George Banks. For awhile, the family also ran a small travelling circus.



▲ Charles Cromwell Martin

(Photos courtesy of Rick Martin)

CHARLIE ATTENDED THE DIXIE SCHOOLHOUSE ON THE Third Line (Dixie Road) and made friends with the neighbourhood children. He worked at odd jobs on nearby farms to help his family's income. He became a very close friend with Doug Kennedy while working on the Kennedy farm. It would be the start of a great relationship with the County of Peel that put him in good stead with his community and its people. As Charlie grew to adulthood, he became a compassionate, optimistic, positive person, who was always cheerful. These characteristics helped him endure the adversities in his life.



▲ Violet and Charles Martin

With World War II having commenced in September 1939, Charlie joined the Queen's Own Rifles in June 1940. He was part of the regiment's Lorne Scots, who trained in Newfoundland and then served overseas in Europe. While in England, he met and married Violet (Vi) Glease, who was born in the small coal mining town of Chopwell, England, on October 19, 1923. Vi was in the English Army as a radar operator, who controlled the anti-aircraft guns over London.

In the next five years, Charlie saw much action, especially being part of the first landing on D-Day, June 6, 1944, and when his regiment repelled an enemy counter-attack at Boulogne on September 4, 1944. In the next year, he would be wounded four times and remain in action. His bravery and stalwartness would bring him the Distinguished Conduct Medal for bravery and a Military Medal for a display of courage on March 2, 1945, in Germany. He was seriously wounded when they were liberating Holland three weeks before the war ended on April 16, 1945. He returned to England where surgeons saved his arm and leg through innovative surgery.

Charlie returned to Canada and his wife arrived on the Aquitania with the other war brides. Charlie worked part time as a chauffeur for T. L. Kennedy, who was the Minister of Agriculture. He and Vi attended St. John's Anglican Church and became active in the church's programs. They both taught Sunday school and Charlie was a



▲ Violet and Charles Martin

cub and scoutmaster, a warden and Sunday school superintendent. Then on June 10, 1948, they bought a farm on Dundas Street in Dixie, from Leslie Hughes for \$4,000, Lot 8, Con.1, SDS, under the Veterans' Land Act. They worked the farm until 1953 when they sold it to Donald Dyer. They then operated the former Kennedy/Gill General Store and Post Office from 1954 to 1958. Charlie's next position involved working with the Ontario Department of Agriculture.

Charlie and Vi became charter members of the Royal Canadian Legion, Col. Thomas Kennedy

Branch #582, in 1960. They were always part of the November 11th Remembrance Day services and they were both in demand as public speakers.

In 1971, they sold their house and moved to a condominium and started attending St. Hilary's Anglican Church. Charlie wrote a book about his World War II experiences with Roy Whitsed, called "*Battle Diary*," which was published in 1994. Copies are available at St. Hilary's Anglican Church. It became a CBC-TV documentary entitled, "*A Day in the Life of Charlie Martin*," which was presented on the 50th anniversary of D-Day, June 6, 1995.

Charlie died on October 13, 1997, leaving Vi and their two sons, Richard James, who was a senior researcher and is now with the United Way, and Charles Stuart, who was a teacher at T. L. Kennedy Secondary School and retired in 2005. He also taught at Gordon Graydon Memorial Secondary School.

In 2001, Doug Kennedy, former South Peel Member of Provincial Parliament, began a Charles Martin Memorial project that would entail raising money to erect a memorial at St. Hilary's Church. He and his project trustees, which included Charlie's long-time friend, Charlie Brown, a former teacher and past president of the Mississauga Garden Council, succeeded in their quest. The cenotaph



▲ Charlie Martin Memorial, St. Hilary's Church  
(Alison MacIntosh)

inside of a peace garden was designed by landscape architect, Don Hancock, and was constructed at a cost of \$33,000 with much volunteer labour. The dedication took place on June 6, 2002, with members of Charlie's Queen's Own Regiment as the honour guard. Doug Kennedy also worked on getting a walking trail to be called the Charlie Martin Trail near where Charlie grew up, south of Burnhamthorpe off Golden Orchard Drive in the Applewood Hills subdivision. It was opened with the unveiling of a plaque on November 11, 2003.

The house Charles Sr. built was torn down in June of 2005 and new construction is underway on their former farmland.



▲ Charlie's Story on VHS (CBC-TV)



▲ Charlie and Lindy Lindenäs



▲ Veteran Charlie Martin

## Depression - 1930s

WHEN THE STOCK MARKET CRASHED ON Friday, October 29, 1929, the world economy spiraled downward until every country was hard hit. Canada was no exception. People became poor overnight, losing money, homes, businesses and their dignity. Many out of despair and desperation took their lives. There was mass unemployment and starving families, which led to bread lines so people could get food to sustain themselves in this desperate time of need and poverty.

With the men of Toronto Township losing their jobs, their families suffered. People, who were renting and could not meet their monthly rent would move from place to place, dragging their families about as despair and poverty plagued them. There was no work to be had. Dixie as yet had no industry and the local farmers relied on their own families to do the work.

Starvation sat on their doorsteps and the men went out hunting to bring back a rabbit or two. They stole chickens and vegetables and fruit out of the farmers' fields and did what they had to do to survive. Many men hopped the freight cars and went to other parts of the country looking for work.



◀ Prime Minister Richard Bennett



◀ A Look of the Depression, 1930s (Toronto Telegram)

Canada's population was 10.5 million with Richard Bennett (1930-1935) as prime minister. Toronto's was 650,000 and William Stewart was mayor. Toronto Township's hovered around 10,000 and the reeve was Leslie Pallett.

During the month of February 1933, the Canadian dollar took a pounding, sinking to 80.60 cents against the American dollar. The interest rate was 2.5 percent. *The Toronto Daily Star* cost 2¢, a six cylinder Plymouth cost \$675, rent was \$50 a month, a movie cost 35¢, a man's shirt \$1 and children's shoes, \$1.98. But who could afford such luxuries?

