

# *Lakeview: Journey From Yesterday*



*Kathleen A. Hicks*

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## Lakeview: Journey from Yesterday



(Region of Peel Archives)

### LAKEVIEW: JOURNEY FROM YESTERDAY

is published by

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Written by Kathleen A. Hicks

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## Other Books By Kathleen A. Hicks

(Stephen Wahl)

III

The Silverthorns: Ten Generations in America

Kathleen Hicks' V.I.P.s of Mississauga

The Life & Times of the Silverthorns of Cherry Hill

Clarkson and its Many Corners

Meadowvale: Mills to Millennium

## VIDEO

Riverwood: The Estate Dreams are Made of

## Dedication



I dedicate this book to my family, the Groveses of Lakeview, where I was born. My grandfather, Thomas Jordan, and my father, Thomas Henry, were instrumental in building many houses and office buildings across southern Ontario. Although, they never made our name a household word, they inspired me to shoot for my dreams and this book and the many others I have written are the result of perseverance.

◀ *Groves' Five Generations*  
(Kathleen Groves Hicks)





(Region of Peel Archives)

**T**his is the third book in the ten book series on the history of Mississauga. Lakeview is the place of my birth, so it has a soft spot in my heart. I grew up here, went to school and church here. It holds a lot of memories for me.

Lakeview I discovered, during the research process, gave us four top politicians, Thomas Goldthorpe, Robert Speck, Ron Searle and Harold Kennedy, one a Reeve, two Mayors and a long standing councillor. It had the first Red Cross Branch, which became the Red Cross Headquarters of Toronto Township, the first Salvation Army Corps, the first Boy Scout troop as well as Girl Guides, the first major factory (Small Arms). An impressive accomplishment for an area once classed as the poorest section of the Township.

An author can work diligently and fulfill the task necessary to complete a book of this magnitude in the quiet solitude of an office. But every writer of history has to get out in the field and work with the people who have the information one requires to make it all come together, be interesting and worthwhile.

Without the input and cooperation of these people who have lived and witnessed the growth of a community, there would be little to be said. So I wish at this time to extend my humblest gratitude for their assistance along the way. My thanks to the Mississauga Library System's Administrator and Chief Librarian Don Mills for his constant support and efforts throughout this project; Michael Jones and the Friends of the Mississauga Library System for believing in this project and giving it a shot in the arm at a time when it needed it the most; Ted Sharpe and his staff in the History Department and Canadiana Room, Mississauga Central Library; thanks to author/historian, Verna Mae Weeks, for leading the way with her two books on Lakeview and her husband, Roy, for his tremendous collection of material, some of which was utilized in my research process; Diane Custer and staff at the Region of Peel Archives; Joe and Joyce Melito for their graphic expertise in the layout of this book; Stephen Wahl for his belief in me and my work and sharing his photography expertise with me; Ron Searle, who was Ward 7 Councillor, then Mayor of Mississauga, and Harold Kennedy, councillor of Ward 1, for their assistance with their knowledge of Lakeview; Ron and Jean Dyer, the Drennans, Norman and Catherine Glista, Grace Sherratt and daughter, Lee Pettit, John and Tom Kelly and sisters, Pat and Hilda, Fred, Yvonne and Leslie Hanna, Thelma Lowe, Joan Lowe Lepard, David Monks and the Baylisses for their family histories; Mary Cuomo for her memoirs of her time in Lakeview; Wayne Crockett, archivist at the Ontario Archives Reference Department, and Linda Cobon, manager of records and archives, Exhibition Place, for their continuous assistance; Dave Hunter, author/historian, for supplying the history of

the Port Credit Yacht Club; Larry Onisto, Ontario Power Generation Lakeview Generating Station, for his never-ending support; Baddeck Public Library and Valerie Mason from the Alexander Graham Bell National Park, Baddeck, Nova Scotia, for info on John McCurdy; Colonel John Carew of the Salvation Army Corps, who was stationed in Lakeview in 1958 for his insight on the Corps involvement in Toronto Township; Mark Skinner and Doug Lawrie, Lakeview Golf & Country Club; Glenn Smale, Toronto Golf Club; archivist Dommi Freestone, Hydro One Archives; Rev. Doug Candy and Rev. Larry O'Connor, St. Luke's Anglican Church; Bruce Holness and Gerry Lancaster on Albert Crookes; Jane Watt for her help with clarifying Lakeview residents on the cemetery lists; Ron Lenyk, publisher of *The Mississauga News* for allowing me to utilize News photos; Diane Simpson, City of Mississauga Recreation and Parks, for data on the Seniors Clubs; Janet McDougall, public school trustee for Wards 1 and 7; Kathleen Matchett, manager Dixie Outlet Mall; Larry Edwards for Lakeview Golf Course info; Lavinia Nablo for the Girl Guide information and Phil Frost for enlightening me on the history of the Boy Scouts; Rod McIver for info on the Mississauga Sailing Club; Jean Coates for her list of contacts that led to information from Margaret Evans Penn and her brother, Percy Evans; Dorelle Boyes for Lakeview and Seniors info; Sandra LeFaucheur and Karen Hogan, Region of Peel, for Waterworks System info; Rick Tredwell, vice principal of T. L. Kennedy Secondary School for assisting with most of the metric conversion; to all the people who contributed their reminiscences, thanks for the "Memories;" and to everyone who assisted me along the way, I am truly grateful.



▲ Pat Ragsdale, LGS Production Manager, and  
Craig Smallman, Manager of Business Services,  
with author, Kathleen A. Hicks

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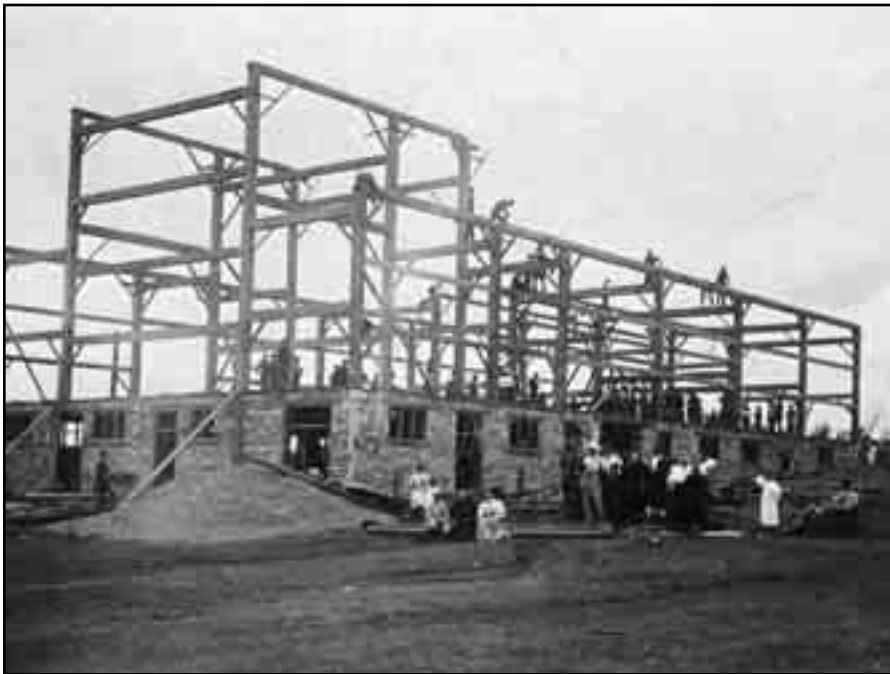
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In memory of the Bayliss family; those deceased and  
present and future generations.



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(Region of Peel Archives)

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Lakeview has a strong hold on my heart, because I was not only the councillor here for many years, but I have lived here for over 50 years. So more than half of my life has been associated with Lakeview.

I have many fond memories of my involvement here not only with my family but with my constituents. When I was running for councillor of Ward 7 in 1962 for the Toronto Township council, Eph Petruscuc telephoned me and he asked me, "Are you the Ron Searle who is running for councillor?" I said, "Yes." And he asked, "What do you know about Lakeview?" I said, "Not very much, but if I am elected, I can assure you I'll learn very quickly." And after I was elected, I walked around my Ward, previously prewar cottage country, and noticed a lot of deterioration and I knew there was a lot of work to be done and I did learn about Lakeview. With the support of my constituents and my Council colleagues, I accomplished a lot of things that I am proud of.

## foreword

My most satisfying accomplishment would have to be the affordable housing that I implemented throughout Mississauga while I was chairman of the Peel Regional Housing Association. It all started with the Ontario Housing for Seniors in Lakeview in 1967 and went on from there. My involvement with the Canadian Red Cross Society Mississauga Chapter, of which I was president 1973 and 1974, the starting of the Distress Centre in 1973, and other organizations has been very fulfilling. Working on the Burnhamthorpe Bridge and Highway 403 and other plans that strengthened Mississauga's future have been most rewarding. I could go on for hours about the marvelous things that occurred during my time on Council, such as hosting the visit of Ronald and Nancy Reagan.

Like Ronald Reagan not being able to be successful in his political career without Nancy, I, too, could not have succeeded without my Mollie. Mollie's charisma flowed from her in the caring and warmth she passed on to people. She was equally at home with a bag lady or a queen.



▲ Ron Searle

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I must also say that I think what author Kathleen Hicks is doing is commendable. Mississauga has a vibrant history - 200 years in fact, and she is uncovering much of what has been hidden away and bringing it forth in these marvelous books. I look forward to enjoying the entire series.

Ron Searle

Former Toronto Township/Mississauga Councillor, 1963-1976

Former Mayor of Mississauga, 1977-1978

## The Beginning

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

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



King George III

(Shell Canada Ltd.)



Sir Guy Carleton

(Toronto Public Library)



John Graves Simcoe

(Toronto Public Library)

## Introduction



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 Church in 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 soon settled themselves in marquees on the west bank of the Niagara River, next to Navy Hall, that would be renovated for their occupancy.

### ◀ The opening of the first Legislature of Upper Canada, 1792

(Confederation Life Collection, Rogers Communications Inc.)

The opening of Legislature took place on September 17th and an election for the first parliament was held. During this first session of the House of Assembly, September 17 thru October 15th, the laws of Britain were adopted, trial by jury established and marriages validated. At the second session in the spring of 1793, it was passed that roadways be constructed and slavery be abolished. Then on July 30th, the Simcoes took leave of Niagara to settle in the new capital of the province, Toronto, which was changed to York. (The name Toronto would be reestablished in 1834 when it became a city.) Here they set up residence in tents that had belonged to the navigator/explorer Captain James Cook. The Queen's Rangers built Fort York. Gradually the town blossomed with new, energetic arrivals, who began to put their imprint and expertise on the small colony.

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

Simcoe left for England in July, 1796, and was replaced by the Honorable Peter Russell, who would administer the duties of the Governor in his absence. It was during Russell's regime that the Dundas was completed in 1798. In 1799, Peter Hunter was made the Lieutenant Governor. Many prominent men such as John Beverly Robinson, William 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 kilometers/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. 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 located in the County of York, Home District, Province of Upper Canada.

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▲ In 1805, The Mississauga Indians sold the British Government the Mississauga Tract.  
(Region of Peel Archives)

Honourable William Claus ▶  
(Toronto Public Library)



▲ The Government Inn (Region of Peel Archives)

This purchase brought about the establishment of small communities in Toronto Township. First came Sydenham (later Dixie) and Harrisville (Cooksville) along the Dundas, with Lakeview (not officially named until 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 1805-1806, outlining the 200 acre (81 ha) lots that were designated grants to the incoming settlers. It listed the first families as Philip Cody, Daniel Harris, Joseph Silverthorn, Absalom Willcox, Allen Robinet and William Barber. Joseph's father, John Silverthorn, was also listed, but he did not reside here. He was a property owner though, having purchased Lot 6, Con. 1, South Dundas Street (SDS) in January, 1808.

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▲ Loyalists drawing lots for their lands, 1784  
(C.W. Jefferys Estate Archives, Rogers Cantel Collection)



▲ Samuel Street Wilmot  
(Association of Ontario Land Surveyors)

## Lake Ontario



▲ Lakeview Beach, 1920s (Richard Grebeldinger)

**T**he village of Lakeview edges on Lake Ontario at its northern most perimeter. Lake Ontario is an area of 7,540 square miles, 193 miles long and 53 miles (19,300 kilometres<sup>2</sup> 310 km, 85 km) in breadth with New York State on its south shore. It is the smallest in area of the five Great Lakes, with largest to smallest being, Superior, Michigan, Huron, Erie and Ontario. East to west, the lakes span 750 miles (1,200 km) with an average depth of 283 feet (86 metres).

The Great Lakes, covering an area of 94,000 square miles (240,640 km<sup>2</sup>), are the largest basin of fresh surface water on earth. Their 5,500 cubic miles (22,528 km<sup>3</sup>) of area contain around 18 per cent of the

world's water supply. Only the polar ice caps have more fresh water.

There are four creeks in the Lakeview area that drain into Lake Ontario: The Etobicoke Creek, the 32 Creek, so named for its location at Stop 32, also called the Lakeview Creek, west of Dixie Road, the Cawthra Creek and Saul's Creek (also called Cooksville Creek).

The Lake has been an asset to all who have resided near it, for fishing, boating and swimming. But most of all for providing the convenience of water to the many homes of Toronto Township as early as 1931 to present day in the City of Mississauga.

In 2005, we have the Waterfront Trail, started in 1995, that winds through the many parks that hug the shores of this magnificent waterway.

## NEWS ITEM

### Resume of the Disasters of a Season

In navigating the Great Lakes in the season just closed 123 lives were lost and 53 boats with an aggregate tonnage of 24,258 (25,000 tonnes), and valued at \$1,040,40 passed out of existence. Partial losses by stranding, collisions and fire bring the grand total of losses on boats to \$2,112,588.

By lakes, the loss of life was Lake Erie, 59; Lake Huron, 33; Lake Superior, 10, Lake Michigan, 12; Lake Ontario, 41; Detroit River, 5; total 123. The loss of life this season is the largest since 1887, when the total number was 204.

*Streetsville Review*

Thursday, Jan. 4, 1894

**Author's Note:** According to my calculation, the tally of loss of life should add up to 160.

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## Memories



▲ James McCarthy (Mississauga News)

"My Dad would take the spring wagon - that's a wagon used to take produce to market - with a load of kids to the beach at Lake Ontario that is now Lake Promenade Park. We drove down Cawthra Road and made a turn west a block on Aviation Road and headed south towards the Lake. I remember there being a big willow tree overhanging the water. We really looked forward to those swims, especially during a hot summer day. I remember the first time - I was only six - I could have spent the whole day there if Dad would have let me. We used to love swimming and we would throw a ball around. It was a lot of fun. We did that for several years."

By Dixie born James McCarthy  
Interview with author, 1995



## The Etobicoke Creek

**T**he Etobicoke Creek flows southward through Chinguacousy Township and forms the boundary between Toronto Township and Etobicoke (now Mississauga and Toronto) from Eglinton Avenue to Lake Ontario. The Creek takes its name from the Etobicoke Township, which the Mississauga Indians called *Wah-do-be-kaung*, meaning “the place where the alders grow.” With Simcoe’s association with Colonel Samuel Smith, who received hundreds of acres (hectares) in grants on both sides of this Creek, he sometimes referred to it as “Smith’s Creek.” Another version, *Riviere aux Atokas*, was used in 1790 by map maker Samuel Holland.

The Creek meanders leisurely for 62 miles (100.3 k), through what used to be flourishing white pine forests teeming with wildlife, to empty into Lake Ontario. It is fed by a fresh water spring in the head-

waters area of Orangeville and travels southward through towns such as Brampton, where it used to flood out the town drastically every spring until a cement flood control channel was installed in 1946. It was once the avenue where the Indians would canoe northward to meet with other tribes or hunt and fish.

The property on both sides was plentiful with tall pines and sturdy oaks, maple and elm trees. It was a place, where in the early days of pioneer life in Toronto Township, children would swim in the nude and adults would occasionally wander down for a dip to relieve themselves of the heat after a heavy day of working in the fields. A place for fishing and boating that would only be disrupted by the spring floods. A place in winter for ice fishing and where skating and hockey could be enjoyed.



Etobicoke Creek, 1949

(The Toronto Conservation Authority)

## Other Creeks

Lakeview has three creeks running through it. There is the Stop 32 Creek, as people in Lakeview gave each of the three creeks west of Etobicoke names for the radial line stops on the Lake Shore Road. It is a small creek west of Dixie Road, also called Lakeview Creek, because it runs through the Lakeview Golf Course, and the City of Mississauga has it as Applewood Creek on some of its maps for the Applewood subdivisions to the north.

The Cawthra Creek, so called for the Cawthra family of Lot 10, Con. 2, SDS, where the creek ambles southward to the Lake, was also referred to as the 36 Creek. The mouth of this creek was known for the best swimming hole as it was secluded and warm. Saul's Creek was named for Hugh Saul, whose property of 66 acres (26.9 ha), Lot 12, Con. 2, purchased in 1861, it meandered through. Further north, it is known as the Cooksville Creek and today it is called that in Lakeview as well. Salmon were plentiful in this creek and fishing was a pleasure. The local farmers would sometimes witness Indians spearing a cache of the succulent faire. This waterway was sometimes referred to as Richie's Creek or 37 Creek. Down through the years, major rainstorms have caused considerable deterioration to its banks, so in latter years culverts from the Queen Elizabeth Way to the Lakeshore Road have had to be reinforced.



◀ Frank Cavan netting suckers in Saul's Creek  
(Lorne Joyce Collection)



▲ Cooksville Creek, 2004 (Kathleen A. Hicks)

### NEWS ITEM

#### Massive sewer program set for Cawthra Creek

A move by City Council should herald the end of flooded basements in the Cawthra Creek area. At a meeting last week, council passed a recommendation of the public works department to improve the Cawthra Creek drainage system.

The project will cost \$3.1 million, but should be offset by the savings the City will experience from no longer having to pay for flooded basement repairs each year, says a study done by the City's Public Works Department and the design firm of Marshall, Macklin and Monaghan.

The study was prompted when in September and October of 1986, 15 basement floodings were reported in homes located in the Cawthra Creek watershed. The average damage figure has been about \$3,000 per residence, on an average of \$60,000 per year on repairs, while the per year cost of the sewer repairs is \$62,000.

Currently \$800,000 has been approved in the 1988 capital budget for this program. Based on the program phasing plan, only \$388,000 is required to undertake Phase I in 1988, \$412,000 going towards Phase II in 1989 with an additional \$800,000 budgeted; 1990 will require a further \$800,000 in funding. The final phase, proposed for 1991, will require another \$720,000.

*Mississauga News*  
May 11, 1988

## Lake Shore Road - 1804

The Lake Shore Road was opened in 1804, having been the long used Mississauga Indian trail that snaked along the shores of Lake Ontario from York to Niagara. This was initiated through the Home District Council on March 8, 1798. A letter from Peter Russell to Major Shank stated, "The Council having yesterday come to the Resolution to open a Road and make bridges between the Humber and the River Credit in front next to the Lake and to strike a road from the Credit to the road which now leads to the Head of the Lake." It was first tendered for road work in 1804 and improved upon in 1808. It is thought that at this time the section from the Credit River to Burlington Bay was not yet through, which could be the case as bridges were not put in until 1820.

When Samuel Street Wilmot and his surveyors laid out the roadways after the 1805 purchase, roads ran east and west and lines ran north and south, except for the northern boundary, which was called Base Line (Eglinton Avenue). Road allowances of 1 chain (66 feet/20 metres) were set out every few lots, so in 1833, First Line (Manor



▲ Corduroy Road (Ministry of Transportation)



▲ Toronto-Hamilton Highway Under Construction, 1915

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Road, then Cawthra Road), Second Line (Tomken Road/Dixie area) and Third Line (Dixie Road) were declared opened by the Home District Justices in session.

In 1820, when new bridges were put across the rivers and creeks, the Lake Shore Road was corduroyed - logs laid snugly across the roadway for smoother wagon travel. It was improved upon in 1827 from York to Burlington Bay. Colonel William Thompson of Clarkson, who obtained funds for road building, supervised the work. The Lake Shore Road and Dundas Street were purchased by the Toronto Road Company in 1850. This company was then responsible for their upkeep. By 1890, it was under government control again.

The roads throughout the Township were always in poor condition and with the heavy wagon traffic, fell into disrepair. With the advent of the automobile in the early 1900s, there was a demand for better roadways. In 1913, the Ontario Highways Department was founded and an Act was passed to establish better roads and highways throughout the province. In 1914, the Lake Shore Road became the

first road in Canada to be designated a cement highway and this was carried out by the Toronto-Hamilton Highway Commission, which had been created by an Ontario Government order in Council on September 17th. George H. Gooderham of Toronto's Gooderham & Worts, was chairman. When the roadway was completed through Toronto Township, it was opened on November 29, 1917, with great fanfare. In 1918, the census revealed that 1,745 vehicles travelled Lake Shore Road daily. When the highway was completed to Hamilton in 1922, the Commission was disbanded and it became known as Highway 2. In 1936 and 1968, the road was widened and repaved in 1973. It was in 1944 that it became Lakeshore Road, referred to as east and west from Hurontario Street in Port Credit.

### Lake Shore Road, 1917 ►

(Photos courtesy of the Lush Collection, Region of Peel Archives)



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## Memories



"I can remember as a kid when they filled all the way along the Lake Shore Road with sand brought from the Trenwith Pits in Clarkson. They had ditches then. The road was a two lane highway. That was quite a thing because they didn't have the equipment that they have today. They would take a tow truck and try to pull out a telephone pole. You would see the truck go up in the air before the pole would move. There was also a big granite rock that they couldn't move. They had nothing to pick it up with, so they dug a big hole and buried it."

John Kelly,  
Former Staff Sergeant  
Mississauga Police Department.  
(Mississauga News)

## Samuel Wilmot's Map - 1805

**D**eputy Provincial Surveyor, Samuel Street Wilmot (b.1774, d.1856), cousin of Timothy Street for whom Streetsville was named, was the man who carried out the original surveying of the first purchase in 1805-1806.

Samuel's family originated in England and came to Connecticut in the United States. He was born in the state of New York in 1774. During the Revolutionary War (1775-1783), his father served under Christopher Robinson, whose son, John Beverly Robinson, became Upper Canada's Attorney General in 1818. After the war, the Wilmots and Robinsons came to York. Samuel married surveyor John Stegman's daughter, Mary. Samuel became a surveyor under his

father-in-law's tutelage. When John was accidentally killed in 1804, Samuel took over his commission.

He laid out all the concessions and 200 acre (81 ha) lots that were granted to incoming Loyalists and pioneers. Dundas Street was used as the center line with two concessions to the north and three concessions to the south, four in Clarkson because of the deep shoreline of Lake Ontario. While undertaking this enormous task, he and his crew stayed at the Government Inn, which was operated by Toronto Township's first resident family, the Ingersolls. In 1807-1808, Samuel conducted the first census and listed the seven families mentioned in the introduction. He and Mary lived north of York (now Richmond Hill). He died in 1856.



▲ Samuel Wilmot's 1806 Map (Thompson Adamson)

## A Tribute To The Cawthra family

**J**oseph Cawthra was born in the Parish of Guiseley, Yorkshire, England, on October 14, 1759, to Henry and Mary Cawthray (he dropped the “y”). He married Mary Turnpenny (b.1760, d.1847) on January 29, 1781, and they had three daughters and six sons, Grace (1782-1856), Henry (1787-1854), John (1789-1851) Jonathan (1791-?) Samuel (1795-1795), William (1801-1880) and two daughters named Mary, and another son, who died in infancy.

The Cawthra family arrived in York (Toronto) in 1806 from New York State, where they had resided since 1802. Joseph was an enterprising man. In England, his vocation had been a woollen manufacturer. In this capacity he had built the first steam-powered carding, spinning and fulling mills in the country in 1793.

He rented a frame house for his family from Mr. A. Cameron. It was located at the northwest corner of King and Sherbourne Streets across from Doctor Thomas Stoyell’s tavern and he established an apothecary shop here. During the War of 1812, he supplied the militia with necessary provisions and his profits made him one of York’s wealthiest merchants. This allowed him to expand to a general store, utiliz-



▲ Grove farm (Anthony Adamson Collection)

ing the entire building. He sold cutlery, hardware, watches, clothing, boots, shoes and millinery goods and he became a major importer of tea and other luxury items. He moved his family to a larger house on Palace Street (now Front Street).

Upon his arrival, he had applied for Loyalist status to receive land grants, having served in the British Army during the American Revolution (1775-1783) and his Letters of Patent were signed by Lieutenant Governor Francis Gore (1806-1817). Joseph was the second person to receive a land grant in Lakeview (Captain Samuel Smith was the first). In 1808, he received his grant signed by General Issac Brock, Lot 10, Con. 2, SDS, 200 acres (81 ha), and a broken waterlot, Lot 10, Con. 3, on Lake Ontario. On July 8, 1812, he received waterlots, Lot 12 and 13, Con 3, and 200 acres of Lot 25, Con. 2, making a total of 500 acres (202 ha).



▲ Joseph Cawthra  
(Anthony Adamson)

In the beginning, the Cawthra family only used their property as a summer resort, having put up a log shanty on Lot 10 and clearing five acres (2 ha) of land to carry out the government’s grant requirements. When they made a trip to their country haven, they came by boat from their wharf in York to the base of their property in Toronto Township. Then Joseph had a timbered cottage built and had the grounds cleared to start a farm for his son, Henry.

Joseph was politically inclined and known to be “a stalwart of anti-government politics in York.” His first political move took place in August, 1807, when he signed a hostile declaration to Robert Thorpe’s party. Many such acts occurred to antagonize Lieutenant Governor Sir Peregrine Maitland (1819-1828). He was an alderman for St. Lawrence Ward on Toronto’s first City Council in 1834. In 1835, he was defeated and the next year his son, William, picked up the Ward. He had a tremendous antipathy to the “Family Compact,” a term scribed by William Lyon Mackenzie to malign a small group of politicians who had control over Upper Canada’s government. From the personal advise of John Wesley, the father of Methodism, Joseph ascribed his adherence to the Church of England.



▲ William Cawthra (Region of Peel Archives)

Son, William, received his education from Reverend George Okill Stuart at the Home District School. He worked alongside his father in the general store. Joseph died on February 17, 1842, and was buried in St. James Cathedral Cemetery. William inherited the shop and closed it down. He also received Lot 25, Con. 2, SDS, that was in the area that would become Lorne Park, and he sold it to George McGill on April 31, 1851. Son, Henry, inherited his father's Toronto Township (Lakeview) holdings. He passed away in 1854 and the estate went to William. In 1847, William was on the Board of Trustees for common schools, was involved with the House of

Industry and a contributor to building Toronto General Hospital and said to be one of the richest men in Toronto. He amassed such a fortune that the Cawthras were referred to as "the Astors of Canada." He married Sarah Jane Crowther in 1849 and in 1853 they moved into a Greek Revival stone mansion designed by Joseph Sheard at Bay and King Streets. This house was a landmark in Toronto, known for its solid gold doorknob. It was torn down in 1946 to make room for a 25 storey Bank of Nova Scotia. They had no children and when he died on October 26, 1880, his estate of \$3 million went to his wife and his late brother John's children, Joseph (1821-1892), Mary (1823-1882), John (1824-1875) and Henry (1830-1904). (William born in 1827 died at age seven.)

In the 1860s, Joseph's grandson, John (born 1824 to John and Ann Wilson Cawthra), established "Grove Farm" on the middle section of Joseph's Lot 10 grant. His farmhouse and barn sat approximately where Cawthra Park Secondary School sits now. In September, 1864, he went to Europe, where he met 20 year old Elizabeth Jane Elwell (Bessie) in a small Switzerland hotel. They were married on December 13th in England and had a four month's honeymoon. In 1870, he built her a summer house on Lot 12, reminiscent of the Swiss hotel where they had met and a New York Bank barn. In 1874, he built



▲ Mrs. John Cawthra  
(Region of Peel Archives)

Devon House at 152 Beverly Street, Toronto (this house still exists), for his wife and their three children, John Elwell, 1865, William Herbert, fondly called Bertie (1867-1939), and Ann Mabel, 1869. He died in 1875 at age 51 years.

John's daughter, Ann Mabel, who had been born in Switzerland, married Lieutenant Colonel Agar Adamson on November 15, 1899. They were given John and Elizabeth's cottage as a wedding gift. She and Agar served in World War I (1914-1918). Ann Mabel organized fund relief and aid in Belgium. The Belgium government decorated her for her valiant service. Agar was the first commanding officer of the Princess Patricia Canadian Light Infantry. For his involvement in



the war, he received the Distinguished Service Order for bravery under a gas attack. When they returned from the War, they constructed a large two storey stone house of grey stucco, topped with a red tile roof that overlooked Lake Ontario. It was designed by Spratt & Ralf of Toronto with touches of Flemish architecture, influenced by Ann Mabel's Belgium connection during the War.

In 1929, Agar passed away while they were visiting London, England. When Ann Mabel died on December 4, 1943, their son, Anthony, inherited their elegant homestead. He and his wife, Augusta, lived in this house until 1975 when it was sold to the Credit Valley Conservation Authority.

Grace Cawthra (b.1878), Joseph's great granddaughter, was the daughter of grandson Henry (b.1832) and his wife Anne Mills Cawthra, who had four children. Henry was a lawyer with Blake, Cawthra & Blake and served as a director of the Bank of Canada in Toronto for over 30 years. The family spent much of its time travelling in Europe. Henry died in 1904 and Anne in 1921. Grace married Major-General Harry McIntire Elliott (1867-1949) on June 29, 1921, at St. Alban's Cathedral in Toronto, and because of her well known family name and the fact that the property had to remain in the family, Harry agreed to add it to his own becoming Cawthra-Elliott.

On June 4, 1926, Grace received several acres (hectares) of her father's inherited Lot 10, part of Joseph's original grant at the northern section of the property, which was bordered on the north by Middle Road (became Queen Elizabeth Way in 1939) and on the west by First Line (Cawthra Road). She named her new estate "Cawthra Lotten," for Cawthra Lot 10. In 1929, she and her husband had an elegant two storey Georgian style house built, which was

designed by the world famous architect, William Lyon Somerville, who also designed McMaster University in Hamilton. Some of the bricks came from her Yeadon Hall home in Toronto that was in the process of being torn down to make room for Cawthra Mansions, an apartment complex. The original cottage that Joseph Cawthra had built for Henry was moved onto the Cawthra-Elliott property and it became the gatehouse. They had stone gate posts constructed at the opening of the long winding driveway with an ornate iron gate. On the left stone pillar is carved "CAWTHRA" on the right, "LOTTEN - CROWN GRANT TO JOSEPH CAWTHRA AND HIS HEIRS FOREVER A.D. 1808 LETTERS PATENT A.D. 1804."

The Letters patent were actually 1806.

The Major passed away on June 27, 1949, and Grace died on October 22, 1974, at age 96 and her estate was purchased for \$2.6 million by the City of Mississauga, which took effect on October 31, 1975. The house, which now sits on 26 acres (10.4 ha) of natural bushland, was designated an heritage site in 1992 and it is called "The Cawthra-Elliott Estate."

In 2000, the Peel Heritage Complex received a donation of Cawthra-Elliott memorabilia from Grace's great nephew. The Cawthra Collection consists of 12 paintings, 152 photographs, artifacts, 14 uniforms and documents that record the Cawthras' life in Lakeview from 1840 to 1940. The Cawthra family name died out with the death of William Herbert Cawthra in 1939. He donated land at Bathhurst and Danforth in Toronto that became the Cawthra Playground in 1956. But in Mississauga, the name continues with Cawthra Road and the Cawthra-Elliott Estate at 1507 Cawthra Road.



▲ Cawthra Coat of Arms

▲ Henry and Anne Cawthra,  
(Region of Peel Archives)



▲ Grace and Major General Harry Cawthra-Elliott  
(Region of Peel Archives)



▲ Cawthra-Elliott Gatehouse (The Mississauga News)



▲ Cawthra Estate Gatepost  
(Kathleen A. Hicks)



▲ Cawthra-Elliott House, 2004 (Kathleen A. Hicks)

## Cawthra Family Tree

Henry  
(b.1630, m. Briggs)  
Henry  
(b.1660, m. Denby)  
Henry  
(m. Mary Brown,1754)  
Joseph  
(b. 1759, m. Mary Turnpenny)  
John  
(b. 1789, m. Ann Wilson)  
John  
(b.1824, m. Elizabeth Elwell)  
Ann Mabel  
(b.1869, m. Agar Adamson)  
Anthony  
(b. 1906, m. Augusta Bonnycastle)  
Adrian - Jeremy - Inigo



▲ Adamson House (Anthony Adamson)

## Memories



One of the entries is from a town meeting (at Yeadon) on "April ye 23 1791" to consider ye most proper means to recover the water - Jos. Cawthray has deprived the said inhabitants thereof to their greatest disadvantage and irreparable loss ... to commence an action at law to

▲ Anthony Adamson cause the said Jos. Cawthray to bring the water to its antiquated course." Joseph may have tried unsuccessfully to divert water to run his mill, which may have caused him, in Slater's words (from *The History of Guisely* by Philemon Slater, 1880), to erect in 1793 the "Old Mill" - so called in 1880 - "the first that was worked by a steam engine"... considered in Slater's words "the wonder of the age." This mill is described in "Past and Present" (by Maude Cawthra Block) as "a very primitive kind of engine. There was a heavy box full of old iron to pull down the beam and a boy turned the cock to let the steam lift it up." It apparently did not work too well, the water probably went back to its antiquated course and his debts rose. Joseph's brother, Esias, tried to settle his brother's liabilities without complete success. So in the end Joseph and Mary left for the new world.

From Anthony Adamson's *Wasps in the Attic*, page 71



(Constantine Leimic, Artist, 1976)

**Part One 1806 - 1850**

## Captain Samuel Smith - 1806



▲ Etobicoke Map of Colonel Smith Tract



◀ Colonel Samuel Smith  
(Region of Peel Archives,  
Perkins Bull Collection)

3

Captain Samuel Bois Smith (b.1756, d.1826) was one of the first people to receive land grants in Toronto Township. He was granted part of Lots 3 and 4, Con. 2, South Dundas Street (SDS), and Lots 3, 4 and 5, Con. 3, on August 11, 1806, for his work with the Queen's Rangers on building roads and government buildings in the province. He bought Lots 6 and 7, Con. 3, from Thomas Lucas. Smith leased out his properties to incoming settlers, who did not qualify for grants. When he passed away, his son, Samuel, later purchased Lot 2, the rest of 3 and 5, and by 1872 he had sold all these properties. The Smiths owned approximately 800 acres (320 ha) in Toronto Township.

Captain Smith had been born in Long Island, New York, and during the American Revolution (1775-1783), he had served with the Queens Rangers Loyalist Corp under Colonel John Graves Simcoe, who became the first Lieutenant Governor of Upper Canada in 1791. As Captain-in-command of the Second Division of the newly formed Queen's Rangers, he accompanied his commander to Upper Canada. He would become Lieutenant Colonel, major in command of the Queens Rangers at Fort York.



▲ Etobicoke Map, 1999 (Waterfront Generation Trust)

This group of soldiers were skilled craftsmen, carpenters, blacksmiths, masons and the much needed axemen, who would open up the new country for incoming pioneers of their day. They were to construct public buildings and open roadways and they were well rewarded with land grants.

Under Simcoe's direction Smith and his 100 Queen's Rangers worked on Dundas Street, referred to as the Governor's Road, from Burlington Bay to the Thames River, with surveyor Augustus Jones in September, 1793.

He was the first Etobicoke settler and he had acquired grants of 1,530 acres (622 ha) there that stretched from Dundas Street to Lake Ontario. He built a house below the Lake Shore Road in 1805, where his descendants resided until Colonel Samuel Smith Jr. sold the last 500 acres (202 ha) to James Eastwood in 1871. The property contained the old Colonel's original homestead that remained intact until 1955.

Colonel Samuel Smith is remembered by a park at the bottom of Kipling Avenue named in his honour.



## The Shaw Family - 1816



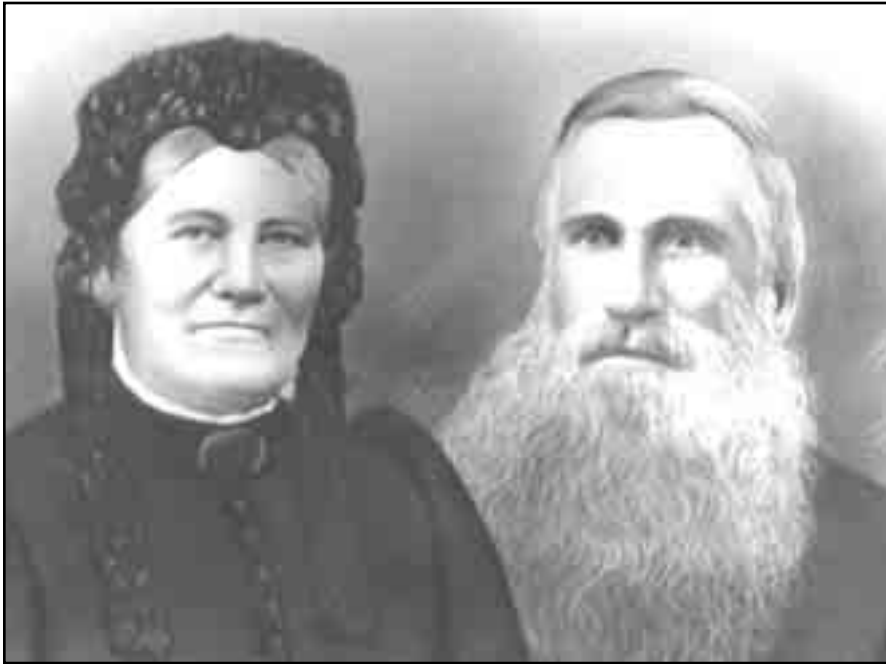
### ▲ Shaw Homestead

(Region of Peel Archives, Perkins Bull Collection)

WILLIAM SHAW WAS BORN IN 1779 TO JOSEPH AND Isabel Noodle Shaw in Garsdale Parish, Sedburgh, Yorkshire, England. He married Ann Robinson (b.1776, d.1849) in Kirby Lonsdale Church, Westmoreland, on March 18, 1800. They had five sons, Joseph (1801-1850), Thomas, William, Benjamin and James Robinson and a daughter, Hannah.

They came to America in 1808 to reside in Westchester County, New York, where they developed West Farms. Disillusioned after the War of 1812, they left the United States for Upper Canada in 1816 when William leased Lot 12, Con. 2, SDS, a Clergy Reserve in Toronto Township. He was a blacksmith by trade. Not enjoying the desolation, the family returned to Westchester in 1820, leaving 19 year old Joseph to take care of their property. They returned in 1831 with their two sons, Thomas and James.





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▲ Mary Jane and James Shaw  
(Region of Peel Archives)

Upon their return, son James Robinson (1811-1907) opened a blacksmith shop on their property and also made a liniment called Fester Oil, which he sold to his neighbours. He received a 75 acre (30 ha) grant of Lot 12 on November 9, 1837. He married Jane Polley, who died within a year and he took a second wife, Mary Jane Thompson (1825-1880) in 1842. They had eleven children, William, 1844, John, 1847, Hannah (1850-1872), Emily, 1857, Ida, 1859,

James, 1862, Alice, 1863, Jessie (1865-1887), and Rosetta, 1873. A John and James died in infancy.

William died in 1833 and was buried in the Union Chapel cemetery on Dundas Street in the area that would become Dixie in 1867. His wife, Ann, passed away in 1849 and son Joseph in 1850.



▲ James Robinson Shaw  
(Mississauga Library System)

On February 18, 1850, James received another 100 acres (40 ha) that Joseph had farmed these many years as a grant and on April 30, 1852, the remaining 25 acres (10 ha). James did not farm but hired help and continued his work as a smithy and wheelwright.

William Jr., who had joined his family, purchased his brother James' original 75 acres (30 ha) on February 18, 1850, nephew Joseph, 50 acres (20 ha) in 1856 and Benjamin, 50 acres in 1857. James and his family moved to Port Credit where he operated a general store. James was an altruistic man, who assisted people with their health problems. He even pulled teeth. The money he was paid, he generously donated to the Methodist Church, to which he was dedicated. Mary Jane died at age 55 in 1880. James passed away in 1907 at 96 years of age. Both are buried in the family plot at the Dixie Union Church Cemetery.

Several acres (hectares) of the northern portion of the Shaw property was sold to Benjamin Lynd on April 30, 1891. He had married James' daughter, Ida, in 1880, and they had Leda, 1881, Garnet, 1882, Lemuel, 1884, Gough, 1885, Ida, 1888, and Lloyd, 1893.

Reverend Garnet Lynd, a United Church minister, and his brother, Gough, inherited the property east of Kenmuir Avenue and put in a



▲ Rev. Garnet Lynd

subdivision they called Lyndwood Gardens. They named the streets after their children, Garnet and Leda. Garnet named one street Lynd Avenue and he built a house there. He was a minister for 48 years and died in May, 1961.

On October 13, 1920, Plan F-20 was registered for a subdivision of 97.7 acres (39.5 ha) of the Shaw grant by E. T. Stephens. According to a couple of sources the company that subdivided the property into 321 - 30 and 50 foot (9 m-15 m) lots for Stephens was Bowes and Bowes. The property was purchased by Stephens from William Shaw's executor, Joseph Morgan. He called it Maywood Gardens. It went from the Lake Shore Road to the Middle Road (QEW).

The remaining Shaw acreage would change hands over the years with owners such as Richard and John Richey. In 1948, it was sold for urban development. Cedar Heights Construction would build the rest of the area up and 6.28 acres (2.5 ha) would become the location of the Canadian Admiral Corporation in 1951.

Stephens named all the streets from Shaw Drive, named in remembrance of the original owners of Lot 12, and Enola Avenue, to Trotwood and Kenmuir Avenues.

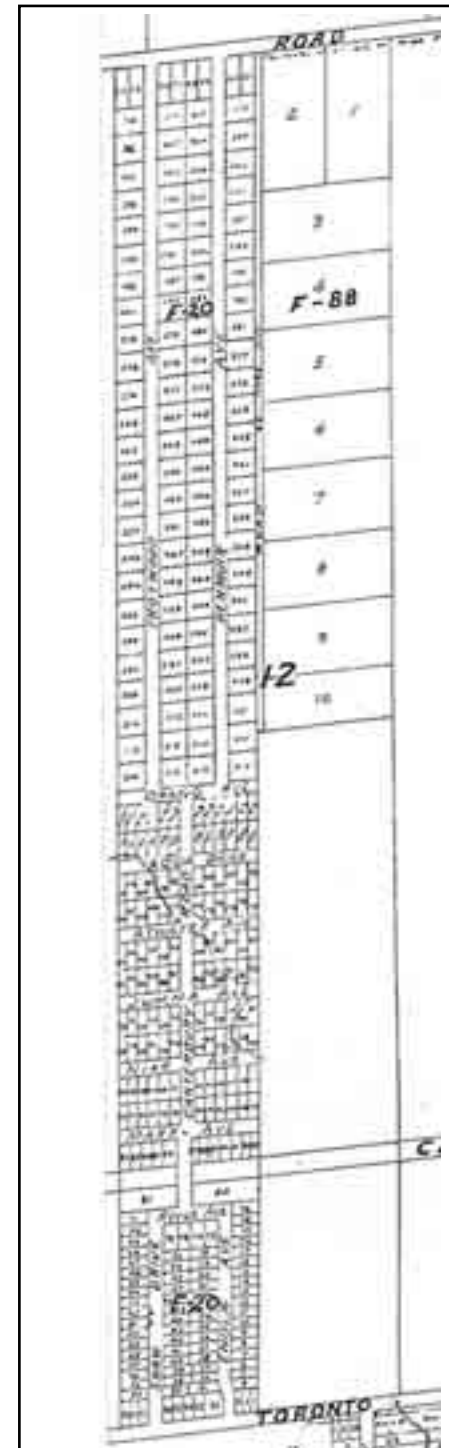
## Memories

"James Robinson married Mary Jane Thompson, who was born in York in 1825. Jane's mother died when she was young and her father remarried; she did not get along with her stepmother, being very unhappy, so when she was 15 years old Grandpa Shaw and her brother Thomas abducted Jane from her home in Scarboro.

They went by canoe and when returning were overtaken by a storm in crossing the Humber River, being forced to take refuge in Mimico Creek. The canoe was completely wrecked and they walked six miles to the Shaw home on the Lake Shore Road. Jane kept house for her brother and Grandpa Shaw until she was 17 and then she and James were married."

Interview with Kathleen Lynd Lye, November, 1987  
By Verna Mae Weeks for her book on Lakeview

Lot 12, 1923 (Frank Slater) ▶



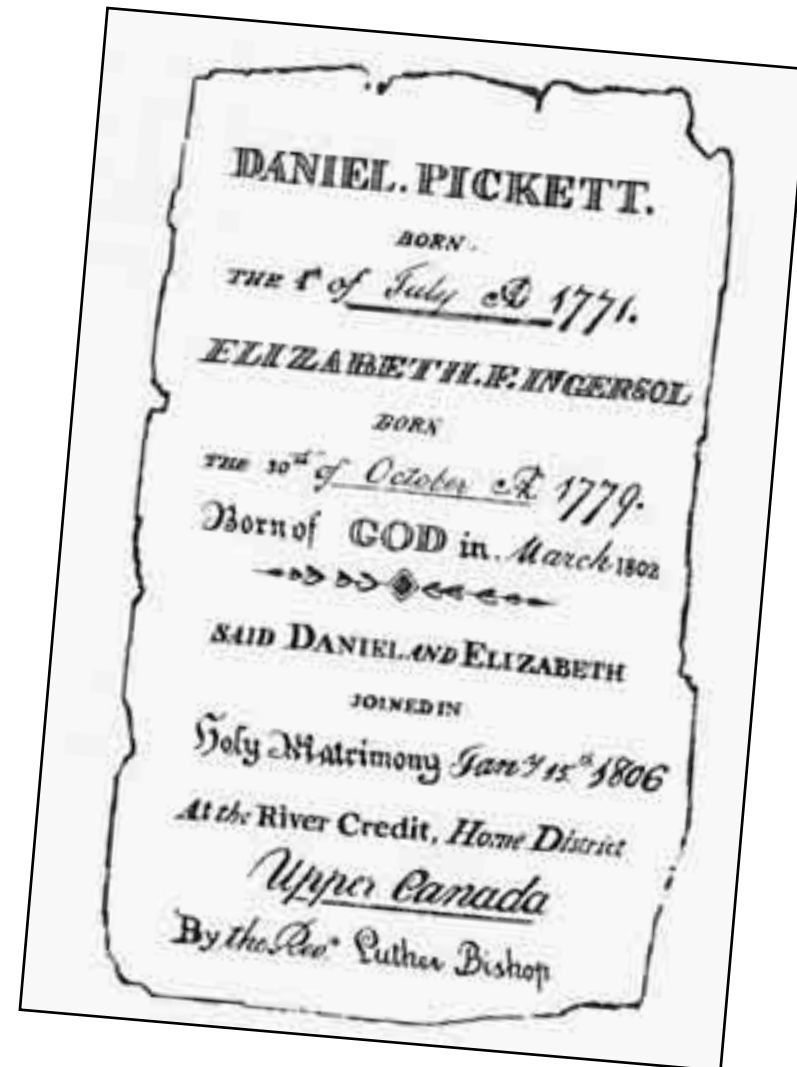
## The First Church Services - 1825

THE FIRST CHURCH SERVICES IN THE Lakeview area were held in 1825 at the home of Wesley Watson. The Watsons had settled here in 1812, having travelled from New York State. Wesley worked other settlers' land, until he purchased 40 acres (16 ha) of Lot 11, Con. 3, south of the Lake Shore Road on June 10, 1831, for £50 (\$125) from Kings College and initiated his own farm. When the Methodist circuit rider came through his territory, he used the Watson's house to preach his sermon to an eager congregation of local farmers.

Upper Canada was divided into seven Methodist Episcopal circuits. Toronto Township was included in the circuit along the Lake Shore Road from Pickering to Trafalgar. Early church services were conducted by Home District circuit riders, sometimes referred to as saddlebag preachers, who rode their horses from one community to another, preaching wherever a home was open to them.

The first marriage in Toronto Township was Thomas Ingersoll's 27 year old daughter, Elizabeth, to 35 year old Reverend Daniel Pickett, on January 15, 1806. Rev. Luther Bishop conducted the service at the Government Inn, operated by Thomas since 1805. Daniel Pickett had the circuit rider run along the Lake Shore Road and he lived at the Government Inn.

The Watsons' home was used for church services until Wesley sold his property to George Heap for £300 (\$750) in September, 1857. It is believed that his barn was moved to Meadowvale Village by Harold South in 1920 (torn down in 2001). He died in 1867.



(Mississauga South Peel Historical Society)

## NEWS ITEM

### Preaching With Passion

This month marks the 300th anniversary of the birth of John Wesley, founding genius of the Methodist Movement. He grew up the son of a staunchly high church priest and a Puritan mother at Epworth in Lincolnshire. While at Oxford University, he and several others practised a devotion so intense and deliberate that the group was derisively nicknamed, "the methodists." However, Wesley and his brother, Charles, had no notion of a cloistered faith. After ordination in the Church of England, Wesley began to preach the message of free and experienced grace, pulpits in the Church of England were successively closed to him. John began preaching out of doors, first at Bristol and then over much of the British Isles, attracting huge crowds. Not only impassioned preaching but also heartfelt song characterized early Methodist meetings.

One icon of the Methodist movement is the silhouette of a mounted rider, book in hand. That is how Wesley travelled and managed to read. It was to become a trademark also of Methodist preachers in North America. As small communities formed in the American colonies and later in Canada, Methodists grouped their scattered congregations into preaching circuits. Thus the preachers who rode from one preaching point to another soon became known as circuit riders.

In part, *Toronto Star*, by Peter Wyatt  
Saturday, June 7, 2003



#### ▲ Circuit Rider

(C.W. Jefferys Estate Archives  
C96392 Rogers Cantel Collection)

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

## The Ogdens - 1831

**J**oseph Ogden, the son of Doctor Joseph Ogden, was born in 1762 in Carlisle, Sherman's Valley on the Delaware River in Pennsylvania. The Ogden family originated in Scotland. The family can be traced back to King Charles II (b.1630, reigned,1649-1685), as a family member received a coat of arms for services rendered to the King. Joseph married Hannah Jones (b.1765, d.1865) and they had two sons, Samuel and William Jones (1803-1888), and two daughters. They came to Niagara, Upper Canada, in 1798, then to Etobicoke Township in 1807. Joseph served on the petit jury of the Home District Court of Quarter Sessions and attended jury duty when summoned. He became a constable for Etobicoke in 1811.

Joseph applied for a grant and received his patent of 200 acres (81 ha), Lot 8, Con. 2, SDS, in Toronto Township on March 21, 1831. It was a wooded lot profuse in oak, pine and birch trees. Joseph built a cabin to suffice until he put up a substantial house facing the Lake Shore Road, which he and Hannah turned into a hotel. Their daughter, Anna (1802-1846), had married Jacob Cook in 1819, for whom Cooksville was named. They resided in Harrisville (became Cooksville in 1836) on Lot 16, Con. 1, SDS, where they raised 12 children.

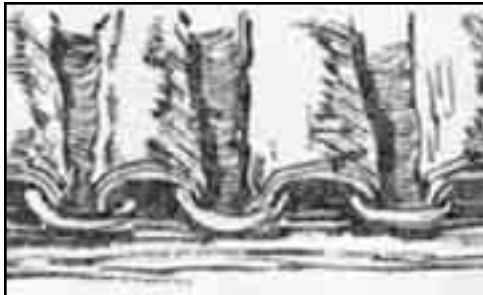


▲ Building a Cabin (Frederick R. Bercham)

JOSEPH DIED JULY 19, 1849, IN HIS 87th YEAR AND WAS buried in the Union Church Cemetery on Dundas Street. His son's William and Samuel inherited the farm. Samuel was a farmer, jurymen, treasurer of the Toronto Temperance Society and road commissioner, 1846. He had received Lot 16, Con. 1, NDS, as a grant in 1825, in Cooksville and he resided there, across the road from his sister, Anna. He died in 1863. William Jones married Rebecca Ann Ward (1807-1868) and they worked the farm diligently. He and Rebecca had Uzziel (1828-1910), Hannah Ann (1833-1860), Emma, William (1837-1915), Jehu, Jessie, Issac (1840-1861) and Albert (1847-1925). Uzziel, William and Jehu became physicians, having graduated from the Victoria College School of Medicine in 1849, 1860 and 1868 respectfully, and Albert a barrister and solicitor. Jehu practiced in Cooksville for a few years under the watchful eye of his Uncle Jacob.

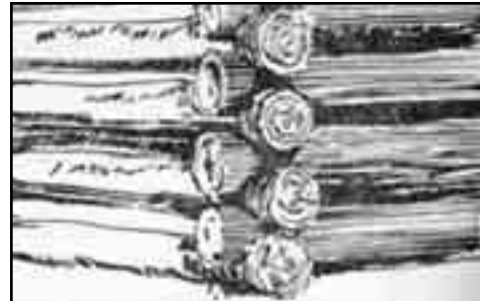
William was a farmer, hotel keeper, Methodist, Liberal, and served as a Justice of the Peace. When he was a boy, he and his father were standing on the banks of Humber Bay when the American ships approached York on April 26, 1813, during the War of 1812. He fought in the 1837 Mackenzie Rebellion. He is also acclaimed for being the first farmer to plant strawberries in the Township. He was a commissioner of repairs to bridges, 1867, and built the bridge over the Etobicoke Creek at Lake Shore Road. It was said of him that he read *The Globe* every day until he died in 1888. Upon William's death, his son Albert took over the farm.

Albert Ogden, who was married to Mary Leadlay, tore down his grandfather's house and built a cottage, then a larger house around it. He sold 50 acres (20 ha) of the northeast portion of the farm to Susan Leslie on November 1, 1906, for \$1,000, and part of the south half was sold to Henry Ardagh on September 26, 1919, who put in a subdivision. The Ogdens resided on the remainder of their property until March, 1920, when the land was sold to Shropshire Estates Limited for a subdivision, which was registered on May 9, 1921. The Ogden house burned down in 1930 and was rebuilt and has since been demolished. The Ogden family leaves behind Ogden Avenue in remembrance of having lived in this locale.



◀ Roof Example

(Vernon Mould)



Log Example ▶

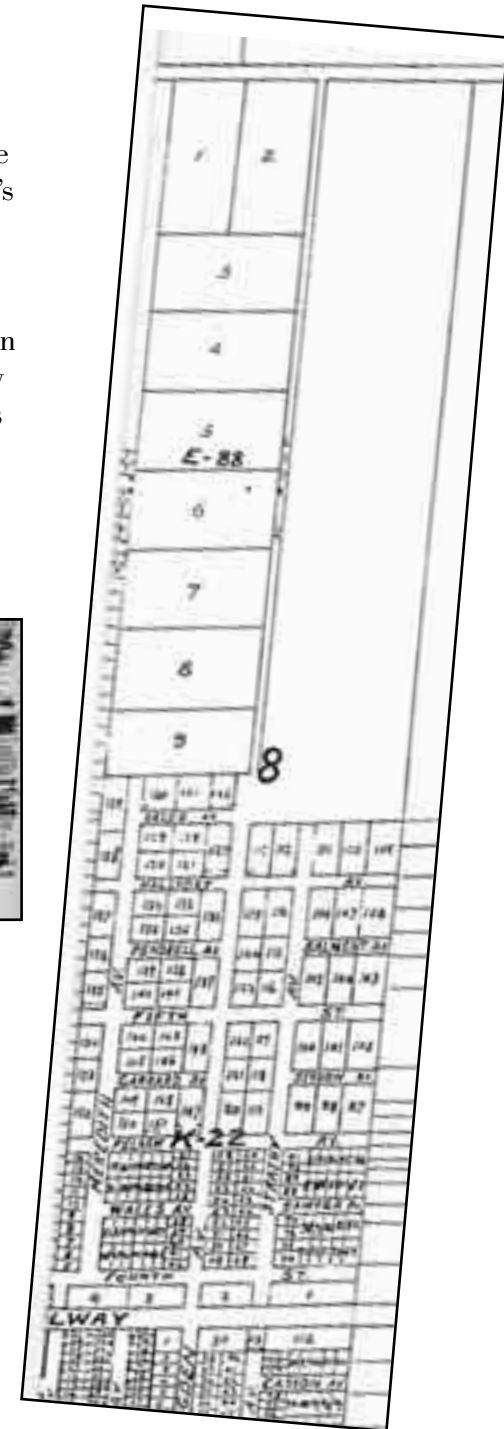


◀ Ogden Road Sign

(Kathleen A. Hicks)

Lot 8 of Lakeview Map, 1923 ▶

(Frank Slater)



## The First School - 1833

**T**he first school in Lakeview was made of logs and was built on the northwest corner of Joseph Cawthra's property, Lot 12, Con. 3, SDS, south of the Lake Shore Road in 1833. In 1850, it was replaced by a building of frame construction.

James Caven was a trustee and in 1855, he recorded that the final payment was made on what had become known as "the little gray schoolhouse."

In 1867, Miss Lottie Dibble became the teacher. This school was used until 1872 when it burned down. A two-room structure of stone replaced it and was referred to as "the stone school." On September 1, 1889, the executors of the Cawthra estate turned over the property the school sat upon, 3/4 of an acre (0.3 ha) for \$80, to the School Section #7 trustees, George Cavan, Charles Lynn and Abraham Block. Amy Goldthorpe was one of the teachers at this time.

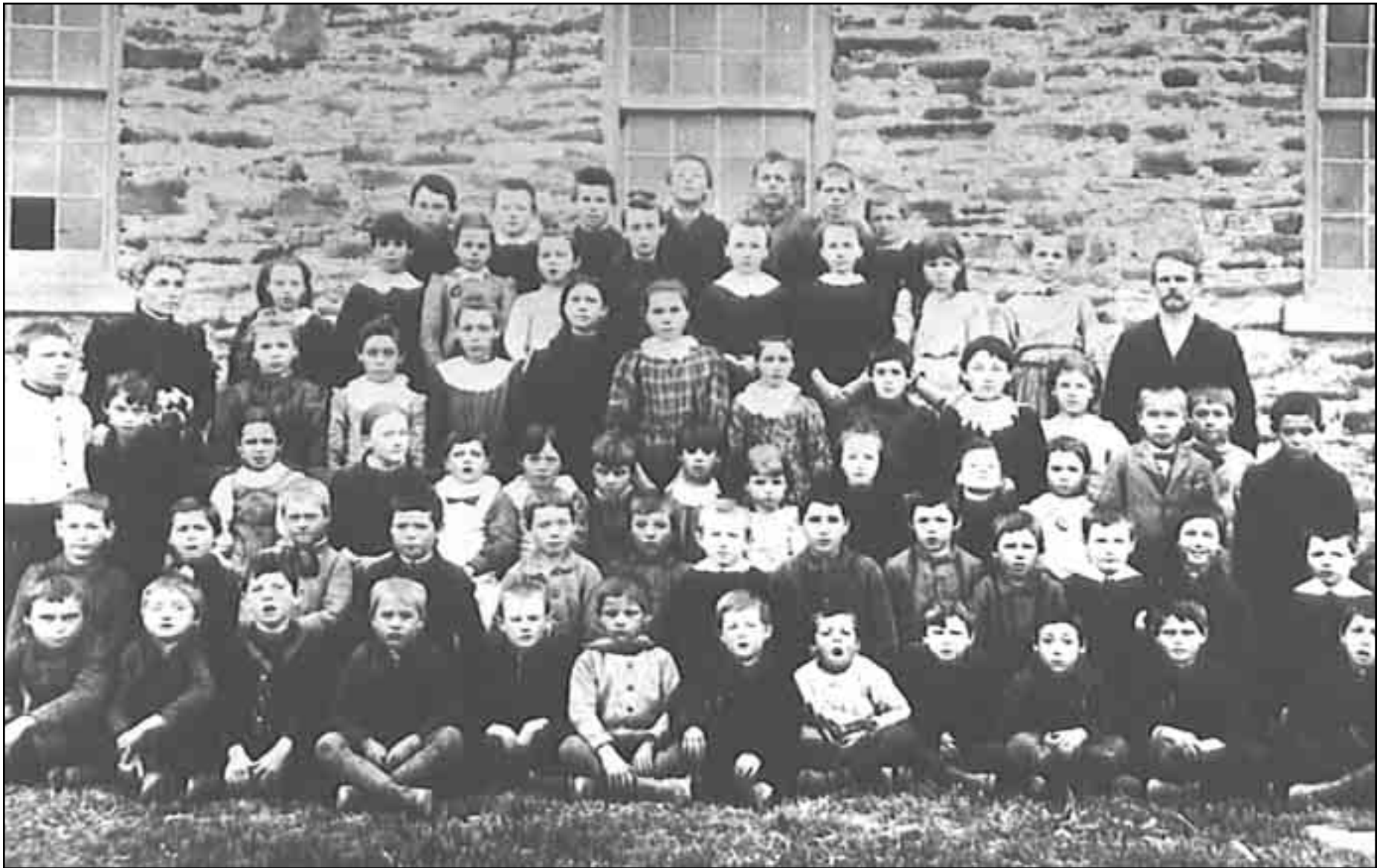


▲ Amy Goldthorpe

(Mildred Bellegam Collection)

IN 1893, SCHOOL SECTION # 7 WAS DIVIDED IN TWO AND A new one room school was built on the north side of Lake Shore Road, east of Cawthra Road, referred to as Manor Road by the locals. It was opened in 1894 as Lakeview Beach Public School and the use of the stone school was discontinued. It became a private residence to Mr. and Mrs. William Culligan, until it was demolished in August, 1955, and was replaced by a service garage, which is across from Shaw Drive.





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▲ School Class of 1892 with Amy Goldthorpe Guthrie and Mr. Stringer

(Mildred Bellegham Collection)

## Lakeview Orangemen - 1834

A GROUP OF GENTLEMEN FORMED THE Lakeview Orangemen's Lodge #163 in 1834 and held their meetings in a building near the school-house on the Cawthra property.

The Loyal Orange Order got its start in Toronto Township when John Rutledge founded the first Lodge in 1820 in Grahamsville. The Orange Order was organized after England's King Billy, William of Orange, conquered Ireland in the "Battle of the Boyne," July 1, and the "Battle of Aughrim" on July 12, 1690. The Orangemen have celebrated this victory on July 12th ever since. The first parade in the Home District was held in York (Toronto) in 1822 and many of the members of the newly formed Lodges joined in the rivalry.



▲ Orange Hall (Charlie Hare)



◀ John Rutledge  
(Region of Peel Archives)

On April 1, 1854, William Polley, whose father Moses had purchased 106.5 acres (40.2 ha) of Lot 9, Con. 2, SDS, from the Kings College in 1832, gave 1.6 acres (0.6 ha) of the southwest corner for a token £5 (\$12.50) for the building of a Lodge. They took out a mortgage on the property, which was paid off on September 29, 1857. When the hall was built and opened in grand style, the Orangemen held a fancy ball every year to raise funds to keep their club functioning.

When the Lakeview and Port Credit Lodges amalgamated in 1875, this building was moved to Stavebank Road in Port Credit and sat where the present St. Andrew's Presbyterian Church now sits. When a new Orange Hall was built in 1914 at 26 Ann Street, it became the Port Credit Municipal building. In 1927, it was moved behind the Fire Hall so St. Andrew's could be built. Then it was used for the first public library and eventually was torn down.

In 1934, a 100 year anniversary was held in Clarke Hall to commemorate the formation of Lakeview's Orange Lodge. The Port Credit Lodge became dormant on December 31, 1960.

## Stagecoaches - 1835

**T**he first stagecoaches to pass through Toronto Township rattled noisily along Dundas Street in 1816 from York (Toronto) to Niagara, a 17 hour trip. They ran weekly and were operated by George Carey.

In 1835, William Weller (b.1788, d.1863) of Toronto purchased James Boyce's Telegraph Coach Stage Line that had been in operation only a couple of years. Weller's first route ran along Lake Shore Road to Hamilton and took 12 hours. Stages ran daily and the 12 hour trip cost 1 shilling 10d (approximately 20¢). The stagecoaches would stop frequently at designated locations along the route to change horses and allow the passengers to have refreshments. One of the stops was Bush's Inn in Clarkson, which had just opened.



▲ William Weller  
(Toronto Public Library)

After a few years of service, Weller's operation became the largest stagecoach line in the province, and he became known as "the king of stage proprietors." His bright yellow coaches, with their brass railings and black wheels drawn by four bay horses,

were a familiar sight along the various routes, west to east, connecting Niagara with Port Hope, Peterborough and Cobourg. He moved to Cobourg where he operated the Carriage Works and Stables and served three terms as Mayor.

He continued his stagecoach line until 1856 when the railroad cut across the province and people had a faster mode of transportation. Despite Weller's many enterprises, he died in 1863 in poverty. Weller is remembered by a plaque in Victoria Park, Cobourg.

### Information



▲ "Racing Against Time"  
(Molson Breweries)

WELLER'S FAME CAME from a record breaking ride in February, 1840, when he conveyed Governor General Charles Poulette Thomson from Toronto to Montreal. (After establishing the Union of the Canadas in 1841, he was given the title of Lord Sydenham, for whom

Sydenham - later Dixie - was named.) The Governor was going to retrieve a murderer and so Weller placed a wager of £1000 (\$2,500) that he could get the Governor there in a selected amount of time. Weller won. The 375 miles (600 km) was covered in 35 hours and 40 minutes, which was quite a feat for February. The Governor was so pleased by Weller's "distinguished service," he presented him with £100 (\$250) and a watch engraved, "Presented to Mr. Weller by the Right Honb.C. Poulette Thomson Gov. General of B. N. America in Remembrance of his having Conveyed His Excellency from Toronto to Montreal in 35 Hours and 40 minutes Feb, 1840." A plaque in Victoria Park, Cobourg, commemorates him as the leading stage coach owner (circa 1830s-1856) province-wide.

Excerpt from *The Life & Times of the Silverthorns of Cherry Hill*, page 157 - Kathleen A. Hicks

## The Caven family - 1837

**I**n 1837, Irish born Thomas Caven (b.1777, d.1844), as a United Empire Loyalist, received a 200 acre (81 ha) grant, Lot 11, Con. 2, SDS, which had been designated for the King's College. He and his wife, Mary (1778-1844), and their sons, Hugh, 1804, James, 1806, and William, 1808, had come from New York State. Thomas built a roughcast abode, which would later be replaced by a red brick house. They worked hard to clear the land and Maple Shade Farm became a reality. Once their crops were flourishing, they began to trek their produce into Toronto by wagon, then by skiff via Lake Ontario.

James and his wife, Elizabeth, who married in 1838, had 15 children. Rosetta died in 1849, age



▲ Elizabeth and James Caven (Kathleen Lynd Lye)

five days and Wesley in 1856 at age three. James was extremely community minded and he became a preacher and was one of the first trustees of the Mississauga Indians Methodist Church in Port Credit, which had been built in 1825.



▲ Caven Family Barn Raising  
(Region of Peel Archives)

HE ALSO SERVED AS SUPERINTENDENT OF THE SUNDAY School and a trustee of the Lakeview School. Hugh married Mary Giles in 1838 and they eventually had eight children. William married Maria and she died in May, 1846, at age 34. In May, 1849, he lost his 14 year old daughter, Isabella.

When Thomas and Mary passed away in 1844, they were buried in the Union Church cemetery on Dundas Street. Their sons inherited the farm and it was divided into three farms. They prospered over the years, working hard to keep the place flourishing with produce.

James's son, Hugh Mathias (1839-1901), became a ship's captain on the Great Lakes with a route from Port Arthur to Quebec until 1862. (Hugh spelled his name Cavan. Some used Cavin. The original spelling was Caven, according to the family Bible.) He married Anne Elizabeth Proctor (1842-1917) that same year and the newlyweds resided in Clarkson on her father's estate on Clarkson Road. They raised eight children there.

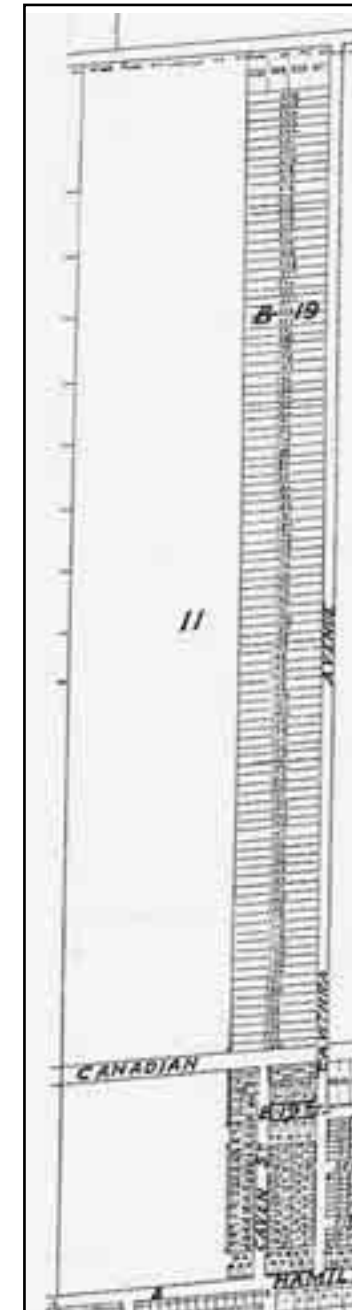
In 1901, Hugh and William Cavan (1857-1933) built a stonehooker scow they called the *Mary E. Ferguson*. They launched it from Saul's Creek, which ran down the west side of their family farm, and it floated out into Lake Ontario, making a proud moment for their efforts. Hugh passed away that year.

