

*Dixie:*

*Orchards to Industry*

Kathleen A. Hicks



## Dixie: Orchards to Industry

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▲ Upper Canada Map (Frederick R. Bercham)

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(Kathleen A. Hicks)

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## Dedication

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▲ (Region of Peel Archives)

I dedicate this book to all the people I know and have known who have hailed from Dixie, whom I have shared many interesting stories with over the years and have admired tremendously for their community dedication: William Teggart, the Kennedys, Dave and Laurie Pallett, Jim McCarthy, Colonel Harland Sanders, Gord Stanfield, Mildred and Jack Bellegham and Dave Cook to mention a few.



(Buffalo Bill Historical Centre)

**F**irst I want to thank God for setting me on this path of discovery. It has become a fabulous learning experience and an interesting journey covering 200 years of life and history of the city where I was born. To uncover the history down through the years from other generations to today is an incredible opportunity and adventure that few people have. For that I am deeply grateful and I hope my readers benefit from what I have learned and revealed in these books. Thanks to the City of Mississauga, and Mayor Hazel McCallion especially for seeing the historical possibilities of such a marvelous beneficial project. Thank you to my many sponsors who jumped into the void to make this financially possible, especially The Friends of the Mississauga Library System. My appreciation is extended to Mississauga Library Administrator Don Mills for seeing the big picture and supporting this project; to the many Library staffers, who assisted in finding research material and photos; the staffs of the Region

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▲ Harold Shipp, Iggy Kaneff with the Author  
(Stephen Wahl)

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I had the great fortune of being born on the McCarthy farm in Dixie in 1930, shortly after my parents arrival from Ireland. The McCarthy family were wonderful caring and supportive people from Irish stock, who knew the plight of the penniless new arrivals. They taught my father the fundamentals of the market gardening and orchard business, which allowed him to raise five sons during the depression.

## foreword

I have fond recollections of travelling to Queen's Park as a young boy with my father to see our neighbour, Thomas L. Kennedy, who was Minister of Agriculture, and discuss with him the farm loans issue. I can recall his welcoming us in a most friendly manner and his giving my father the details about obtaining a farm loan. He was an extraordinary individual and a great Canadian.

Back in the 1930s, many of the orchard farmers in Dixie sold their produce at a large market located on Dundas Street just west of Jane Street opposite the railroad roundhouse. My uncle, my brothers and I went to the market on many occasions to sell vegetables my father had grown and I recall seeing Victor Stanfield selling apples off the back of his truck to the store owners from Toronto. During those depression days, you never could sell all your produce and Vic would end up giving us several bushels of apples. We sold tomatoes six-six quart baskets for a dollar. I remember eating at the Highway Restaurant across the road and paying 25¢ for bacon, eggs, toast and tea.

I recall Gordon Stanfield driving past our place in his milk truck and waving at my brothers and I. I learned later that he was on the Police Force at the time and had two jobs to help support his large family. Little did I know then that Gord would one day hire me as a police officer and be my early mentor and great supporter. He was a wonderful man, who was a great judge of character and ability, and was responsible for hiring some of the future leaders on our Force.

We have lived through an era of the most extraordinary sociological and technological changes in the history of mankind and Dixie did not escape the pressures of progress. I watched as the bountiful orchards and market gardens disappeared and industry and subdivisions were rapidly built. The fruit markets closed and the famous old

Dixie Arena was torn down. There are still a few old apple trees to be seen here and there in the subdivisions, however they are simply remnants and reminders of the past. Sometimes when I drive through my old neighbourhood and turn back the pages of time, I recall this virtual "Garden of Eden" in the landscape of my mind, and I say to myself, "It was Dixie then, it is Dixie now and it will be Dixie forever – the place where I was born."

Over 150 years ago, wise old Longfellow must have been thinking about interesting writers like Kathleen Hicks when he declared, "Books are the sepulchers of thought." The author of this book takes us for a walk through the history of Dixie. She takes us on this walk through the voice of others and tells us who we were and who we are in an extraordinary and candid straightforward fashion.

