



*The Super Connie Restaurant (The Mississauga News)*

**Part Four 1951- 2000**

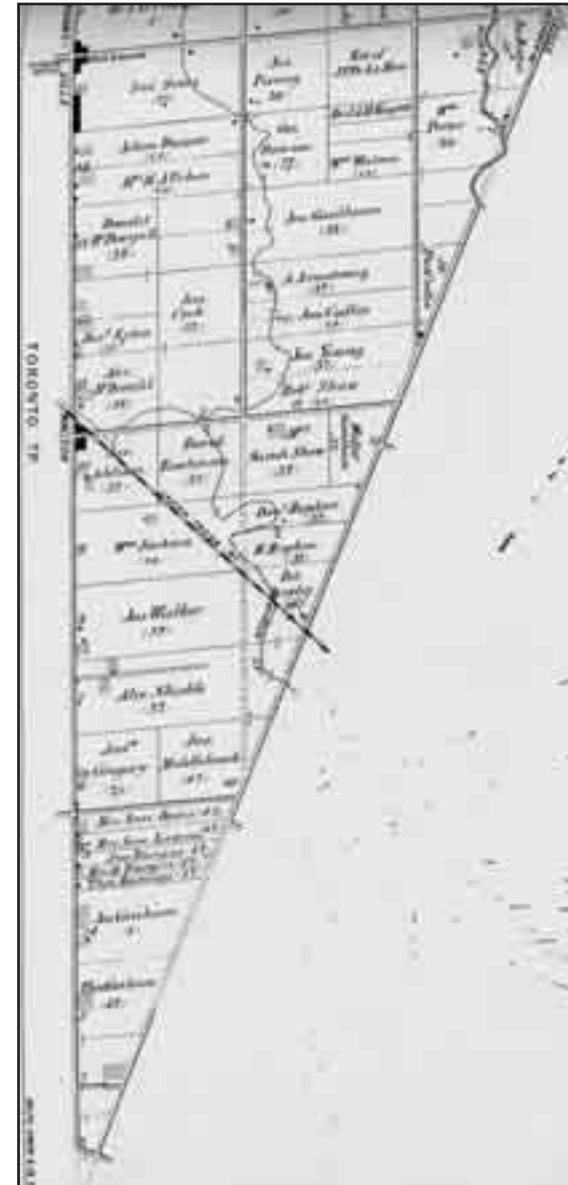
## Coming into the 1950s

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

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

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

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



▲ Toronto Gore Map

(Photos courtesy of the Region of Peel Archives)

## News Items

### Application to Annex Malton Gets Approval



▲ Aerial View of A. V. Roe Plant

Toronto Township is 4,000 acres (1,600 ha) larger, has 2,000 more residents and has added a \$2,000,000 assessment and \$130,000 tax revenue to its civic coffers as a result of the Ontario Municipal Board's approval this week of its application to annex a section of Toronto Gore and take over Malton's rich industrial area.

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

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

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

*Port Credit Weekly* (in part)  
March 15, 1951

### Malton Trustees Ask Township To Police Village

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

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

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

*Port Credit Weekly*  
April 9, 1953

## **Big Question Mark Faces Toronto Township in Case of Malton**

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

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

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

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

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

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

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

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

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

*...continued on page 176*



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

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

▲ Reeve  
Anthony Adamson



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

▲ Deputy Reeve  
Mary Fix

## The Royal Visit - 1951

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

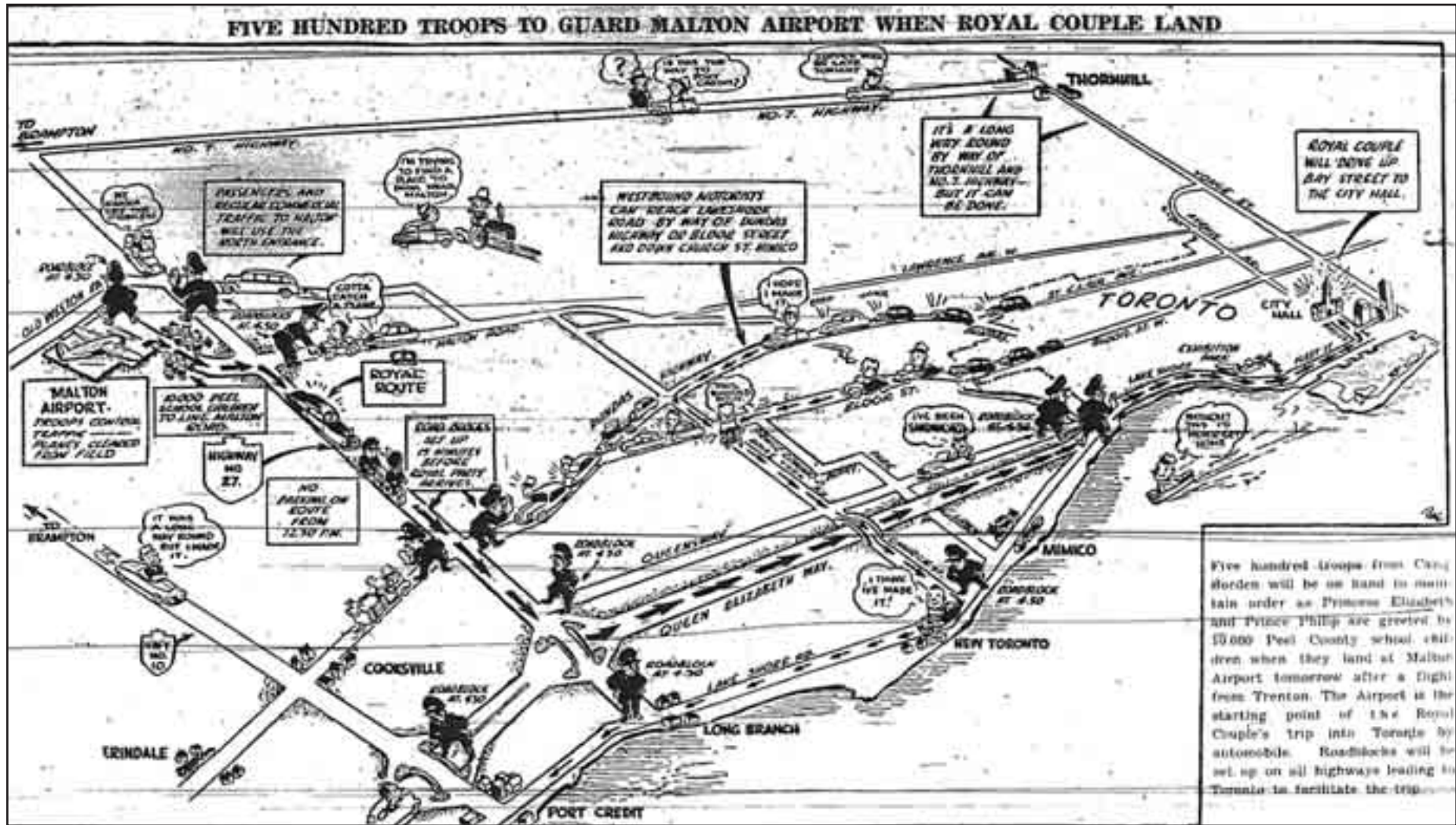
As 15,000 people jammed the airport, three R.C.A.F. North Stars buzzed the crowds from overhead and landed as an escort for the royal couple's DC-5. Over 6,000 of South Peel's children had been sent from various schools to meet the visitors, along with thousands of other admirers.

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

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



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



▲ The Royal Route Map (Port Credit Weekly)

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

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



▲ Cooksville Sea Rangers greet Princess  
(Port Credit Weekly)

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

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



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

## Memories

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

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

Kathleen A. Hicks



## Water Comes to Malton Homes - 1952

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

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



▲ Lakeview Water Treatment Plant

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

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

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

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

## NEWS ITEMS

### From Toronto Township Meeting

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

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

*The Party Line*  
April 30, 1954

### Wooden treasure unearthed

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



▲ Wooden Water Main

(Photos by Stephen Wahl)

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

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

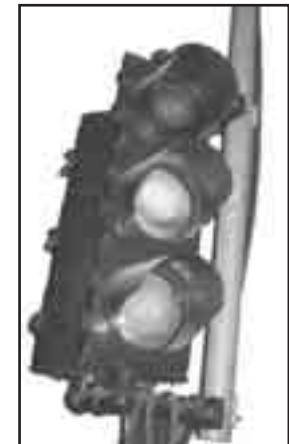
According to Region officials, while digging on April 22 to repair a modern-day Airport Road water main, just south of Orlando Drive, construction workers with a private company unearthed a century old, 10-foot wooden water main. The workers immediately turned the rare wooden pipe over to Peel public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

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

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

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

*The Mississauga News*  
May 19, 2004



▲ First Stoplight

## The Malton Medical Centre - 1953

**T**he first Medical Centre in Peel County was opened in 1953 in rented offices over Abell's Drug Store in Malton. It was founded by Dr. Paul Ironstone, who hailed from Ireland and was a McGill graduate. Dr. Ironstone used to go by railway in a railroad car he used as an office to treat patients in the far north. He even performed tonsillectomies.

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



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

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

◀ *Pharmacist Lou Brockman*



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



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

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

By 1990, the Medical Centre was outgrowing its building and required a larger premises in order to expand its services. Property was purchased across from the Westwood Mall on Goreway Drive and a two-storey grey brick building was constructed. The new building was the Cadillac of structures in comparison to the old one. It accommodates offices for eight doctors, a psychotherapy office, dentists' offices and a pharmacy and has a more substantial parking area.

The Malton Medical Centre is located at 7330 Goreway Drive and the doctor in charge is Dr. Stephen Black. Laurie Barkley has been the business manager since 1998.



Malton Medical Centre, 2006 ▶  
(Kathleen A. Hicks)

# MacDonald-Cartier freeway (Hwy. 401) - 1957

In 1953, officials from the Department of Highways (now the Ministry of Transportation) came through Toronto Township approaching property owners to purchase land along the stretch from Scarborough to Hurontario Street for the extension of what would become the MacDonald-Cartier Freeway, known as Highway 401.

This thoroughfare had been in the planning stages since before World War II (1939-1945). Because of the war, it was postponed for six years. An 18.5 mile (29.6 km) stretch of four lanes was opened from Scarborough to Oshawa in December 1947, and called Highway 2A. For a Toronto bypass, 18,000 acres (7,200 ha) at \$100 an acre (0.4 ha) was acquired and the highway was extended for 24 miles (38 km) from Highway 2 at the Rouge River to Highway 27 and opened in 1956 with a ceremony. It was opened to Hurontario by the Honourable Thomas L. Kennedy cutting a ribbon on November 3, 1958, to Milton in 1959 and completed to Windsor by 1960.



▲ Aerial view of 401 at Hurontario, 1958 (Ben Madill)

▲ John A. MacDonald (l), George Etienne Cartier (r), (Shell Canada Archives)

EVENTUALLY, IT EXTENDED 510 MILES (816 km) FROM Quebec to Windsor, which involved the construction of 520 bridges.

The first service centre was constructed in 1961, which eventually grew to 20. In 1962, the widening of the Toronto bypass from four lanes to 12 got underway from Markham Road to Islington Avenue, a distance of 19 miles (30 km), and traffic for this area rose to 380,000 cars a day.

In 1965, it was officially named the MacDonald-Cartier Freeway by Ontario Premier John Robarts (1961-1971) to commemorate two Fathers of Confederation, Sir John A. MacDonald, the first Prime Minister of Canada in 1867 and Sir George Etienne Cartier of the MacDonald-Cartier government (1858-1861).

◀ T. L. Kennedy opens part of Hwy, 401, 1958 (Port Credit Weekly)





▲ 401 Map, 1979 (City of Mississauga)



▲ Traffic on Hwy. 401, 2003 (Kathleen A. Hicks)

The 401 was finished in 1968 and completely opened to traffic. At this time, Professor E. G. Pleva, of the University of Western Ontario stated, “Highway 401 is the most important single development

changing the social and economic pattern of Ontario. It is still transforming the province’s economy and the social, work and spending habits of its people.”

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## **NEWS ITEM**

### **401 Bridges Over Etobicoke and Credit**

Tenders are being called today for erection of steel for two bridges on Highway 401 in South Peel. Highway’s Minister James N. Allan has announced that contracts will be let for steel to build bridges over the Etobicoke Creek at the Third Line, Dixie, and over the Credit River near Streetsville. The Third Line bridge will be erected on property which was formerly part of the Art Varney farm. It was purchased by the government last year.

This construction brings closer the completion of the super-highway 401 from Windsor to the Quebec border. Portions of the highway have already been completed between Toronto and Newcastle, in the Prescott area, and between Windsor and Woodstock.

It is believed that a cloverleaf or overpass will be constructed over Number 10 somewhere near Meadowvale.

*Port Credit Weekly*  
Thursday, August 2, 1956.

# Black Friday: The Demise of the Avro Arrow - 1959

WHEN THE AVRO ARROW WAS unveiled on October 4, 1957, it was the culmination of years of work led by a design team headed up by James C. Floyd. Over 10,000 exuberant people stood on the tarmac outside the hangar, which was draped with gold curtains. When the RL-201 was rolled out, the burst of applause was exhilarating, especially for Floyd and his team. Among the honoured guests on this special occasion were A.V. Roe's president, Fred T. Smye, Minister of Defence George R. Pearkes, Sir Roy Dobson, chairman of the board of A.V. Roe Canada Ltd., and John A.D. McCurdy, the first pilot to fly an airplane in Canada.

Following this auspicious and memorable event, trials were conducted during November into December. The first flight took place on March 25, 1958, at 9:30 a.m. Janusz Zurakowski was the pilot and a crowd of 10,000 looked on in anticipation.



▲ Avro Arrow displaying wingspan  
(Inset) Prime Minister John Diefenbaker (Toronto Telegram)

**A** Conservative government came into power in 1957, headed up by John Diefenbaker. It was the first Conservative government in 22 years. It became common knowledge that Diefenbaker did not care about the high tech operation of aviation. He called an election, which brought people to the polls on March 31, 1958. The Conservatives won 208 seats out of 265. That summer Diefenbaker was talking about cancelling the Arrow project. He portrayed the Arrow in the worst light, exaggerated the cost of the project and played down the area of the defense of the country, stating that the defense would not be compromised by the cancellation of the Arrow. Avro's president, Crawford Gordon, was so vocal in his objections that he alienated everyone of importance in Ottawa.

On September 17th, a meeting between Gordon and the Prime Minister sealed the fate of the *Arrow*. Gordon had been kept waiting for two hours, and in a drunken, disturbed state, he stormed into the P.M.'s office, shouting a tirade as he banged on his desk. Diefenbaker gave a press release on September 23rd that was the beginning of the demise of fate for the *Arrow*.

The *Arrow* was not put into full production, but the development of the *Arrow* and the Iroquois engine continued until March of 1959, when the project went under review. All of this indecisiveness and undercurrent of disaster had a drastic effect on the Avro and Orenda employees.

Orenda had an order for 300 Iroquois engines from France, but the French had heard that the project was threatened with cancellation and they were wary. The money received for these engines could have relieved the *Arrow* project by \$40 million. But the Conservatives were not interested in saving money or the *Arrow* project. The decision had been made. No effort on behalf of Avro would save the *Arrow's* demise. Another offer Avro received on December 30th would have brought in \$3.5 million per plane for 100 and \$2.6 million for 200, but this offer did not sway the government either. By this time, five *Arrows* had been built and 64 flights were completed before the boom was lowered. The *Arrow* had proved 95 per cent of its intended flight capabilities and met and succeeded the performance requirements of the RCAF. *Arrow* RL-206 never flew. Avro requested permission to fly it, but it was not granted.

On Friday, February 20, 1959, Prime Minister Diefenbaker (1957-1963) rose in the House of Commons and announced the cancellation of the Avro *Arrow* and Iroquois engine project. At 11:15 a.m., the Avro employees received the distressing news over the plant's intercom. This day became labelled "Black Friday," as 14,000 employees were laid off immediately, followed by 16,000 from Avro suppliers who were also let go.

Minister of Defence Raymond J. O'Hurley gave the order for the Avro *Arrows* to be destroyed. The planes were broken apart and torched and reduced to scrap metal. It cost as much for the government to scrap the *Arrow* as it would have to continue the production of the 37 *Arrows* ordered. It also was the demise of the Avro Aircraft Company.



▲ Destruction of the Avro Arrow

(Photos courtesy of Les Wilkinson)



Following the cancellation and destruction of the planes, American Aircraft Company recruits arrived in Malton to hire the engineers, scientists and skilled craftsmen. Many had little choice but to take them up on their offer and leave Canada for the United States. It was

a country's worse nightmare – a brain drain of the country's best in their field. Many of them became NASA engineers and brought their skills to the United States' Space Program.

## Memories



▲ Marie McGee

"I began my employment with Avro in 1951 at the age of sixteen as a clerk-typist in the purchasing department. I was later transferred to the purchasing department of Orenda Engines Ltd. Later still, when the Experimental Engine Division opened, I was transferred there. My future husband gained employment at Orenda in the accounting department in 1952. We were married in 1954 and purchased our first house in November, 1958 - three months before 'Black Friday.'

"On February 20, 1959, at about 3:30 or 4:15 p.m., an announcement came over the PA system from the president stating that Prime Minister Diefenbaker had cancelled the whole Avro project. At first, there was stunned silence throughout the plant, then pandemonium.

"My husband and I left in shock. We had both worked our way up in the system - he in contracts and me in sales - and we were making a decent wage. It was very

frightening to suddenly be out of work, especially when we had our first mortgage.

"But good news was forthcoming, as on Sunday, my husband received a phone call and they recalled him back to work on Monday. Our relief was heightened when I was recalled a week later. We were called back to work because there were other contracts with the RCAF and the Department of Defence. But others weren't so lucky.

"And so our beautiful Arrow was no more - cut up, destroyed and only a few pieces were salvaged and put in museums."

Mrs. Marie McGee, 2006  
Port Colborne, Ontario

## Coming into the 1960s

BY THE 1960s, MALTON RESIDENTS were still feeling isolated from the rest of Toronto Township. In March 1962, an article in the *Port Credit Weekly* on the recent council meeting stated, “Consideration of the new application by the Police Village of Malton to the Ontario Municipal Board for incorporation as a village will be undertaken by Toronto Township council at its next meeting, council decided Monday night (March 6th). Notification of the application was received by council without comment, and the recommendation of the general committee that the matter be deferred for one week was approved.”

This alone shows that there was dissension and a separatist movement among the Malton residents. A quote from this time period said, “To most people, Malton means planes and little else.” The reasoning behind wanting separation was that large amounts of industrial assessment would bring tax dollars for the amenities required by the people of Malton that the township was neglecting to supply. However hard they tried, they never succeeded at their desperate endeavour.



### ▲ Four Corners of Malton

(The Mississauga Times)

**M**alton, being part of Toronto Township, was absorbed into the Town of Mississauga on January 1, 1968, when it was made up of 1,730 residents. Here are a few of the disturbing articles of the time and one of growth:

## News Item

### Village Won't Give Up Trying

A feeling that the Police Village of Malton is neither economically nor geographically part of Toronto Township; that the township has too many problems in the south to be able to give Malton the attention it deserves; and a long-standing resentment against the County of Peel as the result of a 10-year struggle to get the country roads paved through the village; all these would seem to be the foundation upon which the application of the Police Village of Malton for incorporation as a village is based.

Its several attempts to get out of the township had not taken the steam out of the villagers, and again in 1961, they applied to the OMB for incorporation as a village. This was postponed first at the request of the township, and later at the request of the village itself after the board had advised that the matter might properly be left until the new councils for 1962 took over.

At present under a board of three trustees, the only revenue the village can obtain for its exclusive use is fifteen mills, levied over and above the township budget. One mill brings roughly \$3,000 and last year the levy was three mills.

The feeling of many of the businessmen is that with their own revenue in the hands of a Malton council, quicker attention to the needed services within the village can be accomplished.

Unofficial figures obtained in the village are that Malton has about \$3,000,000 in assessment, against the township's \$107,000,000. This could produce an annual revenue of \$250,000 up to provide services for the 1,600 residents and industries.

*The Weekly* (in part)  
March 29, 1962

## Toronto Township Reeve Opposes New Toronto Bid to Annex Malton



▲ Reeve Robert Speck (City of Mississauga)

Toronto Township Reeve Robert W. Speck has no intention of letting New Toronto, or any other municipality with "envious eyes," absorb the new Toronto International Airport in Malton judging from a statement he made Wednesday.

This week New Toronto made a surprise bid to annex four neighbouring municipalities plus the airport. In a brief to the Ontario Municipal Board it asked for amalgamation of New Toronto, Mimico and Long Branch, plus Etobicoke Township and the portion of Toronto Township including the airport and Village of Malton.

This development was seen as a counter move to a Long Branch application, already before the OMB to amalgamate Long Branch, Mimico and New Toronto only.

Proposed boundaries of the "city" suggested in the New Toronto plan would be Lake Ontario on the south, Humber River on the east, Etobicoke River on the west, then along the Fourth Line East to the boundary line between the Township of Chinguacousy and Toronto Gore, the northern boundary following the present boundary of Etobicoke.

Asked to comment on the move, Reeve Speck told *The Weekly*, "We have always included Malton in our Township planning, both for services and for all other purposes, as an integral part of the Township, and feel that we can service this area just as well as any other municipality. I see no reason why it should be changed at this time just because there is a new airport going up and someone has envious eyes."

Reeve H. Waffle of Etobicoke said he was not opposed to the plan, because, "it's exactly what the four-city plan proposed by George Gathercole, deputy economics minister, in a report on Metro's future calls for and I guess the airport might as well be in it too." However, he was quoted as commenting that "the mayor of New Toronto must have had a shot of goop juice."

Mayor Hugh Griggs of Mimico said he thought it was a wonderful idea as far as the area went. "It will require quite a bit of study, but sounds like a practical setup," he said.

New Toronto had opposed Long Branch's three-municipality plan for amalgamation. Mayor Donald Russell of New Toronto said, "To put the three lakeshore municipalities together would absolutely stymie their growth. There would be no place for new development. I think it is sensible to have the Humber River on one side and the Etobicoke River on the other."

Reeve Marie Curtis of Long Branch is abroad in Europe and was unavailable for comment.

*Port Credit Weekly*  
September 27, 1962

## American Can Opens New Malton Plant



▲ American Can Company  
Opening

An insight into modern, high speed packaging production was provided last week at the official opening ceremonies of the new Malton complex of the American Can Company of Canada Limited.

Events included a press conference and tour, ribbon cutting and guest tour of the plant. Reproduced as a highlight feature of the day was the actual ribbon cutting with Ontario Minister of Economics and Development, Stanley J. Randall, performing the honours, with Gerald H. McVean, vice president of American Can, and William F. May, chairman and chief executive officer of the parent plant company, American Can Company, New York.

The Malton plant will be able by 1967 to produce 250 million beer and carbonated beverage cans and 100 million aerosol cans annually. American Can's Canadian subsidiary operates six other plants in this country, employing 2,300 persons. This is the firm's 62nd year of Canadian "citizenship."

*Port Credit Weekly*  
September 14, 1966

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## Malton wants Independence

In 1952, Toronto Township annexed Toronto Gore Township, over 4,000 acres (1,620 ha) that included Malton's new subdivisions. With a population of 2,000 residents, Malton was prosperous. The Police Village Board, applied to the Peel County Council to secede from Toronto Township and become an independent entity.

Toronto Township's Reeve, Anthony Adamson, was furious by the request, which would result in a tremendous loss in tax revenue from the Township's major industries, A. V. Roe, Orenda Engines, Victory Aircraft. Thomas L. Kennedy, a former Premier of Ontario, was called in to mediate the debate. And Malton lost out on its request and so was part of Toronto Township when it became a town on January 1, 1968.

*Port Credit Weekly*  
September 11, 1968

## Still Isolated – But Reaching Out

Malton - The community of Malton - about 8,000 strong - is part of the Town of Mississauga, but its main complaint is that it feels isolated. Situated in the far north-eastern sector of Mississauga, Malton is surrounded on three sides making its expansion limited to the north - a contributing factor to isolationism.

Built within its isolation, the highly industrialized community, which also houses Toronto International Airport, exhibits the solidarity of a small rural town.

Ward Five Councillor, Frank McKechnie, has great aspirations for the area. “Our remoteness from the rest of the town is slowly changing,” he said. “Recently with the construction of the Malton Arena and the new High School, our community is beginning to catch up with the rest of the town.”

The Malton train station - now almost in complete disuse - could be a major unifying factor in the future according to McKechnie. When Ontario expands its GO Transit system, the north-south line could go through Malton thus connecting it with the greater expanse of Mississauga to the south.

Another problem with Malton is the severe lack of shopping facilities. McKechnie estimated that almost 90 per cent of Malton residents now shop in Etobicoke.

The centre of Malton, usually referred to as “the four corners” is at the junction of Derry Road and Airport Road. At this corner, much of the community’s commercial business is carried out.

Even with the Toronto International Airport in close proximity with its noisy jets and traffic, land values in Malton have not suffered, McKechnie noted that in the past four to five years, land values have shot up as much as 400 per cent.

*Port Credit Weekly*

Sixth in a series of Articles

by Ron Dennis (in part)

September 18, 1968

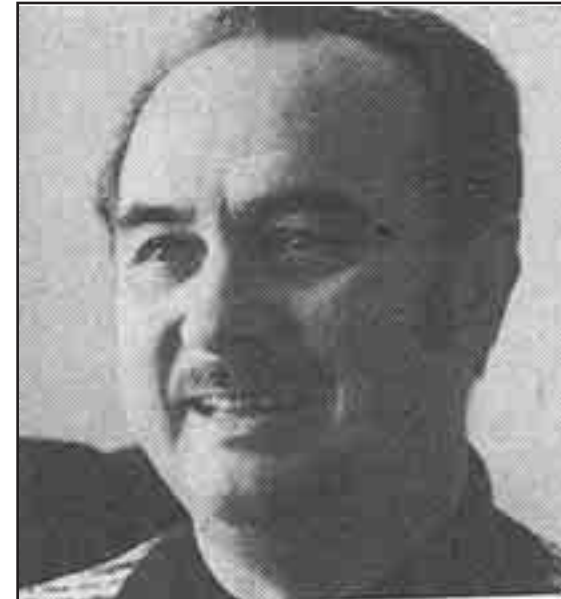
**Author’s note:** One year later “the four corners” of Malton was devastated by a gas explosion demolishing the business centre mentioned. See the Gas Explosion on Page 210.