In 1919, Otto Cavin sold Edgar Stephens 120 acres (48.6 ha) and a subdivision, Plan B-19, was built. The rest of the land remained in the Caven family until the 1950s, making for six generations of Cavens, who had resided there. The property was sold to Frank Whitehead and on May 4, 1951, Whitehead registered a plan for a subdivision. The last time the Caven name is mentioned in the Land Registry papers is June 30, 1953, when Charles Caven sold property to Lloyd Lott for the Dominion Store (now Shopper's Drug Mart). On July 6, 1953, Whitehead sold 11.4 acres (4.6 ha) to Johns Manville Corporation Limited, who soon went into business in a big way. Gold Leaf Construction and Rosemark Construction companies built up



▲ Frank Cavan's House (Lorne Joyce Collection)

the area in the 1960s, which was called Queen Elizabeth Gardens. This industrious family is remembered by Caven Street, which is located on what was the east side of their farm.



▲ Lot 11  
(Frank Slater)

### Memories

"When I first came from England with my mother, we played the music for the silent films at a theatre on Yonge Street in Toronto. Mother played the violin and I played the piano. It was an effective combination for the movies, for the pathos and comedy parts. I have been a musician, an accompanist and music teacher for over 40 years. I still sing in the Seniors choir and I have accompanied operettas in the district for years."

Mrs. Gladys Cavan, wife of Frank, at 91 years old  
Interview with Verna Mae Weeks, 1989

## The Duck Family - 1850

**T**he Duck family originated from Yorkshire, England, and came to Upper Canada in 1850. John Cawthra II met William Duck in Newmarket and asked him if he would be interested in clearing the family's property in Toronto Township. William agreed and moved his family into one of the Cawthra houses on Lot 10, Con. 2, SDS. He and his wife, Mary (b.1803, d.1865) had Martha, John, Thomas, Hannah, Jennie, Elizabeth, William (1844-1919) and Robert Francis called Frank (1847-1915). It took ten years to clear the land, but the Duck family lived well and enjoyed their involvement with the Cawthras. In 1861, William was recorded as a tenant farmer with 320 acres (139 ha), 200 (81 ha) cultivated.

Although William farmed his leased land, his pride was mostly shown in his race horses that he bred and raised. His fastest horse was Yorkshire Whig and a filly he called Flossie, who was entered in the 1871 Queen's Plate and brought home top prize. William and Mary are buried in St. Peter's Cemetery in Erindale.



▲ Frank Duck's farmhouse

(Region of Peel Archives, Perkins Bull Collection)

SON FRANK MARRIED MARY ANN RITCHIE IN 1871. MARY Ann had been born in Ireland in 1850 and when a young lass of 14, her parents brought her and her seven siblings to Canada and settled in Cooksville. Her father, Richard, worked for Sir Melville Parker in the Chateau Clair Winery. She met Frank Duck and moved to Lakeview and they resided in Joseph Cawthra's original cottage on John Cawthra's farm, where Frank worked at clearing the land of trees. They also lived on the Henry Cawthra property and then the Duck family homestead on 50 acres (20 ha) of Lot 9, Con. 2, from 1905, which had been purchased by Robert Duck in 1901. They had six children.

Frank Duck purchased 33 acres (13 ha) of Lot 4, Con. 2, on December 27, 1885, from a Mr. Reginald Ball and part of Lot 5 for \$2,250. In 1892, son John started the Etobicoke Tourist Camp on Lot 4, which was named for the creek it bordered on but fondly called Duck's Tourist Camp. He had 14 small shingled cottages for rent. It was a popular spot in Lakeview and John Duck was a great businessman and well liked by all who knew him.

Frank continued with the race horses, entering them in ice races at Port Credit and Streetsville in the winter, carried out on the Credit River, and Brampton and Cooksville fairs in the fall. Having acquired a horse called Maude in 1900 from brother John, who ran a hotel on the Humber Bay, they raced her between 1900 and 1905 and she won nearly every race she was entered in. She was retired to raise colts, but none of them fared as well as their mother.

Frank and his sons, John and Thomas (1880-1964), became Yorkshire swine breeders. By 1902 they had a herd of 60 hogs. It was recorded in the *Streetsville Review* on October 23, 1902, "Messrs. R.F. Duck & Sons have done remarkably well at the fall fairs this year with their famous 'Lake View Herd' of Berkshire and Essex swine. They



▲ Robert Francis Duck and Family

(Region of Peel Archives, Perkins Bull Collection)

exhibited at the Toronto Industrial Exhibition, where they secured a large number of red tickets, and at the many local fairs, where they swept everything in their class." They had raised a sturdy boar from birth and sold it to a Canadian showman to start his herd. In 1904, this hog won the 2 year class at the St. Louis World's Fair and revered grand champion of its breed. They entered their swine in the Ontario Provincial Winter Fair in Guelph in 1909 and took first prize in each class, which was featured in the *Farmer's Advocate* magazine. When the National Live Stock Show (became the Royal Winter Fair in 1922 when the Coliseum at the Canadian National Exhibition was built) started in Toronto in 1913, the Ducks participated. Frank was president of the Cooksville Fair in 1908 and so was his son, George, in 1928-1929. George was on the Toronto Township Council in 1922 as a councillor and 1923 as Deputy Reeve and held many other positions such as assessor of Division No. 3 in 1928. Mary enjoyed her husband and sons' participation in these events.

With the death of Frank on June 22, 1915, at age 68, part of Lot 9 was purchased in 1922 by Harold A. Hubbs, a shrewd land manipulator and real estate broker, and a subdivision blossomed with streets named Westmount Avenue, Eastmount Avenue, Alexandra Avenue and Northmount Avenue. Mary Ann died October 3, 1924, age 74. Their six children had blessed them with 12 grandchildren and six great grandchildren. She and Frank are buried in the Trinity Anglican Church Cemetery in Port Credit. The original location of the Duck homestead is now a vacant piece of unkept property on the Lakeshore Road between Alexandra and Meredith Avenues.





▲ John Duck's House  
(Louise Gauthier)



▲ Frank Duck's Barns  
(Region of Peel Archives, Perkins Bull Collection)



▲ John Duck's Tourist Camp  
(Region of Peel Archives)

## Memories

When William Duck arrived in New York he went into a restaurant to get a meal and he asked the clerk the price of one. The clerk said one would cost three York shillings (36¢). Mr. Duck said he would take one. He had a carpet bag with him and sitting on a stool, he placed the bag on the stool beside him. When it was time to pay for his dinner, he pulled out three York shillings and the clerk said it would be six shillings.

"Why?" said Mr. Duck. "I agreed with thee for three York shillings."

"Your carpetbag," said the clerk, "has taken up a seat and I will have to charge for that."

Opening up the bag, he looked in and said, "My! Thee has a great mouth to fill." He then proceeded to fill it with sandwiches, cheese and biscuits, and in this way procured enough food to last him on his journey to Toronto Township.

Mr. Davidson, Lakeview

Interviewed by William Perkins Bull for his 1930s books.

Old Mr. Duck, grandfather of George Duck, had a sporting nature and he would bet on any kind of competition. He had many of us young boys working for him picking potatoes for 25¢ a day. Every noon hour, he would engage us in a test or two with a cent for the prize. One day he said that he would have a wrestling match and whichever boy won, he could have one of his pigs. I threw all the boys up to the last one, Alvin Nash. When I threw Alvin, he broke his arm, so Mr. Duck gave Alvin the pig. I was eight at the time.

Captain Albert Hare, Lakeview

Interview for Perkins Bull's books.

# Toronto Township's Incorporation - 1850

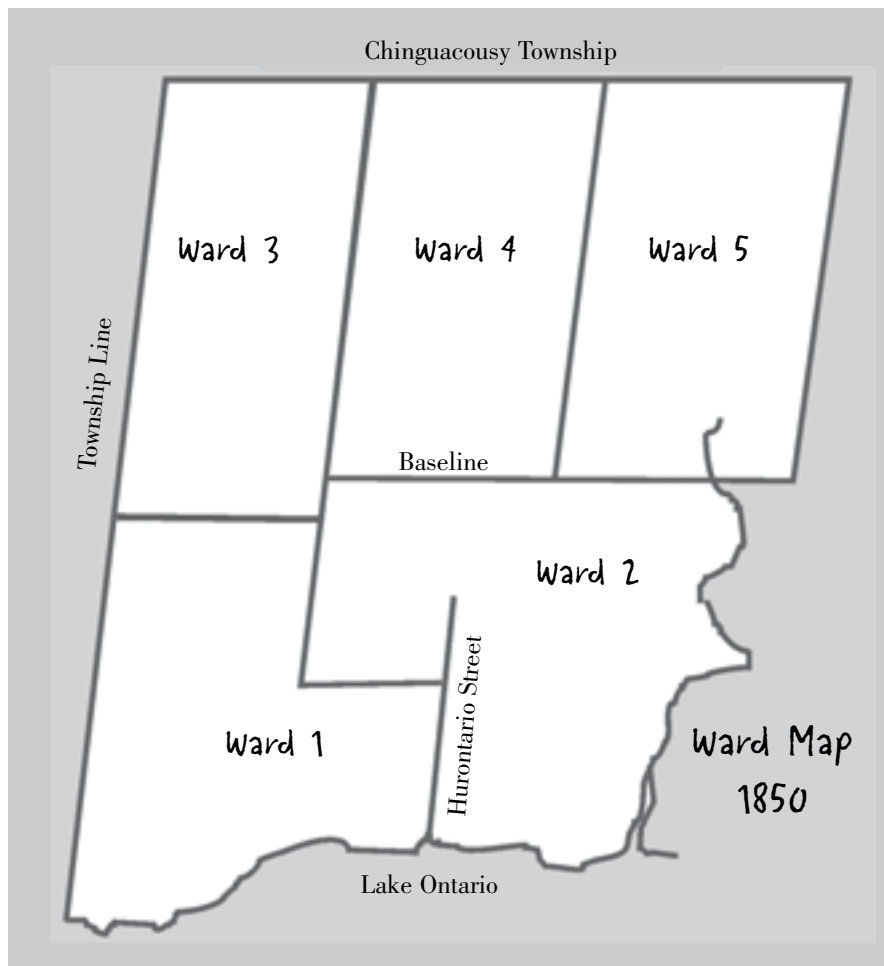
IN 1850, TORONTO TOWNSHIP WAS INCORPORATED under the District Municipal Act, which reads: Incorporation under the Act by the Legislature in the Twelfth year of Victoria, chapter eighty and eighty one; entitled as Act to repeal the Acts in force in Upper Canada, relative to the establishment of Local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

With the incorporation in the offing, the Township was divided into five wards at a meeting of the Home District Council on October 2, 1849. At the election held the first Monday in January, the councillors for the year of 1850 were decided upon: Ward 1, William Thompson, Ward 2, Charles Romain, Ward 3, Christopher Row, Ward 4, Joseph Wright, and Ward 5, Samuel Price. The Council now had the jurisdiction to hold municipal elections and control its own governmental undertakings. (Lakeview was Ward 2.)

On January 21st, at the Telegraph Inn in Streetsville, the councillors took their oath, then proceeded to appoint a Township Reeve and Deputy Reeve. The yeas and nays for Joseph Wright as Reeve went "yeas," Price, Row and Romain, and "nays," Thompson. For Samuel Price as Deputy, "yeas," Wright, Row and Price, "nays," Thompson. Joseph Wright became the first Reeve. William Thompson of Clarkson became the Reeve in 1851 and Samuel Price in 1867 at Confederation.

The population of the Township at this time was over 7,000.

22



▲ Charles Romain  
(Region of Peel Archives)



▲ Samuel Price  
(Mississauga Library System)

(Kathleen A. Hicks)

## Council Meeting Minutes - 1850

That the following be Overseers in Ward No. 2:

- No. 1 - James Cavan - from Etobicoke to Centre Road on the Lake Shore Road
- No. 2 - John Moore - All west of Centre Road except the Store and Houses at Port Credit and Armstrong the Tavern Keeper and labour to belong to James Cavan east of Centre Road
- No. 3 - John Goldthorpe - east of Centre Road to Middle Road
- No. 4 - Joseph Mapron - from thence to Etobicoke
- No. 5 - John Smith - from Dundas Street to Port Credit
- No. 6 - George Beckwith - from D. S. to Sibbald's Corner.
- No. 7 - W. Stevenson - on Dundas Street from Cooksville to lot number 12
- No. 8 - William Appleby - from lot No. 13 to No. 7 north and south of Dundas Street taking in the Strong House
- No. 9 - John Hawkins - from there to lot No. 7 north and south
- No. 10 - Thomas Robinet - to the Hill west on the Red Mill north and south
- No. 11 - John Nelson - between the first and second concessions North D. S. from the Centre Road to the Streetsville Road.
- No. 13 - Francis Winter - East of Centre Road to the Second Line east
- No. 14 - Robert Curry - from the second line east to the Etobicoke

And William Duck and John Belener Pound Keepers

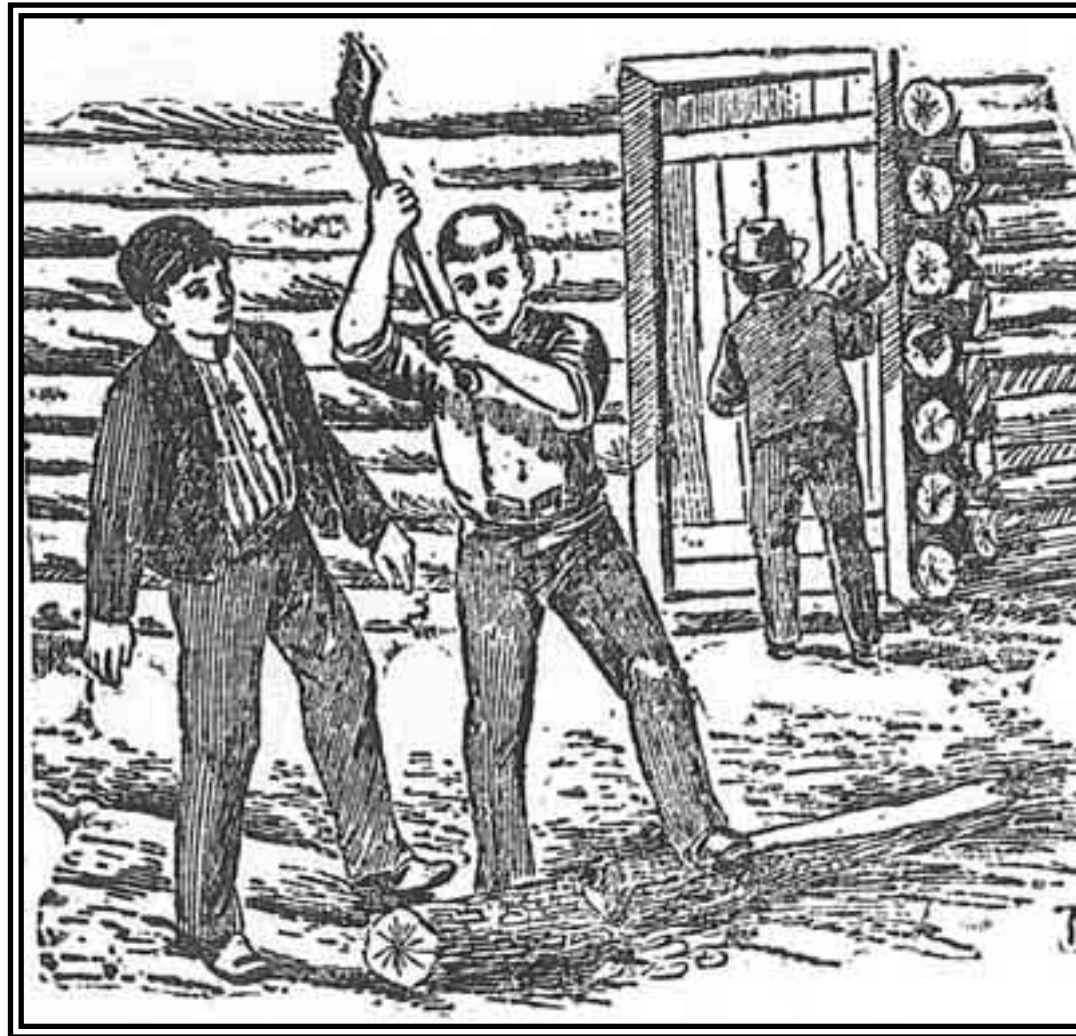
John Wallace and Thomas Robinet Fence Viewers for Ward No. 2 (Lakeview became Ward 1 in 1951.)

## Historical Township Record

The census record for the year 1848 shows that the population of the municipality had increased from 800 in the year 1821 to 6,850 and that there had been cleared 32,600 acres (13,300 ha) of land. At this time there were 950 occupied homes, 13 vacant homes, 22 churches, 17 hotels, 4 carding mills, 6 grist mills, 2 breweries, 3 tanneries, 1 woollen mill and 21 saw mills. The saw mills produced 16,179,500 board feet of lumber. There were 31 blacksmiths, 4 clergymen, 16 school teachers, 4 doctors, 18 coopers, 615 farmers, 27 hotel keepers, 30 merchants, 135 labourers, 3 saddlers, 33 shoemakers, 12 wagon makers and 12 weavers.

*Port Credit Weekly*

October 5, 1950



(Streetsville Review)

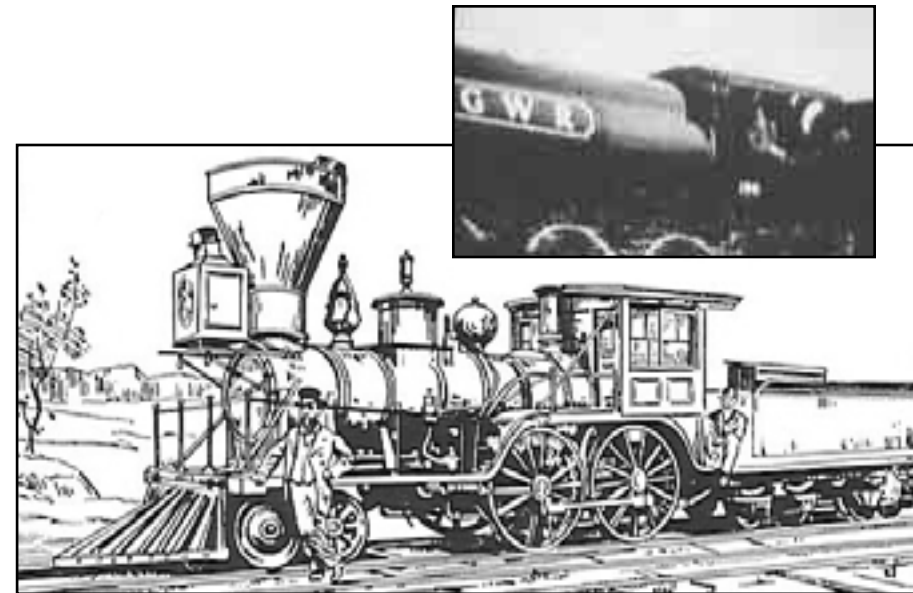
Part Two 1851 - 1900

## The Great Western Railway - 1855

THE FIRST TRAIN OF THE NEWLY constructed Great Western Railway came through the tiny hamlet that would become Lakeview on December 3, 1855. At each of the stations along the route from Toronto to Hamilton, the train was met by enthusiastic observers. It certainly was a sight to see with its green brass-trimmed engine and passenger cars. This being the initial run, several important railroad representatives were on board.

The Great Western Railway got its start with the official sod turning on October 23, 1849, in London, Ontario. It would become one of Canada's most efficient and prosperous rail lines. In 1853, railroad officials came through Toronto Township and talked to the farmers about purchasing the right-a-way. Henry Cawthra, son of Joseph Cawthra, owned Lot 10, Con. 2, SDS, and sold 2.6 acres (1.1 ha) of his property to the railway for £82 (\$205) on March 2, 1854. The construction of the railway brought about numerous jobs for the local men and the businesses in the area prospered from the need of rooms, food and other essentials.

Wood was used to fuel the train's engine and it used a cord for every 37 miles (60 km). The one way fare from Lakeview to Toronto was 35¢, from Toronto to Hamilton it was one dollar. There were six trains running daily, three going each way. The station was located at the Third Line (Dixie Road) crossing.



▲ First Train of the GWR (Region of Peel Archives)

On August 12, 1882, the Grand Truck Railway, incorporated November 10, 1852, to construct a railway from Montreal to Toronto, took over the Great Western, making it the seventh largest railway in North America. By 1893, the Grand Truck Railway had six trains running daily.

The 7,957 mile (12,730 km) Grand Truck system was absorbed into the newly founded crown corporation, the Canadian National Railways, on January 30, 1923. It now operated 22,646 route miles (36,270 km) of trackage, had 3,265 locomotives, 3,363 passenger cars, 124,648 freight cars, 6,544 service cars and a payroll of 104,454 employees. The route is still used today and has made way for the GO Transit to operate since 1967.

## Information

The first Canadian railway was “Champlain & St. Lawrence Railroad” which had its first run on July 21, 1836, at 14.5 miles (25 km) per hour, from Laprairie, Quebec, to St. Johns, Quebec.

The second was the six mile (10 km) Albion Colliery Tramway that opened in 1838 to move coal between the mines and Pictou Harbour. Three trains were built to carry out this task and “*The Samson*” was donated to the province of Nova Scotia and it is displayed at New Glasgow, Nova Scotia.

From Greg McDonnell’s book *The History of Canadian Railways*

## NEWS ITEM

### Pass By-law to Curb Lakeview Train Whistling

Toronto Township council, meeting on Monday, gave final approval to a by-law restricting train whistling at six level crossings in Lakeview. The crossings affected are: Shaw, Cawthra, Alexandra, Ogden, Haig and Dixie Road intersections with the CNR line.

The by-law was the result of pressure brought to bear on council by Councillor Bob Speck, who has received hundreds of requests asking for such legislation. As proof of the feeling of the residents of the area, Councillor Speck read a petition signed by 85 residents to council prior to third reading of the by-law.

Seven years ago, through the efforts of Gordon Graydon, M.P., similar legislation was passed applying to Port Credit and the Lorne Park/Clarkson area.

Commenting on the by-law, Deputy-Reeve Les Hughes stated, “This will be one of those by-laws that will be buried and not one engineer in a 100 will read it.”

*Port Credit Weekly*  
Thursday, July 19, 1956.



▲ Cawthra Road Railway Crossing, 1985  
(The Cawthra underpass was constructed in 1987.)  
(Loredana Ruscitti)



## Confederation - 1867



▲ John A. Macdonald  
First Prime Minister  
(Region of Peel Archives)

As Canada became a commonwealth country with the passing of the British North American Act in 1867, and the men of the country being absorbed in the politics that brought Confederation about, the women were busy cleaning their cozy abodes, cooking for their hard working husbands, who toiled in the fields all day, and

took care of their many growing children. They cooked over open fires in the fireplace and baked bread and cakes in an oven set in the wall. Baking powder was a new product to the marketplace and assisted with the baking process, raisins had to be seeded and rice washed thoroughly before it was added to hearty soups or made into a pudding.

Things were always bought in bulk, because not too many trips were made to the grocery store. Great grandma's shopping list might have looked like this: 100 lbs. of sugar, 100 lb bag of flour, 20 lbs. of rolled oats, 5 lbs. of salt, 20 lbs. of cornmeal, 10 lbs. of rice, 2 lbs. of tea, 6 yards of gingham, a spool of thread. And Great Grandpa would add, 2 lbs. horseshoe nails, 5 gallons of coal oil, 2 lbs. pipe tobacco.

GREAT GRANDPA WOULD HITCH UP THE BUGGY AND TAKE off for the local emporium, where he would meet his neighbours, sit a spell and enjoy a good pipe, have a round of pinochle and sample the crackers from the cracker barrel with a hearty piece of cheese.

After bringing home the flour and sugar, Grandma would bake a cake as a thank you for his sweet good nature, knowing full well he had thoroughly enjoyed his outing.

### The 1-2-3-4 Cake the 1867 Way

3 cups flour	2 cups sugar
2 tsps baking powder	4 eggs
2 tsp. salt	1 cup milk
1 cup butter	

Combine flour, baking powder and salt. Cream butter until soft, add sugar and eggs, mix well. Alternate adding flour mixture and milk. Beat until smooth consistency. Grease two cake pans and pour in batter. Bake in oven until golden brown, about 30 minutes.



### ▲ Country Store

(Mississauga Library System, Barnett Scrapbooks)

## The Richey Family - 1870

**T**he Richey Family, Richard Richey (b.1817, d.1902, changed to Richie in 1914 and sometimes spelled with a “t”), his wife, Susanna Bradon (1820-1906), and children, Samuel (1841-1918), Mary Ann (1850-1924), and John (1859-1939), immigrated from the County of Monaghan, Ireland, in 1864 and settled in Cooksville. They rented a house and Richard worked at Chateau Clair Winery for Sir Melville Parker. The children attended the Cooksville Public School on Hurontario Street.



▲ John Richie's Farmhouse  
(Mary Richie Potter)

On December 7, 1870, Richard purchased 50 acres (20 ha) of Lot 12, Con. 2, SDS, for \$1,500 from Joseph Shaw and the family moved to Lakeview. Samuel married twice and had five children. Mary Ann married Francis (Frank) Duck of Lakeview in 1871. He took her to live in the John Cawthra cottage on the Cawthra farm, where he worked clearing the land of trees. John married a young lady named Alberta Treanor (1872-1945) and he built a white frame farmhouse in the late 1890s that faced the Lake Shore Road. Six daughters were born here, only four survived to adulthood, Ida, Minnie, Belle and Mary. The girls got their education at the Lakeview Beach Public School and Forest Avenue Continuation School in Port Credit. Ida learned to play the piano with lessons from Mrs. Frank Cavan and progressed with Miss Rymal Goldthorpe, daughter of Reeve Thomas Goldthorpe on Third Line (Dixie Road), and the Toronto Conservatory of Music. She was the first organist at St. Nicholas Anglican Church on Edgeleigh Avenue. Minnie, Belle and Mary were Sunday School teachers. The farm prospered and the girls, who worked as hard as male farmhands, trekked produce by wagon into Toronto every Friday for the weekend crowds that frequented the St. Lawrence Farmers Market.

Richard Richey died in 1902 and John inherited his father's property with \$125 being paid to his mother annually for the remainder of her life, which was 1906. Richard and Susanna are buried in the Trinity Anglican Church cemetery on Stavebank Road. When John passed away on March 17, 1939, he left Ida and James Rea as his executors to handle his estate on behalf of his two grandsons.

In 1950, John's house, on 11.7 acres (4.7 ha), was demolished when the property was taken over by Canadian Admiral Corporation. The last sale of Richie property was in 1966 when Canadian Admiral Corporation bought 6.2 acres (2.5 ha).

Richey Crescent, which runs off Beechwood Avenue, south of the Lakeshore Road, is named for this family.

Richey Road Sign ►  
(Kathleen A. Hicks)



## The Palletts - 1871

ON JANUARY 19, 1871, 23 YEAR OLD CHARLES Pallett purchased 25 acres (10 ha) NE 1/4 of Lot 6, Con. 2, SDS, for \$1,020 from William Clarkson. He purchased another 25 acres NW 1/4 from a Charles Wood for \$750 on October 16, 1874. Charles was married to Annie C. Ward (b.1853, d.1926) and they had three children, Theka (1872-1922), William (1881-1962) and Leonard (1874-1948). Charles built a two storey red brick house and a large barn and two smaller barns. He grew vegetables that he sold to the Toronto markets.

The Palletts were a prominent family in Toronto Township. They hailed from Hartfordshire, England, and came to Upper Canada in 1835. Hugh Pallett came to the area that would become known as Dixie, and his brother William (1790-1862) went to Hoggs Hollow near Yonge Street in Toronto. He lived there until 1859 when he joined Hugh.



He purchased 100 acres (40 ha) of Lot 4, Con. 1, SDS, east of Third Line (Dixie Road) on November 18, 1868, for \$4,000. He had five sons, Albert, Robert, William, Thomas and Charles. The Dixie Palletts flourished in market gardening and orchards and William Jr., who married a Watson, had a prominent son, Leslie Pallett, who started a market on this property in 1917. He was involved in Lakeview with the Bird's Eye Market and Dixieanna, a popular dance hall. He became very prominent in politics, taking on the Reeveship from 1923 to 1925, and 1932-1933.



▲ Leslie Pallett

(Region of Peel Archives)

On March 20, 1911, Leslie Pallett purchased 6 acres (2.4 ha) of Lot 6, Con. 2, from Robert Ewing for \$4,800. He built a two storey brick house and several outbuildings. He gave the house and two acres (0.8 ha) to Grace Pallett and the remaining acreage (hectares) was absorbed by the Lakeview Golf Course.

Before Charles died on November 25, 1926, he sold his 50 acres (20 ha) of Lot 6 to his son Leonard for \$1,000. Leonard took on the responsibility of farming the land. He was married to Lucy Bonham (1877-1960) and they had no offspring. They had a dairy farm with Holstein cattle and they were well to do. They attended St. John the Baptist Anglican Church in Dixie, as did all the Palletts, and Leonard served as a warden.

Leonard passed away in 1948 and was buried in St. John's cemetery. Lucy sold the remaining 40 acre (16 ha) family farm to Charles Hempstead, a renowned hotel owner and horseman, on February 5, 1952, for \$1,000 an acre (0.4 ha). The house and barn were restored and he put in a race track with a fence that edged the Queen Elizabeth Way.

Within a year, he sold his property to Principal Investments Limited and on May 20, 1953, the company registered a plan to construct a large plaza that would border on Dixie Road and the Queen Elizabeth Way. It became the Dixie Plaza, which opened in 1956.

Les Pallett's house is now referred to as the McMaster House at 1400 Dixie Road.

## The Watsons - 1872

**J**ohn and Elizabeth Watson, who came from Grahamsville, purchased 83 acres (32 ha) of Lots 4 and 5 and broken Lot 3, Con. 2, SDS, in the area that would become known as Lakeview, on March 16, 1872, from Samuel Smith Jr. for \$4,100. John built a substantial two storey house and a brick barn and the family worked hard to make their farm prosper. They had seven sons, William George, Charles H., Fred, Jessie, Harvey, John and Wesley. They nurtured a great orchard with a variety of fruit trees, but the apple trees were John's pride. Their apples were put in barrels and taken by farm wagon to the St. Lawrence Market in Toronto. They also had a vegetable garden and grew gooseberries.

When John passed away in March, 1903, his son,

William George (b.1855, d.1932), took over his affairs and took care of his mother. His estate was called Silver Birch Fruit Farm.

◀ *The former John Watson House*

(City of Mississauga Community Services)



*The former Watson/McGillion House, 2003*



(Photos by Kathleen A. Hicks)

WILLIAM AND ANN JANE HAD FOUR SONS, WILLIAM RICHARD, Charles E., George and Fred and a daughter, Ida May. Ida (1886-1962) became Mrs. Norman Death on June 23, 1909. Son Charles H. (1857-1931) was married twice, first in 1884 to Gurney Rymal, who died in 1902, then to Charlotte Ann Death (1870-1948) and they had daughter Marjory in 1906. She died in 1936. The Deaths had a 50 acre (20 ha) farm on Lot 6 across Third Line (Dixie Road).



▲ Charlotte Death Watson

The Watsons attended the Bethesda United Church in Dixie and William George was known to handle the church's funds. He would bring in members of the congregation, sit them down and tell them how much they had to contribute to the church.

In 1909, William G. turned over some property to son, William R. In 1914, he gave acreage to Fred and in 1922, to Melville Watson. Before William G. died on January 23rd, 1932, he was witness to the success

of his son, George, who became a family doctor, the first in Lakeview.

In 1951, the Watsons started to sell off their property to George A. Rome and Son, who constructed the Orchard Heights subdivision under Rome-Saracini Limited in 1952. One street was named Kenneth Avenue for Kenneth Watson, son of Charles H., by his first wife, Gurney. The last Watson to live in the Lakeview area was Dr. George, who died in 1964.



◀ The former Charlie Watson House, 2003  
(Kathleen A. Hicks)

The John Watson house and barn, called the McGillion house, still exists at 1559 Cormack Crescent and is owned by Boris Palotto. John's son, Charles' house, built in 1905, is located at 1414 South Service Road.

#### NEWS ITEM

##### Apples, Pears and Melons Stolen From Fruit Farms

Fruit farms in the Port Credit and new Middle Road districts are daily reporting thefts of pears, apples, melon and other fruit and drastic measures are being considered in an effort to check the marauders.

The steady theft of fruit have reached serious proportions and farmers state that the losses will run into several hundred dollars. Police action is being considered, although the farmers are loath to prosecute small boys, who are among the worst offenders.

Charles E. Watson, fruit grower of Lakeview, in discussing the matter, stated he owned a farm on the new Middle Road and with the steady increase of traffic on this highway the losses through thefts are reaching serious proportions.

He declared that several trees of green apples, not yet matured, had been ravaged by the thieves, and he was kept busy every Sunday chasing motorists and cyclists from his property. On Wednesday of last week, he came upon two cars parked near his farm and the occupants had taken 12 bushels of apples.

Fruit growers in the district have complained to Reeve Maguire of Toronto Township and police action will be taken. Constable Sid Belford has been instructed to take action against anyone caught stealing fruit from the local farms.

*Port Credit News*  
September 8, 1937



## The Robinson/Glista House - 1872

**T**he Robinsons' farm was located on the south half of Lot 7, Con. 2, SDS. Today Haig Boulevard runs through its middle. Scottish born Alexander Robinson (b.1818, d.1882) and his wife Matilda Jane (1828-1913) came here in 1872 to take up their 100 acre (40 ha) farm, purchased on December 14th from Thomas Caverhill for \$3,300. They had emigrated to Canada in 1849 and settled in Quebec and then Palermo.

Alex built a two storey yellow brick house that was shaped like a "Z" and a large rambling barn, fifty feet (15 m) in length, that was located just south of where the Great Western Railway (CNR) tracks had gone through in 1855. Both structures were sitting on a solid foundation of river stone. They had five sons, Alexander, James, George, William and Robert, to assist with the work a farm required. They also had a daughter. The Robinsons farmed the land, got to know their neighbours, enjoyed their country surroundings and prospered. Alex bought the north half of Lot 7 on March 28, 1877, from William Johnson for \$2,600 and expanded his production of vegetables, wheat and apple orchard. Son Alexander married Mary Ellen Death (1855-1921), the daughter of Daniel and Mary Death of Lot 6, Con. 2, SDS.



▲ Robinson/Glista House

(Joseph Glista)

DURING AN ORANGEMEN'S PARADE ON JULY 12, 1882, ALEX was thrown from his buggy when his horses bolted. He died at the scene of the accident and was buried in the Dixie Union Church Cemetery, as was his wife, Matilda, who died in Richmond Hill thirty-one years later. As time passed, the sons moved away. Alexander, James and George to Port Credit and William to Toronto. Son Robert stayed on the farm. In 1918, he negotiated a plan for a subdivision with 62 lots. On April 1, 1919, he sold the family home to Peter Trompour. Robert died in 1930 at age 76. The north half of Lot 7 was sold to Gordon Shipp and Son on March 1, 1951, by James Robinson and here, along with other properties, the Shipp's built the first of their many subdivisions, Applewood Acres. After the Robinsons had left the area, only their house and the remnants of their barn's foundation marked the spot of their having lived there.

In 1951, Jozef and Mary Glista bought the Robinson house that now occupied two and a half acres (1 ha). They had spent the years 1942 to 1947 in Lakeview in a house built by Samuel Sherratt on Haig Boulevard that had been purchased for \$4,200 from Mariam Barker. Once they were settled for the second time, Jozef began to work as a carpenter for Gordon S. Shipp and Son, and worked on constructing the new homes. Jozef and Mary had four sons, Joe, 1928, Henry, 1932, Ted, 1934, and Norman, 1936. The boys attended Lakeview Park Public School. They had a market garden to supply the family with vegetables and they grew strawberries and raised pigs, which provided their livelihood.

The stone remains of the Robinson barn were demolished in 1952 and a house was constructed on that spot. Jozef redesigned the Robinson house in 1953. First he raised the house and put a basement under it. The house was raised five cement blocks high with 14 jacks. Every man who helped handled a jack and worked to turn them simultaneously. The basement was dug by hand and cement blocks laid. Then he added two additions to square it off. When it was completed, a new roof was put over the original roof in two days, as a storm was in the offing.

Norman married Catherine Gibson in 1961 and they bought a house on Cherrybell Road. They adopted a baby girl, Jeannine, then had two daughters of their own, Vivian and Malina. Jozef died in 1961 and Mary Glista remained in the house until 1968 and then sold the property and moved to Long Branch, where she died in 1999. Norman and Catherine left Lakeview in 1972, so Norman could pursue a cooking position as Chef-Manager with Place Polonaise in Grimsby. The family still lives there, but Norman passed away in January, 2004.

Ted, who was an insurance agent with Great West Life, was very community minded. He had completed his education at Ryerson Technical Institute and joined the Liberal party in the late 1950s. He married Marina Czyz of Brantford in 1960 and they had three children, Carolyn, Joanne and Gregory. He tried his luck in politics and ran as a Liberal candidate for South Peel in 1967, but he was not successful in the October 17th election. However, he was quite active in other endeavours. One of his major accomplishments was raising funds for the construction of the South Peel Hospital (now the

Trillium Centre). He died in 1981 at 47 years old. His wife, Marina, still lives in Mississauga. Joe, who has been married to Velma Mercer since 1953, lives in Bronte, and Henry, lives in St. Catharines.

The first phase of the Applewood Acres subdivision, named for the prominent fruit trees of the area by G. S. Shipp and Son, who also built the second phase of Applewood Acres, Applewood Heights and Applewood Hills, north of the Queen Elizabeth Way, now occupies the northern section of the Robinson farm. The Robinson/Glista house is located at 1046 Haig Boulevard. It is now used by Community Services.



▲ Alexander and Mary Ellen Robinson  
(Photo courtesy of the Death Family)





▲ L. to R.: Ted, Joseph, Mary, Norman, Jozef and Henry Glista, 1945 (Joseph Glista)



▲ Former Robinson/Glista House, 2003 (Kathleen A. Hicks)

## Memories

"We moved to Lakeview when I was six. Right across the road from the Lakeview Park School, where my brothers and I went, was an Army Camp. They built a big water tower there in 1944. It was still empty when a fire started in the Recreation Hall and it caught onto the ammunition dump. It was quite a blaze and the sky was full of smoke. The recreation hall burned to the ground because there was no water to put out the fire. The Army used to allow us kids in to watch first run movies. I was in the Boy Scouts and we met at the Lakeview Beach School. Sam Dobson was the scout master. We went in the Lakeview Businessmen's parades, which were fun. I loved Lakeview. Even when we moved away, my heart was there."

Norman Glista, 2002



▲ Water Tower, 2004

(Kathleen A. Hicks)

## The Death Family - 1874

THE FIRST DEATH TO COME TO TORONTO Township was Daniel (b.1825, d.1894), who purchased 50 acres (20 ha) of Lot 6, Con. 2, SDS, from Charles Wood in 1874. He was the son of Thomas (1788-1845) and Charlotte Death, who came to Canada from England in 1831 and settled in Muddy York (Toronto). He had two brothers, Abel (1819-1883) and George (1831-1862). His parents had lost three babies, Rachel, 1817, Rachel, 1823, and Charlotte, 1827. His father had a silversmith's shop on the east side of Yonge Street. In 1832, they moved onto 50 acres of Lot 12 on Church Street in Etobicoke, where Daniel resided until he came to Toronto Township.

The Death family have an amazing history, which has been captured by Ruth Death in "*Journey from Yesterday*" the title of which I have adopted for this book. William Death (1527-1590) is the first family member she recorded. He and his wife, Elizabeth Craine, lived in Dartford, England, where they raised 16 children. He was instrumental in co-founding a grammar school there in 1576. He was the principal of London's Staple Inn in 1585 and 1589 when 145 law students were enrolled.



▲ Daniel Death and his second wife Mary Porter

William is remembered by a statue of a man standing between two women (he had a second wife, Anne). It originally had his children represented at their feet, but when the church was restored in 1925, this part was lost during storage.

Daniel married Ellen Thompson (1830-1864) and they had Frederick (1854-1915), John (1859-1926), George and Mary Ellen. Ellen died of tuberculosis and was buried in the Dixie Union Cemetery, leaving Daniel to raise his four children.

He then married Mary Porter (1846-1898), who had been born in England, and they had nine children. Their daughter Charlotte (1870-1948) married Charles H. Watson in 1905 and they had one daughter, Marjory, who died in 1936 at age 30. Their house still exists on the South Service Road east of Dixie Road.

Daniel bought 50 acres (20 ha) of Lot 5 in 1882 from Robert Dunn and 25 acres (10 ha) of Lot 7 from his daughter, Mary Ellen's husband, Alexander Robinson, in 1893. These properties were sold in 1904 and 1910 by Fred and Horace Death.

Living in Lakeview on the Middle Road (QEW) the family attended the Bethesda Methodist Church on Dundas Street in Summerville. In 1886, they switched to the Dixie Presbyterian Church on Cawthra Road, where Daniel was ordained as an elder in 1893. The following year when Daniel passed away, he was buried in the Dixie Union Cemetery. His son, Walter (1877-1949) took over the farm. He was married to Hazel Pickett (1889-1975) and they had a son, Beverly, and a daughter, Dorothy. Beverly Death followed the family tradition of farming until the property was sold in 1952. At this time, the Death house was torn down.

Dorothy Death, wife of the late Ivan Death, who resided on Dixie Road above the QEW until 1962, still lives in Orchard Heights subdivision in the Lakeview area.



▲ Daniel Death's House



▲ Dorothy and Ivan Death



▲ Beverly Death

(Photos courtesy of the Death family)

## Thomas Goldthorpe - 1884

**T**homas Goldthorpe (b.1846, d.1928) purchased 50 acres (20 ha) in what would become known as Lakeview, which was parts of Lot 5 and broken Lots 3 and 4, Con. 2, SDS, on October 2, 1884, from Reginald Lindsay Ball for \$2,500. He built a brick house above the Grand Truck tracks on Third Line (later Dixie Road). He worked his large farm for many years. He had married Emma Rymal (1851-1934) in 1875 and they had eight children, John (1875-1958), Amy (1877-1882), Thomas (1879-1881), Agnes (1881-1892), Eva (1883-1906), Rymal (1885-1983), Reginald (1890-1915), and Edith (1896-1999).

The first Goldthorpe to come to Upper Canada was Thomas' grandfather, George Goldthorpe (1781-1846), who had been orphaned when he lost his parents and home in Elkton, Maryland, during the American Revolution (1775-1783).



▲ Thomas, Rymal and Emma Goldthorpe

(Mildred Bellegham Collection)

HE WAS TAKEN IN BY CAPTAIN SAMUEL SMITH, WHO BROUGHT him here at age 11 in 1792, as part of Lieutenant Governor John Graves Simcoe's entourage. George married Margaret Stuart at St. James Church (later St. James Cathedral) in 1810. They settled in what would become known as New Toronto, south of the Lake Shore Road. George built a house, where son, George, was born in 1814,



▲ *The former Thomas Goldthorpe House*  
(City of Mississauga Community Services)

followed by John, 1816, Mary, 1818, Thomas, 1821, James, 1823, Margaret, 1825, Joseph, 1827, Samuel, 1829, George, died in infancy, William, Benjamin, 1831, and Annie, 1833, who was burned to death as a child. Their original property would become the location of the government asylum at the turn of the century. John Goldthorpe married 20 year old Hanna Van Every in 1840.

Thomas William Goldthorpe was born in 1846 to John and Hanna, the fourth of ten children. They resided in a small log cabin John had constructed in 1839 on Lot 14, Con. 2, SDS, located below the Middle Road (Queen Elizabeth Way) east of Hurontario Street in Port Credit.



◀ *John and Hanna Goldthorpe*

Thomas' sister, Amy, became Mrs. William Ogden Guthrie in 1874 and she was a teacher at the stone school on the Cawthra estate for ten years and two years at Lakeview Beach Public School. Their father, John, died on December 25, 1886, and mother, Hannah, who admired Queen Victoria, passed away two days before the Queen died, January 20, 1901.

Being politically inclined, Thomas became part of the Toronto Township Council as Deputy Reeve in 1897, which he held again in 1898. Under the new electoral voting system of 1900, he became a councillor, also 1903 to 1905. In 1906-1907, he was Reeve. On March 23, 1911, he sold 40.8 acres (16.3 ha) of his property for \$13,525 to establish the Toronto Golf Club. He died in 1928.

Thomas' house still stands at 1147 Dixie Road, just above the tracks and sits between two houses facing Dixie Road. A driveway runs in front of the houses that leads to a maintenance facility owned by the Toronto Golf Club. His daughter Edith lived there until she died in 1999.

Crestview Plaza on the South Service Road now occupies the location of his parents' original log house. They are remembered by Goldthorpe Road being named for the family.



Minutes of Toronto Township- 1907  
(in part)

The regular meeting of the Council was held in the Town Hall on Saturday, 28th of June, with the following members of the Council being in their places, Reeve Thomas Goldthorpe, Deputy Reeve F. J. Jackson, Councillors Lush, Russell and Kennedy.

The following accounts were received in committee and passed and the treasurer instructed to pay the same on order of the Reeve.

Peter Shaver, six days with engine crushing stone (in Dixie pit) \$60.00

J.W. Miller, Road Commissioner, District No. 1, road and bridge account \$57.92, commuted statute labor account \$328.19, country road ac. \$17.15 - \$403.26

John J. Hopkins, Road Commissioner, District No. 2, road and bridge account \$22.58, commuted statute labor \$418.35, country road account \$18.10 - \$459.03

W.H. Johnston, Road Commissioner, District No. 3, road and bridge account \$7.75, commuted statute labor \$336.00, country road account \$10.75 - \$354.50

Robert May, Road Commissioner, District No. 4, road and bridge account \$6.30, commuted statute labor account \$271.35 - \$277.65

Resolved that the treasurer receive from Mr. Simpson and place to the credit of this Municipality the sum of fifteen cents for one load of gravel.

In Council the following motions were passed -

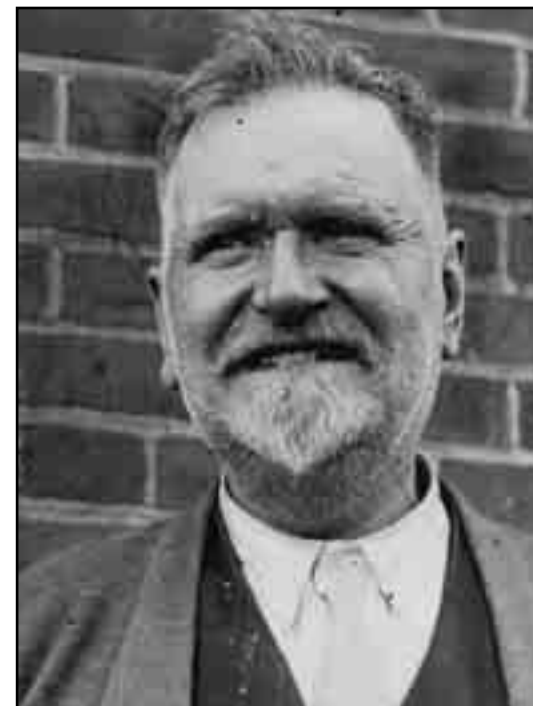
Lush - Jackson - Resolved that David Shook be paid the sum of \$16.50 it being a 2/8 value for 3 sheep killed by dog or dogs unknown to him.

Kennedy-Lush - Resolved that re the matter of the line fence dispute Ross vs Ellingham, that Messrs Stanfield, Shook and Curry, Township Fenceviewers, be paid the sum of two dollars each for services rendered, and if the party who was to pay the cost of this arbitration fails so to do the Clerk will place the same on the Collection Roll to be collected in the same manner as Municipal taxes. Carried.

Russell-Jackson - Resolved that the Reeve and Treasurer be and they are hereby empowered to borrow from the Clergy-Reserve Fund of this Municipality the sum of three thousand dollars, \$3,000, as required to defray current expenses paying therefore the usual amount of interest, and that the seal of the Corporation be attached to this resolution. Carried.

On motion the Council adjourned.

C.H.Gill,	T.W.Goldthorpe,
Clerk	Reeve



▲ Reuben Lush

(Lush Collection - Region of Peel Archives)



▲ Frank Jackson

(Region of Peel Archives)



## Toronto Township's First Subdivisions - 1888



▲ Haig Boulevard looking North  
(Mississauga South Historical Society)

THE SECOND AREA IN TORONTO TOWNSHIP TO BE SUBDIVIDED for housing accommodations was Lakeview. The first was Meadowvale Village that was registered for a plan in 1859 by Francis Silverthorn. The first subdivision in what would become Lakeview in 1922 was implemented by Albert Ogden on September 10, 1888, on part of Joseph Ogden's grant. **Plan E-88, Lot 8**, Con. 2, SDS, NW 1/4, Albert Ogden subdivision.

Many others followed, but not until the early 1900s.

On March 13, 1918, Clara Murdock set out **Plan A-18** on **Lot 7**, Con. 2, SDS, for nine lots on the former Robinson property.

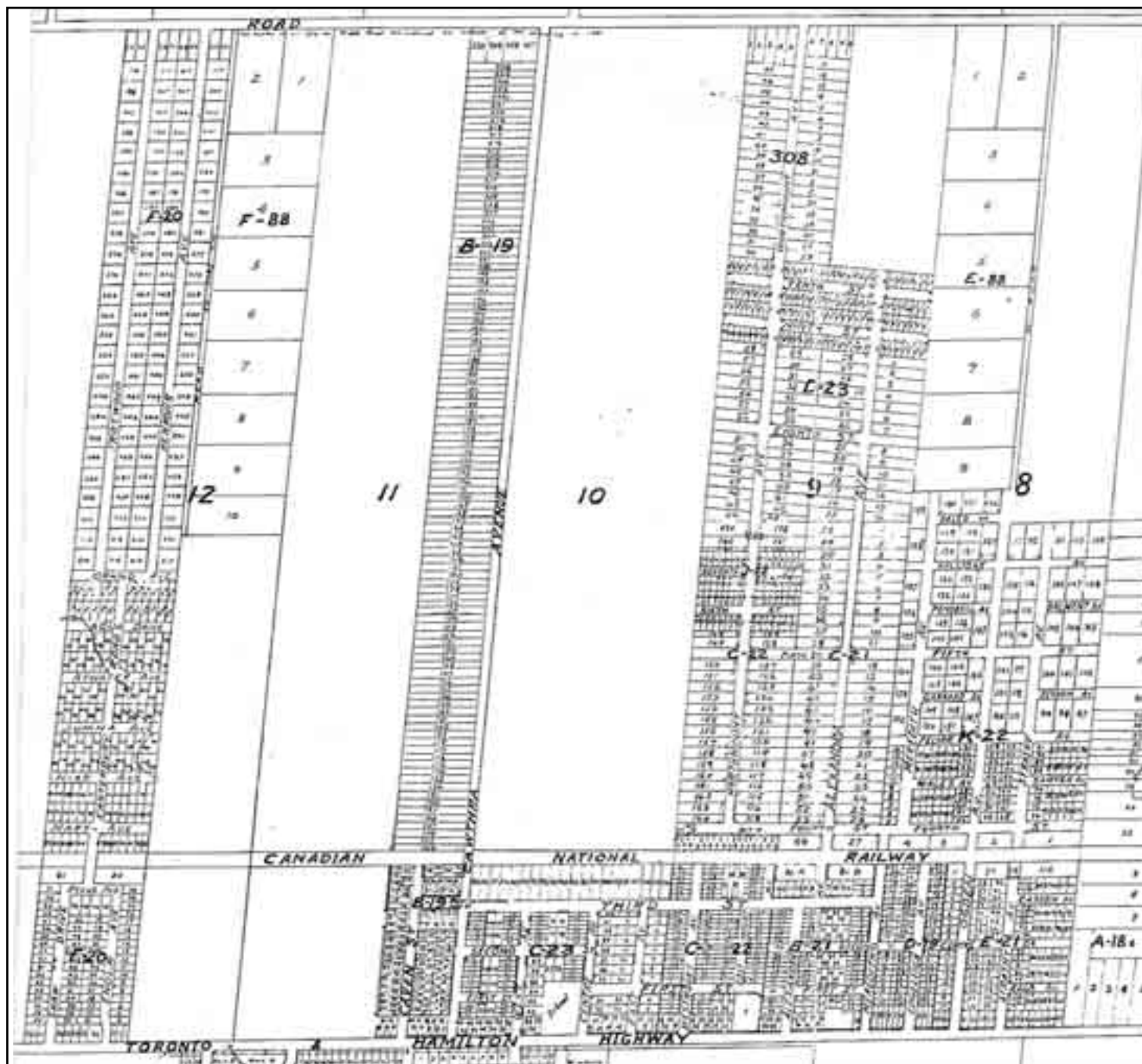
On November 1, 1918, Robert Robinson established **Plan A-19** on **Lot 7**, Con. 2, SDS, for 62 lots.

On June 17, 1919, Edgar Stephens put **Plan B-19** into operation on 120 acres (48.6 ha) of **Lots 11** purchased April 1, 1919, from Otto Cavin and **Plan F-20**, 97 acres (38.8 ha) of **Lot 12** on October 1, 1920, from Joseph Morgan, executive for the William Shaw estate.

Henry Ardagh had **Plan A-20** for 15 acres (6 ha) of **Lot 5** purchased from John Duck and **Plan D-19** for **Lot 8**, purchased from Esther Ogden, both as of September 26, 1919. Richard Duck set two plans in operation on March 15, 1921, on the southeast section of John Duck property, **Lot 9, Plans B-21 and C-21**.

Shropshire Estates purchased property from Esther Ogden, **Lot 8**, and put **Plan E-21** into effect on May 9, 1921.

On September 29, 1922, 31 acres (12.4 ha) of **Lot 10** below the CNR tracks was purchased by realtor Hubbs & Hubbs Limited from William Cawthra for \$46,374 and **Plan C-23** was registered on April 3, 1923. He also purchased the Duck's **Lot 9** in 1922 for a subdivision, **C-22 and C-23**. On August 30, 1923, James Walsh put **Plan H-23** in effect on **Lot 6**, Con. 2, SDS.

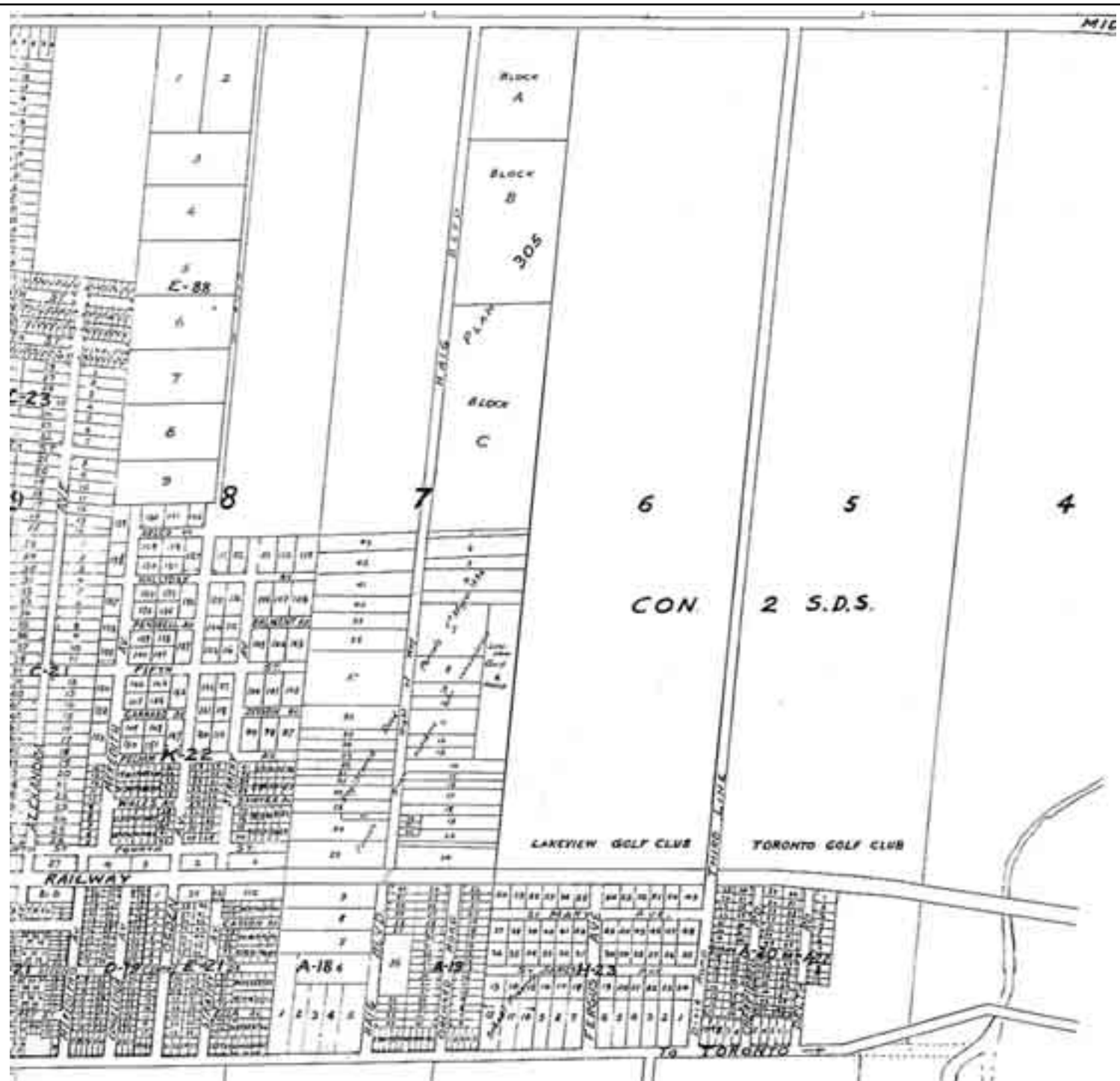


Lakeview Map - 1923

(Frank Slater)

Lot 12, F-20  
 Lot 11, B-19  
 Lot 10, C-23  
 Lot 9, B-21,  
 C-21, C-22,  
 C-23

Lot 8, E-21,  
 E-88, K-22, D-19  
 Lot 7, A-18,  
 A-19  
 Lot 6, H-23  
 Lot 5, A-20,  
 A-22



## The Ontario Rifle Association - 1891

**I**n April, 1868, the Military District of Ontario organized a Rifle Association (ORA) in Toronto and held its first meeting on April 30th at the St. Lawrence Hall with delegates from different military districts from around the province. In 1869, when the first rifle competition was held, the president, Colonel Casimir Gzowski, fired the first shot on the new Garrison Common Range located on Toronto's waterfront. Competitions by active members of the Militia were initiated. A twenty man team went to Wimbledon, England, in 1871 for competition. One extraordinary marksman was a Mohawk Indian, Oronhyatekha, who had been born on the Iroquois Reservation at Hagersville, near Brantford, and became a Doctor. Acquiring an exceptional score, he was presented to Queen Victoria in his ceremonial native attire.



▲ Long Branch Rifle Ranges (James Kaakee)

THE CITY OF TORONTO COUNCIL DECIDED AT A MARCH meeting in 1881 that the rifle range was unsafe and a request was made of the Federal government to find a suitable place outside the city limits. Nothing transpired for ten years and then in 1891 property was purchased in Toronto Township (Lakeview), 100 acres (40 ha) of Lot 5, Con. 3, SDS, south of the Lake Shore Road. It was under the jurisdiction of the Ontario Militia Department and named the Long Branch Rifle Ranges, for the local district to the east. In 1895, Charles Whittaker became the caretaker for \$6 a week. When he got a raise to \$7 in 1908, he was allowed to cut and sell the hay on the unused property.

Competition was keen and the ranges gradually were improved with roads, walkways and trees. The Rifle Ranges Canteen was built in 1900 and was used until it was torn down in 1950. As the membership and interest grew, more land was acquired in 1908, Lots 4, 6, 7, 8, 9, and part of 10, to extend the property to 365 acres (147.7 ha).

When World War I commenced in 1914, three buildings were put up on the property for the Royal Air Force staff administration offices. A Veteran of the Boar War (1899-1901), John Smith, was the caretaker from 1914 to 1945. He resided in a white frame house at the gate.

The Ontario Rifle Association took possession again in 1919 when its president was Sir Edmund Osler M.P. The Cadet programme brought forth young shooters from all over Ontario for weekend recreation. Major maintenance was undertaken and by 1923 regimental buildings were added to accommodate various regiments interested in the competition the ORA provided. In 1931, several bungalows were built and in 1933, ten target carriers were put in that extended the shooting range to 900 yards (823 m). As dissension brewed in Europe, the facilities of the ORA began to bring in young men ready to pursue rifle training to prepare them for the armed forces and in 1938, 92 new members came on board.

The Rifle Ranges property was taken over by the Department of National Defence for training purposes during the Second World War (1939-1945). The camp was opened in August, 1940, by the Legion War Services with Captain Bert Smith, publisher of the *Port Credit Weekly*, as the officer in charge, assisted by Albert Latham and Peter Mathias. Peel County magistrate, T. H. Moorehead, secured furniture for the facility and the first troops, under Colonel Weir, arrived in December. There were buoys in the Lake to warn people to stay away from the Rifle Ranges shoreline because during rifle practice bullets often went out into the water.

Two tragedies happened there between 1944 and 1945. The first was a fire on February 11, 1944, that leveled the administration building and a storage shed, which destroyed records and valuable equipment. The second captured one of the headlines of the Saturday *Toronto Star* on November 24, 1945, which read "Grenade Explodes, Boy Killed, Two Hurt." The accident had occurred the day before when four boys skipped school and managed to get onto the Rifle

Ranges property to explore. They came across some grenades and 11 year old Raymond McGinnis (a friend of this author) was killed when one exploded and two of the boys, Robert and James Whitworth, were injured. Danny McGinnis reported the tragedy to Garnet McGill of the Toronto Township Police Department. McGill rushed to the Army Camp with two officers, who helped bring the boys off the field, then they fired it and hundreds of grenades blew up. The Military of Defence then had to carry out an investigation into the matter, the



▲ George Kaakee (James Kaakee)

property was searched for further weaponry and fliers were circulated through the schools, warning children to stay away from the Rifle Ranges property. (A similar incident had occurred in March, 1945, with five boys, two were injured.) In October, 1947, a boy found a grenade, reported it and another cleanup got underway. The Ranges were out of bounds for years and advertisements were constantly put in the local papers as warnings.

After the war, the ORA had quite a time reconstructing the lost buildings to accommodate their use to full advantage. This restoration continued well into 1950. Between 1950 and 1957, George Kaakee was employed by the Department of National Defence as the Range Warden. He was provided with the accommodations of the white house just inside the Range entrance.

Urban development was taking place all over Toronto Township and in 1955 the threat of eviction again sounded in the ears of the ORA board, just when it had 99 schools with 740 shooters in operation. The last competition was held in 1957 with 227 contestants. The 600 yard (550 m) match commemorating the event was won by Staff Sergeant Ralph Cathline of the Royal Canadian School of Infantry. The ORA moved its school to the Ottawa Connaught Ranges.

The Toronto Township council, headed up by Reeve Anthony Adamson, started negotiation with the Department of National Defence for the 350 acre (141.7 ha) Rifle Range property in the summer of 1954. The Council wanted the land for industrial development and public purposes such as sewage and water plants and parks. Ward 1 Councillor Charles Jenkins stated, "It is my contention that by failing to return the Rifle Ranges to the Township, the Federal Government is denying the ratepayers of Toronto Township a \$20,000,000 industrial assessment."

By 1959, Reeve Mary Fix had secured the Federal government's Rifle Ranges' land from the Crown Assets Disposal Corporation in Ottawa, as well as the 80 acres (32 ha) near the entrance to the property owned by the City of Toronto that had been acquired in 1946 for welfare families. The 10 acre (4 ha) site, where permission had been given for the water purification plant to be built in 1953, was secured at \$2,000 an acre. A 36 acre (14.4 ha) site was used for a sewerage disposal plant and pumping station in 1957. Some of the land was sold and manufacturers set up office buildings as part of an industrial complex along the Lakeshore Road.



▲ Long Branch Shooting Range (Charlie Hare)



▲ Rifle Ranges Mess Hall (Lorne Joyce Collection)

Much of the land lays vacant and overgrown now, and the Waterfront Trail weaves through it. But there amongst the acreage, once known as the Rifle Ranges, sits one bunker, hidden at the edge of a field at 1300 Lakeshore Road. In 2001, it was put on the City of Mississauga's heritage list. Staff Sergeant John Kelly of the Mississauga Police Department, who founded the COPS organization, was instrumental in securing the bunker in 1968 for his COPS to have a rifle practice range. The bunker was wide open, so John put a front on it and welded on a door. There was no hydro in the bunker, so they used propane generator lamps to provide light, then he called

the Hydro and had poles installed to facilitate electricity. John had five stalls put in and the Mississauga Police utilized the range as well. It has been used for many years by The South Peel Rod & Gun Club that got its start in 1952 in Cooksville. The members, who lease from the Region of Peel, hold a club meet on Monday and Thursday evenings. Three other gun clubs also practice in the bunker. Also along the Waterfront Trail hovers 14 training walls also used during the Second World War that are situated in a field almost hidden by bushes and clinging ivy, where a high cement wall, defaced with graffiti, stands sentinel.

### Memories

"There was an aura of magic about the range at Long Branch and one was assailed by the bewitching fragrance of the lush, shockingly green grass on each side of the double row of trees forming a tentative avenue from the Irish Regiment's Clubhouse down toward the Lake.

"On the left was F Range with a depth of 400 yards (366 m) where the short range matches and the Bren Gun team matches were shot. On the left was the 500 (457 m) and 600 yard (550 m) C and D ranges with a substantial backstop down at the lake behind which, especially on weekends, a steady procession of sail boats glided to and fro. On the extreme left was the abandoned 900 (823 m) and 1000 yard (914 m) range, that had been discontinued in 1953 because of structural deterioration.

"Like all military ranges it was a natural wildlife sanctuary with a proliferation of birds and small game that regarded us with haughty tolerance. I recall a large, old jackrabbit hopping up to the cleaning bench one afternoon and watching us quizzically as we cleaned our rifles."

Larry Fish

Interview with Verna Mae Weeks, 1989



"The butts were great mounds of earth used to stop bullets and below the butts were concrete trenches where some of the boys made a few dollars marking targets for the sharp shooting militia. The butts were used for more than rifle practice. Some lads used to do dirt bike riding and hill climbing there. Some of the more promiscuous girls would take their boyfriends down there where it was quiet and lonely. We were always warned not to touch anything, but most of us had a collection of bullets and firing caps."

Kenneth Farrows

Lived in Lakeview 1926-1933

▲ Kenneth Farrows (Mrs. Kenneth Farrows)



## The Arrival of the Telephone - 1892

**T**he telephone was invented by Alexander Graham Bell in Brantford, Ontario, in 1874. The first words heard over the wire took place on March 10, 1876. He made the first long distance call on August 10th from Paris, Ontario, to Brantford, a call to his father. The Bell Telephone Company of Canada (now Bell Canada) was founded in 1877 and incorporated on April 29, 1880.

The first telephone to be installed in Toronto Township was put in the general store of James Hamilton of Port Credit in 1881. Hamilton was made a representative of Bell Telephone. He was Reeve of Toronto Township in 1880-1881 and a Justice of the Peace.



The convenience of the telephone arrived in Lakeview in 1892 at the Ontario Militia Department's Long Branch Rifle Ranges, by way of a wall mounted phone that was worked through an operator. Lakeview was connected to the Port Credit exchange.

◀ Wall Telephone



▲ Alexander Graham Bell

(Bell Canada Archives)

SOME OF THE FIRST LAKEVIEW SUBSCRIBERS TO APPEAR for the first time in the 1927 summer-fall Toronto and Vicinity Telephone Directory (under Port Credit) were Anthony Adamson, Lake Shore Road (Tel. No. 240), George Apted, Haig Blvd. (53-r-3), A.L. Bales, 4th Street (418), Frank Banks, Haig (597), George Barlow, Plumbing, Stop 34, Lake Shore Road (230-W), T. H. Barrett, Stop 30 Lake Shore (416), T. H. Bennett, Haig (53-r-12), George Bush, Haig (53-r-5), J. Bush, Alexandra (391-J), C. F. Caven, Lake Shore (86-r-3), W. R. Cluff, Grocer, Stop 34 (236), Rev. J.H. Colclough,



### ▲ Telephone Directory,

(Port Credit Weekly)

Stop 35 (346-W), Michael Culligan, Stop 39 (189), John and Thomas Duck Lake Shore Road, (43-r-12, 43-r-21), A. Hanna, Merchant, Stop 36 (86-r-11), Hubbs and Hubbs Real Estate, Lake Shore Rd. (299), Lakeview Fruit Market (377), Lakeview Golf & Country Club (350-W), Monks Grocery, Alexandra (392), Pinecroft Inn Public Tel. Stop 31 (321), S. Sherratt, Bldg. & Contr. Shop, Stop 32 (53-r-21), J. A. Smith, Ont. Rifle Ranges (88-r-2), Dr. G. H. Watson, Physician, Lake Shore Road (375), Webber's Meat Market, Stop 34 (298) and 32 others. In the winter-spring 1929-30 Directory there were 93 listings, including W. Bayliss, Lake Shore Road (175-M), Mrs. G. Cawthra-Elliott, Cawthra Road (439), Gate Lodge (544), Joseph Kelly (86-r-2), Lake Shore Road, Stop 7 (the Stops had been changed), and the Lakeview Post Office Public Tel. J. Montague, Stop 8 (351), Smith Bros. Garage, Stop 9 (405), Toronto Golf Club (348-W).