The much quoted Ralph Waldo Emerson, who obviously did not believe in pseudonyms, also had it right in the same era when he said, "It takes more than talent to make a writer, there must be a person behind the book." As an author, Kathleen works with enthusiasm and conducts her interviews and research with professionalism, good will and good conscience. She is fast becoming one of the most prolific researchers and writers. I had the great privilege of taking research as part of the Police administration course at Northwestern University and have a full understanding of the extraordinary work required to produce her books. I have read the entire series thus far and would like to go on record as saying, "I have learned a lot and could have used her skills and talents on some of my major crime investigations." All who read Kathleen's books, especially students, will be the true benefactors of her skills, diligence and hard work.



▲ William J. Teggart  
with the Author  
(Kathleen A. Hicks)

William James Teggart  
Peel Regional Police Chief,  
Retired

# Introduction: The Beginning

A new province was created and called Upper Canada eight years after the English were defeated in the American Revolution (1775-1783). Following the war, over 10,000 British sympathizers poured into the province of Quebec, with 6,000 settling on the Niagara Peninsula, where in 1784 over



▲ King George III  
(Shell Canada Limited)

three million acres (1,200,000 hectares) were purchased from the Mississauga Indians for the purpose of extending land grants to those loyal to King George III (born 1738, died 1820). The United Empire Loyalists, so named by Governor

General Sir Guy Carleton (b.1724, d. 1808), who had given up farms, homes, livelihoods, family and friends, settled in to establish a new beginning in a new fertile land.



▲ Sir Guy Carleton

The province of Quebec was ruled under the Quebec Act of 1774 or French Civil Law, and the English came to resent this. So the Loyalists set about to establish their own laws and thus in 1791, the Constitutional Act was passed.

The province was split in two to form Upper and Lower Canada (which would become Canada West and Canada East in 1841 and Ontario and Quebec in 1867).

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

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

The opening of Legislature took place on September 17th and an election for the first parliament was held. During the first session of

the House of Assembly, September 17 thru October 15th, the laws of Britain would be adopted, trial by



▲ John Graves Simcoe

◀ Statue of United Empire Loyalists  
(Charles Humber)



▲ Settlers Select their "Location Tickets," 1785  
(National Archives of Canada, Ottawa, ON)

jury established and marriages validated. At the second session in the spring of 1793, it was passed that roadways be constructed and slavery be abolished.

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

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



▲ Hon. Peter Russell

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

brought their skills to York and prosperity prevailed.

On August 2, 1805, the Mississauga Indians sold the British Government the Mississauga Tract from the Etobicoke Creek to Burlington Bay, 26 miles of shoreline and five miles inland (43 kilometres/8 km) consisting of 70,784 acres (28,713 ha). The negotiations took place at the Government Inn on the east bank of the Credit River under the supervision of Superintendent of Indian Affairs, the Honourable William Claus. The host was the operator of the Inn, Thomas Ingersoll. Three townships were formed from this transaction, Trafalgar, Nelson and Toronto Township, which were named by the



▲ The Signing of the Mississauga Lands Treaty (Port Credit Weekly)

▲ Honourable William Claus

Honourable Alexander Grant, the administrator of the First Executive and Legislature Council of Upper Canada. Toronto Township came into being, comprising 29,569 acres (11,827 ha) of this transaction, with a mile (1.6 km) on either side of the Credit River designated as the Mississauga Indian Reserve. The Township of Toronto was in the Home District, County of York, Province of Upper Canada.

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

The first resident was Thomas Ingersoll (1805), then Philip Cody (1806), the grandfather of the legendary Buffalo Bill Cody, and Daniel Harris (1807). The first children to be born were Sarah Ingersoll, January 10, 1807, and Elijah Cody, November 7, 1807. The first census was taken in 1807-1808 by Deputy Provincial Surveyor, Samuel Street Wilmot, who had surveyed and drawn up the first map in 1805-



▲ Lord Sydenham  
(Other photos courtesy of the Toronto Public Library TRL)

1806, outlining the 200 acre (81 hectare) lots that were designated grants to the incoming settlers. It listed the first families as Philip Cody, Daniel Harris, Joseph Silverthorn, Absalom Willcox, Allen Robinet and William Barber. Joseph's father, John Silverthorn, was also listed, but he did not reside here. He was a property owner though, having purchased Lot 6, Concession I, South Dundas Street (SDS) in January, 1808. He moved his family to the Etobicoke area in 1810.

The area that became known fondly as Dixie was given several names over the years, Sydenham for Lord Sydenham, Charles

Poulette Thomson, who was the Governor General of British North America between 1838-1841, and nicknames such as Irish Town, for the many Irish immigrants, and Onion Town, for the numerous crops grown there. Then it became Fountain Hill, for a favourite watering

spot, until it was renamed Dixie in 1864 after Doctor Beaumont Dixie of Springfield-on-the-Credit (Erindale).