## Greg Anaka - 1960

**G**reg and Sheila Anaka came to Malton from Winnipeg in 1960 with their three children, Wayne, 1953, Warren, 1956, and Georginia, 1959. Greg got a position with the Department of Defence in Toronto and worked as a petroleum specialist with the technical services and quality assurance branch. He liaised with the manufacturers and distributors around the province making sure the products, which were petroleum, gasoline, oxygen, lubricants and paints met with the specification requirements.

Once they were settled in their home at 3274 Michaud Avenue, Greg got involved on a volunteer basis with the Malton Memorial Recreation Association.

The family attended St. Hugh of Lincoln Church (became St. Hugh and St. Edmund's Anglican Church) and Greg was a devout parishioner, who took on the tasks of Sunday school superintendent, member of the church's advisory board, member of the Sidesman Association and building committee and a stewardship chairman of the parish.



▲ Greg Anaka (The Mississauga News)

HOCKEY INTERESTED GREG VERY MUCH. HE HAD BEEN A hockey player with Recreation and Parks in Winnipeg and had played on outdoor rinks. He progressed to junior, but World War II (1939-1945) brought about a stint in the RCAF. He played senior hockey for the RCAF and enjoyed hockey from Saskatchewan to Prince Edward Island. He became a director of the Mississauga Hockey League in 1968. In 1969, he was president when the league raised funds to build the Malton Arena.

In 1969, Greg became involved with six other people, who founded the Association for Children with Learning Disabilities, Mississauga Chapter, as their 13-year-old son, Warren, had been diagnosed with the problem when he was a baby after having suffered high fevers and

convulsions. Greg was the first president and held the position for two years. He worked with the city to get these special children lots of recreational activities to keep them healthy and occupied. Swimming was organized through the Westwood Swim Club, gymnastics, arts and crafts.

By the 1970s, Greg had also become a sports liaison to the town's Recreation and Parks committee and Community Centre Board, a member of the Malton Legion, and was doing committee work on the Mississauga city council.

In December 1973, Greg Anaka was named to the Order of Canada, along with Erindale's "Bird man," Roy Ivor. At this time, he and his

family were living on Michland Avenue. He was invested to the Order of Canada by Governor Jules Leger in April 1974.

It was announced in March 1976, that Greg was to be inducted into the Mississauga Hockey Hall of Fame in May; however, Greg passed away from cancer on April 20, 1976, at 58 years old. The flags at city hall were put at half mast for this prominent Malton citizen, who had contributed immensely to his community. Frank McKechnie said of him, "The death of Greg is a great loss to the community; and I wish to extend my sympathy to the family on behalf of Mississauga city council in recognition of the contribution to Malton and the city made by Mr. Anaka." He was survived by his wife, Sheila Patterson, three children and two grandchildren, Danny and Nadine.



▲ Anaka Drive Road Sign



▲ Anaka Park. Inset: Greg Anaka

(Photos by Kathleen A. Hicks)

## Memories - 1965



▲ Clinton Carpenter



▲ Anthony Diamond

"Two boys from Malton, Clinton Carpenter, 12, and Anthony Diamond, 14, had been missing since November 29, 1964. This touched off one of the most extensive searches in the history of Toronto Township and received coverage by all the major newspapers and radio stations. Thousands of leads were checked to no avail until I located a small photograph of one of the boys in the possession of a prisoner, who was in the Don Jail in Metro, pending morals charges in that jurisdiction.

"On August 3, 1965, I learned that the Metro Police had two subjects from the U.S.A. charged with several morals offences and also were involved with stolen automobiles. They were lodged in the Don Jail pending court appearances and were in the possession of

factitious papers and documents. I questioned the subjects, Cal DeVyver, age 30, alias Philbin, Jackson Heights, Michigan, and Dennis Callaway, age 20, Union City, New Jersey. Both subjects were known sex offenders and were in possession of a large number of photographs of young teenage boys. Found in the possession of DeVyver was a small undated photograph of the missing boy, Clinton Carpenter, which no one had noticed. As a result of this photograph and interrogation of DeVyver, I was able to locate the whereabouts of the boys in New York City and arranged their safe return to Canada.

"While in the Don Jail, Callaway and DeVyver feigned illness and were taken to a hospital in Toronto. Both escaped from the hospital and subsequently managed to return to the United States, where they were later arrested by the FBI agents and other police officers. DeVyver was armed at the time of his arrest with a gun taped to his leg. Both subjects were convicted of several charges of interstate transportation of stolen automobiles and impersonation in United States District Court, Newark, New Jersey, in August 1966. Judge James Coolahan sentenced DeVyver to seven years in jail and Callaway received three years in the penitentiary. As a result of these long sentences, the Canadian charges were not pursued.





▲ Boys Return Home Safely

Inset: Clinton Carpenter

(Photos courtesy of William J. Teggart, from Toronto Telegram)

"Clinton Carpenter and Anthony Diamond ran away from home and were picked up by DeVyver outside of Hamilton and he forged papers to get them across the border into the United States. He took them to his ground floor flat on 23rd Street, Astoria, Queens, New York City. He got them fictitious birth certificates and passports and Clinton Carpenter lived as the younger brother of Callaway and Diamond as a younger brother of DeVyver. Both were enrolled at junior high school in Queens and passed their exams for the year.

"During this period the boys experienced pedophile sexual activities. Once they were back in Toronto they received psychological testing and medical examinations, which proved they were in normal health and they were returned to their parents. The Diamonds moved to Ireland shortly after and the Carpenter family moved out of the district. At that time, I lost contact with them. It was one of the most bizarre cases in which a stolen car ring was cracked and it brought to justice two pedophiles, who had been involved with many young boys. It was also one of the most satisfying cases in my career, because most people assumed the boys were dead and when I returned them to their parents, they were so grateful and excited they couldn't stop hugging me because they also had been prepared for the worst."

William J. Teggart, 2006  
Former Police Chief, retired



William J. Teggart ▶

## News Item

### A Determined Detective Who Wouldn't Give Up

The cloak-and-dagger climax of the Missing Boys had all the tension and drama of a James Bond novel.

The 252-day search for Anthony Diamond, 14, and Clinton Carpenter, 12, of Toronto Township ended Saturday when they were picked up by police as they stepped from a bus in Toronto.

The final stage of the search was done undercover. So much so that even the boys were unaware of the developments.

A phone call from an unidentified informer, crumpled snapshot and a bus terminal stakeout all figured in the finish. But more than anything else, the tenacity and determination of one man effected the boys' safe return.

Detective William Teggart was assigned to the case November 30, 1964, the day after the boys left home. What appeared to be a routine missing persons complaint soon became an obsession with the Toronto Township Police detective. His trail of inquiries branched out to Hamilton, Peterboro, Buffalo and California. His anxiety increased as the leads petered out.

Tips came in at all hours and dispatchers had instructions to call him at home. He checked them all. His zeal was contagious.

Senior officers of the department praise his work on the case. "He invested literally hundreds of hours of his own time on this one," said his superior, Sgt. Of Detectives Mel Simmons. "He is just wonderful," said Mrs. Alan Carpenter, mother of one of the missing boys. "He never gave up - always held out hope that my boy was alive," she said.

And Saturday night, with the boys safe in Toronto, Bill Teggart had his best sleep in many months.

*The Toronto Telegram*

August 10, 1965

## News Item

### Four Murders in Malton Spanning 21 Years

The strangulation death of a 16-year-old girl on Saturday was the fourth murder in Malton spanning nearly 21 years.



▲ William J. Teggart

Deputy-Chief William Teggart, of the Peel Regional Police Department told *The Pilot* on Tuesday that he could clearly remember the other three incidents, which occurred during his 20 years on the police force; all in service of this area.

On November 25, 1955, Robert Martin was charged with the murder of Dr. Rex Hylton, which occurred at the old Workmen's Compensation Hospital, located on the Airport premises. The hospital has since been torn down.

Malton's second murder was recorded on November 24, 1959, when Beverly Wright was found murdered out at the Toronto International Airport. John Hartford was later convicted of this homicide.

Then there's the unsolved slaying of Joyce Orłowski, whose body was found on the Metro side of Indian Line, near the Clairville Dam, on September 9, 1965. Metropolitan Toronto Police investigated this crime.

Deputy-Chief Teggart reported there were four murders in Peel last year and 14 attempted murders. He said the reason these statistics are high was due mainly to the tragic shooting at Brampton Secondary School on May 28, 1975. That day, Michael Slobodian 16, a Brampton resident, shot two people to death and wounded 17 other students before turning the gun on himself.

The death of Princess-Ann Whittaker, of 3138 Morning Star Drive and the subsequent charge of murder against her father, Roper George Whittaker, was the first murder of 1976 in Peel Region.

*The Malton Pilot*  
Thursday, May 13, 1976

## The Malton Baptist Church - 1966

THE MALTON BAPTIST CONGREGATION WAS formed in 1965 and they held their first service in March 1966, so 1966 became the year of the founding of their church in Malton. The Malton Baptist Church at 3415 Etude Drive sits on land that once belonged to Wilbert Martin.

In early 1960, Gordon Brown purchased one acre (0.4 ha) of land from Albert Clark for \$15,000 to build a church (denomination unknown). In the 1940s, Albert Clark had purchased two acres (0.8 ha) of Mr. Martin's northwest corner lot for \$1,000. Mr. Brown was not able to build a congregation and so the building stood vacant. When the Baptist Home Mission Board in Toronto heard there was a church available in Malton, they enquired about renting it and were successful in 1965. The board hired Reverend Wally Stephenson as pastor. He moved to the area with his wife, Louise, and children, Ruth, three-years-old, and David, a year-and-a-half.

The church required a lot of work such as cleaning and painting, so Pastor Alexander Watson, of the Pine Valley Baptist Church in Woodbridge, sent a group out to accomplish this work. One of the problems plaguing the neighbourhood at this time was flies. They were constantly swarming around and dying and before every service had to be swept from the pews and floor.



▲ The First Malton Baptist Church

With the church restored, the Home Mission decided that it would be beneficial to purchase the building. In early 1966, they were able to secure this acquisition for \$45,000 and the first service was held on March 3, 1966. Very few people were attending the Sunday services, so Rev. Stephenson and Pastor Fred Vaughn from Thistletown Baptist Church campaigned door to door to encourage parishioners. This campaign was successful and many families joined the church. One of these families, Thomas and Sophie Clark and their daughters, Judith and Joanne, from Goreway Drive, became charter members. They had been attending the Richview Baptist Church on Kipling Avenue in Islington. Thomas was terminally ill with cancer, so Sophie was glad to have a church closer to home.

The Ladies Missionary Fellowship was formed in March 1967, under the direction of Mrs. Rita Filey. Their projects over the years were numerous, reaching out to the needy, giving generously of themselves to the less fortunate on behalf of the church. Their main project for 1968-1969 was to mail 1,000 gospel tracts to Port-Cartier, Quebec, which had no gospel testimony.

A Christian Education programme was implemented in the fall of 1967 when the congregation stood at 127. An eight-week teacher training course was conducted with lesson preparation and use of visual aids being the premise. Sunday school was well attended with Mrs. Stephenson as the superintendent. The church also began a Christian Service Brigade, a Pioneer Club, a Boys' Brigade, a Sky Force programme and a day care centre for the growing congregation, so the church was being used almost daily.

The Stephensons were transferred to Dryden, Ontario, in September 1969. To fill the vacancy, Mr. Watts from the Baptist Fellowship

contacted Pastor George White, who had just left the Calvary Baptist Church in Brampton after 12 years. He accepted the position and was in the pulpit the Sunday after the Stephensons' departure.

One accomplishment achieved during Pastor White's tenure was the paying off of the mortgage. As new families joined the congregation, the church became too small and a mortgage of \$200,000 was attained in 1977 and an addition and sanctuary were built on.

As Malton became the home to many new residents of all nationalities, the Malton Baptist Church now has a multicultural congregation. Sophie Clark still attends the Baptist Church with her second husband, Douglas Lewis.

For the past four years the pastor of the Malton Baptist Church has been Richard Mitchell. The 40th anniversary was held on April 23, 2006, and Pastor Wally Stevenson returned for the celebration as the special speaker. The Baptist congregation has been a great influence in serving the community, North America and abroad.



▲ Wally and Louise Stephenson



▲ Pastor George White and Wife, Margaret



▲ Sod Turning for Church Addition



▲ Pancake Breakfast, 1988, with L. to R. Sandy Baully, Marcia Johnson, Kim Attrell, Sophie Clark, Jackie Brackel, Jim Brackel and Tina Chatterpaul.

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▲ The Malton Baptist Church, 2006 (Kathleen A. Hicks)  
Inset: Pastor Richard Mitchell

(Photos courtesy of Sophie Lewis)

## Malton Seniors Club #231 - 1967

**W**ith Cooksville leading the way for seniors in Toronto Township in 1958 with the first Seniors' Club, Malton finally got its seniors organized in 1966. They founded the Malton Seniors Club #231 and the first meeting was held on April 24, 1967.

The club started a bowling league and fund-raising activities that provided for Christmas gifts to the needy. They organized an annual bazaar and held craft classes. They welcomed entertainment and special guests to their meetings. They also became affiliated with the United Senior Citizens Incorporation of Ontario. The club fared well over the years, but little history has been recorded.

The officers for the 1981-1982 year were president William Short; vice president, Fred Haines; secretary, Isobel Fleming; treasurer, Winn Currey; and publicity, Sidney Samuels. Olive Ball, the new president of Zone 143 and former president, Lucy Turnbull, officiated over the election of officers and the swearing-in ceremony. Past president, Christine Samuels, received a pin for her three years of dedicated service. At this time there were 73 members.



▲ An Annual Fall Fair

IN 2006, SUSIE McCOY IS THE PRESIDENT AND THERE ARE 60 members. The secretary is Marjorie Martin, treasurer, Richard Levesque, and welfare is handled by Jean Livingston. They hold their meetings on the second and fourth Thursdays of the month, 7:30 p.m. to 10:00 p.m., at the Malton Community Centre, 3540 Morning Star Drive. At each meeting, they hold a 50/50 draw, which helps them bring in some funds. Their activities include euchre and whist on Tuesdays, handled by Georgie Wood, and Bid Euchre on Wednesdays, arranged by Bev Fitzpatrick, and cribbage on Thursdays, with Agnes McLean as the coordinator. Doreen Golla takes care of the evenings' refreshments.



▲ A Scary Halloween  
 Cake made by Marjorie Martin



The Malton Seniors hold two bazaars a year. The first meeting of the month is a general meeting, but the second one is a social event. In January, they have a Thaw Pot Luck Supper; February, a Valentine theme with many members dressed in red; March, a St. Patrick's theme with Irish dancers or similar entertainment; at Easter they have entertainment or a night out at Swiss Chalet; in May, they hold the first of their two bazaars, which is called the Spring Fling Bazaar. They don't hold meetings during the summer, but they celebrate July 1st with a barbecue and hold their regular card games. Their other bazaar takes place in November in time for Christmas and it is mostly crafts the members have made. They also hold their annual election of officers in November. Some ladies are volunteer knitters for the Etobicoke Hospital and extend a helping hand at the Malton Village Long Care

facility. The seniors also enjoy the day trips they take throughout the year to interesting places and events. Casino Rama in Orillia is one of their favourite places to visit.

Keeping busy is a healthy lifestyle for Mississauga's seniors and Malton proves that in spades.



▲ An Over 80's Luncheon



▲ First Barbecue at the Fire Hall, 2002

(Photos courtesy of Susie McCoy)



## Longo's Fruit Market - 1967

**A**ntonino Longo (b.1907, d.1961) arrived in Winnipeg, Manitoba, Canada, in 1949 from his homeland of Termini, Sicily, where he owned a farm. Times had been tough after World War II, and he wanted a better life for his family. Canadian law at this time, required new immigrants to work on a farm for a year, so while in Winnipeg, Antonino worked on the farm of Sam Battaglia, who was his wife Rosa's brother. When the year was up, he moved to Toronto, where his brother-in-law, Tony Battaglia, ran a grocery store on Queen Street.

Antonino and Rosa had married in 1933, and their 16-year-old son, Tommy, arrived in Toronto in 1950 and went to work for his Uncle Tony. Antonino bought and furnished a house and in March 1951, Rosa came to join her husband with the rest of the family, Zina, 1936, Joe, 1938, Mary, 1940, Sal, 1944, and Gus, 1948.



▲ Original Open Air Market at Malton's four Corners

ONCE THE FAMILY WAS SETTLED IN TORONTO, ANTONINO ended up working in a steel mill and Tommy and Joe sold produce from cartons on the back of their bicycles. The boys also worked at Loblaws and Steinbergs, which was a great learning experience.

The sons wanted to get their father out of that hard working job at the steel mill, so they decided to get back to what they knew best - produce. Tommy and Joe started a fruit market on Yonge Street in April 1956. It was a 2,000 square foot (185 m<sup>2</sup>) store called Broadway Fruit Market with a second floor, where the family resided. They had eight family employees. Brother Gus was the youngest and he helped in the store before and after school. He also sold flowers in front of the store until he joined as a partner in 1965.



▲ Longo  
Advertisements  
(Malton Pilot)



Antonino Longo passed away in 1961, so he did not get to experience his sons' success. But Rosa had that joy and was with the family until 1993.

Gus was up every morning at 4 a.m. and went to the Ontario Food Terminal, located on The Queensway in Etobicoke, where he purchased the fresh vegetables and fruits so their customers would have the best of the Ontario farmers' harvests. This was an ongoing obligation that the family has kept up over the years. Tommy's son, Joey, and Gus's son, Mike, continue to go to the Food Terminal six days a week.

The business was moved to Woodbine and Mortimer in 1962 and called Longo's Food Market and the other location was closed. They sold 100 percent produce, then they started adding different grocery lines.

In 1967, the Longo's opened their first open-air market at 6965 Airport Road (the former location of the Swann House) on the south-

east corner in Malton, Toronto Township, which became the Town of Mississauga the following year. At that time the 3,000 square foot (279 m<sup>2</sup>) store was managed by the three brothers and Tommy's brother-in-law, Peter Fusco. The gas explosion in 1969 did quite a bit of damage to the market, but the brothers rolled up their shirt sleeves and cleaned up over the weekend and opened for business as usual. They managed the two locations until 1971 when they sold the Toronto market and concentrated on the Mississauga store.

When a Sunday closing law came into effect on January 1, 1976, the market was closed temporarily on Sundays until it was made exempt under a clause in legislation that allows businesses only selling fruits and vegetables to be open between April 1st to November 30th. So on Sunday, April 4th, the Longo's Malton Fruit Market again opened for business, but their grocery section had to remain closed.

In 1980, the four corners was expropriated for the widening of the roads and the Longo's moved to 7085 Goreway Drive that year, where they had 6,500 sq. ft. (592 m<sup>2</sup>) of retail floor space. The new market was opened by Mayor Hazel McCallion.



▲ Mayor Hazel McCallion joins Longos, Gus, Tom and Joe Sr., at Store Opening, 1980

According to Tommy's son, Anthony, who is the president and CEO, "We're fresh food merchants. That's what we do and that's what we do best." Tommy recalls the words of his father, Antonino, which form the basis of the family's approach in doing business, "Don't try to fool the people, because you only fool yourself. Make sure you give the people what they're paying for." This advice translated into a retail food experience that the growth of the business was founded on, known as, "The Longo Way."

In November 2005, the three brothers were made lifetime members of the Canadian Federation of Independent Grocers (CFIG), the CFIG's highest achievement. This award, presented by CFIG President John F. T. Scott, is in recognition for a thriving business success.

In 2006, the family-oriented enterprise, Longo's, celebrates 50 years of being in business and serving the public. There are ten founders' children actively involved in the business and four are third generation.

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▲ Longo's 50th Anniversary

Longo Brothers Fruit Market Inc. is now heralded as the fourth largest supermarket chain in the Greater Toronto Area behind the three major food chains, Loblaws, Dominion and Sobey's. Longo's now has three other locations in Mississauga out of 14 stores, Winston Churchill Blvd. at Laird, Ponytrail and Rathburn, Glen Erin Drive at Thomas Street, as well as the Head Office at 3767 Nashua Drive.



▲ Gus, Joey, Joe Sr.,  
Tom and Anthony,  
2003

Joe Sr., Gus and ▶  
Tom Longo



(Photos courtesy of Longo's)



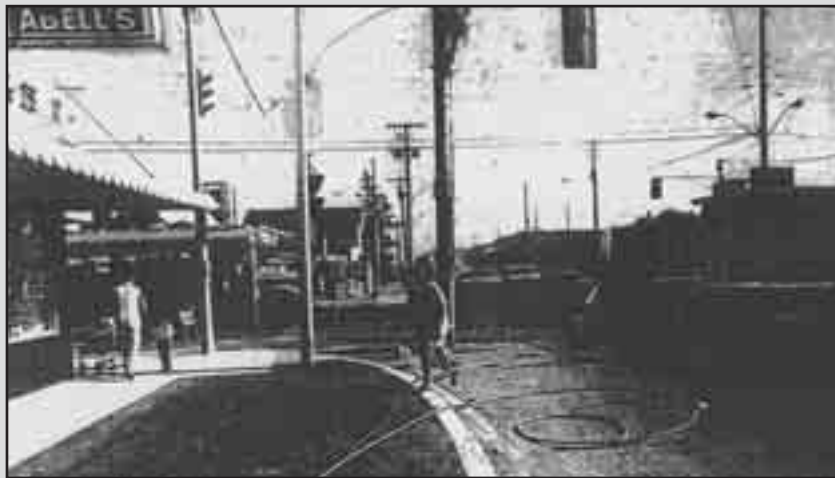
◀ Longo's Malton  
Fruit Market, 2006  
(Kathleen A. Hicks)

▲ Grand Opening of Winston Churchill  
Store Opening with Mayor Hazel  
McCallion

## Road Controversy - 1968

In September 1968, Malton residents got their backs up over the Department of Highways' (DHO) announcement of an expressway that would "plow" through the center of Malton's four corners. A meeting was held on September 26th in the Malton Community Hall with over 300 people attending to express their objections vehemently. The Highway reps had requested approval from the Mississauga council for this route. The council's response was that a meeting would have to be held with the DHO and other interested agencies. Mississauga Planning Department's Douglas Billet, said, "The Town had no warning of the plan. It was just imposed upon us from above."

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▲ Malton's Four Corners (The Mississauga Times)



THE *SOUTH PEEL WEEKLY* STATED, "THE PROPOSED Belfield Expressway would take a path 150 feet (45 m) wide through Malton, smashing through 50 homes, Our Lady of the Airwaves Separate School, and the only two community parks in the area."

The residents had already bombarded Peel North MPP William Davis and Mississauga Mayor Robert Speck with their letters of protest. They also formed a Westwood Ratepayers Group.

Ward 5 councillor Frank McKechnie stated at the meeting that, "The expressway is designed to provide high speed access from Highway 27 in Rexdale, through Malton to Brampton and Georgetown." He announced that as a resident of Malton, he opposed the plan. "Even if Mississauga Council votes against the plan, the DHO could still go ahead with it. The only thing that can stop them is public opinion. If there are enough people against the plan they probably won't go ahead with it."

The expressway plan had first been announced in 1965 and disappeared until three possible routes were sent to Mississauga council. The other two routes included a tunnel under part of the Pearson Airport's runways and the other would bypass Malton. Council was in favour of the route that would tunnel under the runways, but airport officials were not.

When the Department of Highways Ontario did a study, the reps reported back that the Department of Transport airport authorities did not want any tunneling done because of electrical equipment. The department was not in favour of going around Malton because it would add extensively to the distance of the highway and extra expense.

At a meeting on October 17th, with Peel North MPP William Davis, Reeve Chic Murray and Councillor Frank McKechnie present, the residents voted to oppose the plan and decided to form another Ratepayers Association to join with other Associations in Ward 5. They requested another meeting within two weeks that would include representatives of Mississauga council and federal and provincial governments present.

On October 16th, 150 residents gathered at Malton Machinists Hall to listen to the Belfield Expressway committee. Harold Shroud told the group, "This project is not in the DHO schedule for this year. At this point it is only a proposal that may take five to 10 years to be implemented." He added that if after the meetings, it was the only route possible, they would secure a bill of intent from the government and start buying land, which would increase in value if it was zoned commercial or industrial.

MPP William Davis made an appearance and promised the irate Maltonians if further meetings were required, he would arrange them.



Ward 5 Councillor Frank McKechnie and Reeve Chic Murray assured the ratepayers that council stood firmly behind their cause. Council had sent a resolution to Queen's Park the week before, stating that the town was "definitely opposed" to the Belfield Expressway route.

◀ Malton's Four Corners  
(Photos from the Malton Pilot)

By December, it was resolved that the expressway would be elevated above the village of Malton. Mississauga town engineer, Bill Anderson, had met with Department of Highways' officials to decide upon an alternative route.

### Expropriation Rears Head in Malton Area over Expressway Plan

Malton residents are up in arms as "expropriation" reared its ugly head last week in connection with the Department of Highway's proposed expressway route through the community.

"My phone was off the hook for three hours once news of the route reached Malton," said Ward Five Councillor Frank McKechnie. "I'm sure that if DHO tried hard enough, they could find an alternative route that would avoid expropriating all these people."

Mississauga Council resolved to have its County Council representatives meet with "other relevant government agencies" to discuss the DHO proposal.

But McKechnie is not satisfied. "I can see no reason why any other government agency needs to be called in," he said. "This proposal is strictly between the DHO and the town."

To put in the proposed route, McKechnie estimates that the cost of expropriating alone will run the DHO about \$2 million. The great swath would also travel through the only two parks in the area - Victory and Orenda Parks. At Orenda Park - now Wildwood Park - the expressway splits the 72 acres (28.8 ha) in two, running close by the new Malton Arena.

"They (DHO) can pay us for the land they use," McKechnie noted. "But when they talk of destroying two of the aesthetic parts of the community, there's got to be another way."

The expressway would necessitate expropriating about 50 houses, 50 vacant lots, the Our Lady of the Airways Separate School and a few stores.

DHO is asking the town for approval in principle in order to go ahead with detailed plans for the route.