The country was experiencing drastic economic times with unemployment being at an all time high. Out of the 4.3 million people in the work force, 19.3 percent were out of work. At this time the average weekly pay was \$20. Staples like bread, 5¢ a loaf, butter, 13¢ a pound, brown sugar, 7¢ a pound, eggs, 22¢ a dozen, milk, 12¢ a gallon, rice, 6¢ a pound, were more practical in these hard times. This era was referred to as “The Dirty Thirties.”

It was not until World War II started in 1939 that life began to take on a new hope for the future, as jobs again became available and life took on a normalcy not felt in a decade.

Men Take off for far-Away Places to  
Look for Work, 1934  
(City of Toronto Archives Fonds 1244, Item 2181)



## News Item

### Hundred Men Sign at Cooksville

Toronto Township Council is not facing the unemployment situation unprepared, and they have garnered considerable experience from last winter's bout with the same trouble. This was explained to a gathering of fifty or sixty men, held in the Township's hall on Tuesday night, for the purpose of broadcasting just what the council intends to do this winter.

The addresses by Reeve L. H. Pallett and the other councillors gave evidence that the matter had been carefully studied and that council knows what it is going to do and just as clearly what it is not going to do. Certain work will be undertaken to provide relief and the Reeve was emphatic in his statement that no favoritism would be shown and that each and every man would have an equal chance. Mr. Pallett assured those present that men not now employed shall have the first chance when the work started.

Reeve Pallett spoke of the project of making the Middle Road into a provincial highway to relieve congestion on Dundas Street and the Toronto Hamilton Highway. This work he stated would commence in the fall. The proposed waterworks system for the Township was another avenue of assistance to open up in ten weeks. Placing of stone on certain roads and giving work by the piece is another idea put forth for relief.

Thomas McCarthy and J. J. Jamieson both felt that relief might come through the lowering of commodities. Bread, Mr. McCarthy said, is too dear considering the price of wheat. Milk should not be 2 1/2 cents a quart to the producer and 11 cents to the consumers.

About eighty men signed the official register during the evening.

*The Streetsville Review*

Thursday, August 27, 1931

## William James Teggart - 1930

**M**oses (b.1900, d.1959) and Charlotte Teggart (1900-1984) immigrated to Canada from County Down, Northern Ireland, in 1930. Their third son, William James, was born on the McCarthy farm on May 26, 1930, his father's birthday, with the village doctor, William Godfrey, in attendance. Moses was a labourer for Thomas McCarthy, who operated a fruit and vegetable farm on the Second Line East (Tomken Road). The Teggarts lived in a house on the McCarthy property. Moses and Charlotte had four other sons, Moses Samuel (1926-1974), Thomas, 1928, Stanley, 1932, and John, 1935.



▲ Dr. William Godfrey

Bill was christened in St. John the Baptist Anglican Church on Dundas Street. Because the Teggarts had no relatives in this country, their neighbours, Colonel Thomas Laird Kennedy, the Ontario Agricultural Minister, and his wife, Minnie, were godparents.

In 1935, the Teggarts moved to Richview in the west end of Toronto. The boys attended school there and received their primary and secondary education.



▲ Moses and Charlotte Teggart's Wedding, 1925

MOSES AND HIS FAMILY OPERATED A SUCCESSFUL MARKET garden business and they contracted with the Campbell Soup Company to grow ten acres (4 ha) of tomatoes. They also had other crops such as turnips, potatoes, onions and cabbages, with five acres (2 ha) of strawberries. When Moses went to the wholesale market at Dundas and Jane Streets, he would sell 50 crates of strawberries and 500 baskets of tomatoes in a day.



▲ Tom, Bill., Stanley and Samuel, 1933

Bill's younger brother, Stanley, joined the Toronto Township Police Department in 1954 and became a highly respected traffic specialist. He was the first officer to take courses in motor vehicle accident investigation at McMaster's University. When Inspector Gord Stanfield asked Stanley if he had any brothers who might be interested in joining the force, Stan went home and asked his strapping six-foot sibling, Bill, if he would consider becoming a police officer. Bill, who was driving for the Lakeshore Block Company in Lakeview, jumped at the opportunity and filled out an application. He was then interviewed by Chief Garnet McGill, Deputy Chief Bruce Kivell, Inspector Gord Stanfield and the town council. He was hired over 30 applicants and on June 30, 1956, he put on the uniform of a police constable. That day would turn out to be one of the most significant of his life, as he would be the first officer to hold every rank from constable to chief.

After Bill joined the police department, his father, Moses, passed away and he moved back to Dixie with his mother and brother, John, to reside close to the McCarthy farm.

Bill got his basic training at the Ontario Provincial Police College in Toronto and was a constable on patrol for four years. Then he was assigned to the detective division as a plainclothes constable and was sent on the first detective course ever offered at the Ontario Police College in Alymer. In 1963, he was promoted to full detective and he was assigned to investigate robberies, rapes and other criminal

offenses. He was promoted to detective sergeant in 1968. In the early 1970s, Doug Burrows and Bill attended the prestigious Northwestern University in Evanston, Illinois. Both officers received high marks and a letter of commendation from the Director of the College, then they had the opportunity to study at the FBI Academy in Quantical, Virginia. This was followed by a promotion for them in 1973. Doug to Deputy Chief of Police and Bill to Superintendent of Detectives of the Criminal Investigation Branch, which involved handling major crimes such as murder, robbery and kidnapping.

Bill married Joan Copperthwaite on December 15, 1967, and they lived in Cooksville. They had William Jr. in 1968, who would grow up to become a lawyer, and the young family bought a house in Streetsville and set up housekeeping. Their daughter, Laurie, was born in 1970 and at an early age pursued gymnastics.