Dixie was an agricultural centre that flourished in processing fruit, especially apples, and vegetables until trains, trucks, automobiles and progress changed the scene and industry took over.



(Oakville Historical Society)



▲ 8 District Map (Oxford University Press Canada)

## Dundas Street - 1798

In September, 1793, Lieutenant Governor John Graves Simcoe set in motion the building of the first major roadway in Upper Canada (Ontario). He called it Dundas Street for his good friend, the Colonial Secretary, Right Honourable Henry Dundas (b.1742, d.1811).

The enormous task was carried out by 100 Queen's Rangers, led by Captain Samuel Smith (1756-1826) and Augustus Jones (1757-1836), the father of Mississauga Indian Chief Peter Jones. They cut the roadway through the bushland from Burlington Bay to the River Thames. When the Rangers were through, it was just a narrow, stump strewn trail that settlers disdainfully called, "The Governor's Road."

Captain Smith, later to be promoted to Colonel, received thousands of acres (hectares) in grants for his tremendous involvement in establishing the province. He was one of the first recorded land owners in Toronto Township, having received acreage, dated August 11, 1806, on the west side of the Etobicoke Creek, in the area that became called Lakeview.



Dundas was not put through Toronto Township until 1798, after Simcoe had returned to England. A meeting on July 21, 1796, held in the Council Chambers at York, states, "The Honourable Peter Russell (1733-1808) took the oath for duly administrating the Governor of Upper Canada in the absence of His excellency the Lieutenant Governor." As the President of the Executive Council and administrator for the province, the following

◀ Colonel Samuel Smith  
(Region of Peel Archives)

accounts were audited: £30.1.6 (\$75.18, with York currency being \$2.50 to the pound), the Queens Rangers for opening Dundas Street between Burlington Bay and the Humber River. In August, 1798, Augustus Jones wrote the Honourable David William Smith (1764-1837), requesting a larger amount of money for the work near Humber Mills. "In opening the road that I am now at, I find it is actually necessary to have two yokes of oxen for hauling the timbers for the bridges, a plough will also be of great use. Should it be in your power to procure the above mentioned, you will much forward the work." Russell, credited for the completion of Dundas Street, functioned on Simcoe's behalf until 1799, when Peter Hunter (1747-1805) was declared Lieutenant Governor.

Simcoe had officially ordered at the outset in 1793 that the highway that went through Toronto Township and across the province would be located several miles (kilometres) inland as a military road, far enough away from Lake Ontario to transport troops safely. Dundas Street was originally a crooked, winding road with the Etobicoke Creek crossing being half a mile (0.8 km) south of its present location.



▲ Rangers opening Dundas Street  
(Toronto Public Library, John Ross Robertson Collection)

After it was officially opened in 1798, the Queens Rangers were constantly working on it, improving its surface and makeshift bridges. In 1806 when Toronto Township was surveyed, it was straightened to accommodate the land grants.

Early in 1812, Joseph, John, Aaron and Thomas Silverthorn, Philip Cody, Absalom Willcox and many other settlers along Dundas Street, put a petition together and presented it to the Home District Court of General Quarter Sessions, requesting that Dundas be corduroyed (logs laid to enable easier passage) and permission for a decent bridge to replace the log and rope one in present use over the Etobicoke Creek. At the beginning of the War of 1812, the government authorized improvements to Dundas Street in order to move the troops without the hindrance of stumps and unruly terrain. The road commissioners were issued the funds and the work was carried out within a year.

Dundas Street was macadamized with crushed stone in 1836 from Toronto to Cooksville, which enabled swifter travel. This was brought about by Act C-37 of Highway Legislation that was passed in 1833, "TO RAISE A SUM OF MONEY TO IMPROVE CERTAIN ROADS IN THE VICINITY OF YORK, provides for a loan of £10,000 (\$25,000) on the credit of tolls on three roads. Dundas, Yonge Street and Kingston Road, all to be macadamized."

Dundas became a toll road that same year, 1836, with two toll stops, one at Dixie Road and one at the Streetsville Road (Mississauga Road) in Springfield (Erindale), with a charge of 15d (10¢, with York currency being 12-1/2¢ to a shilling and 18 pence [d] to a shilling) for a wagon and team and 8d (5¢) for a horse and wagon. In 1850, the Dundas and Lake Shore Roads were purchased by the Toronto Road Company.