In August, 1938, dial service was introduced into Lakeview, via the Port Credit telephone office opposite Hooper's Drug Store on the Lake Shore Road. When a new dial office was opened at 80 High Street, the Port Credit and Lakeview numbers were changed to four digits. A separate telephone directory for Toronto's suburbs, Toronto Suburban-West Directory, came out in 1951. A direct dialing system was set in place in August, 1954, and local telephone operators were discontinued. Crescent (CR-8) became the telephone exchange. This was followed by direct distance dialing, introduced in 1958. In May, 1961, Port Credit and Lakeview exchanges became 274 and 278 respectively, which they remain today, with the 905 added on October 4, 1993.



### ▲ The Famous Words, 1876

(Bell Homestead Museum)



### ◀ Bell's Invention

(AT&T Archives)

## The Lakeview Beach Public School - 1893

When School Section # 7 was divided in two in 1893, a one room school was built on the Lake Shore Road to accommodate students from grades one through eight. It replaced the old stone school on the Cawthra property. Besides the usual teacher's desk, blackboard and stove, it had double seated desks for the students. In 1921, when the school burned down, it was replaced with a new two room red brick school. While the construction was underway classes were held in the Presbyterian Church on Aviation Road and in the Rifle Ranges Officers' Mess Hall. The new school, with Stan Leuty as principal, was opened in December, 1922, by School Inspector Mr. Galbraith. Some of the teachers fondly remembered are: Mrs. Norman Cavin, Gladys Marchant, Mr. Harper, Miss Pye, Miss Scott, Miss Walker and Miss Young. The school had four rooms added in 1923 along with a manual training room. It had four white pillars gracing the front door, that were flanked by five windows to a side. Indoor plumbing was installed and a home economics class was started in the basement.

In 1924, this author's father, Thomas Groves, was one of the pupils along with Clarence and Les Sherratt and Albert and Joe Monks, who all became good friends. In 1930, when Howard Bowyer had been principal for five years, there were nearly 200 students enrolled.



▲ First Lakeview Beach School

(Mississauga South Historical Society)

THE LAKEVIEW SCHOOL BOARD CONSISTED OF THOMAS Barrett, chairman, T. Boyle, secretary/treasurer, Mr. Aikens, Mr. Brewster, Harry Leslie, Mansel Ketchen and A. McGraw, trustees, with William Cluff, the constable, as truant officer. The teachers were Rena Gordon, Gertrude Lewis, Miss G. Sprague, Gladys Stewart and Eva Walker. Mr. Tom Coyne was the caretaker from 1923 until he died in November, 1944.



▲ School Class of 1924, Winnie Coyne 2nd row, 6th from the left: 5th from the left is author's aunt, Catherine Groves. (Winnie Coyne Crowe)



▲ Principal Ted Burrows  
(Ted Burrows)

When Howard Bowyer left in 1943 to take care of the 86 acre (35 ha) family farm in Stoney Creek, Neil Matheson, who had been vice principal and went to Lakeview Park as principal on September 11, 1941, returned as principal of Lakeview Beach Public School, which he remained until Ogden Avenue School opened in 1946. In September, he was replaced by Ted Burrows, who took over both schools.

On March 9, 1947 at 2:30 a.m., three boys broke into the Lakeview Beach Public School. On Saturday, April 19th, the police arrested the three youths, Joe Lowery, 16, George Clifford, 16, Bob Lowery, 19, and they were charged with breaking and entering.

In 1961, construction on a much needed auditorium commenced. On October 22, 1962, it was officially opened by Reeve Robert Speck at the annual general meeting of the Lakeview Beach Home and School Association. The guest speaker was J. A. (Archie) Turner and Reverend J. K. Urquhart of St. Nicholas Anglican Church gave the prayer of dedication. Mr. C. Lethbridge was the new principal.



▲ Lakeview Beach School, 1967 (South Peel Board of Education)



▲ Misses Lewis, Sprague, Stewart, Cleugh, Gordon, 1934 (Mary Waldron Clark)

The Lakeview Beach Public School building was used until the 1984/85 school year. It was sold on July 29, 1985. It was renovated and opened as an indoor plaza, but it was not successful. Then it was torn down in 1995 and a yellow brick apartment complex is now at that location on Lakeshore Road East with the address 1022 Greaves Avenue.

### NEWS ITEM

All six school fairs in Peel County have been canceled after a conference of District health officers and agricultural representatives, in order to avert further spreading of infantile paralysis, it was announced today by C. D. Graham of Brampton, agricultural representative for the County. In accordance with orders of medical health officers, schools in Port Credit and Brampton will remain closed indefinitely. No cases of infantile paralysis in the Village, but have two dozen cases in the County. Cooksville, Erindale and Streetsville Schools will remain closed at least one more week.

*Port Credit Weekly*  
September 8, 1937

### NEWS ITEM

Lakeview public schools will not re-open until at least September 27 on orders of Dr. Harold Sutton, M.O.H., for Toronto Township. About the middle of last week the first case of infantile paralysis to develop in Lakeview was reported to Dr. Sutton and he decided that every precaution to prevent the spread of the disease should be taken. At the present time, a second case has appeared in the district and parents are being urged to take every precaution to keep their children away from crowds.

*Streetsville Review*, Wed. Sept. 22, 1937

**Author's note:** In 1955, the new Salk polio vaccine became available and inoculation was implemented throughout Ontario. Polio shots for over 2,800 children in South Peel were carried out through the schools. Lakeview Beach was scheduled for the first shot on April 4th, the second on the 18th and the third in the fall.



▲ Kathleen Groves, 1945  
(Kathleen A. Hicks)

### Memories

This author started at Lakeview Beach Public School in 1937 in Grade 1, Miss Rena Gordon's class. In Grade 2, I stood first in the class and was promoted to Grade 4. A big mistake, for I had not learned how to write and read well and the teacher did not have the

patience to help me, so my mother had to do the task. It was quite a struggle to catch up what I had missed in Grade 3.

By 1941, the two Lakeview schools were overcrowded because of the families moving into the area to take advantage of the work at Small Arms, so students west of Canterbury Road were transferred to Forest Avenue Public School in Port Credit. I lived on Trotwood Avenue and so I headed into Grade 6 there, but ended up failing Grade 7 which broke my heart. School was a problem ever after.

Kathleen Groves Hicks

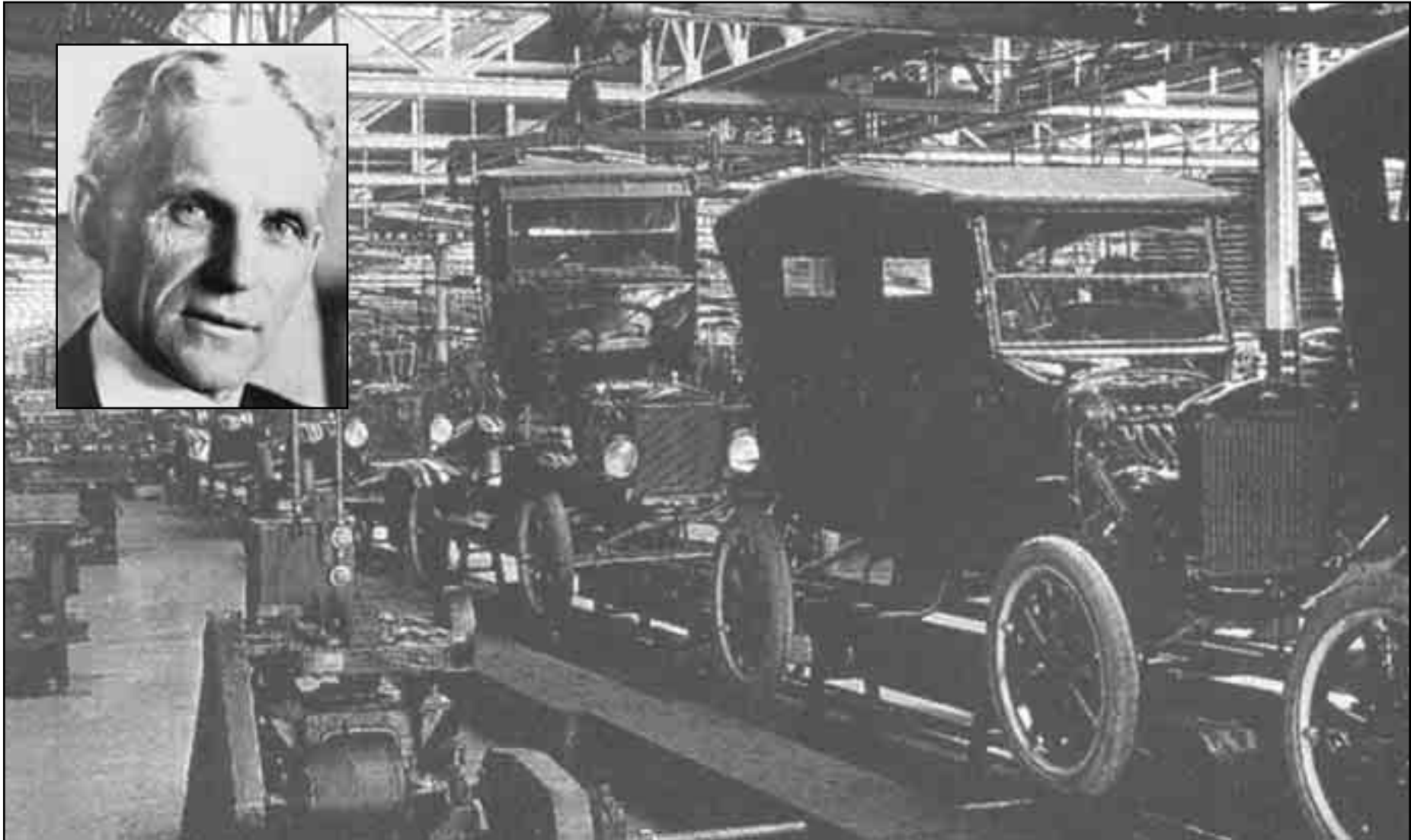


Robert Duck's carriage (Region of Peel Archives)

Part Three 1901 - 1950



## The First Automobiles- Early 1900s



59

▲ Ford Plant  
(Enersource Hydro Mississauga)

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

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

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

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

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

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

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



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

#### NEWS ITEM



#### Motor Licences Now Available at Area Office

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

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

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

*The Port Credit Weekly*

Thursday, January 10, 1952

## The McGillions - 1906



61

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

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

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

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

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

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

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



▲ The McGillion House and Stable  
(Helen McGillion)

## Anthony Adamson - 1906

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



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



▲ Grove Farm, 1912  
Anthony Adamson inset

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

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

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

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

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

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

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

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

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

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

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





▲ The Adamson Barn, 2004

◀ The Adamson Plaque, 2004



▲ Above Photos: The Adamson House and Gardens



▲ The Adamson/Derry House, 2004

(Photos by Kathleen A. Hicks)





## Memories

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

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

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

Original interview with Anthony Adamson, October 4, 1972

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

## NEWS ITEM

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

*Port Credit Weekly*  
August 9, 1929

## NEWS ITEM

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



▲ Rodney Adamson  
(Region of Peel Archives)

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

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

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

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

## Information

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

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

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

## The Lakeview Golf and Country Club - 1907



67

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

### ▲ The First Clubhouse

(Larry Edwards)

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

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

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

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

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



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

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

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

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



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



▲ Bert Hawkins watering the Greens, 1923

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

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

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

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

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



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

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

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

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

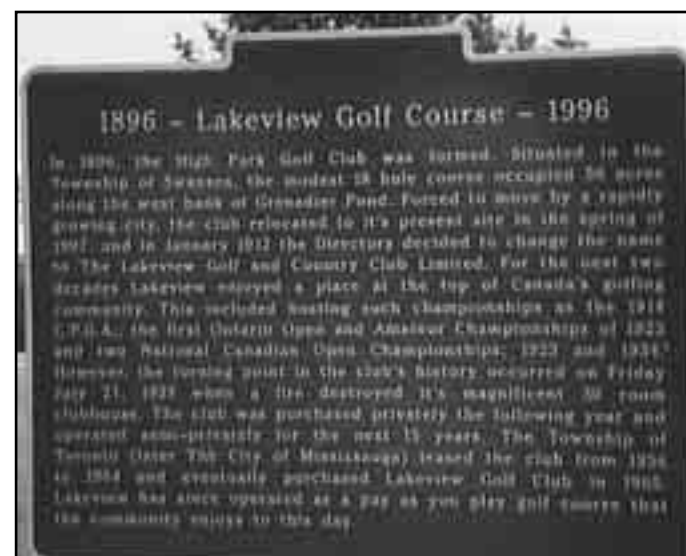
In 1999, the club house was given a \$1.1 million face lift and was officially opened on June 15, 1999. In 2004, the Lakeview Golf and Country Club, located at 1190 Dixie Road, is a municipally owned public course operated by the City of Mississauga. The manager of golf course operations is Mark Skinner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



▲ Clubhouse, 2004 (Kathleen A. Hicks)



▲ Lakeview Sign, 1958  
(Port Credit Weekly)



▲ Plaque (Kathleen A. Hicks)

## Memories



▲ Larry Edwards

(Photos courtesy of Larry Edwards)

"When I first came to Port Credit to live in 1935 at age 11, I was introduced to golf through the Mississauga Golf and Country Club when I started as a caddie. Mrs. Harold Clarke, whose husband owned Harold A. Clarke Real Estate, taught me how to caddie and swing a golf club. When I was 13, I hit a ball in my backyard and it went through Mrs. Naish's window, her husband owned Naish's Dairy. When I went to apologize, she chased me down the driveway with a broom. After finishing school, going through a couple of jobs and a stint in the Army with General Montgomery's 8th Army through Italy, and a tour of duty in France, Belgium and Germany, I came back did a couple of other jobs with the British American Oil Company in Clarkson and Doug Crashley's Motors and was offered

an assistant pro job in 1948 at the Burlington Golf Club and then in 1949 at the Mississauga Golf and Country Club. Then in 1957, I went to Lakeview as a contracted professional for eight years and became pro/manager the year Toronto Township purchased the Club. I had a marvelous time there and retired in 1985. I have been a member of the Canadian Professional Golf Association for 50 years and every winter I go down to the Royal Oak Resort and Golf Club in Titusville, Florida. Professional golf has always been my life."

Larry Edwards, 2003  
Former Manager/Pro

## Toronto Golf Club - 1911



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

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



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

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

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

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



▲ Princes Edward and Albert

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

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

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

The Toronto Golf Club, with its Colt-18 hole, 70 par, 6,185 yard (5,655 m) course and the Watson-9 hole course, has held many tournaments in its time, but one



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

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

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

## The McMaster House - 1911

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

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

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

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

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



▲ The McMaster House, 2003

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

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

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

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



(Photos by Kathleen A. Hicks)

## Hydro In Lakeview - 1913

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



### ▲ Adam Beck’s Circus

(The Lush Collection Region of Peel Archives)

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

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

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



### ◀ Sir Adam Beck

(Hydro One Archives)

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

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

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

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

## NEWS ITEM

### **Brighten Up Township With New Street Lights**

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

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

*Port Credit Weekly*  
September 4, 1952

## NEWS ITEM

### **Hydro Starts Daily Cuts on Water Heaters**

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

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

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

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

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

*Port Credit Weekly*  
Thursday, May 12, 1953

## Canada's First Aerodrome - 1915

**T**he Hammondsport, New York, based Curtiss Aeroplanes and Motors Limited executives backed the manager of their Toronto Curtiss Airplane Factory, John Alexander Douglas McCurdy (b.1886 in Baddeck, Nova Scotia), with opening Canada's first aerodrome and flying school at the Long Branch Rifle Ranges in Lakeview in May, 1915. McCurdy was Canada's first aviator and he had been educated in engineering at the University of Toronto, where he graduated with a Master of Engineering degree in 1907.

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

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

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



▲ John McCurdy

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

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

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

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



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



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







▲ Royal Flying Corps Recreation Room



▲ Curtiss Airplane (Charlie Hare)



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

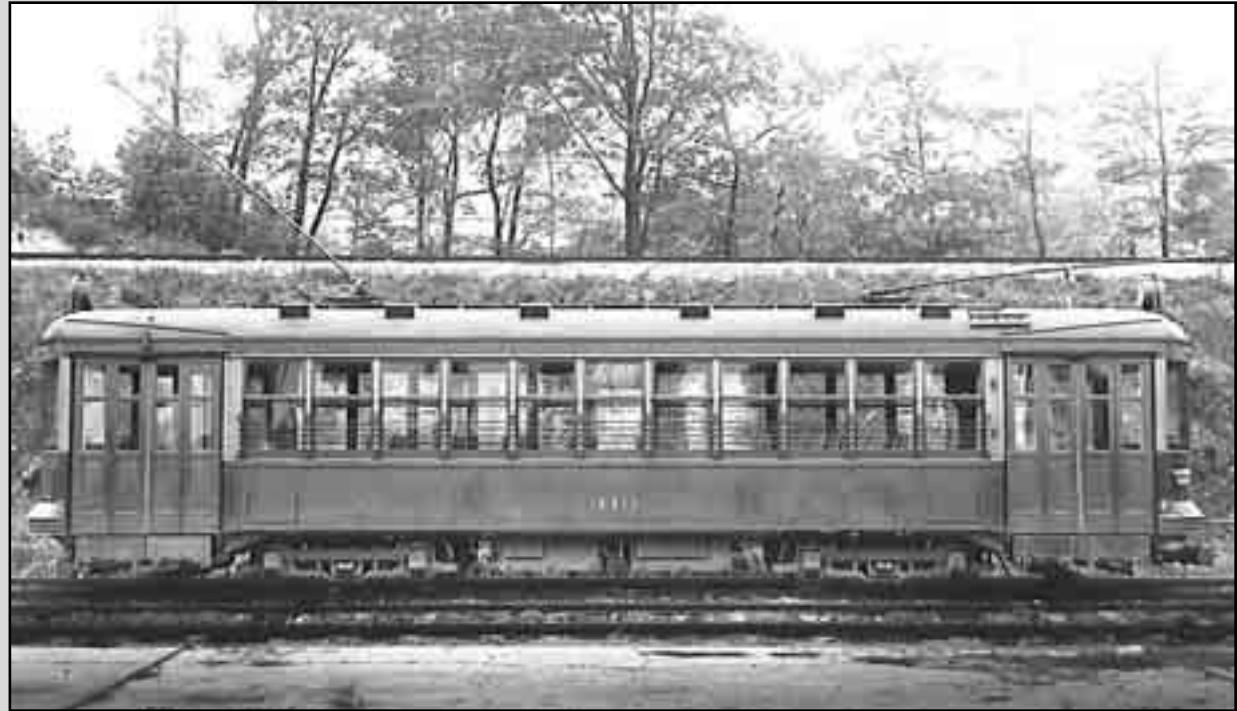


▲ Aerodrome Plaque, 2004  
(Kathleen A. Hicks)

## Radial Cars - 1916

ELECTRIC RADIAL CARS BEGAN to traverse the streets of Toronto in 1885, thanks to the Toronto and York Radial Railway that began operating radial cars along Yonge and Queen Streets. The electric streetcars became popular transportation and tracks were extended to Long Branch in 1913.

Although Sir Adam Beck (b.1857, d.1925), who was the instigator for a province-wide electric radial system, piloted the Hydro Electric Railway Act in 1914, World War I intervened. On January 1, 1916, he proposed the Toronto-Port Credit-Guelph-London lines to the voters. That same year, the Toronto and Mimico Electric Railway laid tracks along the Lake Shore Road from the Long Branch connection and ran them to Stavebank Road on the east side of the Credit River in Port Credit. The Lake Shore had been paved between 1914-1916 (opened in 1917), so the roadway was in good condition. The cost from Port Credit to Yonge Street, Toronto, a two hour trip, was 18¢.



▲ Radial Car

A generating station on the north side of the Lake Shore Road supplied the electricity to operate this mode of transportation. A motorman operated the radial car and as he approached a stop, he clanged his bell. In the beginning the street car stops were numbered from the Humber into Toronto Township, so that Third Line (Dixie Road) was Stop 28. On December 9, 1928, a separate shuttle service was started and it became the Lake Shore Route and the numbers became Third Line, Stop 1, etcetera; Haig Boulevard, Stop 32 became Stop 4, Aviation Road, Stop 9, Enola Avenue and Shaw Drive, Stop 11.

On February 9, 1934, the radial transportation was discontinued and the tracks were taken up, so the steel could be used again. A Toronto Transit 20 seater bus took over the Lake Shore run and


started on February 9, 1935, to accommodate 517 passengers that first day. The Gray Coach Line had also operated along the Lake Shore since 1929, and it cost 30¢ one way or 55¢ return.

In 1939, the Toronto Transit Commission built a short line to accommodate the workers at the Small Arms Ammunitions plant. At war's end, 1945, the tracks were removed.

The original radial building still exists at 811 Lakeshore Road East and is utilized by Lakeshore Discount Tires.



Former Radial Building, Car Interior, Bridge and Tracks  
(Photos courtesy of the Toronto Transit Commission, Ontario Archives)



## Memories

"The roads were very muddy and when they went to Toronto on the street car or bus from Shaw Drive, they went to Stop 11 located at the Adamson farm. They would remove their muddy shoes, leaving the muddy ones in a row beside the farm gates. There would be a long row of different people's shoes lined up in front of the gates and when people returned home they would change again to their muddy ones. Nobody ever had their shoes stolen."

Lily Morgan McCrindle  
Interviewed by Verna Mae Weeks, 1990

## Memories

"One small tragedy for us which was connected with the old radial line. On one occasion our dog was a little mongrel called Mickey. He was so fast on his feet that he could catch a cotton tail rabbit in the bush. One day we were all going to Sunnyside for the day and Mickey followed us. We got to the Radial car, but I guess Mickey got caught underneath the car, because when we got home he was there to greet us and he had lost one of his forelegs. We had to get Mr. Cluff to come up and shoot him. Maybe Mickey would have been happy on three legs, I don't know."

Ken Farrows  
Lived in Lakeview 1926-1933

## The Sherratt Family - 1916

SAMUEL SHERRATT WAS BORN FEBRUARY 28, 1885. He was the first member of the family to venture to Canada from MacClesfield, England. He arrived in 1911 and settled in Toronto, where he got a position as a carpenter in Nobel Hands Fire Works. Later, he worked at the TB Hospital in Gravenhurst. His wife, Beatrice Jones (b.1885, d.1965), whom he had married in July, 1907, joined him in April, 1912. She was booked to make the maiden voyage on the *Titanic*, but when she arrived to board the ship, it was full. She was given passage on the *Empress of Ireland*, which was to sail from Liverpool at the same time as the *Titanic*.



▲ Les and Grace Sherratt

In the early hours of April 15th, the *Titanic* hit an iceberg off the coast of Newfoundland and sank. Of the 2,228 passengers, 1,523 perished for lack of life boats. When Beatrice's father heard about the disaster, thinking his daughter had drowned, he had a heart attack and died on April 16, 1912. Beatrice never returned to England, because she felt that she had caused her father's death.

Sam and Beatrice had Clarence, 1913, and Leslie, 1916, while residing in Weston. In 1916, Sam bought 10 acres (4 ha), Lot 7, Con. 2, SDS, on Haig Boulevard in Lakeview, just north of the Grand Truck Railway tracks on the east side. He built a two storey brick house and planted a garden. Sam was a general contractor and he put his carpentry skills to work building houses, stores, schools and recreation halls throughout Toronto Township, such as the Burnhamthorpe Public School and Erindale Hall on Dundas Street West. In 1922, he built three other houses on his own acreage and sold them, which are still in existence along with his first house.

Clarence and Leslie attended the Lakeview Beach Public School. Then Sam and Beatrice had Charlie (1925-1999), and Evelyn, 1927. When Evelyn was three months old, she died of whooping cough. At an early age, Clarence began to work with his father.

In 1933, the Sherratt's sold their property and moved to New Toronto. On December 21, 1936, Clare and Ellie Gould were married, and they had a daughter, Evelyn, in 1938. Les and 19 year old Grace Childs performed their nuptials on June 25, 1938. Clare bought a truck and hauled gravel up north for road work and his brother, Les, drove for him.

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**SAND — GRAVEL — DELIVERED**

▲ Clarence Sherratt's Ad,  
1947 (Port Credit Weekly)

Clare returned to Lakeview in 1945 and purchased his father's brick house on Haig Boulevard from Lillian Wakefield. He built a substantial frame building and started a riding school. He had 40 horses and taught riding and also did sleigh rides and other activities. His Sherratt Haulage company was doing well and the phone number was Port Credit 513.

When the Lakeview Fire Department was formed in January, 1948, he assisted in the construction of the Fire Hall on Meredith Avenue, along with the 25 volunteer firemen. He became the first Fire Chief, a position he held until 1954, when he retired and moved to Elmsdale, near Huntsville, where he and Beatrice operated a tourist camp.

From 1942 to 1946, Les worked at Small Arms on the Lake Shore Road. He bought property on Trotwood Avenue in 1943 from Joseph Vogel, Lot 282 of the Stephen's subdivision plan, and built a frame house, where he and Grace raised their family, James, 1939, Joyce, 1941, William, 1943, Darlene, 1945, and Lynda, 1947. When they outgrew their house, Les built a brick one. He was also a volunteer firefighter with the Lakeview Fire Department. Ironically his first house burned down.

They moved to Milford Bay for a short time and Grace ran a tourist camp, then on to Toronto, where they operated a Hardware Store. Les became manager of Clarence's transport business, Smithson & Watts Transport in Simcoe, from 1950 to 1951, which had offices in Lakeview, Toronto, London, Simcoe and Hamilton.

They returned to Lakeview in 1951 and bought land at 1297 Alexandra Avenue and built a two storey house, where Leslie (Lee) was born in 1952. Les was employed at Texaco and again joined the Fire Department as a volunteer.

In 1954, Les was one of three to become full time salaried firemen on the Lakeview Fire Department. Upon brother Clarence's retirement that year, he became interim Fire Chief. It became official in 1956. When the Township became the Town of Mississauga in 1968, Les was made District Chief over the "A" Shift and worked out of the Mississauga Fire Hall, Dundas Street, in Cooksville.

Les and Grace Sherratt have big, generous hearts. Their home was always open to children who needed TLC (tender, loving care). In 1963, they took in two foster children, 16 year old David Lee and his sister, Janice, 14, who both took on the name of Sherratt. Two years later, Janice was tragically killed in a car accident on February 16th.



▲ Small Arms War Bond Rally. Les Sherratt on left.  
(Mississauga Heritage Foundation)



▲ Les Sherratt and Crew in Parade (Roy Smith)



In 1970, when their youngest child, Lee, got married to Robert Allan Pettit, they sold their house in Lakeview and moved to Hillsburgh.

Their children faired well and made them proud parents. Jim, a sheet metal worker by trade, married Gloria Hooper in 1959, and they have Leslie, 1962, Dennis, 1964, and Denice, 1969, and live in Hillsburg. Joy and husband Gerald Johnston, were married in 1959, and have Kenneth, 1960, Robert, 1961, James, 1962, John, 1963 and Kimberly, 1968. Bill, a tool and dye manufacturer in Oakville, married Valerie Jones in 1967 and they have Cory, 1970, and Ryan, 1973. Darlene, who works for the Scotia Bank of Canada, married Rick Start in 1965 and they have two children, Philip, 1969, and Brenda, 1971, and live in Guelph. Lynda's husband of 38 years, Collin Cyr, is a Mississauga firefighter and they live in Brampton.

They have Travis, 1972, and Dana, 1974. Lee also resides in Brampton. She and Allan, who is also a firefighter of 33 years, have Christopher, 1971, and Tara, 1974.

When Les retired in 1976, he and Grace moved to reside in a vacation paradise in Torrance, Muskoka. For 20 years they spent their winters in Florida. Now they are back in Ontario all year. They celebrated 65 years of marriage with a family reunion on June 25, 2003. They have enjoyed raising their children and now have 19 grandchildren, 27 great grandchildren and one great, great granddaughter.

There are no longer any Sherratts living in Mississauga. The Samuel Sherratt built homes are at 1125, 1135, 1141 and 1149 Haig Boulevard. Les Sherratt's two houses still exist; 1297 Alexandra Avenue is now owned by the Kenny family.



▲ Sherratt House, 1297 Alexandra Avenue



▲ Samuel Sherratt Houses, 2004

(Kathleen A. Hicks)





▲ Sherratt Family, 1962 (Photos courtesy of the Sherratt Family)

## St. Nicholas Anglican Church 1920

**R**everend Henry Earle, Rector of the Trinity Anglican Church in Port Credit, organized an Anglican Mission Church in Lakeview in 1920. The first Sunday service with 14 parishioners, conducted by lay preacher Mr. W. Pochnell, was held in the YMCA building at the Rifle Ranges Campgrounds on April 11th.

The following year, St. James Cathedral in Toronto gave \$700 to the new Mission Church to purchase land to erect a church for its growing congregation. The wardens, George Forrester and H. Levi, were given permission to dismantle the abandoned St. Nicholas Anglican Church on Fisherman's Island. The men of the Lakeview Mission went by barge to the Island in Toronto Bay and brought back lumber, interior fittings, a stained glass window and the church bell.



▲ Rev. A. Dunsford

(Region of Peel Archives)



▲ Rev. T. Brain



▲ The First St. Nicholas Anglican Church

(Region of Peel Archives)

THEN JOHN WILSON DODDS, WHO HAD CONSTRUCTED THE camp at the Rifle Ranges in 1917, put up the first church in Lakeview on the northwest corner of Edgeleigh Avenue and Lake Shore Road, which became the St. Nicholas Anglican Church, named for the patron saint of mariners. Before this the Anglicans had to go to Erindale or Dixie for services.

The \$1,762.40 frame church building, that was gyproced inside and stuccoed outside, was opened on May 29, 1921, by St. James Cathedral's Canon Plumptre. Reverend Earle officiated with the new minister, William Bumstead, who had worked under Rev. Earle. It was dedicated on September 11th. The organist was Ida Richie, whose sisters were Sunday School teachers. Over the years, the ministers changed from Reverends Arthur Dunsford (1930) to Theodore Brain (1934) to P. N. Knight (1942), to John Urquhart (1952) to Henry Harper (1964), as the congregation grew and kept active with various activities and events.



▲ Interior of Church



▲ The former St. Nicholas Anglican Church, 2004  
(Kathleen A. Hicks)



▲ Bishop A. R. Beverley  
(Photos by Mary Richie Potter)

A sod turning for a larger church was conducted on May 1, 1938, and construction got underway. On June 18, 1938, the cornerstone was laid by Bishop A. R. Beverley, of the Toronto Diocese, during a formal ceremony attended by dignitaries of the Church of England. Canon T. Stanley Boyle, Rector of the Church of St. Alban the Martyr, Toronto, had placed coins, newspapers and documents, such as 1937 financial statements and the parish's history, in a time capsule that was buried in the stone. The Rector was Rev. R.K. Purdue.

Only the basement of multicoloured stones, 78 feet by 32 feet (23m x 9.8m), was completed, the work being carried out by volunteers of the congregation, except for the masonry work. It would seat 250 people and was officially opened on December 12, 1938, by Archbishop Derwyn T. Owen. The yellow stucco church with its brown wooden trim was then utilized as the Parish Hall and Sunday School.

In 1942, Reverend P. N. Knight took over as Rector and on October 17, 1946, the Parish celebrated 25 years. A special service was held on Sunday, October 20th, with an anniversary dinner on October 27th, which was attended by Member of Parliament Gordon Graydon and Thomas Laird Kennedy, Minister of Agriculture. Rev. Knight left in May, 1952, for Grafton, Ontario, and Reverend John Urquhart of Haliburton became the pastor.

St. Nicholas' mortgage was paid off by August 10, 1953, and a thanksgiving service was held on September 20th to burn the mortgage papers. A fund raising campaign in 1954 brought in over



▲ Laying the Cornerstone  
(Port Credit Weekly)

\$54,000 to construct the new church and parish hall. When the stone Church was finally completed in 1956, the new house of worship was dedicated on September 27th with a flourish by the Right Rev. F. Wilkinson, Bishop of Toronto. The dedication service was conducted by Venerable W. Gillings, Archdeacon of St. James Cathedral. The ladies prepared tea and coffee, which was served by the Young People's Association.

St. Nicholas Anglican Church, however, did not survive. It was closed down in 1968 and the congregation went to the Trinity Anglican Church in Port Credit. The St. Andrew's Chapel in the back

of Trinity was renamed St. Nicholas Chapel in remembrance of a long standing church affiliation with Lakeview. The church was sold and used by the Seventh Day Adventist and then in 1977 became the Emmanuel Pentecostal Church.

The building still exists at 999 Lakeshore Road East and in June, 2004, St. Joseph's Syriac Catholic Church, under the direction of Priest Joseph Abba, took over the church and extensive interior renovations were done and the exterior stone was cleaned. The first mass was held on August 15th and the dedication ceremony took place on March 19, 2005.

## Memories



▲ Ken Farrows  
(Mrs. Ken Farrows)

"One of the first things we did when we arrived in Lakeview in 1926 was look for the closest Anglican Church. This was not difficult because the only church at that time was the little Anglican Church on Edgeleigh Avenue set back almost 150 feet (45 m) from the Lake shore Road.

"Church became a big thing in our lives because there was not much radio, no TV and the entertainment we know today was nonexistent. We had to go to church. We went to church so much that the service goes through your head.

"A couple of the big events in our lives were connected to St. Nicholas, the annual Sunday School Picnic, this was no small affair - we used to go to Centre Island or to Hanlan's Point and spend a glorious day over there - and the Sunday School Christmas Party."

Ken Farrows  
Lived in Lakeview 1926-1933 age 6 to 13

## The Kelly Family - 1920

JOSEPH KELLY FIRST CAME TO LAKEVIEW IN 1920 and built and opened a shoe repair shop on Lake Shore Road that he called Vimy Shoe Repair, named for one of the great battles of World War I (1914-1918). He had been in the Canadian Army and was awarded a military medal for his war service.

Joseph's family originated in Omagh, Tyrone County, Ireland. His parents, Charles and Sarah Ann Kelly, had 12 children, Joseph being the youngest. His sisters, Elizabeth and Sarah, and brother, Charles, were the first Kellys of this family to come to Canada. In 1907, at age 17, Joseph decided to leave for Canada and his father, Charlie, saw him off at the station. After a ten day ocean voyage, he arrived in Toronto to live with Elizabeth on King Street.



▲ Joseph and Hilda Kelly



▲ Joseph Kelly during World War I

While residing in Toronto, Joseph worked at a variety of jobs, such as the Grand Truck Railway, a lumber camp and the construction business. He also became a policeman on the pleasure boats that crossed Lake Ontario from Toronto to Port Dalhousie.

When World War I was declared in 1914, Joseph was among the first to join the Canadian Army to serve overseas. He was with the first Canadians to leave Canada. In the following four years, he was involved in many of the historic battles, such as Vimy Ridge, 1917, and Somme, 1918. On August 30, 1918, Joseph's involvement in the final battle of Ayres brought him the disaster of losing his leg, and the opportunity to meet his future wife when he was sent to England to recuperate. While at Whipps Cross Hospital in London, England,

he met nurse Hilda May Roach, who had been transferred from St. Mary's Hospital, London, to care for the wounded being brought in from Europe. During his recuperation period, Joseph and Hilda fell in love and were married on February 17, 1919, in the Church of Our Lady in Walthenstone. Following the wedding, they went to Ireland to visit with Joseph's widowed mother, who was the cook for the Irish Police Force.

In 1919, Joseph came back to Canada on a hospital ship and Hilda followed a short time later with the war brides. Upon his return, Joseph was given two training sessions through the government's Army training program. One was as an artificial limb maker and the other in shoe repair. There was little demand for artificial limbs, so he pursued shoe repair.

A year later, when he and Hilda had their first baby, Patricia, Joseph purchased a piece of property in Lakeview and built a store and opened Vimy Shoe Repair. At this time they were living in Alderwood, where they had built their first house. Joseph took the radial car to work in Lakeview until a house was built onto the store in 1921. Then he moved his family here.



▲ Charles Kelly



▲ Sarah Anne Kelly

(Photos courtesy of (Patricia Kelly Brookes)

They would have six more children, Margaret, 1921, Hilda, 1923, Joseph, 1926, who died tragically as a result of a car accident in 1938, Kathleen, 1929, who died at 18 months, and twins, John and Tom, 1930.

Joseph was a founding member of the Canadian Legion of the British Empire League #86 in 1926. Then when the Lakeview Veterans Association (LVA) was started in 1936, he was the first president. Joseph was well known for his talent playing the accordion and often entertained his family and

friends. Being proud of his ancestry, he played mostly Irish and Scottish songs. He formed the Joe Kelly Orchestra and they played for the LVA's dances.

On Friday, April 4, 1930, Joseph Kelly was appointed Postmaster for Lakeview upon the resignation of John Montague. He turned his shoe repair shop into a post office, lining the walls with mailboxes. Part of the service was issuing money orders and sorting the mail for the rural mailman. This position lasted until 1933, then he returned to his shoe repair business.



▲ Store Ad, March 22, 1929  
(Streetsville Review)



◀ John and Tom Kelly

The Kelly children attended Lakeview Beach Public School and Port Credit High School. Much of their summers were spent enjoying the Lake Ontario beach with its wide sandy shoreline and many shade trees. John and Tom were into sports, especially hockey and fishing. The girls preferred picnicking and swimming. The family attended St. Mary Star of the Sea Church, 11 Peter Street in Port Credit.

Patricia, Margaret and Hilda graduated from the Canada Business College. In 1940, Patricia married Leonard Brookes and they had

two children, Michael and Maureen. Hilda married Arthur Briscoe in 1941 and had Patricia and James. The newlyweds were soon parted when the bridegrooms were sent overseas with the Army for World War II (1939-1945) duty. The girls shared an apartment and worked on the Inspection Board United Kingdom of Canada at the Small Arms Ammunition Plant on the Lake Shore Road. Margaret married Murray Shoolbred in 1941 and they had

Robert, Helen and Marjorie. She was widowed at age 37 and a few years later married Edward Kelly, regaining her maiden name, and had a son, Gary.

John, who worked for a finance company, married Jean Marie Allin in 1951. They would have six children, Nancy, 1954, James, 1956, Robert, 1958, Michael, 1959, William, 1964, and Paul, 1968. Twin brother, Tom, married Josephine Palumbo on May 18, 1959. They had five children, Teresa, 1960, Patricia, 1962, Michael, 1963, Daniel,



▲ Pat, Hilda and Margaret Kelly

1965, and Joseph, 1968, who died in a drowning accident in Bala on July 3, 1993.

Since a young lad, John, wanted to be a policeman so in May of 1954, he joined the Toronto Township Police Department when Garnet McGill was the Chief of Police. He went through the ranks experiencing most aspects of police work and was promoted to Staff Sergeant in 1967. A year before, when he was a patrol sergeant, he was detached from regular police duties to organize a Youth Bureau and this led to the founding of the Cadet Organization Police School

(COPS) on January 9, 1968. John retired from the Mississauga Police Department in 1985.

Tom also joined the Toronto Township Police Department in 1958. After several years of general police duties he worked with the Safety Division and later with the Courts Bureau. When he retired in 1989, he was a Sergeant.

All the Kelly children lived within driving distance of their parents and visited them regularly. They all comment on what a close knit



▲ With cousin Bernard Roach

family they were. Joseph and Tom built John's first house and also constructed Pat and Len's house on Cumberland Drive in Port Credit.

In 1969, Joseph and Hilda celebrated their 50th wedding anniversary in grand style at the newly built Newport Hotel. Pat coordinated the event and it was a prestigious affair, well attended with 160 guests, including Town of Mississauga representatives, Mayor Robert Speck, Councillor Harold Kennedy, MPP Doug Kennedy, Councillor Lou Parsons and MP Hylliard Chappell. The couple received letters



from Queen Elizabeth II, the Pope and Prime Minister Elliott Trudeau, that John, as master of ceremonies, read to the gathering. For an anniversary gift, Pat and her daughter, Maureen, accompanied Joseph and Hilda to Ireland for the first time since they had left 50 years before. They spent two weeks visiting Hilda's family, as Joseph had no relatives left, but he did get to see the house he lived in before coming to Canada and visited with a few friends he had gone to school with. They spent some time in England, where Joseph bought a set of new wedding rings.

Joseph passed away in 1975 and Hilda in 1976. John lost his wife Jean in 1983 and three years later, married Mary Koprla, who had five children. They now have 23 grandchildren between them.

In 2005, Joseph and Hilda would have 67 descendants. Their store and house, sold after Joe died in 1975 when a second floor was added, is still at 863 Lakeshore Road East and is a residence.



▲ Kellys' 50th Wedding Anniversary, 1969



▲ Former Kelly Store, 2004  
(Kathleen A. Hicks)



▲ Constable Tom Kelly at Westdale Mall, 1971

(The Mississauga News)

From that attack and lost his eyesight. We are all proud of this family tradition carrying over to John's sons. Robert is a full Colonel in the Canadian Armed Forces. He is a graduate of the Royal Military College in Kingston. He served in Bosnia in 2002. James is a Sergeant in the Air Force and stationed at Camp Borden and he served in Cyprus in 2002. And William is also a Sergeant in the Air Force stationed in Victoria, B.C. and he served in East Timor, Indonesia."

Tom Kelly, 2002

Former Toronto Township/Mississauga Police Officer

## Memories

"Our family has quite an astounding war record. Our great grandfather served 28 years in the British Army with the 5th Royal Hazzars. Our father had five brothers in the Inniskillen Fusiliers in Ireland. Our mother had six brothers in the British Army. Her brother, Frank, was awarded the Military Medal, so with the one our father received, we have two in the family. Frank was gassed during the war in 1915 and shortly after the war he died. Our father was also gassed with mustard gas and years later he developed glaucoma

## Memories - 1920

"I lived with my parents, William and Betsy Ann Slater, in a wooden bungalow on Kenmuir Avenue near the junction of Orano Avenue from 1920 until after my father died in January, 1924. My father died in St. Joseph's Hospital and was buried in Spring Creek Cemetery in Clarkson. When the death of her husband really caught up with my mother, she became ill and was advised to return to her family in England, which she did in October.



▲ Frank and father, William, 1920



◀ Frank Slater, 1920, with mother Betsy Ann

"My parents had also lived in Canada between 1906 and 1909, first in Magog and later Toronto, where they made many friends. My father had management posts in cotton spinning mills. I was born in 1919 and surprisingly enough, I have many clear memories of the life we lived in Canada.



▲ Frank Slater and Ellen Brown, Maywood Gardens, Lakeview, 1924



▲ Frank Slater, 1922



▲ Frank and mother Betsy Ann and Friends, 1922



▲ Frank Slater, 1923



▲ Mr. Storey, father, mother, Frank, 1923

(Photos courtesy of Frank Slater)

the Canadian Exhibition and I remember several of the exhibits, also the sadness at losing a balloon as we walked home. Another time, for Halloween, my mother cut the flesh out of a pumpkin, making eyes and a nose and put in a candle. At night we went out along the dark road with a lit candle meeting others who had done the same. The streets were unlit in those days. Now that I can fill in some details of the area around Kenmuir Avenue, as it was at the time we lived there, I feel I am getting closer to that happy early life when my father was alive."

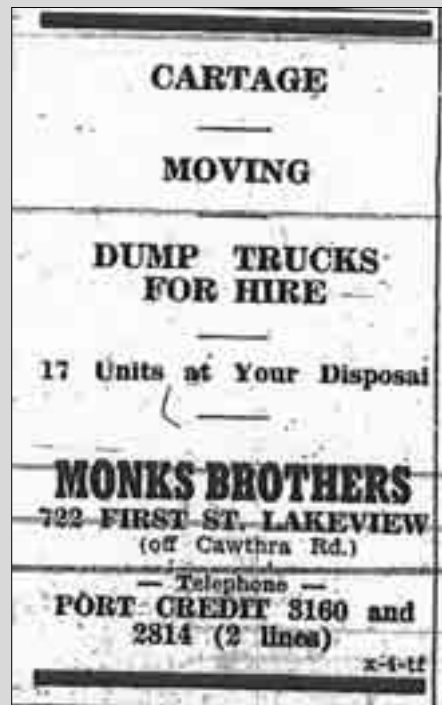
Correspondence from Frank Slater  
with this author, May 20, 2002  
Brentwood, Essex, England  
(Frank's Lakeview Map Pages 44-45)

"We moved to Kenmuir Avenue when the area was being developed into lots and it was at that time described as Maywood Gardens. The development extended in a strip about 700 feet wide from the Toronto-Hamilton Highway (now Lakeshore Road) to the Middle Road (Queen Elizabeth Way) and included Trotwood and Kenmuir Avenues. There were 321 numbered lots of varying sizes. I think my parents chose Lot 229 facing Kenmuir Avenue, the fourth lot north of Drano. I have the layout of this that my parents obtained from the agents in Toronto.

"Many of my memories concern life in our house and on the land attached to it both before and after my father's death. We had a tool shed and there was a wasp's nest in it. My father had lit a saucer of sulphur to smoke the wasps out, but I was naturally inquisitive and got too close and I was stung. We went to

## The Monks' Family -1920

**T**homas and Annie Monks came to Canada from Noddingham, England, in 1920. Thomas and Annie took up residence with their two sons, Joseph and Albert, in a house on Alexandra Avenue. They settled into the neighborhood and then on February 2, 1925, they bought a piece of property on the northeast corner of Fifth Street (Atwater Avenue), above the railway tracks from Hubbs and Hubbs Realty for \$190. They built a house and decided that the area could handle another store, so they utilized their living room for a grocery store. It



became very popular and so Thomas decided to build a store next to their house. It was the Loblaws of the 1920s, and it remained in the family until 1972, far outlasting Hanna's store, which closed in 1955.

◀ Ad, 1951  
(Port Credit Weekly)



▲ Original location of Monks Store,  
(Kathleen A. Hicks)

JOE MARRIED STELLA BROWN ON NOVEMBER 8, 1930, IN A double wedding with Thomas and Winnifred Groves (this author's parents). In 1937, he started Monks Cartage. Joe was treasurer of the Lakeview Businessmen's Association when it was founded in 1949. He also applied for a franchise to operate a bus line on Centre Road (Huron Street) in June, 1953, under J. R. Monks & Son at 964 Fifth Street. He was up against tough competition with the Gray Coach Lines, however. The operation lasted until 1968 when he sold his business to Charterways, which started handling the transit system for the newly formed Town of Mississauga. He died in 1973.

Albert did excavation work with Jack Trenwith of Clarkson, who was Albert's financial mentor. Albert thought so much of Jack, that when he and his wife, Divina, whom he had married in 1937, had their son in 1952, he was named Trenie David. They also had two daughters, Nancy, 1938, and Colleen, 1948.

Divina worked at Small Arms during W.W.II (1939-1945). Then she opened a restaurant at Stop 6A on the north side of Lakeshore Road and the soldiers stationed at the Rifle Ranges were her biggest customers. She also had gas pumps and sold gas. That location is now occupied by a Deli.

In 1944, Albert, who had a 13 piece band that used to supply the music for the dances at the Dixieanna, bought property on the west side of Alexandra Avenue and built a one storey rectangular shaped grocery store and called it Lakeview Groceteria. They faired well and business was good. Albert operated the store until 1952 when he sold it to Norman Myshok and went into the construction business. It is now a Becker's outlet called Daisy Mart.

Albert died in September, 1958, and Divina raised her family by managing the original Monk's store. As a young lad, David worked in the store with his mother and sisters. Divina operated the store until 1972 when it was sold. She passed away in 2000 at age 84. All the Monks are buried in Spring Creek Cemetery on Clarkson Road North. The original Monks' Store had a second floor added in 1990. A Billy Bee Mart, run by Mr. & Mrs. Lee, is now located at 1255-1261 Alexandra Avenue.



▲ former Albert Monks Store, 2004

(Kathleen A. Hicks)

## NEWS ITEM

### Bus Proposal Interest Grows

The people of South Peel are showing considerable interest in the proposed Centre Road bus service, Joe Monks told the Weekly Tuesday evening. One petition, bearing the names of a number of Port Credit residents who work in Cooksville and would use the bus, has already been received, he said.

Mr. Monks has filed an application for a franchise to operate one bus every hour on Centre Rd., from the Lakeshore to Burnhamthorpe, making a trip each way, every half hour. Franchise for the highway is now held by Gray Coach Lines who run one bus a day over the route.

A hearing on the application will likely be held about the end of this month and Mr. Monks invites any residents or organizations who wish to support establishment of Centre Rd. bus line to write him at 964 Fifth Street, Port Credit.

*The Port Credit Weekly*  
Thursday, June 25, 1953

**Author's note:** Prompted by Monks' application, Gray Coach was granted a ten day trial that commenced on July 6, 1953. Gray Coach instituted a half hour service from Port Credit to Burnhamthorpe Road. When the trial ended, so did Gray Coach, as it proved unprofitable and Joe's service was utilized until 1968.



## The Bayliss Family - 1921

**W**illiam (Bill) Bayliss (b.1896, d.1976) became a resident of Lakeview in 1921, having purchased property on the east side of

Shaw Drive at the Lake Shore Road corner, where there was a one storey frame house. He and his wife, Ellen Titmus (1896-1941), had come to Canada from Birmingham, England, with their two sons, William, 1918, and Alfred, 1919. Son, Thomas, was born on the ship during the crossing. Bill had served in World War I (1914-1918) and when he got out of the Army, he was given the opportunity to move to a British colony, so he booked his family on a ship bound for Australia. When the ship was delayed, he asked when the next ship was available. He was told one was leaving immediately for Canada, so he took passage on that one. They resided in Toronto for a short time,



where Bill worked on a farm and then was a chauffeur for a Doctor before settling in Lakeview.

◀ William Bayliss

(Port Credit Weekly)



▲ Bayliss House, 1934 (Joan Larkin)

BILL AND ELLEN ADDED FIVE MORE SONS TO THEIR FAMILY, John, (1922-1982), Albert (1926, who died of Polio in 1942), Frank, 1928, Kenneth, 1930, and Raymond, 1932. And with the growth of their family, Bill put up a two storey block house.

In 1935, Bill opened a coal and ice business in the frame house. He bought a truck that year to deliver coal to people's homes. Coke sold for 25¢ or 50¢ a bag. Ice, also supplied by home delivery, could be bought by purchasing 13 tickets for \$2. When construction was

started on widening the Middle Road (Queen Elizabeth Way) in 1937, he hauled gravel for that major project. Bill was president of the Lakeview Army and Navy Veterans Association in 1939, as well as the Lakeshore Businessmen's Association.

When Small Arms opened in 1941, Bill worked there as a rifle inspector. His wife, Ellen, died in 1941, leaving him to raise his large family of boys.

Following the War in 1945, his business boomed, and he bought another truck. It was a converted 7-Up pop truck and he hauled bags of coal and wood. In 1945, his office was burned down and he had to rebuild. When oil came in for heating homes, he discontinued the

coal business and started a construction company that handled the installation of foundations and sidewalks.

When the fire brigade was organized in 1949, the 1923 Reo fire truck was kept in Bill's backyard. Sons, Tommy and Ray, worked in the construction business with him, and Tommy became a concrete and block contractor, going out on his own. He was also one of the volunteer fireman and his company was instrumental in the construction of the Lakeview Fire Hall.

In 1951, Bill and Ray began construction on a Garage and Service Station to be located on the corner of his lot, adjacent to the Lakeshore Road, Stop 11. Many local businesses supplied the building



▲ Former Bayliss House and Garage, 2004 (Kathleen A. Hicks)



▲ Bayliss' Garage, 1951 (The Port Credit Weekly)

materials such as: W. H. Thomson, Port Credit, lumber; S. H. Dellow, Cooksville, cement blocks; Wm. N. Hillis, Port Credit, plumbing, Long's Electric, Lakeview, electric wiring; and Thomas Bayliss laid the cement floor. On November 3, 1951, Bill opened the Bayliss Service Station. It was quite a spectacular event, which featured a free draw with such prizes as a tire, battery and a set of spark plugs. The garage was a modern facility that was equipped with the necessary machinery to give a first class service. His son, Ray, worked in the garage with him.

Bill retired in 1959, sold the house and garage and moved to Daytona, Florida. Ray joined the Royal Canadian Air Force that same year.

There are no longer Baylisses living in Lakeview. The last member of the family to reside there was Bill's brother, Albert, who also lived on Shaw Drive. He helped his brother deliver coal in the early days. He also worked on the Avro Arrow project in Malton and when that was cancelled in 1959, he took on the job of maintenance man at the

Lakeview Golf and Country Club. While pruning one of the trees, he was accidentally shot in the head by a 22 caliber rifle bullet when two boys were shooting at birds. He never fully recovered from the injury. He died in 1979, a year after Bill passed away.

Ray lives in Brighton, William Jr., Milton, and nephew, Frank, in Wasaga Beach. The former Bayliss house and garage are still in existence at 1015 Shaw Drive, owned by Amelia Dibastano, and 411 Lakeshore Road East, owned and operated by Bogoljub (Bob) Pokrajac as ABV Auto Care, Firestone. Bill and Ellen would have 14 grandchildren and many great grandchildren.

## NEWS ITEM

### The Eighth Son Born in Lakeview

Two years ago when a seventh son was born to Mr. and Mrs. William Bayliss of Lakeview, great prominence was given to this event in the press, but this week, The News is privileged to announce a still greater event in the arrival of the eighth son to this father and mother. The last addition to the family was born in Grace Hospital on April 1st, and both the babe and mother are doing nicely, and will shortly come home to Lakeview.

Mrs. Bayliss when speaking to the News remarked, "April 1st played a joke on us alright, as we were hoping for a daughter, but a son arrived and he is dandy."

The ages of the children are: William, 14, Alfred, 13, Thomas, 10, John, 9, Albert, 6, Frank, 4, Kenneth, 2. William, the eldest, is leaving school shortly to help his father in his business.

*The Port Credit News*

Fri. April 8, 1932

## Sid Smith - 1921

**R**obert Sidney Smith was born on July 14, 1909, on Afton Avenue, Toronto. His parents, Robert (b.1883, d.1940) and Dora Money (1882-1966) had two other children, Gordon (1914-1951) and Isabell, 1917. The family lived there until 1921 when they bought property on Haig Boulevard, Lakeview, and built a house, where son, Roy, was born in 1928. The Smith children attended Lakeview Beach Public School. Sid went on to graduate from Shaw's Business School. To assist with his schooling, Sid started keeping bees and selling honey. He eventually had ten colonies of Italian bees.



▲ Former Smith House, 2004

(Kathleen A. Hicks)



▲ Sid Smith Selling his Wares (Roy Smith)

HE WORKED FOR FIVE YEARS WITH THE CANADIAN PACIFIC Railway in Toronto and then decided to open his own business during the depression, which was an egg and poultry business from the family home. He traveled all over Toronto Township selling his wares.

With all of Sid's contacts, he became convinced that an appliance store would be quite successful, so he opened his first store in 1935 in a building on the north side of Lake Shore Road that he rented from a Mrs. Gilliam. The business prospered and was quite lucrative. A refrigerator sold for \$155. Many people bought things on time, which was called a charge account. In June, 1939, he moved his appliance business to a larger accommodation on the southwest corner of Lake Shore and Aviation Roads, Stop 9, that had been a con-



▲ Sid Smith's Store (Mary Smith)



▲ Former Smith Store, 2004 (Kathleen A. Hicks)

venience store that sometimes advertised 4.4 beer in the window. Next door was a pool hall, then a garage that became a factory used by Walter Kanitz. Behind these buildings sat a number of cottages used by people who lived in Toronto and came out to utilize the beach in the heat of summer months. His ads ran frequently in the *Port Credit News*, then *The Weekly*. His telephone number was Port Credit 2656. While operating his business, Sid sat on the Lakeview Businessmen's Association Board.



▲ Mary and Sid Smith (Mary Smith)

In 1942, Sid married Mary Margaret Thomson (b.1915), of Britannia, whom he had met while he was in the poultry business. They had three children, Carolyn, 1947, Lynda, 1949, and Robert, 1955. They lived in an apartment over the store and on September 29, 1952, they purchased Mary's father James' 50 acre (20 ha) farm, Lot 1, Con. 1, on the east side of Hurontario Street in Britannia. They remodeled the farm and moved there. Sid raised cattle and ran the farm in his spare time as a gentleman farmer.



▲ Toronto Township Council, 1944

Sid ran for council in 1944 and became councillor of Ward 1. He held this position for three years and became Deputy Reeve at the January 5th, 1948, election by acclamation, along with Douglas Dunton, who became Reeve, replacing retired J. W. Davis. Sid took over as Reeve in 1951, a post he held for two years.



◀ Opening of Sid's Thrift Shop, 1953 (The Port Credit Weekly)



▲ Carolyn presents flowers to Princess Elizabeth, 1951

In 1951, a Sid Smith General Electric cooking school was organized and held on Wednesday, April 11th, and Friday, April 12th at Clarke Hall. Several ladies joined and the money paid for the course was used to rebuild Lorne Park's St. Paul's Anglican Church. This same year, Sid's daughter, Carolyn, presented flowers to Princess Elizabeth at the Malton Airport on October 11th, as she arrived for a tour of Ontario.

His new ultra-modern furniture emporium "Sid's Thrift Shop," was opened with a flourish on Friday, May 14, 1953, with Victor Vignale, president of the Lakeview Businessmen's Association, cutting the ribbon, while Sid, wife, Mary, Bob Black, manager, Jack Savery, sales manager, and Clarence Reid, salesman, looked on. The two storey building with a full basement, located two doors west of Sid Smith's Radio and Appliances store, had a tastefully decorated showroom on the first level for living room and dining room displays and a television lounge. On the second floor were rugs, bedroom and juvenile furniture. This new building allowed for the necessary expansion that Sid's business required.





▲ Closing of Store, 1964 (Roy Smith)



EXPERT  
**RADIO REPAIRS**  
*Reasonable Prices*  
**SID SMITH** *Radio & Electrical Appliances*  
Phone Port Credit 2656 - Stop 9, Lakeshore Rd.



▲ Interior of Store (Mary Smith)

*Home... Home*  
WHAT A WONDERFUL PLACE

**\$228.00** 10 p.c. Down

**SID SMITH** Radio-Electrical-Furniture

▲ Page of advertisements, 1947, 1953 (The Port Credit Weekly)

**NEW Beauty**

**G-E ACTIVATOR PERMADRIE MECHANISM PORCELAIN-ENAMEL TUB LOVELL WRINGER G-E GUARANTEE**

*Long Life* for Clothes . . . .  
for Washer . . . .  
for Your Money

**GENERAL ELECTRIC WASHERS**

**Sid. Smith**  
Radio and Electrical Appliances  
Stop 9, Lakeshore Road  
**LAKEVIEW**



Sid died suddenly on Monday, Dec. 23, 1963. At this time he was a member of the Township's Public Utilities Commission. His business, which had expanded considerably over the years with two additions as well as a furniture store, was sold in September, 1964, to Ernie Button. Mary sold the farm in August, 1964, to Old Carriage Road Development and moved to Streetsville. In 1965, a 30 year celebra-

tion of the founding of Sid Smith's store was held. Mary now resides in Park Royale, Clarkson area.

The store at 628-632 Lakeshore Road East is now owned by Jaehun Cho of 4 Seasons Cleaners and several businesses operate out of it. The former Smith house at 1130 Haig Boulevard has been owned by Ryan Wood since 1997.



▲ Sid, Mary and Robert



▲ Sid's Cooking School, 1951  
(Port Credit Weekly)



▲ Ontario Hydro Chairman Saunders congratulates the New Toronto Township Hydro Chairman, Sid Smith, 1959



◀ Carolyn Smith

Sid Smith ▶

(Photos courtesy of  
Mary Smith)





▲ *Hampton Crescent* (Winnie Tyler Russell)

### **Cottage Country**

Lakeview was nicknamed cottage country. Several two and three room cottages were built between the Lake Shore Road and the beach between Aviation Road and Hampton Crescent. On the May 24th weekend, the area sprang to life as people from Toronto came out to take occupancy for the summer months until Labour Day in September. The people called their summer residences “Kozy Kottage” and “Hide-away.” On the beach, wire fences led down to the water, blocking off the property for each cottage so its occupants had their own private swimming area. When they left, the houses were boarded up for the winter.

After the war (1945), most of the houses in Lakeview began to look like a slum, so in the early 1960s when Ron Searle was councillor, he introduced a motion at Township Council that the individual who owned a cottage on a 60 foot (18 m) wide lot, could sell 30 feet (9 m) and restore their house. This rejuvenated the entire area of Lakeview.

## Scouting in Lakeview - 1921

LAKEVIEW WAS THE FIRST VILLAGE IN Toronto Township to have a Scout Troop. The 1st Lakeview Boy Scouts' Charter #655 was presented on October 24, 1921. The scoutmaster was William Bumstead, who was the missionary at St. Nicholas Mission Church (Anglican), where the troop held its meetings. His assistant was Maurice Jones. Ten boys aged 12 to 14 were registered as Tenderfoot Scouts, one being Sidney Smith, who became Reeve of Toronto Township.



The 2nd Lakeview Troop was started there in January, 1928, with ten boys under the direction of scoutmaster William Brown. They also met at the Mission Church, which was now referred to as St. Nicholas Anglican Church with the clergyman being Reverend J. Colclough.

Scouting got its start in London, England, when Major General Robert Baden-Powell (b.1857, d.1941) developed the Boy Scouts in 1907. The Boy Scouts began in Canada in 1908, inspired by Baden-Powell's "Scouting for Boys" bi-weekly campfire yarns. He and his sister, Agnes, founded the Girl Guides in 1909. He received his knighthood in 1909 and retired from the army in 1910 to work exclusively with the scout movement.

In 1930, when Thomas Racey was scoutmaster, the Lakeview Boy Scouts Association rented a two storey frame house situated on the northwest corner of the Lakeview Beach School grounds for \$15 a month to be used as the Scout House. The official opening took place on April 19th at 2:30 p.m. with the Boy Scouts Provincial Commissioner Irwin officiating and Reverend Arthur Dunsford of St. Nicholas Anglican Church carrying out the dedication ceremony. Following tea, Commissioner Irwin presented Patrol Leader Lawrence Stockwell with an autographed picture of Lord Baden Powell sent from his headquarters in London, England.

In 1948, an application for renewal of the Troops's charter was sponsored by a group of interested citizens chaired by J. Wale. Scoutmaster J. Coulton had 16 scouts and F. Hill, 28 cubs on their roster. Albert Monks was the assistant cubmaster. St. Nicholas' last registration was on January 10, 1967, when 18 scouts and 18 cubs were signed up.

The 3rd Lakeview Troop received its Charter #1737 on October 4, 1948, with 14 cubs and they met at the Lakeview Baptist Church where Victor Marskell was Pastor. Gerald Miller was Cubmaster and Sam Reynolds, his assistant. The last registration for this group took

◀ Ken Farrow of the 1st Lakeview Scout Troop  
(Anne Farrow)

place on December 5, 1966, with 12 cubs and 10 scouts. The Cubmaster was C. Wayne Humphries and scoutmaster, John Peddie. The 4th Lakeview Charter was received on October 31, 1960, under sponsorship of the Salvation Army, that registered 12 cubs with Mrs. Doreen Langridge as Cubmaster and Miss Grace Ward as assistant.

When St. Nicholas Anglican Church closed down in 1968, the 1st Lakeview troop began holding meetings at the Lakeview United Church on Greaves Avenue.

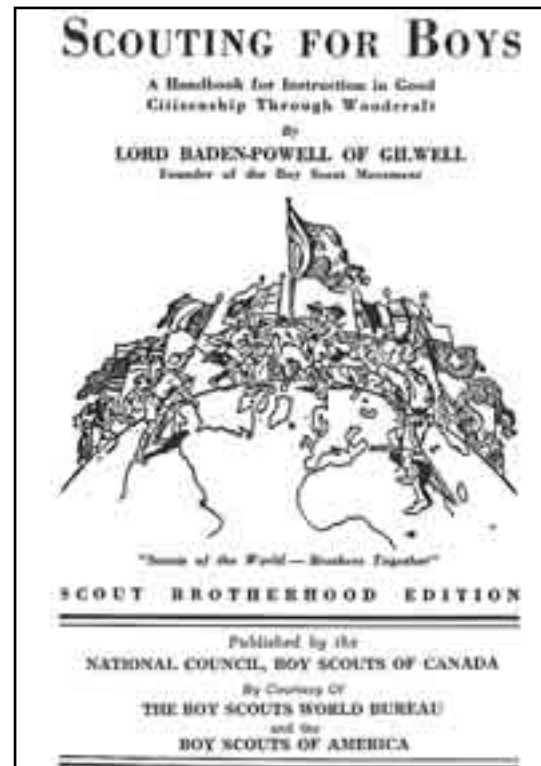
Scouting in the Lakeview area faded out in the early 1970s.

#### Scouting Numbers in Ontario

1914: First census taken recorded  
7,456 boys registered  
1919: 8,400 boys registered  
1921: 10,000  
1922: 14,000  
1926: 18,412  
1935: 30,045  
2001: 81,141  
2004: 44,585



Sir Robert Baden-Powell ▲



▲ First Book, Scouting for Boys



▲ Second Book

(Photos courtesy of The Boy Scouts of Canada)

## NEWS ITEM

### Lakeview Scouts Held Surprise Party

A very successful event took place in Lakeview Memorial Hall on Tuesday evening when the scouts of Lakeview held a surprise party in honour of their scoutmaster Mr. Racey's 21st birthday. About 100 were present and spent most of the evening dancing. During the intermission, Miss Mathew's dance class of five girls danced the Irish jig. Mr. Wheatley sang several songs, accompanied by Mrs. Bolton on the piano.

The scouts and Ladies Auxiliary presented Mr. Racey with a silver tray. The presentation was made by the president, Mrs. F.C. Anderson, who also read a short address. Mr. Racey's mother presented him with a gold watch and other gifts were received. Mr. Racey in a few words thanked all for their delightful surprise.

*Port Credit News*, April 12, 1929

**Author's note:** Claude Thomas Racey was a descendent of Thomas Racey who founded Erindale in 1822.

## The First Post Office - 1922

WHEN A POST OFFICE IS SET UP IN A village, the community receives its name. Lakeview, it has been said, was named after the house Thomas Graham built called "Lakeview House," Lot 9, Con. 2, SDS, that was at this time owned by John Stewart. The name was suggested by John's brother, Harvey Stewart, at a public meeting in 1922 at the Lakeview Beach Public School (named in 1893). With Lake Ontario making such a lovely view, who's to know? Several local citizens had been talking about finding a name for their community for a couple of years and at this

meeting, it was voted on and passed.



◀ Page Store Interior  
(Lorne Joyce)



▲ Horace Page's Store and Post Office  
(The Mississauga South Historical Society)

Lakeview was actually given two post offices in 1922. One was located just west of Third Line (Dixie Road) at Stop 32 with Albert Garnett as postmaster and called Lakeview Park and it was officially opened on January 8th. The second one, opened the same day, was located at the corner of Caven Street, Stop 35, and called the Lakeview Beach Post Office and the postmaster was Horace Page, who operated out of his newly opened store and tea room, where meals were served at all hours. Garnett and Page were paid \$60 a year for this undertaking. In later years, Horace stated that he had to buy all his own supplies, even ink. "The only thing I had supplied was a straight pen, nibs, a stamper and pad."

Mr. Page had the post office set up in a corner with a wicket and a few private rental boxes on each side of the wicket. On the back wall were pigeon holes lettered A to Z for the mail. A table was beneath these wooden slots that held the rubber stamps, paper and pens. The stamps and money orders were kept in a drawer. Before this, people had to go to the Port Credit Post Office to pick up their mail. At this time there were around 500 families in Lakeview.

With the two locations as different addresses, mail was misdirected when the address did not include Park or Beach, so a new location in a new block and brick building, that would also contain a drug store, west of the Lakeview Beach School, was established and the new address was approved on February 12, 1927, as just Lakeview, Ontario. The post office opened on April 1st in the Lakeview Drug Store, with John Montague, a retired veteran of World War I, as the postmaster.

The postmaster had to go to the train station at Dixie Road to take outgoing mail and retrieve incoming mail. Post office employees were stationed in a car on the train and they would sort the mail for the towns along the train route and drop off the canvas bags with the station master.

The post office had other locations as the postmasters changed from Montague to Joseph Kelly, 1930, to Roderick Nicolson, 1933, to Thomas Graham, 1938. As the population grew to over 2,000 during the War years of 1939 to 1945, with the Military Camp at the Rifle Ranges and the Small Arms Plant, Graham was finding his post office space inadequate and had to discontinue operations on July 31, 1948.

The Postal Department erected a new building, which opened on January 17, 1949, under the direction of acting postmaster Garnet B. Shea. By January, 1951, when according to postmaster William Tomlin (1949-1952), the population had reached 7,000, the Lakeview Ratepayers suggested that the Lakeview and Port Credit post offices pool their revenues to pay for door-to-door delivery. It became a successful venture when Port Credit Sub Station #1 went into operation on Monday, May 4, 1953, with an official inauguration of the letter carrier service by W. M. MacLean, regional director of postal services. The ceremony, held at the Port Credit Post Office, was attended by MPP Colonel T. L. Kennedy and MP Gordon Graydon. The first letters from Postmaster General Alcide Cote, delivered to Toronto Township Reeve Anthony Adamson and Port Credit Reeve J. C. Saddington, were read.