*Port Credit Weekly*  
September 18, 1968

## The Gas Explosion - 1969

ON SATURDAY, OCTOBER 25, 1969, AT 2:55 p.m. Malton experienced a drastic natural-gas pipeline explosion that disrupted business in the area for weeks. Several original buildings, such as the former post office building, the Avronian Restaurant owned by George Lew, Langford's Variety, Malton Hardware and Baker's Lumber outlet, were blown apart and the business district on the northwest corner of Airport Road and Derry Road East was obliterated. Nearly 50 parked cars were destroyed and 18 families, who lived in apartments above the stores, were homeless. Electricity was disrupted and caused the four corners to be shrouded in darkness until the hydro was restored 24 hours later.

People rushed from their houses and places of business to investigate the loud disruption to their day. They filled the sidewalks and streets in bedlam, rushing towards the fire, as the atmosphere was disrupted by a deafening roar and the wail of emergency vehicles' sirens. Only the intense heat stopped the onslaught of curiosity seekers, as the firemen and police had not yet set up blockades.



◀ Fire Chief Joe Miller  
on Duty



The first explosion killed 75-year-old Jean Perigo instantly and injured 20 other people. The Mississauga Fire Department was called and fire departments from other communities, such as Brampton, Orangeville and Etobicoke, converged on the scene to give the Malton Volunteer Fire Brigade, headed up by Captain Frank Snow, and Mississauga Firefighters assistance. The noise of the escaping gas from the pipe lines was so deafening, the firefighters had to plug their ears with cotton to protect their ear drums. The gas-fueled fire prevented them from getting close enough to fight the flames, so they concentrated on preventing it from spreading. Flames shot 150 feet (45 m) in the air and the firemen were kept on the fringe of the blaze. Mississauga Fire Chief Joe Miller said he estimated the heat to be around 1,500 degrees Fahrenheit. The *Toronto Telegram* reported, "The two broken pipelines



▲ Jean Perigo  
(Doug Lewis)



*(Photos courtesy of The Mississauga News)*

spewed fire like a giant flamethrower for about four hours before Consumer's Gas workmen got the gas shut off." At the height of the blaze, observers declared that the sound of escaping gas was deafening. The fire raged until 7:15 p.m.

By early evening, the area was evacuated because of the concern of more explosions. Over 350 families were involved and they weren't allowed to return until close to midnight. Organizations that lend a hand in emergencies, the Red Cross, Salvation Army and St. John Ambulance, were soon giving help and aid in their usual comforting



way, along with Mississauga and Toronto Police, OPP and RCMP officers, who directed traffic and kept an eye out for looters. By the time the firefighters suppressed the blaze, more than two dozen business establishments were demolished: Councillor Frank McKechnie's real estate office was damaged by smoke and water; the Pool Hall was shattered; homes were levelled; cars were reduced to charred ruins, others over 200 yards (183 m) away received paint blisters. Miraculously, Mrs. Perigo, who had purchased the property in 1939, was the only casualty, and she was later found dead in her basement. Ironically, she had had the gas in her house turned off years earlier because she was afraid of it.

The Monday *Toronto Star's* headlines and story read "Malton 'Blew Up' Mayor Demands Investigation. Mississauga Mayor Robert Speck has demanded a provincial investigation of natural gas safety measures as a result of the blast Saturday which destroyed most of the business district of the Village of Malton, northwest of Metro. One woman was killed and 60 injured." Other headlines went like this, "Blast Like Plane Crash" *Toronto Telegram*. At first, many people thought a plane had crashed at the four corners. "It was Like a Blast Furnace Mississauga Skies Aflame" the *South Peel Weekly*; "Mississauga Wants Malton Declared a Disaster Area" *Mississauga Review*. Mayor Speck requested that the Ontario government declare Malton a disaster area so the community could receive financial assistance.

Two houses, 12 apartments, 17 businesses and 49 cars had been destroyed. Fire Chief Joe Miller estimated the damage at \$1,500,000.

The explosion was investigated by the province's Department of Energy and Resources, Mississauga Police and Fire Departments and the Ontario Fire Marshall's Office. The investigation revealed that "a gas pipeline, buried 44 inches (110 cm) below the ground in front of a small shopping area at Derry and Airport Roads, snapped and a spark from steel striking a buried rock, ignited the gas." The energy minister, George Kerr, said the cause was credited to a break in a 12 inch (30 cm) gas line coupling and the explosion was caused by the recent construction in the area of new sewers, laying of the road, paving and curbing activities. Earth was shifted near the new gas lines, a coupling was jarred and separated and a leak developed that instigated the explosion. He said, "I hope this study will recommend

new safety measures and installation procedures to update the present code on gas-line safety." The results led to the gas company having to upgrade its field inspections and emergency procedures. An inquest was also held into Jean Perigo's death. It was also discovered that many of the businesses were under-insured. Their fire insurance would only cover about 50 per cent of their value. It was estimated that there would be 200 claims filed. The apartment dwellers were hardest hit as they had no insurance.

A Malton Disaster Fund was started by some Malton residents and Mayor Speck was presented with a \$1,000 cheque in November from J. O. Filkin, past international director of Lions International. When the fund hit the \$2,000 mark, the government was going to give an equal amount. Mayor Speck said that the town's general committee should meet with the people handling the Disaster Fund before meeting with the provincial government, to see how the funds should be dispersed. The main concern was the relocation of the 28 families that had been burned out by the fire. It was said at the time that "Malton resembled a blackout during wartime."

Following the devastation of Malton's four corners, reconstruction took place over a ten year period at a cost of \$6.5 million.



▲ Malton's four Corners, South side

This was not the first such incident and it would not be the last. On February 28, 1961, a truck carrying aviation gasoline exploded in the village damaging some homes and injuring two people. The Malton, Cooksville and Orenda Engines firefighters came to fight the blaze. After this 1969 disaster, on November 10, 1979, Maltonians were affected by the Mississauga train derailment. The people of Malton were not evacuated as the rest of Mississauga was, but it became a refuge for hundreds of families who had to leave the safety of their homes for uncertainty. On November 17, 1982, an explosion occurred

at Caravelle Foods when contractors started up a gas heater unit. With the build up of gas, a flash fire ignited and a worker, Max Rolph, received second degree burns to his hands and face. He was carried from the building by co-workers, Barry Looby and Arthur Hayley, before a second explosion occurred and leveled the room, rocking the plant. The walls collapsed and the roof fell in. The Mississauga Firefighters spent nine hours before containing the fire. The damage was estimated at \$150,000.



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(Dianne Beedham)

▲ Malton's Four Corners, Looking North, 2006 (Kathleen A. Hicks)

## The Malton Papers - 1969

IN DECEMBER 1969, A SMALL PAPER CALLED *The Malton Pilot* was launched to bring the local news to the village community. For the first two years, it also included a few pages on Caledon, which highlighted historical data. The paper was published every Thursday by Pilot Publishing, 7042A Airport Road, with Ross Charles as editor and publisher, Robert Bourque, news editor, A. F. Charles, business administrator, Bill Steenweld, products manager, Ray McLaughlin, advertising manager and Rick Clarke, representative. Pilot Publishing also published *The North Peel Reporter*, *The Peel Malton Citizen* and *This Weekend*.

*The Pilot* was very informative and community-minded, covering all aspects of life in the Malton area. There were items on the Malton Ratepayers Association, Boy Scouts, The Royal Legion Branch #528, the Malton Festival, Santa Claus Parade, the Library, the new addition to the Westwood Mall, and political coverage on Councillor Frank McKechnie, Ron Searle being elected mayor in 1976, Lou Parson being appointed for a second term as chairman of the Region of Peel in January 1977, the January snowstorm of 1977, and controversies such as the ratepayers attempt at getting McKechnie out of office, the Westwood students having a walk-out in April 1977, and the parking issue at Westwood Mall.

**THE MALTON PILOT**  
A weekly newspaper published every Thursday by  
**OFFSET PRODUCTIONS LIMITED**

**M. Fenton, President & Publisher**  
**Robert Bourque, Editor**  
**Edi Saulig, Advertising Mgr.**  
**Peter Watt, Photo Production**

Designed to give maximum coverage to a lucrative market, distributed by carriers to households as well as local stores.

**THE MALTON PILOT** is the only weekly, community newspaper serving all of Malton, and surrounding area.

Local office located in Westwood Mall Shopping Centre, 7205 Goreway Drive, Malton. 676-1955 or 676-1956.

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### ▲ Malton Pilot Editorial Page, 1977

In January 1977, an editorial announced that *The Pilot* was going to have a jump in circulation and be published earlier, so people would get their paper during the day instead of in the evening. Also, free papers would be distributed to many homes to arouse people's interest in the paper and a hope of boosting circulation. It was now being published by Offset Productions Limited and the president and publisher was M. Fenton, editor, Robert Bourque, advertising manager, Edi Saulig, and photo production, Peter Watt. It also had been relocated to the Westwood Shopping Mall at 7205 Goreway Drive. Malty became *The Pilot's* mascot and cartoons were drawn up by Tom Hutchinson.

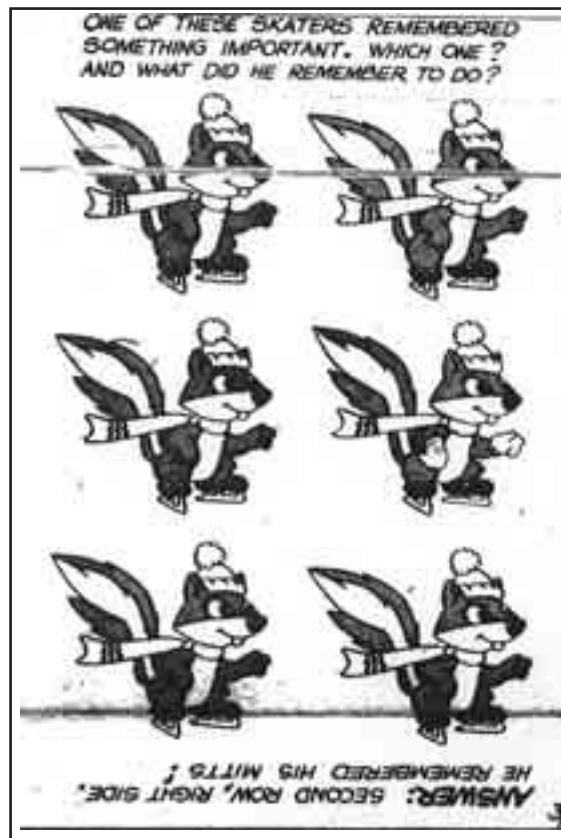
In March 1977, *The Pilot* management was putting “Save The Pilot” items in the paper. The distress call didn’t work and the last publication was out the end of April.

Malton had an earlier paper than *The Pilot*. It was called *The Malton Times* and it first came out on February 5, 1944, with Angus F. Garbutt as editor and Gordon Foster, associate editor. It was distributed every first and third weekend of the month and it could not be determined how long it lasted. Three other papers also served the Malton area in the 1970s, *The Malton Courier*, *The Malton Mercury* and *The Malton Messenger*. *The Malton Courier*, published by Robert Bourque and Edi Saulig, was launched in December 1973

and lasted only a year. *The Malton Mercury* debuted May 12, 1977, after *The Pilot* folded, with Robert Bourque as editor, Edi Saulig, advertising and Peter Watt, photo production, and it also only lasted a short time. *The Malton Messenger* came out the first week of July 1979. The 18-page publication was published on Wednesdays by the Vaughan Courier Limited at 7205 Goreway Drive, Unit K2, Westwood Mall. The publisher was Ralph Lampe, editor, Robert Bourque and Chris Belfry, sales. Robert Bourque was on all four of the Malton papers. Only a few papers have been preserved on the Mississauga Central Library’s microfilm. The last paper on microfilm is dated November 12, 1980.



▲ Malton Mercury Editorial Page



▲ Malton Pilot Contest



▲ Malty Cartoons  
 (Tom Hutchinson)

## Twister Cyclone Plows through Malton - 1970

**O**n Sunday, August 29, 1970, Malton suffered the worst storm since Hurricane Hazel in 1954. The 70-mile-an-hour (116 km) wind that headed up the storm came by way of a wall of water swirling like a cyclone in the early evening. At 6:45 p.m., the 27,600 volt power line from Ontario Hydro to the Orlando Substation was knocked out, which immediately caused the Toronto International Airport to be deprived of electricity.

The Aero Inn was the first to receive damage as the twister swirled through the industrial area. Its roof was lifted off, flew southeast and landed in pieces to cover several hundred yards (metres). The Cara Inn, which was under construction at the corner of Airport Road and American Drive was next in the line of the storm. A giant crane that was mounted on the railroad tracks beside the partially built concrete structure was lifted and wrapped over the fifth floor of the building. The recently poured floor that was curing in its plywood form was so damaged an official of Orlando Realty Corporation, the Airport Industrial Park developers, said the top floor would have to be started over.



▲ Damaged Aero Inn

THE J. B. REID INDUSTRIAL SALES LIMITED BUILDING WAS hit by flying debris from the Cara Inn, which smashed the front office windows, sending broken glass to embed itself in the opposite wall. The suction of the fierce wind knocked down the back wall, damaging four trucks and a car. The damage was later estimated at \$50,000. At the airport, a DC-3 “Arctic Seven” vintage plane that was going to be utilized for an “around the world flight” on November 8th was knocked from its chocks that held it in place and hit the side of the hangar and flipped upside down. It was a total writeoff, but according to David Harris, the owner-producer, who was to travel with his film crew, said, “It was fully insured and it will be replaced in time for our global-girding flight.” Two helicopters were knocked around enough to badly damage the rotors.

Trees were sliced down by flying sheets of aluminum sailing through the air. One observer commented, "It's a miracle no one was around at that time. That debris would have been like shrapnel." A three-quarter-ton truck in the Champion Motor Graders parking lot was blown several feet sideways, amazing one of the employees as he was mopping up the place.

Hydro Mississauga was quickly on the scene, replacing downed poles, shoring up the splintered ones and by 9:00 p.m. some hydro was back on at the airport with industrial and residential coming on at 10:00 p.m.

Over 3,000 passengers were stranded at the air terminal, while airplanes in flight were directed to other airports, inconveniencing another 1,000 travellers. Service at the airport was not fully restored until noon on Monday.

In the aftermath, John Pollard, Metro Emergency Measures Organization Commissioner, estimated the Mississauga and Etobicoke damage to be over \$1 million.



▲ DC-3 "Arctic Seven" Vintage Plane



▲ Cara Inn Damaged



(Photos from the Mississauga Times)

# The Westwood Mall - 1971

The first plaza in Malton was the 209,000 sq. ft. (19,414 m<sup>2</sup>) Westwood Mall, which opened in 1971 with 59 stores. Lorne Park Shopping Mall was the first mall in Toronto Township in 1948, followed by Applewood Acres Shopping Centre in 1955.

The Shopping Centre was built by Dalewood Investments, which was owned by three brothers, Norm, Sam and Joe Black. The first manager was Joe Black's son, Tevy. It had a 27,665 sq. ft. (2570 m<sup>2</sup>) Miracle Mart on the south end and a 64,000 sq. ft. (6,000 m<sup>2</sup>) Towers store on the other with 65 other stores and outlets, including a Sayvette Department Store. The Fireside Theatre, which had a 16-mm screen was a pleasant addition.

In 1975, plans were made to expand Westwood Shopping Mall to 90 stores with 76,000 sq. ft. (7,000 m<sup>2</sup>) of extra retail space on the north side, which would include a new 36,000 sq. ft. (3,300 m<sup>2</sup>) Miracle Food Mart.



▲ Westwood Mall Architectural Sketch

THE FORMER MIRACLE MART LOCATION WOULD BECOME A Food City Supermarket outlet. The remaining 40,000 sq. ft. (3,700 m<sup>2</sup>) would be occupied by a 10,000 sq. ft. (900 m<sup>2</sup>) Gourmet Fair Restaurant, a 5,000 sq. ft. (460 m<sup>2</sup>) hardware, Radio Shack, a Canadian Imperial Bank of Commerce, ladies and menswear stores, an arcade area and other outlets. The Fireside Theatre was also being renovated to include a 35-mm screen and would bring a wider variety of up-to-date movies. The Fireside manager, Moe Shadlyn, the brother-in-law of the owners, promised that the theatre would provide a



Fireside Theatre's Moe Shadlyn ▶



◀ Westwood Mall with Sayvettes, 1971

(Photos courtesy of The Malton Pilot)



▲ Westwood Police Office Opening, February, 1997

quieter, more relaxing atmosphere for everyone's viewing pleasure. The price per show at this time was \$3 for adults, \$1 for seniors, and children under 12, \$1.50, with Saturday matinees only 50¢. The parking lot was also to be extended to accommodate 3,000 cars. The extension was hoped to be completed and opened by October 15th; however, by September the construction had slowed immensely and by the 16th, manager Stephen Black announced that construction was now in full swing and would continue unabated throughout the winter with the prospect of a spring opening.

The final stage of extensions was carried out in 1977 and completed in November. The Mall now covered 370,000 sq. ft. (34,400 m<sup>2</sup>).

Many interesting annual events are held at the mall, such as four sidewalk sales, a job fair, health fair, craft show, Registration & Information Week, where people can register for local sports clubs and obtain pertinent information, four blood banks, with Santa Claus and a gift wrapping booth at Christmas.

The Fireside Theatre was closed in 1984, which allowed for a 15,230 sq. ft. (1,400 m<sup>2</sup>) food court to be added. There is a party room in the food court available for rent. On Saturdays, there are free crafts for children as well as the Kids' Club that once a child signs up, he or she receives four newsletters a year, which announces the

free shows put on every couple of months. A new club for children is the Early Years Club for pre-schoolers, which meets in the Party Room every Thursday. There is also the Preferred Shoppers Club, which allows members free discounts in many stores, free gifts, contests and special sales.

Over the years, Westwood Mall has sponsored many local baseball, soccer and hockey teams.

The Westwood Mall at 7205 Goreway Drive celebrates 35 years in 2006. Josephine Kwan Tan has been manager since June 1987.



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◀ Westwood Mall, and Sign, 2006  
(Kathleen A. Hicks)



## The Malton Ratepayers Association - 1971

**T**he Malton Ratepayers Association (MRA) was founded in 1971 with Harold Storey as president. The association was formed to deal with the Malton residents' community issues.

The first annual general meeting of the MRA was held on Thursday, February 22, 1973, at the Westwood Secondary School auditorium. The 1972 president, Al Brierly, was not seeking re-election, but said he would run as a member-at-large, so the former president Harold Storey was seeking re-election and became the 1973 president.

One of the topics in contention was the recent controversy over the MRA executive's trying to get Councillor Frank McKechnie to resign. They were not successful, but the McKechnie supporters within the association were out to give strong opposition if the executive sought a second term.



▲ *The Malton Festival, 1995*

*(Photos courtesy of The Malton Residents Association)*

THE MRA EXECUTIVE WAS DISTURBED ABOUT McKECHNIE and the town of Mississauga for not being more supportive towards the Westwood housing controversy. So they used the Malton Community Project (MCP) group, whose offices were at the Westwood Mall, as a political football, saying the MCP did not discuss getting a Learning Initiative Program grant from the federal government with their members or the public and they should give it back. The MCP organizes activities for the seniors and youth of Malton.

When the 1976 annual general meeting of the MRA rolled around on June 8th, Dave Robinson, who had received a recognition certificate from the City of Mississauga in April, was at the helm as president. He was also chairman of the Mississauga Condominium Development Committee, which was organized in 1972. The honour was for the volunteer work he took on in the absence of Councillor Frank McKechnie, who was convalescing from a heart attack the previous year.

This was Dave's last year as MRA president and he was supporting Bob Mason to take on the position. Bob was the charter president of the Malton Jaycees and at this time was a member of the Advisory Board Cable 10 TV, an executive member of the Malton Community School and the Malport Resistance Group. The MRA eventually was dissolved - the year could not be determined.

The Malton Residents Association (MRA) was formed on November 4, 1992, out of an initiative of the Malton PATCH (a Planned Approach to Community Health) and the group was incorporated in 1994. The members approved a new constitution and Eric Van Riesen became the first president. The MRA's mandate was to take on issues affecting the Malton residents. The MRA's main objectives were: to promote and develop a general sense of community; to maintain and promote



▲ Eric Van Riesen, Stephen Roberts, Doug McRonney and Councillor Frank McKechnie

the quality of life in Malton; to encourage participation by the residents; to collect and collate information from the residents in respect to their concerns, problems and needs; to work with the Region of Peel and the City of Mississauga in resolving issues that affect the community and residents as a whole. A few of the major concerns at this time were the proposed road that would connect Morning Star Drive to Hwy. 427, the expansion of Airport Road and the health and safety issues of the residents.

Eric Van Riesen resigned as president at the general meeting in June 1996, because he was leaving the area. Douglas McRonney, who had been the secretary, was elected president.

Since its inception, the Malton Residents Association has spearheaded several projects in the Malton community, which include pushing for a bridge across Hwy. 427 at Morning Star Drive, getting a Community Police Station set up in Westwood Mall, and establishing the Malton Environmental Stewardship Project at eight action sites that deals with environmental issues through the schools, businesses, organiza-



▲ Douglas McRonney  
(The Mississauga News)

tions and residents. In 2006, Doug McRonney is still president and he shares the responsibility of secretary/treasurer with vice president Stephen Roberts, who is also in charge of communications.



◀ The MRA Clean up the Mimico Creek, 2000

# The International Centre - 1972

THE INTERNATIONAL CENTRE HAD ITS grand opening on January 8, 1972, at 6900 Airport Road. The building it is housed in has quite a history in Malton. It was originally part of the A.V. Roe Canada Limited conglomerate that had several plants east and west of Airport Road. Then de Havilland Aircraft of Canada, the oldest aircraft builder in the country, having been founded on March 5, 1928, purchased the building in July 1962.



▲ The International Centre and Sign, 2006  
(Dianne Beedham)



▲ Malton De Havilland Plant - the first set of wings is on its way to California, 1962  
Inset: Sir Geoffrey de Havilland  
(Bombardier)

Sir Geoffrey de Havilland, who was knighted in 1944, founded the British company in England in 1920. Its Malton aircraft plant produced the wings, rear fuselages and empennages for DC-9 Jetliners. In 1966, de Havilland became part of the Hawker-Siddeley Aviation. Then de Havilland sold the 34 acre (13.5 ha) property in 1971 and the business was moved to the Downsview plant. de Havilland became Boeing in 1986 and Bombardier Aerospace in 1992.

A group of private investors, purchased the former de Havilland plant, but they really did not know what they were going to do with it. A brainstorming session brought forth the idea to establish a major multi-purpose facility in Malton. So in the fall of 1971, the building was converted within nine weeks into one of Canada's largest privately owned trade and consumer show facilities. The 260,000 sq. ft. (24,000 m<sup>2</sup>) plant would become a service mall and office complex. The extent of the \$20 million project would form the nucleus of eight

buildings totalling 700,000 sq. ft. (65,000 m<sup>2</sup>), which would provide light industrial and commercial spaces.

The first trade show to be held at the newly established International Centre was the Canadian Home Furnishing Market at the opening. It was produced by the Quebec Furniture Manufacturers Association (QFMA) on January 8 thru 12, 1972, with 80 participating exhibitors displaying their wares in Hall I. The QFMA still hold their shows at the Centre, only after 34 years, they have over 400 participants who utilize the entire facility. The show is now ranked as the third largest tradeshow in Canada.



▲ Motion '77

Another event that became quite popular with time was the Custom Vehicle Show. By the fifth annual Custom Vehicle Show on May 11-13, 1977, people really had made it a popular event. It was called "Motion '77" and was hosted by Tackmen Car Club of Georgetown. It had hot rods,

stock cars, racing boats, antique cars and custom-built vans. Dizzy Dean Murray was the show's producer.

Oktoberfest 1974 was held at the International Centre on the weekend of September 28 and 29, 1974. There were 11,000 people out for this marvelous event of camaraderie, fun, laughter and dancing. The chairman of the event, Aksel Rinck, commented on its being a "psychological safety valve." He said that the hype of the festival being an orgy of beer, bratwurst and frauleins was not the original intent. It was to celebrate the anniversary of the marriage of the Crown Prince of Bavaria and Princess Therese of Saxe-Hildburghausen.



▲ Oktoberfest, 1974 (Photos from the Malton Pilot)

Over the years, the number of trade and consumer shows has grown immensely, covering every aspect of interest from toys to travelling, cars to computers. To meet the needs of the growing trade and consumer show business a number of expansions were required that increased the centre to one million square feet (93,000 m<sup>2</sup>). The last expansion was in 2002, which was the renovation of the Aviation Ballroom. It opened to rave reviews in May. Also Hall 5, known as Arrow Hall, was expanded from 65,000 sq. ft. (6,000 m<sup>2</sup>) to 100,000 (9,290 m<sup>2</sup>).

Business has been brisk so much so that by 2006, more than 200 shows are held annually, as well as concerts, corporate, cultural and special events.



## St. Mark's Presbyterian Church - 1972

The congregation of St. Mark's Presbyterian Church was formed in early 1972, thanks to the efforts of Reverend Calvin Elder, church extension director of the Presbyterian Church in Canada.

At a meeting of the Presbytery of Brampton on January 18, 1972, it was decided to once again establish a Presbyterian congregation in Malton. The members also requested of the Board of World Mission to appoint a minister and find a location for worship services. On March 1st, Reverend Frank Slavik was appointed as church extension minister of Malton. The first worship service took place at Lancaster Senior Public School, 7425 Netherwood Road, on Palm Sunday, March 26, 1972.

As the weeks passed, the worship services were well attended and a strong, dedicated congregation emerged. A Sunday school, senior and junior choirs and womens' groups were established.

At a meeting of the Presbytery of Brampton Business Committee and Church Extension Committee held on September 12, 1972, it was decided to have the congregation formally erected. On October 22, 1972, at the Worship Service, St. Mark's congregation was officially established with 74 charter members, and was blessed by Reverend Slavik, who was the minister until 1977.



▲ St. Mark's Building Committee

THE BOARD OF WORLD MISSION OF THE PRESBYTERIAN Church, Toronto, purchased a site on Darcel Avenue in 1973 for a church. On May 26th, a church sign, designating the location of the future church, was unveiled with Rev. Slavik, Rev. Elder and Councillor Frank McKechnie in attendance. A building programme was put in place in 1974 with a planning and building committee to carry out the fund-raising. The first financial assistance came by way of a \$10,000 cheque from the Presbytery of Brampton. The Lending Fund of the Presbyterian Church in Canada arranged a 10-year-interest-free loan and the Presbyterian Church's Building Corporation also secured a \$60,000 bank loan.