Shortly after Bill Sr. was promoted to superintendent, he was assigned a murder case which was to become one of the most far-reaching and notorious cases in Canadian history. On July 18, 1973, millionaire developer, Peter Demeter, called the Mississauga Police Department to report that his wife, Christine, who was an international fashion model, was the victim of an accident at home and had serious



▲ Bill and Joan's Wedding, 1967

injuries. When Bill arrived at the Demeters' Dundas Crescent house in the Erindale area to investigate the scene of the "accident," he found 34-year-old Christine Demeter dead from severe head wounds, lying in a pool of blood on the garage floor beside her Cadillac. Bill's years of experience immediately came to the fore and he knew that this was no accident, but a brutal murder. Chief Doug Burrows gave Bill the assignment to take charge of the case. He headed up the investigation, and over the next year directed 10 teams of detectives on investigations that covered 11 cities in four countries on two continents. As the evidence against Peter Demeter accumulated, he was arrested for murder. The trial was held in the Supreme Court in London, Ontario, and it was the longest single murder trial the country had experienced. Demeter was convicted and received a life sentence in the penitentiary, where he remains today. At the conclusion of the trial, Chief Justice Campbell Grant of the Supreme Court of Ontario stated, "Rarely have I seen such professionalism as the officers demonstrated on this case."

Bill Jr. played Junior B hockey and received a hockey scholarship to the American International College in Springfield, Massachusetts. He graduated from the Windsor Law School with a Bachelor of Laws Degree. He and his wife, Nancy, live in Barrie, where Bill practices personal injury law with the prestigious law firm Oatley Vigmond. Laurie trained with the Mississauga Gymnastics Club and won the Ontario Tyro B Championship at age 12. She went on to become a carded Canadian athlete competing in the National Stream. After graduating from the Streetsville Secondary School, she received an Honours BA in Crime and Deviance and Sociology at the University of Toronto, Erindale Campus.

Laurie and her husband, Corey, operate Bodiworks, an exercise, training and lifestyle centre in Mississauga.

*Supt. Barry King and Deputy Chief William Teggart unveil the plaque ► for the opening of the new Peel Police Headquarters*



▲ Bill Teggart Jr.



▲ Peel Police Chief  
William J. Teggart

William J. Teggart held every rank in the Toronto Township/Mississauga Police Force and ended his years as Peel Regional Police Chief, following Chief Doug Burrows, who had sustained an outstanding career. Bill's tenure went from October 1987 to June 30, 1990, when he retired. Many awards and medals had come his way over those interesting years, such as The Queen's Silver Jubilee Medal, 1978, a 30-year Canadian Exemplary Police Service Medal, 1987, the Canadian 125th Anniversary Commemorative Medal, 1992, and the Ontario Medal for Police bravery.

He was made a life member of the Ontario Chiefs of Police and the Canadian Chiefs of Police at his retirement dinner on May 29, 1990, at the Constellation Hotel on Airport Road. Over 700 people were in attendance, including Mayor Hazel McCallion, Deputy Commissioners from the RCMP, OPP and Solicitor General Stephen Offer. Chief



Teggart received many plaques and gifts in recognition for his years of dedicated service, which included a gold Canadian Chiefs of Police ring inscribed with his name and retirement date and a gold watch emblazoned with the Peel Police insignia. Upon his thank you speech, he was given a standing ovation. "It was a most memorable evening that my family and I will never forget," he has said of this celebration.

Since his retirement, Bill and Joan have travelled extensively to places some people only dream of, such as Paris, Rome, Moscow, Warsaw, Venice and London. In his *Mississauga News* V.I.P. column interview from 1974, he said, "I guess the best thing Joan and I have to look forward to are grandchildren." Now that dream has been fulfilled. Bill Jr. and Nancy have presented Bill and Joan with two grandchildren, Reighan, three, and Sydney, one.



▲ Chief Teggart's Retirement, 1990



▲ Bill and Joan



▲ Bill Jr. and Laurie



▲ The Teggart Boys, Moses, Tom, Bill, Stan and John



▲ Bill Jr., Nancy, Sydney and Reighan, 2005



▲ Moses Teggart cutting Grain, 1938



▲ Bill, Samuel and Tom with Snowballs, 1935



▲ Tom, William Sr., Moses and Bill, 1933



▲ Charlotte and Moses, 1938



▲ Charlotte



▲ The Teggart Strawberry Patch, 1938



(Photos courtesy of William J. Teggart)

## The Saucy Sue - 1931

**A**n unusual looking restaurant was set up on the south side of Dundas Street in Dixie in June, 1931, and called “The Saucy Sue.” It was shaped like a ferry boat and it became an amusement place to go on a Saturday night to dance and party. The owner, Dave Kissock, who was called “The Skipper” had a keen interest in boat memorabilia and so the Saucy Sue had an anchor from John Hanlon’s ferryboat. In the early 1930s, the ferryboat *S. S. Chippewa* burned in Toronto Bay and the *Port Mine* at Sunnyside Beach and so he salvaged the life buoys from the *S. S. Chippewa* and the port and starboard lights from the *Port Mine*. The moorline from the *S. S. Toronto* and the *Jasmine’s* bell were put on prominent display.



▲ Saucy Sue Advertisement (Region of Peel Archives)

THE SAUCY SUE ALSO HAD A WHEELHOUSE WITH A BELL above it. An anchor and mooring were placed at the entrance to greet the customers and give them a sense of boarding a ferry boat that would take them on a cruise of a mystical water wonderland.

An advertisement in *The Port Credit News* on August 28th stated, “The Saucy Sue is not a lake craft that slipped her moorings and got away off up Dundas Street. She is a bona fide craft sailing on the high tide of business, and moored alongside Dundas Street to take on cargo and passengers. It is surprising how many of the latter have been taking a cruise on the pleasant summer nights since ‘The Saucy Sue’ came to anchor during the latter part of June. ‘Bacon and a bun’ with a cup of tea, on the upper deck in the shadow of the wheelhouse, is a delightful relaxation after a day in town or city. The skipper and the crew serve this and many other equally appetizing dishes. Before ‘The Saucy Sue’ is laid up for the winter, get aboard and have a lunch, hear the music, dance, and form the habit in anticipation of next season.”