According to Postmaster General Alcide Cote more than 5,000 points of call would be included in the delivery area. The first letter carriers were: Harry Ackroyd, Fred Currie, Harry Merrett, Fred Miller, S. Nelson, Alan Reading and George Young. A Sub-Station to handle money orders, stamps and mailing was opened the following week in Kay's Beauty Salon, 723 Lakeshore Road, operated by Vern and Kay Steer.

Following this, three other post office sub-stations were opened in businesses in Lakeview on November 5, 1953. These were undertaken by Edward Boehnert of Lyndwood Coffee Shop on Orano Avenue at the crest of Canterbury Road, Holmes Pharmacy, Arbor Road, and Norman Myshok of Lakeview Groceteria, Alexandra Avenue. This change brought about the addition of Port Credit on everyone's address, which remained until Lakeview became part of the Town of Mississauga in 1968.

The 1949 post office building still exists at 729 Lakeshore Road East and is used by Flintstone Glass and Mirror.



▲ former Post Office, 2004 (Kathleen A. Hicks)



▲ former Boehnert's Coffee Shop, 2004

(Kathleen A. Hicks)

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◀ former Kay's Beauty Salon, 2004

(Kathleen A. Hicks)

## NEWSPAPER EDITORIAL

Hey, Mr. Postman!

South Peel's postal delivery service is just ten days old today, and from all reports it is operating quite smoothly. Most people seem to be getting satisfactory mail service and the postmen are getting to know their way around.

We have heard only one major complaint about the new service and that concerns the letter carriers. The big objection come from homeowners who are trying to get lawns started, particularly in some of the new subdivisions.

We don't know if it is thoughtlessness, an "I don't care" attitude, or just that the posties are in a hurry, but a lot of them seem to persist in taking short-cuts by walking across freshly-seeded lawns and flower beds.

The mailmen have a big district to cover, we know, but people have spent a lot of time and money in trying to make their homes attractive. They don't mind getting their mail a little later in the day, if the postmen will take time to walk around instead of cutting across new lawns.

We hope the posties will take note and co-operate.

*The Port Credit Weekly.*

Thursday, May 14, 1953



## Lakeview Presbyterian Church - 1922

A small frame building was constructed at Aviation Road and Byng Avenue for the Lakeview Presbyterian Church in 1922 and opened on August 9th. The first minister was Reverend James Miller. In 1925 when the Congregational, Methodist and Presbyterian Churches amalgamated to form the United Church of Canada, it became the Lakeview United Church. At this time the congregation numbered 30.

The congregation moved their portable church to the northeast corner of Lake Shore Road and Centre Avenue (Greaves). Excavation for a basement was started and the blocks were laid and the completed basement was utilized for the church.

By 1930, when Reverend Allan Ferry had been pastor for three years, the Church had 44 families with over 30 children attending Sunday School. The children were told by the minister that when they numbered 100, they would have their picture taken and they made this goal.



◀ Reverend Allan F. Ferry,  
(Lakeview United Church)



▲ The First Church Building, 1922 (Mary Waldrum Clark)

IN 1932, WHEN THE CHURCH CELEBRATED ITS 10th anniversary, the Salvation Army Corps utilized the Church until a Citadel was built in 1938. The congregation worked out of the basement until the 1950s. In 1949, architects Stafford and Wilson were contracted to build the church, which took until 1959. That same year, Reverend H. Carson Mateer came to take over the helm and officially opened the new church in November.

The Church's Women's Missionary Society was kept busy with community work far afield, sending clothing to missionaries abroad. The Women's Auxiliary's activities were centered on raising money to help the needy in the community. They made quilts which were sold or given to people in need. They put on dinners and other events to raise money for their worthy cause. In 1962, the two groups were amalgamated to form the United Church Women's organization.

The 60th anniversary was celebrated in 1982 with special functions for the congregation.

In 1992, the congregations from the Lakeview and Lyndwood United Churches amalgamated to form the Cawthra Park United Church. The Lyndwood United Church had been organized in February, 1954, with meetings being held in the Lyndwood Public

School, under the guidance of supervising pastor Professor George Johnston of Emmanuel College to establish a congregation. Reverend W. J. Rogers was the church's first minister. A Church was built at 1465 Leda Avenue. The Cawthra Park congregation took over the Lyndwood Church with Reverend Murray Rounding as the minister. Rev. Douglas Varey was the pastor from 1993 to 1998, when Reverend Debbie Johnson replaced him and she is still the pastor in 2005. The former Church building at 1023 Greaves Avenue was sold



Cawthra Park United Church, 2003 (Kathleen A. Hicks)



10th Anniversary celebration (Cawthra Park United Church)

in 1994 and it became the Gospel Assembly Church, which it remains today.

On June 9, 2002, the 10th anniversary of the amalgamation was held with a special service commemorating the event and a display that heralded all the historical events down through the Church's history. It was also the 40th anniversary of the United Church Women.



▲ Reverend Debbie Johnson



▲ Gospel Assembly Church, 2003 (Kathleen A. Hicks)

## The Evans Family - 1922

**I**n 1922, John Evans (b.1885, d.1964) brought his family to live in Lakeview. He and his wife, Ada (1889-1960) set up housekeeping in a small two room house on the corner of Ogden Avenue and the Lake Shore Road. John and Ada had come to Canada from New Hadley, England, in 1913 as newlyweds. They settled in Delson, Quebec, where John worked in a factory during the First World War (1914-1918). Their first son, Wesley, was born in 1914 and Percy in 1918. Following the War, they went back to England for a year to visit with their families. When they returned to Canada, they made their home in Cooksville, where John got a position at Cooksville Brick, working on the driers.

Upon their move to Lakeview, John got a job at Anaconda Brass in New Toronto as a brass caster, which entailed taking the brass and giving it a copper finish, putting it into the electric furnaces and then sending the slabs to the copper pipe mill to be made into copper pipe.



▲ The Finished Hardware Store and Residence

(Photos courtesy of Percy Evans)

WESLEY AND PERCY WENT TO LAKEVIEW BEACH PUBLIC School and the family attended the Port Credit United Church. In 1923, Wesley and Percy started to deliver the *Toronto Star* and *Toronto Telegram* six days a week. A paper cost 2¢ an issue. Percy delivered from the Lake Shore Road to the CNR tracks and Wesley north of the tracks to the Middle Road (QEW).

Son, George, was born in 1923 and daughter, Margaret, in 1925. As the family grew, they moved to a larger house at 1070 Ella Avenue, just off Strathy Avenue. By this time, the school boundaries had



▲ Percy puts in Store foundation, 1946

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changed and the children went to Lakeview Park Public School, where they participated in baseball, football, badminton, picnics and local parades.

In 1937, Wesley, who had worked and saved his money, rented a store in Long Branch and opened a Hardware Store. Percy worked with him and got the urge to have his own store some day. Marjorie Vickery came to work for Wesley in 1940 and when she met Percy, they began to date and she shared Percy's dream of owning a hardware store.

When World War II commenced in 1939, Percy and George got employment at Small Arms. Percy worked on making machine guns and George on rifles. Then George went into the Navy, but Percy was 4-F, because of a chronic bone disease.

In April, 1946, Percy and his fiancée Marjorie's dream of owning their own hardware store became a reality when they bought property on the Lakeshore Road at Stop 5 and started to put in the footings for their new store and home. Over the summer, they watched the building emerge. It was a two storey frame structure with living accommo-

dation upstairs. On June 22nd, the young couple were married, but their finances were wanting and so they did not open the store until May 1, 1947. Marjorie worked at a radio firm during the first years to augment their income. George started his own Hardware Store at Stop 9 in competition to his brother, Percy.

Business was brisk for Percy and Marjorie, who also managed the books, and this allowed them to add a 26 foot by 55 foot (7.4 m x 16.8 m) warehouse behind the store. The Evanses operated P. Evans Hardware for ten years. Percy's old leg problem began to bother him and he could not keep the store going. By this time, they had four children, Robert, 1950, Brian, 1951, William, 1953, and Barbara, 1956. They now have 11 grandchildren.

In 1956, Margaret, who had worked in the St. Lawrence Starch Company's office in Port Credit since 1942, married English born Ronald Penn, who was a Federal government inspector. She quit her job in 1957 to have their first child, Anne, 1958, who was followed by Susan, 1963, and Steven, 1967. They had five grandchildren when Ron passed away in 2001.



▲ Up goes the Exterior Walls

John retired in 1953. When he and Ada passed away in the 1960s, they were buried in St. John's Anglican Church Cemetery in Dixie. They were survived by their four children and 24 grandchildren. Their son, Wesley, who had two children, Ruth and Ross, died in 1998. Percy's store still sits at 1073 Lakeshore Road East and is now

an apartment building. George's store is at 612 Lakeshore and is a video store called Lazer Flicks.

In 2005, Percy resides in Applewood Hills, George is in Sunnybrook Veterans Hospital in Toronto and Margaret lives in the Cooksville area.



◀ Marjorie and  
Percy Evans

Opening Day on  
May 1, 1947 ▶



Former Evans Store, 2004 ▶  
(Kathleen A. Hicks)



▲ Celebrating 50 Years, 1996

## The Whaleys - 1923

**W**illard P. Whaley (b.1883, d.1971) purchased 22 acres (1 ha) of Lot 5, Con. 2, SDS, on the east side of Third Line (Dixie Road) on May 29, 1923, from Charles H. Watson for \$5,750. Willard lived in Toronto and operated a grocery store at Bloor and Bathurst Streets. He was nicknamed “Little Micky” by his customers. He and his wife, Ethel Kelly (1886-1964), who were married in 1910, had two daughters, Dorelle, 1916, and Barbara (1922-1986). He built a cottage on the property and his family came out for the summer months when the children were out of school. He would go back and forth to work each week day. The property had a substantial orchard of apple, pear, plum and cherry trees.



▲ former Whaley House, 2003

(Kathleen A. Hicks)



◀ Willard and Ethel Whaley

(Photos courtesy of Dorelle Boyes)

IN 1926, WILLARD MOVED HIS FAMILY TO LAKEVIEW permanently. Having been a carpenter by trade before going into the grocery business, Willard designed and built a larger one and a half storey brick and stone house that faced the two lane gravelled roadway. The cottage was relegated for storage. The next year, Third Line became Dixie Road and it was paved. Daughter Norma was born in 1928. The older girls went to Dixie Public School on Dixie Road below Dundas Street.



▲ Bill Boyes and Children



▲ Marilyn, Peter, Paul and Lorraine

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▲ Bill and Dorelle Boyes



▲ Dorelle Whaley Boyes on Veranda, 2003  
(Kathleen A. Hicks)



Willard sold his store and turned his hand to making baking supplies. He called the business “Dixie Pie Fillers” and he operated out of the basement. Ethel and Dorelle assisted him in getting the new business going by making pie fillings. Once it was thriving and expanding was eminent, Willard moved it to different locations. It ended up in Mimico and then was sold. He sold his house in 1932 and the family moved to Long Branch.

Dorelle married William Boyes (1904-1988) of Streetsville in 1941. They were wed in St. Nicholas Anglican Church by Reverend Harold Cleverdon. In 1943 they bought a four room bungalow for \$1,200 at 1149 Haig Boulevard that had been built in 1922 by Samuel Sherratt. They moved in on June 3rd. They would have Marilyn in 1942, Lorraine, 1948, Peter (1950-1973), and Paul, 1951. When Paul was born, they added three rooms on the back.



▲ Boyes' House, 1950

Bill worked at A. V. Roe Canada as a riveter until the Avro Arrow project was cancelled in 1959. He then became a machinist at the Steel Company of Canada.

When the bridge was put across the Queen Elizabeth Way in 1955, the old stretch of Dixie Road between Rometown and the South Service Road became Cormack Crescent, named for veterinarian, Doctor Raymond Cormack, who had an animal clinic north of the Whaley house.

Dorelle has been the president of the Lakeview Seniors Club since 1994. She also has the claim to fame as the grand niece of John David Kelly (1862-1958), one of Canada's most dynamic artists, who painted the 28 famous historical paintings now called the Confederation Life Collection. He was her maternal grandfather's brother. Replicas of his work are hung in the Mississauga Seniors Centre on Cawthra Road, where the Lakeview Seniors hold their meetings.



The Whaley house at 1609 Cormack Crescent was a Day Care Centre for a couple of years and closed in 2001. In the fall of 2003, it was torn down.

◀ John David Kelly



▲ Boyes' House, 2004 (Kathleen A. Hicks)

## Hanna's Grocery Store - 1923



ALEXANDER HANNA (b.1887, d.1941)  
purchased a general store from Mrs. Woods in 1923  
that sat on a 100 foot by 125 foot (30 m x 37.5 m)  
piece of property of Lot 11, Con. 2, SDS.

### ▲ Hanna's Grocery Store (Peggy Elliott)

It became the most popular store in Lakeview because it had a variety of sundry items, including clothes. People came from miles around to shop at Hanna's. The house the store was located in had been built by William Cavan. It sat on the northwest corner of Lake Shore Road and First Line (Cawthra Road). Alex's wife, Mary

(1885-1977), and their four children, John (1907-1924), Fred, 1909, Amelia (1911-1992), and Emmeline (1912-1994), helped him in the store. The family resided in the back and upstairs of the two storey frame building. After a few years, the Hannas turned more to selling groceries and Alfred Marquand became their delivery boy and delivered groceries throughout the neighbourhood.

During the Depression of the 1930s, Alex was generous to his customers and allowed many of them to charge groceries even though he knew he might never be paid back. He helped hundreds of people over bad times and became referred to as “champion of the people.”



▲ Alexander Hanna and his truck  
(Photos courtesy of the Hanna family)



▲ Hanna's Store

When Alex died in May, 1941, at age 54, his son, Fred, took over the management of the business. In 1955, Fred closed down the store and liquidated the inventory. He had the premises renovated and within three months reopened as a Men's Wear Shop, under new management. In 1974, the menswear was liquidated and the property was sold and Fred and his wife, Yvonne, retired and moved to Park Street in Port Credit. They celebrated their 60th anniversary with their family in 1996.

The popular Hanna's store at 651 Lakeshore Road East was torn down in 1976 and a plaza now occupies that location.



▲ Fred in his Haberdashery,  
1959



▲ Yvonne and Fred Hanna



▲ Hanna's Men's Wear Store closes,  
1974



▲ Yvonne and Fred's 60th Wedding  
Anniversary, 1996



▲ Hanna Family Gathering



▲ Verna Mae Weeks  
(Verna Mae Weeks)



▲ Former Hanna Store Location (Kathleen A. Hicks)

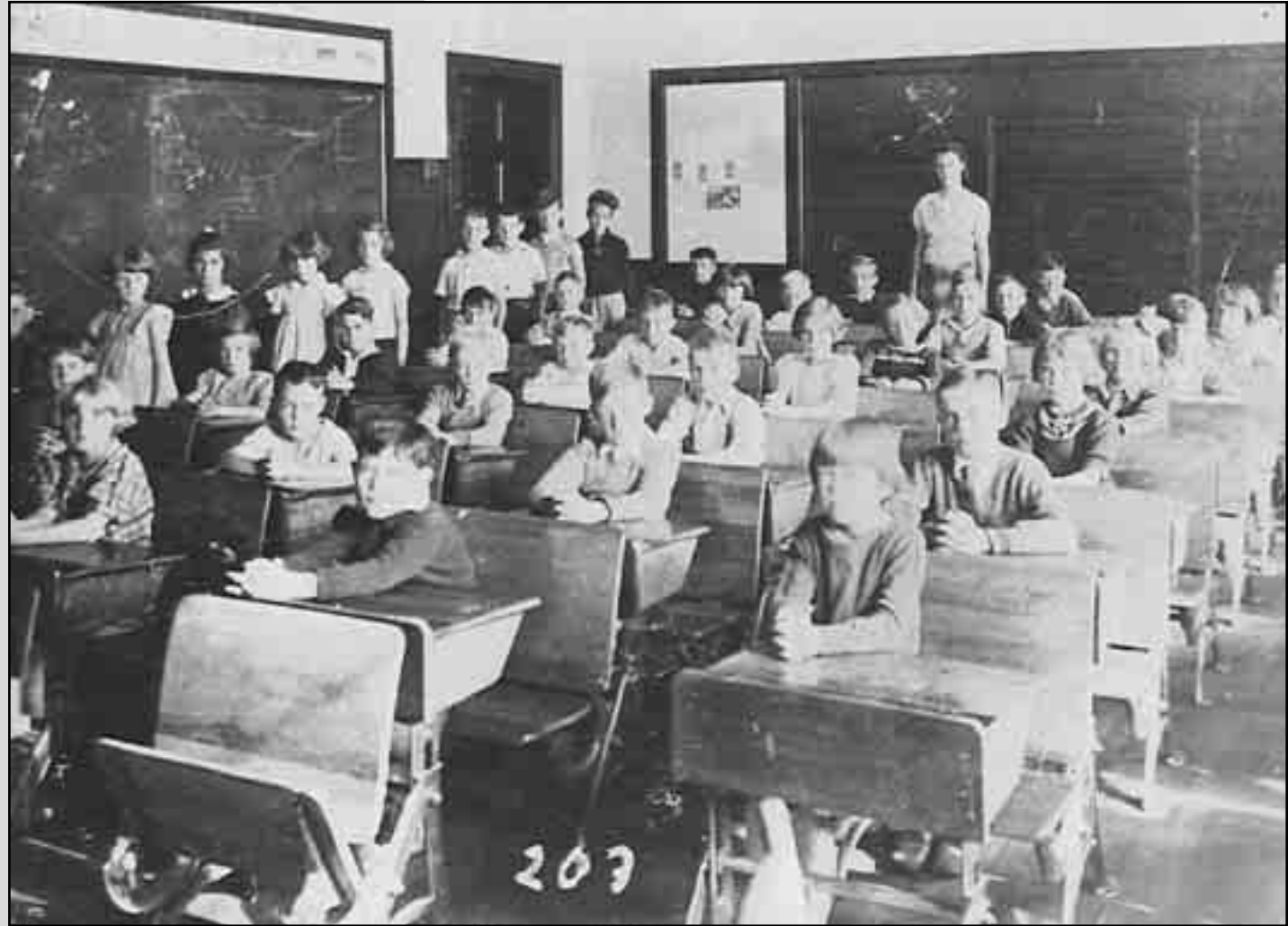
## Memories

"At this time, my father, Milford Denison, was awarded a war disability pension having served in WWI. It was not large, but it was a real cheque to be cashed at the bank, not a voucher. We bought our groceries at Hanna's Grocery Store and received little stamps to put in a book, and for collecting enough stamps we were given a free cup, saucer and plate. These dishes were plain white with a simple carved edging on them, the plates being square shaped instead of round. My mother kept buying groceries and collecting Hanna's dishes for years, even after she moved away from Lakeview, until she had a full set complete with serving bowls and platters. One platter was large enough that a turkey could be carved on it."

Verna Mae Weeks  
*My Villages of Mississauga*, page 245.

## Lakeview Park Public School - 1923

AS THE POPULATION in Lakeview grew, Toronto Township Council decided in 1923 that another school was required in School Section #7, under whose jurisdiction Mr. George Bush was chairman. So one was built on two acres (0.8 ha) of James Walsh's property, Lot 6, Con. 1, SDS, and called Lakeview Park Public School. It was a two storey structure of red brick situated on the north side of the Lake Shore Road, further east of Lakeview Beach Public School. Walsh had bought 31.5 acres (12.6 ha) for \$28,350 on April 12, 1911, from Mary McEvay. In 1923, he put in a plan for a subdivision.



▲ Lakeview Park Public School Class

The school building was of Victorian architecture and consisted of four rooms with skylight ceilings and 12 inch (30 centimetre) thick walls. It was heated by a coal burning furnace.

Two rooms were ready for occupancy to start the school season in September, 1924. There were 80 pupils registered under teachers,



Miss Phyllis Ford and Miss Gertrude Lewis. The principal of Lakeview Beach, Stan Leuty, also handled this school until Colin McIntosh was hired in 1928. When the third classroom opened in September, 1926, Miss W. Wells was the teacher. The fourth classroom was opened in 1930 when kindergarten was started. By 1933, there were 159 students enrolled.

There was a variety of extra curricular activities for the students over the years such as fitness classes, the writer's guild, the choir, dance club, plays, the homework club, education week events, concerts, fund raising, barbecues, the all star reading program, and the spirit day committee. Annual awards were given out for academic excellence, personal improvement, citizenship diligence, student leaders and sportsmanship. A student of the month was chosen. The students were also encouraged to reach out with compassion to the community and from this involvement the school received many awards from organizations: a Heart & Stroke Foundation plaque for Jump Rope for the Heart; and a United Way Peel Board of Education Gold Award for an outstanding contribution through the support of the United Way.

As the community developed with post war prosperity and the baby boomers came of age, in 1954 a new addition was added. On October 15-16, 1954, when the torrential storm of



▲ Lakeview Park Public School, 1967 (South Peel Board of Education)

Hurricane Hazel hit the area, Lakeview Park was used to shelter local residents who had been flooded out. They remained at the school until the storm subsided and accommodations could be found. In 1963, the school had a fire, fortunately the damage was slight and no students were injured. In 1965, the school was expanded to nine rooms to accommodate the growing populace.

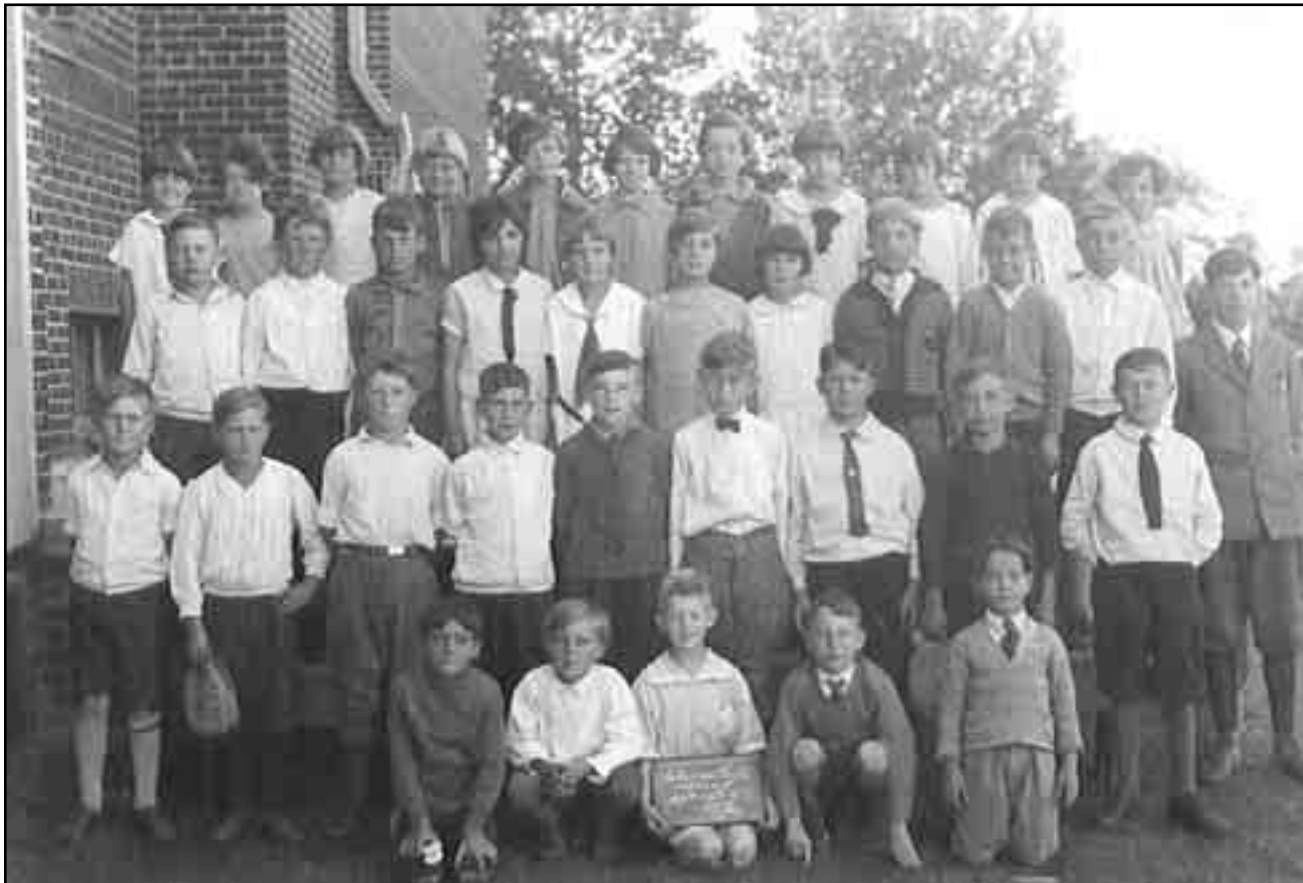
In 1973, when George Shannon was principal, the teachers and students of Lakeview Park Public School celebrated 50 years with a reunion on May 20th, 1:30 p.m. to 5 p.m. Part of the entertainment included a gymnastics demonstration, choral selections, tours of the school, displays of Canadian history, old photos and mementos. Former students and staff were on hand to reminisce about their years at Lakeview Park. The Parent School Association presented a beautiful wooden plaque to the school, which was designed and carved by E. Glen Redden.



The 70th anniversary in 1993 was also a great affair, attended by Mayor Hazel McCallion, who presented the school with a plaque from the City, Mississauga South MPP Marg Marland and Mississauga South MP Paul Szabo. An open house was held on Thursday, May 5th, when the students put on a play called, "The 70 year Itch."

As the ratio in students diminished, the decision was made by the Peel Board of Education to close the school and transfer the students to Allan A. Martin and Neil C. Matheson Public Schools on Ogden Avenue. It was a sad time for the students, but the principal Cathy Standring, the teachers and students put "A Night to Remember"

together for the parents. It was "A Celebration of Life" and the students' performance, depicting the years from 1923, was well done. Principal Standring, who was going to be the principal at Allan A. Martin, thanked the parents for all their volunteer efforts, "You participated in every special school event, supporting our students and certainly supporting us through our school council." It was a tearful night that was recorded on video as a remembrance. The remaining 97 students were presented with a last gift, a Lakeview Park Memory Book.



▲ Lakeview Park Class, 1933 (Class photos - Lakeview Park School)



▲ 2003 (Kathleen A. Hicks)

On June 22, 2001, the school at 1239 Lakeshore Road East rang its bell for the last time after 78 years of service to the community. As of September, 2001, it has been the location of InDEC, an individual educational centre that provides a senior elementary and secondary school alternative program. The councillor was Patti Lawrence and the program leader was Nancy MacDonald Foster. In 2004/2005, the program leader is Karen Wilson.

Lakeview Park Public School ▶  
(Mississauga Library System)



▲ School Closing, 2001. Grant Ferguson, former Principal, Larry Street, Superintendent, Cathy Standring, Principal (The Mississauga News)

#### NEWS ITEM

##### Vandals destroy property at Lakeview Park School

A bad case of vandalism occurred at Lakeview Park School on Tuesday night. In conversation with Chief Garnet McGill on Wednesday he stated that no arrests had been made as yet but that the break-in looked as if it was made entirely to do destruction rather than to steal.

Entrance was forced by breaking a basement window. A fire was started in the basement and files, records and text books were used to start a large fire in the office. The walls were badly charred and furniture burned. In the various rooms, dishes were broken and books strewn on the floors.

Due to the quick action of Tom Clayton of Lakeview, who was returning from Toronto and noticed the fire, further damage was prevented. Mr. Clayton gained entrance to the school and extinguished the fire. The school was closed on Tuesday and classes resumed on Wednesday.

*Port Credit Weekly,*  
October 10, 1946

## The Groves Family - 1924

**T**homas Jordan Groves was born in Bridgewater, Somerset County, England, in 1887. He grew up with little education and started work in construction at an early age and became a cabinet maker. He married Catherine Cornish (b.1891, d.1963) in 1909 and they had a son, Thomas Henry, on June 26, 1910. In 1912, they planned on coming to Canada to join his parents in Toronto. They were supposed to sail on the Titanic but Catherine took ill, and the trip was postponed. Thank God, because we all know what happened to the Titanic on April 14, 1912.



◀ Thomas Groves Sr.,  
1914



◀ Catherine Groves,  
1945

AS IT HAPPENED THE FOLLOWING YEAR, THEY FINALLY made their trip across the Atlantic Ocean on a steam liner. After several days at sea, they landed in Montreal and took a train that brought them to Toronto's Union Station. Tom's brother, Bill, met them in a Model T Ford and drove them to their parent's rented house on Jones Avenue. Once they were settled, his father, Thomas, asked him, "What are you going to do, Tommy? Are you going into a cabinet shop?" Tommy, who had thought hard about his livelihood in Canada on his trip over, told his father, "No, I am going into the building business."

Tom got a job with a Mr. Baxter, who was constructing homes in New Toronto, and made all the sashes for the bungalows. The first house he worked on was the Bell house on Greenwood Avenue. Within three weeks, he was made foreman. Before long, he was

absorbing every aspect of the construction business, which had not interested him while he was in England. He became fascinated with drafting and was soon drawing up plans.

On November 23, 1913, Catherine gave birth to their second child, Lillian. By the end of the year, Tom, his brother, Bill, and Tommy Holms, had founded Groves and Holms Construction. They began building small bungalows in Scarborough. They could put up an entire house in three weeks. World War I took the three young men off to Europe. Both Tom's brothers, Albert and Bill, were also in the war under King George V. Albert received two medals, but Bill lost his life in action in 1914. He was awarded the Military Medal of Honour, 1st bar, 2nd bar and the Silver Cross. Tom received two medals. They were involved in all the big battles such as Vimy Ridge and did not return until 1918. Tom's father, Thomas Henry, had spent 21 years in the 2nd Somerset Light Infantry and had received the



▲ Thomas and Winnifred Groves, 1945



▲ Thomas and Winnifred Groves, 1952

Queen Victoria medal. He had served at Buckingham Palace taking care of Prince Edward's horses. So the family's medals were accumulating. Back in Toronto, with the war behind him, much to Tommy's dismay, he had to go back to work for Mr. Baxter.

In 1921, he started Groves Construction and brought his family out to reside on Manor Road (First Line/Cawthra Road) in Lakeview in 1924. They rented a house three doors up from the Lake Shore on the west side. He and Catherine had two more children by this time, Catherine, 1918, and William, 1920. The following year, young Tommy was out of school and working alongside his father. Tom Sr. was one of the founding members of the Canadian Legion Post #86, which was organized in 1926. He worked on the restoration of the Reginald Watkins estate on Mississauga Road, Erindale, called Lislehurst, in 1927.

Young Tommy and a friend, Joe Monks, went to Brampton for a parade in 1929 and it was here that Tom met 17 year old Winnifred



▲ Connie Clarke. The photo Bill fell in love with, 1939



▲ Win Groves, wearing hat Kathleen designed, 1939



▲ Tommy Groves IV



▲ Robbie Groves, 1950



▲ Bill and Kathleen, 1945



▲ Groves Store, Kathleen, Harry and Billy, 1946



▲ former Groves Store, 2004



▲ Tommy, Kathleen and Richard, 1937

Beeby and Joe met Stella Brown. The two couples had a double wedding on November 8, 1930, and lived on First Street in Lakeview with friends. Kathleen (this author) was born in 1931. Tom was still working in construction with his father.

Tom Sr. and Catherine divorced in 1933 and Tom left to give his handiwork to his construction business. He went to northern Ontario where he built houses in the newly founded communities of Elliott Lake and Virginia Town. He built two large buildings to house the workers of the Norando Mines and houses at the Hosca Gold Mines both in Quebec, homes at Kearns Town Mines and Larder Lake in Ontario and he constructed a 454 suite \$4 million apartment building in Mimico.

Tom and Win took in his siblings, then Lil and Cath married and Bill stayed on. By 1939, Tom and Win had Tom, 1934, Dick, 1935, Harry, 1938, and Bill, 1939.

When World War II (1939-1945) commenced in Europe, Tom Sr. was again put into service in Alaska building Quonset huts for the Army and training the young men destined for overseas duty. His son, Bill, who lived with brother Tom on Jumna Avenue, also was involved in the war as a motorcycle dispatcher with the Canadian Army. While in London, England, Bill looked up Winnie's cousin, Connie Clarke, and they fell in love, got married on December 4, 1941, and had a daughter Marilyn on November 9, 1942.

When the war ended, Tom Sr. and young Bill returned. Connie came over as a war bride and she and Bill lived in Toronto. They eventually moved to Brampton where Bill worked as the custodian of the Brampton Court House, while Winnie's Uncle Joe Mitchell was the warden of the Jail. They then moved to Georgetown, where Bill died in 1985.

Tom Sr. rarely came back to see his family, but put his expertise into his construction company. He returned in 1950 and in 1952 he purchased property in Cooksville on

Western Avenue (King Street in 1972), two acres (0.8 ha) of Lot 16, Con. 1, SDS, where he built himself a house. He designed the Copeland's IGA, a drug store and the Johnsons & Magwood Service Station at the four corners of Cooksville. He constructed office buildings along Cawthra Road and throughout Toronto Township, leaving his mark on the land in apartment buildings, plants and a steel works in Oakville. Tom sold his property in Cooksville and rented a house in Port Credit on Briarwood Road. He saw five generations before he passed away on November 16, 1975.

During W.W.II, while Tom and Win lived on Jumna Avenue, Win worked at Small Arms as an ammunitions assembler. Tom worked in Toronto at a hat factory and then started his own painting and wallpapering business. With the two incomes, they managed to purchase several lots on Trotwood Avenue, of the Stephens subdivision plan of 1921, and moved there in May, 1942, to live in a two room tar paper shack Tom put up. Win quit Small Arms at the end of the war in 1945 and by this time Tom had built a two storey frame house with a cement block basement. They opened Groves Grocery in their front room and the store did fairly well.

Robert James came along in 1946. Besides doing the butchering for the store, Tom began to construct two cement block houses on his property and sold them to the Dykes, 1948, and the Stoners, 1949. He had bought a piece of property from Ed Ginger in 1946 and in 1949 he built a store with a house attached and in 1950, they moved into it and sold the other house. When Tom's health started to fail, they bought property in Parry Sound and moved there in 1952, leaving Kathleen and her new daughter, Kathleen Grace, 1951, behind. Tom died of lung cancer in 1977 and Win of emphysema in 1987.

There are still Groves living in Mississauga, Kathleen, of course, and brother Harry and his wife, Diane, and their children Richard and Diana and grandchildren, Kyle and Sarah.



▲ Bill and Win Groves, 1945



▲ Win and Kathleen Groves, 1944



▲ The former Groves Houses, 2003



Kathleen's two bedroom bungalow her relatives had built before she was married in 1949 at 1512 Kenmuir Avenue is still there as are Tom Jr.'s houses at 1371, 1375, 1381 Trotwood Avenue. Tom Sr.'s buildings still exist and his involvement in the restoration of the heritage house, Lislehurst, in Erindale that is the principal's home on the University of Toronto Mississauga campus, is still remembered. His house on Western Avenue was torn down when the street was put through to Hurontario and became King Street in 1972. It is now the location of Heritage House, a seniors residence. The old I.G.A. store is now the Mian Supermarket and the garage at the southeast corner of Hurontario and Dundas Streets was torn down in 2000.

### Five Generations of the Groves Family, 1971 ▶



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(Photos courtesy of Kathleen A. Hicks)



▲ Tom and Winnie Groves

### NEWS ITEM

A double wedding took place at Lakeview Saturday, Nov. 8, when Miss Winnie Beeby was married to Thos. Groves and Miss Stella Brown to Mr. Joseph Monks. Both brides came from Brampton, while both grooms reside at Lakeview. The ceremony was performed by Rev. Mr. Dunsford, Anglican Minister.

*The Streetsville Review*, November 13, 1930

**Author's note:** The friends of the newlyweds put one baby shoe under the pillow of each bed and in the morning, Tom found the Monks' shoe outside his door. This pair of shoes was worn by this author.

## The First Constable - 1925

**L**akeview's first constable was Fred Choles, who operated a garage on the south side of Lake Shore Road, west of Aviation Road. He was constable from 1925 to 1927 and then William Cluff took over the task as well as truant officer. They kept an eye on activities in the small village and were only paid when they had to carry out an arrest or special function. Cluff owned a grocery store at the corner of the Lake Shore Road and Meredith Avenue, where he collected the local taxes. He also operated furnished cabins, which were used by American tourists, who ventured north for the Canadian National Exhibition every August.

In 1936, the men working on the widening of Lake Shore Road also provided Cluff with a good income. He also had gas pumps for Frontenac Oil Company. Around his time, Jack Wilson, who lived at Stop 4 on the Lake Shore Road, was the game warden. In 1938, Cluff was appointed a special township officer along with Bert Denison.



▲ Sid Belford  
(Mary Richardson)

Choles House, 1920s (Stanley Choles) ▶



Joseph Allen was Toronto Township's first chief constable and Cooksville born Sidney Belford (b.1889, d.1942) was constable and truant officer, who joined Allen in 1924. At a council meeting in June, 1938, Sid was officially appointed Chief of the Toronto Township Police Department. He received a raise in pay and all fees and rewards were to be turned over to the Township's treasury. Sid was one of the Township's unspoken heroes, who was gentle and compassionate to others no matter what their crime. Ben L. Drennan, an officer of the Ontario Provincial Police, joined the Township Police Force and became chief in 1944. He was related to the Streetsville Drennans.

The first Sheriff for Peel County was Robert Broddy. He was the last Sheriff appointed by Prime Minister Sir John A. MacDonald in 1867. He was known for his splendid horses named Salt and Pepper. He served in this capacity until 1910 when he died at age 86. He was born in Chinguacousy and the area where he lived and raised six children was named Broddytown. It is now Bramalea.

## NEWS ITEM

### Township Bicyclists to pay Licence Fee

Toronto Township bicyclists will be required to purchase an annual licence for their machines immediately, according to a by-law given its third reading by township council on Monday. To be issued by Chief Constable Sidney Belford, the licences will cost fifty cents and will expire on December 31 of the year of issue.

"This by-law will provide protection for owners of bicycles and the public, and does not create a fund for the township treasurer," stated Reeve E. D. Maguire.

Penalties under the by-law provide a maximum fine of \$50. It will be effective immediately.

*Port Credit Weekly*  
Thursday, July 7, 1938

## NEWS ITEM

### Constable denies charge

Earl Wise, Lakeview, charged with stealing a tire from Joseph Thompson, also of Lakeview, in police court on Tuesday accused Township constable Ben Drennan of using objectionable language and claimed that the constable had threatened that "he would get me."

"That is a serious charge to make," Magistrate W. E. McIlveen warned.

"I don't recall making that statement," the constable said when he was called to answer the accusation. "I told him that I had been watching him, but I don't remember saying anything more than that."

"Did you say that you were 'going to get him'?" Crown Attorney A. G. Davis asked.

"No sir."

George Turner, Sherbourne St., Toronto, volunteered himself as a witness and testified that Constable Drennan had called Wise several names and had used profane language while searching Wise's home. "The constable said, 'You're a smart guy, aren't you? Well I'm as smart as you are and I'm out to get you.'" Turner testified.

Chief Constable S. M. Belford denied hearing the constable swear at Wise. He had accompanied Drennan.

Recalled to the stand, Constable Drennan said, "It is absolutely untrue about my swearing at Wise and calling him a liar."

Wise repeated to the court some of the language he said he heard. He was remanded for one week.

*Port Credit Weekly*  
December 15, 1938

## The Lakeview Legions #86 & #262 - 1926

SEVERAL VETERANS OF WORLD WAR I (1914-1918), this author's grandfather Thomas J. Groves included, decided to form a Legion, whereby they would bring together all the local men who had fought in this war. In 1926, they held their first meeting and they met in one of the member's basements and called the group The Canadian Legion of the British Empire League. The charter members of Post #86 were: Fred Anderson, George Bradley, Arthur Bent, William Bolton, George Fourster, Thomas Graham, Thomas Groves, Thomas Hands, Joseph Kelly, William McMahon, W. O. Scott, Robert Townsend, Charles and John Wood and Alexander Waldrum. W. Scott became the secretary.

In 1927, they raised enough money to construct the Lakeview Memorial Hall on Centre Avenue (later Greaves Avenue) and it was managed by John Wood. They held dances every Wednesday and Saturday Nights and danced to the music of the Arcadian Orchestra. The organization only functioned until the end of 1930 and the Hall was sold. Several of the Legionnaires went to Port Credit Legion Branch #82.



▲ Army, Navy and Air Force Club, 2003

765 Third Avenue, Lakeview area. (Kathleen A. Hicks)

As time passed, some of the local veterans decided to reestablish a Legion and it all came together in a meeting of the Lakeview Veterans Association on February 20, 1936, held in a classroom at the Lakeview Beach Public School. Joseph Kelly was president, E. Johnson, vice-president, F. Gardner, secretary, and Mr. McCabe, treasurer. They eventually rented the house that had been the library on West Avenue. One popular fund raising project was the poppy fund. It usually averaged over \$200 every November, which was held in recognition of the end of WWI on November 11, Remembrance Day.

In 1938, the organization became known as the Lakeview Army and Navy Veterans Association, Unit #262. The following year a Ladies Auxiliary was formed. The members kept active with euchre nights, field days, children's picnics, sponsoring local sports teams and operating their Young People's Athletic Club.

The first record of an Army and Navy Veterans Club was reported in Montreal, Quebec, in 1840 and that date has been established as

its founding. So in 1940, the 100th anniversary of the organization was celebrated. In 1946, an Act of Parliament renamed the Association the Army, Navy and Air Force Veterans (ANAF) in Canada.

In 1945, the ANAF started construction on its own clubhouse on Third Street. The basement was completed and opened on New Years Day, 1946. With the end of the war, the club's membership soared

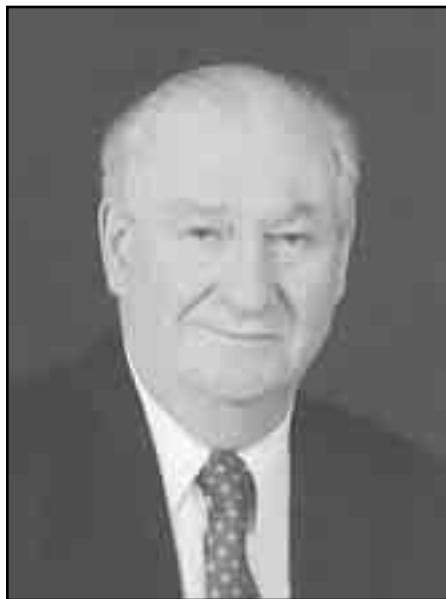


▲ The ANAF Unit #262 Hall, 2003 (Kathleen A. Hicks)

and activities increased until more space was required. It was expanded with a first floor in 1949. The building received a second floor in 1963 that contained a Banquet Hall and kitchen facilities. On October 6, 1963, Reeve Robert Speck did the honour of opening the renovated Lakeview Unit #262 clubhouse at 765 Third Street.

Some of Unit #262's activities include: a Canada Remembers program, marching in the Canadian National Exhibition parade, observing Remembrance Day, having a children's Christmas party every December and sports day every summer and a gigantic Canada Day party on July 1st. This author attended the Unit's Armistice Dinner on Saturday, November 9, 1974, which was also attended by the Kennedys, Searles, Kellys, Crawfords and McKays. One interesting activity that began in 1982, has been the participation in the American Legion West Seneca Post #735's remembrance parade for Pearl Harbour every December 7th in New York State.

In January, 1992, Andrew Dowling, who had joined Unit #262 on October 29, 1977, when there were 550 members, became president. His board consisted of Bud Stevenson, vice president, John Hudson, second vice, Jack Lowe, treasurer, and Ed Lee, secretary.



▲ Andy Dowling

After 12 years, Andy still retains his presidency, but his board has changed. Now he has John Angliss, first vice, Robert Levesque, second vice, William White, treasurer, and Donald Evans, secretary. Over the years, the members have kept their focus and worked at retaining a strength of purpose in retaining the character of the organization's aim to always build a bigger and better organization for those who sacrificed for their country.

## NEWS ITEM

The Lakeview Army and Navy Unit #262 will present a grand variety concert next Wednesday in the Silver Moon Dance Gardens. Music will be provided by the well known South Sea College of Music radio artists, with singing, dancing and Hawaiian music also featured. Proceeds of the concert will be given in aid of the children's picnic held every year by the vets. Tickets are 25¢ and 15¢ and are on sale at every store. It is a worthy cause, so bring your friends with you. You won't regret it.

*Port Credit Weekly*  
June 23, 1938

The Lakeview unit of the Army, Navy and Air Force Veterans Association is making a name for itself at home and abroad.

A Windsor war veteran reports that he received a letter recently from the British Minister of Records advising him to contact the Lakeview A. N. & A. F. unit if he wanted to get action on his pension request. "You will not be let down," he was told.

At home, the Lakeview vets made a good showing in the Warriors' Day Parade at the Canadian National Exhibition on Saturday. They had the largest A. N. & A. F. unit in the procession with 100 men and 25 women parading, headed by two bands. They were joined by members of the Kitchener unit. It was the fifth year that the unit had participated in the parade, and this year's turnout was a record.

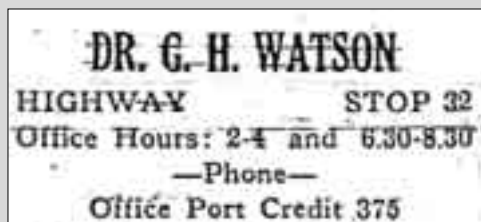
Fred Marshall acted as parade marshall and "Hank" Geil was sergeant of the colour party. The women unit was under the direction of Edith Wood.

*Port Credit Weekly*  
Thursday, August 30, 1951

## The First Doctor - 1926

**G**eorge Watson was born the son of William George Watson on January 21, 1899. His grandparents John and Elizabeth Watson had come to Lakeview in 1871, where they bought Lots 4 and 5, Con 2, SDS, east of Third Line (Dixie Road). George was born on his grandfather's farm. He had three brothers and one sister.

After attending Dixie Public School and Humberside Collegiate Institute and acquiring the education at the University of Toronto Medical College to secure a medical licence, George interned at St. Michael's Hospital in Toronto during 1924 and 1925. He then set up his practice in the newly named Lakeview in 1926. He bought property on Haig Boulevard and had a house built, which he christened Lakeview Park. He ran his practice from his home and he became a prominent family physician in Toronto Township



▲ former Watson House, 2004 (Kathleen A. Hicks)

IN SEPTEMBER, 1926, HE MARRIED HAZEL GOULDING. THEY had one son, David Goulding. The following year, he set up an office on the Lakeshore Road at Stop 32, where his office hours were 2:00 p.m. to 4:00 p.m. and 6:30 p.m. to 8:30 p.m. His telephone number was Port Credit 375. There were three doctors available at this time. Dr. Watson, Dr. Lionel Brayley who had a Port Credit office and Dr. Harold Sutton, the health officer and coroner, whose office was in Cooksville.

◀ Advertisement  
Port Credit Weekly,  
June 16, 1927



In 1926, Dr. Watson took over the Port Credit Child Welfare Clinic, conducted by the Catholic Women's League. The first clinic had been held in the Kingsbury Hall in Port Credit in 1925 with only five babies being attended to. Dr. Walter Thompson was the first physician involved and when he left after six months, Dr. Watson took over. He was assisted by Red Cross nurse, Miss Mary Turner. The mothers were given instructions in child care, nursing and general welfare of their babies.

For five years, the Clinic was open every Friday afternoon, except for one month during a flu epidemic, and Dr. Watson, the baby specialist, was on hand.

The Red Cross Society took over the operation and within ten years the membership was up to 187 and the clinic was held in Forest Avenue Public School. Every year, a birthday party was held. At the 14th celebration in July, 1939, the babies were presented silver spoons from Colonel Thomas Kennedy, to commemorate the royal visit of King George VI and Queen Elizabeth in May. Reeve Maguire



▲ Lakeview Baby Clinic, 1952. William Bayliss, President Lakeview Businessmen's Assoc. on left.

and MP Gordon Graydon were also in attendance. Mr. Graydon commented that, "Toronto Township has the good fortune in having such a self sacrificing and devoted doctor as Dr. Watson in its midst." Dr. Watson was involved until October, 1951, when he resigned. Due to his leaving, the clinic closed down. In 1952, it was reopened as the Lakeview Baby Clinic under the auspices of the Peel County Health Unit and the Lakeview Businessmen's Association. Mrs. George Gallow, the Association's chairman of the welfare committee, took over its management.

Dr. Watson suffered a heart attack and then died of cancer on October 3, 1964. His house at 1020 Haig Boulevard is now the residence of Arben Aleksi and his family.

**Author's note:** Dr. George Watson was the Groves' family doctor (author's maiden name) from 1933 to 1954. He delivered all my mother's babies at home, except me, and delivered my first child, Kathleen Grace, in 1951, at St. Michael's Hospital.

## NEWS ITEM

A very pretty wedding was solemnized on Wednesday evening at the attractive home of Mr. and Mrs. Jethro Crang, 2 Regal Road, when Hazel Elizabeth, daughter of Mr. Alfred Goulding and the late Mrs. Goulding, became the bride of Dr. George H. Watson, son of Mr. and Mrs. W. G. Watson, Dixie, Ontario. The ceremony was conducted by Rev. W. E. Baker. Miss Marjorie Goulding, as bridesmaid, carried an old fashioned bouquet of cornflowers and roses in shades to match her gown. Miss Jean Jarkinson, niece of the bride, was a dainty flower girl frocked in pale pink. Master John Clayson acted as ring-bearer. Dr. Douglas Scott of New York assisted the groom. Dr. and Mrs. Watson left by motor for their honeymoon. Upon their return they will reside in their new home, Lakeview Park.

*Streetsville Review*  
Thursday, Sept. 16, 1926

## Crookes' Auto Wreckers - 1927

**E**nglish born, Albert Crookes, came from Sheffield to Canada in 1911 at age 27. He lived in a small cottage in a field a quarter mile south of the Middle Road (Queen Elizabeth Way), Lot 8, Con. 2, and here he started an auto wreckers business in 1927. Albert was a heavy set man of medium height, a banty rooster type of gentleman, who looked the part of a businessman who dealt with the public. He purchased old wrecks from A. D. Gorrie's used car dealership in Toronto and had high school boys go in to tow the cars out. Ogden Avenue wasn't put all the way through yet

and only went to the railway tracks so a team of horses had to pull the wrecks to the yard for dismantling. This rutted laneway, called Wreckers Road by the locales, was eventually extended up to the Queen Elizabeth Way and the address became 1365 Ogden Avenue.



▲ Albert Crookes  
(Gerry Lancaster)



▲ Albert Crookes, 1938 (Gerry Lancaster)

CARS SOLD NEW FOR \$240, BUT AS WRECKS, ALBERT BOUGHT them for as little as \$5. If anyone complained about the price of parts, he would just refer them to the Eaton's Catalogue, which was his pricing guide. His business prospered to become well known and one of Lakeview's longest run successful operations.

Albert was politically inclined and as early as 1930, he began to attend the odd Toronto Township Council meeting. He and his old friend, John Evans, would hop in Albert's tow truck and make a bee-line for the Cookville Town Hall, where, with law books in tow, he would agitate and thoroughly enjoy the experience.

In 1939 when the King and Queen of England came to Canada for a visit, he was the newly elected Deputy Reeve, and he was in charge of the train accommodations to transport the school children of Toronto Township to Riverside Park to see the royal couple. He had beat his opponent H. J. Hazard 668 votes to 305. His many years of

assisting the families of Lakeview through the depression revealed that the people did not forget a kind gesture.

After his one year stint as Deputy Reeve, Crookes rarely missed a Council meeting. By 1953, he was dubbed “the unofficial opposition member” by Reeve Anthony Adamson. He was known to be a stubborn hardheaded observer who was against every Reeve who was in office. He belonged to the Lakeview Businessmen’s Association and Ward 1 Ratepayers Association and swung his weight around when he had a beef to express. When Mary Fix was Reeve she ordained him, “The official opposition.”

Albert never married, so when he passed away on April 27, 1958, at age 73, he left his wrecking yard to his sister Kate’s son, Bruce Holness. Kate (b.1894, d.1977) and her husband, James (1887-1972), had four children, Edward, born in 1920, who was in the Air Force during World War II and died in 1944, a daughter, Bernice, 1925, Bruce, 1927, and Bernard (1930-1997). In September, the 10 acre (4 ha) Lakeview Athletic Park was renamed the Albert E. Crookes Memorial Park in his honour and a stone cairn with a bronze plaque was erected and dedicated by Reverend John Urquhart of St. Nicholas Anglican Church. It reads: In memory of Albert E. Crookes 1885 - 1958 for a lifetime of service to his community.

Bruce had worked for his uncle for a number of years. He remembers his Uncle Albert’s favorite slogan, “We’ve been Crookes since 1927 and it’s too late to change.” He operated the business until 1989 and then sold the property. Houses are located there today. He still resides in Mississauga with his family.



▲ Albert Crooke's Park (Kathleen A. Hicks)

## NEWS ITEM

The unsung hero of the outburst at the Toronto Township Council chambers was Albert Crookes, for years the “god-father” of the Lakeview area. Crookes, who did so much to assist unemployed of the district during the past winter and spring, and who has presented the case of unfortunates of Lakeview at every meeting of Toronto Township Council during the past three years, was instrumental with Township Constable Sid Belford, in stemming the rush of strikers into the council chambers long enough to give Reeve L. H. Pallett, who was attacked by the mob, an opportunity to escape from its clutches, and take refuge in the office of the road overseer.

When Pallett came to the door of the offices to talk to the workers, who had marched on the hall, Crookes edged to the fore to put in a pacifying word in case the outburst developed. When the men in the front rank of the mob grabbed the Reeve, Crookes interposed, and tried to get the men to leave the office. Windows began to crash, and the mob rushed. The Reeve, in hiding in the overseer’s office, was sought by the strikers, who rushed to the other end of the building. When they found that their intended prey had escaped them, they turned on Crookes.

Men and women swung threatening fists under his nose, and he was backed against the wall of the hall. One man waving a two-foot section of board, studded with rusty nails, made for Crookes. He was thrust away for the moment, but still holding the board, returned to attack. One of the Telegram staff, standing at Crookes’ side, blocked the man, and as cooler counsel prevailed, he contented himself with shouts of “traitor” and other epithets. “Why didn’t you let us get Pallett?” he yelled.

Crookes, to Inspector Doyle of the Provincial Police, refused information as to the identity of his attackers. Bitterly disappointed by the attitude of men whom he had befriended for years, he refused to adopt the character they would have thrust upon him.

Councillor Tom Graham, commenting on the affair later, said, “Crookes was the hero of the day. Things are bad enough as it is but if they had dragged Pallett out in the open, some of them would have gone to jail. It would have been a murder.”

*Streetsville Review*  
June 22, 1933



## Girl Guides - 1927

THE 1st LAKEVIEW GUIDE COMPANY WAS formed in 1927 with Gladys Mary Bumstead and Mrs. M. Hope as Guiders. In 1931, the 1st Lakeview Brownie Pack was organized and the Leaders were Miss E. K. Walker and Miss O'Reilly. These two groups held their meetings at Lakeview Park Public School.

The Girl Guide organization was started in England in 1909 by Boy Scout founder Lord Robert Baden-Powell and his sister, Agnes, who became the first Commissioner. In 1910, Guiding came to Canada with the first company being formed in St. Catharines, Ontario, by Mrs. Malcolmson. That same year companies were started in Toronto, Winnipeg and Moose Jaw.

The aim of the Girl Guide organization is to help girls and young women to become responsible citizens, who are able to give leadership and service to their community, whether local, national or global. Guiding has a three part promise: "I promise to do my best, To be true to myself, my God/faith and Canada; I will help others, and accept the Guiding Law."



◀ Agnes Baden-Powell  
(Boy Scouts of Canada)

In the 1950s, the Lakeview Businessmen's Association assisted young people such as the Guides and Brownies. The Lakeview Guide Company camped at Sawyers Lake in Haliburton at this time. The Guides often visited the Cawthra-Elliott estate to enjoy hiking and learn about nature.

On April 19, 1956, the South Peel Division of the Canadian Girl Guides held its third annual dinner meeting in Lakeview. In attendance were the Division Commissioner Mrs. D. Smith, Director of Toronto Township's Parks and Recreation, William Hare, Township Reeve Tom Jackson and Streetsville Reeve and Warden of Peel, William C. Arch.



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▲ 1st Lakeview Girl Guides, 1949 (Mildred Potter Anderson)

After Hurricane Hazel hit the area in October, 1954, the older Guides and Rangers (girls 15-18) were instrumental in helping people clean up the debris.

Guiding in the Peel and Halton Counties was part of the Hamilton area until 1961. In 1962, White Oaks Area was formed and Lakeview became a District in the Dixie Division. As the Guiding organization grew, the area below the QEW was divided into four districts: Lakeview, Lyndwood, Orchard Heights and Ogden. In 1972, these districts became part of the Jalna Division and in 1974, the four districts became the Ogden District.

In the 1980s, the Ogden District worked with the Mississauga Parks and Recreation Department to provide after school activities for chil-

dren of low income families. The Guides are involved in crafts, music, camping, hiking, games and earning badges. They also spend one week a year at Camp Wyoka, near Clifford, Ontario, approximately 160 kilometres (96 miles) north of Mississauga. All the Guides of the Ogden District participate in the spring clean up in April. During the Mississauga's Litter Not campaign, the Guides adopted Serson Park and a sign was put up acknowledging this.

The two Lakeview units are now called the 77th Mississauga Guide Company and the 77th Mississauga Brownie Pack. There are six units with 74 girls involved. Lakeview can take credit for having the first Girl Guide Company in Toronto Township/Mississauga.



### HOW IT ALL BEGAN

In 1909, when some girls in London, England, heard about the new organization for boys that was started by Lord Baden-Powell, they dressed in make-shift uniforms and went to a Boy Scout Rally in the Crystal Palace. They insisted that they wanted to start their own group of girl scouts.

Lord Baden-Powell was impressed with the young ladies' gumption and invited them to his house. He got them organized and helped them choose a distinctive name, the Girl Guides. He introduced them to his sister, Agnes, and she agreed to be their leader. She became the president of the Imperial Girl Guide Association. She and her brother wrote the first handbook for Guides called, "How Girls Can Help Build the Empire." The first company in England, registered February 6, 1910, was called "Miss Baden-Powell's Own."

Taken in part from a Girl Guide newsletter.

▲ South Peel Division Dinner Meeting, Director of Parks and Recreation, William Hare, Reeve Tom Jackson, Division Commissioner Mrs. D. Smith, and Warden of Peel W. C. Arch, 1956 (Port Credit Weekly)

## Lakeview Park - 1927

**L**akeview Park, covering an area of 10 acres (4 ha), was opened in 1927 for people to enjoy the scenic beauty of Lake Ontario and its massive sandy beach. It was the first park in Toronto Township. With 700 feet (213 m) of lake frontage this vantage point would eventually harbor a boat house/first aid building manned by lifeguards, a concession booth with change and washrooms rooms, picnic area with tables, benches and barbeque pits and a softball diamond with a parking lot for over 100 cars. The Lakeview Girls Softball League started playing there in 1927.

During the summer months of the 1930s, many events were held at the park and the proceeds were used to improve the popular bathing area that would see up to 1,000 visitors on a weekend.

In the summer of 1936, a constable was put on duty by the Toronto Township Parks Commission to patrol the beach on weekends and holidays. That summer, on June 20th, parking charges of 10¢ for cars and 25¢ for trucks was implemented. The Park was also used for special events for the first time and permission had to be arranged through the Commission secretary, W. M. Ketchen. At this time it was announced that it was a popular place for picnickers and one weekend over 4,000 people utilized the beach.



▲ *The Groves Family at Lakeview Park, 1936*  
(Kathleen A. Hicks)

A NEW BALL DIAMOND WAS ESTABLISHED IN 1946 BY THE Township's Board of Parks. The Board consisted of D. H. Cowling, T. H. Barrett and Alex O'Brien. In 1950, the Lakeview Businessmen's Association held several Bingos at the Lakeview Beach Public School to raise funds to make a few improvements to what was now called Aviation Park. The Toronto Township Council allocated \$5,775 for park improvements in November, 1951, and the park had another name change to Lakeview Athletic Park. The park was the only one handled by the Parks Commission and the plans were carried out in the spring of 1952. They had a 48 foot by 24 foot (14.8 m x 7.4 m) cement block building constructed by contractor Peter Caruk that had change rooms for swimmers, washrooms and a refreshment booth that would be open all day. It was the first building of its kind in the Township. (It would be converted to a Drop-in-Centre in 1967.) A park caretaker had living quarters at the rear of the building. Mr. Osborne was assigned life guard. Bleachers were built at the ball diamond and overhead lighting was installed so evening baseball games could be played.



In 1957, 12 large maple trees were planted, and in 1958, a children's wading pool was added. A large Scotch pine was also planted in the picnic area by Mrs. S. Sharpe of Port Credit. On any given summer weekend, over 1,000 people congregate at the beach. When an event was held over 2,000 people would attend.

When the former Deputy Reeve, Albert Crookes, passed away in April, 1958, the Toronto Township council decided to honour him by changing the name of Lakeview Athletic Park to the Albert Crookes Memorial Park. On September 8th, the Crookes family, Mayor Mary Fix, councillors and many Lakeview residents, who knew this community minded gentleman, gathered for the ceremony. Reverend John Urquhart, Rector of St. Nicholas Anglican Church, did the dedication. A cairn was unveiled by Albert's sister, Mrs. Lily Lancaster. The bronze plaque reads: Albert E. Crookes 1885-1958 for a lifetime of service to his community.

The Albert E. Crookes Memorial Park became part of Lakefront Promenade Park in 1994.

Gloria Harris Keene, 2003 ▶



## NEWS ITEM

### Miss Toronto Township Judged on Saturday



(Joan Harris Larkin)

A blonde 17 year old high school girl emerged victor over a score of rivals when the judges crowned Miss Gloria Harris, of Caven Street, Lakeview, as "Miss Toronto Township," Saturday at the annual picnic of the Lakeview Liberal Association.

The beauty contest, rained out a week ago, attracted more than 2,000 people to Lakeview Park. Some 23 girls participated in the event and the judges had a difficult time before selecting the winner. They finally awarded first place to Miss Harris over her dark haired rival, Miss Margaret Hazlett, 19, of Horner Avenue, Alderwood.

Third place went to Miss Gladys O'Lennick, 19, employee of the Toronto Golf Course. The judges were Mrs. A. McMann, of the Health League of Canada; Reeve Ed Maguire of Toronto Township; and Ward Price of Toronto. Mrs. McMann crowned the winner and presented her with a bouquet. Mansell Kitchen, president of the Lakeview Liberal Association, made the presentation of a \$25 cheque to the winner.

Miss Harris made her second appearance on Monday night, when she appeared at the Legion carnival to make the lucky number draw. *The Port Credit Weekly* extends congratulations to Gloria on this, her first venture to gain honours for herself and Lakeview.

*Port Credit Weekly*  
Thursday, August 10, 1939

**Author's note:** Gloria Harris was 17 years old when she won Miss Toronto Township. In 1944, she moved to Vancouver, British Columbia, to be with her new husband, Norman Keene, who was serving in the Air Force. They still reside there.

## Third Line/Dixie Road - 1927

IN 1927, WITH THE BACKING OF MAJOR General Cawthra-Elliott, who was working in earnest to have First Line called Cawthra Road, 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 to the north. They had formed a committee to carry out this quest and 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 concrete paving of the nearly three mile (5 km) stretch of gravel road 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.

A committee, to handle the opening ceremonies, had been formed



▲ Dixie Road, looking north, 1920s (Grant Clarkson)

and 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 on his many trips on this old line and how 22 years ago 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 Dixie Road, presented the Reeve and country engineer, M. L. Powell, with a set of club bags and resident engineer, J. Brown, with a walking stick. Remembrances of the old road, declared open in 1833, 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, and the hundreds of guests were serenaded by the 73 year old Canadian singer, James Fax, who had first taken to the stage at age 25, and were entertained by dancer Thelma Oswen of Toronto and singer Mrs. Stanley Leuty. They 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 Toronto Township Council along with Cawthra (First Line) and Tomken Roads (Second Line).



▲ Dixie Road looking south, 1920s (Grant Clarkson)

## NEWS ITEM

### New sidewalk for Lakeview

The council for the Township of Toronto is anxious to see a sidewalk built in Lakeview on the Toronto Hamilton Highway. For some time the ratepayers have urged the council to take definite action in connection with the building of a sidewalk at this particular point in Lakeview, in view of the fact that the people are endangering their lives along the heavily travelled road. A resolution was passed on the motion of Councillor L. H. Pallett and Deputy Reeve Bryans that the Road Superintendent, T. W. McCracken, inform the Department of Highways that the council is prepared to proceed with the construction of the sidewalk at once. A letter was read from the Highway Department stating that the customary grant of one-third the cost of construction might be expected from the Department.

*Streetsville Review*  
August 12, 1927

## The Great Depression - 1930s



**W**hen the New York 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.

### ▲ Lakeview Relief Camp (City of Toronto Archives)

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 Lakeview losing their jobs, their families suffered. This area seemed worse hit than the rest of the Township and the

stigma of that period stayed with the small community for many decades. 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 plaguing them. There was no work to be had. Lakeview as yet had no industry and the local farmers relied on their own family to do the work. Starvation sat on their doorstep 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.

Reverend Allan Ferry of the Lakeview United Church began the Lakeview Church Relief Fund in March, 1931, to assist the people in

his parish. The local farmers began to donate food and second hand clothing began to pour in from the more affluent people of Toronto. Every Monday and Friday morning, the needy would go to the Church to receive food and clothing. In December of that year, the Lakeview Welfare Association was organized and supported by the churches, the School Board and the Ratepayers. The head of the household then signed his family up for relief from this organization, which provided food and staples.

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.



### 1930s PRICES

Pay per hour: 10¢  
 Room & board: \$1 a night  
 Hamburger: 13¢ a lb.  
 Flour: 45¢ for a 12 lb. bag  
 Corn Syrup: 15¢ for a 2 lb tin  
 Raisins: 13¢ a lb.  
 Butter: 22¢ a lb.  
 Work pants: \$1.50  
 Cotton dress: 79¢  
 Custom made suit: \$23.

◀ Unloading a truck parked on the north side of Lake Shore Road

(City of Toronto Archives, Fonds 1266, Items 31245, 31249, 31274)



▲ Carrying food into the Camp, crossing the radial car tracks south of Lake Shore Road (City of Toronto Archives)

thin. My father came in for some tea and was asking the hobo questions and before long he and the hobo were talking almost as if they knew each other.

"I listened from the bedroom and for some reason I wanted to do something for the hobo. I picked up my notebook, tore a piece off one of the sheets and printed GOOD LUCK. I went to the veranda and walked beside the railing toward the chair where his hat lay and I pushed the paper until it disappeared underneath the band. Soon afterward, the hobo came out of the house, picked up his hat and started toward the steps. He said, 'S'long' and went fast along the road, setting his beaten up hat on top of his head."

Verna Mae Weeks

Excerpt from *My Villages of Mississauga*, page 217

## Memories

"One afternoon as I returned from school, I was surprised to see a hobo sitting on a chair on the front veranda. I knew he was a hobo, because many people were wearing old clothes with mends and tears in them. He sat forward on the chair, wearing his hat with his shoulders hunched, holding the sides of the chair as though he were ready to jump up and go. Inside the house, my mother was making him an egg sandwich. He had offered to do some work, but she had nothing for him to do.

"I told him to come inside the sandwich was ready and when he took his hat off, I saw that he was not old, but quite young and

## The Lakeview Library - 1930

THE LAKEVIEW LIBRARY WAS ORGANIZED and opened in 1930 by a few interested people who formed a Library Board in 1928 and held meetings at the Lakeview Beach Public School. The Board consisted of Howard Bowyer, principal of Lakeview Beach, as chairman, Mr. David, vice chairman, William Hett, secretary, M. Ketchen, treasurer, and Mrs. Wheatly as librarian.

A library was established in a house at the north-west corner of West Avenue and Second Street (Gardner Avenue). This house is still there at 1062 West Avenue and is now owned by Allan Nelson. The library was only open on Monday and Wednesday evenings and Saturday afternoon. It cost 25¢ a year to be able to borrow books and 5¢ for a card. The librarians were Mrs. Hawthorne and Mrs. David. This library service was discontinued in the early 1940s and starting in 1957 the Toronto Township Library System's bookmobile serviced this area.

In 1963, several Lakeview residents, Dora Stewart being one, approached Chief Librarian, Ruth Conrad, about establishing a Lakeview Library. It was not until March, 1967, that the Toronto Township Council finally voted to construct three libraries as a Centennial project: Lakeview, Malton and Lorne Park.



▲ Lakeview Public Library, 2003

(Kathleen A. Hicks)

The 37,000 square foot (3,437 m<sup>2</sup>) Lakeview Library at 1110 Atwater Avenue was designed by Pentland, Baker & Polson Architects of Toronto and built by Fredo Construction. It was officially opened by the Honorable William G. Davis, Minister of Education, on Sunday, October 15, 1967, with Ann Eddie as the librarian. Also on hand was Reeve Robert Speck, Deputy Reeve Chic Murray, Chairman of the Library Board, Peter J. Killaby, Chief Librarian Ruth Conrad and Father P. LeBlanc who made the dedication. Within three days of operation, 402 residents registered at the library and took out 1,691 items.