A sod turning ceremony was celebrated on October 13, 1974, with the children of the Sunday school handling the shovels, while the congregation looked on. The church was constructed throughout the winter months for \$130,000 and it was dedicated by the happy congregation on March 23, 1975. At this time the church's membership stood at 141 persons, with an enrollment of 120 children in the



▲ St. Mark's Sign for Construction

(Photos from St. Mark's Booklet)

Sunday school. There was a board of managers, under the direction of chairman Ian Bain, junior, intermediate and senior choirs, a weekday Bible class and a Women's Association.

Since its inception, St. Mark's Presbyterian Church congregation has grown in cultural and ethnic diversity along with the Malton community and represents 23 different nations. The Sunday school, which offers classes for ages seven through 12, continues to thrive. Music is an integral part of the church's worship services and senior, intermediate and children's choirs participate in the Sunday services. The Women's Association sponsor an annual Holly Tea and participate in the Westwood Mall's Craft Sale. The St. Mark's Young Society meet bi-weekly and its members enthusiastically participate in the Malton Environmental Stewardship Project. Some of the annual events held by St. Mark's are: a Caribbean Night, Yard Sale, Talent Night, Pancake Breakfast, Good Friday Brunch and Vacation Bible Camp. The church celebrated its 25th anniversary in 1997, when Reverend Kathy Brownlee became the minister, and the 30th in 2002.

In 2006, St. Mark's Presbyterian Church, located at 7366 Darcel Avenue, still has Rev. Brownlee in charge with a congregation of 126 members.



▲ St. Mark's Sod Turning



▲ St. Mark's Presbyterian Church and Sign, 2006

(Stephen Wahl)

## Carole Berry - 1972

**C**arole Berry came to reside in Malton in 1972 with her husband, Richard, who was completing his Ph. D. at York University to become a clinical psychologist. Carole had immigrated from London, England, as a teenager, while Richard grew up in northern Ontario. They felt that a small town like Malton would be a great place to raise their future family. Carole was working in the Jane-Finch area as an executive director of Youth Clinical Services. By 1975, they had been blessed with two daughters, Susan and Andrea.

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While she raised her children, Carole got involved in her community on a volunteer basis by helping out as volunteer coordinator at the Victory Hall for the Friday night drop-in for teenagers. Being adept at organizational development and fund-raising, she became the first permanent staff member for the Malton Community Council (MCC) in 1975, which dealt with multicultural awareness, newcomer settlement and anti-racism. Carole initiated many programs for the Council with the support of Councillor Frank McKechnie. The organization, renamed Malton Neighborhood Services (MNS), expanded from one person on staff to over 100 by 1995, when Carole resigned as executive director.



▲ Richard, Susan, Carole and Andrea Berry, 1981

AFTER HER STINT WITH MNS, SHE RETURNED TO YORK University to earn a degree in religious studies and became a lay chaplain with the Unitarian Congregation of South Peel. As a chaplain, she conducts weddings, memorials and dedication services.

Over the years, Carole continually educated herself and has received many certificates in several fields: an addiction Counsellor Diploma from George Brown College, 1969-1971; Intercultural Communications Certificate, Sheridan College, 1986-1988; Helping Adults Learn Certificate, Sheridan College, 1989; Human Resources Certificate, Ryerson University; Certificate in Management Studies,

Queen's University, 1993; Voluntary Sector Management Certificate, Schulich School of Business, 1994-1995; and a B. A. Religious Studies Certificate, York University, 2002.

Carole enjoys working with people and while on staff with the MCC, she was quite involved in the Malton Festival. Carole says, "The Malton Festival was a visible activity, held each May, which involved



▲ Promoting Malton Festival with TV Host Jim Kaakee, 1982

schools, churches, the Malton Library, community organizations and local businesses. Many Maltonians will recall the annual bike rally, Run-for-Fun and theatre program, which featured performers of all ages and talents. My good friends, Maureen Bunt, who was a teacher at Ridgewood Public School, Joyce Bedford, who was the chief librarian at Malton Library, and Mary Johnston, were the inspiration for promotion of pride in Malton and its multicultural population."

Another activity of interest to Carole was television and she produced and hosted a TV show called "Malton Mosaic" on Rogers Cable 10, which she did for over 15 years. Her shows promoted the Malton community and the people who made it an exceptional place. Some shows were taped at Westwood Mall and local schools. One



▲ Carole Berry, 1987

memorable show was about Wendy Murphy, who at 18 was the victim of a drunk driving accident that paralyzed her. This interview brought many accolades to Carole for the sensitive way in which she handled the discussion on Wendy's adjustment to a paraplegic lifestyle.

In 2000, Carole was hired as executive director of the Mississauga Garden Council, which has offices at 1447 Burnhamthorpe Road West. She was responsible for organizational development, volunteer coordination and fundraising for the Riverwood estate that would be opened as a public garden in 2006. She held this position for four years.



▲ Senior Asian Award, 1990, with Mayor Hazel McCallion, Frank McKechnie and Richard



Carole has received many awards for her volunteer efforts: 1979, Malton Seventh-Day Adventist Church; 1983, Roger's Cable; 1990, Senior Asian Association; 1990, Malton Black Development Association; 1993, named by the Jaycees as one of three Outstanding Young Citizens in Ontario; 1995, City of Mississauga; 1995, Gurbax Malhi, M.P.; 2003, the Queen's Golden Jubilee Award.



▲ Rogers Mosaic TV Show, 1981



◀ Rideau Hall with  
Governor General Ed  
Schrieffer, 1983

The Berry Family, 2005 ▶

(Photos courtesy of Carole Berry)



▲ The 1980 Malton Festival Bed Race: Jim McIntyre, Sean Yeates, Dick Berry and Reg Bunt



Reflecting on her years in Malton, Carole believes the multicultural diversity, community involvement and the positive working class values gave her family a genuine appreciation of life and a commitment to social justice. The fun of events, such as the Malton Festival bed race with her friends racing a converted gurney, are vivid memories as are the many friendships she developed over the years.

## Joanne Chapman School of Dance - 1973

IN 1973, 17-YEAR-OLD, JOANNE CHAPMAN, the daughter of Avis and Ernie Chapman, started her own dance school in the basement of her parents' home on Dunrankin Drive with 27 pupils. Her mother managed the studio for her. Joanne had started dancing at age ten at the Jeanette Foley School of Dance. Two years later, she went to the Brian Foley Dance Studio in Weston. She excelled in the extra curricular activity and knew she wanted to pursue teaching as a career.

Joanne had attended Dunrankin Drive Public School and Lancaster Senior Public School and graduated from Westwood Secondary School in 1976. She has two younger siblings, Kim and Mark. During the summers, Joanne worked at the Canadian National Exhibition as a security guard at the grandstand. Besides dancing, she also enjoys sewing, cooking, designing and decorating.



▲ Miss Mississauga 1979

**W**ithin two years, the dancing school outgrew the basement studio and she utilized the community hall in Victory Park. The classes start in September and run to May and annual recitals are held in June. In 1977, she rented an industrial unit at 7270 Torbram Road. The popularity of her expertise in dance brought in more students until she added two more units to a total of 5,500 square feet (465 m<sup>2</sup>).

In September 1978, Joanne entered the Miss Mississauga Pageant, sponsored and run by *The Mississauga News*, to promote her dancing school. There were 15 contestants and the pageant was held on September 23rd at Anapilis Hall on Stavebank Road with Dave O'Brien as the master of ceremonies. Joanne's family was in attendance to witness this exciting event. When it was announced that she had won and was Miss Mississauga 1979, she was thunderstruck and gasped, "What - I won this?" It took her several days for the reality to sink in.

This achievement was extremely satisfying and throughout the following year as Miss Mississauga 1979, she thoroughly enjoyed the many functions she had to attend in this capacity, as well as several guest appearances on Cable 10 (now Rogers Television). Her many prizes were one of the perks. A few that she received were: the use of a 1979 Chrysler LeBaron for a year, a trip for two to the Bahamas, which she gave to her parents for their 25th anniversary, a portrait of herself and a 20-inch television, which she gave to her grandmother. The most exciting obligation, however, was representing Mississauga in the Miss Canada Pageant, which was held in the CFTO Studios in Toronto. It was a ten-day obligation until the actual pageant on

Monday, November 6th, which was televised and watched by over five million viewers. Even though she did not win or place in the top five, the experience was something she would never forget.

With her obligations to her school of dance, she was so extremely busy, she almost forfeited her crown after only a few weeks, because, working evenings, she couldn't always attend the many functions the pageant organizers requested.

Her year ended on September 19, 1979, when Miss Mississauga 1980, Kathy Vykysaly, was crowned. A highlight of the pageant was the former Miss Mississauga's band providing the music, Jacqui Robichaud & her Pot of Gold Orchestra.

Joanne married Barry Carroll in 1980 and they have two daughters, Dana, 1982, and Jessie, 1988. Barry, who was in the plumbing business, took over the management of the dance studio from Avis Chapman in 1985. With the assistance of two senior students, Cindy McFarlane and Sue Kelly, Joanne opened The Dance Factory in the Meadowvale United Church.

Joanne's school not only teaches the many dances, such as tap, ballet, jazz and acrobatics, but is enhanced with musicality skills, self-confidence, physical coordination and physical and mental fitness.



▲ Dana, Barry, Joanne and Jessie

The students also have the opportunity to compete in local, Canadian and American competitions. In 1990, they entered the Showstopper National Television Show and succeeded at being champions every year that they entered: 2005 featured winners in the 1st Overall Senior Duo/Trio, Brittany Bryant, Arris Perrone and Laura Ramsingh, and 3rd Overall Junior Duo/Trio, Chenise Mitchell and Brittani Fitzgerald, and the West Coast Dance Explosion Nationals in Las Vegas, where Nathan Espejo and Amanda Perrone shone, just to mention a few. Other regional and national awards include: Blake McGrath, Junior Mr. Dance of America, 1997, and Teen Mr. Dance of America, 1999; Jordan Cable, Teen Mr. Dance of America, 1997; Michelle Cleghorn, Teen Miss Dance of America, 2003; Joanne's daughter Dana was Dance Masters, Miss Dance of Canada, 2005; and Candace Holdford, Miss Dance of America, 2006. Many students have gone on to professional careers on Broadway, in movies, videos, commercials and performing on Cruise Ships. Others have gone on to teach and/or start their own dance studios.

Joanne and her students celebrated the Studio's 30-year anniversary in 2003. In 2005, she and Barry expanded their capabilities by moving the studio to a 10,000 square feet (930 m<sup>2</sup>) complex in Brampton with four large studios, change rooms and a homework area. She also opened a School of Dance in Bolton.

Joanne says that growing up in Malton and owning a business there for 32 years has given her a great appreciation for what an amazing city Mississauga is.

Dana and Joanne ▶

(Photos courtesy of Joanne Chapman Carroll)



## Mississauga Transit in Malton - 1974

**I**n August 1974, Mississauga Transit put a system of mini-bus fixed routes into effect in the Malton area. The first count of ridership was 23,000 per month. Six months later it has risen to 80,000. It kept up this percentage topping out at 85,000 by 1976 and then Mississauga Transit executives and city council felt the need of a permanent bus depot.

The new Mississauga Transit facility with ten bus bays was opened with a ribbon cutting ceremony on Monday, August 8, 1977, at Westwood Mall. The Mall contributed \$50,000 towards the project. The terminal was large enough to accommodate the new articulated buses that the Transit System had augmented into its fleet. Attending the opening were Mayor Ron Searle, Councillor Frank McKechnie, Transit manager Ed Dowling and Mall manager, Stephen Black. Malton's population at this time was over 30,000 and it was estimated that 85,000 passengers used the transit monthly. This system continues to remain in effect.



### ▲ Mississauga Transit Buses in Malton

AN ARTICLE RUN IN *THE TORONTO STAR* ON OCTOBER 10, 1981, by Bob Mitchell reads: Malton. It's part of Mississauga, but you can't get there from here on the bus - or maybe it just seems like that. In fact, you can get to Etobicoke, Brampton or even downtown Toronto faster that you can get to places in Mississauga. Nearly 10,000 – almost one-third of Malton's 34,000 residents – take Mississauga Transit every weekday. The buses run on time. But travelling distances means passengers have to allow plenty of time to get to and from work. "About 12 years ago, we had about two buses



▲ Edward Dowling

serving Malton,” Mississauga Transit Manager Ed Dowling said, “But we’ve expanded the service over the years. We’ve just built an outdoor storage area in Malton for our buses.” The garage itself won’t mean quicker service, but Dowling says it’ll save money that might be used to speed up the buses. Even Councillor Frank McKechnie, who has represented the area for the past 33 years, agrees Malton has closer links to Etobicoke than it does to the soul of Mississauga. “There’s no question that we have an excellent bus service in Malton,” said McKechnie. “But it is speedier to get to the Etobicoke

Hospital than to Mississauga Hospital. But while Malton is isolated, it is also a small community and you can literally walk to most places so getting around Malton isn’t really a problem.” “We started out in 1974 with 25 buses and there are now 310 buses in the entire fleet,” said Dowling. “But Mississauga Transit is still a suburban transit system. We’re not the big city transit system like Toronto’s where people are used to waiting only five minutes for buses. Sure we get complaints, but not any more from Malton than we do from elsewhere.”



(Photos courtesy of the Mississauga Transit)

On January 27, 1992, a second transit office location opened in Malton, with an outdoor storage area. It was the first of its kind in North America and was capable of storing 100 buses. This outdoor storage area employed a method used in Sweden where buses are plugged in and kept warm by circulating ethylene glycol through heating pipes inside the bus. The engine is kept warm and the inside temperature of buses are kept well above freezing in the winter months.

The buses that are stored in Malton at 6780 Professional Court also serve the Dixie, Tomken and Derry Road routes and go to Islington Station.

Mississauga Transit now has 371 buses with approximately 680 bus operators. The number of passengers annually for 2004 was 27,358,351 and went up to 27,993,394 in 2005. For the Mississauga Transit’s history see “*Cooksville: Country to City*” pages 243-245.



▲ Westwood Mall Transit Location, 2006

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▲ Professional Court Bus Storage, 2006

(Photos by Kathleen A. Hicks)

## NEWS ITEM

Talks are underway between Mississauga town staff and Charterways Company, operators of the town's public transit system, to reshape the service.

Town manager, Dean Henderson, pressed for facts on the issue, said Monday that the company couldn't keep schedules going on the present "stop and demand" basis.

If the commission ratifies the contract deal Charterways has promised to buy new buses and improve the service.

"We are looking at Malton as well," Mr. Henderson said of the pending February 10 report on the service.

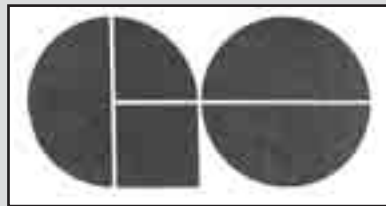
For several years, Malton area residents have been pressing for a public transit service in the area, backed by Ward 5 councillor Frank McKechnie.

*The Mississauga News*  
Wednesday, January 27, 1971

## The Malton GO Station - 1974

**T**he Malton railway location, where the train station had been torn down in 1973, became an important part of the village again in 1974 after many years of decline and neglect when GO Transit decided to connect their service with Malton, which would allow Maltonians a direct line to Toronto.

The GO Train commuter service that would come from Toronto, through Malton to Georgetown, was under discussion for a couple of years since the opening of GO Transit in 1967 on the southern CNR line had proven successful. However, the service that was supposed to commence in 1973, was delayed by national rail strikes and labour disputes. A strike at the National Steel Car Corporation in Hamilton had stalled the delivery of wheel and truck assemblies for the 30 coaches on order from Hawker Siddley Canada Ltd. of Thunder Bay. However, the work on six GO stations along the route with upgrading of the tracks and installation of the signalling devices was on schedule. This delay led to GO Transit opening for business on April 29, 1974.



The fare from Malton to Union Station in Toronto was 90¢. The ridership recorded from May to December was 214 passengers daily.

◀ GO Logo

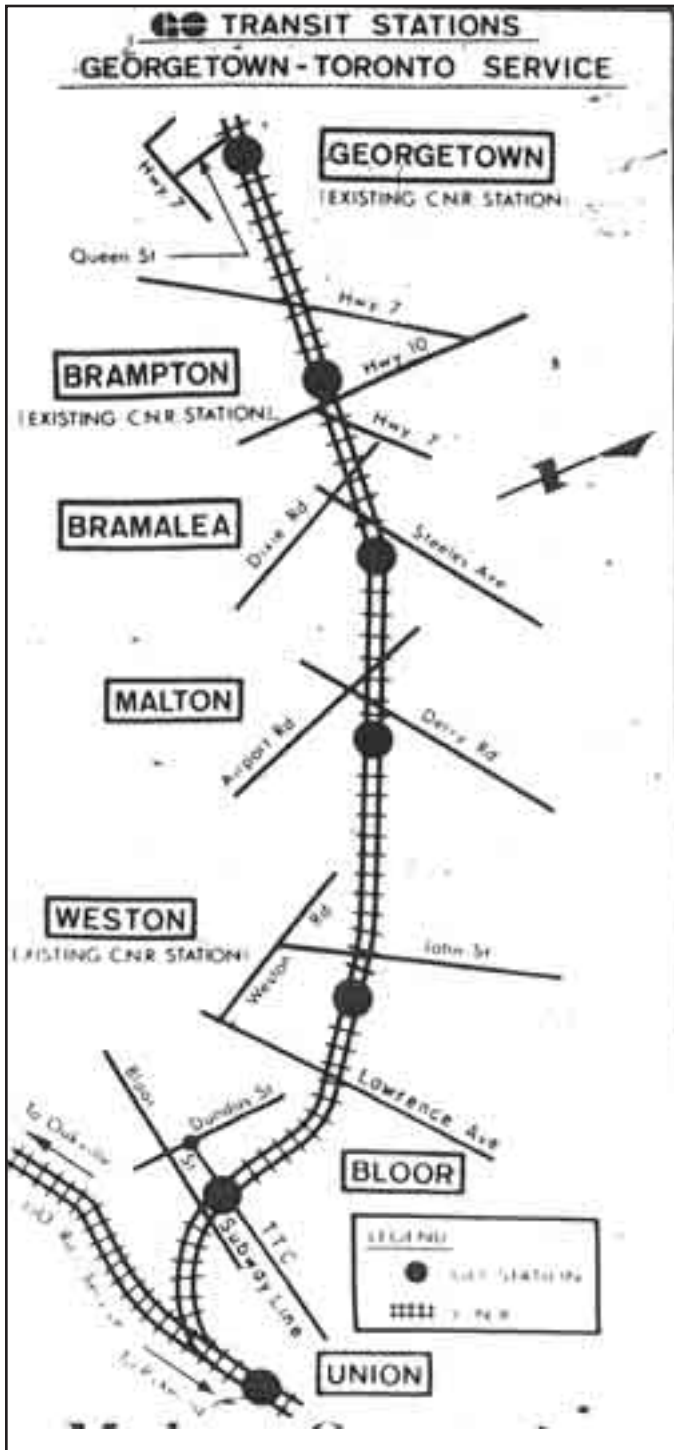


▲ GO Train

IN MARCH 1976, MINISTER OF TRANSPORTATION AND Communications, James Snow, announced that Malton would be seeing a boost to the GO Transit service with a fourth train being added in each direction for the five-day-a-week schedule route from Toronto's Union Station to Georgetown. GO spokesman, Tom Henry, said a half hour would be added in the morning and at the end of each day, so trains would be running from 6:56 a.m. to 6:15 p.m. A two-year survey brought about this extended service, which would start on April 26th. It revealed that since May, 1974, the northwest service had from 1,500 passengers a day to over 4,000. The Malton population at the end of 1975 was recorded at 30,212.

Thirty years later the fare for a single ticket to Union Station is \$4.65, with a monthly pass costing \$150. The two-way daily ridership stands at 1,370.





◀ GO Transit Route      ▲ GO Transit Stop (Photos courtesy GO Transit)



▲ The Malton GO Station and Sign, 2006  
(Kathleen A. Hicks)

## Malton Black Development Association - 1974

IN 1974, SEVERAL BLACK PARENTS IN MALTON were tremendously concerned about their children's unsatisfactory academic performance in public school, so they decided they had to do something about this drastic situation. They held a meeting at the home of Alvin Knight on Catalpa Avenue with eight people in attendance and the Malton Black Development Association (MBDA) was founded. The founding members were Ron Blake, Vernese Davis, Carmen Hemmings, Alvin Knight, Cliff McFarlane, Thelma Sukoo, Norma Tennant and Nessa Tennant. They elected officers and Ruddy Farrell, who had attended the initial meetings, became the first president.

The first plan on the agenda was to approach the Peel County School Board to see if they could set up a classroom for remedial classes to help the children with their reading skills, which in turn would assist them to excel in their other subjects. They were successful in their quest. The Lancaster Senior Public School became available to them and they were on their way. The main focus of the group from the outset was to work within the community through educational programs to benefit Malton youth.



◀ MBDA Logo



▲ The Malton Black Association Board of Directors, 2006-2007:  
Front Row: L. to R. Monica Kefentse, Barbara Baird, Beulah Campbell, Pearl Mark. Back Row: W. Bryon Jones, Vincent Jones, Clovolyn Wilson, Sydney Weir, Alicia McDonald, Carmen Parsons and Abur-Rashid Kamal

Classes were held during the school term on Tuesdays and Thursdays each week between 7:00 p.m. and 9:00 p.m. Several parents volunteered their time to teach and were guided by one parent, who was a teacher. With this assistance, the students did much better in school and graduated and some went on to College.

In 1978, the MBDA became affiliated with the city of Mississauga's Recreation and Parks. This led to the decision to become a registered non-profit charitable organization, so they could raise funds to support their project. They obtained charitable status in October, 1979.

As the MBDA pursued its challenges over the years of contributing to the community of Malton, the presidents who led the way were, Ruddy Farrell, Cliff Gyles, Eyon Palmer, Victoria Nelson and Rick Williams. Much was accomplished while they were in office. Newly arriving immigrants were always in need of a sense of direction and the MBDA was there to guide them and make their course easier by helping to access government departments' assistance.

For a number of years, the organization had a soccer club for youth. They sponsored junior league sports such as baseball, soccer and T-ball for young people. There was a bowling team for adults that bowled at the Rexdale Bowling Lanes on Friday nights.

In 2006, the Malton Black Development Association has a membership of 36 devoted parents with Sydney Weir as the sixth president. They hold their meetings at the Malton Community Centre every second Sunday of the month. Their motto is, "Striving to achieve." This is accomplished through, "a good inter-community relationship through educational culture, recreational and social activities."

Their current projects include: continuing to gather and disseminate information for new immigrants and supplying referrals to agencies

and services; youth and adult sporting activities; information seminars on education and social economics issues of the day; holding social events such as an annual family picnic and an annual barbeque; working on a building fund with the intention of putting up their own facility; and rewarding the participants with scholarships and awards at an annual dinner and awards night in April. This year the big event was held on April 22, 2006, at the Marriott Toronto Airport Hotel with 170 people in attendance. The guest speaker was David Mitchell, who is a racial profiling officer for the Association of Black Law Enforcers and a contract instructor with the Canadian Law Enforcement Training College. Special guests included: Mayor Hazel McCallion, Councillor Eve Adams, MP Gurbax Malhi, MPP Dr. Kuldip Kular and Public School Trustee, Rick Williams.

Sydney Weir is supported by W. Byron Jones, vice president, Pearl Mark, secretary, Alicia McDonald, assistant secretary, Pearl Mark, treasurer, Beulah Campbell, community affairs, Vincent Jones, membership, Barbara Baird, education, and Monica Kefentse, public relations.

### *Winners of the 2005 Malton Black Development Association Scholarships*



▲ Katrina Gittens, Sherece Spencer, Melisa Peart and Shareen Clarke



▲ Jonathan Hutchinson and Jermaine Dacres

(Photos courtesy of the MBDA)

## Malton Neighbourhood Services - 1975

The Malton Community Council (MCC) organization is a community outreach agency that commenced operations in the Malton area in 1975, because of the need for various services that were not available due to Malton's distance from the rest of the City of Mississauga. Carole Berry, Frank Smith and Councillor Frank McKechnie got a multicultural group of concerned citizens together to discuss the community's lack of assistance in many areas such as youth and young mothers with children. It was decided that an organization should be formed to handle these needs and these three industrious people became the founders.

Once the group was operating out of McKechnie's Westwood Mall offices, with Carole Berry as the first administrator, the agency's goals were "to assist new Canadians in becoming active participants in Canadian culture; to assist public institutions in



responding to ethnic, racial, religious and cultural diversity; and to facilitate collective community initiatives."

◀ Frank McKechnie



▲ Carole Berry  
(The Mississauga News)

### THE INITIAL SERVICES SUPPLIED BY THE MALTON

Community Services was a weekly evening drop-in for youth and a weekly play session for mothers and tots.

Carole Berry and Mary Johnston initiated a Canada Works Program grant from the federal government to hire five workers to conduct the business of the MCC.

In 1977, the founding directors prepared to incorporate the Council as a charitable organization and it became the Malton Neighbourhood Services (MNS). The charitable registration was granted in February, 1978. The Black family, who owned Westwood Mall, provided an office for the organization and funding was provided by the United Way of Peel, the Region of Peel Social Services and the Ontario Ministry of Culture.

As the 1980s emerged and new immigrants came to reside in the area, the board knew it was time to expand its services. The clients were mostly women, who were needy, had marital problems, and were facing other stressful situations, the visible minority and recent immigrant arrivals, who were adjusting to their new community. So, the board's mandate became to provide job training, give counselling to women who had been assaulted, assistance in finding affordable housing, providing literacy classes and a computer program that was part of the federal government's Canadian job strategy at this time. With the MNS becoming a multi-cultural centre, larger facilities were established at 7200 Goreway Drive.



▲ Veronica Mandani,  
1992 (The Toronto Star)

The MNS found that it could not come to life in isolation – the staff had to reach out to other services in Peel and Ontario. So they contacted and became involved with other organizations such as Peel Committee Against Woman Abuse, Multicultural Inter-Agency Group, Job Search Workshop Advisory and Peel Community Housing Partners.