There was a lot of ruckus generated on weekends from this establishment that caused its neighbours many a restless night. One of them was Bill Pinkney. He remembers, “On a weekend it was impossible to sleep for the partying, music and laughter coming from the portals of that fake riverboat. To me, it appears such a dichotomy existed between the original house of worship and burying grounds of the early 19th century to the raucous nightclub juxtaposed directly opposite Philip Cody’s property. Perhaps with Philip being the first innkeeper and purveyor of spirits in Toronto Township, he would have enjoyed the raucous enterprise. However, it never seemed to attract the locals, but more of a seedy, sleezy group from Toronto as if it were a private club. During prohibition in the ‘30s, it was ‘BYOB’. My family hated the place, so I was never allowed to go near there.”

Whether it is true or not, one Dixie source claims it was a brothel in the 1940s and 1950s and another says bootlegging was also a sideline. So the building was around for awhile. According to Bill, “In the 1950s, it just suddenly disappeared to become an ugly auto wrecking yard behind a high falling-down fence. Then the Francechini Brothers stored gravel there.”

## The Queen Elizabeth Way - 1939

**T**he Concession Road or Middle Road, opened in 1806, weaved its way through Toronto Township as an old Indian Trail that became one of the Township's major roadways along with Dundas Street and the Lake Shore Road. It was the southern boundary of the area that would become Dixie in 1864.

With cars coming on the scene in the early 1900s, by 1930, traffic had become a major problem. On October 7, 1931, the Department of Highways (now Ministry of Transportation) took over two roadways, one in York County and the Middle Road in Peel County. Toronto's Queen Street came out to Brown's Line and then became Middle Road as it came into Toronto Township, which was part of Peel County. In 1932, it was decided to improve this rural route and the line of the road was changed and a new bridge was constructed over the Etobicoke Creek for \$37,000. The reinforced 80 foot (24.4 m) concrete bowstring truss bridge put over the Creek in 1909, still remains at the old location at the east end of Sherway Drive, No. 1700. The bridge was designed by Toronto's Frank Barber and C. W. Young and built by contractor O. L. Hicks of Humber Bay.



▲ The Original Middle Road Bridge over the Etobicoke Creek  
(City of Mississauga Community Services)



IN 1984, THE MISSISSAUGA COUNCIL INITIATED THE BRIDGE becoming a heritage site. On October 18, 1984, a joint meeting was held by the cities of Mississauga and Etobicoke to review the status of the old bridge. It was decided that the bridge should be saved and declared a heritage site as a joint venture between Etobicoke and Mississauga. Ward 7 Councillor Dave Cook was involved in a ceremony on October 14, 1986, which included Etobicoke Mayor G. Bruce Sinclair (1984-1993), to confirm that the two connecting municipalities would jointly restore the bridge and have it designated for posterity. "The Middle Road Bridge" was designated a heritage structure through council's By-law 1101-86 and was signed by Mississauga



▲ Middle Road (Edith Nadon)

Mayor Hazel McCallion on October 27, 1986, and Mayor Sinclair of Etobicoke signed By-law 1986-281 on December 15, 1986.

Another bridge was built over the Credit River in 1933 and completed by 1934. The roadway was gradually graded and by 1934 was referred to as a “superhighway.” It was then planned to construct a four-lane divided highway with a median. A bridge went over Oakville’s Sixteen Mile Creek in 1935 and Bronte Creek in 1936. The Middle Road was now available by motor vehicle from Brown’s Line



to Burlington. The two-lane stretch of dirt road was undergoing a major face-lift all the way to Niagara Falls. The following year, Toronto Township residents saw the addition of the first cloverleaf interchange at the Middle Road and Highway 10 intersection, which was at this time called Centre Road.

Work progressed on the thoroughfare and it was paved with cement. A work crew of 74 unemployed men was hired as Ontario’s contribution to Depression

◀ QEW Light Standards (Stephen Wahl)

Relief. The roadway, which would be compared to great European highways, was constructed and it became the longest continuous divided highway in Canada. It was then lined with light standards, making it the world’s longest continuous lighting system.

The first section of highway was 68 miles (104.8 km) long from Highway 27 to the western border of Niagara Falls. When it was completed, it was opened by royalty and given a new name. King George VI and Queen Elizabeth visited Canada and opened the new highway with great fanfare and it was called the Queen Elizabeth Way (QEW) for her majesty. Signs “ER” for Elizabeth Regina were situated along the thoroughfare. The ceremony took place on June 7, 1939, at Henley Bridge, St. Catharines.

Over the years, the road was widened and bridges were put in as traffic became more profuse. According to the Ontario Provincial Police, who patrolled this stretch of highway, the QEW and Dixie Road intersection had more accidents than any other crossing on the thoroughfare, because the north section of Dixie Road was 200 feet (60 m) east of the southern extension.



▲ Queen Elizabeth and King George VI

In May 1951, the Department of Highways officially announced it was buying property along the four-lane Queen Elizabeth Way to build service roads and a major cloverleaf at the QEW and Third Line (Dixie Road) to accommodate the Shipp and Saracini subdivisions and the forthcoming Applewood and Dixie Plazas. It ended up being a bridge across the highway with exits to the QEW and south and north service roads. Traffic lights were installed at this intersection on August 1, 1951, and were dismantled in October 1953, when the overpass was completed. In October 1955, the Ontario Municipal Board granted the Ontario Department of Highways the request to



▲ Aerial View of Queen Elizabeth Way, 1951

(Photos courtesy of The Ministry of Transportation)

close 13 roads between Highway 10 (Hurontario Street) and Highway 27 to complete the construction of north and south service roads along the five-mile (8 km) stretch of highway. In the two years that this project was under construction, 140 accidents had occurred with two people being killed, 36 injured and \$57,000 in property damage.

In December, 1958, the Department of Highways transferred ownership of the QEW and the North and South Service Roads to Toronto Township.