Then with a by-law passed on September 27, 1890, Dundas became the responsibility of Toronto Township. It stated, "The said council of Toronto Township hereby assumes all that portion of Dundas Street now owned by the County of York within Toronto Township and hereby relieves the said County of York from all liabilities for the maintenance of said portion of Dundas Street." It was signed W. (Wesley) R. Wright, Reeve (1888-1890).

Over the years, Dundas Street was improved upon, making it a passable thoroughfare through the province, as automobiles came on the scene at the turn of the century. Dundas was worked on from

Summerville to Hurontario Street in 1915, with grading, gravel and ditches dug for run off during rainstorms. It was around this time that oil was first spread on the roadways to prevent dust clouds. Dundas became a cement highway when it was paved in 1921 and was enhanced with 66 foot wide and 48 foot long (20.3 m x 14.4 m) cement bridges over the waterways, such as the Cooksville Creek.

In 1948, Dundas Street was widened to four lanes from the four corners at Cooksville to Crofton Villa and the rest of the highway was macadamized to Brown's Line in Long Branch. In 1951 it was widened west to Erindale with 22 foot (6.2 m) roadway pavement and 10 foot (3 m) shoulders and in 1957 completed eastward. Each time the roadway was widened, property had to be expropriated by the Department of Highways (now Ministry of Transportation), which also



▲ Dundas Street and Cawthra Road, 1950s  
(Mississauga Library System)

occurred in 1962 and 1975. On April 3, 1970, Dundas Street was transferred to the Town of Mississauga from the Crown Department of Highways. When Mississauga became a city on January 1, 1974, the Region of Peel became responsible for the main roadways such as Erin Mills Parkway, Mississauga Road, Dixie Road, Cawthra Road, Britannia Road, Winston Churchill Boulevard, the Queensway and Derry Road. But Dundas is still maintained by the City of Mississauga.



Dundas Street, looking east ▶  
(Kathleen A. Hicks)

## STATUTE LABOUR

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

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

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

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

## A Tribute To The Kennedy Family

One of the most prominent families in Dixie was the Kennedys. William Kennedy (b.1813, d.1869) came from Portadown, County Armagh, Ireland, to York (Toronto) with his parents, John and Jane Kennedy, around 1820 and they worked in a tavern on Niagara Street. William came to Toronto Township in the 1830s and settled in Sydenham (Dixie), where he worked in a blacksmith shop on Dundas Street near Second Line (Tomken Road). On June 24, 1841, he married a local girl, Jane Laird, who was born in 1811 to Andrew (1776-1853) and



Jane Steen Laird (1785-1842). The Perkins Bull Kennedy file at the Region of Peel Archives says she was the first child to be baptized in the Union Chapel by Reverend Charles Stewart, a circuit rider from York. William and Jane had Sarah Jane, 1842, John, 1844, and twins, Maria and

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▲ William and Jane Kennedy

Margaret, 1846. The family resided in a small frame house close to the blacksmith shop.

On October 5, 1850, William purchased 100 acres (40 ha) of Lot 9, Concession 1, North Dundas Street (NDS), the east half of Johann Schiller's original grant, from Andrew Laird's son, Hugh (1808-1884), for £150 (approx. \$375.) On the northwest corner of Second Line and Dundas Street, he built "The Atlantic Hotel and General Store" for £750 (\$1,875). The structure was made of handmade bricks from the nearby George Tolman farm that harboured a small brickyard. One source says, he opened the hotel and store in 1857 and he and his wife ran the business, while their son, John, took care of the farm. William also constructed a two-storey brick house on the west side of the hotel for his family's occupancy. According to Mitchell's Gazette of 1866, William Kennedy was the general merchant of the Farmers Hotel, Dixie.

Interestingly enough, there was a Pacific Hotel on the south side of Dundas that was licenced to Francis McKenny in 1873-1874.

Whereas the Atlantic Hotel was known as a Tory stronghold, the Pacific was Grit. The Pacific Hotel was on Lot 9, Con.1, SDS. It was a roughcast building, which was destroyed by fire at the turn of the century. Its last owner was Mathew Heary (1836-1912), who when he carried grain to Toronto in the early morning hours, on the return trip would tie his money to the wagon tongue in case he was accosted by Indians. Wolves and bears often followed him during these trips. He was married to Jane Weldon (1844-1919).