The MNS applied and received funding in 1987 from the federal government to expand its services and hire staff and initiate the Community and

Neighbourhood Social Services Program. Such issues handled were: access to education and training, citizenship and voting, health services, access to government services and recreation. A Settlement and Integration Department was formed and seven professional people were hired to manage it. The new staff spoke a total of ten languages, which made things easier for the non-English speaking clients. With such well trained personnel, much was accomplished in the way of guidance and assistance.

In early 1992, the MNS also received funding to establish classes in Language Instruction for Newcomers to Canada. This project turned out to be extremely successful with assistance being extended to 58,634 new arrivals in over 30 languages in 1993 alone, as has the Immigrant Reception and Information Service that works with immigrants at the Pearson International Airport, which came into

effect on December 1, 1993. By 2000, over 75,000 persons had been helped by this important service.

The MNS runs the Malton Community Information Service at Westwood Mall and a computer/office skills training program at the Malton Village Plaza. It also holds a Summer Day Camp for children who reside in the Peel Living buildings, puts on fund-raisers such as garage sales, and supports the Malton Community Festivals.

During Canon Jerome Khelawan's chairmanship, 1988 to 1994, the budget went from \$900,000 to \$2.6 million and to a staff of 130 full-time and part-time people. Upon his completion of this undertaking, he was presented with an award of appreciation from the new president, Roy Willis, on December 11, 1994, at the organization's annual Christmas party held at the Marriott Hotel on Dixon Road. Canon Khelawan has been the pastor at St. Hugh's and St. Edmund's Anglican Church since 1984. On July 18, 1995, Carole Berry was given a fond farewell at a roast at the Malton Community Centre for her 18 years of involvement with MNS.



▲ MNS opens at Pearson Airport, 1993, Carole Berry, Father Jerome Khelawan, a RCMP Mountie, MPP Harry Chadwick and Councillor Frank McKechnie  
(Father Jerome Khelawan)



In 2003, the MNS was successful in bringing Early Years Centres, which provide preschool activities for children, to Malton, Bramalea and Springdale. The organization moved into the Malton Community Centre, 3540 Morning Star Drive, in 2004. During 2005, the MNS served over 15,000 people.

In 2006, the Malton Neighbourhood Services provides assistance with English skills to over 1,000 people annually, has special events in honour of Black History Month, International Women's Day, Volunteer Appreciation Night and a day for the Elimination of Racial Discrimination. All those who have worked or been a volunteer of MNS can be extremely proud of what they have accomplished. The current executive director, Joyce Temple-Smith, has successfully led the agency through some challenging times since she came on board in 1997.

◀ Joyce Temple-Smith (Joyce Temple-Smith)

## Memories



▲ Meena, Pria and Surinder Thethi

"I came to Canada from India in 1996. I stayed in Malton and got a basement apartment and started my life in my new country. I was an office administrator in India and I am now working for Home Life Real Estate.

"I returned to India in 1998 to get married and brought my wife, Meena, here. She volunteered at the Malton Community Services and met Rita Bonevoto, who helped her find a job.

"When our daughter, Pria, was born in 2001, Rita was at the hospital with us. She has become a good friend and Pria calls her Aunt Rita.

When you come to a new country, it is important to find such a helpful

service as the Malton Neighborhood Services. It makes life so much easier to be guided and assisted with discovering your new community.

"We have brought Meena's parents and brother over here and we bought a house in Malton. So, life has been good to us.

Surinder Thethi, 2006

# The First Malton Festival - 1976

THE IDEA FOR A MALTON FESTIVAL WAS initiated by the Malton Community Services (MCS) board in the early months of 1976. The members felt that Malton should have a celebration of its community. Carole Berry, Mary Johnson, Mrs. Emma Fasan, Mrs. Edda Brunetta and Nick Trusolino of the MCS took on the task of organizing the event, which they scheduled for June 5th. Russ Pooley, of the City of Mississauga's Recreation and Parks Department, coordinated the festival for the city.



▲ Russ Pooley  
(City of Mississauga)



▲ Mario Pascucci  
(Malton Pilot)



▲ Malton Festival Logo



▲ Malton Festival, 1977, Ron Searle, Mayor of Mississauga, Fred Duggleby, festival chairman, Ellen Duggleby, festival committee, Mollie Searle and Councillor Frank McKechnie (The Malton Mercury)

The community festival was held at Wildwood Park, with Councillor Frank McKechnie cutting the ceremonial ribbon, of what was hoped to be an annual event. Mario Pascucci was the master of ceremonies. It was a “scorching day!” But despite the heat, said to be close to 35 Celsius (95 degrees Fahrenheit), over 3,000

people attended to enjoy exhibition games by the Malton Mushball League, the Malton Minor Softball League and Malton Minor Soccer, two rock groups, White Ash and Argus, which were featured in an outdoor concert, a bicycle rodeo sponsored by the Malton Legion and the Peel Regional Police, tennis matches and the Malton Jaycees hot dog stand, which “did a booming business.”



▲ Bicycle Rodeo Winners, 1977

Display booths manned by the Red Cross, the Malton Library, Block Parents, and many more interesting organizations were set up inside the Malton Arena. The evening was concluded with a Festival Dance with music by The Mystics, which 250 people took advantage of. A buffet was served and the Malton Youth of the Year was chosen. Laura Hale, 15, took the honour and was presented with a charm bracelet.

The event was a great success and did become an annual event. In 1977, it was held for three days, May 27, 28 and 29, and drew a crowd of over 5,000 enthusiastic attendees. In 1980, the first week of May was proclaimed by city council as Neighbourhood Week in Mississauga in honour of the Malton Community Festival being held May 9th thru the 11th. Admission to the festival was 99¢. The Malton Airport Lions Club, which had been chartered in 1977, held a pancake



▲ Frank McKechnie and Malton Youth enjoy the festival

breakfast on Saturday morning at the Westwood Mall. A new event, sponsored by the Black Development Association and *The Malton Review* was the “Run for Fun,” but the highlight of the festival as always was the parade, headed up by Malton Legion’s Harold Wilkins as parade marshall. The festival chairman for this year was Fred Duggleby and it was a great success as usual. So was the 1983 Festival, which ran from May 11th to the 15th. The parade was well received and the bed race was a hoot, also the Bike Rally and a Run for Fun. A mock war demonstration, sporting events, Caribbean Night and the Festival Dance with ‘50s and ‘60s music displayed that the Malton folk know how to “party.”

The Malton Festival had over 4,000 people in attendance in 1994 and it lasted until its 20th anniversary in 1996, when it took place on the Malton Community Centre grounds on May 11th. That year the organizing committee was headed up by Noreen Hornsby. A beer tent was quite an attraction, which was run by the Malton Black Development Committee, and Malty, the Malton Mascot, was on hand. The following year, it was decided to discontinue the event. It was resurrected, however, in October 2004, and is still held annually.





▲ Carole Berry Promotes 1981 Festival on Cable 10 with Host Jim Kaakee (Carole Berry)



▲ Band White Ash (Photos from Malton Pilot)

## News Item

### M.C.S. says Thanks

Malton Community Services wish to thank the following people, organizations and institutions for their help in participating in Malton's Community Festival.

Mrs. Mary Johnson for germinating the idea of the festival. Councillor Frank McKechnie for the support he gave to the project from the beginning, Mr. Russ Pooley of Park and Recreation for assisting us and guidance and financial support in organizing the festival.

All the people that with their help and dedication participated in making this event possible.

The Peel Regional Police for sending the Crime Prevention Trailer, for assisting the Legion with the bicycle rodeo and providing security on the festival grounds. The Malton Legion for having had such a successful bicycle rodeo.

The Mothers of the Co-op Nursery School for organizing the dance. Miss Lamb and Mrs. Bedford of the Malton Library for entertaining the children with films and puppet shows. Mrs. Hazel Wigdor for the moral support and Marion Mason for the Information Centre. Last, but not least, our special thanks to the staff of *The Pilot*.

*The Malton Pilot* (in part)  
Thursday, June 10, 1976

## Malton Festival Song (1980)

Come on, Malton, kick up your heel,  
Let's declare a celebration; let the world know how we feel,  
Come on, Malton, let each be a pal,  
Starting with the 1980 Malton Festival.

### Chorus

Right from this moment and every day,  
Life is what we make it, so let's declare a holiday.  
Greet Malty, your neighbour, best neighbour we know,  
Here in Mississauga where true spirits grow.

May 9 thru 11 in this new decade,  
Lift your hearts to heaven, pretend that you've "got it made,"  
Heav'n is in your heart; it's all up to you,  
Cast all cares away, Malty, no time to be blue.

Come and share a smile, Malty, we're waiting for you,  
'Twill be worth your while, Malty, lots to share, to say and do,  
All roads lead to you, Malty, even planes touch down,  
Bring the world to you, and they come to paint your town.

Yes, Malty is you, neighbour, so please don't be shy  
Or think it passe, neighbour, to smile back when I say "Hi!"  
For Malton is you, neighbour, and Malton is me,  
Come and celebrate, Malton, this festivity.

Harry S. Haughton  
May 6, 1980

# Reagans Visit Mississauga - 1977

**O**n February 3, 1977, former governor of California, Ronald Reagan, and his wife, Nancy, visited Mississauga. Mr. Reagan had just been defeated by Gerald Ford for the Republican Party's nomination for the United State's presidency. Newly elected Mayor Ron Searle and his wife, Mollie, greeted the former movie stars at the Lester B. Pearson International Airport. Mr. Reagan had received an invitation to be a speaker at the Mississauga North Progressive Conservative Association's \$100-a-plate fundraising dinner at the Airport Holiday Inn that drew 750 people. The Searles were special guests. MPP Terry Jones was the host of the auspicious event.

Ronald Reagan had begun his movie career in *"Love Is on the Air"* for Warner Brothers in 1937. It was the role of a radio announcer, which was like typecasting, as he had just come off a job as a radio announcer at WOC in Davenport, Illinois.



▲ Terry Jones (Joyce Rayner)



▲ The Reagans

THE CHARACTER HE IS MOST REMEMBERED FOR IS FOOTBALL player, George Gipp, in *"Knute Rockne – All American,"* the lead being portrayed by Pat O'Brien. The famous line, "Win one for the Gipper" was often used in Reagan's speeches while he was president.

Reagan was still determined to try for the presidential nomination. He did during the fall of 1980



▲ Ronald Reagan

against President Jimmy Carter and walked away with the election. He became the 40th president of the United States and was sworn in at his ▲ "Knute Rockne" inaugural on January 20, 1981. He served two-four year terms, then turned over the presidency to George Bush. Ronald Reagan passed away from Alzheimers on June 5, 2004.



# Memories



▲ Mayor Ron Searle Greets the Reagans (Ron Searle)

"When I was mayor of Mississauga in 1977, I received an invitation to the Mississauga North Progressive Conservative dinner at the Airport Holiday Inn. I was asked to host Ron and Nancy Reagan. Needless to say, Mollie and I were thrilled about the prospect of meeting the former governor of California and we certainly knew about the Reagans' movie careers.

"We spent quite a bit of time with the Reagans at a private reception in one of the suites before the dinner started. I sat on a couch with Ron at one end of the room and Mollie sat on a loveseat with Nancy at the other end. As Ron and I chatted away, we kept glancing over at our two beautiful wives and sending them a smile. We both felt

the same way about our wife, as they were so similar in many ways - always being there for us and supporting everything we did.

"After we got acquainted, Ron Reagan remembered the famous comedians, The Two Ronnies, so he started calling us the two Ronnies. I found out he had a great sense of humour. So I said, 'You know, Ronnie, we have more in common than just our names.' He replied, 'What's that, Ronnie?' And I said, 'Ronnie, without our wives, Mollie and Nancy, we couldn't have achieved what we have.' He smiled knowingly at me and immediately got up and walked over to his wife, Nancy, and told her what I had said. She came over and gave me a big hug. She's a real sweetheart. He was one of the most intelligent men I have ever met.

"That experience was most enjoyable."



Ron Searle, 2006  
Former Mayor of Mississauga, 1977-1978.

## The Malton Community Centre and Library - 1977

In 1976, the City of Mississauga had a \$ 4 million Community Centre and Library Complex constructed at 3540 Morning Star Drive. On July 29, 1976, Councillor Frank McKechnie and Mayor Martin Dobkin, pushed a heavy cornerstone, bearing the year of construction, into the wall at the main entranceway, while over 100 onlookers enjoyed their huffing and puffing efforts. In McKechnie's speech following this memorable event, he said, "Although the idea for this centre was conceived by the old council before Regional Government was implemented, we wouldn't have had this complex off the ground without the work and efforts of Mayor Dobkin." The doors were opened to the community on December 10, 1976. The population of Malton at this time was 31,379.



▲ Community Centre (Photos from the Malton Pilot)

THE MALTON COMPLEX, A TRUE COMMUNITY PROJECT, WAS a cooperative effort between a Citizen's Task Force, the City of Mississauga Council and its Recreation and Parks Department, the Regional Municipality of Peel, the library and school boards. The major project came about when the old Malton Police Village Hall was condemned by the City's Building Department. Commissioner of Recreation and Parks, Ed Halliday, was requested by council to make a study of the Malton area to determine the residents' recreational needs. The survey revealed a definite need for a community centre and library that could accommodate leisure activities, organized programming and a day care centre. A task force and Malton Community Centre Complex Committee was formed, and although they ran into numerous problems during the process, they eventually had a substantial building that accommodated all these needs.



### ▲ Community Centre Under Construction

The 56,800 sq. ft. (5,300 m<sup>2</sup>) facility on 3.5 acres (1.4 ha), would become a “home away from home” for many people, who could enjoy leisurely activities in the recreation centre and a branch of the Mississauga Library System. The Malton community was rural and isolated from the rest of the city, so this was a marvelous innovation for the locals to get involved in and where citizens from around Mississauga could visit.

The 27,300 sq. ft. (2,500 m<sup>2</sup>) recreation centre featured a fitness club that has two squash courts, a racquet ball court, a 2,100 sq. ft. (200 m<sup>2</sup>) gymnasium, men’s and ladies saunas, showers and a pro shop. There was also a 200-seat theatre, crafts room, large and small auditoriums, and an informal meeting/lounge room for seniors.



### ▲ Exercise Room and Fitness Centre

The 18,000 sq. ft. (1,700 m<sup>2</sup>) library also had many interesting amenities at this time as well as 40,000 books.

The Malton Library had been started in 1958 with a Bookmobile, which was open ten hours a week. In June 1962, the Library opened in a store-front at the four corners with Louise Kononuk and Yvonne Baines handling the service. The Centennial Library, designed by architects Pentland, Baker & Polson, was officially opened on October 15, 1967, by Reeve Robert W. Speck. Joyce Bedford was the branch librarian. The library then was moved temporarily to the lower basement level of the Westwood Shopping Mall and opened on November 4, 1975, until this new amenity became a reality.

The staff, still under the direction of Joyce Bedford, and the public were delighted with the elegant ambience of the new sparkling facility. The natural wood tables and countertops and real trees brought nature inside and large windows allowed a brightness to the interior. The children’s area was enjoyed, not only by the children, but all ages as the bean bag snakes were tested and found comfortable. The pit where storytelling for preschoolers would take place was also enjoyed as was the multipurpose room. Children’s programmes were scheduled to commence on January 12, 1977, and would be held every Saturday at 10:30 a.m. The library was open



◀ Joyce Bedford



▲ Joyce Bedford receives Award

from Tuesday to Friday, 12:00 noon to 8:30 p.m. and Saturdays, 10:00 a.m. to 5:00 p.m.

The official opening gala took place on February 4, 5 and 6, 1977, with Councillor Frank McKechnie as master of ceremonies. It was expected to be the largest and best event ever held in Malton and the organizers were not disappointed.

There were 56 community groups, clubs and organizations involved with their demonstrations, displays and performances. The people could enjoy musical and drama presentations, equipment demonstrations, storytelling, films and fitness testing. The displays included arts and crafts and hobby projects, and information on education and the environment. Dance groups, majorettes and choirs performed, as



▲ Community Centre Atrium

well as a stage band and a concert band. The Chinese Opera Guild, a table tennis club and a chess tournament were also highlights of the three-day event as was the Saturday Night Dance, which was a sell-out.

On Saturday, February 5th at 2:00 p.m., the new mayor, Ron Searle, representing the City of Mississauga, and former Mayor Martin Dobkin removed a Mississauga flag to uncover the plaque, officially opening the centre. Mayor Searle purposely invited Dobkin as he stated, "Nothing is achieved alone. We are here because of the efforts



Burnhamthorpe District Library. In 1978, the Malton Community Centre/Library won the Award of Merit in the Ontario Masonry Architecture Rural Design Awards.

On the 25th anniversary, June 9, 2002, over 300 people, along with Mayor Hazel McCallion, Ward 5 Councillor Cliff Gyles, MPP Raminder Gill and MP Gurbax Malhi celebrated the milestone. The celebration included

### ▲ Community Centre Completed

of Dobkin's council and the one before him that bought the land." He added, "But through it all the driving force was Ward 5 Councillor Frank McKechnie." McKechnie received a standing ovation for his efforts and 18 years of serving his constituents. Also in attendance were Peel Regional Chairman Lou Parsons, who called the new centre, "a fabulous facility and a jewel for Mississauga," and Mississauga North MPP Terry Jones, who stated that "the centre is probably one of the most sophisticated complexes in the province." Reverend G. Cowper-Smith gave a blessing on the new centre. Music for the opening event was provided by the Cadet Organization Police Corps and the Westwood Secondary School Concert Band. Other dignitaries included Councillor Mary Helen Spence, Commissioner Ed Halliday and Toronto architect Raymond Moriyama, who had also designed the Ontario Science Centre, the Scarborough Civic Centre and the

entertainment such as music, dance, storytime, clowns, Mother Goose, a Tai Chi demonstration and many other enjoyable events.

From April to September 2003, major renovations were done to the 26-year-old community centre facility at 3540 Morning Star Drive. It was reopened on October 2nd with Mayor Hazel McCallion doing the honours. She also opened the newly renovated Huron Park and Mississauga Valley Community Centres the same day.

Over the years, the area grew and different cultures joined the mosaic of the community to add their input. Because of this diversity, the community centre and library have served the Malton area well. At this time, the facility manager of the community centre, the arena that opened in 1968, pool and Victory Hall for the City of Mississauga, is Greg Socha and Ingrid Masterson is the Library Branch Manager.

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Malton Library  
(Mississauga Library System)







▲ Malton Community Centre and Library, 2006 (Kathleen A. Hicks)

### **News Item** **Residents unknown centre designers**

The many nameless people who trudged through the snow on the field which has become the site of the Malton Community Centre unknowingly helped to design the building.

After nationally known Toronto architect Raymond Moriyama was commissioned to design the community centre, he walked around the site in winter and had photographs taken of the footpaths which neighbourhood people had created. He used those photographs to plan the shape of the building around the footpaths, a classic example of art imitating nature.

Moriyama became involved in the project in the fall of 1974. Construction began a year later. On Feb. 5, 16 months and \$3.9 million later, the Malton Community Centre will be officially opened by local dignitaries.

Jim Lethbridge, the city's director of urban design, credits Ward 5 Councillor Frank McKechnie with being the "driving force" behind the Centre. "It's been an accomplishment of his in many ways."

By James Bailey (in part)  
*The Mississauga Times*  
February 2, 1977

## Air Canada Plane Crash - 1978



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**O**n the morning of June 26, 1978, at 8:00 a.m., a DC-9 Air Canada Flight 189 jet plane carrying 105 passengers and crew took off from Lester B. Pearson International Airport en route to Winnipeg and Vancouver.

### ▲ Air Canada DC-9 Crash Site

WHEN PILOT, REG STEWART, SENSED AN ABNORMAL malfunction on take-off, he decided to abort the flight. The plane skidded and overshot Runway 23 and barely avoided colliding with a row of high tension pylons, cables and guide beams. The plane crashed into a 60-foot (18 m) ravine and as it plummeted, broke into three sections. Fortunately, it did not burst into flames.



▲ *Air Canada DC-9 Crash Site*

The airport emergency and fire trucks were the first on the scene. The Peel Regional Police and Mississauga Fire Departments were called. The police contacted the St. John Ambulance and the Red Cross to let them know there was an emergency at the airport. The disaster area became an active community of aid and assistance with Air Canada cars, police cruisers, communication trailers, a large army tent, a food tent and two Johnny-on-the-spots. As all these services came together, there was always the threat of the airplane exploding. The people at the scene were exposed to intense heat in and out of the plane and the odour of spilled fuel, as 3,000 gallons (13,620 L) were on board, spoiled food, rotting lobsters in the cargo hold and the spraying of foam to ward off an explosion.

Upon the emergency crew's investigation, it was discovered that many people were seriously injured, some in severe shock from the accident and two were dead. The passengers were taken from the airplane and given emergency treatment and transported

to the Peel Memorial and Queensway Hospitals. The most serious were taken to the Etobicoke General, Humber Memorial and Sunnybrook Hospitals. Because of several years of receiving mock disaster emergency training, the evacuation of the injured was handled quickly and efficiently.

The two people who lost their lives were Irwin Childs of Toronto and Frank Scrase of Victoria, B. C. Transportation Minister Otto Lang was at the scene. Transport Canada spokesman, Jack Sheldon, who had hurried to the crash site, stated to the media that an investigation into the crash would take at least a week. Nine teams would examine every aspect of the accident from weather conditions to the aircraft to determine what contributed to the crash. The flight recorder was intact and could also put some light on the situation.

The cleanup would take days. The first work was handled by two Air Canada officials, who began to pull the intact luggage from the plane and put each piece in plastic bags to be labelled for its owner. The Red Cross was at the scene for a week, working around the clock, each volunteer taking a six-hour shift. They were on hand while workmen dismantled the plane. The heat caused much exhaustion and salt tablets were administered and bandages for minor cuts and abrasions.

This was the worst airplane crash Pearson had experienced since an Air Canada DC-8 crashed in a farmer's field on July 5, 1970, killing 108 crew and passengers. The most recent disaster was the Air France Flight 358 crash on Tuesday, August 2, 2005, when Pearson saw a miracle as 309 aboard survived.

**News Item**  
**108 Die in Flaming DC-34**  
**Malton's first major air disaster**

The exact cause of Sunday morning's disastrous Air Canada DC-8 jet crash which took the lives of 108 (99 passengers and a



▲ DC-8 Crash Site, 1970 (The Mississauga Times)

crew of nine) people remains a mystery, but the key may lie in eye-witness accounts that the giant plane hit the runway too hard and bounced as high as 100 feet (30 m), causing an engine to fall off.

Flight 621 from Montreal to Los Angeles was making a scheduled landing at Malton Airport when it bounced from the runway, dropped its outside right engine in a ball of flame and continued to fly on over the end of runway 32.

The DC 8-63 stretched version burst into flames, continued on for half a mile and nosed down into a hay field only 300 feet (90 m) in front of a farmer's house at exactly 8:10 a.m.

Bodies were scattered as far as 400 yards (366 m) from the crash scene, described by one youthful onlooker like "a garbage dump."

Captain Peter Hamilton, 49, was a former president of the Canadian Air Lines Pilots' Association and had flown with Air Canada since 1946. (He was also a World War II pilot of

conscionable experience.) He was described by Richard Bolduc, the Department of Transportation's chief investigator of aircraft accidents, as a "very senior captain in Air Canada."

Mr. Boluc did not rule out the possibility of sabotage, but indicated there was absolutely no evidence "of a criminal act as a contributing factor."

*The Mississauga Times*  
by Sid Rodway (in part)  
July 8, 1970

Piece of Debris, Airplane Window ▶

(Photos courtesy of The Mississauga News)



## Rev. Canon Jerome Khelawan - 1984

CANON JEROME KHELAWAN HAS BEEN THE pastor of St. Hugh and St. Edmund's Anglican Church in the Malton area since 1984. This Anglican Mission congregation was formed in the early 1940s in a small church on Merritt Avenue that was later moved to Weston. In 1943, services were held in a tent. Through the efforts of Rev. Thomas Butler, the Rector of St. Philip's Church, Weston, Art Minard's assistance was acquired in forming an Anglican congregation. During the early days of perseverance and determination, many meetings were held at Art and Muriel Minard's home. Then in 1947, services were held in the Burlington Street United Church (Trinity), followed by services in the Community Hall on Victory Crescent, then again at the Trinity United Church when Reverend George Young of St. Mathias officiated. The parish became St. Hugh of Lincoln on February 4, 1956, authorized by the Rt. Reverend F. W. Wilkinson,



Bishop of Toronto. Then in 1957, a building fund was started and through Mr. Minard's dedication this led to the church getting a portable on Merritt Avenue in 1958.

◀ Canon Jerome Khelawan



▲ Canon and Isabelle Khelawan

In the mid-1960s, a new portable was purchased by the Diocese of Toronto and erected on property on Goreway Drive. The old portable was moved and used for a Parish Hall. When it was decided a church should be built, a sod turning ceremony was held on October 31, 1976.

Due to the decrease in the Anglican congregation at St. Edmund the Martyr in Toronto, the parish had to close. The parishioners made a decision to donate the church's valuables to St. Hugh with the condition that St. Edmund be added to the Parish's name. The two congregations were united on November 8, 1976, to become St. Hugh and St. Edmund's Anglican Church with Reverend Mariano Rughi as the first rector. The new church was dedicated on June 22, 1977, with Bishop Alan Read officiating. Then on November 20, 1977, the cornerstone was laid by the Most Rev. L. S. Garnsworthy, Archbishop of Toronto.

Rev. Rughi retired in January 1979, and was followed by Rev. Stanley Isherwood, who was priest-in-charge until 1979. Rev. Douglas Jacques became rector until 1984 when Rev. Jerome Khelawan succeeded him.

Canon Jerome Khelawan was born in 1946 in Guyana to Manoel and Estelle Khelawan. He attended seminary of St. John Vianney at Mount Saint Benedict in Trinidad, where he studied theology and philosophy. He was ordained in 1972 and came to Canada in 1976 to serve at Toronto's Caribbean Catholic Secretariat. He then went to St. Michael Roman Catholic Church in Waterloo and then was received as an Anglican priest on April 16, 1981, by Bishop David Ragg in the Diocese of Huron. This led to his returning to Trinidad to serve at the Holy Trinity Cathedral, Port of Spain. He was appointed assistant Curate at St. Michael's and All Angels in Toronto that same year. After a stint as associate priest at St. Luke's on Coxwell Avenue, he came to Malton.