Property was purchased at Cawthra Road and the QEW in 1953 and a bridge was put in, which accommodated the two-lane roadway. In 1974, Cawthra was widened to four lanes except for the bridge, then in October 1979, the bridge was torn down and a new four-lane bridge was constructed. The QEW is now the responsibility of the Ministry of Transportation from Hwy. 427 to Hamilton.

**NEWS ITEM**

**Ratepayers Successful to Fix Dixie Rd. Turn**



▲ Thomas L. Kennedy  
(Region of Peel Archives)

One of the worst traffic hazards existing on the Queen Elizabeth Way – the accident heavy Dixie Road crossing – will be eliminated as a result of representatives of the Toronto Township Ratepayers’ Association, it was announced this week.

Col. T. L. Kennedy, Ontario’s Minister of Agriculture and Peel’s M.P.P., advised Ratepayer president George McDowell that a new crossing system, which calls for the installation of traffic lights and a rerouting of the existing roadway will be instituted in the near future.

*Port Credit Weekly, 1950*

**New Dixie Rd. “Interchange” Now in Use**

Dixie Road residents and motorists on the Queen Elizabeth Way are sharing a common problem these days. They’re all trying to find their way around the new Dixie interchange which has just been completed and opened to traffic.

Similar to a cloverleaf, the interchange has been constructed to provide a safe access to the Queen Elizabeth Way from the Dixie Road and visa versa. The Department of Highways plans to gradually eliminate the word “cloverleaf” in describing these many-curved entrances to Ontario’s limited access highways. The Dixie Rd. entrance is the first to be officially dubbed an “interchange” from its beginning.

Whatever the name, this new entry-way should do much to eliminate the hazards formerly encountered at the old Dixie Road crossing. It was built in record time – taking only one year and five days.



▲ Dixie Road Interchange, 1953  
(Ontario Hydro Archives)

*Port Credit Weekly*  
Thursday, July 23, 1953

## Water Comes to Dixie - 1947



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IN 1947, TORONTO TOWNSHIP COUNCIL passed a by-law that brought the construction of water mains up Centre Road (Hurontario Street) to Cooksville. Then water pipes were extended to Dixie.

### ▲ *Aerial View of The Lakeview facilities* (Region of Peel)

**W**ater mains had come to Dixie Road at the Lake Shore in 1933, which had brought water to the two golf courses, Toronto and Lakeview. But it was not extended up to Dundas Street to the Dixie area.

In 1953, a water treatment plant was built in Lakeview, which

allowed the township, which had been purchasing water from Port Credit, to be in charge of its own water supply. Two years later, a Public Utilities Commission was established to oversee the three-million-gallon (13,620,000 L) per-day operation, which cost \$3 million.



▲ *The Dixie Water Tower*

The commission operated out of the Cooksville Town Hall, and then rented an office in the Applewood Shopping Centre. In 1960, a new building on Mavis Road was constructed for the Commission. In 1963, an addition was added. It still operates out of this facility.

In 1962, a water tower, with the capacity to hold 500,000 gallons (2,270,000 L) of water, was constructed on Dixie Road, just north of Bloor Street by Gore and Storrie Limited of Toronto. It was said to be “the most modern water tower in Canada and the first to be built in eastern Canada.” It was referred to as a “water spherold” and was constructed over several months by the Public Utilities Commission at a cost of \$131,000. It was mounted on a single-flared pedestal some 97 feet high and was 62 feet (29.3 m x 18.6 m) in diameter.

When full, it would weigh 3,000 tons.

Public Utilities Manager Art Kennedy announced it would be in service in December. Having served its purpose of supplying water to the Dixie area, in November 1971, it was dismantled and moved to the Meadowvale area as part of the South Peel Water System.

By 1968, when Toronto Township became the Town of Mississauga with a population of 121,730, the daily operating capacity was 24 million gallons (108,960,000 L). It was then decided that more pumping stations, reservoirs and feeder mains, were required to distribute water through the town and up to Brampton. Reservoirs had been established in Clarkson and Malton in the late 1950s. Clarkson had

gotten its water supply in 1943 when the British American Oil Refinery was established. In 1968, the commission was comprised of John Dobbs, chairman, Lloyd Herridge, vice chairman and D. G. Wilkie and James Naish as commissioners. The annual operation costs now were well over \$16 million.

It has been said that the adequate supply of good, clean water in the township, town and city, has contributed to the tremendous growth of the municipality. It has provided one of the main links in the chain of progress.



▲ *The Lakeview Water Treatment Plant*  
(Region of Peel)

## Scouting in Dixie - 1949

**T**he 1st Dixie Wolf Cub Pack was chartered as #1802 on September 8, 1949, by a group of citizens, with Waverly Haist as cubmaster and Charles C. Martin as assistant. The 2nd Dixie Troop was formed on February 1, 1954, by Rector Frank Lockwood of the St. John's the Baptist Anglican Church on Dundas Street. On April 20th, they received Charter #2008.

Scouting was founded in London, England, in 1907 by Major-General Robert Baden-Powell (b.1857, d.1941). The scouting movement came to Canada in late 1908. Baden-Powell was knighted by King Edward VII in 1909 and in 1910, King George V requested that he retire from the Army to work exclusively with the scout movement. That same year, he and his sister, Agnes, started the Girl Guides. By an Act of Parliament, the Canadian General Council of the Boy Scouts Association was incorporated June 12, 1914.

General Baden-Powell, the hero of Mafeking in the Boer War, was asked to open the Canadian National Exhibition in August 1910. He accepted and attended the grand fair and presented a review of scout corps from across Canada at the opening ceremonies in front of the grandstand. The scouts camped on the Exhibition grounds during their stay.