Within five years, the Library was too small and in 1972, the Library Board reported to the Mississauga Town Council that the Branch had to be expanded to accommodate the populace. It was estimated that the project would cost \$150,000. An architect was chosen in 1973 and plans were drawn up to proceed, however the Ontario Municipal Board did not give approval due to the rising costs of building materials and the new wing, that increased the library to 41,000 square feet (3,809m<sup>2</sup>), was not completed until October, 1974. On Sunday, March 9, 1975, Mayor Martin Dobkin opened the renovated Lakeview Branch. At this time, there were 110,000 books in circulation and Grace Shields was the librarian (1970-1981).

Over the years, the Library has hosted many functions for social

agencies, schools and churches. It is known as a meeting place for families and seniors, where there is always something of interest for everyone. The staff reaches out into the community as well, such as providing storytelling for day care programs.

On Saturday, October 18, 1997, a 30 year anniversary was celebrated, handled by senior librarian, Ruth Denyer (1993-2000). Many activities were provided and interesting items were on display, one of importance being an invitation to the 1967 opening, donated by former councillor of Ward 7 and former Mayor, Ron Searle.

In 2005, the annual circulation is over 208,000 items. Laura Higgison is the Senior Librarian and Ruth Denyer is the Branch Manager for Lakeview and Port Credit.



▲ Former Library Location, 2004  
(Kathleen A. Hicks)



◀ Opening 1967  
Ruth Conrad  
on the right  
(Mississauga Library  
System)



(Mississauga Library System)



▲ Mollie and Ron Searle and the  
First Librarian, Ann Eddie, 1997  
(Kathleen A. Hicks)

## Water Comes To Lakeview - 1932

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It took three years of perseverance by the residents of Lakeview before the water pipes were laid from Port Credit, so that they would have the convenience of water in their homes and do away with the long time wells. It all began in August of 1929, when Lakeview residents heard that water was going to be put in Port Credit homes, that a petition was put together by William Cooke, Stanley and Elizabeth Eveleigh, Thomas, Helen, A. P. and Margaret Rundle, Albert and Minnie Stewart and presented to the Port Credit Council. They requested that their properties be annexed so that their homes could be connected to the Port Credit water system, which would be installed in 1931 with the construction of an 8 inch (20 cm) main from Long Branch, with water being purchased from New Toronto. The issue was put over to the next meeting, but their petition was never tabled again.

Mrs. Ann Mabel Adamson, granddaughter of Joseph Cawthra, who lived on the Grove Farm, wrote a letter to Council in May, 1931, making the same request. As it turned out her appeal was granted with the condition that she pay the costs of the extra work involved with the installation. She complied and her home was connected up during the course of Port Credit receiving its water supply. This was followed by an urgent letter to the *Port Credit News* from Major-General Cawthra-Elliott telling of the water conditions the Lakeview people had to cope with.

IT ALL CAME TOGETHER IN MARCH OF 1932 WHEN LOCAL men, under engineer William Storrie, began the installation and laboured through the summer laying the water mains along the Lake Shore Road, up Cawthra Road and Haig Boulevard to the Middle Road (QEW) and Deta Road to the CNR tracks. They were paid 35¢ an hour. It cost \$31,000 for the water system to be installed along the Lake Shore, \$15,431 for Cawthra, \$2007 for Deta and \$8,150 for Haig. The Council passed a By-law whereby a home owner would be assessed 7¢ a year for each foot of frontage. *The Toronto Telegram* ran an article on January 18, 1933, stating that Toronto Township council had passed a By-law authorizing further water mains in Lakeview, and each street cost over \$2,000 and remained at 7¢ a foot. In August, plumber Ed Post connected the Lakeview Schools to the water supply. However, it would be several years before every street was accommodated as Toronto Township Council refused further installations as many home owners were in arrears of taxes. Until that time four water taps were available at different locations along the Lake Shore Road for when the people had trouble with their wells.

In July, 1938, Toronto Township Reeve E. D. Maguire set out to negotiate with the Port Credit Reeve G. F. Skinner and Council for cheaper water rates. Toronto Township was paying the Port Credit Water System 22-1/2¢ per 1,000 gallons (4,540 L). The water agreement between Toronto Township and Port Credit was finally signed for a ten year period on Monday, May 6, 1946, at a Port Credit Council meeting. At this time the Township's population was approximately 20,000.

Hampton Crescent water pipes were installed before Christmas, 1941; A water main was extended from the Long Branch System September, 1942; Beck, Byng, Curzon and Lake Street by April, 1944; First and Second Streets, January, 1945; Canterbury, Trotwood and Kenmuir, 1946; Balment, September, 1953. So you can see what a slow process it was. By 1951, the population serviced was 13,600 and the summer consumption was approximately half a million gallons (2.27 ML) a day. Before meters were put in in 1953, water usage was charged at a flat rate from \$23 a year to \$43.

In 1952-1953, a \$543,000 Water Filtration Plant was built on a 30 acre (12 ha) site, Lot 4, Con. 3, in Lakeview, purchased from the Dominion government by Toronto Township. It was operational on May 5, 1953, and had an official opening on September 26th, with the Honourable Thomas L. Kennedy, Reeve Anthony Adamson and Deputy Reeve Mary Fix officiating at the ceremony.

The modern plant had an operational capacity of three million gallons (13.6 ML), with an additional \$215,000 for a 30 inch diameter (76 cm) intake that was extended 2,800 feet (853 m) into Lake Ontario. When it was put in operation, consumers numbered 58,000. The plant was upgraded to six million gallons (27.2 ML) by 1956 at a cost of \$170,000. In 1961 a \$500,000 addition was added, which provided 12 million gallons (54.4 ML). A water fluoridation program was initiated in April, 1955.

The extended capacity was required as Toronto Township grew and matured into the City of Mississauga with its present 680,000 population. In order to service the extended zones, re-pumping was necessary and pumping stations were located at Clarkson, Cawthra Road, Burnhamthorpe Road Dixie Road, Britannia and Malton during the 1950s.

In 1961, the members of the Public Utilities Commission of the Township of Toronto were: John Dobbs, chairman, Lloyd Herridge, vice-chairman, Anthony Adamson, commissioner, Sidney Smith, commissioner, Robert Speck, Reeve, and Arthur P. Kennedy, secretary-treasurer. A new 66 inch (1.68 m) intake was constructed in 1962 at \$500,000 that had a capacity of 67 million gallons (304,180,000 L) per day. The first metric meter of 35,000 was installed in Mississauga Reeve Lou Parson's house in 1971. Art Kennedy, manager of Public Utilities Commission from 1955 to 1974, said that about 150 meters would be installed a week. The project was completed in 1974 and the meters are changed every 20 years.



▲ Lakeview Water Treatment Plant (Region of Peel)

Over the next 30 years, many major projects were carried out to keep up the demand of the water treatment facility, some of which are: 1970, additions of 3 x 95.5 ML/d low lift pumps to low lift pump station #2 (low lift pumps pump water from the lake to the plant) and 2 x 91 ML/d high lift pumps to high lift pump station #1 (high lift pumps pump water from the plant into the distribution system); 1980, installation of the first system-wide SCADA (supervisory control and data acquisition) system, providing automated control of the entire South Peel water system from one central location; 1983, construction of a central chlorine storage facility; 1990, construction of four new filters, flocculation

tanks, fluoride system, ammonia system - sedimentation tanks were added later for these filters, construction of a new plant intake, 2,550 millimetres (2.55 m) in diameter, 1,950 metres (1.95 km) out into the lake; 1991, construction of a plant waste treatment facility; 1996, construction of sedimentation tanks for filters 19-26, 1999, construction of a stand-by diesel generator building.

Following the Walkerton water disaster in May, 2000, the Ontario government set out new waterworks regulation and the Region of Peel included recommendations and new technologies from the report in the expansion plans for the Lakeview facility. This would include an improved cross connection section and improvements to the disinfection system. The expansion contract was awarded to CH2M Hill. The construction, started in 2004, will allow the plant to go from 560 ML per day to 820 ML. The work, which will include a new reservoir and pumping station, will be completed in 2006 at a cost of approximately \$115 million. Upgrades and improvements will continue until 2008.

The Lakeview Water Treatment Plant, owned by the Region of Peel, is located at 920 East Avenue. It has 25 employees under manager, Darko Kodric. The plant serves all of Brampton and half of the homes of Mississauga, which would be estimated at over 150,000 customers.

## The Salvation Army Lakeview Corps - 1932

**T**he Salvation Army Corps was founded by Reverend William Booth (b.1829, d.1912) in London, England, in 1865, as the Christian Mission. He changed the name in 1878 and assumed the title of General. A Corps was organized in Canada in London, Ontario, in 1882 by Jack Addie and Joe Ludgate. The Corps opened a branch in Toronto on June 11, 1882, in McMillan Hall. Within a year, 12 centres opened throughout Ontario. These early years were described as “Christianity with its sleeves rolled up.”

The first Salvation Army Corps to come to Toronto Township was established in Lakeview in the summer of 1932. Having no building of its own the Corps representatives made arrangements to use the Lakeview United Church to hold services.



◀ William Booth



▲ 1054 Shaw Drive, 2004 (Kathleen A. Hicks)

SUNDAY SCHOOL CLASSES WERE STARTED IN 1935 AND services were held in member Peter Mathias' house on Trotwood Avenue. Finally in 1938, the Corps managed to build their place of worship at 1054 Shaw Drive. The small frame Salvation Army Hall was utilized for worship services, Sunday School, meetings, rummage and bake sales.

By 1950, the congregation was outgrowing its small quarters and arrangements were made for fund raising to commence in a big way to construct a larger building. The vision was realized and the building got underway with the supervision of Sr. Major N. Boyle. Everything



▲ Citadel on Kenmuir

◀ Kenmuir Avenue  
Opening, 1961

(Photos courtesy of the  
Salvation Army)

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came together on July 1, 1954, when they held the official opening of their new Citadel with the Canadian Field Secretary, Lieutenant Colonel C. D. Wiseman officiating. Envoy R. A. Mansell was the first official commissioned officer to be in charge.

The Corps' first major catastrophe in the area was Hurricane Hazel that hit Ontario on October 15-16, 1954, with such fury, that the Pleasant Valley Trailer Court's entire occupation lost their homes and all their belongings. The Salvation Army came to the rescue and provided food, clothing and bedding.

Again, the Corps moved its congregation. This time to take over the vacated Kenmuir Avenue Baptist Church at 1525 Kenmuir Avenue. The Shaw Drive building was sold and the new purchase was dedicated on June 2, 1961, by Colonel C. Knaap, representing the Commissioner, William Wycliffe Booth. Captain Robert Kerton was transferred from Vancouver, B.C. to take over his new post.

The Corps was growing in leaps and bounds as the population of the Township multiplied. It was time to find enough property to build structures required to accommodate the overwhelming need of its services. In 1968, Captain John Carew, who became a Colonel in 1992, was requested to do a survey of the new Town of Mississauga to scout out a satisfactory location, where the Corps could expand. Property at 3167 Cawthra Road was acquired. The sod turning was carried out on May 13, 1973, and the official opening of the new Temple took place on October 26, 1974. Captain Woodrow Hale became the new officer in charge.

There are now two other Salvation Army locations in Mississauga, 2460 The Collegeway and 3020 Vanderbilt Road. The 1054 Shaw Drive building is now used as a residence and 1525 Kenmuir Avenue was purchased in 1999 by an Orthodox congregation.



## Information

I would like to point out that in the Salvation Army structure a Corps is a local church and comes under the supervision of a Divisional Headquarters. The Lakeview Corps would have been supervised by the Metro Toronto Division which is now the Ontario Central Division located in Toronto. There are sixteen divisions in Canada and these come under the supervision and authority of the Salvation Army Canada and Bermuda Territory. All openings of new Corps or institutions must have the approval of the Divisional and Territorial Headquarters administrations.

Colonel John E. Carew is retired and working at the Salvation Army George Scott Railton Heritage Centre

◀ Colonel John E. Carew  
(Colonel Carew)



▲ Salvation Army's former Hall, 2004 (Kathleen A. Hicks)

## The Silver Moon Dance Gardens - 1933

**I**n 1933, Margaret and Ralph Hogg owned a refreshment booth at Lakeview Park on the shores of Lake Ontario at the bottom of Aviation Road. They originally moved from Mimico to open up this summer operation and business was brisk.

Ralph, who played drums, had always dreamed about having his own band in the time of the Great Band era of Ontario's own, Guy Lombardo of London. When he discovered that the Lakeview Memorial Hall at the northeast corner of First Street and Centre Avenue (Greaves Avenue) was vacant, he looked into renting it. It was going for \$25 a month, but it needed refurbishing. So he and Margaret painted, refinished and waxed the floors and put in new windows.



▲ *Silver Moon Dance Gardens, 1933*

(Margaret Hogg)

RENAMED THE SILVER MOON DANCE GARDENS, THEY PUT out announcements for the grand opening and charged 25¢ a person. Ralph at last had his band and a place to shine with his music. The Hall was packed. The Dance Gardens was received excitedly in this time of great poverty and despair. People needed to get away from their troubles for a time.

With the success of the Silver Moon, that had become a place to congregate, dance and enjoy one another's company, the Hoggs purchased the Hall and made living accommodations in the back. They eventually added more rooms and put in a basement.





▲ Margaret and Ralph Hogg (Margaret Hogg)

They put on various events, each more elaborate than the other, and they rented out the Hall to different groups, such as the Lakeview Conservatives, the Lakeview Veterans Club and the local churches, and they continued to run their stand on the beach. This was followed up with a new refreshment stand across from Hanna's Store. Their bright idea was a gigantic red tomato that must have been a sight to behold. They reconstructed it in 1936 and turned it into a restaurant they named the Aviation Grill and cottages were put up for tourists passing through.

With the onslaught of World War II in 1939, Ralph Hogg put in his duty overseas and Margaret carried on alone. Upon his return, they retired and sold their businesses and left Lakeview.



▲ The former Dance Hall, 2003 (Kathleen A. Hicks)

**Grand Opening !**

**OLD TIME AND MODERN**

**DANCING**

**EVERY SATURDAY NIGHT**

Commencing Saturday, March 29th, at 8.30 p.m.

**SILVER MOON DANCE GARDENS**

**STOP 8, LAKESHORE HIGHWAY**  
(Opposite Rifle Ranges)

**ADMISSION—Ladies, 25c                      Gents, 35 Cents.**

**Look for the Sign of the Silver Moon.**

▲ Opening Announcement

The old Lakeview Memorial Hall/Silver Moon building was rented out to various organizations such as Betty Bryant's Dance Studio. Then it was bought by the Lakeview Boys Club. They only held their recreational activities there for a year when it caught fire on May 10, 1946, and the main floor burned down with the familiar Silver Moon Dance Gardens sign. The group rebuilt the building on its foundation that Ralph Hogg had put in and used it for a short time. Then in June, 1947, Duralite Manufacturing Company's furniture factory from Toronto took it over with 12 employees and made tubular furniture, chairs and tables for home and office. Then it was a soap manufacturing plant for a time. It still stands at 795 First Street and is the residence of Garry Winder.

*The Aviation Grill ▶*  
(Margaret Hogg)



## NEWS ITEM

Silver Moon Gardens was the scene of a euchre and dance on Friday night when the Lakeview Boy's Athletic Club members were hosts to their parents and friends. There were 23 tables of euchre and the lucky prize winners were: Mrs. Leslie, who won a two-burner electric hot plate; Mrs. Sid Blower and Mrs. Siddell, hampers of groceries, and Miss Evelyn McLeod, a meat platter.

Misses Leome Laing, Audrey Hussey and Marguerite Nash entertained the crowd with tap dances and Mr. T. Wilshire sang two songs to the delight of all present.

Mr. W. Hancock, president of the club, and his workers deserve a vote of thanks. The night was enjoyed by all and the proceeds will go to help the activities of the club.

*Port Credit Weekly*, January 25, 1945. Boys Athletic Club formed in 1945

## Lakeview children saved by mother

Lakeview residents were quick to come to the rescue of Mr. and Mrs. Roy Barber and their seven children when they were rendered homeless Friday when a fire swept through their basement apartment in the old Silver Moon Dance Gardens. They arrived in Lakeview a few months ago from Willowdale and they were installed in the basement of this former dance hall and soon converted it into an apartment.

Mrs. Barber discovered the fire in another room where the children were playing. She grabbed the children, one under each arm and dashed through the blaze into the street. The fire also hampered operations of the Credit Valley Lions Club which has been using part of the building for boys' work and will hinder formation of a "teen-age club" which had been planned to start operations shortly. In the meantime, the neighbours have come forward and all the children have a place to sleep.

*Port Credit Weekly*, Thursday, May 16, 1946

## The Lakeview Baptist Church - 1934

IN THE SUMMER OF 1934, BAPTIST Pastor Herbert Gooderham bought a small frame cottage on Alexandra Avenue to use for the Lakeview Baptist Church. The house required redecorating and the men in the congregation obligingly did the work. This facility only lasted a short time as the congregation grew and the adjoining lot was purchased. Setting a fund raising campaign in motion and establishing a building fund, it took until 1944 to start the construction of their new church. This was an independent church and was not affiliated with any other Baptist Church.

When World War II took their Pastor Gooderham to serve overseas, his assistant Mr. Victor L. Marskell took over the responsibility in 1939, which he still retained well into the 1960s. He died in 1979. In 1944, James Delworth, from Port Credit, supervised the construction of the basement and a Long Branch carpenter named Ferguson put in the forms and under the guidance of William Buss, and men from the congregation constructed the building. When the new church was completed, William Buss took the original church cottage, moved it to his property on East Avenue and rebuilt it into his own homestead.



▲ The First Baptist Church under Construction, 1944  
(Mrs. V. Marskell)

Over the years, the Lakeview Baptist Church flourished with an active congregation continuing to support renovations and improvements, new additions like an electric organ in 1958, offering assistance to local charities and donating to missionaries in foreign countries around the world.

Today, the Church, under the leadership of Reverend Roland Burgess, is still operational and celebrated its 60th anniversary in 2004. It is located at 1405 Alexandra Avenue.



▲ Church Completed (Mrs. V. Marskell)



▲ Church, 2003 (Kathleen A. Hicks)



▲ The First Lakeview Baptist Church on Alexandra Avenue (Mrs. V. Marskell)

## The Red Cross - 1935

**D**uring the depression of the 1930s, things were desperate for the families of Lakeview. Thanks to the compassion and concern of Dr. Lionel Brayley of Port Credit, and Reverend Theodore Brain of St. Nicholas Anglican Church, a Red Cross Branch of the Canadian Red Cross Society was organized in Lakeview. This medical organization was founded on October 26, 1863, by Jean Henri Dunant (b.1828, Geneva, Switzerland, d.1910) and called the International Red Cross. At the Geneva Convention in 1864, he received the Nobel Prize for this achievement. The birth of the Red Cross Society in Canada came about on October 15, 1896, through the ingenuity of Dr. George Sterling Ryerson (1854-1925), a Militia medical officer and nephew of Reverend Egerton Ryerson, founder of Ontario's school system. He also designed the Red Cross flag.

A two storey red brick house was rented on the Lake Shore Road, just east of Alexandra Avenue at Stop 6 and the Red Cross opened for business in April, 1935, in what became called "The Red Cross House."



▲ former Red Cross Building, 2004 (Kathleen A. Hicks)

THE TORONTO TOWNSHIP BRANCH OF THE CANADIAN RED Cross Society's officers were: Dr. Brayley, president, Rodney Adamson, chairman and treasurer, Reverend Brain, secretary. They intended to make the Branch a self help institution and to assist those on relief to secure certain necessities. A \$500 loan was secured from Ontario Division Headquarters.

The Branch started a seven-week nutrition course in the Lakeview Beach Public School's household science classroom, which was held every Wednesday evening under the supervision of the Red Cross' assistant nutritional supervisor, Grace Annis. Other courses such as Junior Red Cross, sewing and home nursing were started. Over 100 layettes and 50 quilts, sheets and pillow cases were made the first



▲ Red Cross Advertisement (Murray Saint)

year and a large quantity of clothing was distributed to needy families as well as 80 boxes at Christmastime.

In November, 1936, the annual meeting at Clarke Hall brought in the new executive headed up by Mr. George Bush, with Mrs. Adam Weir, vice president, Mrs. Parsons, secretary and George Duck, treasurer. It was decided at this meeting that the Lakeview Branch would become the Toronto Township Red Cross Headquarters and other Branches were formed in the surrounding towns and villages. One of its major achievements was the Community Nursing Services that provided health inspection of students and home visits. A home nursing class was organized with 35 members under the direction of Mrs. E. Cummings and Mrs. John Duff. The course of 12 lessons included patient care, maternity nursing, emergencies and slight ailments.



◀ Red Cross Nurse Uniform, 1940s (Kathleen A. Hicks)

From September 27 to October 9, 1937, the Branch conducted a drive for funds to sustain its operation for the following year. The annual report put out in December, 1937, revealed as of September 30th, donations of \$1,738.30 had been received and 36 quilts, 300 pieces of used clothing, 26 pairs of sheets, 23 pairs of pillow cases, 43 layettes, 19 nightgowns, 40 pairs of

mittens and 200 pairs of stockings had been distributed.

Major-General Cawthra Elliott became the Patron of the Toronto Township Red Cross in 1938, when Mrs. Rodney Adamson was president. During the Second World War (1939-1945), the ladies knit mittens and socks and baked goodies to be sent to the men serving overseas. The chairman for the war committee was Mrs. A. McCraw and with the conveners from the other areas supervising their ladies, the Red Cross prepared 31,314 knitted articles and hospital supplies between October, 1939, and April, 1946.

Miss Agnes Whittaker was the District nurse and she made 1,292 home visits for bedside care and 722 for public health problems in 1941. At the annual general meeting at Clarke Hall, the president Frederick Taylor reported 90 tons of salvage had been collected for the salvage campaign for the War effort. The treasurer, William Warfe reported a balance of \$1,121.02. In 1942 the presidents of the general executive for the Branches were Mrs. Agar Adamson, honorary president; Fred Taylor, Lakeview; Mrs. Harry Ryrie, Clarkson; Miss M. Castle, Meadowvale; Mrs. R. Grimshaw, Dixie; Mrs., D. Lammy, Malton; Mrs. A. Kilpatrick, Derry West; and Mrs. C. McLean, Port Credit. The secretary was C. Broddy and treasurer, William Warfe.



▲ Red Cross Blood Donor Clinic (Canadian Red Cross Ontario Division)

On March 8, 1951, the Red Cross came to the rescue of Mr. and Mrs. Samuel Crooks when their house was completely gutted by fire. Clothing and food were provided for the family. At this time the Red Cross Branches across Canada were holding a fund raising drive and Lakeview's goal to carry on this type of service was \$10,000.

At an annual meeting on January 29, 1953, at the Clarke Hall in Port Credit, Court G. Carmichael was elected president, replacing J. Don Ketchum who retired after four terms. Sid Smith became vice president, Mrs. A. McCraw, 2nd vice, Mrs. F. Hamilton, secretary/treasurer and Mrs. R. Williams, chairman of the Welfare Committee. The first item on the agenda was to complete the plans for the annual financial campaign that would include all branches in the Township, Port Credit and Streetsville. The campaign got under-

way in March with an objective of \$9,000.

As time passed the Red Cross changed its name accordingly to the South Peel Branch, then the Mississauga Red Cross. With growth and expansion, the Red Cross also found new headquarters at the former John Gray house, 15 Hurontario Street, Port Credit, in 1965, then 71 West Drive in Brampton. Former Mayor Ron Searle was the president in 1983-1984. Today the Region of Peel Branch of the Canadian Red Cross Society is located at the Canadian Red Cross Ontario Division head office at 5700 Cancross Court, Mississauga.

Lakeview no longer harbors a Red Cross Branch, but the Red Cross House can still be found as a residence of Nella Rutter at 975-977 Lakeshore Road.



▲ Jean Henri  
Dunant

### NEWS ITEM

#### Symbol of Mercy

The Red Cross is the sign of the numerous National Societies founded to give aid and protection to the wounded in time of war.

It was first proposed by a Swiss, Jean Henri Dunant. He recommended that nurses should be trained and supplies collected in every country. Following his recommendation an International Red Cross Congress assembled at his native city of Geneva in 1863. Delegates from each nation agreed on a provincial programme; and Geneva is still the Headquarters of the International Red Cross.

The work of the Red Cross in time of war is neutral. All connected with it, irrespective of nationality, are considered as non-combatants.

Red Cross Societies in each country are supported almost entirely by voluntary contributions. During the Great War the London Times British Red Cross Fund collected over £16,000,000 (Eighty million dollars).

Red Cross Societies now function not only in time of war, but in time of peace; and provide a system of national and international relief to mitigate suffering caused by famine, pestilence, floods, fire and other national calamities.

In 1883, Queen Victoria instituted a decoration for nurses called, "The Royal Red Cross." It is conferred on ladies recommended by the Secretary of State for War on account of their services in nursing and providing for sick and wounded soldiers and sailors (and now of course airmen).

In September the Red Cross Rooms at Lakeview will again open. If you have not been helping your local Red Cross Society, why not start now? Your help is needed badly and will be appreciated.

Published as a tribute to the work of the Red Cross Societies.

*Port Credit Weekly*

August 20, 1942



## The Lakeview Businessmen's Association - 1935

IN 1935, THE FIRST LAKEVIEW BUSINESSMEN'S Association was founded, but it only lasted until 1939 when World War II broke out. Interest was again aroused following War's end in 1945.

With all the business activity in the community at this time, the store owners and local businesses felt they needed an association to represent their needs, so in March, 1949, the new Lakeview Businessmen's Association was formed. The executive consisted of Fred Hanna, president, Edward Post, 1st vice president, Joseph Lowe, 2nd Vice, William Bayliss, secretary and Joseph Monks, treasurer.



▲ Carnival at Adamson Estate (Lois Savery)



▲ Mrs. Thomas Bayliss (Roy Smith)

The group of 23 members met at the Lakeview Beach School on the third Thursday of the month. One of the first pieces of business was to have new signs installed at the street corners. This was followed by plans to improve Aviation Park. They had a frame building constructed that contained a refreshment booth and change rooms. They had bleachers built and overhead lighting installed at the ball diamond.

Robert Speck joined the Association when he started his market in 1951 and became president in 1955. The Businessmen applied for a

charter in March, 1952, under president William Bayliss, feeling it would be to the best interest of the Association to be chartered. In May, 1952, when there were 100 active members, the Association had a sign installed on the Lakeshore Road at the west side of Lakeview. It read, "Welcome to Lakeview The Friendly Community, Pop. 9,500." This same year, they held their first carnival on the Adamson estate on July 17, 18 and 19th, and started it off with a parade from Pleasant Valley Trailer Court along the Lakeshore Road to Grove Farm. They had a lucky draw on a Chevrolet Sedan, which was won by Robert Connor. The Queen of the carnival and crowned Miss Lakeview was 22 year old Rose Zahara. This carnival was so successful, it became an annual event that was held in an empty lot south of the Lakeshore Road at the bottom of Alexandra Avenue, where Tim Horton's now sits. Also this year, an annual picnic, chaired by Ed Post, was held in August at Stanley Park in Erin.



▲ Lakeview Sign, 1952 (Port Credit Weekly)

In 1953, the Association purchased three acres (1.2 ha) to establish a Cenotaph and Band Shell on the old Rifle Ranges property. When Robert Speck was president in 1955, an all out campaign was launched for the construction of a sewer system. A five man committee was appointed with Speck, chairman, and George Dyer, John Keaveney, Jack Plaus and Jack Savery. Their first effort would be a petition to be circulated throughout Ward 1. Their efforts were rewarded with a sewage plant being built in 1957.

In 1973, the Association, assisted by Councillor Ron Searle, decided to do a refurbishing project on beautifying the business section along the Lakeshore Road with trees and planter boxes. Town council allocated the funds, but Art Briscoe of Briscoe's Hardware, complained that the trees would cut off his view of the street and take up parking spaces. So the plan was shelved and the money went towards the beautification of Clarkson's business centre. The Association floundered in the late 1970s and was dissolved.



▲ Lakeview Businessmen's Parade (Roy Smith)

A new Lakeview Business Association was formed in 1999. Its first president was Mark Weaver of the Investment Planning Council of Canada. His executive included: Josy Gesummara, Josy's Fashions; Mike Thompson, Teamwork Supply; Rosa McNiven, Homespun Deli; and Dennis Oglivie, Wrought Iron. Meetings were held at various venues until the Cawthra Community Centre became a regular meeting place. Meetings are held on the third Wednesday of the month and are open to the public.

The Association was re-constituted to respond to a number of community concerns such as clean water and air, signage, road repair, improved street lighting and business-to-business development. Since its inception, many of these problems have been taken care of, such as improved lighting along the Lakeshore Road. The Association was involved in the discussions between the Ontario Power Generation and Ontario Clean Water Agency concerning the impact of their services on the standard of community living.

When the Association Board became aware that the City of Mississauga's "Sunset Concert Series," organized in 1996, was going



▲ Sunset Concert (Larry Onisto)



▲ Tom Graham driving the 1923 Rio Fire Truck in Businessmen's Parade (Roy Smith)

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▲ Tom Graham, Les Sherratt and Ken Nixon (Roy Smith)

to be discontinued, it decided to take on the concert's management. The weekly summer event has been well received by the public and local performers, including the Mississauga Swing Band, entertain up to 600 people every Sunday evening.

In 2001, the Association organized a fashion and trade show at the Oasis Convention Centre with over 15 businesses participating and held an open air "Art in the Park" show at Lakefront Promenade Park that allowed local artists to display their work. These two events were so successful that they have become annual venues for the participants and the public.

The Association membership gets stronger every year and at present has nearly 100 businesses involved. The president since December, 2002, is Naguid Kerba. In 2003, a new Lakeview sign was introduced.

## NEWS ITEM

### Lakeview Merchants To Meet Doucett Regarding Lights

The Lakeview Businessmen's Association decided on Monday evening that it will carry the matter of spotlights for Lakeview to higher authorities. They formed a committee to study the situation and to meet with Highways Minister George Doucett.

Members of the special traffic lights committee are Mrs. G. Gallow, H. Easter, Fred Hanna, Ed Post, John Keaveney and Albert Crookes.

The Association wrote to Deputy Highways Minister Miller last spring asking that consideration be given to installation of stoplights on Lakeshore Road at Aviation Rd., Dixie Rd., and the army camp, it was reported. Mr. Miller replied that there was not sufficient traffic on the highway to warrant the lights and that stoplights had proven unsuccessful in reducing accidents and fatalities.

The Businessmen feel the lights are a "must" and will carry the issue as far as necessary.

*Port Credit Weekly*

Thurs. October 9, 1952



(Larry Onisto)

## NEWS ITEM

### Lakeview Talks Secession From Toronto Township

A committee was formed by the Lakeview Businessmen's Association on Tuesday evening to investigate and report on the advisability of secession of Ward One from Toronto Township and the forming of a Municipality of Lakeview.

Members of the committee are Victor Vignale, Jack Plaus, Albert Crookes, Arthur Acornley and Harry Beemer.

The motion to form the committee was presented to the 35 businessmen present by Victor Vignale, past president of the association. Arthur Acornley seconded the motion.

Most of those present expressed the opinion that secession from the Township would be in the best interest of the community. Reeve Sid Smith, who was on hand to answer questions put to him on taxes and assessment, told the meeting that he had done some investigating into the matter and it was his opinion that secession would not be a wise move.

Lakeview has a population of about 9,500, but with all of Ward One being included, the population would be well over the 10,000 mark.

*Port Credit Weekly*  
Thursday, July 31, 1952

**Author's note:** The *Port Credit Weekly's* editorial on August 7th said that the people of Lakeview had nothing to gain by secession and were against this action. Of course the attempt to secede never materialized.

## Lakeview Businesses of the 1930s

The Lakeview Gardens was operated by Mr. A. Barker at Lake Shore and Haig Boulevard, Stop 4. He sold evergreens and a variety of trees and strawberry plants and raspberry bushes when in season. There was Murphy's Irish Inn at Stop 9, where they sold delicious fish and chips.

Harrison's Meat Market could be relied on for the best cuts of meat. Some prices at Harrison's Meat Market of the 1930s were: hamburger 13¢ a lb., steak 25¢ a lb., brisket 8¢ a lb. Stanley Choles was the delivery boy.

When the first Lakeview Beach Public School had a fire in 1921, Harry Long requested permission to haul the bricks away. He was a member of the school board and permission was granted. He took the bricks to his property west of Hanna's grocery store on former Caven property, where he used them for the side and rear walls of a hardware store he called Lakeview Electric & Hardware. Next door to his store was Horace Page's Store and Tea Room and Inness Candy Store.

Webber also opened Webber's Meat Market at Stop 7 in 1925. He and his wife, kept the store open constantly, except for government holidays. In 1944 they made news when they hung the "closed" sign on the door and took their children to Port Dalhousie for the picnic of the Retail Grocers of Toronto and Suburbs. The Webbers were well thought of in the neighbourhood as the place to shop.

Duck's Service Station was at Stop 1 by the Duck's Tourist Camp. Here you could get your car repairs done, buy car accessories, tires and batteries. Campbell's One Stop Service opened in 1933, and there was Gilliam's Cleaning & Pressing and Lakeview Novelties next door, where they sold magazines, books, puzzles and school supplies, and Blackburn's Garage. The Centennial Tea Room opened in 1935 on Lake Shore Road at Dixie. Patrons frequented the establishment to enjoy soups, grilled sandwiches, pie, coffee and tea. Ben Ward, a pharmacist since 1925 in Toronto, bought the Lakeview Drug Store at Stop 8 in 1941. He renamed it Ward's Drug Store. He started a library in his store and loaned out books for 3¢ a day. The building is still there at 743 Lakeshore Road.

Edward Post owned and operated a hardware store, located on the west side of the Lakeview Beach Public School at Stop 8. In 1936, he decided to spruce up his store by tearing down the front and putting in a new storefront to better display his merchandise. New plate glass windows were installed along with a imitation marble cement block type design that made his store one of the most modern along the Lake Shore. He remained in business for 30 years. In 1952, he sold his store to R. Rogers and J. Salmers and his property to the Canadian Bank of Commerce. Ed retired on April 10, 1952, and went into politics. He was elected Councillor for Ward 1 by acclamation,

replacing Anthony Adamson, who resigned to travel in Europe on business.

Clarence Harrington operated the White Rose Service Station located at Lake Shore and Westmount Avenue, Stop 7. He serviced vehicles, sold gas and drivers' licences and according to John Kelly had a fast food curb service, selling ice cream, pop and other sundries. At age 9 (1939), John did curb service here and was paid \$1 a day. He said hamburgers cost 8¢, hot dogs, 7¢ and a loaf of bread at this time cost 7¢, 8¢ sliced. The shop is still located at 827 Lakeshore Road and is used for repairing vehicles as Rosewood Auto Service.



▲ Stanley Choles (Marjorie Choles)



▲ former Webber's Meat Market  
(Kathleen A. Hicks)



▲ Long's Hardware (Minn McKenzie)

## Memories

"When I was ten years old, we went to live near Stop 7, in Lakeview. Located on the northeast corner of Edgeleigh Avenue and the Lakeshore Highway was a cleaner's shop and next to that, Phelps' Grocery Store. At the northwest corner, nestled close beside an evergreen hedge at the back of a patch of green lawn, stood St. Nicholas Anglican Church. The Rector there was Rev. Arthur Durnford. Along the highway, halfway between Edgeleigh and Meredith Avenues, was Cluff's Grocery Store and further west, beyond Duck's apple orchard, was Webber's Butcher Shop, where we went for meat."

Verna Mae Weeks

Excerpt from *My Villages of Mississauga*, page 132

## The Dyer Family - 1936

**J**ames George Dyer (b.1910, d.1985) brought his family to Lakeview in 1936. He and his wife, Edith May Gambell (1909-1985), had been residing in Humber Bay, Ontario, where their son Ronald had been born the year before. They bought property on the north side of Fifth Street (Atwater Avenue) and George built a house. He used his car to dig out the basement by putting a big shovel on it.

George's trade was plumbing and he started up Dyer's Plumbing and Heating. He had acquired his plumbing experience by working with a professional plumber and by taking night courses. He bought a second hand half ton pick up truck and had his business name painted on it. On the tail gate of his truck, he had a bumper sticker that read, "Guess Who?" The business went well as Toronto Township was growing and a lot of building was going on. He secured a contract for a housing development and hired some men to work for him.



▲ Edith and George Dyer

THE FAMILY ATTENDED ST. NICHOLAS ANGLICAN CHURCH and participated in many of its activities. When Ron was old enough he went to Lakeview Beach Public School. George was one of the founding members of the Lakeview Businessmen's Association when it was reorganized in 1949. Over the years, he assisted with parades



and other functions put on by this organization. One of the achievements he was proud of was the push to bring sewers to the area.

When Ron reached his teens, he worked part-time with his father. He met Jean Ashe, who had come to Lakeview from Nova Scotia in 1955. They were married at St. Nicholas Anglican Church on September 21, 1957. Their son, David, was born on November 11, 1966.

Ron started his own courier business in 1972 called Dyer's Delivery. He lost both his parents in 1985. His business prospered and kept him going until he retired in 2000. They now attend Cawthra Park United Church. Jean is involved in church activities as well as the seniors. David and his wife, Kim Campbell, have presented them with two grandchildren, Kaitlyn, 7 years, and Nicholas, 3. They still reside in the family home.



▲ George Dyer laying the foundation for his house  
(Photos courtesy of Mr. and Mrs. Ron Dyer)



▲ Dyer House



▲ George Dyer and son Ronald



▲ Dyer Car



▲ Ronald and Friends



▲ Edith and George



▲ George Dyer and his favorite pastime

## John Lowe & Company - 1937

In 1937, John Lowe (b.1902, d.1958), and his wife Doris Parker (1897-1983), who lived in New Toronto, moved to Lakeview. They had three children, Jack (1925-1997), Dennis (1927-2001) and Joan (1929-2003). They were both from England, but met here and were married in 1924. They took up residence near the Lake Shore Road on the east side of Westmount Avenue, where John started up a business called John Lowe & Company Limited. He sold fuel (coal and wood), ice, cement, tiles, roofing and shingles. His ad in the *Port Credit Weekly* read, Builder & General Contractor Block and Brick Laying Concrete Work Phone Port Credit 2037.

John worked at Good Year in New Toronto and held his job until his new business got underway. Doris had worked for Gooderham & Worts in Toronto until she got married. The children attended the Lakeview Beach Public School and the family attended St. Nicholas Anglican Church.

The first wedding in the family took place in 1946 when Jack married Thelma Cumming. They had four children, John, 1948, Wayne, 1951, Brent, 1963, and Karen, 1965. Jack worked with his father.

In 1949, John sold his business and rented Harrington's White Rose Garage and car lot on the Lakeshore Road at Westmount Avenue.



▲ John Lowe Sr.

HE SOLD MORRIS OXFORDS AND MINI MINORS. DAUGHTER, Joan, worked in the office. On January 9, 1952, he had a fire, when plastic tiles in front of the fireplace caught fire. John also started J. Lowe Construction and Denny and a crew did construction work. John kept things going until he passed away in 1958, then Jack ran the garage for his mother and Denny the construction business. The repair shop is still there at 827 Lakeshore Road, operating under Rosewood Auto Service.

John did not get to enjoy his seven grandchildren, but Doris did. Only Jack's wife, Thelma, still lives in the Lakeview area.



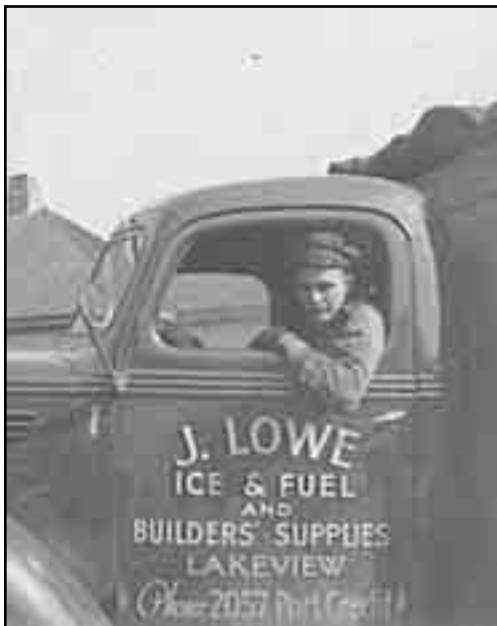
▲ Lowe Residence

(Photos courtesy of Thelma Lowe)



▲ Doris and John Lowe with grandsons

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▲ Jack Lowe Jr.



▲ The Lowes' Race Car at White Rose Service Station



▲ Dennis, John Sr., and Jack Jr.

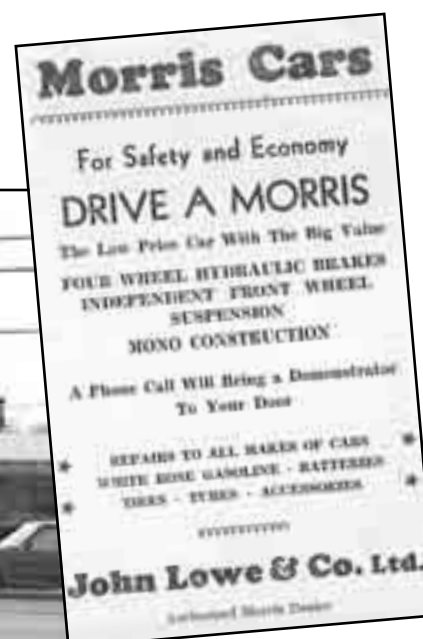


▲ J. Lowe Construction Hockey Team

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▲ White Rose Service Station (Verna Mae Weeks)



▲ Car Advertisement



▲ Rosewood Service Centre Sign (Kathleen A. Hicks)

## The Dixieanna - 1939

**T**he popular Dixieanna Dance Hall was located on the northwest corner of Westmount Avenue and Lake Shore Road at Stop 7. It was started in 1939 in what had been the Birdseye Centre Barbecue and then the Dixie Market. Leslie Pallett, former councillor and Reeve of Toronto Township, who had a market on Dundas Street in Dixie, opened a Dixie Market on the Lake Shore Road in the old Birdseye Centre Barbecue in 1936. Les cooked roasts of beef on a spit in a fireplace and also sold barbecued chickens. The business was not too successful, so he closed down in 1939 and the building became the Dixieanna Dance Hall.

Named for Les' hometown of Dixie, the dance hall was a low, sprawling building fronted by numerous windows with a brown linoleum floor that had been constructed by an American. The cover charge was 20¢ a person. In 1940, Pallett installed an automatic photograph machine he bought in Long Island, New York, that took a photograph in one minute that came out in a 2 inch by 3 inch (5 cm x 7.6 cm) tin frame for 15¢. At one time, it was operated by a man named Clarence Harrington, who also built the White Rose Service Station, west of the Dixieanna.



▲ Leslie Pallett

ON FEBRUARY 24, 1940, A FIRE BROKE OUT ON THE ROOF of the Dixieanna, which was later said to have been caused by overheated stovepipes. It had made quite a bit of headway by the time it was noticed by Mrs. Harry Duff. The Cooksville Fire Department was called and the firemen, under the direction of volunteer, James Halsey, saved the day for Leslie Pallett. The damage was estimated at \$100.

When the Dixieanna was owned by Frank Salvian in the early 1960s, it was torn down. There is a restaurant there now called Mingo's Bar and Grill at 845 Lakeshore Road East. The owner and manager for the past three years has been Amir Irvani. He says he spent \$100,000 on renovations to the building and opened the first licenced outdoor patio in the area.

## Memories



▲ Mingo's Bar & Grill, 2004 (Kathleen A. Hicks)

"Several boys from up Britannia way decided to hire the Dixieanna for a night. They had flyers printed announcing that the Country Gentlemen were coming and put them up on posts and bus stops. I saw the posters and felt excited that I knew such famous people as were described on them.

"On the big night, we all got ready early and were over to the Dixieanna long before the musicians had even got their instruments tuned. A young man was pacing the floor by a table with a box on it near the door, ready to start taking in the money.

"The boys were strumming away at a tune when it suddenly occurred to me that the clock had gone past the time mentioned on the poster. It finally dawned on them that nobody was coming and my father said, "Come on, we're all going to our place." The Country Gentlemen and the neighbours came to our house and they pushed back the tables and chairs and made room for dancing. The music from the band filled every last space in our little house and all of us, even the musicians themselves, forgot all about the Dixieanna Dance Hall."

Verna Mae Weeks

Excerpt from *My Villages of Mississauga*, pages 244-245



## Royal Visitors - 1939

PREPARATION FOR THE Royal visit of King George VI and his lovely wife, Queen Elizabeth, who were going to tour Canada for the first time in May, 1939, began throughout Toronto Township.

Students were organizing to decorate their schools and gather pictures of the Royal family. Toronto Township Council formed a committee of Deputy Reeve Albert Crookes, councillor Jack Cunningham and newly elected clerk, J. H. (Herb) Pinchin, to find a way for the children of the Township to visit Toronto for the royal stopover on May 22nd.

On May 12th, the committee was joined by representatives of the Canadian Legion, the Credit Valley Lions Club and the Imperial Order Daughters of the Empire (IODE) to discuss the event. They made arrangements to meet with CNR agent S. Bradley for the children to go to Riverdale Park by train. To the children (this author included) this was a marvelous once in a lifetime opportunity thanks to the work of these generous community minded citizens.



▲ King George VI and Queen Elizabeth

(Streetsville Review)

The Royal couple had been prompted to visit North America when United States' President Franklin D. Roosevelt sent a warm, personal invitation during the 1937 Coronation, "Do come and visit us." which was followed by one from Canada's Prime Minister William Lyon Mackenzie King. It was the first visit by a reigning British Sovereign and his Queen Consort to North American soil. In 1939, there was a deep sense of foreboding in Europe, but the King decided to make the voyage. They travelled from the United Kingdom across the Atlantic Ocean on the 21,000 ton (21,432 tonnes) *Empress of Australia*, under the command of Captain A. R. Meikle.



▲ The Royals, 1939 (Region of Peel Archives)

Their first stop was at Quebec on May 15th where, wrote Queen Elizabeth “the sight of cheering crowds on the quayside was heart-warming.”

May 22nd was declared a holiday by the Township Council and the School Board instructed that the schools be closed from Monday to Wednesday for the event. When the day arrived, the train headed eastward stopping at Clarkson at 11:40 a.m., Lorne Park, 11:45, Port Credit, 11:52, and Lakeview at 11:57. The 18 special coaches of the train, carrying over 2,000 children, 400 from Lakeview, accompanied by one teacher for every 20 children, travelled directly to Riverdale Park where the children were dropped off. On the train, each youngster was given a souvenir medal from the provincial government and a tiny Union Jack.

Reserved seats were located about 20 feet (6 m) from the front row of Section K. Upon arrival, the children ate their packed lunch and

patiently awaited the arrival of the Royals. When the open car came in sight a roar went up from the crowd. The distinguished King and Queen of Canada made quite an impression on the youngsters present. The school children left Riverdale Park at 3:45 p.m. for home.

Following their Canadian visit, the Royal visitors boarded the 42,500 ton (43,400 tonnes) flagship *Empress of Britain*, commanded by Captain C. H. Sapsworth, for a sail to Halifax on June 15th, which culminated the ship’s annual round the world cruise.

The King arrived back in England to be faced with the onslaught of World War II, which commenced on September 1st, as Germany invaded Poland. King George VI declared War on Germany on September 3rd and Canada, under Prime Minister Mackenzie King, joined England on September 10th. These masterful leaders would face six years of turmoil and bloodshed, along with the United States, when President Franklin Delano Roosevelt declared War in December, 1941, after the bombing of Pearl Harbour, until the war came to an end with D-Day, June 6, 1945, and the dropping of atomic bombs on Japan’s Hiroshima and Nagasaki in August.



▲ Peace is Won (Murray Saint)

## 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 northern boundary of the small village of Lakeview. In 1937, the two lane stretch of dirt road had a major face lift.

Work was started to widen it to four lanes and pave it with cement. A work crew of 74 unemployed men were hired as Ontario's contribution to Depression Relief. The roadway, that would be compared to great European highways, was constructed with a center boulevard that made it the longest continuous divided highway in Canada.

IT WAS THEN LINED WITH LIGHT STANDARDS AND IT became the world's longest continuous lighting system with the first cloverleaf in Canada at the Hurontario Street intersection. The line of the road was changed east of Dixie Road at the Etobicoke Creek and a cement bridge still remains at the old location.

When the first section of highway, which was 68 miles (109 km) long from Highway 27 to the western border of Niagara Falls, 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 provincial police, the QEW and Dixie Road intersection had more accidents than any other crossing on the highway, because the north section of Dixie Road was 200 feet (61 m) east of the southern extension.

▼ Queen Elizabeth Way Under Construction, 1937



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 Rome-Saracini subdivisions and the forthcoming Dixie and Applewood Plazas. It ended up being a bridge across the thoroughfare 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 close 13 roads between Highway 10 (Hurontario Street) and Highway 27 to complete the construction of the north and south service roads along this 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 the 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 and in October, 1979, the bridge was torn down and a new four lane bridge was constructed.



▲ Middle Road, 1930s (Edith Nadon)



◀ Queen Elizabeth Way, 1939



▲ Queen Elizabeth and King George VI



▲ Thomas L. Kennedy  
(Region of Peel Archives)

## NEWS ITEM

### Ratepayers Successful to Fix Dixie Rd. Turn

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*, May, 1951



▲ Port Credit Cloverleaf, 1939  
(Photos courtesy of Ministry of Transportation)

### 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.

*Port Credit Weekly*  
Thursday, July 23, 1953

## William Buss - 1939

**W**illiam Buss, who had been born in 1907 in Cochrane, Ontario, came to Lakeview to reside in 1939. As a young lad, his family had moved to New Toronto. His first job was working at Price's Brickyard. At age 14, he worked at the St. Lawrence Starch Company in Port Credit. It was during this time that he slipped on some ice and dislocated his hip and was disabled for eighteen months. Recuperated, he got a job on a farm, working for an elderly lady and this led to several years of farm work, even a stint in Guelph.



▲ Bill and Margaret Buss (William Buss)



▲ William Buss Receiving Award in 1962

(Port Credit Weekly)

HE MARRIED A YOUNG LADY NAMED MARGARET AND THEY had three children, Glen, David and Lillian. They lived in Cooksville for two years and then moved to East Avenue in Lakeview in 1939, where he became very active in community volunteer work. Being devout Baptists, in 1943, he started working with a boys club in the Baptist Church group. In 1944, he supervised the construction of the Lakeview Baptist Church on Alexandra Avenue. Then, always having loved the game of hockey, he started up a hockey team of Pee Wees and they played games on outdoor rinks at the local schools. Before he knew it, he had several teams with boys of all ages enjoying the sport. In summer, they played baseball. He also organized and coached girls' baseball and started up a girls' hockey team that flourished for several years. This involvement would eventually bring him much fame and admiration from all who knew him.



▲ Mineo Franchetto and Bill Buss present trophies to 25¢  
Car Wash Team player (William Buss)

In 1946, the Toronto Township Hockey League (TTHL) was founded. In 1948, Bill founded the Lakeview Hockey Association. When the Dixie Arena was built in 1949, Bill's hockey teams, now up to 13, began to play indoors. He spent many long hours working there, coaching up to ten teams a day and scheduling games. He got on the executive of the TTHL and was involved in the early days of the League's growth. With the opening of the Port Credit Arena on October 4, 1959, you could often find Bill there at his skate sharpening concession or covering other duties required to help the facility function smoothly.

On April 2, 1960, Bill Buss was presented with a trophy by Reeve Robert Speck on behalf of the Lakeview Hockey Association for his many years of dedication to the sport. This took place at the Association's dance held at the Credit Valley Lions Club Memorial Hall in Port Credit. Many kind words were expressed in the speeches that followed. Reeve Speck said, "I am proud to play a part in this tribute to a man whom the Township owes a great debt of gratitude." Police Chief Garnet McGill commented, "He has done much to help the youngsters of the Township through the years. Parents of the children of Lakeview should vote him Citizen of the Year." William Hare, director of Recreation and Parks, added, "He has freely given of his time and talents in a way that just could not be matched by anyone." The Bill Buss trophy would then be used for annual hockey competition.

Other awards of merit followed, such as the Canadian Amateur Hockey Association Minor Hockey Award of Merit in 1962, and induction into the Toronto Township Hockey Hall of Fame, 1967. His real recognition came in February, 1988, when he was the recipient of a Certificate of Merit from the Canadian government.



## Small Arms Limited - 1941

In 1940, with World War II raging in Europe, a sod turning ceremony took place on August 20th, for a plant that was to be built on part of the Rifle Ranges' 360 acre (145.7 ha) property and called Small Arms Limited. It was a business started by the government to manufacture firearms for Canada and Britain. It was created as a Crown Corporation on August 7, 1940, which was brought about by authorization on June 6, 1940, for the Canadian Department of Defence to build an arms facility.



▲ Small Arms factory (Mississauga Library System)



◀ Colonel Malcolm Jolley  
(Mississauga Heritage Foundation)

THE DEPARTMENT OF NATIONAL DEFENCE HAD PURCHASED the Lakefront property, Lots 4 thru 9, Con. 3, in 1935 from the Ontario Militia Department.

Construction on an \$8 million, 212,000 square foot (19,601 m<sup>2</sup>) plant began along with a two storey red brick, 81,000 square foot (7432 m<sup>2</sup>) rifle inspection facility that would include office space. Production machines and a tool room were put in operation and by June, 1941, the first five Lee Enfield Mark IV rifles were ready for inspection. Once they were approved, manufacturing began under



### ▲ Small Arms Assembly Lines, 1943 (Mississauga Heritage Foundation)

general manager, Colonel Malcolm Jolley, who was an engineer in the Royal Canadian Ordnance Corps. With 1,200 employees, by year's end 7,589 rifles had been sent to the Canadian Armed Forces serving overseas. In 1942, the full production consisted of pistols, Mark II Sten submachine guns, Lee Enfield and Sniper rifles and ammunition. With 5,500 employees working three shifts in 1943, over 30,000 units were turned out each month.

Small Arms opened up the work force for women and they came from all parts of Canada to be employed and raise the financial status of their families. In 1942, two hundred prefabricated homes and a girl's dormitory were built on the north side of Lake Shore Road to accommodate the workers for \$7.50 a week. When the plant, which consisted of factory space, three warehouses, range and proof buildings and 40 acres (16 ha) of parking, was in full operation, out of the 5,500 employees, 65 percent were single women and housewives who made 50¢ an hour. In 1945, the cash flow on goods was nearly \$44 million.

When the War ended with the signing of official documents on September 2, 1945, plans changed and no further orders were required. Wartime production ceased on December 31, 1945. During the five years of Small Arms' existence, the 14,000 workers that had been employed there turned out 905,731 Lee Enfield rifles, 126,703 Sten machine guns, many other weapons and ammunition for the war effort.

The buildings became the location of Canadian Arsenals: Small Arms Division, which supplied arms to the Canadian Army and turned out components for high RPM snowmobile engines and crank shafts and connecting rods for the Koeler engine. The factory, secure behind a high fence equipped with a security guard at the gate, was under division manager Colonel J.W. Leavens.

With the decline in operation at Canadian Arsenals, the factory closed in the summer of 1974. All of the buildings, owned by the Federal government, have gradually been torn down. Only the No. 12 building where the rifles were inspected remains at 1352 Lakeshore

Road. It has been used by the Ontario Power Generation and the COPS organization since 1975. The Sheridan Ford car dealership at 1345 Lakeshore Road East occupies the former site of the dormitories. The Arsenal land to the east, bordering the Etobicoke Creek, Lot 4, Con. 3, was sold in 1953 to The Corporation of Long Branch for Marie Curtis Park. Lot 5, 1352 and 1400 Lakeshore Road, were transferred to Canada Post in 1981 when Canada Post became a Crown Corporation. In 1992, this land was sold to the Metro Toronto Regional Conservation (Toronto and Region Conservation Authority, TRCA). The 100 acres (40 ha) is soon to be development into a park. A public presentation, held by the TRCA at the Lakeview Golf Course on January 18, 2005, unveiled the concept and layout of the future park.

A special remembrance celebration for Small Arms took place on September 19, 1991, at the Mississauga Seniors Centre. The event, that brought out over 300 people, mostly former employees, was sponsored by the Mississauga South Historical Society.

### Canadian Small Arms Training School

On January 29, 1940, the Long Branch Rifle Ranges was opened up for military training and over 800 men arrived to receive instruction for their upcoming involvement in World War II. Colonel W. B. Megloughlin, from Ottawa, was camp commandant. When the Canadian Small Arms School was sanctioned on May 15th, these soldiers were receiving instruction in small arms from Captain J. Brown. They were also given training in chemical warfare, unarmed combat and competitive sports.

On the evening of August 1, 1945, the frame Drill Hall building caught fire. The local fire departments tried to save the structure but to no avail. The damage was nearly \$50,000.

Following the end of the war on September 2, 1945, the training camp was emptied out, except for the staff, and they were moved to Camp Borden in Penetanguishene. The School was renamed the Canadian School of Infantry.



▲ Army transport trucks and personnel (Joan Larkin)



▲ former Canadian Arsenal Building, 2003  
(Kathleen A. Hicks)

### **Militia Training Camp**

In October, 1940, the Militia Training Camp #3 was first occupied by 300 officers and staff. The next week, over 1,000 recruits arrived to start their military training. The camp commandant was Lieutenant Colonel J. G. Weir. The dormitory huts housed 120 men and the trainees had access to a canteen and recreation hall that was operated by the Canadian Legion War Services. After their first 30 day training session, the young men were sent home for a short period and then returned for another session of instruction.



▲ Wilmer Greeniaus' Platoon. He is second row, 7th from right. (Wilmer Greeniaus)

# WW II Ration Time Table

## Wartime Ration Time Table

July 21, 1943

(Clip this out and keep available)

### COFFEE or TEA (Green) -

Coupons 11 and 12 valid July 22.

Valid until declared void.

Each good for 8 oz. Coffee or 2 oz. tea

### SUGAR (Pink) -

Coupons 11 and 12 valid July 22.

Valid until declared void.

Each good for 1 lb. sugar.

Canning sugar coupons marked June and July now valid.

### BUTTER (Purple) -

Coupons 16, 17, 18 and 19 now valid.

Expire July 31.

Coupons 20 and 21 valid July 22. Expire August 31.

Each good for 2 lb. butter.

### MEAT (Buff) B

Coupons pairs 4,5,6 and 7 now valid. Expire July 31.

Coupon pair 8 valid July 15. Expire August 31.

Coupon pair 9 valid July 22. Expire August 31.

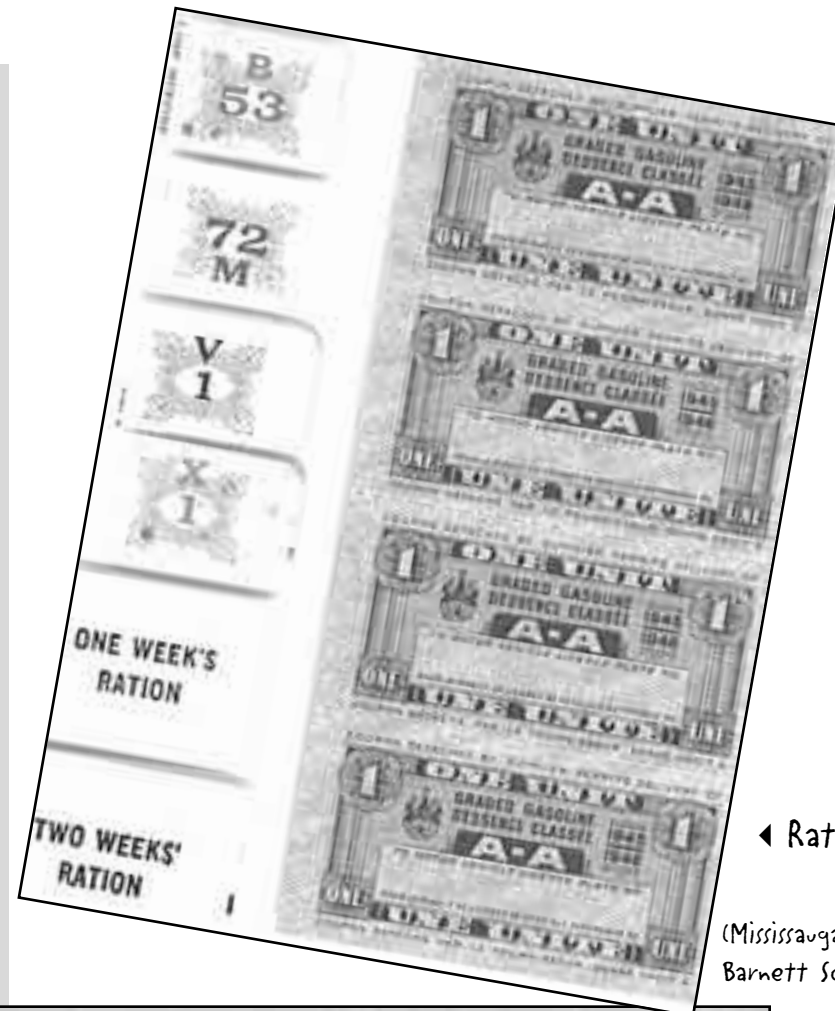
Coupon pair 10 valid July 29. Expire August 31.

Each pair good for 1 to 22 lbs. meat.

These ration books were distributed by the Ration Administration of Wartime Prices and Trade Board  
Rationing was implemented in late 1942.

*Port Credit Weekly*

July 22, 1943



◀ Ration Coupons

(Mississauga Library System,  
Barnett Scrapbooks)



◀ Ration  
Coupon Book

## Snowstorm - 1944

**O**n Monday, December 11, 1944, Ontario had a treacherous snowstorm that immobilized the entire province and ended up with nine people dead in Toronto after 21 inches (53 cm) of snow fell by noon on Tuesday. Everything came to a halt as mountainous drifts immobilized the cities and towns across the province. The Toronto Transit System remained open, but the vehicles were stranded or slow, bread and milk deliveries were ceased and all businesses and schools were closed and emergency calls were unable to be met. Toronto's Mayor Fred J. Conboy, who was unable to get to City Hall, made a radio broadcast for people to stay home until the emergency was abated. Toronto had 24 sweepers, five scrapers, six snow plows and 15 storm cars in operation. It was later announced that the storm cost Toronto \$40,000 a day in the cleanup. According to the weather bureau, the storm had swept in from the Gulf of Mexico.



(Ben Madill)

IT WAS SAID TO BE THE WORST SINGLE SNOWSTORM SINCE March 28, 1876, when 20 inches (51 cm) was recorded. The Niagara peninsula was hard hit with Niagara Falls having three feet (0.9 m) of snow fall in 12 hours that stranded hundreds of motorists in drifts five feet (1.5 m) high. Kingston experienced a wind of gale proportions that piled snow everywhere shutting the city down and causing much

damage. Galt reported the storm completely curtailed traffic with conditions growing worse with each passing hour. The Ontario Department of Highways announced that all highways in southern Ontario were impassable and urged people not to venture out. It was estimated that over 100 transport trucks were stalled in the vicinity of Woodstock.

In Toronto Township, the last plane to fly out of Malton Airport departed at 1:12 a.m. on Monday. The traffic control officer said, "The storm covers several hundred square miles (kilometres<sup>2</sup>) and I doubt if there will be air transportation to or from Toronto for some time, although we are well equipped here. We should be able to clear

one runway in about an hour after the storm abates." No planes were operating out of Montreal, North Bay or London.

In Lakeview, Small Arms had 150 employees out of 2,000 show up for work.

When the *Port Credit Weekly* came out on Thursday, a small item on the front page asked, "How do you like the snow? Is the Red Bus running? How about the schools? Is the baker or milkman going to be around? How about garbage collection?" These were questions from people who were phoning the *Weekly* to get answers.

It took nearly a week before things got back to normal in Lakeview and the rest of the province.

## NEWS ITEM

### Toronto Township to have Garbage Collection

Residents of the southern part of Toronto Township are to have a garbage collection shortly after the first of the year. This By-law was given its first reading at the regular meeting of the Township council held on Monday and there is no doubt but that the 1945 council will give it its final reading and put this collection into force. The area which will be covered by this collection takes in Cooksville, Mississauga Road, Stavebank Road, Clover Leaf and Lakeview. The Cooksville Businessmen, along with the council, have been working on this scheme for sometime and now their efforts are bearing fruit.

Early in 1944, the Township Council set aside a large number of lots to be sold to returning soldiers who have seen service in this war. These lots were to be sold at a price of \$10 each. Already two men, who are now on active service, have purchased their lots when Donald Woodall of Cooksville and Albert Baker of Lakeview gave their \$10 at the last council meeting.

The last meeting of council for 1944 will be December 15, nominations on December 22 and elections will be held on Monday, January 1.

*Port Credit Weekly*  
December 7, 1944





(Ben Madill)

## Memories

This author, remembers that storm vividly. My mother worked at Small Arms and was one of the employees who didn't show up for work. But it was not for lack of trying. We lived in the basement of our future house on Trotwood Avenue and when Mom went to go to work, she opened the basement door and it was completely filled with snow. What a shock! I'll never forget the look on her face as well as the rest of us as we were getting ready for school. Even under our protest, she pushed the snow aside and crawled out and made her way to the house of the gent on Kenmuir, who gave her a ride. He couldn't get his car out of the garage, said it was useless, so she returned home so tired she was welcoming the day off, but knew the family would miss her day's pay. We kids on the other hand were delighted that we didn't have to go to school, which was quite a hike along the QEW to the Queen Elizabeth Public School east of the Centre Road. If I recall correctly, it took several days before things got back to normal.

Kathleen A. Hicks, 2004

## Ogden Avenue Public School - 1946

LAKEVIEW WAS GROWING IN LEAPS AND bounds and there never seemed to be enough space in the two Lakeview schools to accommodate the children of the area. In 1941, several students living west of Canterbury Avenue were switched to Forest Avenue Public School in Port Credit (this author being one).

It was time for Lakeview to expand its school facilities and so a two room \$10,000 school portable was built and opened on April 1, 1946, as Ogden Avenue Public School, named for the street it was located on. The area was originally the grant of Joseph Ogden, Lot 8, Con. 2, SDS, and the street had been named in his honour. The Toronto Township Board of Education owned 42 acres (1.8 ha) at this location that accommodated the 90 young students, who resided north of the CNR tracks and attended Grades 1 thru 4. Mrs. M. Mills taught Grades 1 and

2 and Miss. A. Wallace, Grades 3 and 4. Neil Matheson, who was principal of Lakeview Beach Public School, served as the first principal.



◀ Neil Matheson



▲ School Parade, 1947

The Lakeview Home and School Association, with president Mrs. J. Wampole, was formed at this time and one of its first projects was a Lakeview School Fair in September, 1947, that commenced with a parade from Lakeview Park School to Lakeview Beach with all three school participating.

In 1949, Ted Burrows took over the task of principal and a second portable was added. That year there were 828 students enrolled in the three Lakeview schools in School Section #7.

A new eight room school, designed by architects Shore and Moffatt, was built in 1954 by Canada Construction Company at a cost of \$91,690. By this time the South Peel Board of Education owned 19 acres (7.7 ha), where the Gordon Graydon Memorial Secondary

School would also be built. Ogden Avenue Public School was opened August 12, 1954, with classes commencing on September 7th. An official opening was held on November 24th, with former S.S.#7 School Board representative (1947-1952) and Councillor of Ward 1, Charles Jenkins, as the guest speaker. The dedication was carried out by Reverend John Urquhart of the St. Nicholas Anglican Church. Also in attendance was school trustee Peter Gorrie and Public School Inspector Allan A. Martin. The principal was W. F. Shackleton. In 1956, the original portables were torn down.

The first Home and School Committee meeting was held on March 8, 1955. A newsletter was put out as well as an annual report.

The school received a name change to the Neil Matheson Junior Public School in a special ceremony on June 25, 1972. It was named for a very dedicated man who had spent 33 years serving Lakeview Schools.

In 2005, the Neil Matheson Junior Public School, at 1500 Ogden Avenue, has 320 students under principal Bob Wojcichowsky.