He met Isabella Faria of Guyana in Scarborough while on vacation with relatives and they were married on December 19, 1987, by Bishop Joachim Fricker at St. Hugh and St. Edmund Church. Isabella had arrived in Canada that same year. She works for the Canadian Imperial Bank of Commerce. She took a few courses in banking, and on November 21, 1991, she became a Canadian citizen.



▲ Father Jerome and his wife Isabella Khelawan



▲ St. Hugh's Church Interior

In 1993, Canon Jerome was appointed Regional Dean of the Deanery of the Humber, which he still retains. He was installed as a Canon in 1994 and was appointed Examining Chaplain in 1994, which he held until 1998. He was also appointed to the Diocesan Council by Bishop Finlay in January 2002, and still represents the Credit Valley Area Council as a regional dean and a member of the Diocesan Council.

Canon Jerome has a great ability to serve in many capacities as a volunteer and has received many awards for his services. He was given a five-year pin on May 2, 1993, for volunteer service from the Ministry of Citizenship and the Ministry of Culture, Tourism and Recreation. He served as president of the Malton Community Services (now Malton Neighbourhood Services) for six years (1988-1994), was appointed by Order of Council as a member of the Peel District Health Council (1987-1993), spent a year on the Multicultural Health Care Unit and was a member of the Malton Police Community Liason Committee. For such amazing dedicated service, he received an award from the Malton Black Development Association and a certificate of recognition from the City of Mississauga.

In 2006, St. Hugh and St. Edmund's Anglican Church at 7314 Goreway Drive has a multicultural congregation of 201 families. Down through the years many groups were formed to carry out the workings of the church: the Anglican Church Women, the Chancel Guild, the choir, the Youth Group, Men's Club and the Young Adult Christians. Several of these groups helped to raise monies for the church with fund-raising activities such as holding walkathons, dinner-dances and talent shows, and selling chocolate covered almonds and fruitcakes. The Outreach program supplies food hampers to the needy and Faithworks supports missions in Europe.

The church's mission statement is: Recognizing the cultural diversities of the community, helping in community planning and the promotion of a more spiritual, caring community.



▲ St. Hugh's Church Window  
(Photos courtesy of Canon Khelawan)



▲ St. Hugh's and St. Edmund's Anglican Church, 2006  
(Kathleen A. Hicks)

## Rotary Club of Mississauga - Airport - 1985

**T**he Mississauga-Airport Rotary Club was founded and chartered in 1985 with 35 members. The Rotary Club of Mississauga were the sponsors, with Rotarian Duncan Lyle and Knud Loimand as chairmen of the project. Rotarian Lyle initially suggested a Rotary club be formed in Malton. The first president was Karl Baker.

Meetings were held at the Marriott Airport Hotel.

When this club was started, the members' mandate was closely allied with the Lester B. Pearson International Airport, in that the members met children from developing countries at the Airport, who required medical attention and transported them to Toronto hospitals. After a few years, other organizations took on this responsibility.



◀ Paul Harris  
Rotary founder



▲ The First Rotarians, L. to R., Sylvester Schiele, Paul Harris, Hiram Shorey and Gustavus Loehr

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ROTARIANS ARE EXTREMELY INVOLVED IN THEIR community for its betterment, especially with youth. Their community service includes Breakfast for Kids, the Lexus Titans Homework and Wrestling Club, Malton Youth Basketball, Food Path, Interim Place and the Salvation Army. Besides their work in the community of Malton, the Rotarians support international development, which has included a mobile operating clinic for eye surgery in India, a bursary program for disadvantaged Jamaican children, the construction of a recreation area and kitchen for a school for disabled children in Assiz, Brazil, as well as a four-year commitment of building a multi-service community centre in Timushan, Guatemala. The Rotarians major fund-raising activity is their Saturday noontime bingo at the International Centre on Airport Road.



They have co-sponsored a stewardship project for Malton's Greenway park system. This is a four-year project that will restore the tributaries of the Humber River. It gives them a hands-on with cleaning up the park areas and beautifying them with plants and shrubbery. Many other Malton community groups are involved in this worthwhile project.

The Rotary Youth Leadership Award is a district youth leadership program that has been hosted by the Malton club since 1997, under the guidance of Rotarian Carole Berry. This program gives 35 young people six days at an ecological retreat centre to develop their skills in community service. There are 50 Rotary clubs involved from Rotary District 7080, which choose the participants. The club also sponsors ten grade 11 students to attend the annual Camp Enterprise held every May at University of Toronto-Mississauga.

In 2005, the Rotary Club of Mississauga-Airport celebrated a successful 20 years on Friday, April 15th, at Rotary Glen. Paul Harris awards were presented at this time to Russ Pooley, Dramond RaHanzi and Helene Burrowes. The club has presented 35 Paul Harris Awards since its formation, which represents \$35,000 (US) that has been contributed to the Rotary Foundation for humanitarian projects. The annual 2005 Golf Tournament raised nearly \$20,000 for Peel Partners for a Drug Free Community. Another celebration enjoyed by all the Rotary Clubs of Mississauga was the 100th anniversary of Rotary.

In 2006, the president of the Rotary Club of Mississauga-Airport is Dr. Kitty Chan-Presideo and there are 20 members. The treasurer is Dr. Darren Jagessar, and secretary, Carole Berry. Breakfast meetings are held every Wednesday at 7:17 a.m. at the Toronto Airport Marriott Hotel.



▲ Mississauga Rotary Reps at Run for Shelter Event, 1998  
(Carole Berry)



▲ The Rotary Foundation Challenge, 1997  
(Carole Berry)

## Rotary Information

The first Rotary Club was organized in 1905 by a Chicago lawyer, Paul P. Harris. It was Harris' idea that there should be an organization that would "bring together a representative of business and professional men, a club where the members might recapture the friendliness, comradeship and understanding of the small town life many of them had known as youngsters." The first members were Silvester Schiele, Hiram E. Shorey and Gustavus H. Loehr.

Paul Harris gave the organization the name of "Rotary Club," because the members met in rotation at various business locations. The first meeting was held on February 23, 1905. When the club got too big, the members began luncheon meetings at a restaurant and the pattern was established. One of the cornerstones of Rotary was to follow a classification system and allow only one businessman or professional man from each type of service to join. It was to promote understanding and fellowship among professional men. By 1908, the Rotary Club of Chicago had 200 members.

When Chicago Rotarian Manuel Munoz was going to visit San Francisco in 1908, Paul Harris asked him to talk to some businessmen about Rotary and thus the second club was founded by lawyer Homer Wood. Winnipeg, Canada, was the third in 1910. By the 1920s, there were 16 clubs and the National Association of Rotary Clubs was formed. As Rotary took hold around the world, it was recognized that the organization could serve a wider purpose, and various types of community betterment activities were implemented.

As of 2006, Rotary International is represented in 166 countries worldwide, with 529 Districts, 31,561 Clubs and 1,227,545 Rotarians.



▲ Rotary's 100 Year Symbol  
(Other photos Rotary International)

## Ward 5

THE BALDWIN ACT, SET OUT BY THE PROVINCE on May 30, 1849, laid the foundation of the municipal system of Canada West (Ontario) and established the principal of responsible government in Canada. Robert Baldwin was the joint Premier of the United Canadas under the LaFontaine-Baldwin Administration, 1848-1851.

When it was confirmed that Toronto Township would be incorporated as of January 1, 1850, a special meeting of the Home District Council in Toronto was held on October 2, 1849, to pass By-law No. 220 that divided the township into five wards, which were designated according to the Baldwin Act 12, Victoria Chapter 81. The power of the province's role varied over time.

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◀ Councillors Frank McKechnie,  
Cliff Gyles, Eve Adams  
(The Mississauga News)

At incorporation, the township council was granted the authority to hold municipal elections and in those days, elections were carried out yearly on the first Monday in January when the five councillors were voted for. The councillors then chose the reeve and deputy reeve.

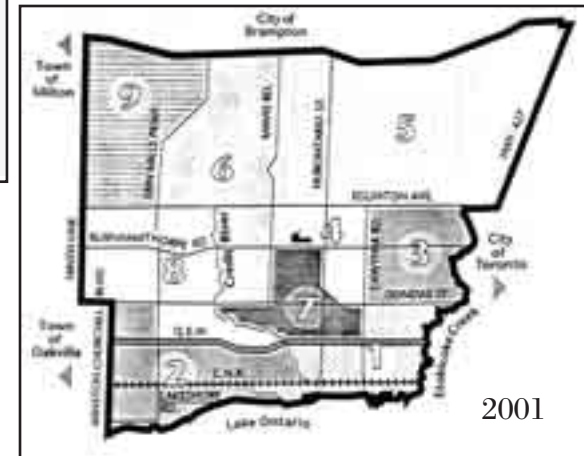
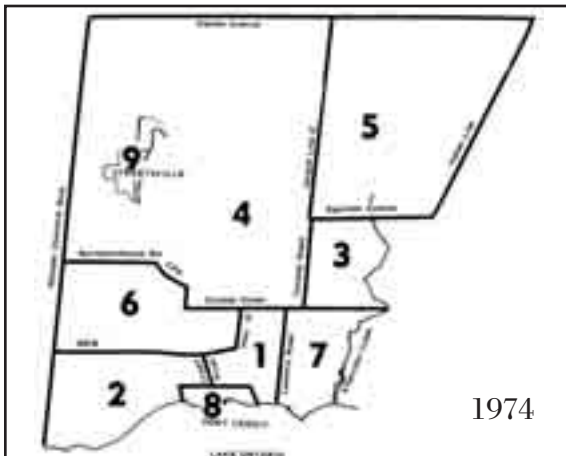
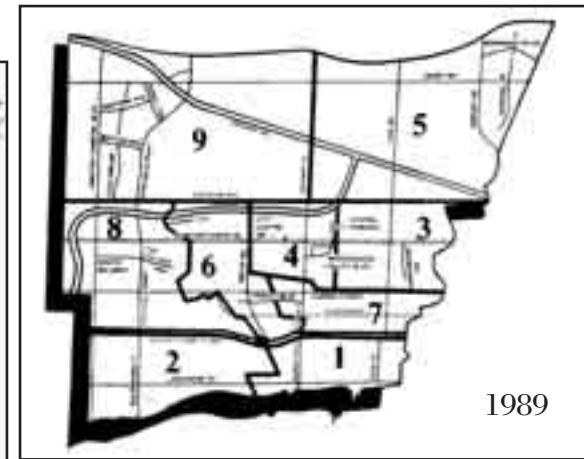
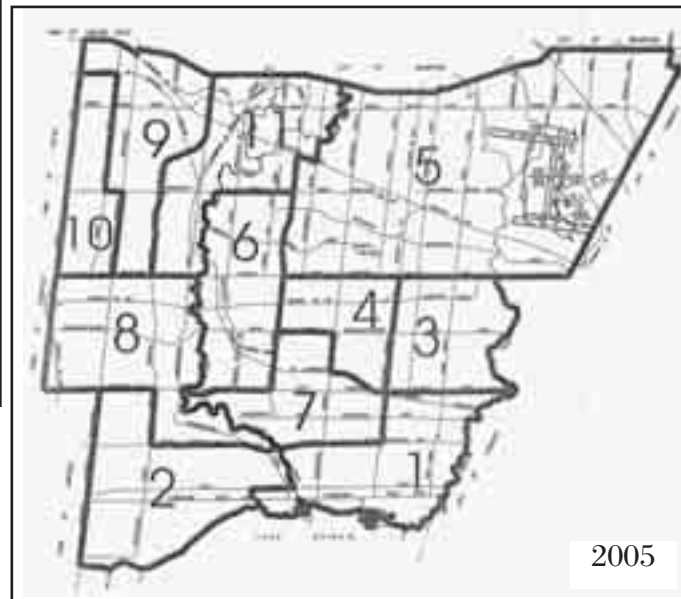
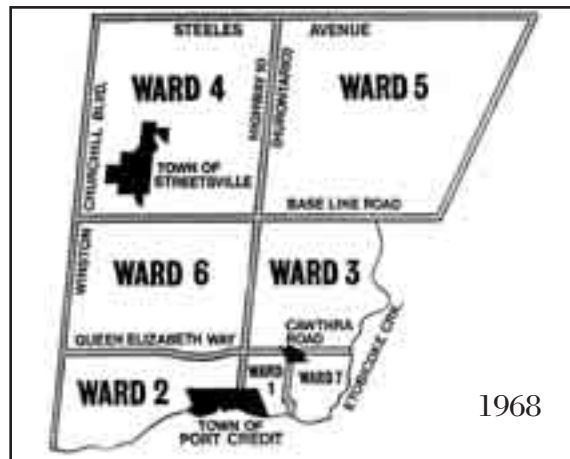
In 1867 at Confederation, the ward system for the election of reeve, two deputy Reeves and two councillors was first established. In 1876, the deputy Reeves were referred to as 1st and 2nd. In 1899 the deputies were dropped until a deputy reeve was added again in 1907. The electoral system changed in 1900 and in the first council meeting of the year, the councillors were listed, then they were given the supervision of roads and bridges in five divisions. Wards were not mentioned. In 1910 the electoral system was changed again to 1st Deputy Reeve and 2nd Deputy Reeve, with each gentleman handling a ward. In 1923, a 3rd Deputy Reeve was added with each still handling councillor duties. In 1932 the council went back to reeve, deputy reeve and three councillors.

The wards stayed the same until 1951 when an Act of Legislation brought in a new voting system and five new wards were laid out and five councillors were elected along with a reeve and deputy reeve, who were taken off councillor duties. Erindale, Cooksville and Dixie were in Ward 3, the only ward to stretch from west to east across the township. A change again took place in 1959 when it was decided to make seven wards, which became official in January, 1960, Robert Speck's first year as reeve. Since that time the wards have been changed in 1970, 1977, 1983, 1990 and 2005, as urbanization dictated. Each time the wards changed they were established by municipal by-laws.

In 1961, municipal elections began to be carried out every two years. With the founding of the Town of Mississauga in 1968, which

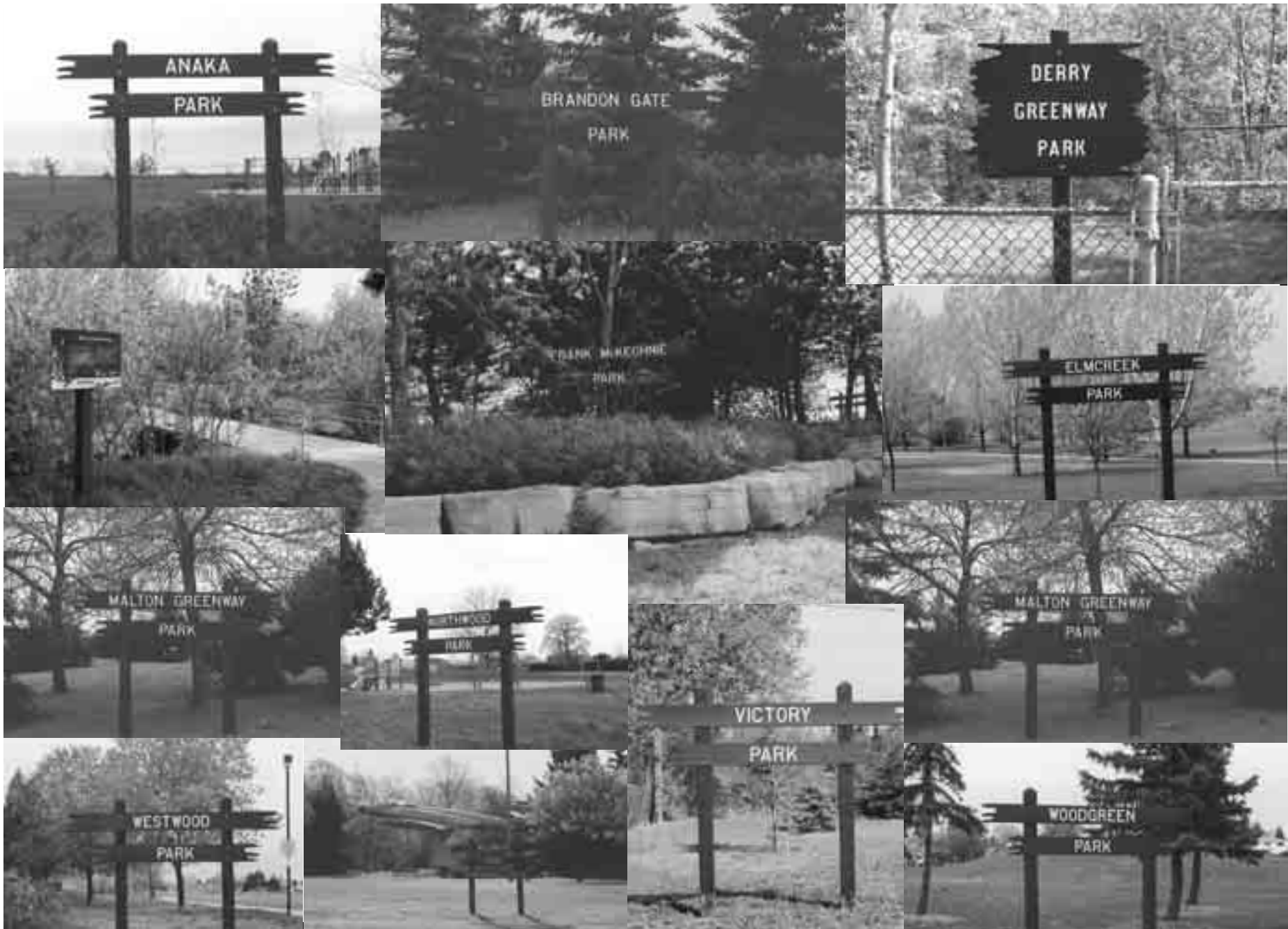
amalgamated the seven major areas and small villages of Toronto Township, the council consisted of the first mayor, a reeve and deputy reeve and seven councillors. In 1971, a three term was put in effect. In 1974, when the City of Mississauga was established with the towns of Port Credit and Streetsville, a mayor and nine councillors were on council, with Port Credit being Ward 8 and Streetsville Ward 9. In 1977, it returned to two terms; in 1979, it again went to three, which it remains today. In 2005, two wards were added and two more councillors.

The councillors who have served Malton since it became part of the Town of Mississauga on January 1, 1968, are: Frank McKechnie, Cliff Gyles and Eve Adams



Ward Changes from  
1967 to 2005  
(City of Mississauga)

# Parks



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### Albert McBride Park

3811 Teeswater Road  
Opened in 1972  
2.5 hectares (6.1 acres)

### Anaka Park

7666 Anaka Drive  
Opened in 1972  
2.4 ha (6 acres)

### Brandon Gate Park

3545 Brandon Gate Drive  
Opened in 1972  
2.08 ha (5.1 acres)

### Cattrick Boulevard Park

53 Cattrick Street  
Opened in 1962  
0.2 ha (0.5 acres)

### Derry Greenway

3365 Victory Crescent  
Opened in 1974  
9.7 ha (24 acres)

### Elmcreek Park

7320 Darcel Avenue  
Opened in 1962  
4.7 ha (11.7 acres)

### Father Joseph A. Nolan Park

7385 Finery Crescent  
2.8 ha (6.9 acres)

### Frank McKechnie Park

3013 Derry Road East  
0.57 ha (1.4 acres)

### Kings Park

7185 Dixie Road  
20.3 ha (50.3 acres)

### Malton Greenway Park

3555 Etude Drive  
Opened in 1972  
17.12 ha (42.3 acres)

### Malton Village Park

9A Beverley Street  
2.4 ha (6 acres)

### Marvin Heights Park

7363 Redstone Road  
Opened in 1968  
2.4 ha (6.1 acres)

### Mount Charles Park

1265 Cardiff Boulevard  
11.2 ha (27.7 acres)

### Northwood Park

3830 Brandon Gate Drive  
Opened in 1968  
4.04 ha (10 acres)

### Ridgewood Park

7239 Cambrett Drive  
Opened in 1961  
2.35 ha (5.8 acres)

### Station Way Park

26 York Street  
1.8 ha (4.6 acres)

### Victory Park

3055 Victory Crescent  
5.2 ha (12.9 acres)

### Westwood Park

6941 Darcel Avenue  
Opened in 1965  
3.7 ha (9.2 acres)

### Wildfield Park

7389 Bramalea Road  
11.18 ha (27.6 acres)

### Wildwood Park

3430 Derry Road East  
Opened in 1965  
41.9 ha (103.6 acres)

### Woodgreen Park

3325 Twilight Road  
Opened in 1969  
2.03 ha (5 acres)

(Photos by Kathleen A. Hicks)

# The Oldest People

VERA CODLIN ETHERIDGE WAS BORN ON HER father's 100 acre (40 ha) farm on Airport Road on November 21, 1915. Her father, Fred Codlin, had been born on the Indian Line (Eighth Line) and her mother, Mabel Mashinder, on Derry Road. Her grandfather had built the family home in 1891. They had mixed farming of vegetables, fruit, cattle and poultry. Her father was a truck-



▲ Fred Codlin

er and took produce, pigs and calves to markets in Toronto and also sold farm implements for International Harvester. Her father was the first person to have a car in Malton. Their

neighbours were the Middlebrooks, Carrs, McDougalls, Gardhouses, Sommervilles, Hewstones and Brocklebanks.



◀ Vera Codlin, age 4 years



▲ Codlin House

The family attended the Trinity United Church on Burlington Street and her mother was a dedicated church volunteer. The United Church Women's organization held an annual Thanksgiving turkey dinner in October and a bazaar in November. They also had a "trunk" (rummage) sale, which was also a good fundraiser and an opportunity to recycle household goods and clothing.

Vera went to the Malton Public School and Weston Collegiate. Airport Road was a gravel road and she and her friends loved skating on a nearby stream that was a branch of the Mimico Creek. She remembers growing up watching rickety canvas biplanes clattering overhead before they landed in a field south of her family's farm. Cars were a novelty, but life was simple and helping one's neighbour was an everyday occurrence.

She married John Etheridge in 1942 and they moved into a wartime house on McNaughton Avenue in 1946. John was in the Navy as it was during World War II (1939-1945). After the War ended, John became a stationary engineer in the boiler room for Orenda Engines.



▲ Wedding of Vera and John Etheridge



▲ Vera and John with Rico at their McNaughton House

Vera worked for the Peel Board of Education as a secretary for 25 years. The office for the Toronto Township School Area #1 was in the Malton Public School, then she went to the new offices on King Street in Cooksville.

Vera remembers Hurricane Hazel in 1954, the 1969 gas explosion, which scorched the paint off many houses the heat was so intense, and the 1970 airplane crash at the Malton Airport. She lost her father in 1956, her mother in 1983 and John in 1987.

The new Trinity United Church was built on her family's property and her father's farm was used for the wartime subdivision called

Victory Village. Her parents' house was torn down in 1982, which was the last of her family's connection to disappear.



◀ Etheridge House



▲ Vera and John Etheridge's 25th Anniversary



In 1994, the Region of Peel was making plans to widen Airport Road to six lanes. The houses in the way of progress were going to be sacrificed and Vera's home was one of them. She received a letter on March 19, 1997, advising her that her property was required for the widening of the road. She wanted to fight the Region, but was told that if she did not comply, the property would be expropriated. So she was allowed to remain in her home until 1998, then she moved out. The family home was demolished with the widening of Airport Road.

For some years now, Vera has belonged to the Malton Seniors, an involvement she thoroughly enjoys. She also has enjoyed her camaraderie with the Royal Canadian Legion Branch #528 and the Ladies

Auxiliary. She still drives her car and quite often picks up other seniors so they get to the meetings and euchre or cribbage games, whatever the outing.

When asked what she thought about the comparison of Malton's original farming community to today's busy place, she said, "I go along with change and accept it."

Vera celebrated her 90th birthday in November 2005, amongst a company of 175 relatives and friends. The occasion took place at the Malton Community Centre and Vera's niece, Ann Barclay, great-niece Carrie Beck and Ann's daughter, Nicole Perdue, were the organizers.



▲ Vera Etheridge on her 90th Birthday



▲ Winn Currie, who is 102



▲ Marjorie Madgett McLaughlin is now 96

## Longest Married Couple

REGIS AND VIOLET HANLEY WILL BE celebrating 62 years of wedded bliss on November 30, 2006. They were married in 1944 at St. Anthony's Church, 1041 Bloor Street, Toronto. It was just a small wedding, with Violet's sister, Rose Swabuk, as maid of honour, and Regis' brother, Patrick, as best man. Vi had had a short turquoise dress made, with a halo for her hair of matching fabric. They honeymooned in Niagara Falls, which they say was beautiful in the winter.

Violet was born on May 23, 1924, to John and Annie Swabuk, who resided in Portage la Prairie, Manitoba. She was one of ten children. John worked at the Canadian Pacific Railway. At age 16, Violet came to Toronto on her father's CP pass to live with her Aunt Kay, who was married to Jerry Hanley (Regis' brother).



▲ Annie and John Swabuk - parents of Violet Hanley



▲ The Hanleys Wedding, 1944

Regis was born on June 30, 1917, to Thomas and Anastasia Hanley on a farm in Hesson, Ontario. When he was a year old, he contracted polio, which resulted in his having one leg shorter than the other. But this disability has not deterred his enthusiasm for life and its many opportunities. Regis' father passed away when Regis was only eight, but he was surrounded by a strong-willed mother and ten brothers and sisters. Regis came to Toronto in 1936 to continue his schooling. He attended business school and took typing, shorthand and bookkeeping.



▲ Thomas and Anastasia -  
parents of Regis Hanley

Hull Street with a garage, which became their home for nine years. Regis built a frame, one-storey house for \$15,000 in 1954, and they still reside there. When Hurricane Hazel hit Ontario in October of that year, the Hanley's house was flooded. The furnace, car and everything in the basement was under water.



◀ Violet and sister Rose,  
Riveters at A. V. Roe

In 1941, Regis started working at National Steel Car as a sheet metal mechanic and built the wings of the airplanes. During 1944 and 1945, Violet worked at Victory Aircraft on the fuselages of the Lancaster bombers along with her sister, Rose. Back then, they were referred to as "Rosey the Riveters." She and Regis met at his brother Jerry's house and were soon married. They took the train from Toronto to Malton to work.

The Hanleys moved to Malton in 1945, where their two children were born, daughter, Regina, in 1947, and a son, Alrid (called Al), in 1950. They lived in a trailer for a year and then bought a lot on



▲ Regina and Alrid (Al) Hanley

Regina got her BA (Bachelor of Arts) at the University of Toronto. She taught at Toronto Eastern High School of Commerce for 35 years. Alrid also earned a BA and CFA (chartered financial analyst) from London University. He had muscular dystrophy and while in university, it worsened. Yet, he lived on his own in Toronto for 18 years and worked with the Toronto Stock Exchange and wrote articles for McKenzie Financial as a financial analyst. Al passed away in 1994.