▲ Major General Robert Baden-Powell

(Boy Scouts of Canada)

SINCE AUGUST 1946, THE SCOUTS HAVE UTILIZED THE Goodyear Memorial Scout Camp, where there were two winterized lodges, two Adirondack shelters, a patrol cabin and several camp sites on 70 acres (28 ha). The Bruce Trail runs alongside the property. In 1968, another 189 acres (76.6 ha) was added and more facilities were built. This was Goodyear's contribution to honour the dead from

the great wars by helping young boys and men become better citizens through scouting. The camp site was leased until 1986 when the Mississauga District purchased the property. The Camp overlooks the scenic Hockley Valley, 60 km (37 miles) north of Mississauga, and allows the scouts the opportunity of participating in summer sports activities such as archery, baseball, basketball, soccer and volleyball and in winter, ice fishing, skating, skiing and tobogganing. In 1996, the 50th anniversary of the camp was celebrated.

In 1953, T. H. Jolley, vice president of the North Applewood Homeowners Association (NAHA) sent in an application for a boy scout group to be chartered in Applewood Acres. The charter was received on October 6th. The NAHA were the sponsors, and meetings for 36 boys, ages 8 to 11, were held in the Applewood United Church. The first wolf cub pack with cub leader Jim Wark was registered on February 25, 1954.

On October 31, 1962, the 3rd Dixie group of 10 cubs and 8 scouts was started by Pastor J. Howe at St. Patrick's Catholic Church on Dundas Street. They received their Charter #2880 on March 19, 1963.

The Scouts and cubs hold many fundraising activities such as raffles, bazaars and draws. They also get involved in community events such as holding paper drives. The Dixie Scouts helped with the Port Credit Santa Claus parade in 1972 by preparing and serving hundreds of hot dogs to the people in the parade.

In 1988, the 3rd Dixie Scout Troop was disbanded and was then sponsored by a Viet-Youth Group with four boys. In 1999, a major decline in membership in the 1st Troop caused the remaining boys to be transferred to the 2nd troop.

The Applewood United Church held a major 50th anniversary celebration in 2003 for its long association with Scouting.

In 2006, only 2nd Dixie exists with 43 boys in three sections (a section consists of Beavers, Cub Packs, Scout Troops, Ventures and Rovers) and 1st Applewood with two Beaver colonies, one cub pack and one scout troop with 98 boys involved.



▲ Boy Scouts of Applewood



▲ Forest Glen Cubs (Phil Frost)

## NEWS ITEM

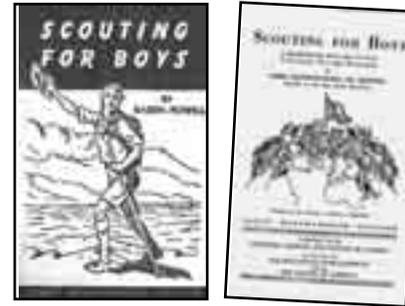
On Monday, August 29, 1910, a large crowd was in attendance at the Union Station in Toronto awaiting the arrival of the 4:45 p.m. train from Winnipeg. Major G. R. Geary, Alderman Maguire, Chairman of the Civic Reception Committee, Alderman McCausland, W. K. McNaught, M.P.P., Mr. Joseph Oliver representing the Canadian National Exhibition and Mr. J. F. MacKay, President of the Canadian Club, along with a host of unnamed people stood waiting the train.

Three hundred Boy Scouts lined the stairway leading to the waiting room upstairs. Outside the station, a crowd of 10,000 people waited. As the train approached, there was a rush down the platform. The passengers alighted, but the man who was so eagerly awaited was not there.

Not having been informed of the preparations being made for his reception, he had left the train at Parkdale Station and walked to the residence of his host, Mr. E. B. Osler, in Rosedale. Who was this elusive guest? He was General Sir Robert Baden-Powell, hero of Mafeking and Chief of the Boy Scouts, a new boys' movement which was sweeping the country.

Excerpt from *"Celebrating 90 Years of Scouting in Ontario"*  
published by Boy Scouts of Canada, 2000

## The Master's Voice



▲ Books Written by  
Robert Baden-Powell

Chief Scout Robert Baden-Powell wrote about the Scout Law, A scout is friendly, "A scout is a friend to all, and a brother to every other scout, no matter to what social class the other belongs. A scout must never be a snob. A scout accepts the other man as he finds him and makes the best of him."

The original Scout

Promise was: On my honour, I will do my best, to do my duty to God and my country and to obey the Scout Law: To help other people at all times: To keep myself physically strong, mentally awake and morally straight. The Scout Law: A scout is trustworthy, loyal, helpful, friendly, brotherly, courteous, kind, obedient, cheerful, thrifty, brave, clean, reverent. The Scout Motto: Be Prepared!

**Author's note:** When Baden-Powell visited in 1910, he opened the Canadian National Exhibition. His next visit to Canada was in May, 1919. The Prince of Wales also visited the province in 1919 and inspected a number of Boy Scout Troops. The Chief's next visit was in 1923 when he was present at the Provincial Executive Meeting on April 3rd. He was supposed to return in 1934 with Lady Baden-Powell, but illness prevented his visiting Canada that year. Baden-Powell of Gilwell, Robert Stephenson Smyth Baden Powell, 1st Baron, British Army officer, Founder of the Boy Scouts, author of 14 books, died in Nyeri, Kenya Colony, East Africa, on January 6, 1941.

## Dixie Arena Gardens - 1949

WHEN THE TORONTO TOWNSHIP HOCKEY League (TTHL) was formed in 1946, the local farmers, who were extremely sportsminded and belonged to the Sports Club of Dixie, James McCarthy, Lindsay Death, Vic Stanfield, Jim Sherman, Wilf Goddard, Les and Howard Pallett and others, got together and formed a shareholding company, Dixie Arena Gardens Ltd., to bring about the first arena in the township. They promoted their idea through shares to finance the project. A site of five acres (2 ha), Lot 7, Con.1, NDS, was purchased on April 28, 1949, from Howard P. Graham for \$4,000. A sod turning was held and excavation proceeded in May. They managed to built the greatest indoor rink devised in the province to this date. The main structure, which would seat 3,000 spectators, was erected by Pyrmid Concrete Products Company for \$150,000. The ice plant was installed by Creamery Package Company of Canada, the sub-contractors were W. J. Hancock & Son, and the consulting engineer was Jack Soules.