Neil Matheson Junior Public School, ▶  
2003 (Kathleen A. Hicks)



▲ Ogden Avenue Public School, 1967 (Peel Board of Education)

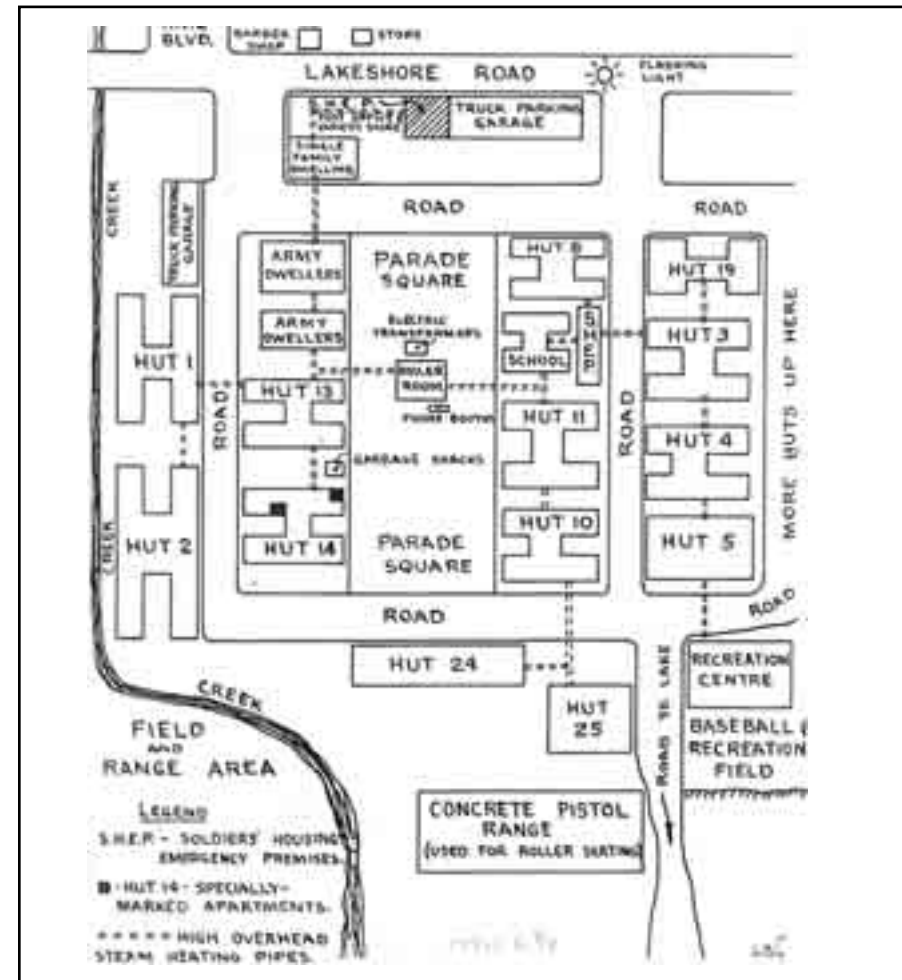


## Lakeview Army Barrack's Emergency Housing and SHEP - 1946

The Lakeview Army Barracks Emergency Housing came about in May, 1946, when nearly 12,000 soldiers of the 2nd Infantry Training Battalion, returning home from the war and waiting discharge, were sent out from the Canadian National Exhibition's District Depot to the former location of the Small Arms facility. It was called the Soldier's Housing Emergency Premises (SHEP).



▲ Teachers, Helen Radcliffe and Frances Morden, stand before Shep School, 1949 (Frances Morden)



▲ Map of SHEP by Jack and Wanda Pickford

WHEN THE SOLDIERS RECEIVED THEIR DISCHARGES approximately a month later and returned home, the City of Toronto leased the 28 deserted barracks occupying 100 acres (40 ha) from the Dominion Government to use it for families from Toronto housing and emergency housing in GECO, Scarborough and Stanley Barracks who had been evicted and had nowhere to live. This emergency situation



▲ Frances Morden's Class, 1949 (Frances Morden)

had brought about drastic measures and the location of Lakeview was chosen for an temporary stopover. Each of the huts was renovated to accommodate 15 families in apartments, which had a rent of \$42 a month.

The families had access to a Quonset hut shaped recreation hall where camp councillors ran recreation programmes and activities for the children.

There were two schools started in September, 1947, to accommodate the children. One was called Long Branch Kent, as it was part of the Kent Public School in Toronto, and was located in the former Small Arms Staff House, built in 1941, on the north side of the Lake Shore and the other was called SHEP, located on the south side.



▲ Jack Pickford (Jack Pickford)

Teachers and equipment were supplied by the Toronto Board of Education. At Long Branch, three classes were set up, Grades 1-3, Grades 4-6 and Grades 7 and 8. At SHEP, three classes were also set up, Grades 1 and 2, Grades 2 and 3 and Grades 4 to 6. The curriculum was laid out in a course of studies for each grade and the teachers had to stick to this religiously and were expected to keep their classes and discipline under control. When the inspector from the School Board was coming for a visit, the teachers would make sure that they were ready and "at their best." In September, 1948, a kindergarten was started at SHEP with teacher Dorothy Bull handling 75 students, which were separated into two classes, one in the morning and one in the afternoon. By 1949, SHEP had 13 classrooms with

15 teachers handling 600 students from kindergarten to Grade 8.

The Men's Ambassador Sunday School Class of High Park Baptist Church in Toronto organized Sunday church services at 7:30 p.m., which were held in the SHEP school. A Sunday School was started from 6:30 to 7:30 p.m. on Sunday evenings for the children and a turnout of over 100 eager youngsters attended and were supervised by several teachers.

In 1954, the Dominion of Canada requested the cancellation of the

lease of the Lakeview Housing Unit as it was in a deplorable condition. Reeve and Welfare Committee Chairman, Anthony Adamson, tabled a report to Peel County Council in Brampton on August 9th that brought about an investigation by County welfare, justice and health agencies into the conditions of the emergency shelter that housed 1,100 people. The people were gradually evacuated and the huts were dismantled by Nick Waslyk of Lakeview Salvage Company in February, 1957.

## Memories



▲ Eva Manley

(Eva Manley)

"I started teaching at the SHEP public school in September, 1948, at a salary of \$1,200 for the year. I remember it went up to \$1,800 by Christmas. We had teachers' parties after classes, skating in the winter and singing around a piano occasionally. Some staff meetings began with a formal receiving line consisting of a couple of teachers being wrapped up in a volleyball net. The highlight of my first year was the Christmas concert which was held in the recreation hall. There were two brothers, decked out in long sleeved white shirts, black pants and shiny new shoes, who were part of a square dance performance and I had the privilege of making ties for them out of red crepe paper. If the temperature in the classroom ever went below 60 degrees, we would let the students go home.

"There wasn't as much creativity in what we taught then as there is today, but there was creativity in how we kept the interest of children who came to school in the middle of winter with bare feet in rubber boots, inadequate clothing and often without breakfast.

"I formed some lifelong friendships from that time in my life and still keep in touch."

Eva Jones Manley, 2002

## Lakeview Fire Brigade - 1948



WITH 24 FIRES REPORTED AND MANY HOMES burned down in 1947, several concerned Lakeview residents organized a meeting on December 18th, at the Lakeview Beach Public School to discuss the formation of a volunteer fire department. Another meeting was held the first week of January, 1948, at the home of William Finch with Joseph Monks heading up the committee.

▲ Lakeview Fire Brigade, 1952. L. to R. Back Row: Herb Levi, Tom Bayliss, Art Acornley, Jack Rogers, Ken Nixon, Cecil Meeker, Kirk Taylor, Sam Dobson and Tommy Graham. Front Row: Nelson Pierce, Chief Clare Sherratt, Len Hadley. Missing: Frank Atkinson, Al Baker, Russ Biggart, Bill Garrod, Ray Kane, Joseph Monks, Ed Post, Tommy Robinson, Les Sherratt, Fred Simkins, Bill Vail and Jim Webber (Port Credit Weekly)

Then an advertisement was run in the *Port Credit Weekly* and 25 men volunteered their services at the January 13th general meeting. Joseph Monks was selected chairman, Herbert Levi, secretary and William Harrod, treasurer. Toronto Township Fire Chief Jack Braithwaite's Cooksville brigade would provide instruction to the newly formed group of volunteers.





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▲ Lakeview Fire Hall (Les Sherratt)

In February, chairman Joe Monks went to a Toronto Township council meeting to request that a fire truck be purchased for the fire brigade's use. His request was granted and a 1923 Reo vehicle, equipped with two 45 gallon tanks for water, procured for \$25 from the Niagara Falls Fire Department, arrived within a couple of months. It was stored at Bill Bayliss' on Shaw Drive.

Clarence Sherratt became the Brigade Captain and his crew commenced their firefighting duties on March 31, 1948. The first calls were put through the Cooksville Fire Station operating out of Braithwaite's garage. When the Lakeview Fire Brigade got its own telephone, installed at the home of Mrs. Graham on Orchard Road, the number was 2440. Mrs. Graham organized volunteers so that the telephone was manned seven days a week, 24 hours a day, for which she refused remuneration.

The Brigade began fund raising to purchase uniforms. The Lakeview Fire Brigade was the first in Toronto Township to sport uniforms, which were purchased by volunteer, Herb Levi. On their caps they had the eight sided Maltese Cross. Then they wanted to build a

fire hall. Joe Monks and Joe Atkinson headed up this building fund endeavour. They ran dances and bingos and canvassed the neighbourhoods. Then when sufficient money was raised for the hall, property was purchased from Robert Salmond at the northeast corner of Lakeshore Road and Meredith Avenue. Construction got underway on the 30 foot by 35 foot (9 m x 10.7 m) two-bay cement block building on August 1st. It was completely built by the volunteer firemen with the help of a lot of donated materials and the expertise of Thomas Bayliss, who was a concrete and block contractor. Fire Station No. 2, at 1015 Meredith Avenue, was opened in December, but the official opening took place on Friday, April, 8, 1949. Deputy Reeve Sid Smith was on hand to pay tribute to the dedication in getting this project completed.

A Lakeview Firefighters Ladies Auxiliary was organized and the wives raised funds to equip the hall by holding bazaars, teas and bingo games.

A 1942 Ford truck was purchased in 1951 from the Cooksville Fire Department. In 1953, an addition of a recreation room and meeting



▲ Lakeview Firemen sport new uniforms (Joan Larkin)



▲ 1923 Reo Fire Truck in Parade (Roy Smith)

hall was added to the back of the Fire Station. Clare Sherratt was promoted to District Chief and was put on salary. This was followed on May 26, 1954, with three full time firemen paid positions going to Leslie Sherratt, Thomas Graham and Kenneth Nixon. Their salary was \$3,600 a year for 56 hour weeks. In September, 1954, the Brigade purchased a new V8 Dodge fire truck and the 1923 Reo was sent to the Clarkson Brigade.

In 1953, the volunteer fire brigades were amalgamated to form the Toronto Township Fire Department.

Clare Sherratt retired in 1954 and brother, Leslie, took over the position and it became official in 1956 at an annual salary of \$4,800. In 1968 when Toronto Township's small communities were amalgamated to form the Town of Mississauga, the Lakeview Fire Brigade

became part of the Mississauga Fire Department and the District Chiefs were moved to the department's headquarters on Dundas Street East, and the station was closed. When the City of Mississauga was established in 1974, the Lakeview Fire Hall was sold to the City for \$1 with the stipulation that it remain a fire hall. Requests came in from several companies and organizations wanting to rent the building such as the Metro Toronto Multiple Alarm Association that wanted to restore and display vintage equipment, St. Vincent de Paul Society to use it as a furniture depot and Cyclos Theatre Group for a theatre, but none of these were accepted. It was rented out to different organizations for events and a movie company used it for a filming location until the building was torn down in April, 1993.

## NEWS ITEM

The Cooksville and Port Credit Fire Brigades came to the rescue of a building owned by Edward Post at Stop 8 last Saturday. A fire had started in the apartment over the Lakeview Hardware store occupied by Mr. and Mrs. Arthur Foster. Leonard Stockwell, the clerk in the Hardware store, reported the fire. Neighbours and passersby took all the furniture from the apartment, except a piano, and didn't break a thing.

The fire departments, under the supervision of Cooksville's Chief Jack Braithwaite and Port Credit Chief William Newman, saved the building. Traffic on the Lake Shore Road was paralyzed as motorists stopped to watch the commotion. It took three traffic officers to keep the cars moving. It was reported that the fire was caused by an overheated stovepipe. Damages were estimated at \$400.

*Port Credit Weekly*  
February 16, 1939



▲ Fire Truck at Lakeview Fire Hall with Larry Larkin  
(Joan Larkin)

## NEWS ITEMS

### Lakeview Garage Consumed by fire

Believed to have started from an electrical wiring short circuit, fire last Friday night completely consumed the frame garage and 1935 model car of Wilfred Stokes, Westmount Avenue, Lakeview.

Loss, all of which was covered by insurance, was estimated at \$1,000. Discovery of the fire was made by the Stokes family, who noticed dimming of house lights while eating supper. Neighbours rallied to throw snow and water on adjoining houses until the arrival of the Toronto Township fire brigade, who played hose-lines on the Stokes residence for some two hours as a safety measure. Although the garage and auto were past saving upon their arrival, firemen were able to salvage two tons of coal in the flaming structure by soaking the pile.

*Port Credit Weekly*  
Thursday, Dec. 11, 1947

### Claim Cabin Blaze Shows Lakeview Brigade Needed

A spur to the plans of a group of men who plan formation of a Lakeview volunteer fire brigade was the blaze which last week-end destroyed a tourist camp cabin and left the occupants of 20 other cabins without Hydro facilities.

"It shows the very real need for fire equipment right here in the area," declared George Gallow, camp proprietor, who praised the efforts of a quickly formed bucket brigade. He commended the Cooksville brigade, under Chief Jack Braithwaite, who collected volunteers and made the run in 15 minutes. "It was good going, but we could have saved more had the brigade been in the vicinity," Mr. Gallows stated.

Dennis Dunbar, occupant of the destroyed cabin, was eating in the adjacent restaurant when he was informed his dwelling was ablaze. He was left with only the clothes he was wearing.

*Port Credit Weekly*  
Thursday, Jan. 1, 1948

## Some 1940s Businesses in Lakeview



**A**long with the Percy Evans Hardware, started in 1947, Alex Jacobs built “The Fireplace” in June, 1947, at the Lakeshore Road-Beechwood Avenue intersection. He had been a milkman in the area for Credit View Dairy. It was a two storey building that allowed him and his wife, to have an upstairs apartment. “The Fireplace” was a tea room and soda bar that catered to the younger crowd. This building is still there at 504 Lakeshore Road and is used by A-1 Antiques.

### ▲ The former Fireplace Tea Room, 2004

(Kathleen A. Hicks)

NORMAN DAVIDSON, A MECHANIC BY TRADE, BUILT A GARAGE and service station to the east of “The Fireplace” and opened in June, 1947. He called it Davidson Motors. He had competition with John Ellan’s Garage at Hampton Crescent, a new Sun Oil Service Station at Aviation Road and Hoad’s - B. A. Gas Station at 909 Lake Shore Road at Alexandra Avenue. It is still a service station operated as AGM Motors.

Lakeview Shoe Repair was opened in October, 1947, at Stop 8 by Elmer Meeker in competition with Joe Kelly’s Vimy Shoe Repair.

In March, 1949, a new Lakeview Businessmen’s Association was founded.



▲ Alex Jacobs was a popular milkman  
for many years (Mississauga Heritage Foundation)

## NEWS ITEM

### Discourage Lakeview Development

In giving its decision on five separate objections, the Municipal Board discouraged further commercial development along Lakeshore Road in Lakeview. It ruled against extending the commercial zone in the vicinity of the Pleasant Valley Trailer Court, stating that, "the commercial frontage already provided along the north side of the Lakeshore Road in this locality appears to be ample, if not excessive, in view of the proposed industrial zoning to the south. The council must also do everything possible to discourage further 'ribbon' development of commercial uses along the major highways."

The Board believes that the establishment of more service stations on this important traffic artery should be discouraged, it was stated in ruling on another objection.

A petition signed by a number of members of the Lakeview Businessmen's Association, objecting to the proposed industrial zoning along the south side of Lakeshore Road (Rifle Ranges) opposite their existing commercial area was also given consideration. The objection was not sustained, however, the Board pointing out that there was little likelihood of any substantial residential development along the south side of the highway which would justify additional shopping facilities.

*Port Credit Weekly,*  
April 29, 1954

## The Drennan Family - 1948

Carl and Margaret Drennan came to Lakeview from New Toronto in 1948 with their one year old son, Russ. They had purchased a house at 1043 Meredith Avenue. They had Francis in 1949, Rick, 1951, and Ron, 1953. Carl had served in the Army during the war and was gone overseas from 1942 until 1945. Upon his discharge he got employment at Anaconda Brass in New Toronto.

The Drennan children attended the Lakeview Beach Public School and all graduated from Gordon Graydon Secondary School. During their school years, the boys participated in baseball and hockey. This was the family's entertainment. Russ played hockey with the Marlboros and won a few trophies. As her children gradually left home, Margaret became a volunteer at the Mississauga Hospital and enjoyed the involvement immensely.



▲ Drennan Family (Margaret Drennan)

RUSS BOUGHT A & A RADIATORS IN 1977 AND RICK BECAME a journalist and started at the *Mississauga News* in 1980. He spent seven years as a sports writer, editor and news columnist. In 1985, he ventured into politics briefly when he ran for Mayor in the municipal election against Mayor Hazel McCallion. Rick felt that no one should run for a post unchallenged. Mayor Hazel got in again and is still going strong in 2005. He took a short sojourn working at other media jobs and returned to the *News* to take on the *Business Times* in 1998,

that had just joined the *Mississauga News* family of papers. He is still there today. Francis died in 1993 at age 44 from lung cancer, although she had never smoked. Carl passed away in 1995 and Margaret still resides in the family home.

#### A & A RADIATOR CAWTHRA PARK COMPLETE CAR CARE

On April 1, 1977, A & A Radiator, established in 1947 by Peter Corbin, was purchased by two longtime motorcycle riding buddies, Russ Drennan and Norm Hayes. In 1979, Russ and Norm relocated the business to 857 Lakeshore Road West, where Master Welding owned by Fred Clark and Joe Falter's Lakeview Marine had originally been located.

For over 50 years, A & A Radiator has serviced most garages, body shops and car dealerships in the southern section of Mississauga. In 1997, the business was renamed Cawthra Park Complete Car Care so that all aspects of the automotive industry could be serviced. Having licenced auto technicians to service air conditioning on cars led to a full mechanical service outlet. In 2000, a used car sales business was added on the adjacent lot.

Over the past 28 years that Russ and Norm have been operating out of this location, there have been many changes in the area. Service stations owned by Alvin Hoad, Abe Blower, Art Greensides, Norm Burton, Henry Gallant, Joe Rose, Bob Kennedy and Tony Kascan are now a thing of the past. Their businesses have been replaced by specialty shops like Midas Muffler, Krown Rust Proofing etc. Russ has noticed one thing that rings true with the Lakeview clientele, "They are very loyal customers who don't mind spending their money to help the local economy."



▲ Garage, 1980 (Russ Drennan)



▲ A & A Radiator (Russ Drennan)



## Cormack's Animal Hospital - 1949

**D**octor George Raymond Cormack opened an animal clinic in 1949 in the basement of his parents' home on Hampton Crescent. Dr. Cormack's family immigrated from Ireland in 1812. His parents, Arthur and Bernadette Beatham Cormack, moved from Mimico to Lakeview in the early 1930s. He had received his schooling at Lakeview Beach Public School, Port Credit Secondary School and the University of Guelph. The 25 year old veterinarian's business flourished and within a year, he realized he would require larger premises. He began to look for a suitable location and on April 20, 1950, he bought a 352 foot by 140 foot (105.7 m x 42 m) piece of property, Lot 5, Con. 2, SDS, at 1617 Dixie Road (it became 1617 Cormack Cres.) from Helen and George Osborne for \$1,700. He built a two storey red brick house on the property and worked from there until he built a 19 room hospital behind his home, which was opened in May, 1956. He was the veterinarian for the Toronto Stockyards, the Canadian National Railway, the Canadian Pacific Railway and Hartford Insurance Company.



◀ Cormack Advertisement, 1951 (Port Credit Weekly)



▲ Ray Cormack

DR. CORMACK MARRIED RITA BRAIT AND THEY HAD ONE daughter, Kimberly, born in 1953. His business escalated until he had seven clinics in operation in Lakeview, Agincourt, Rexdale, Scarborough, Oakville, Newmarket and Caledon. Warren Stevenson, a local Lakeview lad, who graduated from Gordon Graydon Secondary School and the University of Guelph, became an animal doctor and



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▲ Cormack House and Veterinary Clinic, 2003 (Kathleen A. Hicks)



started working for Dr. Cormack. He took over the management of the Airport Animal Hospital on Dixon Road, which he handled for 27 years. It was closed down in 2001 and at this time Dr. Cormack took leave of his practice and let Dr. Stevenson and Dr. Enna Hughes handle the Cormack Animal Hospital at 1617 Cormack Crescent.

Dr. Cormack moved to Caledon where he resides on his estate called Tralee. Several events are held there every year, one being The Canadian Carriage Driving Classic, held annually since 1984, which took place on July 1 to 4, 2004.

One of Dr. Cormack's enterprises is the Burdette Gallery that harbors the treasured artwork of many Canadian, American and European artists. The Gallery, purchased in 1999, is located on 70 acres (28 ha) of a natural sanctuary that harbors woods, ponds, trails, picnic areas and wildlife. It is situated at Orton, Ontario, a few kilometers west of Hillsburgh.



▲ Dr. Raymond Cormack

## Harold Kennedy - 1950

**H**arold Kennedy married Adelaide Armstrong of Kenmuir Avenue on June 3, 1950, and they moved into the white stuccoed two storey house he had built on Canterbury Road in Lakeview. They raised their four children here, Helen, 1953, Jane, 1955, Paul, 1959, and Mary, 1962. Harold worked as a laboratory technologist for the British American Oil Company's refinery in Clarkson (now Petro Canada) that opened in 1943.

Harold was born May 1, 1926, to Evelyn (b.1890, d.1985) and John (1883-1931) Kennedy, who lived on a farm, Lot 9, Con 2, NDS, on Second Line East (Tomken Road) in Dixie. The Kennedy farm was 140 acres (56 ha) and their main crops were wheat and tomatoes, which they grew for the Campbell

Soup Company in New Toronto. They had a vegetable garden and fruit trees and everything the family ate was grown or raised on the farm.



◀ Harold Kennedy

(Harold Kennedy)



▲ Harold Kennedy and Family (Harold Kennedy)

HE WAS THE SECOND YOUNGEST OF TEN CHILDREN. BY THE time he was two, the family had lost a baby girl and Dorothy, who had been struck by lightning and killed in 1928 at age 15. Then in 1931, his father passed away.

Evelyn was left to raise the children alone and she did a great job of it. Her brother-in-law, Thomas Laird Kennedy (Minister of Agriculture, a member of provincial parliament and Premier of Ontario), who had become a Colonel during the First World War (1914-1918) and lived on a neighbouring farm, was like a surrogate father to his brother's children. The depression was a difficult time for the Kennedys with so many children to feed and clothe. They sold eggs as a means of support and Uncle Tom took care of the crops. Harold's job was to look after the chickens.

One of Evelyn's ways of making money and amusing her children was to finagle an opportunity for them to be on radio. She managed to get them on several radio stations, CBC, CFRB and CKEY. They did a show she wrote called "The Kennedy Kids." Her plays dealt with all the amusing happenings at home and it went over big time.

Harold grew up to follow in his famous uncle's footsteps along with his brother, Douglas (1916-2003), who also went into politics. Harold at age 41 decided to make a career move and ran for councillor of Ward 1 (Lakeview) in 1967. He won the election and held his seat on the new Town of Mississauga Council (1968) and the City of Mississauga Council (1974), until he retired in 1994 after 10 elections.

Throughout these years, he served his constituents well. He sat on numerous committees, such as the Board of Health, St. John Ambulance, the Boy Scouts and the Credit Valley Conservation Authority and contributed much to their progress. Since his retirement, he has kept busy with the Traffic Safety Council, which oversees that children get to school and home safely and that crossing guards are stationed in strategic places. He also has an active relationship with the family's church, Trinity Anglican Church on Stavebank Road in the Port Credit area. He is presently chairman of the Cemetery Committee.

Daughter Helen lives in Banff, Alberta, and is administrative assistant to the Western Regional Manager of Parks Canada. Jane resides in Vancouver, B.C., and recently retired from Safeway Canada. Paul lives in the Meadowvale area and works in maintenance at Credit Valley Conservation. Mary, who lived in Alberta and British Columbia for 22 years is now back home with her two children and working for the Peel District School Board as a teacher. Paul and Mary have blessed Harold and Adelaide with four grandchildren: Paul has Jessica, 14, and Zachary, 12, and Mary has Michael, 10, and Adam, 9.



▲ Harold Kennedy House. Built in 1950, Canterbury Avenue, Lakeview, 2003 (Kathleen A. Hicks)

## Lakeview Central Public School - 1950

DUE TO THE GROWING population of Lakeview, the three schools, Lakeview Beach, Lakeview Park and Ogden were filled to capacity and the Toronto Township School Board was renting two rooms at Forest Avenue Public School and one at the Queen Elizabeth Public School to accommodate the students. When the Port Credit School Board cancelled the use of Forest Avenue in March, 1950, the S.S.#7 trustees had to make new arrangements.

So it was decided that a new school should be constructed to handle the overflow. A ten room facility of 11,500 square feet (1,069 m<sup>2</sup>) was built on the northwest corner of Ogden Avenue and Fifth Street (Atwater Avenue) and called the Lakeview Central Public School. Neil Matheson, who had served as principal of the Lakeview Park, Lakeview Beach and Ogden Avenue Public Schools, became the first principal with a staff of 13 teachers. In September, 1950, the Minister of Agriculture, the Honourable Thomas L. Kennedy, officiated at the opening.



▲ Lakeview Central Public School, 1967

(South Peel Board of Education)

Principal Neil Matheson ▶

(Elizabeth Matheson)



**M**r. Matheson, who had been born in Goderich, Ontario, had attended a one-room schoolhouse at S. S. Tuckersmith and Clinton Institute and received his teacher training at the Toronto Normal School. He came to Lakeview in 1939. In 1967, he received a centennial medal for his contribution to education. He retired in 1972 after 33 years of serving Lakeview schools. His wife, Elizabeth, was also a teacher at the Ogden Avenue Public School. They had two children, Alan, an aircraft mechanic, and Joanne (Mrs. Bruce Miller) a graduate pharmacist. In his honour, the Lakeview



▲ Coach Ephraim Petrescue with team, Lakeview Triple P's, 1959 (Richard Drennan)

Central Public School was renamed the Neil C. Matheson Junior Public School at a ceremony on June 25, 1972. He was given this honour because he had contributed a tremendous amount of dedicated work to the Lakeview schools. He was a teacher and Vice Principal of Lakeview Beach (1939-1941), Principal of Lakeview Park (1941-1943), Principal of Lakeview Beach, (1943-1950), Principal of Ogden (1946-1949) and Principal of Lakeview Central (1950-1972).

In 1973, the Neil Matheson Junior Public School was closed and sold to the Town of Mississauga by the Peel Board of Education for \$550,000. The students were transferred to the Ogden Avenue Public School, which was renamed the Neil C. Matheson Junior Public School, because the parents admired Matheson so much they requested it.

The Town turned the old school into a Community Centre, and named it for Ephraim Petrescue, at an official opening ceremony on Saturday, December 15, 1973. Eph, who came from Moose Jaw, Saskatchewan, spent time in World War II and Toronto before moving to Lakeview in 1952. Because he was behind the start of baseball in Lakeview in 1958, when the Lakeview-Lyndwood Baseball Association was founded, he was called "Mr. Baseball." Within a year of its formation, the baseball league went from 160 boys involved to 300. In 1971, the Association recognized his contribution to the community. Eph died of pneumonia on February 23, 1986, at age 76.

The Petrescue Community Centre had several meeting rooms and a gymnasium. Jimmy Craig was the caretaker. The Toronto French School required expanded classroom and recreation facilities, so they rented part of the Centre, shortly after it was opened.



▲ Petrescue Sign (Verna Mae Weeks)



▲ Toronto French school, 2003 (Kathleen A. Hicks)

A committee was formed in 1974 and called the Petruscue Community Centre Association. Its function was fund raising to keep the facility operating. They held dances in the gymnasium, where a bar was built for these occasions. The first one was held in December, 1974, to celebrate the Community Centre's first anniversary. This event was used to also celebrate the 25th wedding anniversary of Councillor Ron Searle and his wife, Mollie, and they, along with Councillor Harold Kennedy, were made honorary members. The committee rented out the rooms to various organizations, one being the Toronto French School, which also utilized the gym for its sports

activities. Another was the Mississauga Train Club, model train collectors. The Association also sponsored Cawthra hockey and baseball and a baseball diamond was on the property. Another one of its fund raising activities was euchre, which was played every Wednesday evening. In 1977, they wanted to hold a Bed Racing event and they called Ron Searle, who was now the Mayor of Mississauga, to get permission to close down a few of the streets. It was a great success.

The Petrescue Community Centre was closed in 1995 and sold to the Toronto French School, which it remains today at 1293 Meredith Avenue.



## 1850 - Toronto Township Centennial - 1950

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 an historical display for school children, one display at the Ogden Avenue Public 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, housekeeping, shopping and transportation. That evening there was a musical pageant held at the Dixie Arena.



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.

When the parade arrived in Cooksville, the events planned were of an 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.

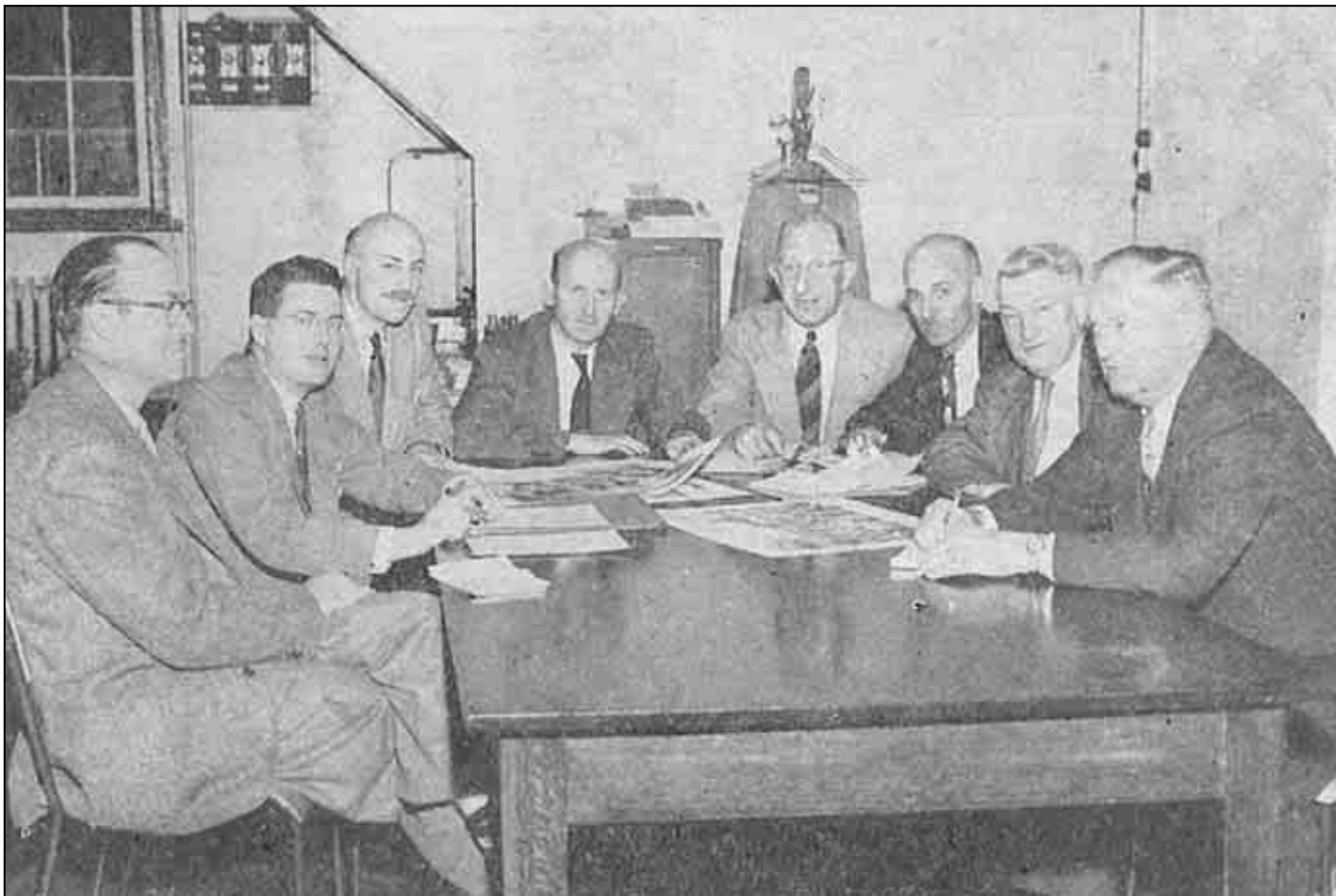
There was a William Lyon Mackenzie Cross-Country race open to all residents. It started at 2 p.m. at the old Absalom Willcox house, at this time owned by Mrs. L. MacLean, on Dundas Street in Dixie,

where Mackenzie had holed up while being pursued by the York Militia during the Mackenzie Rebellion in December, 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.



- ▲ With the 100th celebration of Toronto Township's Incorporation being held October 13-15 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.



▲ The Co-ordinating Centennial committee consisted of: from left to right, Jack McPherson, Bob Ball, Anthony Adamson, Ken Cross, Jack Cunningham, Jim Mumford, Herb Pinchin and B. C. Smith.  
(Viola Herridge)



Ernie and Barbara Lush, 1950 (Eric Maginnis)



Former Lush House, 618 Curzon Avenue, 2004 (Kathleen A. Hicks)

## Part Four 1951 - 2000

## Applewood Acres Subdivision - 1951

ON MARCH 1, 1951, G. S. SHIPP & SON Limited, a company well established in the construction business in Toronto and Etobicoke, purchased over 25 acres (10 ha) of the north half of Lot 7, Con. 2, SDS, south of the Queen Elizabeth Way (QEW), just west of Dixie Road, from James Robinson for \$40,000. That same day a subdivision plan was registered. This area became the first phase of the "Applewood Acres" subdivisions, a name coined by Gordon Shipp's son, Harold, 25, who had worked in the family business since he was a young lad. On May 11th, another property purchase was made from Frank Wicks.

During construction, the Shipp's left as many apple trees from the former Robinson orchard as possible. By May 24th weekend, when the apple blossoms were in full bloom, they had a furnished model home opened, one of the first model homes ever put on display in or around Metro Toronto. The one and one and a half storey brick bungalows on 40 foot (12 m) lots sold for \$12,500 each.



◀ Gordon Shipp



▲ Every Shipp home had a brick stating "Shipp Built."

**A**nother first for the Shipp's was running a full page black and white advertisement in the *Globe and Mail* on May 24th. Up to this time, no home builder in Canada had ever ventured to such an extreme. The following week, they topped themselves by putting an ad in the *Toronto Telegram* and adding colour - red!

A purchase was made on August 24th of Eileen and William Ashe's property and Applewood Acres, the Shipp's first subdivision in Toronto Township had 104 houses. The main street in the subdivision was called Applewood Road.

The second phase of Applewood Acres, north of the Queen Elizabeth Way, was started in 1952. There would be 733 houses in this subdivision, where they sold in the range of \$14,500 to \$17,000. When the Applewood Village Plaza, which was given sanction by the Ontario Municipal Board in April, 1954, was completed in 1955, the Shipp's moved their offices to this location. Other projects followed: Applewood Heights in 1959, and Applewood Hills in 1961, which contributed to Shipp receiving the accolade of having been "one of the largest single subdivisions ever built in Canada by a family developer." Their first apartment complex was Applewood on the Park in



▲ Harold Shipp



▲ A Shipp Home (Photos courtesy of Harold Shipp)

1966. They have never slowed down, contributing immensely to the foundation of the City of Mississauga with pride.

The Shipp Corporation offices have been located at 4 Robert Speck Parkway since 1979, where four majestic office buildings, completed by 1990, comprise the Mississauga Executive Centre at the City Centre. Gordon Shipp passed away on February 9, 1981, and Harold carried on with daughter, Victoria, and son, Gordon, who has been president since 1996. The company celebrated its 80th anniversary on March 23, 2003.

With the Shipp's' Applewood influence there are 34 listings in the telephone book, which includes Applewood Village Shopping Centre, Applewood United Church and Applewood Chevrolet Oldsmobile, a car dealership owned by Harold Shipp from 1959 to 2000.

## Canadian Admiral Corporation - 1951

**O**n Monday, April 16, 1951, the Canadian Admiral plant was officially opened on the Lakeshore Road in Lakeview on 11.7 acres (4.7 ha) of James Robinson Shaw's grant, Lot 12, Con. 2, SDS. The property had been purchased on April 12, 1950, for \$30,000 from Ida and James Rea, executors for John Richie in trust for his two grandsons. It was the first factory built in Canada to manufacture televisions. The opening ceremonies were presided over by president Vincent Barreca. Special guests included Peel County MP Gordon Graydon, the Honourable Thomas L. Kennedy and members of Toronto Township and Port Credit Councils.

Admiral, one of Toronto Township's first major industries, was founded by Messrs. Barreca and Hummel in October, 1946, in Toronto and came out to the Small Arms building in May, 1947, then moved to the Sheaffer Pen factory in Malton in 1948.



### ▲ Official Opening of Admiral, 1951

IN THE BEGINNING, IT WAS A SMALL OPERATION, MAKING radios, phonographs and black and white television sets. It was decided to return to the Lakeview area because most of its employees resided there. The 1,200 foot long, 500 foot wide, 552,000 square foot plant (366 m x 152 m x 51,000 m) with executive offices and showroom was opened in January with 250 employees. Its four assembly lines would have a minimum production of 25,000 television sets and 50,000 radios a year to supply its 2,500 Canadian dealers. A double track railroad spur was run in at the east side of the building to accommodate shipping.





▲ Canadian Admiral Plant Aerial View

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In 1953, a \$325,000, 70 foot (21 m) addition was added to the rear of the plant. In 1954, Barreca left to head up the American affiliate and Stuart Brownlee took over his position. Over the years as production grew and the number of employees rose, 750 television sets a day were produced.

In 1961, the company started to manufacture refrigerators. This became an important part of the operation until it took over 400 employees to keep the plant humming. Colour televisions went on the assembly line in 1963 and sold from \$700 to \$1,000. By 1965, 610 people were employed and sales totaled \$26 million. On February 24, 1966, 6.2 (2.5 ha) acres were purchased for \$30,000 for expansion.

Admiral not only had busy assembly lines but had a research staff that pioneered the design for special TV receivers to be used in hospitals, schools and hotels. There was also a research and development division that was doing production for the armed forces and the emergency measures organization of the Canadian government. Some innovations were the radiation detection devices and an instrument for measuring fallout called "Radiac." These meters were also manufactured for the United States Armed Forces.

After celebrating 25 years in business in 1976, one year later on October 26th, Canadian Admiral Corporation Limited closed down the Division that manufactured coloured television sets, called "brown goods," laying off 300 workers. The "white goods," such as refrigerators, stoves and other appliances, would continue for the other 400 employees. John Raynor was president at this time.

Admiral's parent company, Rockwell International Corporation, began to negotiate with a Montreal firm to sell the Lakeshore plant. Admiral went bankrupt on November 23, 1981, putting its 400 people out of work. The plant was closed down and then it was sold to Inglis Limited on March 26, 1982, along with plants in Cambridge and Montmagny, Quebec. Inglis, founded by John Inglis in Guelph in 1859, reopened the plant and hired many of the former Admiral employees back and began to manufacture refrigerators under the brand name Admiral, in keeping with the Admiral tradition. Inglis, under president Bob Collins-Wright, had moved its head office from Toronto to Mississauga in 1981. In 1987, Whirlpool Canada Inc. purchased several smaller appliance manufacturers such as Inglis.



▲ Newspaper Ad

The former Admiral factory at 501 Lakeshore Road East was closed down in 1991 and Whirlpool sold it on June 21, 1996. It had stood empty since it was vacated until 1997 when Saxco Canada Limited, a bottle distributor, rented the office building. The Bike Zone is also located there. The warehouses are utilized by businesses such as Massilly North American Inc. and Consumers Glass.

Students Tour Canadian  
Admiral Factory, 1951 ▶  
(Photos from the  
Port Credit Weekly)



▲ former Admiral Building. 501 Lakeshore Road, 2003 (Kathleen A. Hicks)

## Speck's Fruit Farm Market - 1951

**R**obert Speck (b.1915, d.1972), who had been a farmer all his life in Clarkson, purchased a piece of property, Lot 67 of the Lakeview plan, formerly owned by the Duck family, Lot 9, Con. 2, SDS. He had a large open air facility built at 947-9 Lakeshore Road, Stop 6, on the north side of the Lakeshore Road. Here, he opened Speck's Fruit Farm Market on May 17, 1951.



Feeling secure about the move, he sold his farm in Clarkson on July 16, 1951.

He established a successful business in Lakeview that prospered and became a popular location on the busy highway.

◀ **Robert W. Speck**

(Mississauga News)



▲ **Speck's Fruit Farm Market**

(Photos courtesy of the Speck family)

A YOUNG LADY WOULD CALL AROUND THE NEIGHBOURHOOD for orders and then they were delivered. Bob purchased much of his fruit and vegetables from his farmer friends in Clarkson.

The Specks rented a house on Balsam Avenue in Clarkson until 1953, when Bob had a stylish two storey white frame house, designed by R. Bodley, built with a white picket fence on First Street to accommodate his wife, Enid, 1919, and children, John, 1942, and Marlene, 1944. Son Paul was born here in 1954.

Bob Speck joined the Lakeview Businessmen's Association in 1951 and became president in 1955. This connection made him aware of



▲ Bob, Enid and Friends, Lloyd and Viola Herridge, 1947 (Viola Herridge)

several problems in Lakeview that bothered him and he decided to do something about it. This led to his becoming politically conscientious and at age 41, he became councillor for Ward 1 in 1956. The following year, he was voted in as Deputy Reeve, and in 1960 took on the responsibility of Reeve of Toronto Township, winning out over Mary Fix.

With his new lifestyle established, he sold his market to Jack Purdue and never returned to his roots for the rest of his life. He saw his dream of Toronto Township becoming the Town of Mississauga on January 1, 1968. Health problems began to plague him at this time and he was given a heart transplant on December 20, 1971, which

was successful, but he got pneumonia and died on April 5, 1972, after being Mayor for four short years.

In 1977, Robert Speck Parkway Boulevard at the City Centre in the Cooksville area was named for him. A strip plaza now occupies the location of the Speck Market. The Speck homestead that was sold by Enid on August 29, 1989, still stands at 940 First Street and was occupied by Verna and Greg Tipple until April, 2004. On Friday, August 23, 2002, our former first lady, Enid Speck, passed away. The Mississauga Heritage Advisory Committee put the Speck house on the City's Heritage List on November 26, 2002.



▲ Robert Speck



▲ John, Paul, Robert, Enid and Marilyn Speck, 1960  
(Port Credit Weekly)



▲ Enid Speck, 2000



▲ The Speck House, built in 1953 (Kathleen A. Hicks)



## Ignat (Iggy) Kaneff - 1951

**O**n April 18, 1951, Iggy Kaneff arrived in Canada from Gorno, Ablanovo, Bulgaria, where he had been born on October 6, 1926. He and his wife, Katarina, had sailed the great Atlantic Ocean on *The Scotia* liner and landed in Quebec. He arrived here with \$5 in his pocket, but lack of money did not deter this ambitious immigrant, who only knew one word of English, “Yes.”

The Kaneffs took a train west and arrived at Union Station in Toronto and took a taxi to Yonge and Queen Streets. Their \$5 was gone.

His first home in his new country was in Lakeview. He saw a sign advertising “garage to let” and enquired about it and met Mrs. Bertulla. He rented her garage on Alexandra Avenue and set up housekeeping with few conveniences.

One of the first persons he met was Robert Speck when he went to his market on the Lakeshore Road to purchase food. He went looking for employment and became a G. S. Shipp & Son employee, working for \$1.10 an hour, assisting in the building of homes in the Shipp’s new subdivision, Applewood Acres.

A year later, having garnered some important experience in the construction field, he bought a lot and began to build a family home in his spare time.



▲ Iggy Kaneff

THEN HE BRANCHED OUT ON HIS OWN, FORMING KANEFF Construction, and used the rented garage as his office. He started on a small scale and bought a lot in Lorne Park, built a house and sold it and then bought two more in the area and he was on his way.

In 1955, he quit his job and started Kaneff Properties Limited and building custom homes in Erindale Woodlands was his first major project. By 1957, he was constructing his first apartment building of three storeys and nine suites. This first one was red brick, but then he changed to only white brick apartment buildings and it became his trademark like Colonel Harland Sander’s white suit.

The rest is an historical miracle for this ingenious man, who loved his adoptive country so much he became a Canadian citizen in 1956. Over the years, he remained close friends with the gentlemen who gave him his start, Gordon and Harold Shipp. He would say, “Friends can’t be bought, they have to be earned.”

By 1968, he had built over 200 houses in Peel County and six apartment buildings. Now he was speaking fluent English. It was not



▲ Kaneff House, Erindale Woodlands  
(Nonie Wilcox)



▲ Kaneff and Apartment Building (Mississauga News)



▲ Enjoying Golf  
(Ignat Kaneff)

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long before his construction company was building apartment complexes in Toronto, Oakville, Etobicoke and Barrie. Why did he choose the field of construction? Because, “It gives one pride in a sense of achieving. Watching something grow is an accomplishment in itself.”

In 1971, he set up his offices in the basement of one of the apartment buildings he had constructed in Cooksville, the Centennial Towers at 2590 Argyle Road. It was in 1976 that he built a seven floor office building at 101 Queensway and Confederation Parkway. Then others followed and he moved his offices to the top floor of one of his office buildings at 1290 Central Parkway West.

By the 1990s, his Kaneff Group of Companies had constructed over 3,000 single and multiple family dwellings, over 8,000 multi-residential, both low and hi-rise units, and numerous retail-commercial plazas, office buildings, administration offices and gas retail outlets. His business continues to grow in leaps and bounds. He has come far in his relationship with Canada since he first set foot on its shores.

He is genuinely proud of Mississauga and his involvement in helping it grow. Although he is at the stage in his life where he can dele-

gate the work to make his load lighter, he continues to have input in all aspects of his business. He even finds time, too, for a game of golf. He says he has three hobbies, “Golf, golf and golf.” Sometimes he will play every afternoon during the season with different colleagues and business associates. With golf being one of his many passions in life, it has led to the development, building and managing of several prominent golf courses. His office was relocated in 2002 to his Lionhead Golf and Country Club on Mississauga Road in Brampton.

Over the years, he has received many awards for his numerous humanitarian efforts such as his 1982 Mississauga Citizen of the Year Award. In 2002, he was presented with the Brampton Person of the Year Award and the Queen’s Golden Jubilee Medal. In 2003, he was appointed as Honourary Consul to Ontario for the Republic of Bulgaria. In Iggy Kaneff’s own words, “There is not another place in the world like Canada. It is the country of opportunity and promise.”

When you are driving around the Region of Peel, look skyward to see “Kaneff” blazoned on the top of the huge white high-rise buildings and you will realize that he is right.



## The First Bank - 1951

THE CANADIAN BANK OF COMMERCE purchased property from Ed Post at Stop 8 on the Lakeshore Road, east of Cawthra Road, and started excavation for Lakeview's first bank on Monday, March 26, 1951. An open house at 749 Lakeshore Road was held on July 14th, and the bank opened officially on July 16, 1951, with Richard E. Davis as manager. The accountant was Ray Erwood.

The Canadian Bank of Commerce was founded in Toronto in May, 1867, with the prominent financier, William McMaster, for whom McMaster University in Hamilton is named, as benefactor. In June, 1961, the Commerce merged with the Imperial Bank of Canada, that had been started in 1875, to become The Canadian Imperial Bank of Commerce, the CIBC.



◀ Richard Davis, Manager  
(Port Credit Weekly)



▲ Interior of Canadian Bank of Commerce, 1951  
(CIBC Archives)

Down through the years the managers at the Lakeview branch were, G. Coulton (1963-1970), T. L. Lurkin (1970-1975), J. D. Gibb (1975-1977), H. W. Bos (1977), L. W. Martyn (1978-1984), B. M. Seeley (1984), M. T. McGlynn (1985-1994). The bank closed on July 15, 1994. The building at 749 Lakeshore Road is now the Pain Relief Clinic.

## Advertisement - 1959



Yes, you'll find convenient banking service located right in the new Lakeshore Plaza next to the A & P store in Lakeview at the new Bank of Montreal branch which opens there on Monday - to serve shoppers, merchants, residents and businessmen in the district.

This new B of M eliminates the need for shoppers to make special trips to the bank ... and offers the same kind of helpful service Canadians in every walk of life have come to expect from the B of M over the past 141 years. Now you'll have a modern, up-to-date banking service right where you need it ... without stepping out of the shopping area.

Why not drop in and see our new office on your next shopping trip. A warm welcome awaits you at Canada's First Bank.

*Port Credit Weekly,*  
April 30, 1959



▲ Former Bank Building, 2003 (Kathleen A. Hicks)



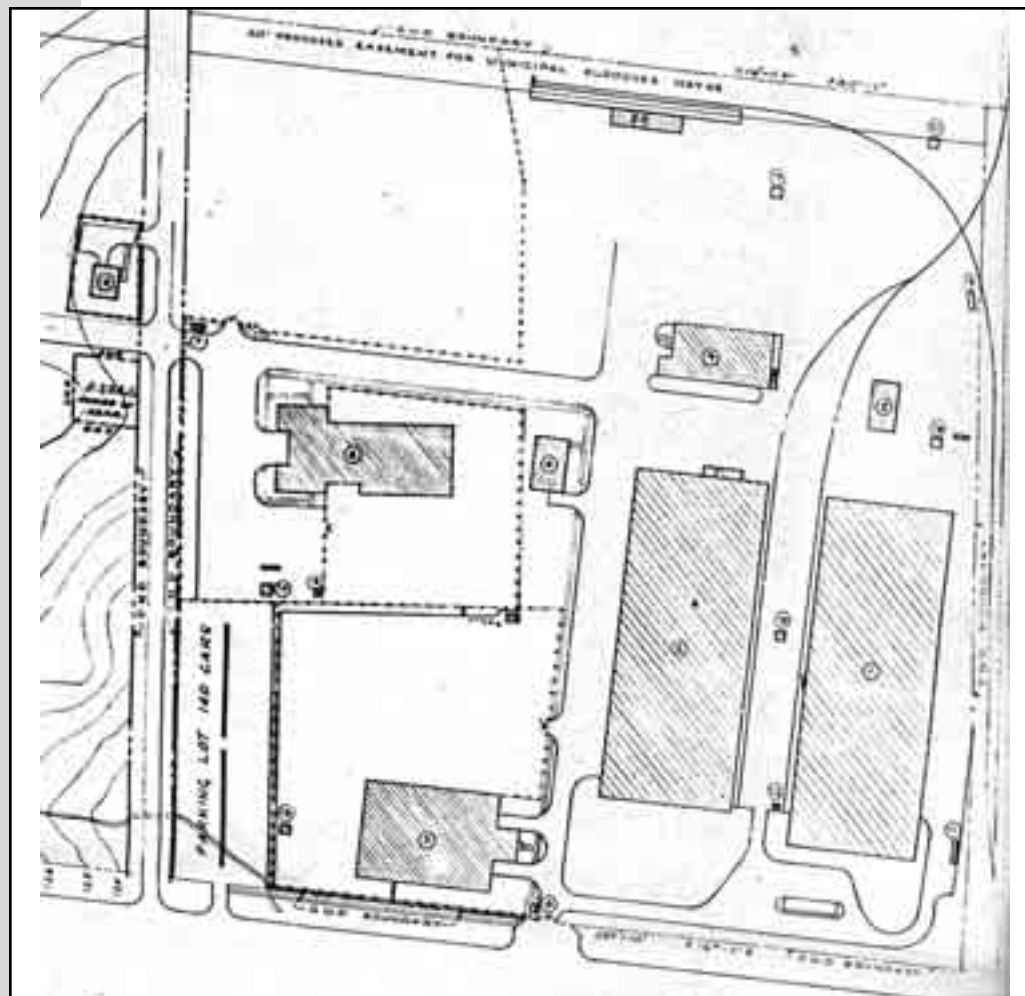
▲ Ray Erwood, Accountant of the Canadian Bank of Commerce



▲ First Bank of Montreal Manager, D. A. Gardiner  
(Port Credit Weekly)

## Army Ordnance Depot - 1952

**O**n May 22, 1951, equipment from the Swansea Construction Company rolled onto 25 acres (10 ha) on the east side of Cawthra Road, north of the CNR railway tracks, to start preliminary work of grading and excavating for one of the largest Canadian Army bases in the Central Command, which takes in most of Ontario. The Department of National Defence purchased this site on December 28, 1950, from Bell Ayre Developments Limited for \$68,320 for its multi thousand dollar Army Ordnance Corps Centre. This property, part of the original Joseph Cawthra grant, Lot 10, Con. 2, SDS, had been purchased by a Toronto promoter, who intended to build a race track, but Toronto Township Council vetoed his plans with an anti-race By-law. The Centre would house the Royal Canadian Electrical and Mechanical Engineers (RCEME), presently based in Malton. The No. 15 Regional Ordnance Depot, of approximately 340 Army and civilian personnel, would be under the command of Major T. A. Jamieson. The Depot would supply military stores and equipment to the Kingston and London areas.



▲ Map of Army Ordnance Buildings  
(Military Department of Defence)

THE PROJECT WAS BEING SUPERVISED BY THE DEFENCE Construction Corporation and Piggot Construction Company was given the contract to construct the warehouses and heating plant. A second property purchase took place on February 1, 1952, from Nathan Silver of North York and Bell Ayre. A third followed on December 1, 1952, from Toronto Township.



### ▲ The MacQueen Trophy Presentation, 1959

(National Defence, CC12350-3)

The official opening was held on March 15, 1952, and on March 24th, the first occupants moved onto the Base, taking over the first completed warehouse. Each two storey cement block warehouse covered two acres (0.8 ha) and was 200 feet wide and 500 feet deep (60 m x 150 m), with spacious accommodations for administrative offices, conference rooms, officers' messes, a cafeteria and other facilities. The Depot had its own central heating plant with oil burning furnaces and sewer system, but the water was supplied by Toronto Township. The second warehouse was expected to be completed and occupied by April 15th. The RCEME building, a block structure, 200 feet by 150 feet (60 m x 45 m), being put up by Carter Construction was underway with its



### ▲ Army Ordnance Crest



### ▲ Rescue Training, 1961

(National Defence, CEN-61-144-12)

steel work in place. On March 28, 1952, a railway siding was negotiated with the CNR to accommodate the shipping of supplies. A workshop was also under construction and would be ready by fall. A parking area on the north side of the property could accommodate 140 cars. Once construction of the initial buildings was concluded, with the entrance just north of the tracks, the entire acreage was landscaped.

The structures progressed until there were 23, which included a Sub Station, 1952, Hose Reel Hut, 1952, Gate House, 1953, Pol

Shed, 1953, Garage, 1954, Fire Hut, 1954, Gardener Storage Shed, 1954, a Storage Shed, 1959, and an Ammo Storage Unit, 1966.

Atwater Avenue that started at Canterbury Road was put through the Army Depot property to Fifth Street in 1961 and Fifth Street was changed to Atwater Avenue.

On October 31, 1968, the Ordnance Depot, 1305 Cawthra Road, consisting of 38 acres (15.2 ha) and 20 buildings, was transferred to the Department of Public Works of Canada and the Army vacated the premises. Lou Lomas, wing commander, was in charge of shutting the facility down. By March, 1969, only one building remained on the Depot property, the No.12 block warehouse. It, too, was later demolished. The police used part of the area for K-9 training. The property was then purchased by the Canada Post Corporation and utilized until 1996. The property was dormant for three years, sometimes utilized by the Mississauga Fire Department for training purposes.

In 2004, the corner acreage that was once the parking lot is vacant and fenced, where the rest of the property was built up in townhouses and two apartment buildings in 2001.



▲ Former Army Depot Location, 2004  
(Kathleen A. Hicks)

## Memories



▲ Winnie Crowe

"In 1950, due to the influx of home building in Lakeview, Lakeview Beach School became overcrowded and we parents were notified that children living on Cawthra Road and the Northaven area would have to attend the new Lakeview Central Public School at the corner of Fifth Street and Ogden. This meant a very long walk for the children.

"A more direct path to Fifth Street meant following the old farm lane, then crossing a field, climbing a fence to get to Fifth Street and Northmount, then walking to Ogden. The Army refused to remove the fence until our local councillor, Charles Jenkins, whose children were part of this group, went to bat for us and the fence was removed. We still had no roadway, just a muddy lane with a creek running through it. In winter, the children had to navigate through heavy snowdrifts. We often ended up hiring taxis at our own expense to get the kids to school.

"The parents of children living in the Northaven area were even in a worse predicament as Atwater had not been extended - a bridge had to be put over the Cooksville Creek finally Atwater was extended to join up with Fifth Street and renamed Atwater and then the children had a more pleasant walk to school."

Winnie Coyne Crowe, 2003  
Cawthra Road resident since 1920

## Pleasant Valley Trailer Park - 1952

**M**ary and Dante Cuomo came to Lakeview in September, 1952, and became partners with Mr. Sam Gaines in the Pleasant Valley Tourist Court, which was located on the west bank of the Etobicoke Creek, north of Lakeshore Road, Lots 4 and 5, Con. 2, SDS, purchased from Denny and Maria Marsich.

The Cuomos were Hamilton born and raised. They were married in 1938 and Dante worked for the Steel Company of Canada. During World War II, Dante served in the Navy and Mary volunteered with the Active Service Canteen. She was a pianist and entertained the RAF troops in Hamilton. She made one trip to Digby, Nova Scotia, for ten days, which turned out to be a devastating experience when the troops came down with the measles, including her husband, who was stationed there.

At War's end, Mary became employed as a secretary to Mr. Gaines, who sold mobile homes and trucks. Dante owned and operated a service station. Then in 1952, Mary's involvement with Gaines brought them to Toronto Township.

The Park consisted of 15 acres (6 ha), two and a half (1 ha) of which was set aside for renting space to Americans. There were eleven streets all serviced with Hydro and water. The trailers had septic tanks.



◀ Mary Cuomo  
(The Mississauga News)

MARY AND DANTE HAD A HOUSE THAT WAS ALSO USED AS their office. They had a building with a grocery store to accommodate their customers, which they rented out. Many people who lived in the camp commuted to Toronto to work.

The Cuomos enjoyed Lakeview and their location and were involved in the Lakeview Businessmen's Association.

Then on Friday, October 15, 1954, Ontario was hit by the devastation of Hurricane Hazel. The Cuomos' Trailer Park was situated in a valley type area and was vulnerable to the flooding of the Etobicoke Creek. They listened to the radio reports on Hazel's progress and talked with Reeve Anthony Adamson about the weather conditions. Mary became extremely concerned.

When the water started to rise, she informed Reeve Adamson that she would need some boats to get the people out. He told her to



▲ *Pleasant Valley Tourist & Mobile Home Park*  
(Mary Cuomo)

telephone the Oakville Army Service for assistance. When she made this request she was asked, “If you want boats down there, who is going to pay for them?” They never did get any boats. Mary got on the public address system to warn her residents to evacuate the Park immediately. The outcome was that they all fortunately took her advice. Mary and Dante took their dog, got into their car and headed west along the Lakeshore Road to safety. They stayed in a nearby motel for the night, while their Trailer Park was demolished by the fury of Hurricane Hazel. The trailers were turned over, some were swept into the Creek, others out into the Lake, with debris going as far as the United States shoreline. It was a great loss to everyone who had lived there. The families lost everything.

Mary and Dante went to Hamilton to Mary’s family home, where Mary spent three days in bed, she was so stressed from the situation she had been subjected to. Dante went back to the Trailer Park the following day and started the clean up process. The interior of their home and office was completely ruined. The water had risen to two

feet (0.6 m) from the ceiling. Everything had to be thrown out because of water damage. The cabins were so bad they had to be condemned, but the five units of the motel were all right after being cleaned. Some buildings that were on higher ground were suitable for habitation.

They had to start over and it took a year before they managed to get back on their feet. Being troopers, they made it. On September 15, 1955, they purchased the park from Sam Gaines and worked diligently until November 13, 1963, when they sold out to Lakeshore Towers of Peel Limited. The trailer park operated by park manager, Lloyd Hall, continued with 126 families residing in trailers on their 40 by 60 foot (12 m x 18 m) lots, paying \$60 a month rent until November, 1967, when Lakeshore Towers handed them their evictions notice. There are now two high rise apartment buildings on the old Pleasant Valley Trailer Park site.

The Cuomos again returned to Hamilton. They came back to Mississauga and bought a house in Orchard Heights. Dante passed away and Mary bought a condo and she still resides here.



▲ *Devastation of Hurricane Hazel, 1954* (Mary Cuomo)



## Briscoe's Hardware & Sporting Goods - 1953



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IN 1953, PERCY BRISCOE OPENED BRISCOE'S Hardware and Sporting Goods store at Stop 7 on the north side of Lakeshore Road between Westmount and Alexandra Avenues. It was a wide low building with a two storey section on the back that served for storage and repairs. Here Percy was known to keep his antiques, a hobby he enjoyed and shared with his customers. He sold everything from lawn mowers and bicycles to screwdrivers and nails.

▲ Percy Briscoe and his Store (Mrs. Briscoe)

When the Lakeview Businessmen's Association held its annual parade in July, you would see Briscoe's panel truck rolling down the highway with all kinds of hardware paraphernalia attached to it.

Today the building at 875 Lakeshore Road is two stores, a Harley Davidson motorcycle shop called Biker's Dream and a Pizza Pizza store.

## NEWS ITEM

Cyclists in Toronto Township who haven't yet obtained their 1952 licences had better dash right out to the vendor in their neighbourhood and obtain their half dollar metal plate.

Chief Constable Garnet McGill told *The Weekly* on Monday that the bicycle licences are now available and that every cyclist had better get one as soon as possible.

For the convenience of the scattered populace, 11 business places in the south end of the township are handling bicycle licences. There are three agents in Lakeview and one in every other community in the township. (The three in Lakeview where Haist's Barber Shop, Stop 3, Carr's Variety Store, Caven Street and Lakeshore Road and Boehnert's Store, Orano Avenue.)

*The Port Credit Weekly*  
April 10, 1952



▲ Store interior, Mrs. Briscoe and a customer  
(Mrs. Briscoe)



▲ Briscoe's Hardware Truck, 1959 Parade (Mrs. Briscoe)



▲ Former Briscoe's Hardware, 2004 (Kathleen A. Hicks)

## The Searles - 1953

**I**n 1953, Ron and Mollie Searle moved to their new home in Orchard Heights, east of Dixie Road and south of the QEW. This new subdivision was approved for development in 1951 and built by Rome-Saracini on Lot 5, Con. 2, SDS. It was named for the apple, peach and pear orchards of the Watson family, long time residents of the Lakeview area. In this same location, in 1956, McLaughlin & Young Limited constructed the Town and Country Homes on 12 acres (4.8 ha). Bruce McLaughlin became a prominent Mississauga Developer.

Ronald Alfred Searle was born July 19, 1919, in Southsea, Portsmouth, England, to Theodore and Ruby Searle. His father served in the Royal Navy. At the end of World War I, Ted returned to the Cunard White Star Line. His ship's most frequent port of call was New York City, so he moved his family there in 1922.



◀ Ron Searle,  
Campaign Photo, 1963



▲ Ron and Mollie Searle

WHILE HIS SHIP WAS ON A MERCY MISSION TO CENTRAL America, he was bitten by a mosquito infested with the deadly and incurable Dengue fever. His ship returned him to New York where he died a week later. In 1923, Ruby decided to take her two children, Ron and Barbara, to live in Toronto, Ontario, where her brother and two sisters resided.

Ron grew up and was educated in Toronto. He joined the Toronto Scottish Regiment in 1936. At the outbreak of World War II in September, 1939, he volunteered for overseas duty. His Regiment was part of the first Canadian contingent to be sent to Europe. His ship

the “*Empress of Australia*” landed in Gourrock, Scotland, on December 17, 1939. He served in the United Kingdom and France. He was wounded in action while in Normandy in 1944 and had three bullets removed from his leg. After treatment for his wounds in England, it was determined that he was no longer fit for combat. For the balance of his service in the UK, he was a Company Sergeant Major with the 5 CIRU stationed at Witley, Surrey. While on that assignment, he took part in the training of reinforcements for the Toronto Scottish and other Support Units. He returned home in 1945.



▲ Ron in the Toronto Scottish Regiment



▲ Mollie Underwood

While in Croydon in 1940, he had met a girl and they became engaged. In 1946 he returned to England to marry her, but she did not want to live in Canada so they broke up. His sister Barbara, who was a civil servant with the Province of Ontario, was appointed Executive Assistant to Major Armstrong, who had just assumed the role of Agent-General at Ontario House in London. So Ron decided to extend his stay in England. He got a job with Clark and Norman, an advertising agency on Baker Street in London. One evening, he attended a Press Ball at the Town Hall in Watford, Hertfordshire. He met a lovely

young lady, Mollie Underwood, and danced with her all evening. At the end of the event, he said to her, “I’d love to take you home, but you’re wearing an evening dress and I am riding a motorcycle.” Much to his surprise, she responded, “Well, I can ride side saddle, can’t I?” And that was the beginning of their romance.



▲ Ron and Mollie’s Wedding, 1949

He and Mollie left for Canada in September, 1949, and were married on December 10th of that year. They resided in Willowdale. Shortly after his return, Ron was hired by Westman Publications. When that company was purchased by the Southam Press, Ron elected to start his own industrial advertising agency, which he ran until 1953 when he went to Maclean Hunter to produce "*Style Magazine*."

They purchased a house for \$16,500 in Toronto Township and moved here in May, 1953. Their son, Mark, was born in 1954. Ron was one of the founders of the Orchard Heights Homeowners Association and took on the presidency in 1958. In this capacity, he became embroiled in a controversy over a proposal to build a gas station on the eastern boundary of Dixie Mall. Little did he realize that this successful involvement would propel him into a political career.

In 1963, Ron decided to run for councillor of Ward 7 in competition with the incumbent Chris Lewis and former Councillor Art Baker. He won the seat and served on Council until December, 1978. In 1972, Ron determined he could not do justice to two jobs and left Maclean Hunter to devote full time to Council. He became Mississauga's first full time Councillor. When the Town of Mississauga became a City effective January 1, 1974, he was re-elected Ward 7 Councillor for the first three year term. Ron was the first Police Commissioner for the new Region of Peel Police Department. He chaired "The Big Three" development companies, Markborough Properties, Cadillac Fairview Corp., and S. B. McLaughlin Ltd.

In December, 1976, he was elected Mayor over the City's first Mayor,

Mississauga News Column ▶



▲ Mayor Ron Searle

Molly Avenue off Burnhamthorpe Road was named for Mollie Searle, although mis-spelled.

In the November, 1978, election Ron again ran for Mayor and lost to Hazel McCallion, the former Mayor of Streetsville and Councillor of Ward 9. He took a job as a consultant for S. B. McLaughlin and Associates for a short time.

In 1981, he ran again and campaigned without soliciting funds and lost. He then retired from politics but continued his involvement in the many volunteer activities such as: Chairman of the Peel Regional Housing Authority, President of the Ontario Association Housing Authorities, President of the Central Counties Cancer Society, President of the Mississauga Chapter of the Canadian Red Cross, and Director of the Peel Children's Aid Society. He also served as a lay member of the Ontario College of Physicians and Surgeons. On October 13, 1983, the park in Orchard Heights was named Ron Searle Park.

On April 17, 2000, Ron lost his wife, Mollie, who was 74. On June 10, 2001, Mollie was honored with a playground being named for her in Ron Searle Park. The ceremony was attended by Mayor Hazel McCallion and chaired by Ward 1 Councillor Carmen Corbasson. A plaque was unveiled by Ron, Carmen and Mark Searle and his family.

On October 30, 2002, Ron received the Queen's Jubilee Medal for his many achievements. Ron is presently writing his memoirs.

Dr. Martin Dobkin, for the 1977/78 term with a majority vote of 3,000. He and his council were sworn in at the Glen Forest Secondary School on January 4, 1977. During his term of office he accomplished the completion of the City Core Study by Llewelyn Davies Weeks, signed the Official Plan into law on July 10, 1977, persuaded Council to approve construction of the Burnhamthorpe bridge at the Credit River and approved the financing of Highway 403. Most importantly, he was able to restore the faith and stability of the municipal civil service. In 1977,



▲ Ron and Sister, Barbara



▲ Mark and Matthew Searle

(Photos courtesy of Ron Searle)



▲ Ron Searle's 80th Birthday Party

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▲ Ron Searle Park (Kathleen A. Hicks)



▲ Mollie's Playground Dedication (Kathleen A. Hicks)

## The Kenmuir Avenue Baptist Church - 1954

WITH ASSISTANCE FROM LONG Branch Baptist Church, the Kenmuir Baptist Church got its start in Cooksville in 1946, under the conscientious guidance of several Christian families, notably the Freelands and Bennetts, supplemented by students from Toronto Baptist Seminary: Norman Howe, Mr. McWilliams, Eugene Paras, George Middleton and George White. Great zeal and determination brought about a strong dedicated congregation that held services in the Freelands' garage, then the Orange Hall on Agnes Street.

In 1952, under the leadership of Pastor George White, the congregation decided to find a suitable location to construct a church. Property on Kenmuir Avenue was secured and the ground breaking ceremony took place in November, 1953. The red brick church was built by contractor E. S. Kerr and voluntary labour, with R. H. Bennett as building chairman. The dedication ceremony took place on May 2, 1954. At this time it became the Kenmuir Avenue Baptist Church at 1525 Kenmuir Avenue. Sunday School was started in the auditorium and the first Sunday School picnic was held on July 15, 1954.



▲ Kenmuir Baptist Church, 2003

(Kathleen A. Hicks)

In December of 1956, Pastor White resigned and in September, 1957, Pastor Beverly Ward took over the helm. Under Pastor Ward's directorship, expansion was a prerequisite and as the Kenmuir property was not suitable for such an undertaking, the southwest corner of Carmen Drive and the South Service Road, former location of Holland Bulb Company, was purchased in May, 1958, and a new church was erected. The Kenmuir location was sold to the Salvation Army Corps for \$20,000. When the move occurred "Avenue" was dropped from the church's name. Before Pastor Ward resigned in 1964 his congregation had multiplied from 34 to 168.