William purchased the south half, 100 acres (40 ha) of Lot 8, Con.1, NDS, from John Hawkins on July 25, 1862, for \$6,000. This was the original grant of John Jones. The Post Office opened at the Atlantic on April 1, 1864, with William as the first postmaster and the area received the official name of Dixie.

His son, John (1844-1891), helped him farm the land. John married Mary Elgie on November 2, 1870, and they had six children, Amelia (1872-1873), William (1873-1875), Jane (1876-1965), Thomas Laird (1878-1959), Harriet (1880-1959) and John (1883-1931). When



▲ The Atlantic Hotel and General Store





▲ John and Mary Kennedy

William passed away on August 20, 1869, John took over his father's entire operation, even the postmaster position. His mother, Jane, resided in her home until she died on May 25, 1873. Both are buried in the Dixie Union Cemetery. In 1883, John built a two storey brick house he called "Braeside."

The Kennedy children attended the one room, red brick Dixie Public School on Third Line (Dixie Road), that both William and John had served as trustees. Thomas Laird Kennedy, who had been born on August 15, 1878, was destined for great things. Not only would he grow up to be a devout farmer, taking over his father's farm, Braeside, but he became a prominent politician. His father, John, died at age 47 in 1891, and mother, Mary, remained in her home until her death in 1921. The Atlantic Hotel and Store was sold to Charles Gill in 1906.



▲ Braeside Homestead

Thomas Laird (T. L. to all) was educated in the Dixie Public School and Parkdale Collegiate Institute. He married Armenia (Minnie) Patterson (1877-1959) of Toronto on May 12, 1903. They would have four daughters, Marjorie (1904-1995), Marion (1908-1959), Ruth (1910-1984) and Isobel Jane (1914-1989). He would make quite a name for himself in his community and across the province. Thomas' political career began in 1907 when he became a councillor for Toronto Township. In 1909, he took on the position of deputy reeve, to be followed by reeve in 1910-1911. After service in World War 1 (1914-1918), rising to the rank of major in the Peel Squadron of the Governor-General's Body Guard, he got involved in provincial politics in 1919, as a Member of the Ontario Legislature for the Conservative Party, which he held until his death in 1959, with the exception of one term. He was made a colonel in command of the First Cavalry Brigade, Governor-General's Body Guard, a non-permanent Active Militia in 1923, a title he enjoyed using over the years. He was Minister of Agriculture, in 1930-1934 and 1943-1952, a job he enjoyed because farming was the love of his life. For his second term, a special banquet was held at Crofton Villa on August 16, 1943, in his honour. Then he was interim Premier of Ontario, 1948-1949, which gave him the handle of "Old Man Ontario."

In 1943, Colonel Tom gave property to his daughter, Isobel Hughes, and in 1950, to daughter Marion Chudleigh. The last 165 acres (67 ha) was sold to Applewood Dixie Limited (G. S. Shipp & Son) in 1955. The original Kennedy house, Braeside, built in 1881 and owned by councillor Leslie Hughes, was not included in the sale, but Tom Kennedy's original homestead, built in 1905, was and it was later demolished. Braeside, too, was eventually torn down.

Colonel Tom retired on January 20, 1953, but was still going strong assisting farmers when he died of a heart attack on February 13, 1959. His funeral service, attended by many prominent, political dignitaries such as Premier Leslie Frost, was held in St. John's Anglican Church with Reverend Jeffrey Billingsley officiating. He was buried in the old Dixie Union Cemetery and an impressive gravestone marks the spot. His wife, Minnie, passed away shortly after, on April 10th, having lost her daughter and son-in-law, Marion and Eric Chudleigh, in the Huntsville arena tragedy eight weeks before and her dear husband.

The Colonel's brother, John (1883-1931), and his wife, Evelyn (1890-1985), who were married on August 19, 1912, had seven sons and three daughters (two girls died young). John was a councillor for Toronto

Township from 1917 to 1919, 2nd Deputy Reeve, 1920-1921 and clerk, 1922-1931. Five of their sons served in World War II (1939-1945), Gordon, Douglas, Arthur, Ted and Dick. Two sons, Doug and Harold, followed in their father and famous uncle's footsteps and became politicians as well. Their uncle was a great influence on them, especially after their father's death in 1931. Doug (1916-2003) became a school trustee in 1955, and then Commissioner of the Toronto Township Hydro in 1963. Then he was elected to the Ontario Legislature as a Member of Parliament in 1967. He retired in 1985. Harold, who was born in 1927, began his political career as a Councillor for Ward 1 in 1968. He held this position until his retirement in 1994.