The arena opened for public skating on November 22, 1949, and the grand opening was held on December 16th, with the Honorable Leslie Frost, Premier of Ontario, dropping the puck for the initial face-off.

The master of ceremonies was Jack MacPherson. Colonel Thomas L. Kennedy was in attendance and the Lorne Scots Brass Band provided the music. A Junior B hockey game between the Dixie Staffords and St. Michael's College, six-figure skaters and the Dixie Intermediates versus the Toronto Township All Stars were some of the highlights.



▲ Dixie Arena (Mississauga Library System)



◀ Premier Leslie Frost drops first puck (Region of Peel Archives)



▲ The First Executive. Back row: Wilf Goddard, Howard Pallett, Jim McCarthy, Jim Sherman. Front row: Lindsay Death, Les Pallett, Vic Stanfield  
(Region of Peel Archives)

The gentlemen who formed the board of directors were: Leslie H. Pallett, former Reeve, as president; James Sherman, vice president, Victor Stanfield, treasurer, Howard Pallett, secretary, and directors, Lindsay Death, James McCarthy, William Goddard. They became nicknamed, “The Mafia.”

The first year was remarkable in that the TTHL hockey leagues had a steady series of games from tadpoles to senior and helped the arena management see a total of \$1,000 profit for the first season. The organization received no financial assistance from the township’s Recreation and Parks Department, other than a paid secretary.

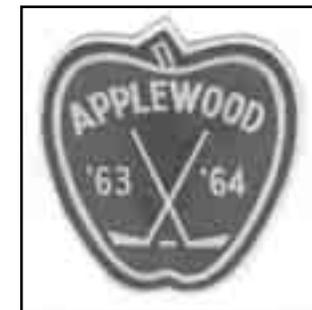
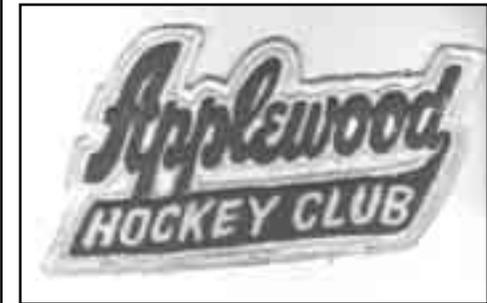


Jack Bellegam, president of the TTHL and coach of the Junior B hockey team, was time-keeper. The first year he handled 600 games. At this time the hockey league had 500 hockey

◀ Jack Bellegam

players. Through Jack’s efforts, his hockey team came up with the most prestigious sponsor of all the hockey teams, the St. Lawrence Starch Company. When Howard Pallett took over for Jack in 1952, the team became the Dixie Bee Hives.

On Friday and Sunday evenings, the arena was open for public skating at a cost of 50¢ a person. (This author never missed a Sunday night in two years – only pregnancy and child rearing prevented further attendance until my son, Marty, was ten and hockey came into the Hicks household for five glorious years.)



▲ Hockey Crests

In March 1950, the Credit Valley Skating Club held its first “Ice Capers” skating Carnival at Dixie Arena. Over 3,000 people attended the two-night extravaganza and it was so popular it became an annual event. The following year, it was held on March 19 and 20, 1951.

In June 1951, Rex Rolfe of Toronto, a junior executive of Imperial Oil Company, was hired as the first manager of Dixie Arena. He moved to Toronto Township to be near his new job. Another event that became popular was wrestling, which started Tuesday September 11,

1951, and was held every Tuesday until October 11th when the ice came in. Adults were charged 75¢ and children 35¢.

On Saturday, September 29, 1952, the Dixie Arena presented its first Saturday night dance, which featured Bruce Wilson and his Muskoka Resort Orchestra, a seven-man band that truly tripped the night fantastic. They were well received and dances became an annual event held throughout the summer right up until the ice came in in October.

A Monster Bingo was held at the arena on Friday, September 16, 1955, with the top prize a trip to New York and \$1,000 in prizes. For the next three decades, hockey, pleasure skating and many exciting events took place, only becoming less and less as other arenas opened up in Mississauga. The arena managers were John Dunn (1952-1955), Cliff Jenkins (1955-1975) and Jim Dolan (1975-1977). Ron Rutledge, Howard Pallett's son-in-law, became the assistant manager in 1958, a position he held for 19 years. He took over as manager from April 1977 to 1986.



▲ Turk Broda, Bill Copeland (third from left) and the Dixie Bee Hives (Nonie Copeland Wilcox)



▲ Dixie Arena Gardens Plaque (Kathleen A. Hicks)

The Dixie Arena Gardens at 1164 Dundas Street was closed down on May 31, 1986, and was sold. The new owners retained Ron Rutledge as manager. The former arena was renovated and reopened as the Astralite Dance Hall. On June 29, 1988, at 2:15 a.m., the building experienced a fire that caused \$250,000 damage. The local papers announced on July 6th that arson was suspected. Much controversy followed with a court hearing and the business was dissolved and Astralite faced bankruptcy. The building stood forlorn and empty until it was torn

down in October, 1996. A 155 townhouse complex called Applewood On The Park was built on the site in 1997. The only signs of the former Dixie Arena Gardens are Arena Road and a plaque detailing the history of the arena and its contribution to the community. But looking back at all the activities held there during its nearly 40 years goes to show that the ingenious gentlemen who brought it about knew what they were doing. If they were alive today, they would indeed have some marvelous, exciting memories to share.



▲ Arena Road Sign (Kathleen A. Hicks)

## NEWS ITEM

### Re-Elect Pallett Arena President



▲ Leslie H.  
Pallett

Leslie H. Pallett was re-elected president of Dixie Arena Gardens Limited at the annual meeting last Thursday evening. He has headed the organization since the arena was built in 1949.