In November, 1965, the church called Reverend Ross Lyon to the Pastorate and by 1969, the congregation peaked at 225. This growth led to another church being opened in Erin Mills.

Following Pastor Lyon's resignation, pastoral leadership was given to Rev. Ed Lugtenburg, followed by Rev. E. W. Searle. During this time, the Share Program and the Family Night program provided times of ministry and fellowship. In 1982, the Deacon Caring Program was introduced, beginning a time of more involved lay leadership to young marrieds, youth and children.

In 1989, the Lakeview Baptist Church joined Kenmuir and the new pastor Stephen Semple initiated Bible studies, Vacation Bible School, prayer group meetings and Saturday night youth ministry, later called "The Lighthouse."



▲ Former Kenmuir Avenue Baptist Church, 2003

(Kathleen A. Hicks)



(Kathleen A. Hicks)

A Project 2000 committee was formed to handle the redecorating of the foyer, church offices, the youth building and the upgrading of the electrical system. Further plans include the updating of the heating and air conditioning system and to make the church more wheelchair assessable.

As of July 1, 2001, Reverend Dan Collison began his ministry at Kenmuir Baptist Church. He left in October, 2004, and the congregation is presently without a Pastor.

The former church at 1525 Kenmuir Avenue was purchased by St. Mary's Syrian Orthodox Church in 1999 and is headed up by Father James Skaria.

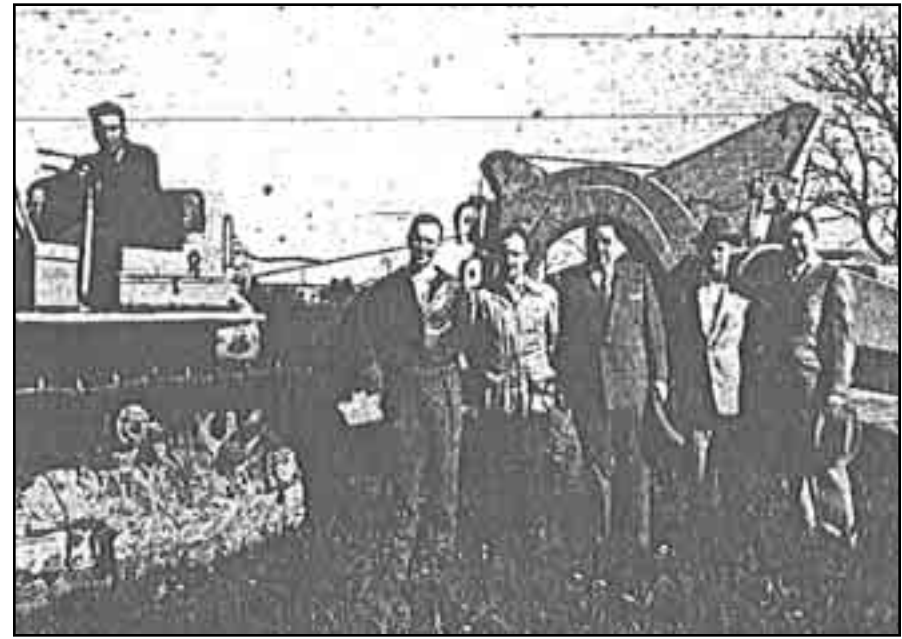
The Kenmuir Baptist Church at 1640 Carmen Drive, continues to support an extensive home and foreign mission program that had been started in 1952. The congregation is committed to its mandate, "Reaching Up...Reaching Out...Reaching In."

## Johns-Manville Company Limited - 1954

**O**n Monday, May 16, 1954, the sod turning ceremony for the Canadian Johns-Manville Company Limited took place on the 11.5 acre (4.6 ha) site, east of the Canadian Admiral plant.

Officiating were A. G. Sinclair, vice president and general sales manager of the company's Canadian Products Division, G. F. Evans, manager of the construction unit and F. A. Gallop, district sales manager.

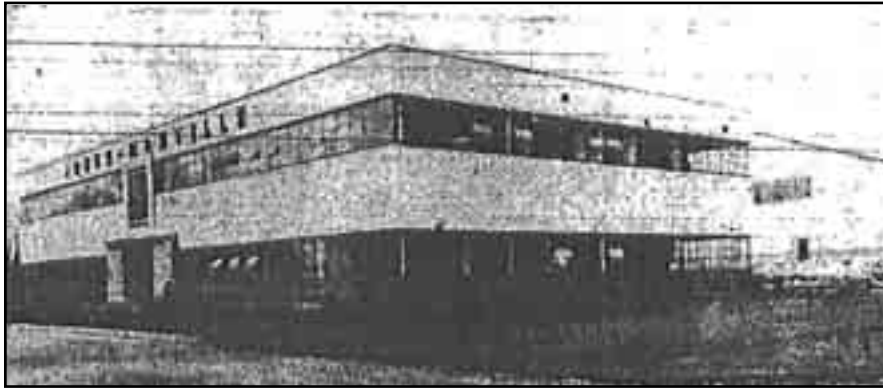
The property, Lot 11, Con. 2, SDS, acquired on July 6, 1953, from Frank Whitehead, had been the Caven farm. The one storey warehouse, 160 feet by 320 feet (49 m x 98 m) of structural steel framework was finished with corrugated Transite and brick with continuous bands of sash surrounding the buildings. It was built by Foundation Company of Canada and the steel work was done by the John T. Hepburn and Company. It had a 52,000 square feet (4,831 m<sup>2</sup>) warehouse for storage space. A two storey office building fronted the warehouse, 150 feet by 60 feet (45 m x 18 m) with 18,000 square feet (1672 m<sup>2</sup>) of space. The complete cost came to over \$500,000. The company would employ 115 people.



▲ Sod Turning, 1954 (Port Credit Weekly)

THE FIRST FLOOR OF THE OFFICE BUILDING WAS THE Ontario sales office with 60 salesmen and the contract department and the second floor, the offices of the Canadian Products Division. The company produced roofing materials, acoustic tiles, paper and felt insulations, asbestos textiles, insulation boards, electrical insulations, rubber products and installed Transite (asbestos-cement) pipe for water mains. It was the world's largest producer of asbestos fibre and exported products to all parts of the globe.

The company's head office was at 199 Bay Street, Toronto. Canadian Johns-Manville, a subsidiary of Johns-Manville Corporation in the United States, began operating in Canada in 1918 at Asbestos, Quebec, where the Jeffery Asbestos Mine was located. It also had operations at Port Union, Scarborough Township, and North Bay. In December, 1954, the head office was moved to the new Lakeview plant.



▲ Johns-Manville Building, 1955 (Port Credit Weekly)

The company enjoyed many anniversaries over the years. At the 13th celebration in 1967, Mr. Sinclair commented, "We are very happy to be here. The majority of our employees live in and around Port Credit. We can keep close contacts with the pulse of the Canadian economy by our close proximity to Toronto. We seem to have the best of both worlds here."

In the next ten years, this jubilation would wane for when it was discovered that asbestos was causing health problems, the company was overwhelmed with asbestos claims. In May, 1977, when Jack Cashman was president, the premises was sold to the Canadian Admiral Corporation next door and the business moved to 295 West Mall in Etobicoke. In 1982, it went into receivership and closed down permanently in Canada and returned to Denver, Colorado. The buildings at 565 Lakeshore Road East were torn down and now the area lays fallow next door to a small strip plaza.

## NEWS ITEM

### Court Divides Schuller Pension Pot

The cheques aren't in the mail, but they are closer to the post office for 4,000 former employees of what was once called Johns-Manville Canada Inc.

An Alberta court has approved a formula for sharing \$16 million of surplus pension funds with the former hourly and salaried employees after a five year battle.

"I wasn't going to come back if we didn't get the money," 79 year old Dorothy Jamieson of Mississauga said after flying to Edmonton for a court hearing Friday. She had worked for the maker of building products for 30 years.

The company applied in 1991 to remove \$50 million of surplus funds from employee pension plans. But a group of active and former employees took the company to court and won a surplus-sharing award in 1996.

The company, now called Schuller International Canada Inc., is to get 58 per cent and three groups of pension plan participants are to share the rest.

Last Friday, Associate Chief Justice Allen Wachowich of the Court of Queen's Bench approved a distribution method for the largest group, the 4,000 individuals who qualified from a group of 6,000 former employees.

"I was just so proud that after all these years, we had won," said Jamieson, who represented about 1,500 Ontario retirees.

James Daw, *The Toronto Star*  
Tuesday, July 1, 1997

## Lakeview Choral Society - 1954



- ▲ This photo was taken to conclude the Lakeview Choral Society's 1953-1954 season with a concert in the Lakeview Central Public School and was featured in the Port Credit Weekly on June 10, 1954. The Lakeview Choral Society was organized by Mrs. Leo Heathcote (center row, second from left) and came together with an executive and committee on March 17, 1948. She was the charter president. The group practised at the Lakeview Beach Public School. Mrs. Muir was the first pianist, followed by Mrs. Neil Matheson (front row, third from right), Mrs. Frank Cavan and Mrs. D. Luke (front row, on the right). The 31-voice choir entertained at senior's homes, churches and schools in the Township.

(Elizabeth Matheson)

## Hurricane Hazel - 1954

**H**urricane Hazel hit Ontario on Friday, October 15, 1954. The day started off with a steady rain, which as the day progressed became more torrential. By that evening, the hydro, water and telephones were out and by Saturday, everything was swimming in mud. If anyone ventured out, they would get soaked to the skin and be blown off their feet. All across the southern section of the province, branches were broken from the trees and trees were toppled by the ferocious wind, shingles were torn from rooftops and the debris would travel for miles (kilometres).

Mrs. Mary Sauer's car stalled on the Dundas bridge over the Etobicoke Creek and the water swept the car up and into the water. It ended up a mile and a half (2.5 km) down the Creek, battered to pieces and her body was not found for three days. It was discovered on the American side of Lake Ontario.



▲ *The mouth of the Etobicoke Creek, 1949,*

*(Toronto Conservation Authority)*

THE PLEASANT VALLEY TOURIST COURT WAS HARD HIT AS were many families' homes located along the banks of the Etobicoke Creek. The camp suffered no casualties, thanks to its owners, Mary and Dante Cuomo, but the Lakeview volunteer firemen suffered a narrow escape when their boat was caught up in the tremendous current of the Creek. Firemen from Cooksville, Port Credit and Clarkson, the Police, Boy Scouts and service clubs were out in full force, assisting in the evacuation of the stricken areas. The Lakeview Park Public

School was used as one refuge. The Red Cross, Girl Guides, Women's clubs, Lions and Kiwanis hurried in with food and supplies for emergency relief. Beds were brought in from the Lakeview Canadian Army Ordnance Depot. Reeve Anthony Adamson personally directed the operation with the help of Ward 1 Councillor Charles Jenkins and M.P. John Palmer.

According to the National Weather Service, Hurricane Hazel is in the records as one of the most destructive hurricanes in history. From Friday at 6 a.m. to Saturday 6 a.m., it was the heaviest rainfall recorded in Ontario's history since September 18, 1948, when 4.25 inches (11 cm) fell. Previous to that was on July 28, 1897, which had 3.88 inches (10 cm). At the Malton Airport (now the Lester B. Pearson International Airport), 7.20 inches (18 cm) was reported for Hazel in that 24 hours. Eight inches (20 cm) was recorded in Brampton over a 48 hour period. Some 40 billion gallons (182,000,000 m<sup>3</sup>) or 200 million tons (204 million tonnes) of water hit this area, now known as the Greater Toronto Area (GTA).

This author has read where there were 358 hurricanes that occurred on the eastern seaboard of North America during the first half of the 20th Century. But only 25 caused any affect on Canada. According to the Dominion Meteorological Office, only one in 14 hits Ontario and one in 45 has ever done any significant damage.

Hurricane Hazel was the first major tropical storm to make it inland and only one since has given the GTA any major problem. On Thursday, October 5, 1995, Hurricane Opal was heralded the wettest October day with 78.6 millimetres.

Hazel, which was 121 millimetres, had started near the Island of Granada off the east coast of South America on October 5, 1954. It headed northward, reaching up to 130 miles (208 km) an hour at times. The final damage to the Metro Toronto area was estimated at \$25 million with 81 people losing their lives. The rampage through South Peel was estimated at \$1,020,000 worth of damage: the Trailer Camp, \$300,000; store merchandise damage, \$25,000; homes on Orchard Grove, \$20,000; automobiles, \$75,000; roads and bridges, \$100,000; miscellaneous property damage, \$200,000; farm land erosion, \$150,000; factories, dams, etc. \$100,000; golf courses, parks

and playgrounds, \$50,000.

In the aftermath of this raging storm that took over 80 lives and left millions of dollars damage, it generated political awareness that our green spaces and watersheds were vibrant necessities to human existence and needed to be protected. Thus Conservation Authorities were formed to take over this protective guardianship. And for the past half century they have bought up thousands of hectares (acres) of land to allow future generations to enjoy nature at its best.

On October 15, 2005, the 50th anniversary of Hurricane Hazel received a lot of press.

### **Hurricane Information**

Practice for naming hurricanes differs around the world. In the North Atlantic basin, which would affect eastern Canada, hurricanes were identified by their coordinates - longitude and latitude. This was confusing to people and for a safety point of view it was decided to name the hurricanes. Systematic naming began in 1953 with female names. Each year the weather bureau starts at the beginning of the alphabet, which in the case of 1954 commenced on June 25th with Hurricane Alice. Hazel was the eighth tropical storm of 1954, thus the "H." Only 21 letters are used - Q U X Y and Z are not. So "W" is the last letter. The highest year of storms was 1995 ending with Hurricane Tanya.

With the feminist movement of the 1970s, a change was brought about and male names were added in 1979. Six separate lists were compiled, alternating male and female names. The list would be repeated in 1985.

If a storm is as destructive as Hurricane Andrew in 1991, that name is retired so as not to frighten people and a substitute name is added.

If by chance there were 21 storms in any given year, the use of Greek's "Alpha, Beta, Gamma" would follow.

Information from Environment Canada's David Phillips.





▲ Damage done to Pleasant Valley Tourist Court by Hurricane Hazel, 1954 (Photos courtesy of Mary Cuomo)



## St. Dominic's Roman Catholic Church - 1955

BEFORE ST. DOMINIC'S ROMAN Catholic Church was opened in 1957, the Catholic families of Lakeview had to go to St. Mary's Catholic Church in Port Credit for services. In 1955, the Toronto Catholic Archdiocese, under Cardinal James McGuigan, authorized the purchase of a church site in Lakeview. Three acres (1.2 ha) were acquired at the northwest corner of Cawthra Road and Fifth Street (later called Atwater Avenue). It was decided to build a substantial, fireproof church and rectory and Montreal architect, Yves Belanger, was contracted to design it.

A fund raising campaign got underway in 1956, then a ground breaking ceremony took place on March 25, 1957, carried out by Bishop Francis Marrocco of the Archdiocese of Toronto. During the construction of the

\$150,000 building, services were held at Mary Queen of Heaven Separate School on Hartsdale Road. This school became St. Dominic's School when a new Queen of Heaven School was built in 1960.

◀ Father Tim Haney



▲ St. Dominic's Church, 1958 (St. Dominic's Church)

St. Dominic's Roman Catholic Church, named for the founder of the Order of the Friars, rose to majestic height with a seating capacity for 785 parishioners. The first Mass was held on December 25, 1957, with Reverend F. M. Drouin conducting the service. Father Francis M. Charbonneau was Parish Priest, Very Reverend F. M. Drouin, Superior of the House, and Rev. Louis Gay, director of the St. Jude Guild and promotion of the Holy Rosary.

On April 20, 1958 a bell tower and cross were added that were blessed by Cardinal McGuigan, who also presided over the formal consecration on April 26th. Later a special wing was incorporated into the building to house a shrine that was dedicated to St. Jude.

St. Dominic's lost Father Charbonneau, who died of a massive heart attack on Monday of Holy Week in 1963 at age 56. Father Claude Poirier was assigned to St. Dominic's as Pastor to the 770 family congregation.

Renovations to the Church's interior were carried out in 1974 with creating a Blessed Sacrament altar, updating the public address system and redesigning the sanctuary area. By this time the congregation was surveyed at 1,120 families. In August, 1975, Father Kelly Walker became the third Pastor when Father Poirier left to become Director of the Archdiocesan Office of Liturgy. The Parish is a member of the Mississauga East Community Churches in Action.

In 1979, St. Dominic's committed to participating in the

Archdiocesan Refugee Assistance Program that provided support for ten Asian refugees, an involvement that became a permanent dedicated work.

The 25th anniversary was observed for an entire weekend in October, 1980, with a Parish Mass, an open house, a dance and a raffle.

In May, 1985, Father Robert Ouelette arrived to take over the pastoral duties, which were carried out until June, 1996, when he left for Newmarket, Ontario, and was replaced by Father Tim Haney, who still carries on with every aspect of worship in the Church. In 2000, it was found that the bell tower was deteriorating and it was necessary to tear it down.

St. Dominic's Roman Catholic Church, 625 Atwater Avenue, will observe its 50th anniversary in 2005, with the congregation remembering the church's successful half century. Eileen Burgess has written the history of the Church for this celebration.



▲ St. Dominic's Roman Catholic Church, 2004



▲ Interior of St. Dominic's Roman Catholic Church, 2004

(Photos by Kathleen A. Hicks)



## The First Plaza - 1956

On February 5, 1952, Lucy Pallett sold her late husband Leonard's property, 40 acres (16 ha) of Lot 6, Con. 2, SDS, to Charles Hempstead, who was a hotel owner and horseman. On the property was the Pallett's large red brick house and barns. He restored the main barn and constructed a race track that had a fence bordering on the Queen Elizabeth Way (QEW).

The following year, Hempstead sold the property to Principal Investments Limited of Toronto, headed up by the three Bennett brothers, Arny, David and Jacob, who owned five such centres in Toronto and three others across Canada.



▲ Aerial view of Dixie Plaza

A PLAN FOR A \$4,500,000 SHOPPING CENTRE TO BE constructed at the southwest corner of Dixie Road and the QEW was registered on May 20, 1953. However, a controversy arose with the property being zoned residential. Principal Investments' Lou Charles approached the Toronto Township Council on June 3rd and the Council decided to ask the minister of planning and development to amend the zoning By-law to commercial. According to the *Toronto*



▲ View of Dixie Plaza site, 1955

*Daily Star* on July 16, 1953, “Solicitors for Shipp and Son and Rome-Saracini protested to Council there was not sufficient trade to support the proposed venture and they already sanctioned shopping centres in their own areas nearby.” When the planning board vetoed Charles’ suggestion, the Council reversed its decision and prohibited any shopping centre to be built for one year. So in April, 1954, the property was rezoned for commercial use and construction began on the \$42 million project that would have 30 stores, two banks, two supermarkets, parking for 2,500 cars, a drive-in theatre, park and recreation field. (The latter three never materialized.) Over 1,000 workmen were involved in the building of the Plaza.

By July 22, 1955, the principal leases for the new Dixie Plaza, Canada’s first strip mall, had been signed. They included The Toggery Shop, Fairweathers Company, Agnew Surpass Shoe Stores. United Cigar Stores, Kent Shoes, The Canadian Bank of Commerce, Lighting Unlimited, Paramount Cleaners, the Bank of Montreal, Lady Ellis Shop, Gainsborough Kitchens, Silverts (Dixie) Limited and F. W. Woolworth’s. In 1956, Aikenhead Hardware, Zellers, Starlite Stores, the Cavalier Gift Shops, Furniture Fair, Reitman’s, West Pen Theatres, Prime Restaurant, Loblaw’s Groceteria, Pickering Farms,

Town Shoe Store and D’Allairds Limited signed leases. Others who got on board were Book Fair Limited, the Dixie Plaza Barber Shop, Millicent Hair Stylist, Queen Elizabeth Flower Shop, Laura Secord Candy and the Dixie Plaza Bowling Lanes. A Medical Centre was part of the plaza operation that was equipped by R. Brown of Port Credit, and one of the first doctors to take up offices was dentist, Dr. Ralph Hicken.

The Grand Opening took place on February 23, 1956, with radio station CJBC’s Byng Whittaker as master of ceremonies. A parade around the parking lot to the podium with floats and a military band and entertainment for the children in the way of clowns, balloons and ice cream, made the event one to remember. The ceremonies that commenced at 10 a.m. included speakers Reeve Tom Jackson and Colonel T. L. Kennedy. The celebration lasted three days with people being transported in by bus. At the end of each day, a fireworks display ended the festivities.

A Bowling Alley, Bingo Hall and a Flea Market on the lower level became attractions. The Mall, owned by Dixie Plaza Limited, ran successfully for a number of years and as the Township became a Town,

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▲ Dixie Outlet Mall, 2003

(Photos courtesy of Dixie Outlet Mall)

then a City, and development grew with other plazas such as Sheridan Mall, 1969, Sherway Gardens, 1971, and Square One Shopping Centre, 1973, and strip malls opened, the customers drifted away, stores closed down and new ones opened, such as Hy and Zel's Drug Warehouse. The Bingo Hall was closed down in 1979 and the Bowling Alley in 1993, but the Flea Market still thrives today. By the late 1970s, the traffic was so bad, with eight accidents being reported at Rometown Drive between 1979 and 1983, that stop lights were installed on Dixie Road.

In 1980, Dixie Plaza was saved by the new owners, First Plazas Inc, who expanded the shopping facility. It was enclosed as an indoor mall and became Canada's first discount centre, with additions being added that included Knob Hill Farms, Sears Clearance Centre and a fast food court. Business boomed once again with a variety of factory outlet stores, budget-priced chain and independent businesses. Dixie Plaza was given a new lease on salesmanship and a name change to Dixie Value Mall. Urban-chic walls and ceilings gave the mall a

warehouse atmosphere that lent to no fancy decor "just good value."

Again Dixie Value Mall was sold in 1988 to Cambridge Leaseholders and in 1996, it was given a \$7.5 million renovation. With the addition of 30 new stores, it became a mall of distinction as the Dixie Outlet Mall. The variety was enormous and in 1999, Dixie Outlet Mall won the prestigious Maple Leaf Award from the International Council of Shopping Centres based in New York.

In 2003, with the closing of Knob Hill Farms, another \$8 million renovation was done and Sears was relocated to the Knob Hill location and new stores were added, Sportcheck, Kodiak, Urban Planet, Carleton Cards and Bombay, bringing the total to over 130 outlets, including Mark's Work Warehouse, Winners and Michaels.

On September 16th, an opening ceremony took place to welcome the new stores to the Dixie Outlet Mall family. As one of the busiest malls in Ontario, it is located at 1250 South Service Road, and is owned by Ivanhoe Cambridge (Cambridge merged in 1996 with Ivanhoe Corp.). The general manager is Kathleen Matchett.



▲ Interior of Dixie Outlet Mall



▲ Kathleen Matchett  
(Kathleen A. Hicks)

## Gordon Graydon Memorial Secondary School - 1956

**O**n Friday, November 16, 1956, the first high school in Lakeview, the Gordon Graydon Memorial Secondary School, was officially opened with the wife of its namesake, Mrs. Gordon Graydon, cutting the ribbon. Reverend Garnet Lynd carried out the dedication and Mr. W. Wright presented the principal, Mr. W. J. Wood, with a Bible. The Honourable John Diefenbaker gave an oration on Gordon Graydon's career, then Mrs. Graydon unveiled a plaque and presented the school with a portrait of her husband, which would be hung in the main hallway.

Gordon Graydon, who had passed away in 1953 at 56 years of age, had been born on his grandfather's



Snelgrove farm in Chinguacousy. They say he never lost contact with his rural roots. Politics had interested him from the age of 12 when he attended a lively political meeting in Brampton and became sold on Conservatism.

◀ Gordon Graydon  
(Region of Peel Archives)



▲ Gordon Graydon Memorial Secondary School,  
1967 (South Peel Board of Education)

A GRADUATE OF VICTORIA COLLEGE, UNIVERSITY OF Toronto, and Osgoode Hall, he was called to the bar in 1924 and after receiving his L.L.B. in 1925 became a lawyer with an office in Brampton in partnership with Harold Lawrence. Graydon, Lawrence and Cook became a well known law firm in the area. When his father, William, died in 1925, he sold the family farm and moved to Brampton with his mother, Margaret (Maggie), on July 23rd. On July 23, 1927, he married Daisy Giffen, a teacher from Stayner, who came from a staunch Liberal family. Daisy became a family court judge on this same day. They had three

Judge Daisy Graydon ▶  
(Region of Peel Archives)



daughters, Carol, 1929, Leona, 1930, and Patricia, 1934. He took on the position of secretary for the Peel County Conservative Association in 1929 and in 1933 became its president. On January 23, 1934, he was elected president of the Young Conservatives and was reelected on February 23, 1935. He was nominated for parliament on March 23, 1935, and many other positions and accolades followed before May 23, 1941, when he was elected as national chairman of the Conservative party of Canada. Needless to say, he chose 23 as his lucky number. He served as a Member of Parliament for 18 years, 1935-1953.

Approval for the 20 classroom school had been given to the South Peel School Board by Toronto Township Council on Monday, May 10, 1954. The Gordon Graydon Memorial Secondary School on Ogden Avenue, designed by Shore and Moffatt Architects, cost \$650,000 to build. It would accommodate 600 students, grades 7 to 11, under the



▲ Wilfred Wood  
(GGMSS)



▲ "The Rock"  
(GGMSS)

watchful eye of Principal Wilfred Wood. In September, 1956, the students filed in for the beginning of the first school year.

In 1958, grades 8 thru 12 were accommodated at Gordon Graydon, then 10 to 13 in 1959, when grades 7 to 9 went to the new Allan A. Martin Junior High School. The school's first yearbook was published in 1958 and named "The Gremlin." It was dedicated to the principal, Mr. Wood. This was followed by the first newspaper, called "*The Gnome*," that was put out in January, 1959. It had four pages, then went to six by May, and was published five times a year. In 1962, a Boy's gymnasium was added to the school. At this time there were 1,500 students.

The school acquired "The Rock" in 1967, a substantial pink boulder transported by a 25 ton flatbed truck and crane from Gravenhurst in Muskoka. It was part of the school's Centennial project. On May 4th, Mrs. Graydon cut the ribbon for its dedication as the school band played and 1,000 flags flapped in the wind. During the 1970/71 school year, the students were allowed



▲ Gordon Graydon Memorial Secondary School  
(Region of Peel Archives)

to wear blue jeans as school attire. That same year, Graydon won the Robert Speck Memorial Trophy at the Mississauga Secondary School Winter Carnival held at Huron Park. The school won for four consecutive years. In 1974, a new cafeteria was put in and the small servery became a store called "The Hawk's Nest," which was opened on November 23rd.

The play "*Our Town*," held on April 23, 24, 25, 1980, and directed by Kathy McGregor and Gerd Laudenbach, was said to be "the finest and most moving play ever presented in the history of Graydon." A year later, the staff and students celebrated Graydon's 25th anniversary on the May 9th weekend. They held an open house and a wine and cheese party. Then while scenes from "*Li'l Abner*" were performed, the band entertained the guests. The last day of the event ended with a dinner and dance at Cawthra Arena.

The "*Flash Gordon*" school newspaper was first published on December 14, 1994, and is still put out today. In 1995, Graydon went "Hi Tech" when the International Business and Technology Program was implemented by Raymond Beyer. It was the first program of its kind to be put in a secondary school across Canada. This was followed by several computer labs being added to the school. The



following school season, the students built a robot, wrote a book, produced a video and got a website on the Internet.

The 40th anniversary was celebrated on May 31, 1996. At this time a special booklet on the school's history was compiled by Dianne Martin. In this publication, students who returned to teach at Graydon were recorded: Carol Borden Culbert, Cathy Cunningham, Susan Cooper Davies, Kerry Frith, Paul Lamont, Dianne Martin, Stacey Konkle Pepper, Fraser Perry, Arne Pfeiff, Robert Phillips,

Lynda Coates Smith, Sue Somerset and Jacqueline Greaves Strelecki. The principals who followed Mr. Wood were Walter Ward (1965-1973), W. E. King (1973-1978), David Craig (1978-1984), George Murray (1984-1990), Ray Beyer (1990-1996), Carolyn Crosby (1996-2001), and Christine Shane (2001-2004).

In 2005, there are 1,340 students at Gordon Graydon Memorial Secondary School, 1490 Ogden Avenue, and the present principal is Mr. Terry Hamm.



▲ Bridge over QEW, 2004 (Kathleen A. Hicks)

Reeve Mary Fix assured Miss Miller that council was aware of the problem and would be willing to send a supporting delegation with Miss Miller when they went. Deputy Reeve Speck said a letter should be sent to the Minister making him aware of council's support. Councillor Howard Elliott said that Miss Miller should be congratulated on her presentation as "it was the finest we have had before council in the past year."

*Port Credit Weekly*

Thursday, November 21, 1957

**Author's note:** The students were successful in their quest and an overpass was installed and opened in the spring of 1959.

## NEWS ITEM

### Students Ask Aid of Highway Minister

Gordon Graydon students are seeking a bridge over the QE-Way. Mary Jane Miller, the spokesman for a four person deputation from the students council of the Gordon Graydon High School, told members of municipal council that the deputation was to meet the Minister of Highways as soon as Col. T .L. Kennedy had arranged a date. They intended to ask the minister for some form of pedestrian crossing of the Queen Elizabeth Highway at Ogden Avenue where more than 200 students cross at present.

## St. Luke's Anglican Church - 1957

**I**n 1956, a number of Anglican families in Lakeview decided to acquire land to start their own church.

Two acres (0.8 ha) on Haig Boulevard were purchased and a school portable was set on it that would suffice for services until funds could be attained to construct a decent sized building. They called it St. Luke's Anglican Church and held their first service on February 17, 1957.

Reverend Douglas Candy, who had been ordained in 1940, became St. Luke's first Rector.



◀ Reverend Douglas Candy  
(Mississauga News)



### ▲ The Portable and New Church

(St. Luke's Anglican Church)

BY 1959, THEY HAD REALIZED THE FUNDS REQUIRED TO expand and five acres (3 ha) of Lot 5, Con. 2, SDS, on Dixie Road, were bought on October 13th from Mary McAuliffe's estate. There was a two storey 14 room house on the property that had been built by the McAuliffe family in 1938 when they purchased from Margaret O'Brien. It was restored and became the Rectory, church offices and Sunday School facility and was referred to as the Parish House. The portable was moved to the property and it was used until 1961 when the new church was ready for services on Sunday, May 17, 1961. The church was dedicated by the Anglican Bishop of Toronto, the Right

Reverend F. Wilkinson. Over 300 parishioners attend the service that was conducted by the Bishop of Ottawa, the Right Reverend E. Reed. The Parish's purpose is, "To know Christ and to make him known in worship, fellowship and in service to His world."

An Anglican Women's group was formed and became quite active in serving the parish. They were dedicated to working with Mental Health and even adopted a Greek child. A Youth Group was also formed and the young people took full advantage of this opportunity. Reverend Candy founded the Mississauga Marriage Preparation Course. It became so successful within the church that it was expanded to include five other churches in the area. St. Luke's coordinated the courses and acted as registrar and resource centre. Dr. Lionel Brayley of Port Credit and Mrs. Mary Sue McCarthy, from King City, Ontario, who was in marriage and family counseling, administered to the hundreds of couples who were preparing for marriage.

In 1981, Reverend Candy retired and a party/barbecue was held in his honour with Mayor Hazel McCallion as one of the special guests. The congregation's gift to Rev. Candy and his wife, Catherine, was a trip to China, which according to Rev. Candy, "was a fantastic, educational experience, especially being up on the China Wall." In 1983, he continued his administrative work when he became Associate

Priest at St. George on the Hill, Islington, with Rev. David Luxton, which he did until 1996. Ironically enough, he had become a minister as Rev. Luxton's father's curate at Grace Church on the Hill in North Toronto.

Reverend Larry O'Connor took over St. Luke's as Pastor. As the congregation required more room for its numerous activities, a new wing was added in 1986 and the McAuliffe house was torn down. The Anglican Church Women and Joy in the Morning groups are an integral part of St. Luke's Outreach Program, which includes the Primate's World Relief and Development Fund of the Anglican Church of Canada and the Faith Works of the Diocese of Canada. Other Outreach ministries include support of Save the Children Fund, the Elizabeth Fry Society and the *Mississauga News* Christmas Bureau Fund.

St. Luke's Church, located at 1513 Dixie Road, owns and operates Westminster Court, a retirement apartment residence at 4150 Westminster Place in the Cooksville area that was opened in 1983.

St. Luke's ministry of worship, pastoral care and Christian education assures its parishioners that the Church is present when they need it most.

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▲ Singers perform for the Blind, 1974 (Mississauga News)



▲ St. Luke's Anglican Church, 2003 (Kathleen A. Hicks)

## Lakeview Sewage Treatment Plant - 1957



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ON MONDAY, SEPTEMBER 24, 1956, AT THE Toronto Township Council meeting, Reeve Tom Jackson announced that approval was received from the Ontario Water Resources Commission (OWRC) for the construction of a sewage treatment plant to be built in 1957.

### ▲ Aerial View of Treatment Plant

A proposal was drafted between the OWRC and Toronto Township on October 11th. The plant that would cost \$475,000 would process 10 million gallons (45,400,000 L) of water a day to service the Township population of over 50,000, nearly 10,000 in Lakeview. Trunk lines would be constructed up

Dixie Road to connect with industry there, another along the Lakeshore Road to service Lakeview and Lyndwood, a third up Highway 10 to service Cooksville and the Cloverleaf area.

It took a lot of clout from the Lakeview Businessmen's Association to establish this necessary facility. In June, 1955, an all out campaign was implemented and a five man committee, headed up by Robert Speck, was established to direct the campaign. He was supported by George Dyer, Jack Plaus, John Keaveney and Jack Savery. A petition was circulated to get signatures from the Lakeview residents, which would be presented to Toronto Township council. Reeve Mary Fix negotiated with the Department of National Defence for 35 acres (14 ha), Lot 6, Con. 3, of the Rifle Ranges property to build the Township Sewage Disposal plant and it was approved in September. The purchase was made on December 20, 1955. (This negotiation had been going on for sometime. The ratepayers of Lakeview had been asked to vote on sewers as early as the December, 1951, elections. Sewers were ahead of roads, sidewalks and ditches in the resident polls taken. The estimated cost was \$2,066,000, \$1,390,000 for Lakeview alone, and the taxpayers would pay \$3 per foot frontage to cover capital costs of installing sewers. A stalemate occurred and the

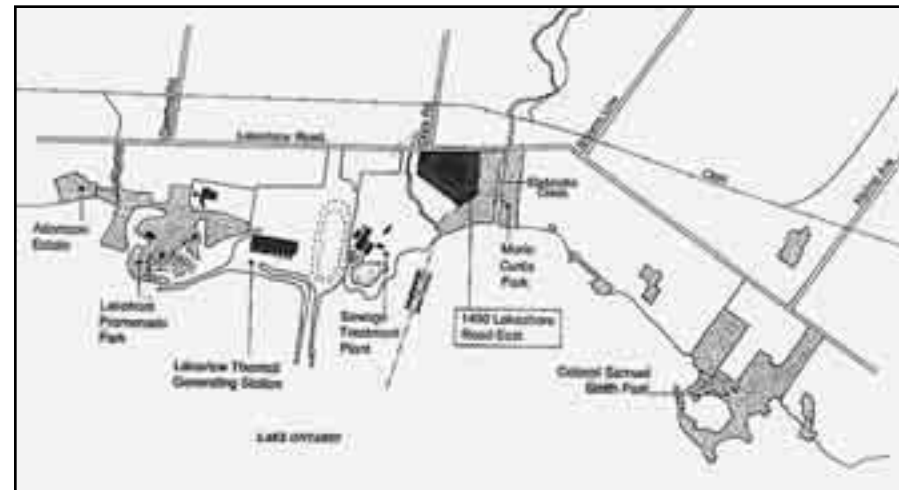
request was turned down time and again, the last being in March, 1954, which caused council to lose hope of ever having the plant on this site.) It is the persistence and determination of these types of people that have brought about the amenities we enjoy today.

In 1971, the facility was extended, adding the aerobic process of three aeration tanks that tripled its capacity to handle 37 million gallons (167 ML) a day. The cost of the addition was \$6.4 million. South Peel Sewage Control System supervisor, K. R. Stratton, said the new extension would greatly reduce the burdened facility and it would eventually handle all the sewage from Mississauga as well as the northern areas around Brampton. In the next 30 years, other expansions were carried out as required.

Major improvements to the Lakeview Waste Water Treatment Plant, at 1300 Lakeshore Road East, got underway in 2004. The expansion would allow the plant to handle 448 ML per day of waste water compared to 392 ML per day. The work was estimated at \$270 million and will conclude in 2006. Modification to convert the incinerators to Hot Windboxes along with chlorination/dechlorination will continue until 2007.



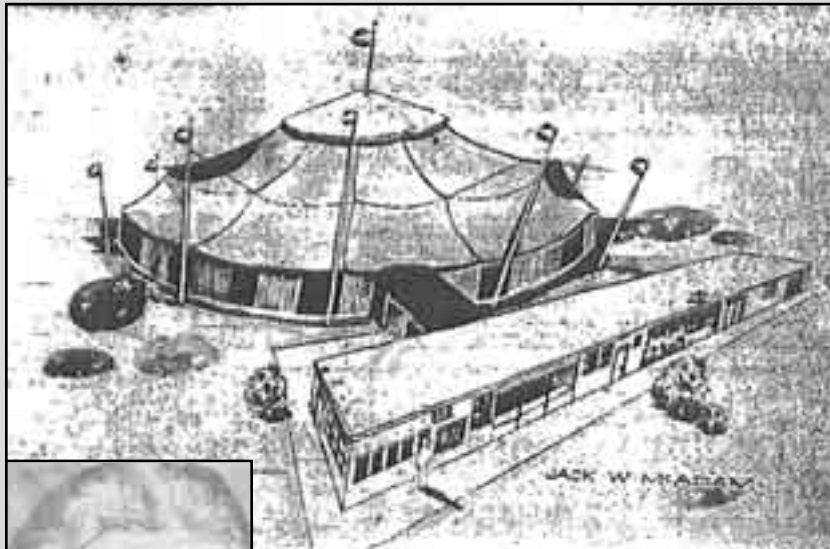
### ▲ Lakeview Plant 3 Aeration



(Photos courtesy of the Region of Peel)

## Theatre in-the-Round - 1958

LEWIS FISHER, A PROMINENT PRODUCER OF America's most successful tent theatre operation, Niagara Melody Fair, and president of Music Fair Limited, initiated a theatre-in-the-round in Lakeview. He leased property from Principal Investments, the owners of Dixie Plaza, on November 25, 1957. It would be Canada's first outdoor theatre of this kind.



▲ Music Fair Tent  
(Port Credit Weekly)

◀ Mary Fix  
(Region of Peel Archives)

With weather permitting, a large hole was dug on the former Pallett farm west of Dixie Road, against the Lakeview Golf Course fence where a creek went through the 18th hole. A 20,000 square foot (1858 m<sup>2</sup>) green canvas circus-type tent, one of the largest and most luxurious tent structures on the continent, was put up over this setting, that had a ceiling 140 foot by 440 foot (43 m x 132 m) in diameter. A round removable stage, 35 foot (10.7 m) in diameter, was set in this pit with 2,000 yacht-type chairs placed around its perimeter. The interior was done in a blue and orange decor. An auxiliary one storey oblong building, 178 feet long and 40 feet wide (54 m x 12 m), would provide dressing rooms, a workshop, general offices, the box office and concessions. There was parking for 1,000 cars.

The production staff for Music Fair included stage director, Richard Casey, choreographer, Zachary Solov, and musical conductor, Mario Bernardi. Local actors, singers and dancers were hired to work in the productions and many people were hired as stagehands. A young man from Kenmuir Avenue, Colin Hamilton, worked in the box office. He now lives and works as an actor in Los Angeles, California.

Reeve Mary Fix who had broken ground for the Music Tent on April 30, 1958, officially opened the theatre on June 23rd, by pressing a button that illuminated the tent. She was presented with a bouquet of flowers by the master of ceremonies. She said to the packed house, "We in Toronto Township were pleased to learn some months ago that these ladies and gentlemen intended to inject a large dose of gaiety



▲ Colin Hamilton in  
'My Fair Lady'  
(Colin Hamilton)

into our community, and we are pleased and proud that they chose to bring their wonderful show to us first.” Also in attendance was the Honourable T. L. Kennedy and Port Credit Reeve Stephen Bradley.

The first stage production was Irving Berlin’s “*Annie Get Your Gun*” with Broadway’s Betty Jane Watson and William Shriner as Annie Oakley and Frank Butler. This play ran until July 5th and was followed by “*Silk Stockings*,” July 7-19; “*Song of Norway*,” July 21-August 2; “*Happy Hunting*,” August 4-16; “*Oklahoma*,” August 18-30; and “*The Boy Friend*,” September 1-13.



▲ Red Buttons



▲ Roddy McDowell



▲ James Garner

In 1959, some of the performances included *Brigadoon*, *Oklahoma* and *Showboat*, which were also spectacular movies of the period. It was summer stock at its best with famous Hollywood stars gracing the stage, Eve Arden in “*Goodbye, Charlie*” Red Buttons in “*Teahouse of the August Moon*” from the movie he was in with Marlon Brando in 1956, and Roddy McDowell in “*Meet Me in St. Louis*.”

One big name today, James Garner of TV’s “*The Rockford Files*” and the movie “*Murphy’s Romance*,” was one of the stars. He was in the production of “*John Loves Mary*” in the summer of 1960. Former pro/manager of the Lakeview Golf Course, Larry Edwards, remembers James Garner playing golf at Lakeview. “A temporary Pro Shop was built on the first tee in 1957 and it was used until 1961,” he says, “and Jimmy Garner visited me there. He was an excellent golfer - shot in the low 70s.”

Harold Kennedy remembers that when he was attending the production of “*My Fair Lady*,” there on July 9, 1960, he was notified of his sister Muriel’s accident. She had been hit and killed by lightning

at Camp Artaban, the second sister to lose her life this way.

Unfortunately, the theatre sat atop an underground stream (part of the creek that ran through the golf course) and it kept flooding. The water damage was too much to cope with and after three seasons the “Theatre-in-the-Round” closed down in the fall of 1960. Toronto Township had been blessed with three summers of Broadway and many people still remember. Our former Mayor Ron Searle and his wife Mollie saw many of the marvelous productions. “It was a most wonderful experience to see a Broadway show in your own backyard,” he said.

## NEWS ITEM

Tent operations, in the incredible short span of nine years, have become one of North America’s major theatrical venture. In the United States last year, 25 tent theatres grossed a total of \$5 million, and nearly all showed a profit. The most successful of these, Buffalo Melody Fair, returned a neat \$120,000 profit on a \$45,000 gross.

In 1949, a carnival operator turned legit producer, St. John Terrell, decided to open a summer theatre in Lambertsville, New Jersey. Raising \$25,000, he built a huge tent, centered it with a circular stage and surrounded it with tiers of chairs. His first production in this revolutionary theatre was *The Merry Widow*, and although his initial season was unsuccessful, Terrell stuck to it, made a handsome profit in his second year and now successfully operates several tent theatres.

*Port Credit Weekly,*  
June 12, 1958



## Allan A. Martin Junior High School - 1958



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**I**n 1958, the Allan A. Martin Junior High School was added to the row of three Ogden Avenue schools, and classes started in September. The official opening was held on February 6, 1959, with Deputy Minister of Education, Dr. C. W. Booth, as the guest speaker. A painting of Allan A. Martin by artist Hilton Hassel was presented to the school by the Elementary Teachers Association of South Peel and hung in the school foyer and still hangs there today.

### ▲ Allan A. Martin Senior Public School, 1967

(South Peel Board of Education)

OTHER PRESENTATIONS INCLUDED A LECTERN, A BIBLE and a golden key from architect Mr. R. Hanks. The Junior Band and school choir entertained and Mr. Martin unveiled a plaque commemorating the event.

When Allan Alexander Martin (b.1896, d.1985), an educator since 1916, was told that the South Peel Board of Education had decided to name the new school at 1390 Ogden Avenue after him he was overjoyed and proud. He had been born on October 18, 1896, in a farmhouse built in 1874 by his grandfather, James Martin, on Lot 17, Con. 1, Clarke Township, County of Durham, east of Newcastle, Ontario. His father, Robert, was James and Elizabeth Martin's youngest child. He married Alice Baskerville in 1895.

Allan received his education from S.S. #2 Clarke, Newcastle High School and Peterborough Normal School, where he received his Elementary School Teacher's certificate, and the Faculty of Education at the University of Toronto, which gave him the qualifications to teach in Ontario Elementary and Secondary Schools. In 1916, he took on his first teaching job at the one-room rural Starkville School S.S. #10 Clarke at an annual salary of \$600.

After a teaching stint at Newtonville Public School, Allan married Lucie McKay in 1922, and in 1926, they moved to Toronto, where he taught at the Dewson Street Public School and took summer courses at the University of Toronto and received his Bachelor of Arts and Bachelor of Pedagogy degrees. They moved to Brighton in 1929, where he was appointed as public school inspector, and resided there until August, 1951, when they came to live in Port Credit, where he got involved in the South Peel school system. His biggest challenge came when he took on the position of Secretary-Treasurer on the Board of Regents for the founding of Sheridan College in Oakville. He retired from his successful career on August 31, 1966, as he approached his 70th birthday. He died in Oshawa, Ontario, on September 21, 1985, at the home of his daughter, Alice Sheffield. He was buried in Bowmanville Cemetery, alongside his wife, Lucie, who had passed away in 1968.



▲ Martian Library Group, 1978

(Allan A. Martin Senior Public School)

The newly opened Allan A. Martin School, so aptly named and designed by architects Hanks, Irwin and Pearson and built by contractor Mr. L. Asmus, would accommodate 780 students. The first principal was Gordon Stewart. There were Grades 7, 8 and 9, with 509 students and 26 teachers.

Over the years, the students at Allan A. Martin have enjoyed a variety of extra curricular activities called "electives" such as woodshop, rug hooking, boat building, ceramics, chess, music and drama. In 1968, an auditorium, cafeteria and servery were added. The students run the servery and make a substantial profit. All funds go to the benefit of the students. A committee of five teachers and five students make the decisions for the school's activities.

Cathy Standring, came to Allan A. Martin as a student in 1969 along with her brother, David, and sister, Candy Jones. Her fondest memory of having attended the school was a trip to Upper Canada Village in 1970. To come to the school as principal in 2001 had to be the ultimate dream come true. Cathy left for Ruth Thompson Middle School in 2004.

In 2005, Allan A. Martin Senior Public School has 24 classrooms with a staff of 30, who handle 704 students. The principal is Louise Sirisko.



▲ Allan A. Martin Senior Public School, 2004

(Kathleen A. Hicks)

## Golden Age Club - 1959

THE FIRST TIME A SENIORS club was suggested in Toronto Township was in Lakeview in February, 1957. It was initiated by the Lakeview Recreation Association, headed up by president Jack Davis, with the assistance of the Toronto Township Recreation Commission. It was felt that the elderly should have creative opportunities to stimulate recreational activities. There was a familiar saying, "People do not stop playing because they grow old; they grow old because they stop playing."

Referred to as the Golden Age Club or in other municipalities the Over 60 Club, the Lakeview Senior Citizens Club was finally founded in November, 1959, thanks to the activities arranged by Peggy Elliott and June Wall that brought the interested seniors together. This delay in formation allowed Cooksville to have the first official seniors' club in Toronto Township in 1958.



▲ Celebrating 40 years are Isobel Russell, an original member, Mamie Bentley, Minn McKenzie, Mayor Hazel McCallion, Mary Harper, 101 year old Doris Schooley and Dorelle Boyes, 1999.

The first president was Mrs. T. Casey, secretary, Mrs. Bryant, and treasurer, Mr. T. Casey, with 48 members. Meetings were held in the Ogden Avenue Public School portable on the first and third Friday of each month.

Seniors in the area were encouraged to participate on a volunteer basis to assist in the operation of the club, such as organizing meetings and providing entertainment and refreshments. The biggest

problem, according to Jack Davis was transportation. This was gradually overcome as members of local organizations came forward and offered their assistance.

The first fund raising event was a Tea and Bake Sale. Members from the Cooksville Seniors Club and the Lorne Park Seniors, founded in 1959, came occasionally to the Lakeview meetings or events.

In the coming years, the Recreation Commission pursued the registration of seniors in Toronto Township to organize clubs in other locations. Names and addresses were requested to be forwarded to Mr. R. W. Sones.

In 1963, the Recreation Commission began to promote programmes for seniors and the first Annual Workshop was held on April 9th. It was an opportunity for seniors to share and exchange ideas and build membership. That same year, the Lakeview Seniors took over the occupancy of the Elliott House in Serson Park. The Commission had added a large room for a meeting hall, and supplied the necessary furnishings. The Seniors accommodated other groups in their new location. The executive at this time was: Mrs. T. Casey, president,

Mrs. J. M. Hall, 1st vice president, Mrs. Gilmore, 2nd vice president, Mrs. C. Milton, secretary, and Mrs. M. Green, treasurer. The Elliott House was eventually torn down.

In 1967, Canada's Centennial year, the executive was Mrs. Sarah Gilmore, president, Jack Masters, vice president, Mrs. Jean Bryant, 2nd vice president, Millie Green, secretary, and Mrs. Lou Godfrey, treasurer, with 49 members. The Seniors enjoyed bus trips, banquets, bowling, participating in parades, which they did in a motorized train engine in 1974 during the City Day Parade down Hurontario Street.

When the Cawthra Seniors Centre at 1389 Cawthra Road was opened in 1974, the Lakeview Club began to hold its meetings and activities there. A popular fund raiser was a Spring Fair with a flea market and raffle. It was an annual event until April, 2003.

The Lakeview Seniors Club is still functioning today with Dorelle Boyes as president, Myrtle Ballard, vice president, June Cook, treasurer, Thelma Lowe, secretary, and 14 members. Meetings are held on the first and third Thursday of the month. On December 2, 2004, the Club celebrated 45 years.



▲ Lakeview Senior Citizens' Club Executive, 1963



▲ Dorelle Boyes,  
President

## Memories - 1962



▲ Det. Teggart and Det. Snarr with firearms and ammunition seized during Most Wanted Suspects Siegriff, Mueller and Thompson's arrest



▲ William J. Teggart

(Photos courtesy of William Teggart)

"On a February evening in 1962, Detective Bill Snarr and I were in an unmarked car cruising east on the Lakeshore Road near Dixie Road. He was driving and I looked at the car beside us and observed three young men all in the front seat. I recognized the driver as Bill Thompson and his two accomplices, Fred Segriff and Paul Mueller, all escapees from the Joyceville Penitentiary, Kingston, who were on Canada's most wanted list. They had been doing long time terms for armed robbery and had escaped six days before. They were reported as armed and dangerous and were wanted on new charges of kidnaping and robbery. As we attempted to pull them over, their car sped east as far as New Toronto and began cutting down back streets at a high rate of speed.

"Det. Snarr, who was a tank commander and driving instructor before he joined the force, had no trouble keeping up with them. Their car went out of control, went through a fence and struck a tree, then sped off again at 80 m.p.h. heading back into Toronto Township on the wrong side of the street car tracks and went through several red lights.

"I opened fire with my 38 service revolver and struck the car's rear window, trunk and tire. The car slowed down, but they would not pull over and Det. Snarr rammed the car, knocking it across the sidewalk onto the shoulder of the road. My door was jammed and I was forced to jump out the window across the truck of their car to arrest them at gun point. We seized three rifles, one fully loaded and 500 rounds of ammunition. That pursuit and capture received a lot of front page coverage in the major newspapers. They were dangerous young men for sure. They were very lucky and so were we that our pursuit didn't end up in tragedy. They were sentenced to long jail terms.

"While we were making the arrest a little old lady came over to me and said, 'Officer, are these yours?' And she handed me my handcuffs. They had fallen in the snow when I hurled myself across the back of the car. I thanked her and slapped them on one of the guys. About three weeks after this incident, Chief McGill got a great letter complimenting the officers for their astuteness and quickness of mind in the arrest of these criminals. The letter was from the magistrate, who had handled the case."

Recollection of Former Police Chief William J. Teggart (1987-1990)  
Detective Toronto Township Police Department (1959-1968)

## The Lakeview Generating Station - 1962

The opening of the Lakeview Generating Station took place on June 20, 1962, with Prime Minister John Robarts and Ontario Hydro chairman W. Ross Strike pushing the button to start up the first 300,000 kilowatt unit to produce electricity. The station was the first 3,000,000 kilowatt thermal-electric plant in Canada. Roberts commented that, "The Lakeview Generation Station is a tangible expression of confidence in the contribution electricity would make to the continued growth and well being of the citizens of Ontario." A plaque was unveiled that paid tribute to the spirit of cooperation that prevailed during construction.



▲ Lakeview Generating Station, 1968

THE CONSTRUCTION FOR THE EIGHT UNIT COAL burning generating plant by Ontario Hydro had gotten underway on June 10, 1958, on 76 acres (30.4 ha) of Lot 7, Con 3, SDS, on the shore of Lake Ontario in Lakeview, purchased on May 15th from Crown Assets Disposal Corporation in Ottawa. Another 82 acres (32.8 ha) of Lot 8 was purchased that same year. The property had been formerly

◀ Lakeview Generation Station Opening, 1962

used for the Rifle Ranges and the first Aerodrome. The road leading into the plant is called Hydro Road. The eight-300,000 watt turbo generators were built by Canadian General Electric in Peterborough and at this time they were the largest generating units in the world.

In 1960, a docking causeway was constructed. Built of steel cells 48 feet (14.8 m) in diameter weighed down with rock and concrete, it extended 2,000 feet (610 m) out into Lake Ontario. Here self-unloading ships would discharge coal onto conveyor belts that would carry it, at a rate of 2,000 tons (2040 tonnes) an hour, to the storage area that could hold 2,500,000 tons (2,550,000 tonnes) of coal.

Upon completion in 1968 at a cost of \$274 million, it became the world's largest fossil generating station capable of producing 2.4 billion watts of power. (Now it is only surpassed by the Nanticoke Thermal Generating Station located near Port Dover, which boosted its kilowatt production by 50 per cent in 1998.) During the late 1960s and early 1970s, Lakeview ran at full capacity supplying 2,400 megawatts of the province's electrical needs. Its four 490 foot (149 m) concrete stacks that became referred to as "the four sisters" can be seen for miles (kilometres) and serve as navigational beacons for boats and ships as well as aeroplanes.

Several changes and improvements have been made at the station over the years. In 1989, thousands of local construction workers were



▲ Construction Underway, 1958



▲ Construction Almost Completed, 1962

hired to refurbish the units so they would be more environmentally efficient. In the following three years only four units out of the eight were completed when the operation ceased due to the decline in consumer use of electricity. In 1994, the plant returned to service with the use of only four units with much improved environmental performance.

In 1999, the Ontario Hydro became The Ontario Power Generation Inc. (OPG) as part of the restructuring of the electricity sector in the province. The OPG Lakeview Generating Station had 233 employees in 2003 and was used as a peaking station, operating during high load periods on four of the four remaining units having a capacity of 1.2 billion watts of electricity.

In this new changing time when the electricity industry is conditioning itself to customers being able to choose their electricity supplier, the staff at Lakeview have been "committed to producing electricity efficiently and competitively and in the most environmentally diligent manner possible."

Over its 43 year history, besides providing energy, LGS also helped to maintain the identity of the community and was an active supporter of many local events, along with the Lakeview Business Association,



and supported local charities and youth initiatives and in 2002 became a sponsor of this author's book series.

Under provincial regulation, in early 2005 the Lakeview Generation Station ceased its operations. Its contribution to our city will always be a part of our history.



▲ A Turbo Generator



▲ A View from the Lake



(Photos courtesy of  
Larry Dwisto, LGS)



## Ye Old "X" Shoppe Comes To Lakeview - 1965

**T**he Grebeldinger family came to Canada from the United States in 1949 when Nicholas, who was an engineer by trade, was to take up the position of Director of Marketing Operations for the British American Oil Company (BA - now Petro Canada) at the Toronto head office.

His wife, Mildred, was a skilled seamstress, who created clothes, window drapery, slipcovers and even upholstered furniture. She and Nicholas had five children, Nicholas Jr., Gary, Norma Jean, Richard and Bruce. They set up housekeeping on Woodland Avenue in the Peel Gardens' subdivision, where old trees stood sentinel over the quiet neighbourhood.

Mildred noticed that a lot of people were disposing of household items and clothing that she thought could be recycled. So, having survived the depression when she learned, "waste not, want not," she decided to open a secondhand store. The year was 1952 and she found a vacated fruit and vegetable store at 108 Lakeshore Road East in Port Credit and rented it. It became The X-Shop.

Business was so good, that she was outgrowing her small store and in 1953, Nicholas purchased a piece of property at 120 Lakeshore Road East, at the northwest corner of Hurontario Street across from the St. Lawrence Starch Company's Park.



▲ Grebeldinger Family June 17, 1984

(Richard Grebeldinger)

HE DESIGNED A TWO STOREY CONCRETE BLOCK BUILDING and a contractor was hired. Sons, Nick and Gary assisted in its construction. Once the new store was opened, Mildred could not do all the work herself and Nick and Gary helped after school.

The business grew to include furniture, appliances, books and general household items. Mildred had established a recycling trend that would augment her family's income and assist families with their's by buying at reasonable prices. It became a six day a week involvement, whereby three full time and several part-time employees were required besides the family's assistance.

In the summer of 1958, Gary came onboard full time and introduced a sporting goods line to the already burgeoning stock. Richard and Bruce worked part-time. Nick Jr. was in University and Norma Jean was attending school in Montana.

In 1960, the family bought what they referred to as “The House on the Hill” at 883 Dundas Street, east of Cawthra Road in Dixie, said to have been built in 1848 by George Silverthorn, Joseph Silverthorn’s son. Mildred branched out to add a second store in her home, where she displayed finer furniture and antiques. She worked out of both stores and by 1962, more space was required and she took up a unit in a new plaza at 1125 Dundas Street East, south of Dixie Arena.

The Silverthorn house, which sat on 3-1/2 acres required a lot of maintenance and so it was sold in 1965 and the family took up residence in a new home in Port Credit and a building that had housed a Western Tire store was purchased at 707 Lakeshore Road in Lakeview for what became The Ye Old “X” Shoppe. By this time Mildred was only assisted by employees. Nick Jr. was now a lawyer in the United States, Gary was working with an international corporation, Norma Jean was the wife of a rancher in Montana, and Richard and Bruce were in University. Nicholas Sr. retired from BA in 1968.

Upon graduation, Bruce took over the Port Credit location and operated it until it was closed in 1973, when he became a commercial pilot. Richard worked with his mother at the Lakeview store until she

retired in 1985 and then he became the manager. The store’s inventory grew until aisles weaved through the antiques, artifacts and items from record albums to diningroom tables and cabinets, like a labyrinth treasure hunt. It was literally a cornucopia of paintings, over 20,000 books, 6,000 records, small appliances, clothing, sporting goods, and a skate exchange that was appreciated by young skaters and hockey players, who returned year after year. The Grebeldingers referred to it as “Your Yesteryear Department Store,” as their principal was, “everything is worth something to someone,” as they were totally opposed to the waste mentality.

Mildred passed away in 1988 and Nicholas in 1994. Mildred and her family had enjoyed many long lasting friendships over the years as they gave a satisfying service to Toronto Township, then Mississauga.

Richard continued his emporium enterprise until he closed the doors in November, 2002, after setting a recycling example for over half a century. He is venturing into an entirely different field, he says as, “the lessons gained and the values acquired being tools in my future endeavours.”



▲ The Closing of the X-Shoppe, 2002 (Don Barber)

## Road Controversy - 1967

The application for approval of the Sherway Shopping Centre in Etobicoke was sent to the Ontario Municipal Board (OMB) in 1963. Between that year and the spring of 1967, two hearings were held by the OMB and on each occasion the application was turned down. After the second decision to reject the Sherway application, the Ontario Cabinet, in an unprecedented move, ordered the OMB to take another look. At the subsequent hearing, the OMB reversed its decision and approved the plan. In a written report, the OMB ruled that, "Sherway objectors have not provided convincing proof that the Sherway Centre would generate a dangerous volume of traffic (on the QEW)." Ironically, despite that statement, the Highways Minister George Gomme had just received a recommendation from a Toronto consulting firm retained by his Ministry, that the QEW be widened to 12 lanes between Highway 27 and Oakville. It was clear from that report that the Ministry presupposed the approval of the Sherway plan. While monitoring the OMB hearing with senior members of Toronto Township staff, Ward 7 Councillor Ron Searle gained access to the report and outlined it in detail at a meeting of the Toronto Township Council.

HE ADVISED THE MEMBERS THAT THE PROPOSED WIDENING would remove the South Service Road and at least 100 homes between the Etobicoke Creek and Hurontario Street would be expropriated and demolished. The South Service Road would be replaced by "access" roads which would cut across the northern part of the Toronto Golf Club and the Lakeview Golf Course, recently purchased by the Township of Toronto. As a result, communities such as Orchard Heights and Applewood Acres would be subjected to a high volume of traffic noise from both the north and south. Council stated that it would request a meeting with Municipal Affairs Minister Wilfred Spooner and the Highway Minister to discuss what Councillor Searle called, "The rape of Toronto Township."

On Monday, April 10, 1967, *The Toronto Telegram* covered the previously hidden report on its front page with the headline, "Study Urges 12 Lanes on Stretch of QEW"

Councillor Ron Searle led the battle to rescind the Ministry's proposal. The Orchard Heights and Town and Country Ratepayers Association, headed up by president Garry Smith, was out in full force when a hearing was held. The residents located in the area involved also attended to object to losing their homes.

Also involved in the road expansion was the proposed interchanges at Dixie and Cawthra Roads. The interchanges were of major concern to the five ratepayers groups in this location. Their main complaint was that they were uninformed of major developments in their communities. Ron Searle established an experimental Ward 7 Parliament, a caucus consisting of the executive from the five groups, Orchard Heights, the Dixie-Lakeshore Homeowners, Sherway, and North and South Applewood groups, to keep everyone informed and hear opinions and complaints and assist in solving them to everyone's satisfaction.

The final outcome, thanks to Ron Searle and his supporters, was that the proposal of the relocation of the South Service Road was defeated, as was the construction of Sherway Gardens temporarily postponed. It was finally built and opened in 1971. The Queen Elizabeth Way was widened, but not to 12 lanes, and the Dixie and Cawthra Roads modernized with new rotary interchanges, but the South Service Road remained where it was.

## Centennial Celebration - 1967

MANY CELEBRATIONS TOOK PLACE throughout Canada to celebrate the 100 years of Confederation that was always celebrated on July 1st. In Montreal the 1967 Expo was a great success. Here on the homefront, a memorable feat was the formation of the Town of Mississauga at a council meeting in March. Lakeview, as a village in Toronto Township, would be part of the new town.

Former Reeve, Anthony Adamson, and his wife, Augusta, opened their house and grounds on the shores of Lake Ontario in September for a Centennial soiree, sponsored by the South Peel Conservative Women's Association, of which Augusta was a member. The guests had been encouraged to wear 1867 garb.



▲ Adamson Barn (Kathleen A. Hicks)



▲ Adamson's Plaque



◀ Provincial Crests

The Adamson barn was transformed into an old fashioned country market with antiques on display, a white elephant table, flower stalls and tables laden with home baked goods. One of the highlights was the tea cup readings, which was much enjoyed by all with a good sense of humour. Turkish coffee was available throughout the event and a fashion show of current fashions was a highlight of the day.

## Ontario Housing for Seniors - 1967

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**I**n January, 1967, the Ontario Housing Corporation (OHC) financed the plan of a Senior Citizen housing project at the southwest corner of East Avenue and Lakeshore Road called East Avenue Senior Citizens Complex. The 30 unit dwelling, built by LaSala Construction on two acres (0.8 ha) of land for approximately \$220,000, was to have one and two bedroom apartments.

▲ *The Seniors Facility, 1967* (Port Credit Weekly)

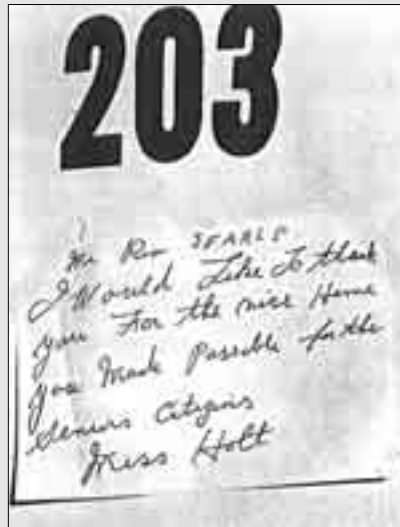
THIS SENIOR CITIZEN'S HOUSING DEVELOPMENT, THE FIRST of its kind in Peel County, was opened on October 10, 1967, by the man instrumental in initiating and finalizing the venture, Councillor Ron Searle. He graciously presented two new tenants, Mr. and Mrs. William Hayball, with the keys to their new home. Reverend John Burbridge, Pastor of the Lakeview United Church, dedicated the building. Reeve Robert Speck made a speech announcing that this was a project he had looked forward to seeing completed for a number

of years and brought to everyone's attention the many people who were responsible for seeing it come to fruition. He and the Federal Member of Parliament Bruce Beer cut the ribbon. The Hon. Stanley J. Randall, Minister of Economics and Development, was also in attendance, accompanied by P. E. H. Brady, Deputy Manager

Director of OHC.

The 65 residents would enjoy spacious, electrically heated suites at a rental fee of \$37 a month.

This complex is still in use today at 960 East Avenue.



▲ Letter to Ron



## Memories

"The opening of the Senior Citizens housing development was a proud day for me. All the doors along the main corridors of the 30 unit project were adorned with handwritten notes. One from Walter and Amelia Green said, 'To all who made it possible for we seniors to enjoy our reclining years a little brighter with such lovely living quarters, especially Mr. Searle, many thanks.' Or on the door of Apartment 203, 'Mr. Searle, I would like to thank you for the nice home you made possible for the Senior Citizens. Signed Miss Holt.' In the February, 1968, issue of the magazine 'Ontario Housing' published by the Ontario Housing Corporation, pictures of the hand written notes were printed on the inside back cover with the headline, 'More eloquent than speeches...'"

Ron Searle  
Former Councillor Ward 7  
and Mayor of Mississauga 1977-78

◀ Ron Searle (Ron Searle)



## Cadet Organization Police School (COPS) - 1968

IN OCTOBER, 1967, STAFF SERGEANT JOHN Kelly of the Toronto Township Police Department was detached from his regular police duties to organize a Youth Bureau. He visited Youth Bureaus in Toronto, Hamilton, Windsor and Flint, Michigan, to research their operations and incorporate his findings into a new group of young men in Lakeview.

Kelly started meetings in an office at the Lakeview United Church. He made his presence known in the area and he would be there so that the boys could drop in after school. Once he established a regular attendance, it was imperative that the boys needed something to do, so he decided to start a cadet corps as he had been a cadet in high school and had enjoyed the involvement. A couple of boys gathered 19 names of boys aged 12 to 17 who would be interested in the cadets. Kelly got in touch with Bill Ortwein of the Toronto Port Police, who had been a corporal drill instructor, and they organized a parade for January 9, 1968. Kelly then contacted Major Paton at Ortona Army Barracks in Oakville and he offered to give him the same assistance as they gave an army corps. The Cadet Organization Police School called COPS became a reality. When the Army became involved, John was promoted to the rank of Major in the Canadian Armed Forces.



▲ Mississauga Police Deputy Chief William Teggart inspects the COPS with Major John Kelly, 1968

The purpose of the COPS organization was to reduce delinquency by mixing recreational programs with discipline. A variety of programs were organized for boys and girls ages 12 to 17. An evenings program would consist of a foot drill, then the fundamentals would be taught in judo, boxing and shooting at the Corps' rifle range. Lectures in law and police work were also on the agenda.

By June, 1968, a Board of Directors was put in place. The Board members were MPP Hyl Chappell, Reeve Robert Speck, MPP Doug Kennedy and the Town of Mississauga's lawyer, Len Stewart. Police Deputy Chief William Teggart handled the administration and budget work. Community volunteers assisted the group. Kelly's sister, Pat, and her husband, Len Brookes, a World War II veteran, became very



▲ Deputy Chief Teggart addressing the COPS

instrumental in the function of the school. The COPS became official when the organization was incorporated and received its charter on August 19, 1969.

After a few years, interest in COPS was shown in other areas of Ontario and a Corps was started in Kitchener-Waterloo and Orillia. The COPS began to hold their meetings in the Canadian Arsenal Building at 1352 Lakeshore Road. In 1975, the Federal Government leased the building to the Ontario Hydro. Len Stewart wrote a letter to Mississauga Council on the COPS behalf and Resolution No. 93 was passed that Council negotiate with the Federal Government to purchase the Canadian Arsenal property to accommodate the COPS programme. The request was unsuccessful, but the COPS continued to hold meetings there and still do.

By 1972, 500 boys were involved. Joe Monks, who had operated a bus line until 1968, donated two buses to the group. John Kelly, with a little help from his friends, dismantled one of the buses and repaired the other one with the parts and made a safe reliable vehicle to transport the Corps to various events.