The Hanleys have travelled throughout Canada from the west coast to the east. In 1979, they bought a rundown cottage on Scugog Island, across the lake from Port Perry. They fixed it up and put in new plumbing and electricity and it became their getaway during the summer. While staying there, Vi attended writing classes in Uxbridge and she says she enjoys that pastime very much. She also paints a little and because of her many interests, her son used to say she was "rock happy." When Violet was in her 60s, she joined a band called "The Golden Slippers" and for ten years they played in Port Perry and around the Toronto area. She also spent three years playing violin in an orchestra that played classical music. They were featured on Breakfast Television on City TV and often played at different churches in the area. Regis was a square dance caller, enjoys bridge and other card games and carpet bowling. One of their finest memories goes back to their courting days when Regis used to take Violet up the Humber River in a row boat. In later years, he sailed around Toronto Island and took Regina out in dinghies and keel boats.

Violet and Regis joined the Malton Seniors as well as the Port Perry Seniors Club in 1982. In June, 1987, they were chosen King and Queen of the Port Perry Seniors. It was the last meeting of the season and they were crowned by the outgoing King and Queen, Marion and Burnsell Webster. They were ushered in to the tune of “Oh, them

Golden Slippers” and Louise Hartley and Bill Harper singing “True Love.”

Violet and Regis’ 50th anniversary in 1994 passed quietly as their son, Al, passed away that year. In 2004, their milestone of 60 years was similarly celebrated.



▲ The Senior Citizens Club wrapped up a fun-filled season last week with some fine music and the crowning of King and Queen. At far left and right is last year’s royalty. Burnsell and Marion Webster. And seated in the middle is Regis and Violet Hanley.

*Let us never lose sight of our great importance to God and His great love for us. The love which is greater than the love of a father’s or a mother’s love for their child.*

*We are getting older and weaker and our hearing is poor and our eyesight is worse.*

*Our face is spotted and also pruned.*

*Our walk isn’t the same and we fall down and we need His support, His help, His hand and His love.*

*Sometimes, we feel, He is not there for us, but we only have to look across a great expanse of water or sky to feel His Great Presence and Power. He is there! We are His children. We are important to Him and His love is Great.*

*- written by Violet Hanley  
Senior Citizens Club #231  
Malton, Ontario*



▲ Violet, Regina, Regis and Alrid

272



▲ The Hanley House



▲ The Hanleys' 60th anniversary

(Photos courtesy of Violet Hanley)

*This World of Ours is; broad and deep  
But I have miles to go, before  
I sleep.  
The world is round,  
It is not flat  
I won't fall off, I'm sure of that.  
To live in this world  
we have to bend.  
Don't walk alone  
You need a friend*

- written by Violet & Regis Hanley

## Oldest Heritage Building



273

### ▲ 33 Beverly Street

Built in the 1850s, this house was purchased by George and Kathleen Graham in 1940. It is now owned by daughter, Joy Graham. (Kathleen A. Hicks)

# Malton's Historical Buildings

274



▲ Tomlinson/Johnston House  
16 Scarboro Street



▲ 13 Scarboro Street



▲ 14 Scarboro Street

**Other Interesting Houses**



▲ 17 Scarboro Street (Photos by Kathleen A. Hicks)



▲ Tomlinson House 18 Scarboro Street  
(City of Mississauga, Community Services)





▲ 7146 Goreway Drive (Kathleen A. Hicks)

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### Other Heritage Sites

**Moore Cemetery**  
Derry Road East

**Mount Charles Buildings**  
SW Corner Derry and Dixie Roads

**Mount Charles Cemetery**  
Dixie Road

**The Dale House**  
Derry Road

**Wildwood Park and the  
C-100 Airplane**  
3430 Derry Road East

**Victory Village**  
East of Airport Road

**Victory Hall**  
3091 Victory Crescent

(Photos by Kathleen A. Hicks)

(Photos courtesy of the City of  
Mississauga Community Services)

## The Scarlett House

The Hornby/Scarlett House at 6435 Dixie Road is now the home of a catering business. In architectural terms, it is a one-and-a-half storey farmhouse of Canadian characteristics of the Georgian Gothic Revival and Neo-classical style, with a five-bay facade, gabled frontispiece, lancet window, ornate verge board and return eaves, brackets and dichromatic brickwork that has Italian elements.

This elegantly restored 1850 house was built by William Hornby. When he passed away, it went to his son, Arthur. He sold it to Edward L. Scarlett in the 1920s. Mr. Scarlett operated his farm until 1964, when he sold it to Ambler-Courtney Ltd. He remained in the farmhouse until his retirement. Ed Scarlett passed away in 1991. His second wife, Ruth, and daughter, Lynn, reside in Brantford.

Don Courtney lived in the house from 1971 to 1974 and then he bought a farm in Caledon and rented the heritage building. He restored the house and then had it moved 400 feet (120 m) closer to Dixie Road to the Courtney Park Centre Plaza and it became a restaurant that specialized in old fashioned country cooking. It is now used by the Scarlett House Catering.



▲ Scarlett House (City of Mississauga Community Services)



▲ Restoration of the Scarlett House  
(Photos - City of Mississauga Community Services)



▲ Scarlett House 1982 Rear



▲ Scarlett House 1982



### **Robinson/Clarke House**

1865 Derry Road East

278

Abel Robinson purchased part of Lot 15 from Charles King in 1861 and built this house around 1870. (It is shown in 1877 *Atlas*, although the plaque says 1885.) The Robinsons sold their farm in 1908. The last owner was Fred Clarke, who sold it in 1961.

On December 17, 1986, R. E. Winter & Associates did a preliminary assessment on the farmhouse to see if it was worthy of saving.

This two-storey red and buff brick heritage house has been saved from demolition and was restored by Bombardier in 1997. It is now owned by Floorwood Manufacturing Limited and sits boarded up between two industrial buildings.



▲ Clarke House 2005 ▶

(Photos courtesy of Dianne Beedham)

## Down Memory Lane with George Stroumboulopoulos

“I MOVED FROM REXDALE TO MALTON IN 1982 when I was ten. I lived at 7378 Sills Road with my mother and sister. Malton was similar to Rexdale for it was an ethnically diverse, lower-middle-income neighbourhood. There were a lot of youngsters kicking around, so naturally, I loved the move.

“My Malton experience can be summed up by two things, my best friends and street hockey. Every night after school we’d play until it was too dark to see – then we’d try to convince someone’s parents to turn their car’s headlights on for us to play by. Oh, if only we had hybrid vehicles back then.

“I started my Grade 4 year at Our Lady of the Airways Public School on Beverley Street. To get to school every morning, I would hop my backyard fence, walk across Airport Road and through the field.



▲ George Stroumboulopoulos

**T**he school had a fire during that year and we were all shifted over to Malton Public School, which later became the Sikh Temple.

“One of the reasons my Malton upbringing was so positive was because of my best friend from Toronto had moved there as well. Bobby Van Englesdorp lived on Bonaventure and we were inseparable. We patrolled the whole city on our bikes. One of our favorite adventures

in those early days was crossing Airport Road and digging out rejected Tonka cars from the garage bins of the Tonka toy factory.

“Malton will always be the center of the universe for me. And it will definitely always be my home base. My house was east of Airport Road, north of Morning Star Drive, south of Redstone Road and west of Goreway Avenue. My neighbourhood did not change in all the time I lived there and I was comforted by that sense of continuity.

“Frank McKechnie was councillor and he did a tremendous amount of good for Malton -- they called him the Mayor and he should have been officially. We never felt as though we were part of Mississauga. I barely went into ‘the city of Mississauga.’ I only made the rare trip out there if there was a movie theatre worth checking on. We were more connected to Rexdale, Brampton and part of Toronto. The Woodbine Centre on Rexdale Boulevard was a gathering place for those of us from Malton and Rexdale.

“My first job was at a Mr. Submarine store on Airport Road. A few months later, I moved up in the world and began working at the Cineplex Odeon movie theatre at the Woodbine Centre.

“I am now living in Toronto and my mother is in Kleinberg. There are plenty of nights when I cannot sleep, so I hop in my car and drive through my old childhood neighbourhood. Sometimes I even consider buying our old house back. I sit in the driveway, listening to music and it renews my spirit in a strange way.

“Music has always been a big part of my life. I grew up listening to the radio. Especially Q107, which at the time seemed like the greatest radio station in the world. Andy Frost, John Derringer and Bob Mackowycz.



◀ George Stroumboulopoulos  
(Photos courtesy of CBC The Hour)

“These days, I am the TV host for The Hour on CBC-TV. I’ve been there for a little over a year now. Prior to that, for five years I was with The New Music on Much Music TV. I am very interested in promoting cultural intelligence to our viewers.



▲ George Stroumboulopoulos  
enjoys hockey

“The funny thing is that it’s the street hockey that has always lingered in my mind. Just last year, I finally decided it was time I started to skate. I am now playing ice hockey with the Good Time Hockey League of the Arts, on a team called Chart Attack Hack. Most of the players are involved in the music, radio or TV industry. It’s the most fun I have all week. Someday I would like to build an arena some place – perhaps I’ll buy Malton Arena. Do you think they will sell it to me? (Kidding, of course.)

“Malton was, and still is, a place with many families from a variety of backgrounds. A small multicultural society where different cultures co-exist, some of these cultures include, Hindu, Sikh, Irish, Asian and Jamaican. My family background is Ukrainian and my mother is from Poland. That was my background and upbringing, and in Malton, we didn’t see colour. It was such a diverse place that seemed to work. Obviously, I have fond memories of Malton.”

## Malton, the Place I call Home

If I were a lyricist I'd write a psalm  
Of the harmony of Malton, its peace and calm.

If I were a poet I'd write a poem  
All about Malton, the place I call home.

If I were a composer I'd compose a song  
For my Malton and sing it all day long.

If I were a writer I'd write a book  
Warm and glowing no matter how long it took.

If I were an artist I'd paint a scene  
Of the prettiest village I have ever seen.

Those wishes cover the Malton I knew  
From Nineteen eleven to Thirty two.  
Sadly all that charm is now long gone  
And Malton is lost in a mega-town.

Now I'm a nobody passing through  
With nothing to offer, so what can one do..  
When my home was Malton, somebody was I.  
Oh why did Malton have to die?

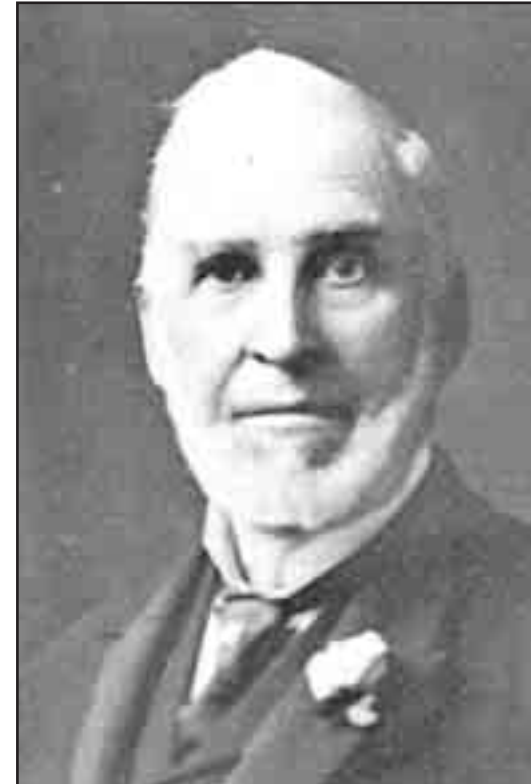
Effie Galbraith Howard  
September 17, 1997



## Small Villages and Hamlets

**B**ecause of the success in producing *Clarkson and its Many Corners*, this author is writing a ten book series that covers the entire history of the city of Mississauga. This is the sixth book in the series. Dixie was the first community to spring up in Toronto Township as the settlers came in along the rutted trail of Dundas Street in 1806-07 and took up their land grants, then Cooksville, Lakeview and Clarkson followed. With the Second Purchase in 1818, Streetsville, Meadowvale and Malton were founded. When the Mississauga Indians surrendered their mile (1.6 kilometres) on either side of the Credit River in 1820, Springfield (Erindale) came about and in 1834, Port Credit. These nine major areas make up nine of the books. The tenth will be on how our streets were named.

Throughout Toronto Township, small villages and hamlets sprang up, mostly at the four corners of interchanging roadways. These small communities were usually located as a crossroads hamlet, an intersection that had a small store, a tavern, a school and a church. It was usually named for the resident or inhabitant who was industrious in his community and had most of the land and was generous enough to donate a portion for a school and/or a church.



▲ Robert Broddy was the First Sheriff  
(Region of Peel Archives)

IN THE BEGINNING THERE WAS JUST THE AGRICULTURAL era, whereby Toronto Township farmers wanted only to have a prosperous functioning farm to sustain their family. Some supplied the community, which allowed further growth and prosperity, and they profitted somewhat from the labour of their enterprise. Community and church were the only socializing encounters with their neighbours. Gradually their village grew with a school, mills, stores and small businesses, which completed their initial vision.

From their arrival in Toronto Township until their deaths, the early pioneers saw very little progress. Massive urbanization did not take place until after World War II (1939-1945). In the next ten years, a surge of industrial development and infiltration of housing construction occurred.

A few interesting places were:

**Fraser's Corners** at Third Line (Dixie Road) and Base Line (Steeles Avenue), named for the first settler Robert Fraser, who had grant Lot 15, Con. 4, EHS. Although a small village, it was well known. Fraser deeded land for a church to trustees William Freeman, John Hetherington, William Pickering, Robert Smith and William Sterritt for five shillings (66¢). Father Boyle was a clergyman there as pastor of the roughcast Methodist Ebenezer Church built in 1854, which was replaced by a brick church in 1880. The church, under the Brampton Circuit, lasted until 1912 and was torn down in the 1930s. The George Armstrong Hall was where the Orange Lodge met. One resident named his property, "Devil's half acre." The area later became known as Ebenezer for the church. **Richview**, on what is now Airport Road, south of where the airport is located, had a population of 100 in 1875. The post office closed August 1, 1911, and the small community also disappeared when the Airport came into being. **Broddytown**, which was located on the Base Line (Steeles Avenue), east of the Third Line (Dixie Road), was named for the Broddy brothers, Alexander, James, Robert and William, who came from Ireland in 1820. The Broddys owned 200 acres, Lot 2, Con. 1, EHS, Chinguacousy and 50 acres, Lot 15, Con. 2, EHS,



▲ Broddytown Public School (Region of Peel Archives)

Toronto Township. In 1825, Alexander married Eleanor Todd, who arrived with her family around the same time. Their son, Robert Broddy, who was born on April 24, 1828, was appointed bailiff of the 11th Division Court of Peel County in 1856, and was Peel's first sheriff in 1867. Robert was appointed by the MacDonalld administration

at Confederation and he held office until 1911. His parents celebrated their 50th anniversary in 1876 and saw their son's accomplishments. At this auspicious occasion, their four sons, two daughters and several grandchildren helped them celebrate their milestone. A red schoolhouse with seven pupils sat in the center of a prosperous farming district. The school was used until the 1960s. During World War II, the students knit afghans to be sent to England. They held euchre games and lucky draws and raised \$50 and used \$24 to buy blankets for the Red Cross and \$26 for the British War Victim's Fund. This school won a silver cup at the Peel Music Festival. A church

was constructed here in 1867 and called the Salem Church. Salem stood for "peace." The building committee consisted of Jesse Watson, Alex Broddy Sr., Daniel Johnston and Robert Broddy, with treasurer George Rutledge. It served the community well until June 1921, when it was closed down, as the small communities started to disappear into the conglomerate of progress. Broddytown became the site of American Motors in Brampton, which was a successful industry for a time.

Elmbank, Hanlan's Corners, Grahamsville, Mount Charles and Palestine are featured in this book.



# Elmbank

THE FOUR CORNERS of Elmbank, Lots 5 and 6, Con. 5, and Lots 5 and 6, Con. 6, EHS, were granted to James McKay, 1832, John Ryan, 1825, John Somerset, 1838, and Kings College respectively. The crossroads was the corner of Britannia Road and Fifth Line (Dixie Road). The first resident to be recorded in Elmbank was John Grubb.

John Grubb emigrated to Canada from Scotland in 1831 and settled on the west half of Lot 5, Con 5, EHS, that edged on the east bank of the Etobicoke Creek. He built a palatial house on a hillside overlooking the creek and called it Elmbank. The community was then named after John Grubb's prestigious estate.



▲ Elmbank School Class

The community sprang up around Grubb's to include William McKay's store on the southwest corner, where a carriage factory was located, a schoolhouse on the northwest corner, Robert Speer's blacksmith shop, Sons of Temperance Society Hall, two churches and an Inn on the northeast corner. A post office opened on



▲ Elmbank Hall

April 1, 1873, in McKay's store and William was the first postmaster. It was operated by various postmasters until it closed down on July 1, 1915.

The construction of the first Roman Catholic Church in 1833 was supervised by Reverend Edward Gordon, which was frame, mostly logs, and built on one-and-a-half acres (0.6 ha) on the edge of a stream, a tributary of the Etobicoke Creek, on the northeast corner of Lot 8, Con. 5, EHS. This piece of property was donated in November, 1837, by John and Bernard McGuire for 5 shillings (63¢). John owned four acres (1.6 ha). The church became the backbone of the tiny hamlet and at its inception was under the direction of missionary priest, Reverend Gordon, who worked out of St. Paul's Catholic Church in Toronto. Bernard McGuire and Bernard Doherty, two early pioneers of Catholic persuasion, started the services and the church was called St. Bernard's in their honour. Father Polin was the first priest. He passed away on April 8, 1837, and was replaced by priests who came from Wildfield, Peel County, until Father O'Reilly served the County of Peel from 1844 to 1856. There were no other Catholic churches in Toronto Township at this time, so Catholics from Dixie, Port Credit and Streetsville would venture to Elmbank for services,

baptismals, marriages and burials. Down through the years the church had many name changes such as the Fifth Line Church, St. Kevin's and The Sacred Heart of Jesus. The first recorded burial in the adjacent cemetery, which covered nearly four acres (1.6 ha), was that of Charles Doherty, who died September 28, 1833, at age 17.

Father O'Reilly of Toronto Gore at Wildfield was parish priest until 1856. That year the Parish was divided and Fifth Line was part of South Peel and part of Etobicoke. The log church was replaced by a red brick structure in 1885 and renamed Church of Sacred Heart, when the congregation stood at 400.

In the 20th century, the congregation diminished, but managed to survive until 1920. The congregation united with the parish of Dixie. The church was torn down in 1930. The alter and pews went to St. Mathew's Church in the Silverthorne District and bricks to St. Patrick's in Wildfield. By this time, the Elmbank Cemetery, enclosed by a wire fence, had over 600 graves of pioneers that were buried between 1833 to 1932. In 1886 the population of Elmbank was 300 and in 1926, 30.

The Bethany Wesleyan Methodist Church, established in the 1820s, was located on Fifth Line south of Britannia Road. Dr. Fitch Reid of King Street Episcopal Church, York, and his assistant Reverend K. McKenzie Smith, were assigned to the Home District to carry out missionary work. They founded the Toronto Township Mission in 1822 as associated with the New Settlement Mission. One of their assignments was established near Malton at Con. 5, EHS, at Britannia Road. John Black began preaching at the Hopkins and Aikens' schoolhouses. Henry and Jacob Shields also held church services in their homes.

The first frame church was built in 1831 and called Shell's Chapel. The church was dedicated on March 6, 1832, with Rev. Egerton Ryerson conducting the service. On April 17, 1834, Francis Teal gave the half-acre (0.2 ha) for the church to the trustees, Lot 4, Con. 6, EHS.

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

A red brick church replaced the frame church in 1861-1862. E. Sheard was the architect. Edward Garbutt gave another acre (0.4 ha) in 1885 for a driving shed and cemetery. It became the Bethany United Church in 1925. As the congregation diminished, the



▲ The 1862 Bethany Methodist Church

church held its last service on June 3, 1956. With the expansion of the Airport, it was torn down. Some pews were given to the Malton Trinity United Church and other items to Richview Methodist in the former Toronto Gore Township. The cemetery gravesites were moved to Riverside Cemetery in Etobicoke in 1959.

In the spring of 1928, Harry Watts bought a farm on Fifth Line. Harry had immigrated from England with his parents, Thomas and Jane (nee Hurlbert), and siblings in 1885. They had settled on Dufferin Street in Toronto. Shortly after their arrival, Harry's mother died suddenly of a cerebral hemorrhage. His sister, Louise (1869-1930), was the oldest, and she quit school to take care of the house and her three brothers, 11-year-old George, nine-year-old Harry and six-year-old Albert. Their father passed away in April, 1915 and was buried in Prospect Cemetery.

Thomas Watts ▶



Since Harry was a young boy, he had always wanted to be a farmer. So at age 15, he worked on a local farm. By 19, he was managing a farm for an ailing farmer and his family. In 1906, he rented a farm in the small village of Burnhamthorpe on Third Line (Dixie Road) in Toronto Township. Here he met and married Annie Peddle. By 1920, they had five children, Marie, Floyd, Aleeta, Arthur and Ethel.

The two youngest children went to Elmbank Public School, which was two miles (3.2 ha) from their home. The family attended the Bethany United Church, where a Christmas concert was held each year. The children were fond of their Sunday school teacher, Stella Middlebrook.



▲ Harry Watts

Harry took pride in his farm animals, especially his dairy cattle and pigs, and belonged to the United Farmers Organization.

◀ Mother Pig and Piglets





▲ Annie Watts, 1930



▲ Ethel feeds the Ducks, 1929

Annie took care of the chickens, geese and ducks. She was an excellent seamstress and made her daughters beautiful dresses.

The children were soon grown and Marie married Harold Danks, Floyd wed Marquerite Middlebrook, Alberta said her nuptials with Bill Currie, Arthur with Pearl Nixon and Ethel with Hugh Galbraith. Floyd was eager to be a farmer like his father and purchased a farm that backed onto Harry's property.

Harry passed away from a stroke in August, 1957, and Annie died on December 31, 1962. They were buried in Riverside Cemetery. Arthur took over the family farm and hung in with it until the land was expropriated for the expansion of the Malton Airport.

This entire community fell under the development of Malton Airport in 1937. Only Elmbank Cemetery survived, but it was overgrown with brambles and weeds and many gravestones were broken and unreadable. The Sons of Temperance Hall was demolished for the airport runway extension.



▲ Alberta, Louise and Ethel, 1928



▲ Elmbank Cemetery



▲ Elmbank Cemetery Plaque (Photos courtesy of Dianne Beedham)

The Elmbank Cemetery lasted until 2000 when the Lester B. Pearson International Airport announced further expansion plans and the need of the area known as Elmbank for a new runway and de-icing facility. A commemorative mass, organized by St. Patrick's Catholic Church History Committee, Frank Walshe and Patrick Gunning, was held at the site of the Elmbank cemetery on August 27, 2000. Then an archaeological assessment was done by Archaeological Services Inc., and documentation took place. The Greater Toronto Airport Authority gave genealogist Brian Gilchrist the responsibility of finding the descendants to consult with them. Then, by October 2001, the remains and gravestones of the Irish Catholics were relocated to the Assumption Roman Catholic Cemetery at the south-east corner of Derry and Tomken Roads. A memorial monument was erected with the assistance of descendants and interested parties. A rededication ceremony took place on July 10, 2004, the main celebrants being John Murphy, Chancellor for Spiritual Affairs of the Archdiocese of Toronto, Father Mike Doyle, C.S. Sp., Father John Cotter from Michigan and Deacon Bert Sandford.

This was the largest relocation of a historic cemetery in Canada.



▲ Assumption Roman Catholic Cemetery, 2004  
(Kathleen A. Hicks)

# Grahamsville

**T**homas Graham (b.1781, d.1844), for whom Grahamsville is named, came to Toronto Township with John Beatty and the caravan of Irish families in 1819. He had been born in 1781 in Enniskillen, Fermanagh County, Ulster, Ireland. When he turned 31, the Orangemen, such as Beatty, Broddy, Cheyne, Crawford, Dixon, Henderson, Nixon, Phillips, Reed and Rutledge, were making an exodus from Ireland because there was a move there to terminate smaller landholders leases on large estates. Whole villages began to be evacuated and thus the Grahams decided to join their fellow countrymen in leaving the Emerald Isle.

Thomas came to the United States with his wife, Ann Dixon (1785-1839), two of their three children, Mary, 1805, and Andrew, 1810, three brothers, George, James and Joseph, and two married sisters, Sarah and Margaret. This is how they became labeled “a colony of Irish.” Their son, Joseph, (1807-1899), remained behind with his grandparents and came to New York in 1817 with the Rutledges. He would marry Ann Brown, (1804-1896), and have seven children.



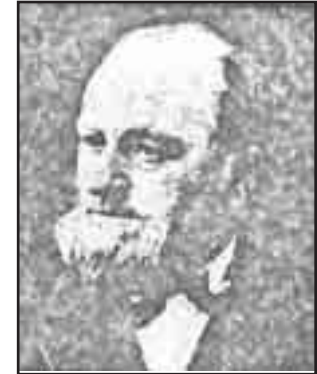
▲ Thomas Graham

AS IT TURNED OUT, THEY ARRIVED IN New York just prior to the outbreak of the War of 1812. While living in New York, Thomas and Ann had Thomas Jr. (1817-1873), Elizabeth, George, 1819, Anne Jane, 1820, and a son, Johnston, who died at age 19. These British Loyalist families received a great deal of verbal abuse and discrimination because of their ancestry and this spurred them to make another move. So they applied to the British Consul in New York for land grants in Toronto Township, which were approved.

During their trip to Upper Canada, Thomas’ brothers, Joseph and James, had brought along two covered carriages. As it happened, James sold his to Justice W. E. Robertson while in York, figuring it would not be of use in the wilderness, but Joseph persevered and trekked his through the bush to their destination. However, the roadways were not passable enough for this elegant conveyance, so he utilized it as a hen house.