In 1968, the old Kennedy Hotel was torn down to make way for the presence of another colonel - a Colonel Sanders' Kentucky Fried Chicken franchise, operated by Scott's Restaurants, who took out a ten-year lease with Bowles Enterprises on July 15th. Colonel Harland Sanders resided in Mississauga on Melton Drive in the Dixie area for a few months a year from 1964 until he passed away in 1980.

The T. L. Kennedy Secondary School, opened in 1953 at 3100 Hurontario Street, and The Royal Canadian Legion (Cooksville), Col. Tom Kennedy, Branch #582, formed by Harry Hassall in 1960 and located at 456 Hensall Circle, derive their names from the renowned community minded man, T. L. Kennedy.

To commemorate Colonel Tom's dedication and contribution to Toronto Township, a plaque was unveiled by his daughters, Ruth and Jane, on October 4, 1974, at the Dixie Public School, 1120 Flagship Drive. Premier William Davis (1971-1985) commented, "He was the best agricultural minister we ever had." A portrait of him was hung in T. L. Kennedy School, but in the early 1980s, it was stolen and never recovered. In 1981, sculptor, Louis Temporale, did a bust of the Colonel. It was unveiled in May on Heritage Day at the school with MP Doug Kennedy and T.L.'s daughter, Jane Hughes, in attendance. It still stands in the vestibule of the school along with memorabilia on his career displayed in wall cases throughout the hallways.

On May 11, 1983, a 12-storey office building at 801 Bay Street, Toronto, was renamed for Thomas L. Kennedy. The unveiling ceremony was presided over by Premier William Davis, the Honourable Dennis Timbrell, Minister of Agriculture, Art and Douglas Kennedy and other members of the Kennedy family. Tomken Road (Second Line) is named for T. L. Kennedy and Kennedy Park at 3505 Golden Orchard Drive in remembrance of this industrious family.

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## INFORMATION

An interesting story about Dixie born Thomas Laird Kennedy was that when he was Minister of Agriculture, he made a request of the French Government that he be allowed to bring cuttings of the former Schiller grape vines back to supplement the Ontario grape crops. His request was granted. In 1933, the Department of Agriculture appointed an Ontario Wine Standards Committee, which supported the development of new varieties of grapes for light



▲ Thomas Laird Kennedy



table wines. Ports and sheries made from labrusca grapes in the mid-1930s accounted for 95 percent of wine sales in Canada, which continued for two decades. In 1946, he approved the purchase of a 34 acre (14 hectare) piece of property on Cherry Avenue in Vineland for a grape substation. This allowed for

expansion of the grape breeding programme. The substation would establish a comprehensive selection of grape varieties for the conditions and needs of the Niagara area. Over 200 vines of each of 35 French Hybrid varieties were imported by Vineland scientists for testing. The Ontario Grape Growers' Marketing Board, founded in 1947, with Horace Kilman as the first president, encouraged this process. A census taken in 1956 revealed that Concord grapes, first introduced by Ephraim Bull of Massachusetts in 1843, dominated the other varieties, which were mostly labrusca and labrusca hybrid grapes. With the changing trends in the 1970s in wine consumption and the health food swing to fruit juices, the labrusca grapes were given a new lease on production.

Excerpt from *The Life and Times of the Silverthorns of Cherry Hill*, page 61



▲ Tom Kennedy



▲ The John Kennedy House



(Region of Peel Archives)



▲ Thomas Laird and Minnie Kennedy's 50th Anniversary, 1953  
(Port Credit Weekly)



John Jr. and Evelyn Kennedy



▲ Minnie Patterson



▲ The Kennedy Plaque  
(Kathleen A. Hicks)



▲ Kennedy Gravesite



▲ Evelyn and her sons



▲ The Tomken Road Sign  
(Kathleen A. Hicks)

(Photos courtesy of Art Kennedy)



▲ The Kentucky Fried Chicken Outlet and Colonel Sanders  
(Mississauga Library System)