Other officers returned are: vice president, James Sherman, of Clarkson; secretary, Howard Pallett, Dixie; directors, Lloyd Stanfield, Howard Watson, James McCarthy, all of Dixie. Charles Ritchie, Dixie, was elected to the directorate succeeding the late Wilfred Goddard.

The past year was the best in the Arena's history. Mr. Pallett told the Weekly, and the big feature as far as profit-making was concerned was the auction sale of cars held every week by Motor City Auto Auctions Ltd.

A donation of \$500 to the Credit Valley Lions Memorial Swimming Pool fund was passed by the board of directors.

*Port Credit Weekly*  
Thursday, June 4, 1953

## Memories



▲ Howard  
Pallett

"The story on how the Dixie Arena got started goes like this: I was on a committee in 1945 with Vic Stanfield Sr. to get an arena in Toronto Township at that time. We used to have our meetings at Cooksville. Somebody would want a million dollar arena and the next would want just a place to put ice and they would argue and argue. I stayed on for two years and finally dropped out. Vic stayed on and Leslie Pallett Sr. was on and off again. One day we were over at Nuttall's Supertest Station at Dixie and Dundas, and with all this arguing, Les said, 'Let's build an arena and get these boys indoors and off the man-made flooded rinks. We can build an arena ourselves.' Eleven of us visited about five arenas and then had a meeting. Seven of us were appointed provisional directors. We formed a company and seven months later our arena was built and paid for."

Howard Pallett, 1972  
From *VIPs of Mississauga*, page 271

## Dr. Art Wood and his Contribution to Hockey



▲ Dr. Art  
Wood

When over 200 accidents occurred during hockey games in the 1960s, 151 of which involved broken or lost teeth, Dr. Arthur W. S. Wood, a pediatric dentist, who was also a hockey coach and an executive of the Toronto Township Hockey Association, decided that something had to be done to prevent the mouth injuries. When he designed a mouthguard in 1953, he partnered with Charles Patterson, another coach, who was interested in helmet design. Between these two ingenious gentlemen, helmets with mouthguards became mandatory equipment for hockey. Then there was a dramatic reduction in mouth injuries. Charlie's helmets became famous as Princess Anne and Prince Charles wore his equestrian helmets and race car driver, Jackie Stewart, had a special one made.

Art was awarded the Order of Canada in 1991 for this achievement. Many other awards have come Dr. Wood's way over the years. He was also instrumental in the formation of the Traffic Safety Council (TSC) in Mississauga that was established in 1958. It has many facets to keep our children safe as well as providing crossing guards. It is still utilized today as well as the Kiss and Ride program that was his innovative idea. Jim Wilde, a former DPP officer and a Friends of the Mississauga Library System board member, has been involved with TSC for a number of years and heads up the Kiss program.

Dr. Wood passed away on July 12, 2005.

## Information



▲ A Zamboni Ice Machine with Manny Homen  
(Kathleen A. Hicks)

The Zamboni ice making machine used in arenas was named for its inventor, Frank Zamboni. In 1940, Zamboni, his brother and cousin, opened Iceland in southern California, one of the largest ice rinks in the United States, which could accommodate 800 skaters. It took an hour's effort on the part of several workers using a tractor and scraper to maintain the ice. So Zamboni decided something more efficient had to be designed. It took him until 1949 before he produced a fast ice smoothing machine that would scrap the ice and flood it. In 1950, he founded the Frank J. Zamboni Company, which still manufactures the machines today.

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▲ Howard Pallett and the  
Dixie Bee Hives  
(The Mississauga News)



▲ Dr. Wood's Sponsored Team (Dr. Art Wood)

Dr. Art Wood ▶



## 1850 - Toronto Township Centennial - 1950

**I**n 1949, the Township of Toronto Council put a committee together to work on its centennial celebration for 1950. The brochure put out for the occasion highlighted the events for the weekend of October 13-15th.

On Friday, October 13th, there was a historical display for school children, one display at the Ogden Avenue School in Lakeview in the morning and one in the afternoon at the Cooksville Fair Grounds. Everyday activities of the pioneers were depicted such as farming, house-keeping, shopping and transportation. That evening there was a musical pageant held at the Dixie Arena.



▲ With the 100th celebration of Toronto Township's Incorporation being held October 13-15th at the Town Hall, Confederation Square, in Cooksville, the Council went all out by dressing in 1850 attire. From left to right, Clerk, Herb Pinchin, Gordon Jackson, Councillor Anthony Adamson, Reeve Doug Dunton, Deputy Reeve Sid Smith, Councillor Alan Van Every, Treasurer, William Courtney, Doug Rowbottom and Councillor Lloyd Herridge. The Township population was 17,000. (Viola Herridge)

A CENTENNIAL PARADE WAS HELD ON SATURDAY, OCTOBER 14th. IT LEFT Haig Boulevard in Lakeview at 1:30 p.m. and wended its way to Stavebank Road in Port Credit, north to Park Street and over to Centre Road (Hurontario Street) and up to the Cooksville Fair Grounds. There was a police escort, bands, military and veteran units and commercial floats.



▲ William Lyon Mackenzie  
(Toronto Public Library, TRL)

When the parade arrived in Cooksville, the events planned were of a historical nature: a re-enactment by town council of the first council meeting on January 21, 1850; a ploughing match; soldiers in early militia uniforms; a display of historical floats; a fire-fighting display; old time dancing; horse shoe pitching; and the Township Tug-of-War.

There was a William Lyon Mackenzie Cross-Country Race open to all residents. It started at 2 p.m. at the old Absalom Willcox house, at this time owned by Mrs. L. MacLean, on Dundas Street in Dixie, where Mackenzie had holed up while being pursued by the York Militia in 1837. The route then followed through farmers' fields to the Cooksville Fairgrounds where the winners received prizes from local stores.

The Saturday celebration ended with a Centennial Ball with the music of Mart Kenny and his Western Gentlemen from 9 to 12 p.m. Everyone was encouraged to attend their local churches to give thanks on Sunday, October 15th.



▲ The Willcox House (The Mississauga Library System)