Over 1,700 boys and 400 girls had participated by 1975. At this time, their activities included basic cadet training, three bands, judo and related martial arts, boxing, hunter safety, basketball, baseball, survival courses, marine safety and swimming, hiking, canoeing and drill athletics. Many of these activities were carried out at the COPS Camp at Sauble Beach, Ontario. John Kelly had purchased the property and with the help of volunteers had a facility built at his own expense.

The COPS became the largest Corps in Ontario and became well known, especially for the many awards won over the years, such as the Lord Strathcona Award for the best Military Band.

John Kelly resigned from the COPS in 1977 and handed command to ten year police veteran Sgt. Rick Burton. At a special ceremony held for the occasion, Kelly commented, "I'll miss the young people of this school. I am proud of what we have accomplished with the help of the Canadian Army and the Peel Regional Police."

In 2001, the COPS held an annual inspection and John Kelly attended. He was pleased and thrilled that the group he started is still going strong. "It is very satisfying," he said.

The Director of the COPS organization in 2005 is Major David Kennedy, a Constable on the Peel Regional Police Force. There are over 170 young people involved.



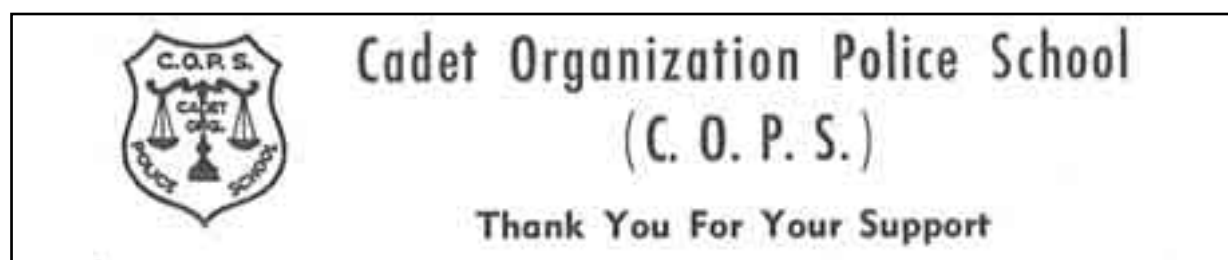
▲ Major John Kelly turns Command over to Sgt. Rick Burton, 1977



(Photos courtesy of John Kelly)

▲ Craig Hopkins

▲ COPS Crest



## Mississauga Sailing Club - 1972

In 1972, with the initiative of the Town of Mississauga's advertising for someone interested in forming a sailing club to attend a meeting at Huron Park Community Centre, a group of Mississauga citizens took up the challenge. From this meeting, a steering committee was established and Des Cowan became chairman/commodore. The committee developed a sailing club to accommodate small craft sailors at the Port Credit Harbour with the idea of opening up the opportunity for young people to take part in sailing and water safety programs. The organization became the Mississauga Sailing Club (MSC). The MSC's Constitution reads, "The object of the club is to promote and encourage interest in all classes of dinghy sailing within Mississauga. A club designed for the boat-owner and non boat-owner, the novice and expert sailor alike."



▲ Mississauga Sailing Club Entrance

THE FIRST OUTING TOOK PLACE ON SUNDAY AUGUST 20th, when several boats were launched from ramps on the west side of the Credit River. A program was put in place and races were held every Thursday evening and dinghy class regattas were held regularly.

As early as 1973, the interest in boating increased, and the MSC Board began to look for a more suitable site to accommodate its members. They wanted to have a small sequestered area with the construction of a retaining wall whereby boats could be launched without the wave force of Lake Ontario. With the assistance of Town

Council through Councillor Ron Searle and the Credit Valley Conservation Authority, negotiations resulted in establishing the MSC at a new location, the Park area west of the Lakeview Generating Station.

The first clubhouse turned out to be three trailers supplied by Mississauga's Recreation and Parks Department. On May 9, 1975, a permit to construct a temporary ramp for launching sailboats was received. In 1980, the trailers were exchanged for a two car garage that was moved onto the property. A year later, a Pan-a-bode cottage was transported from Jack Darling Park to be utilized as a clubhouse and a fenced compound was put up to store 60 boats for the members. The Sea Cadets became involved in the MSC's program in 1984. Floating docks were built by the members in 1987.

A two storey rectangular all-season building was approved in 1994,

the year Lakefront Promenade Park opened. It was constructed on the beach area of Albert E. Crookes Headland and officially opened in June, 1997, the year of the MSC's 25th anniversary. The new clubhouse has a kitchen/meeting room, washrooms with shower facilities and a roof deck.

A racing program, operated by the volunteer race committee, runs from May to October, with major regattas for fleets such as Hobie, Laser, Mirror, Mystere, ORCA and Wayfarer. The Club's association with the Sea Scouts, who are in residence, offers a great sailing training experience for young people. The Club co-sponsors the 2nd Cooksville Sea Scouts and Sea Venturers.

In 2005, there are 100 members, their families, scouts and cadets. Commodore Gary McIlroy is in charge of the Mississauga Sailing Club at 120 Lakefront Promenade.



(The Mississauga Sailing Club)



▲ The Mississauga Sailing Club, 2003



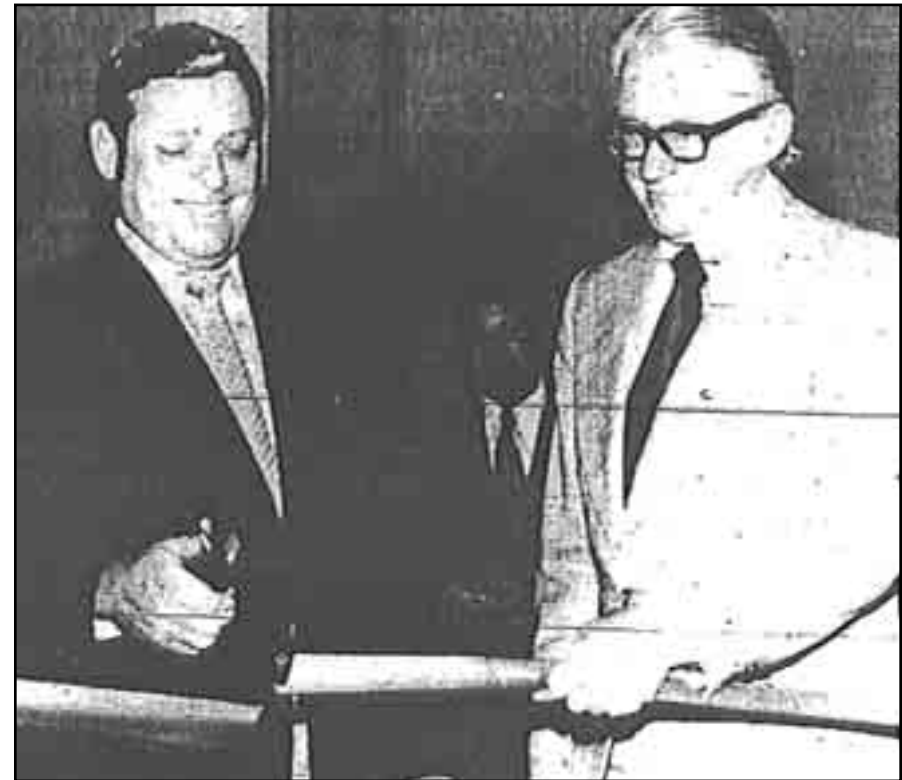
(Photos by Kathleen A. Hicks)

## The Cawthra Arena - 1972

THE STUDY OF COMMUNITY ORGANIZATIONS, Priorities and Environment (SCOPE) committee chairman Ron Searle recommended an arena be constructed on the same Cawthra Road property as the Cawthra Seniors Centre was going to be located. The SCOPE committee's plan was to construct an ice arena for every 25,000 people, an indoor pool for every 50,000 and an outdoor pool for every 40,000 and a library for every 25,000.

The sod turning was conducted in 1971 and construction of the Cawthra Arena double rinks was started immediately. The official opening took place on June 24, 1972, with Reeve Lou Parsons cutting the ribbon, assisted by Councillor Ron Searle. After the arena was opened there was not much servicing required. Hockey was played in the winter, then the ice was cleared and the floor used for lacrosse or floor hockey during the summer months.

On November 20, 1973, a special celebration was held to commemorate the tremendous dedication of Warren Marshall, who was one of the guiding lights in the formation of minor hockey in Toronto Township/Mississauga. Warren, who passed away at age 47 on April 22, 1973, had a rink at the Cawthra Arena named for him. He had served on the executive of the Mississauga Hockey League from 1966 to 1973 and was president in 1973.



▲ Cawthra Arena Opening, 1972 (The Mississauga News)

Councillor of Ward 7, Ron Searle, was the master of ceremonies at the dedication, which was attended by Mayor Chic Murray, recreation commissioner Ed Halliday, Mississauga Hockey League president Bill Corner, Marshall's widow, Barbara and their four children, Philip, Cathy, Wendy and Craig. Over 900 people congregated for the festivities that included the unveiling of a plaque affixed to the wall outside the Arena by Barbara Marshall. (This author was delighted to have been asked to write the inscription on the plaque.)



▲ Ron Searle and Craig Marshall, 1973  
(Mississauga News)

Searle said of Marshall, “Warren was the type of guy who never wanted publicity or fame. He just wanted to build minor hockey and make it mean something for the people of Mississauga.”

In 1998/99, a Community Centre was added to the Arena at a cost of \$5.2 million. The new structure was attached on the southwest corner and wrapped around the arena to give the impression of a new building. The Centre’s 30,000 square feet (2,787 m<sup>2</sup>) includes a 6,500 square foot (600 m<sup>2</sup>) gymnasium with a mezzanine level track, a living studio to accommodate a variety of classes, office space, and party and meeting rooms.

On Saturday, September 25, 1999, the Arena was opened and operational and a special dedication ceremony was held to commemorate longtime residents: the gymnasium was named for former Ward 1 Councillor Harold Kennedy (1967-1994); the community office was named for teacher/historian Mildred Belford Bellegham; the largest meeting room for youth leader Ephriam Petrescue; and the east rink was named for Councillor Ron Searle (Ward 7, 1963-1976, Mayor 1977-1978) who accomplished a tremendous amount for Lakeview during his tenure. Ron knew nothing about the presentation and his wife, Mollie, coaxed him into coming to the opening. When he only put on slacks and a sweater, she talked him into changing into a suit and tie, knowing what was in the offing. When the festivities turned to the naming of the other rink and he became aware that it was going to be named for him, he was shocked and pleased that he was so honoured.

The Centre opened on October 16, 1999, for the fall session of programs and the official opening took place on January 23, 2000, which was the first millennium event held in the City.

The Cawthra Community Centre and Arena is located at 1399 Cawthra Road and the manager is Theresa Cramer.



▲ Mildred Bellegham Room and Plaque





▲ Cawthra Community Centre, 2003

(Photos by Kathleen A. Hicks)

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▲ Harold Kennedy  
(Harold Kennedy)



▲ Harold Kennedy  
Gymnasium and Plaque



▲ The Twin Arenas



▲ Ron Searle

## NEWS ITEM

### **SCOPE committee probes Mississauga lifestyle**

A seven member committee has begun its study on the quality of life in Mississauga by asking to hear the voice of the people to aid its deliberations.

SCOPE - Study of Community Organizations, Priorities and Environment has been formed to find out what life is all about in Mississauga and what may be done to improve on it. It was formed as a special committee of town council at the request of Acting-Mayor Chic Murray.

One of its prime functions is to come up with a five-year plan for the development of social amenities in the town. On the list are proposals for the development of parks and recreation facilities including swimming pools, arenas, libraries and fire halls.

Councillor Ron Searle was elected chairman of the new committee at its first meeting, Thursday, and members are: Councillor Bud Gregory; Jack Murray, chairman of the town's Recreation and Community Centres Board; W. O. Johnson, chairman of the Library Board; and citizens, George Powell, Lloyd Boyd and Charles Morrison.

Searle said the committee would make its study and come up with a report including recommendations for the future as soon as possible. The report will be submitted to town council for its perusal and implementation.

*The Mississauga News, 1971*

## Cawthra Park Secondary School - 1972

**T**he Town of Mississauga sold six acres (2.4 ha) of its Cawthra property purchase to the Mississauga Board of Education in 1970 for the construction of the Cawthra Park Secondary School. Cawthra Park would accommodate the overflow from Gordon Graydon, Port Credit and T. L. Kennedy. St. Paul's Roman Catholic School next door only went to Grade 10, so students were encouraged to attend Cawthra to get grades 11 to 13.

The school opened for the 1972/73 academic year in September. The official opening ceremony, held on October 20, 1972, was handled by the first principal, Allan Pleasance. Councillor Ron Searle and one of the Cawthra family's last descendants, Anthony Adamson, were speakers. Director of Education, J. A. (Archie) Turner, was also in attendance.



▲ Cawthra Park Secondary School, 2003

(Kathleen A. Hicks)

THE SCHOOL CREST WAS DESIGNED BY AURELIO MEOGROSSI. The first year book was put out in 1973 to cover the first two years of the school's activities. The editor was Monique Robichaud, who was supported by a competent staff. Called "The Keystone," the first issue was dedicated, "to all those who gave life to Cawthra Park." The first stage play put on by the drama club was "*I Remember Mama*." The first Student Administrative Council executive was Steve Piette, president; Brett Russell, vice president; Rino Matarazzo, treasurer; and Trudy Volleberg, secretary.

Some of the other activities available for students were volleyball, soccer, wrestling, basketball, floor hockey, cheerleading, the camera club, junior and senior bands, dance club, the library club, choir, math club, ice hockey, gymnastics, counseling club, assembly committee and public speaking.

In 1973, the first awards were given in general proficiency, communication, social and philosophical sciences, mathematics, the arts and commerce. This opportunity for the students became an annual event. A Monte Carlo Night and a Christmas party were held in 1972, which turned out quite successful and in 1974, a winter carnival was staged on the school grounds. These events became favorites with the students over the years.

The school was supposed to have had a pool and some financial problem arose that the pool was eliminated from the plans. But the principal, staff and students never lost sight of having this facility. A fund raising campaign was instigated in the school and in the community in support of the pool. The ground breaking took place in the fall of 1975 and the pool was officially opened the following year. The pool is attached to the school, but it is operated by the City of Mississauga.

In 1981, when Premier William Davis provided funding in the Roman Catholic school system to extend the curriculum to Grade 13, Cawthra Park lost a lot of its students to St. Paul's. Principal Pleasance designed a performing arts program to attract more students. Director of Education, John Fraser, approved the plan and a Grade 12 program was instigated. Students from all over Peel could apply. They were chosen by an audition, which was coordinated by a committee. Pip Sadowski became the artistic director. The students who qualified were bused in thanks to the Board of Education. The program was extended to all grades and visual arts, music and dance were added. In 1982 and 1987, structural changes were made to create two dance studios, one in a former wood shop on the ground floor and the other in a former typing room on the top floor. The program was so successful in Peel that in 1986, David Craig, principal of Mayfield Secondary School in Brampton, decided to have the same arts program beginning in September, 1987. Then the students in the north went to Mayfield and in the south to Cawthra Park.

When Allan Pleasance retired in 1987, David Pedwell took over the position of principal. He was followed by Edward E. Bolton in 1991. Drew Leverette took on the responsibility in 1996 and he left in 2004. Cawthra Park Secondary School at 1305 Cawthra Road has in excess of 1,300 students with Jean Michalak as principal.

### Cawthra Property Purchase - 1969

At the opening of the Ontario Housing project, the East Avenue Seniors Complex, in October, 1967, Councillor Ron Searle mentioned to the Minister of Economics and Development, the Honorable Stanley J. Randall, about his idea for a similar development on Queen Frederica. They got together later and Randall showed Searle a plan the Ministry had for Mississauga. The location turned out to be part of the former Cawthra Estate that the Canadian Defence Department had acquired for the possible location of high density, low cost housing for its workers at the Army Ordnance Depot. Searle explained the historical significance of the property. Randall asked what was the alternative. Searle said, "Suppose we require developers doing new projects to offer ten per cent of units to the province as low cost housing as an option." Randall asked if it could be approved. It was and Mayor Robert Speck and Reeve Chic Murray designated Searle as a committee of one to negotiate the purchase of the property from the province.

The Town of Mississauga Council was authorized by a resolution made November 13, 1967, to negotiate the purchase of the property. Council put in a bid to purchase the 69 acres (27.6 ha) of prime real estate that had been declared as surplus land by Federal Department of Defence that the Ontario Housing Corporation (OHC) had a bid in on to build low income public housing. When the Town put in its bid the OHC yielded and the property was secured on September 22, 1969. This would become the location of the Cawthra Park Arena, Cawthra Park Secondary School, and the Cawthra Seniors Centre.



### Memories

"One of my fondest memories of being principal of the Cawthra Park Secondary School was a special assembly in the fall of 1972 to celebrate Canada's victory over the Russian hockey team thanks to a last minute goal by Paul Henderson. There was so much pride in the students that day and to show it they sang O Canada with great gusto.

▲ Allan  
Pleasance

"I was very fortunate to have had the opportunity to open a new school, to hire staff and to work with students to help them identify with a new school. Today, I read in the Mississauga News, almost on a weekly basis, articles about Cawthra Park graduates and present students who not only excel in the arts, but who also excel in sports and, most important of all, who demonstrate academic excellence. I feel a great sense of pride to have been a part of that."

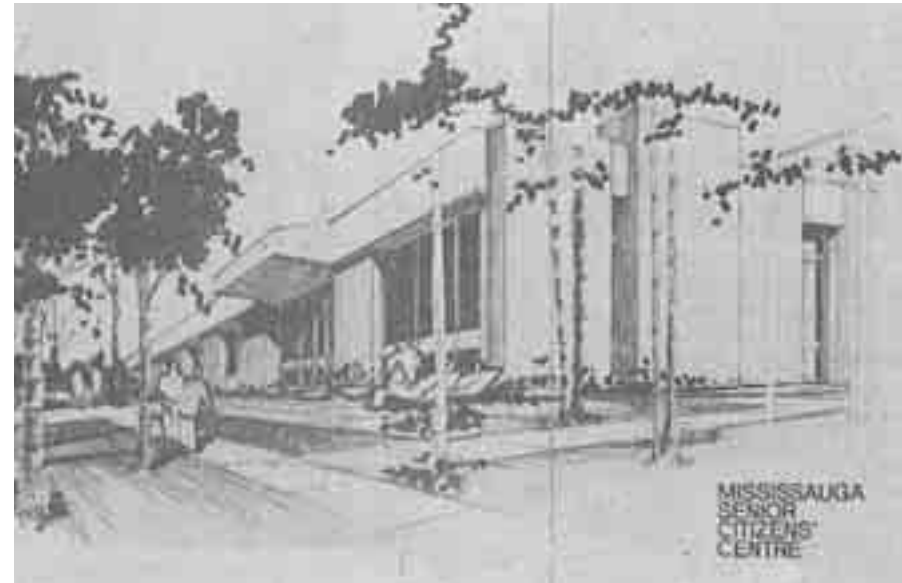
Allan Pleasance  
Former Cawthra Park Principal (1972-1987)

## Cawthra Seniors Centre - 1974

**O**n November 13, 1973, a ground breaking ceremony was held for the Cawthra Seniors Centre on Cawthra Road. Reeve Chic Murray, Councillor Ron Searle and Mrs. Lou Godfrey, president of the Queen Frederica Seniors, representing the Seniors Clubs, did the honours. Special guests were MPP Doug Kennedy, Councillor Bud Gregory and Recreation Commissioner Ed Halliday.

The 10,854 sq. ft. (1,010 m<sup>2</sup>) Centre was designed by architect Donald E. Skinner of Port Credit. It was officially opened on October 24, 1974, by Mayor Martin Dobkin, at which time the auditorium was named for Lucy Turnbull, president of the Seniors Club's Zone 143. There were 887 Zone members with an annual membership of \$5.

Lucy, who had vision and determination, was the driving force behind the Seniors Centre coming to fruition, along with Olga Tyne coordinator of the Mississauga Recreation & Parks Department. In June, 1987, a room was named for Olga, as each of these industrious ladies were well deserving for their involvement with seniors in Mississauga. Lucy passed away on March 5, 1996, and Olga is still involved as a volunteer with the special events committee.



▲ Architect's Sketch, 1972 (Donald Skinner)

THIS BUILDING, OWNED BY THE CITY OF MISSISSAUGA, CAME about through the SCOPE committee that was created by Town Council to come up with a five-year-plan for the development of social amenities. SCOPE stands for Study of Community Organizations, Priorities and Environment. Ron Searle was elected as its first chairman and the Seniors Centre was its first recommendation. It was taken to Council for approval at which time Lucy Turnbull made a presentation on behalf of the seniors. In 1973, the senior population in Mississauga was 10,000. There were eight Senior Citizens clubs available, with 600 members in Zone 143. The request was passed unanimously. In June, 1979, the Cawthra Seniors Centre was officially changed to the Mississauga Senior Citizens Centre.

As interest grew in the Center, funding for an addition was approved by the City of Mississauga Council in 1985. Donald Skinner was called in again to design the new \$1.1 million section and it was

constructed from October, 1986, to June, 1987. The hallway to this addition is lined with the historical paintings of the Confederation Life Collection by artist John David Kelly.

The 20th anniversary was held on Friday, October 21st, and Saturday, October 22, 1994. The committee, with Lucy Turnbull as honorary chairperson, was able to carry out a wonderful celebration of accomplishment thanks to many generous sponsors such as the City of Mississauga, Knob Hill Farms, Tim Horton Donuts and Shoppers Drug Mart. The volunteers outdid themselves, by handling the various activities like the Over 80s Luncheon for 210 seniors that was started in 1970, Cards Night, badminton for family participation and the entertainment, which included a Free Dance under the co-ordination of Wilf Buckle. This was the International Year of the Family, so this event was open to members and their families. Purple "Barney" was also on hand to amuse the grandchildren. On Saturday, all the councillors, Members of Parliament and Provincial Parliament

were in attendance for the opening ceremonies of this auspicious occasion, followed by a tree planting ceremony with Mayor Hazel McCallion and Lucy Turnbull officiating. At this time, 2,116 seniors were members with an average weekly attendance of 1,500. The annual membership was \$9.50.

The Seniors Centre celebrated its 25th anniversary on Saturday, October 23, 1999, with official ceremonies at 11 a.m. Mayor Hazel McCallion, members of council, city staff and many special guests were treated to a day of activities, displays and an evening dance in the Olga Tyne Auditorium.

In 2005, there are 79,533 seniors over 60 in the City of Mississauga. They have 48 clubs and organizations available to them and 5,922 take advantage of this involvement. The Applewood, Cooksville and Lakeview Seniors Clubs meet at the Cawthra facility at 1389 Cawthra Road that has been called the Mississauga Seniors Centre since 1994.



▲ Cawthra Seniors Centre Official Opening, Oct. 24, 1974



◀ Cawthra Seniors  
Centre Sod  
Turning, 1973  
(Mississauga Seniors Centre)



▲ 20th Anniversary, Oct. 21, 1994 (Photos by Joyce Rayner)



▲ Lucy Turnbull and  
Mayor Hazel McCallion





## Saving The Cawthra Estate - 1975

In October, 1975, The Ontario Municipal Board (OMB) approved the City of Mississauga's acquisition of 27.6 acres (11.2 ha) of the Grace Cawthra-Elliott estate for \$2,623,900. This came about when Ward 7 Councillor Ron Searle recommended that the property be purchased. On August 28, 1968, he had met with the Honorable Stanley Randall, Ontario Housing Minister, to negotiate the purchase of 69 acres (27.7 ha) where the Cawthra Seniors Centre, Cawthra Arena and Cawthra Park Secondary School would be located and this had been successfully acquired. Searle's intention was "to perpetrate the name of the Cawthra family." Grace Cawthra Elliott had passed away on October 22, 1974. She had often confided in Councillor Searle that she would like her home and property to remain intact. Grace and Major General Harry McIntire Elliott's 7,000 square foot (641 m<sup>2</sup>), two-storey Georgian style English Manor house, was built in 1928. Searle envisioned the house "as a museum-type community centre not unlike the Bradley house." Grace's solicitors, Cassels and Brock (now Cassels, Brock & Blackwell) negotiated the sale.



▲ Cawthra-Elliott House, 1981 (The Mississauga News)

FOR SEVERAL YEARS, THE ESTATE HAD AN UNQUESTIONABLE future. The first custodians of the property were the Smouters family, who had worked for Grace since 1966. On January 28, 1978, Terry and Patricia Porter lived in the gatehouse and then took over the big house and resided until 1981. Then the Arbuckles took up occupancy.

In March, 1976, Ed Halliday, Commissioner of Recreation and Parks, stated to the press that “The city and various historical societies will be cooperating to develop a long term restoration program for the estate.” A feasibility study was done on the property in March, 1978, with the support of a Wintario grant. In July, 1978, Mississauga’s Recreation & Parks Department made a \$859,450 plan to turn the house into an Arts and Cultural Centre. Permission was given to Visual Arts Mississauga (VAM) to occupy the building as a cultural centre and the group put in for federal and provincial grants to reconstruct the building for tenancy. It would cost the group \$1 million for restoration and \$14,000 a year to maintain. This was too much for VAM to take on and the idea was dropped. While the City attempted to get a restaurant or professional offices established in the house, it was featured in *Canadian Home and Gardens* in the June, 1980, issue.



▲ Cawthra-Elliott House Interior, 1930  
(Toronto Public Library (TRL))

In November, 1984, it almost became a dinner theatre when Mentor Hosts Limited (Second City) along with Thom Partnership Architects and Planners put together plans for the development of a 600 seat multi-tiered with a secondary structure added. This would require an altering of the present landscape and change the facade of the heritage house. A lease was prepared on April 23, 1985, but the opening of Stage West Dinner Theatre on Dixie Road in 1986 put a damper on their plans and the investors changed their minds and went elsewhere.

The City now rents out the historic house to organizations for events and utilizes it for City business meetings and functions. The Cawthra-Elliott Estate at 1507 Cawthra Road is one of the few extensively treed areas in the City. It was designated a heritage site on November 25, 1992.



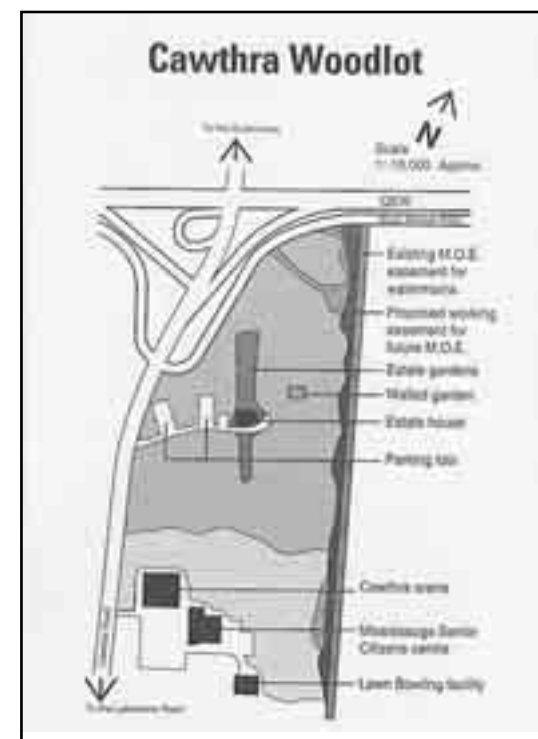
▲ Grace and Henry Cawthra-Elliott  
(Region of Peel Archives)



▲ Cawthra Bush, Cawthra Road, 2003 (Kathleen A. Hicks)

### Cawthra Bush

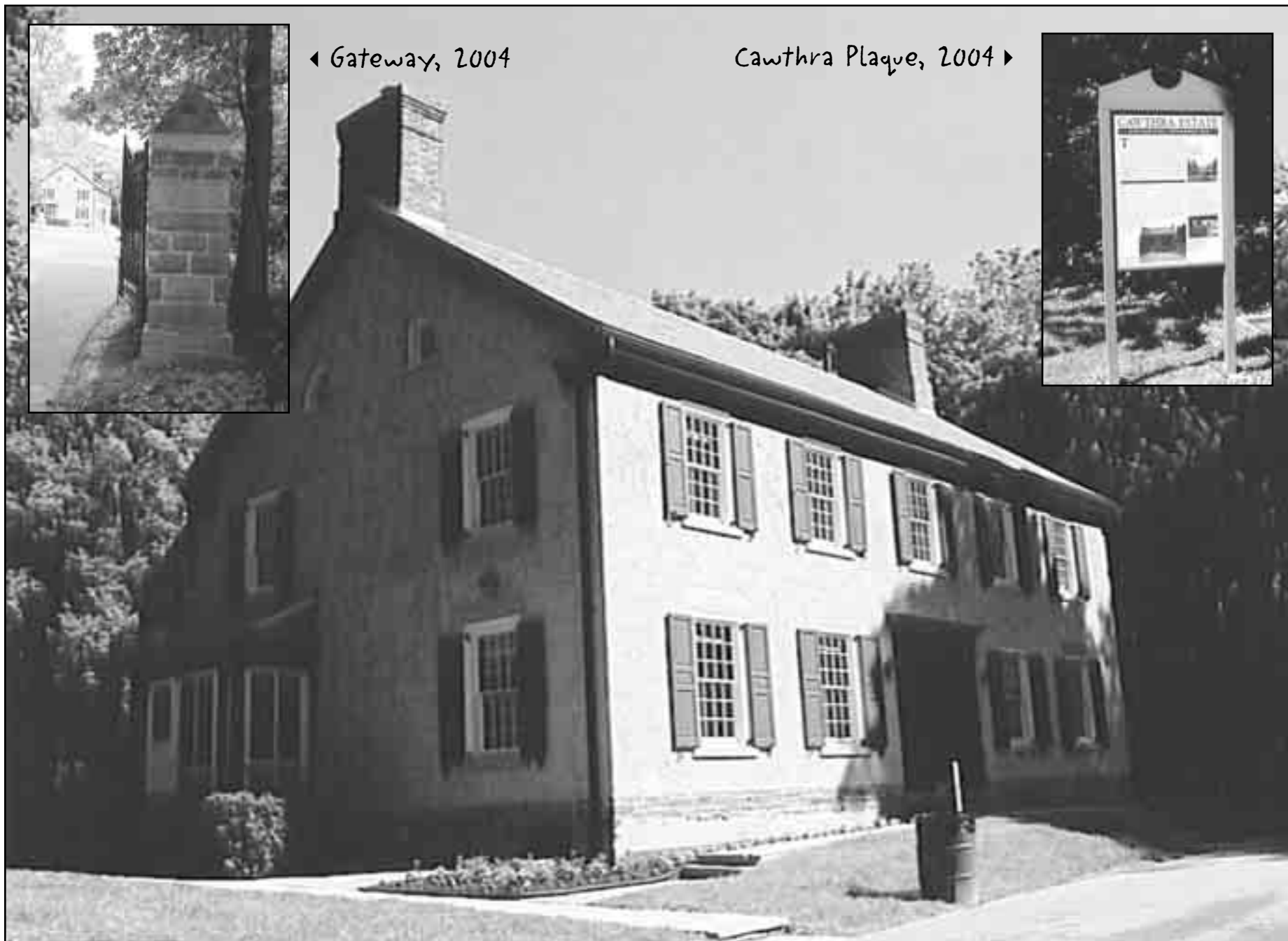
The northerly section of the Cawthra grant of 1806, Lot 10, Con. 2, SDS, located at the south-east corner of Cawthra Road and the Queen Elizabeth Way, is one of Mississauga's treasured wooded areas. This 27 acre (11 ha) property, including a Georgian style house, was inherited by Grace Cawthra Elliott's nephew from New York when she died in 1974. His intention was to develop the estate for residential purposes. With Councillor Ron Searle's intervention to save the property and Council's approval to purchase the acreage, the Mississauga Concerned Citizens Association lodged an appeal with the Ontario Municipal Board (OMB). The president of the Association, John Leighton, argued that, "The residents of the Cawthra Road area south of the highway are endowed with a beneficence of green areas and an abundance of parkland." He also stated that, "The location of the land is such that it could not provide



▲ Map of Cawthra Property  
(City of Mississauga)

a practical park area for residents north of the Queen Elizabeth Way. The purchase of the property would also cause a financial strain." In his closing argument, he submitted that, "Mississauga's submission smacks of high handed arrogance to note that the application is unaccompanied by a proper and specific plan. It is unaccompanied by any form of environmental impact statement or any form of socio-economical justification."

In the second week of October, 1975, the OMB ruled that the decision of the City to purchase the lands had merit and rejected the objections of the Mississauga Concerned Citizens. The OMB stated that, "The municipality is capable of debenturing the cost and there is need for a major park in the area." Even though the Cawthra Bush was saved, there would be a controversy hanging over its protection and use of it for years.



◀ Gateway, 2004

Cawthra Plaque, 2004 ▶

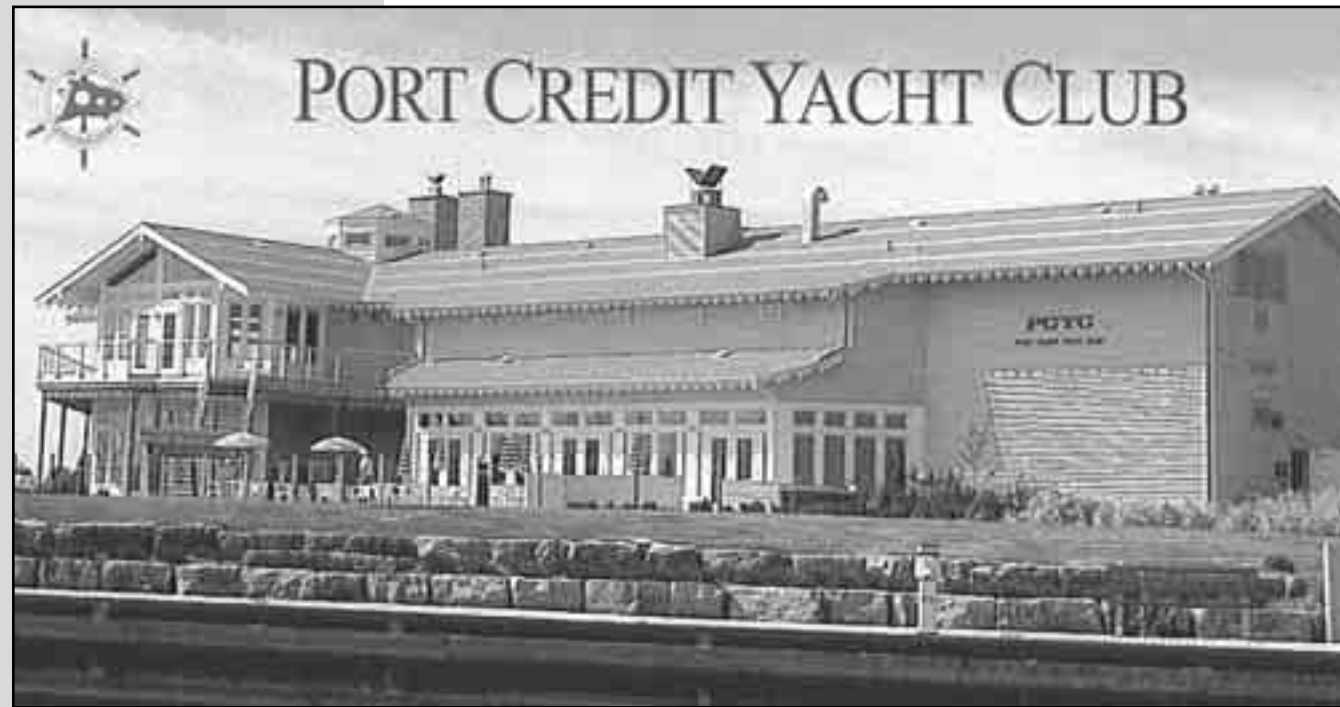
▲ Cawthra-Elliott House, 2004

(Photos by Kathleen A. Hicks)

## Port Credit Yacht Club - 1990

THE PORT CREDIT YACHT Club (PCYC) got its start in Port Credit in May, 1936, when several local men, who had begun acquiring sailboats in 1934, decided to start up a yacht club. Encouraged by enthusiasts, Ted Schofield and Jack Morch, they built the first clubhouse on the east bank at the mouth of the Credit River on property leased from the Federal Government. The first general meeting took place on July 28, 1936.

With the clubhouse completed, the official opening was held on Saturday, August 22nd. The first Commodore was Jack Morch. He and the executive raised the first PCYC burgee (its flag with three golden balls of credit and the beaver tail, indicating the trading done at the mouth of the Credit River by the Mississauga Indians), designed by Eldon McEachern, and a day of fun and games began.



▲ The Port Credit Yacht Club Clubhouse

(Photos courtesy of the Port Credit Yacht Club)

In 1937, a storage shed for boats was added to the north end of the clubhouse. Shortly after, PCYC was painted on the roof. The 1st Port Credit Sea Scouts was formed in 1939 and they met at the PCYC's clubhouse. Being on the River, the clubhouse was often flooded during the spring thaw. This resulted in the clubhouse being torn down in 1943 and a new more durable structure taking its place in 1944, which became nicknamed "the old white shack." It had a lounge that had a sun deck above it that offered members a panoramic view of the harbour and Lake Ontario.

Ladies were approved for membership on March 18, 1946, but a Ladies Auxiliary was not formed until 1957, following many attempts



### ▲ The Docks

by the wives to establish themselves within the PCYC. This same year, a full time steward was hired, a marine railway was built by members at the Port Credit Boat Works on the west bank and the Club hosted the North American Dragon Class Regatta for the Duke of Edinburgh Trophy.

A ground breaking ceremony was held in 1965 for a new facility and a much more substantial brick clubhouse was constructed and opened in September, 1966. It had a spacious lounge complimented by a cosy fireplace, an elegant dining room, an open bar, more modern washrooms, office space, shower facilities and a patio where members could enjoy the nautical surroundings. By this time, the membership hovered around 500. In 1973, the Ladies Auxiliary changed its name to "First Mates."

Over the years, the PCYC expanded so much, as the enthusiasm for sailing became more popular, that it ended up with restricted space

for all its interested boaters, only being able to provide mooring for 159 boats. At a Board Meeting on November 3, 1982, the Club Directors decided to establish a new location where expansion would not be a problem. The City of Mississauga Council adopted a resolution in support of the move on May 9, 1983. By October 6th, letters went out to the members "that the Board of Directors be authorized to enter into an agreement and lease in order to provide the development of Lakefront Promenade Park as the new location of the Port Credit Yacht Club within the constraints in 'A Plan for the Future,' dated September, 1983."

In April, 1990, the Port Credit Yacht Club fleet launched in the Credit River and sailed proudly to its new moorings at its Lakeview location Albert E. Crookes Park, west of the Lakeview Generation Station. A more expansive and deeper harbour had been put in with a multi-million dollar docking area that could accommodate 320 boats.



The Cape Cod type substantial “state of the art” clubhouse and facilities, such as a 30 foot by 60 foot ( 9 m x 18 m) swimming pool, change house and other amenities allowed for a membership of over 700 sailing enthusiasts. The official opening of the new clubhouse took place in June, 1991. In July, the PCYC hosted the International 8 Metre World Cup Regatta and in August the National Canadian Women’s Sailing Championships.

The former clubhouse in the Port Credit harbour was sitting on Federal Government owned land, which was purchased by the City of Mississauga. The clubhouse was torn down with only its pillars remaining because of its precarious location on a peninsula. A new privately owned building was constructed on leased property from the City and it became the Snug Harbour Seafood Bar and Grill at 14 Stavebank Road South. The Port Credit Harbour Marina is still in operation at the mouth of the Credit River.

The Port Credit Yacht Club’s 65th anniversary was celebrated on May 26, 2001. The festivities were kicked off with the Club’s annual regatta, followed by Commodore Judy Fontaine welcoming returning

members and 38 former commodores. A barbecue was held alongside the clubhouse and members recorded their memories on video along with special guest Mayor Hazel McCallion.

As the PCYC prepares to celebrate its 70th anniversary in 2006, the programs available at the club go from learning to sail for teenagers and adults to an optimist course for children. The PCYC develops year round programs to suit every interested prospective sailor. They have an active racing fleet and races, regattas and other racing events that are an exciting venture for members. The clubhouse is used for a very active social program such as the Commodores’ Ball and Sailpast. During the winter months seminars with guest speakers, a New Year’s Eve Gala, Valentine Dance and Easter dinner, dart tournaments and movie nights keep the clubhouse staff busy. Robert Simms is the present Commodore.

The ideally located Port Credit Yacht Club facility at 115 Lakefront Promenade is also rented out to various groups for a venue with a view.



▲ Aerial View



▲ Yacht in the Harbour



## Murray Saint's W.W.II Museum - 1994

**I**n the fall of 1994, Murray Saint visited the David Hornell Public School in Mimico. Murray had known David, who was a W.W.II veteran and a recipient of the Victoria Cross. He wanted to see if the school had anything pertaining to its namesake. He met the principal and this casual visit changed his life and direction.

Murray had done paintings of ships and aeroplanes related to his W.W.II experience, and he was asked to put on a display at the school for Remembrance Day on November 11th. It was a most memorable involvement, which would lead to more school visitations. A writeup was in the paper about his visit and his telephone started to ring.

This resulted in Murray painting a portrait of David Hornell and presenting it to the school. This contact escalated into his collecting W.W.II memorabilia. As the articles came in, he thought he would do a series of portraits on the W.W.II vets that he knew, which went on from there until today he has five rooms dedicated to his museum with nearly 80 portraits.



▲ Murray Saint, Don Mills and Ron Searle, 2003

THE UNIFORMS THAT HAVE BEEN DONATED ARE DISPLAYED on mannequins. He has display cases with arms, bayonets, caps, flags, guns, money and other interesting things. He has shadow boxes that he has constructed to hold, photos, important letters and documentation, awards, medals, badges, clippings and notification of discharge or death.

Murray was born in Newmarket on April 8, 1926, and grew up in Humber Bay. At age 17, he joined the Air Force. After 13 months, he transferred to the Army. Wanting to get overseas, 18 months later, he

went into the Navy. He never did leave Canada. He moved to the Lakeview area of Toronto Township with his family in 1962.

He married his second wife, Marie in 1991. In 2003, Marie's family celebrated with a reunion in Colorado with 150 members in attendance.

Murray is presently looking for a new venue for his museum as it is overwhelming his one and a half storey house. He is writing a book about the museum and his 80 people who are represented in it, even our former mayor, Ron Searle.



▲ Murray Saint during W.W.II

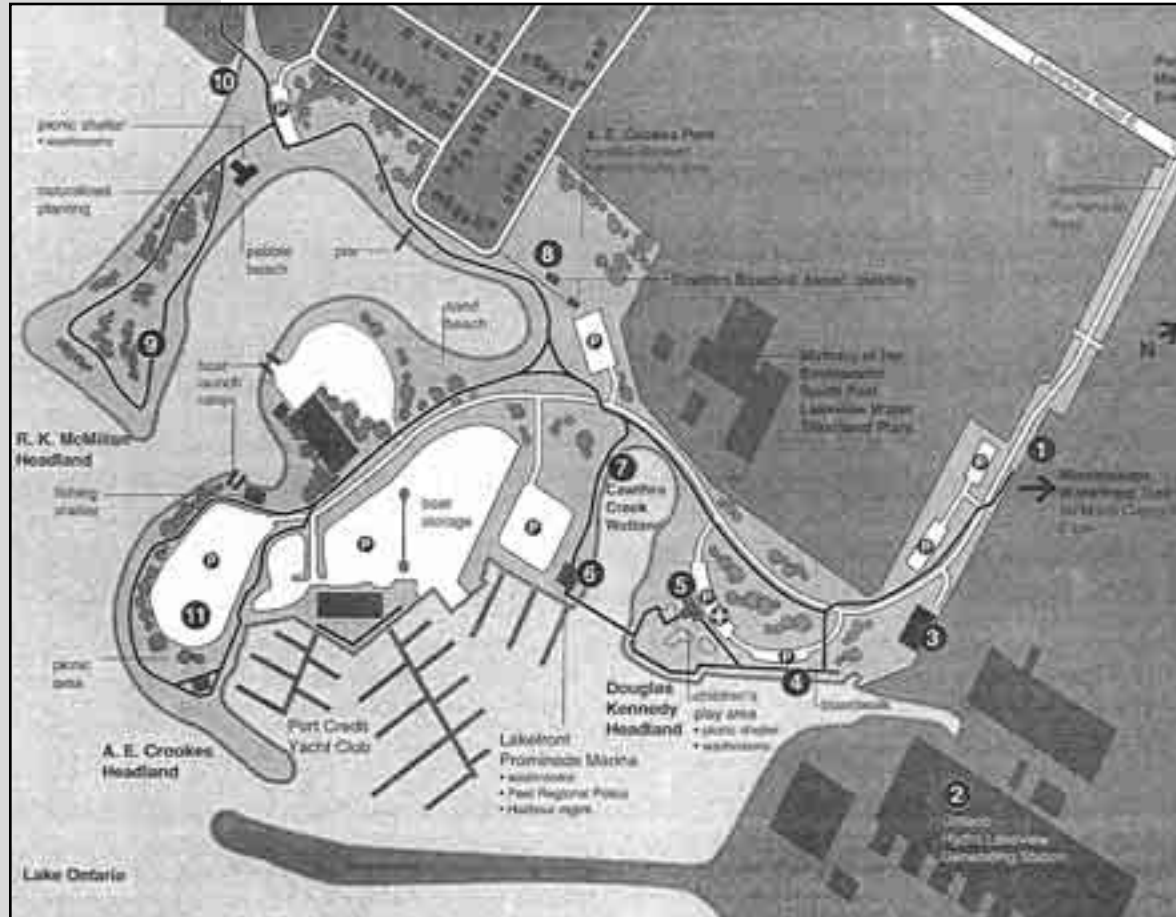


Murray's Museum, 2003

(Photos by Kathleen A. Hicks)

## Lakefront Promenade Park - 1994

ward 7 Councillor Ron Searle presented a motion at the Town Council meeting on February 12, 1973, to start a waterfront plan for a headland in the Lakeview area. “We would have a 35 acre (14 ha) park complete with walkways, bicycle paths, picnic areas and another 16 acres (6 ha) would be added to the existing park down by the waterfront,” he stated. “Also a small waterfront area could be set aside for a new, public sailing club.” This was the first stage of a multi-million dollar waterfront plan, which had been proposed by the Credit Valley Conservation Authority (CVCA) and approved by the Mississauga Town Council on May 31, 1972. “We’ve got to fire the starting gun now to get this whole thing underway,” he concluded. This was confirmed by Deputy Reeve Grant Clarkson, who was also chairman of the CVCA. This spurred the Provincial Government to approve the plan set before it the previous spring.



(City of Mississauga)

THE CVCA WAS GIVEN PERMISSION IN MARCH, 1976, TO proceed with a landfill operation that would expand with the construction of a rock groin with landfill placed behind it at Albert E. Crookes Park located west of the Lakeview Generating Station. The Ontario Ministry of the Environment's Barney Singh monitored the operation. Over the next year, landfill was gathered from various areas of Mississauga and transported by dump trucks to extend a peninsula out into Lake Ontario.



▲ Roy McMillan Park Sign, 2003

This was the start of Lakefront Promenade Park. This 40 hectare (100 acre) park was created from landfill to produce three peninsulas with 11 kilometres (6.8 miles) of trails. It was officially opened in 1994 and includes east to west, the Doug Kennedy Headland, the Albert E. Crookes Headland and the Roy McMillan Headland.

The Doug Kennedy Headland was named for the former politician and Member of Provincial Parliament when he retired in 1985. In this area there are picnic grounds and play areas for children, even a 20 metre (65 foot) Cypress wood structure designed like a ship, called the HMCS (Her Majesty's Canadian Ship) Lakefront. It is a lovely location for walking, biking, picnicking and enjoying recreational activities, such as cycling and skate boarding.

At the Albert E. Crookes Headland, originally Aviation Park, named in honour of a local political enthusiast in 1958, there is access to the Lake for launching boats with a wide boardwalk to do off shore fishing. The Port Credit Yacht Club and the Mississauga

Sailing Club are located here. It also has a fish cleaning station where the fisherman can clean their catch of the day before heading home. The Cawthra Park Baseball Association building and softball field are located at the 2 hectare (5.9 acre) A. E. Crookes Park.

The Roy K. McMillan Park, named for the former councillor and chairman of the CVCA, consists mainly of wetlands and natural areas. It has a pavilion that can accommodate 90 people and wild gardens that overlook the four concrete stacks of the Lakeview Generating Station that at one point along the pathway can blend into one.

The view of Lake Ontario from the shore of any location throughout Lakefront Promenade Park is magnificent. People using the Waterfront Trail through this area have the opportunity to commune with nature at its best.



▲ McMillan Pavilion, 2003



Lakefront Promenade Park

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▲ Douglas Kennedy Headland (Photos by Kathleen A. Hicks)

## The Waterfront Trail - 1995

**T**he Lake Ontario Waterfront Trail, that starts at Niagara-on-the-Lake and goes along Lake Ontario's shoreline for 350 kilometers (210 miles) to Gananoque, was opened on May 14, 1995. With its constant use, it has managed to create an awareness of the potential for regeneration along the lakefront. The Trail links 28 cities, towns and villages as the asphalt strip weaves its way through 177 natural areas, one being Rattray Marsh, 143 parks, 80 marinas and yacht clubs, such as the Port Credit Yacht Club, and hundreds of historical sites like the Adamson Estate.

A re-discovery of the significance of Lake Ontario's shoreline began in the 1970s when the common perception was that the lake was so polluted it was beyond help. Chemicals in the water and fish too contaminated to eat were scary realities discovered back then. Out of the five Great Lakes (largest to smallest in area - Superior, Michigan, Huron, Erie and Ontario), Lake Erie was the first to be reported as oxygen depleted in the late 1920s. By the late 1960s, the startling news went out that Lake Erie was dying. Canada and the United States governments responded with the signing of the Great Lakes Water Quality Agreement (GLWQ) in 1972 for a major cleanup to reduce toxic substances, such as phosphorous, being dumped into the lakes.



▲ Adamson House, 2004 (Kathleen A. Hicks)

THE ONTARIO GOVERNMENT RAISED ITS POLLUTION standards and established more stringent regulations on companies that used the lakes and rivers for waste dumping grounds and invested millions of dollars to upgrade its sewage plants. In 1978, Canada and the United States signed the second GLWQ Agreement, but things still moved slowly. By the 1980s, there was almost no commercial fishing done in Lake Ontario. Toxic hot spots in the Great Lakes were highlighted in a poster map in 1986, noting over 800 chemicals in the Lakes. Closed beaches, which began in 1983 with 79 beaches affected, were an annual happening. Over 33 million people now reside in the Great Lakes basin. There are also 180 species of fish that are affected by the pollutants.



A long slow process brought awareness to the significance of the waterfront and municipalities and Conservation Authorities began to acquire waterfront properties for parkland. In 1988, the Federal Government established the Royal Commission, chaired by former Mayor of Toronto, David Crombie, to oversee the future of the Toronto waterfront. This was a beneficial move that stirred people's imaginations to the point of speaking out on what they wanted for the waterfront. At the termination of the Royal Commission in 1992, the province initiated the Waterfront Regeneration Trust to help put in

place the Waterfront Trail. Now it is a reality. In 1997, the Trail won an International Award from the Waterfront Centre in Washington, D.C. for its contribution to waterfront excellence.

The Waterfront Trail Guide, published in 1996 by the Waterfront Regeneration Trust, explores every interesting aspect of Mississauga's sites along the 21.5 kilometer (16 miles) asphalt trail from Lakeside Park on the west to Marie Curtis Park, named for the former Reeve of Long Branch (1952-1962), on the east. The Waterfront Trail is now featured in a mapbook.



▲ Waterfront Trail (City of Mississauga)





◀ Marie Curtis  
Park, 2004  
(Kathleen A. Hicks)



▲ Lakeside Park, Clarkson, 2002 (Robert J. Groves)



▲ Training Wall From W.W.II (Mathew Wilkinson)

## Wards 1 and 7

WHEN IT WAS CONFIRMED THAT TORONTO Township would be incorporated as of January 1, 1850, a special meeting of the Home District Council in Toronto was held on October 2, 1849, to pass By-law No. 220 that divided the Township into five wards, which were designated according to the Baldwin Act 12, Victoria Chapter 81. The power of the province's role varied over time. Lakeview was originally Ward 2. (Clarkson was Ward 1. In 1951, when an Act of Legislation brought in a new voting system and five new wards were laid out, they were switched.)

At Incorporation, the Township Council was granted the authority to hold municipal elections and in those days, elections were carried out yearly on the first Monday in January when the five councillors were voted for. The councillors then chose the Reeve and Deputy Reeve.



◀ Left to right: Ron Searle, Harold Kennedy, Terry Butt and Carmen Corbasson

The electoral system changed in 1900 and at the first council meeting of the year, the councillors were listed, then they were given the supervision of roads and bridges in five divisions. Wards were not mentioned again until 1951.

The Wards stayed the same until 1959 when it was decided to make seven wards, which became official in January, 1960, Robert Speck's first year as Reeve. Lakeview then had two wards: Ward 1's boundaries were Port Credit on the west, QEW on the north, Cawthra Road on the east; Ward 7's boundaries were Cawthra on the west, QEW on the north and the Etobicoke Creek on the east. Since that time the Wards have been changed in 1970, 1977, 1983, when it again became Ward 1 only, and 1990, as urbanization dictated. Each time the Wards changed they were established by Municipal By-laws.

The councillors holding office since the Town of Mississauga was formed on January 1, 1968, are: Ward 1, Harold Kennedy until he retired in 1994 and his secretary of ten years, Carmen Corbasson, became councillor, a position she still holds; Ward 7, Ron Searle, which he held until December, 1976. In 1977 when he became Mayor, Terry Butt took over his councillor duties. Ward 1's territory now takes in the Lakeview area and part of the Port Credit area to the Credit River with Queen Elizabeth Way as the northern boundary line.

## Lakeview Parks

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Lakeview has two of Mississauga's major parks, Cawthra and Lakefront Promenade. In 1956, the village of Long Branch put in an application to Toronto Township Council to annex eight acres (3.2 ha) of Toronto Township on the west side of the Etobicoke Creek for the proposed Marie Curtis Park and received their request.

There are 100 acres (40 ha) at 1400 Lakeshore Road, as yet unnamed, that is going to be developed soon. This property was Crown land formerly used by the Small Arms Ammunitions Plant. It is now owned by the Toronto and Region Conservation Authority.

### **The Adamson Estate**

850 Enola Avenue  
7 hectares (17 acres)

### **A. E. Crookes Park**

855 Goodwin Road  
2 hectares (5.9 acres)

### **Cawthra Park**

1399 Cawthra Road  
25.4 ha (63.5 acres)

### **Dellwood Park**

598 Arbor Road  
5.8 ha (14.5 acres)

### **Douglas Kennedy Headland**

810 Lakefront Promenade  
11.6 ha (28.8 acres)

### **Helen Molasy Memorial Park**

536 Richey Crescent  
1.7 ha (4.2 acres)

### **Lakeview Park**

811 Hydro Road

### **Lyndwood Park**

495 Atwater Avenue  
3 ha (7.4 acres)

### **Orchard Hill Park**

1055 Deta Road  
0.6 ha (1.5 acres)

### **Ron Searle Park**

1494 Parkridge Road  
1.4 ha (3.4 acres)

### **R. K. McMillan Headland**

830 Aviation Road  
5.2 ha (13 acres)

### **Serson Park**

1129 Fourth Street  
5.4 ha (13.6 acres)



## Tree By-Law - 2000

IN JUNE, 2000, A NEW TREE PROTECTION By-law was passed by the City of Mississauga Council and it was implemented in Ward I, Lakeview. It was to be carried out for 18 months, during which landowners would be required to purchase a permit before cutting or removing mature trees on their property. The City stated that, "Trees are a valuable asset to homeowners and the community as a whole. They add beauty to urban surroundings and play a key role in our social, economic and environmental surroundings. The City is committed to tree preservation in its parks, woodlands and natural areas, as well as on its city streets."

The project concluded on December 12, 2001, when City Council implemented By-law 0624-2001 to be enforced throughout the City of Mississauga. "The tree permit policies regulate the removal of trees by required residents and landowners to obtain a City permit to remove and replant trees under specific conditions. It also enables the City to impose fines and penalties for unauthorized removal of trees from privately owned land." The enforcement of this By-law is handled by the Community Service Department Forestry Division.



▲ Trees on former Mayor Speck's Property, 2004  
(Kathleen A. Hicks)



## A Tree Story

When Upper Canada was founded in 1791, the white pine across the province was reserved for King George III for masts on British vessels. Some grants stated, “This grant reserves all white pines that shall or may now or hereafter grow or be growing to George III and his heirs and successors forever.”

In 1950, when Anthony Adamson was a councillor of Toronto Township, he had three dead pines in his front yard and when he was interviewed for the *Port Credit Weekly* issue celebrating the Centennial, he stated, “I would like His Majesty to come and take his trees anytime now.” One beech tree, however, he took special care of for it bore the initials W.E.D., 1801, thought to be made by a passing surveyor from Fort York.

### Anthony Adamson's Beech Tree ▶

#### Mississauga's Urban Forestry

##### Forestry Projects implemented since early 1990.

**Park tree plantings** - replacement and new Park trees approximately 300 caliper trees (70-70mm) at various park locations. 15 large (110 mm shade trees around playground) caliper trees.

**Community plantings/naturalization projects City wide** - 4,000 small trees and shrubs at various watersheds and natural areas for school educational projects, stream and creek wildlife habitat enhancement.

Conservation Authorities plantings - 4,000 trees and shrubs from small caliper to small trees and shrubs with the following Watershed Areas: Halton Region/Credit Valley and Toronto and Region areas.

Restoration of significant vegetation communities - e.g. Tall grass Prairie - 3,000 wildflower, forbes and grasses plugs.

Submitted by Eugene Furguele  
Parks Natural Areas Coordinator  
Community Services Department



▼ The Adamson Estate, 2004 (Kathleen A. Hicks)



## The Oldest Building

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▲ The Watson/McGillion House, 1559 Cormack Crescent, John Watson, 1872

(Photos courtesy of the City of Mississauga Community Services)



# Historical Buildings in Lakeview



▲ Aikens House, 1043 Dixie Road, 2003

(Kathleen A. Hicks)

**The Adamson House**

850 Enola Avenue  
Built in 1919, Barn in 1875

**The Adamson/Derry House**

875 Enola Avenue  
Anthony Adamson, 1932

**ANAF #162 Clubhouse**

765 Third Street  
Built in 1945

**Arsenal Lands Water Tower**

1400 Lakeshore Road East  
Built in 1944

**Bayliss House and Garage**

1015 Shaw Dr. &  
411 Lakeshore Road  
Built in 1935 and 1951

**The Canadian Arsenal Building**

1352 Lakeshore Road East  
Built in 1941

**The Canadian Bank of  
Commerce Bldg.**

749 Lakeshore Road East  
Built in 1951

**The Capraru Residence**

1056 Dixie Road  
Circa 1890

**The Cawthra/Elliott House**

1507 Cawthra Road  
Built in 1929

**The Fireplace**

504 Lakeshore Road East  
Circa 1920

**Thomas Goldthorpe House**

1147 Dixie Road  
Built in 1884

**Gordon Graydon Memorial  
Secondary School**

1490 Ogden Avenue  
Built in 1956

**Thomas Groves built houses**

1371,1375,1381 Trotwood Avenue  
Built in 1948, 1945, 1949

**The Kelly Shoe Repair Shop**

863 Lakeshore Road East  
Joseph Kelly, 1920

**Kenmuir Baptist Church**

1525 Kenmuir Avenue  
Built in 1952

**Harold Kennedy House**

1215 Canterbury Road  
Built in 1950

**Lakeview Baptist Church**

1405 Alexandra Avenue  
Built in 1944

**Lakeview Central School/  
Petruscue Centre**

1293 Meredith Avenue  
Built in 1950



▲ The Davidson/Griffith Residence, 1455 Dixie Road,  
Built in 1910

**The Lakeview Golf Course Clubhouse**

1190 Dixie Road  
Built in 1940

**The Lakeview Golf Course Residence**

1392 Dixie Road  
Built in 1913

**Lakeview Park Public School**

1239 Lakeshore Road East  
Built in 1923

**Lakeview United Church**

1023 Greaves Avenue  
Built in 1959

**The McMaster House**

1400 Dixie Road  
Leslie Pallett, 1911

**The Robinson/Glista House**

1045 Haig Boulevard  
Alexander Robinson, 1872  
Restored by Josef Glista, 1955

**St. Dominic's Roman Catholic Church**

625 Atwater Avenue  
Built in 1957

**St. Luke's Anglican Church**

1513 Dixie Road  
Built in 1961

**St. Nicholas Anglican Church**

999 Lakeshore Road East  
Built in 1956

**Salvation Army Citadel**

1054 Shaw Drive  
Built in 1954



▲ Steckley House, 1099 Haig, 2004 (Kathleen A. Hicks)

**Sherratt built homes**

1125, 1135, 1141, 1149 Haig Blvd.  
Built in 1916 & 1922

**Sherratt/Kenny House**

1297 Alexander Avenue  
Built in 1951

**The Smith/Wood House**

1130 Haig Boulevard  
Built in 1921

**Smith's Appliance/Furniture Stores**

628-632 Lakeshore Road East  
Circa 1930 - 1953

**The Speck House**

940 First Street  
Robert Speck, 1953

**Steckley Houses**

1105 & 1099 Haig Boulevard  
Built 1932 and 1939

**The Thompson Residence**

1033 West Avenue

**Toronto Golf Course Clubhouse**

1305 Dixie Road  
Built in 1913

**Wasem Residence**

1273 St. James Avenue

**Charles Watson House**

1414 South Service Road  
Built 1905

**Dr. George Watson's House**

1020 Haig Boulevard  
Built 1926



▲ The McConnell House, 1624 Ogden Avenue  
Built in 1916

## The Oldest Person

**M**innie Long McKenzie was born in Toronto, April 15, 1907. Her parents, Mary Nowell Griffin (b.1883, d.1961) and Harry Long (1883-1941), both hailed from England. Mary arrived in Toronto from Laytonstone, a suburb of London, England, in 1903. Harry came from Dowham Market, Norfolk, in 1905. Minn never visited the homeland of her parents, but she remembers her father telling her tall tales about Prince Albert and the Green Grocery Shop in London. Her father had two brothers and a sister and Minn was named for his sister. She has no idea how her parents met, but they were married and had six children, Minn, Hannah (Anne), Daisy, Violet, Dorothy, who died in infancy, and Harry.

The Long family lived on Ashdale Avenue and Minn went to Rhodes Avenue Public School. The



family attended St. Monica's Anglican Church. In 2002, she and her son, John, went back to her old stomping grounds and these buildings are still there.

◀ Minn MacKenzie

Harry served in the First World War (1914-1918) and was injured at the Battle of Somme and came home as a casualty in November, 1917. Harry brought his family to Lakeview in 1920, where he put up a one storey frame building beside Page's that became Lakeview Hardware and the family's residence. He built a smaller building, which he turned into an ice cream parlour and Anne operated it. Minn was 13 and she went to S.S. #7 then spent a year at Port Credit Continuation School. Even though she was Anglican, she attended the Port Credit Methodist Church with the Caven family, then St. Nicholas Anglican Church, where she joined the Anglican Young People's Association.

The depression hit the family business hard and Harry sold out and they moved back to Toronto in 1929. By this time, Minn was a working girl and she got a job as a telephone operator. One of her more interesting jobs was with QRS that sold records for player pianos. She had met Roderick McKenzie at a dance at the church when she was 15 and he went back to Cape Breton, where he had been born, and returned when he was 21. They started dating and he worked for Massey-Ferguson then Rogers Majestic for 18 years. QRS had the contract for Rogers Radio, which had founded CFRB in 1927, and when the office moved to Fleet Street, Minn went there and worked with the company for 10 years. They were married on October 7, 1933. They have one son, John, born May 29, 1941, who blessed them with two grandchildren, Mary Beth, 1970, and David, 1972.

The McKenzies moved to Lakeview in 1935 and built a red brick house on Orano Avenue. Minn's parents and sisters also resided in Lakeview around this time. Her parents had a house on Canterbury Road. This lasted until 1948 when they rented out their house and Rod operated a garage in Washago until 1952. (From 1945 to 1948, this author was the McKenzie's grocery delivery girl.) Upon their return they bought another home, where Rod died on January 19, 1984, and Minn still resides. She remembers all her former neighbours fondly, the Gates, the Boehnerts, the Pateys, the Mathiasess and even McCauley's farm, where she worked when she was a new mother.



▲ Mary and her children



▲ Harry and Mary Long



▲ Harry and a friend



◀ Long's Hardware Store

(Photos courtesy of Minn McKenzie)

## The Longest Married Couple



▲ Harry and Leah Linthorne

**L**eah and Harry Linthorne have been married for 62 years, having celebrated their anniversary on October 10, 2004. They were married in St. Mathew's Lutheran Church in Halifax, Nova Scotia, as Harry was in the Navy during World War II and was stationed there. He was on convoy duty and went back and forth between Halifax and Ireland.



▲ Linthorne family (Photos courtesy of the Linthornes)

Harry was born in St. George, Newfoundland, and Lea in Bayport, Lunenburg County, Nova Scotia. Harry's parents, Archibald and Emily, moved to Galt when he was a boy. They had nine children, four girls and five boys. Leah's parents, Charles and Ivy Himmelman, had six children, two boys and four girls.

Harry had a sister living in Halifax and he went there to join the Navy in 1940. He met Leah Himmelman through his sister, while they were out for a walk. They started dating and were married in 1942. While Harry was away, Leah stayed with her parents. When the War ended and Harry was discharged, they came to reside in Lakeview in 1946.

They had Sandra in 1945 and Gary in 1947. The children went to Lakeview Beach Public School. Harry, who belongs to the Port Credit

Legion, worked for the Canadian Pacific Railway until his retirement in 1976.

Their 50th anniversary in 1992 was celebrated in fine style with a big party at the Open Window Lodge, Lake Rosseau, in Minett, Muskoka. The 60th in 2002 was a quiet affair with their family.

They now have four grandchildren. They still live in the house they bought upon their arrival in Toronto Township 59 years ago.



▲ Linthorne Family, 1956



▲ Leah and Harry's 50th Anniversary



▲ Sandra Linthorne

◀ Gary Linthorne

Linthorne House, ▶  
1946





▲ Ken Farrow

Ken Farrow  
Lived in Lakeview 1926-1933, age 6-13  
Passed away in 1999

## Memories

"In 1926, Lakeview was not really anything special. It was a rather large area with a few stores, one church and maybe 1,000 people, a few cows and a lot of fun. There was no fire protection to speak of. If your house caught on fire the closest fire department was in Port Credit, which you could get by phoning Port Credit 100. The only municipal police was a fat fellow called Mr. Cluff. There was not very much need for a policeman in those days.

"There was milk and bread delivery, of course by horse drawn wagons. One or two of the grocers would have a delivery service, later a butcher did the same. There was no town water or sewage. Of course there was no garbage collection. This was dumped in convenient piles throughout the community.

"Taxes or hydro bills had to be paid in Cooksville, which was the capital of the Township. More serious business had to be done at Brampton, which was the county seat. This is where the county jail was located.

"To get to Toronto one had to walk to the Lake Shore Road and catch the old radial car which went as far as the Humber River in those days. It was either that or try to get a ride with someone in a car. Cars were quite scarce back then so it was mostly walk wherever you needed to go."





▲ The Farrow's House on Ninth Street



▲ Ken's mother, Alice, 1931



◀ Ken and brother, Clifford, 1970

(Photos courtesy of Anne Farrow's)

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**Author's Note:** *The information on the items written herein have been mostly gathered from the descendants of the families involved, or the businesses, churches and organizations included. All of the articles, which were researched thoroughly at the Region of Peel Archives, the Land Registry, the Mississauga Central Library and Mississauga Heritage Foundation, were clarified through them. So therefore references were not required. The books and newspaper articles used for research purposes are included below.*

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## ABOUT THE AUTHOR

Kathleen A. Hicks started her writing career in 1962. Since her debut in this field, she has had over 800 items published and five historical books. Between 1972 and 1977, she was an editorial columnist with the Mississauga News. She has been published in numerous other papers and magazines, including the Toronto Telegram, the Toronto Star, The Etobicoke Guardian, Today's Seniors, Friends & Neighbors Today and Mature Lifestyles Magazine. She has done over 1,000 interviews, many of which were cover stories, such as Christopher Plummer, Anne Murray, Pierre Berton, Paul Anka, Al Waxman, the Governor General of Canada, Adrienne Clarkson, and the former Lieutenant Governor of Ontario, Hilary Weston.

She has been very community minded throughout her career and has extended many volunteer hours in many areas. She is a member of the Mississauga Garden Council, the Friends of the Library, the Mississauga Heritage Foundation and the Mississauga Arts Council and has received many awards for her involvement. In 2001, she was the Arts Council's senior literary recipient.

Kathleen is a third generation Canadian of English descent. She was born and raised in Lakeview, was married in the Trinity Anglican Church on Stavebank Road, Port Credit, and has lived in the Cooksville area of Mississauga for nearly 50 years. Although she has been immersed for a number of years in her historical writings, she also writes adult fiction, children's stories, TV and movie scripts.

Before her two grandfathers, Thomas Groves and Walter Beeby, passed away in their 90s, she saw five generations on both sides of her family. Her daughter, Kathleen, and son, Martin, have blessed her with four grandchildren, Tracy, Troy, Cory and Samantha. Troy made her a great grandmother to Anthony, 2000, and Tyrese, 2002.