Thomas was the first settler to receive a grant in the New Survey, which was purchased from the Mississauga Indians in 1818 and surveyed in 1819. Thomas’ grant was the west half, 100 acres (40 ha), Lot 15, Con. 2, EHS, which was dated November 26, 1819. In 1823, he sold 20 acres (8 ha) to Alexander Broddy for £30 (\$75) and in 1827, 80 acres (32 ha) to Hugh Graham for £75 (\$188). On May 1, 1828, Thomas paid £50 (\$125) to grantee John Leeper for 100 acres of the west half of Lot 15, Con. 6, EHS, and £50 to William Leeper for the east half of Lot 15, which became part of Graham’s Corners and later Grahamsville. The Grahams eventually owned the north-west, southwest and southeast corners of the village, which was the four corners of Sixth Line (Airport Road) and Base Line or Middle Road (Steeles Avenue, named for George Steele).

Thomas’ brother, George, was granted 200 acres (81 ha) of Lot 12, Con. 1, EHS, where he founded Derry West. It is surmised that Thomas resided in the Derry West area during his first years here.



▲ George Graham

In 1822, Thomas managed to work to improve 14 miles (22.8 km) of roadway, which became Hurontario Street, through the new settlement.

It has been recorded that Graham's Corners was founded by Thomas in 1820, but his first land purchase there was for 1828, so this discrepancy in years makes it uncertain as to when Graham's Corners was settled. It was written in Perkins Bull's book, *Boyne to Brampton*, that the Orange Lodge, which became #142, was formed there in 1820 by Irishman John Rutledge. The Orange Lodges celebrated July 12th each year and the Graham's Corners lodge members joined other local Orangemen in 1822 and marched to York (Toronto) for the big Orangemen's Day Parade.

Whatever the year, Thomas founded this area, and set about establishing himself on his property, building cabins and outbuildings and a store on the southwest corner.

In 1831, Thomas had a two-storey 20-room hotel and tavern called The Magnet constructed on Lot 15, Con. 7, on the Toronto Gore side of Sixth Line (Airport Road), and Orange Lodge meetings were held there regularly until the Lodge built its own facility on the north side of the road. His daughter and her husband, Robert Bell, operated



▲ The Magnet Hotel

The Magnet. Thomas also received a grant of 100 acres, east half of Lot 14, Con. 6, EHS, on June 8, 1831, and sold it the following month to Thomas Phillips, and Lot 14, Con. 1, June 1, 1840, which he sold to Andrew Cheyne on April 29, 1842.

The Graham men and their neighbours joined the York Militia during the 1837 Mackenzie Rebellion, which commenced on December 4th. It was stated in Perkins Bull's *Brock to Currie*, page 153, that James Graham, who ended up a captain, is quoted as declaring that he had been the only man with an overcoat in his battalion and that he lent it in turn to each man who was on picket duty during those drab and fearful nights.

The patriarch, Thomas, passed away in 1844. His son, George, who was treasurer of the Grahamsville School between 1859 and 1870, had great ambition. When the separation of Peel County from York was in progress and completed at Confederation in 1867, he became the first treasurer of the provisional council (1865-1894), when Grahamsville's population was 200. For this undertaking, he moved to Brampton, the county seat, where he died in 1894.



◀ George Graham



▲ George Graham's House



▲ John Rutledge

John Rutledge (1789-1857), who was born in Straban County, Ireland, arrived the year after the 1819 pilgrimage of the Graham and the Beatty caravan from New York State. He and his brothers, Archibald and James Rutledge, were Irish Protestants and also devout Orangemen. John is credited with forming the Orange Lodge at Graham's Corners in 1820. He received 100 acres, the east half of Lot 13, Con. 1, EHS, for having served 16 years in the King's Army. He carried out his settlement duties with the help of his brother, Archibald, and the Grahams. John was the brother-in-law of

Thomas Graham, as they were married to sisters, Alice and Ann Dixon. John and Alice (1786-1872) had Catherine (1813-1842), George (1817-1893) and Elizabeth. His brother, Henry, was one of the founders of Streetsville, named for Timothy Street. John built a log cabin on the west bank of the Etobicoke Creek and years later constructed a stone farm house, utilizing the stones from the Creek. John Rutledge died in 1857.



▲ John Rutledge's farm

His son, George, married Catherine Nixon, and they had five children, John, Alice, Elizabeth, William and George Nixon. George purchased 50 acres (20 ha) of Lot 13, Con. 2, EHS, and in 1873, 100 acres of Lot 14, Con. 2. William (1850-1935) went to school in Derry West and Brampton and started his political career as a councillor in 1906. He attended the Broddytown Church, where he served as a superintendent for 30 years. He was community-minded and served as superintendent of the Salem Sunday school from 1886 to 1920, was councillor of Toronto Township, 1906-1909, then deputy reeve, 1910-1913, and reeve, 1914, and Warden of Peel



▲ George Rutledge

County, 1915. He was three times returning officer for Peel in the federal and provincial elections, 1919-1921. George's farm stayed in the family well into the 20th century with it being willed to William, who sold to Elizabeth in 1902 and then willed to Reverend George Nixon Rutledge, who was the last owner. George Nixon retired and sold his farm and moved to Brampton and he changed to the Brampton United Church. He died on March 23, 1936, leaving his wife Catherine Broddy.



▲ William Rutledge

The first Grahamsville schoolhouse was recorded in 1828 by Rev. John Carroll, a circuit rider. He wrote that he had visited the Hopkin's schoolhouse at Graham's Corners that was located on the southwest corner of Lot 2, which was in Chinguacousy, west of Grahamsville's four corners north of the Side Road (Steele's Avenue). It was a one-room building, 25 feet by 20 feet (6 m x 7.5 m) made of hewn logs that had its crevices filled with mortar. It was heated by a pot-bellied stove and one teacher taught the eight grades. It was replaced by another school about ten years later. In 1846, the school became S.S.#24 when the Home District





▲ Grahamsville Public School  
 (Photos courtesy of Robert Brander)

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divided Toronto Township into school sections. This school stood until 1861 and the last teacher was Alexander Best. A quarter acre (0.1 ha) of land was purchased from John Watson on February 22, 1860, for \$80, the same lot and a school was built on the southeast corner of his property by John Gill for \$640. The trustees were Mr. Watson and Mr. Graham (first name not given) and Reverend Pringle was the superintendent of schools. The new teacher was John Coltart, who received \$300 annual salary.

Another school of red brick was built and opened in 1895 for \$1,600 and a new school bell was bought for \$7. Miss Ann Davis was the teacher at a salary of \$330. The trustees were Mr. A. Baldock, Thomas Nix and John Sinclair. A stove, coal skuttle and shovel were purchased for \$7.35; in 1910 a flag pole was installed at a cost of \$1; a piano was added in 1935, when Margaret MacDonald was the teacher; indoor toilets in 1941, hydro in 1945 and an oil furnace in 1953.

Some of the annual school activities included a fall fair, a Christmas concert and the Peel Music Festival competitions at Clarke Hall in Port Credit. In 1933, the music director was Mr. N. E. Capps. The teacher between 1930 and 1933 at a salary of \$1,000 annually was Ada Wood, who boarded with the Ackroyds. There were 24 students



▲ Grahamsville School Class, 1932-1933

in the eight classes, which grades were referred to at this time. Norman McLaughlin was the caretaker, who made sure the wood was always ready to keep the big potbellied stove fed during the winter months.

When King George VI and Queen Elizabeth visited in May 1939, the teacher, Bob Laycock, took his pupils to see them in Brampton. The Malton Horticultural Society donated a weeping willow tree to the Grahamsville School to commemorate the royal visit and Jack Johnston and Kenneth Kennedy planted the tree on school property.



The school was closed in 1960 and the pupils were transferred to Malton schools. Mr. Morgan Lemcke was the last teacher and he was making \$4,450. The school and property were auctioned in 1961 and sold to a former pupil, Mary Eleanor Jackson, who was married to Harold Shaw. She sold to developers and the school was demolished in 1972 and a Texaco service station was built on the site.

◀ Morgan Lemcke, the Last Teacher



▲ Morgan Lemcke's Class, 1960

## Grahamsville School Cheer

We're rough, we're tough  
 We're wild and full of punch.  
 And you can't hold a candle to  
 The Grahamsville bunch.  
 Chica-raca, chica-raca, sis boom bah!  
 Grahamsville Public School Rah! Rah! Rah!



▲ Service Station on School Site (Robert Brander)

William Walker, a Yorkshire, England, waggonmaker, arrived from York in 1832, with his wife Ruth Petty. He leased Lots 3 and 4, Con. 5, EHS, and later bought Lot 9, Con. 6, EHS, where he built a suitable house. Some of his major contributions were a washing machine, automatic seed planter and a plow a man could ride on instead of walking. He ran the Watson's Carriage & Plow Factory, the hamlet's only industry. When it was torn down, this became the location of the Masonic Hall and the Agricultural Building. He and their son, William Jr., farmed Lots 3 and 4 until 1888. William Jr.'s son, John



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▲ John James Walker shows his Grandfather's Hand Sowing Machine



James and his wife, Harriet Bullock, worked Lot 4. John and Harriet bought the west half of Lot 1, Con. 6, in 1901. John had a steam mill on his property. William's inventions were still available in 1932 when they were put on display for the younger Walker generation at the home of John James Walker.

◀ William Walker's Washing Machine

(Photos courtesy of the Region of Peel Archives)

John's son, Gordon, bought his father's property in 1923 and built a two-storey yellow brick house. He married Jennie Sanderson of Mayfield that same year and they had Evelyn, Norma, Everett and Ferne. Gordon and Jennie had a mixed dairy farming operation. They bought the other 50 acres (20 ha) of Lot 1 in 1948 and their son, Everett, farmed this property. In 1957, they sold the farm to Bramalea Development and retired and moved to Brampton. Everett and his wife, Joan, rented the farm from Bramalea Development and worked it until 1965 and then bought a farm in Grand Valley.



▲ Dr. Beaumont Dixie

The first doctor to practice in Grahamsville was Dr. Beaumont Dixie, who received his licence in 1842 and had worked first in Oakville. He practiced there for two years, 1844-1846, before moving to Springfield (Erindale). Thomas Deazely, fresh out of College, began his practice there in 1846. He died at age 30 in 1853. When he passed away, he was replaced by Dr. John Cousens, who was joined by Dr. Martin Morrison. Dr. John Stoddard was there in 1850, Dr. Thomas Beattie, 1856, Dr. Thomas G. Phillips,

1860. Dr. Phillips was the son of militia Captain Phillips, an early settler and one of the early pioneer schoolmasters. Dr. Phillips had a substantial territory to cover as his practice stretched from Orangeville to Adjala. He often had to swim on horseback across the flooded Humber River, while making his rounds. Many farmers rode miles (kilometres) to see him on what he called his "consultation days."

As Thomas Sr.'s children matured, Thomas Jr. and his brother, George, ran the family store on the southwest corner, where the post office opened on February 6, 1852. George was the first postmaster and the area officially became Grahamsville,



▲ Mr. and Mrs. Thomas Graham, 1889

when the population was 150. George was also an early insurance agent. Down through the years the postmasters were: Thomas Graham, 1857-1864; George Graham, 1865-1865; Peter Lamphier, 1866-1900; Miss Theresa Lamphier, 1901-1902; Miss Ida Steele, 1902-1903; Alfred Baldock, 1904-1915. Then the post office was closed on June 30, 1915.

Grahamsville only had two small streams, which were tributaries of the Mimico Creek, therefore there never was a grist or sawmill. The main road, Sixth Line, was planked around 1850 and was extended past Highway 7 at £400 (\$1,000) per mile (1.6 km). A stagecoach line was running through Grahamsville from Toronto, which was a 50¢ ride, and went as far as Mono Mills, 22 miles (35.2 km) away, for a fare of \$1.10. By 1857, the population was 150 and the Canada Directory listed: Rev. W. Andrews and Rev. B. Jones, Wesleyan ministers; Rev. J.G. Armstrong, Anglican Minister; Robert Bell, hotelkeeper; J. R. Cousins and Martin Morrison, physicians and surgeons; Thomas Graham, postmaster and general storekeeper; John Hughes, blacksmith; Peter Lamphier, general store; Thomas G. Phillips, M.D.; and James Watson, carriagemaker.

On the northwest corner was John Watson's house and Wagon and Plough and Buggy factory, which employed 150 people in the 1860s.

A house on the northeast corner was occupied by William Wright Sr., a blacksmith shop and a tailor shop, and then the Orange Lodge #142 Hall. On the southeast corner stood the The Magnet Hotel that was still operated by Robert Bell, and the Masonic Hall, along with Peter Lamphier's general store and a large warehouse, where grain was stored, and Maguire's boot and shoe store, a shoemaker and two doctors. The village also had the Agricultural Hall, which was also used during the fall fair. The upstairs had a big banquet hall, which was used as a drilling facility for the No.1 Militia Company, 36th Regiment, which was under the direction of Captain George Graham. Then William



▲ Mr. and Mrs. John Watson



▲ The John Watson's Residence and Steam Mill



◀ The Watson Farm

Clifton's house, and then his shoemaker's shop. Phillips' property came next. Below the Graham store was a frame Shiloh Church and a cemetery. Its congregation had been formed in 1828 with Reverend John Black of the Toronto circuit handling services with John Carroll. It was first called the Shiloh Chapel, which had been built in 1843 on half an acre (0.2 ha) donated by Thomas Graham and stood just south of the Graham's store. He passed away in 1844, and his son, Thomas, and his wife, Martha, deeded the property to the trustees of the little frame church on March 15, 1851. She died in 1858 and Thomas in 1873, and they were buried along with other Grahams in the Shiloh Cemetery.



▲ Thomas Graham's Gravestone  
(Kathleen A. Hicks)



◀ Shiloh Church

The church was torn down in 1868 when a new brick church was built. In 1925, it became the Shiloh United Church. Its 100th anniversary was celebrated in 1928 when the pastor was Reverend Garnet Watson Lynd. In 1925, it became the Shiloh United Church and it remained in use until June 1962, when it was demolished.



▲ Rev. Garnet Lynd, 1922

St. James Anglican Church, vested in the Synod of Toronto, was established in 1851 by Reverend Tucker of Chinguacousy Mission. He held services in the Orange and Masonic Halls. In 1865 an acre (0.4 ha) of land was donated by John Sims, which was also used for a cemetery. This church was only used until 1886 and was closed down. It was reopened in 1896 by Rev. Softly of Clairville and was again closed in 1905. On June 4, 1928, a resolution was passed that since the church was sold and the cemetery was not being used, the owner should be charged property taxes. In the Gore of Toronto Minute Book, it was assessed at \$200. By the 1930s, the church had been torn down and the cemetery was in a mournful state of neglect.



▲ Shiloh Parsonage



During the Fenian raids of 1866, Grahamsville became the headquarters of the No. 1 Militia Company, 36th Battalion, and they used the Agricultural Hall for drilling. The Fenian raids took 55 men to battle in Niagara Falls under Captain Thomas Graham, Lieutenant Arthur Nesbitt and Ensign William Graham. They were gone from home from June 2nd until July 16th. Upon their return a picnic was held in their honour at the fairgrounds.

◀ A Fenian Participant

Thomas Sr.'s grandson from son, Joseph, Thomas Graham Jr. (1835-1892), who married Mary Jane Simpson from Meadowvale, was elected to Toronto Township Council in 1875 and he held the councillor position until 1879.

The village suffered two fires in succession, in 1880 and 1882, which destroyed most of the buildings. On the day of the Woodbridge Fair, October, 1880, The Magnet Hotel caught fire and burned down. The flames leapt to the Masonic Hall and Agricultural Building. A bucket brigade was started but the men's efforts were in vain. All was lost. The fire spread southwards along the Sixth Line, catching onto the stables next to the hotel. Lampier's store and the shoemaker's house were in jeopardy. The roadways were crowded with onlookers. Within a few hours, the area turned into smoldering ruins. The St. James Anglican Church, Dr. Phillip's house and the Orange Lodge escaped the holocaust. Fortunately no lives were lost. The community never really recovered from the disastrous fire. A blacksmith shop was built on the Masonic Lodge property. In 1889 the hotel lot became the location of the Methodist Church. In 1950, it was sold and a service station was constructed.

In 1886, John Hewson purchased the former Graham property, the east half of Lot 15, Con. 6, from Peter Lamphier. John's parents, Nicholas and Mary, hailed from Yorkshire, England, and they had arrived in Upper Canada with their six children in 1831, and settled in Tullamore. John and his wife, Jane Rushton, had 11 children and they were very devoted to the Shiloh Methodist Church.



▲ The Hewson Farm (A Hewson Family Photo)

Their son, Albert, remained on the farm and when he married Mary Sheard, John had a house built for them. They had two children, Wreford and Ferne. Albert, much like his father, was a member of the Shiloh Methodist Church board of trustees and served as superintendent of the Sunday school for 23 years. He was also involved in the founding of the Peel Seed Growers' Association and served as a director.

Albert's son, Wreford, married Alice Hooper in 1927 and Albert and Mary retired to Weston, where Albert died in 1939. Wreford focused his farming efforts on the breeding of Clydesdale horses. He brought prominence to the family with many ribbons from the Canadian National Exhibition and the Royal Winter Fair. They remained in the Grahamsville area until 1971 when the land was sold to the Kraft Company. Then it was purchased by the Ontario government and hydro lines were put across the area that was once a thriving village. Wreford and Alice moved to Beeton, where he continued his work with Clydesdales until his death in 1991. Alice had passed away in 1987.

At the turn of the century, the village of Malton was seeing its demise with a population of 35. Gradually the historic homes were demolished by progress. Only one building lasted into the 1960s – the Shiloh United Church.

In 1934, William T. Brander purchased a farm on Lot 15, Con. 6, for his grandson, William James Taylor Brander (Bill), who farmed



▲ The Brander Farm (A Brander Family Photo)

there from 1940 to 1992. In 1945, Bill added another farm, Lot 3, Con. 6, in Chinguacousy, to his workload, which had belonged to Victor Kitto. He called it Brandalea. He married Mae Ezard on May 26, 1945, and they had three children, Shirley, Harry and Robert. The children became members of the 4H Agriculture Club and got involved in its projects, for which they received trips. Shirley, who also belonged to the Homemaking Club, won a trip to Nova Scotia. Harry won a trip to Alberta and. Robert won a trip to Manitoba. At ten-years-old, Harry, became Junior Champion Plowman in Peel and Harry, at only nine, won the King and Vaughan Plowing Match. Bill coached his sons and they went on to win many titles until their last at the Halton International in 1974. Both boys started farming with their father in 1970. The Brander farm was expropriated by the Ontario government in 1974 for the highway corridor below the 407 Hwy. At the age of 80, Bill combined over 1000 acres (406 ha) of crop. In 2004, he retired and is now residing at Leisure World-Brampton Woods. On March 5, 2006 he celebrated his 86th birthday. In 2006, Bill and his wife Mae celebrated their 61st Wedding Anniversary.

Bob and Harry continue to farm 1500 acres (610 ha) including their sister and fathers farms. They continue to feed 1000 head of cattle between them in Ontario and Manitoba.

Several awards have come Bill's way over the years: in 1982, he received a plaque for Farmer of the Year; 1983, a City of Brampton

award for outstanding service to the community; 1984, he and Mae received Ontario Bicentennial certificates and medals; 1986, he and Mae were given a plaque for their contribution to the development of community services in Brampton.

Brandalea's history has been recorded in several books and articles and Bill has made many television appearances, been a speaker at important events and received a trip to Case, Illinois, from Ed Stewart and Sons.

The Phillips family still owned a farm in 1936 on the northwest corner, which was occupied by William Hostrawser. The buildings here, on property once owned by the Grahams, were the oldest in the village. Only the parsonage and church were left at this time.



▲ William Hostrawser's Gravestone  
(Kathleen A. Hicks)

Even today, some people remember Grahamsville, yet, all that remains at the four corners of Airport Road and Steele's Avenue is an Esso Service Station on the southeast corner, a Shell Service Station on the northeast corner and the old Shiloh cemetery on the west side, south of Steele's.

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### NEWS ITEM Old School Building Sold

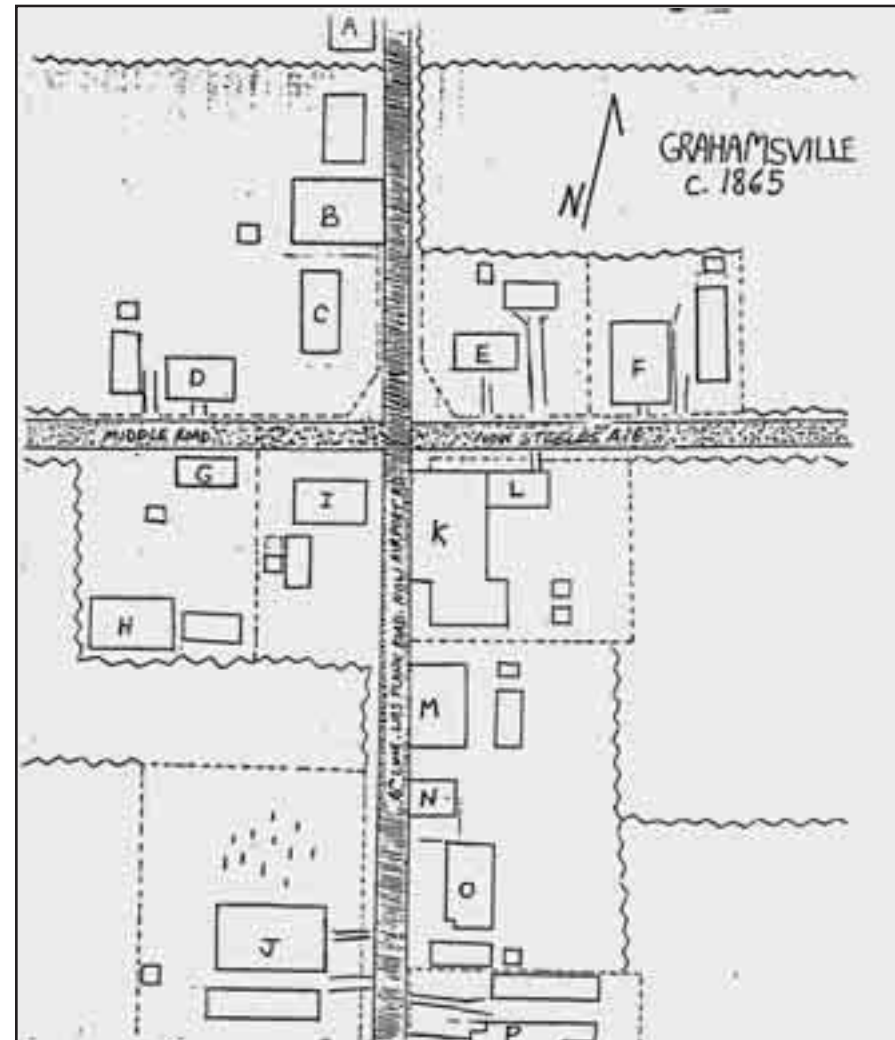
Last Friday, the old school building\* was sold to John Brocklebank for the sum of \$11. He erected a new barn.

The hall adjoining was purchased by the people of Malton for the Church of England. The price paid was \$62. It was 22 by 32 feet and will be moved to Malton after being repaired. Robert Crawford was the auctioneer.

The foundation of the new school is built.

\*The old school building was the meeting hall and was owned by the Order of Good Templars.

*The Brampton Conservator*  
June 20, 1895



### Grahamsville Map

- A. John Hempsey's Blacksmith Shop
- B. John Watson's Wagon, Plough and Buggy Shop
- C. John Watson's residence
- D. Unknown residence
- E. Residence of William Wright Sr.
- F. Grahamsville Loyal Orange Lodge #142
- G. Unknown residence
- H. Log barn
- I. Graham's General Store, Post Office and dwelling house
- J. The Shiloh Chapel and Cemetery
- K. The Magnet Hotel
- L. The Masonic Hall
- M. Peter Lamphier's General Store
- N. Maguire's Boot and Shoe Store
- O. William Clifton's residence
- P. St. James Anglican Church



▲ Northwest Side



▲ Southwest Corner

Four Corners, Airport Road and Steeles Avenue, 2006

(Kathleen A. Hicks)



▲ Northeast Corner



▲ Southeast Corner



# Hanlan's Corners

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▲ **Ned in Competition**  
(National Archives of Canada)

**H**anlan's Corners was located at the four corners of Second Line East (Tomken Road), and Britannia Road East. It was named for oarsman, Edward Hanlan, at the height of his fame in 1878. The following year, a poem called "Edward Hanlan" by W. H. C. Kerr was used to raise money to build him a house. Fondly called Ned, he became Canada's first international champion sculler and a North American champion oarsman and was the world's rowing champion from 1880 to 1884.



▲ **Ned Hanlan**

*Ned Hanlan photos - Canada Sports Hall of Fame, Toronto)*

NED HANLAN WAS BORN AT MUGG'S LANDING ON JULY 12, 1855, the son of poor Irish immigrants, John and Margaret Hanlan, who had eight children. His father, who was a fisherman, and then a constable, built a hotel on Toronto Island in the 1860s and became an innkeeper. John was also a boat builder and loved every sort of water sport, sailing, canoeing, rowing, fishing and ice boating in winter, so young Ned grew up involved in these extracurricular activities. It has been said that his baby carriage was a rowing skiff and rowing was what he enjoyed the most and it would take him up the ladder of fame. Being adjacent to Toronto, he had access to the Toronto Rowing Club, which was founded in 1866.



▲ Hanlan's Gravestone

At age 16, Ned entered a fishermen's race. He lost, but rowed well and would win his first major race for the championship of Toronto Bay in 1873, then he was on his way. After a brilliant career, he died in Toronto of pneumonia on January 4, 1908, at age 52.

Ned was inducted into the Sports Hall of Fame in 1955. A mini-series, produced by CBC-TV in 1984, called "The Boy in Blue," was made about his life. It starred Nicholas Cage as Ned Hanlan, Austin Willis as John Hanlan and Cynthia Dale as Ned Hanlan's wife, Margaret Sullivan.

The 20 foot (6 metre) bronze statue of Ned by Emanuel Hahn that was erected and unveiled by Toronto sportsmen in 1926 on the Canadian National Exhibition grounds, was moved on June 12, 2004, to Hanlan's Point, an Island in Toronto Harbor, named for the Hanlan family. It is the only known monument to a sculler in the world.

At Hanlan's Corners, Lots 5 and 6, Cons. 2 and 3, EHS, there were five small houses on the corners of the farm lots, Fogartys, Johnsons, Dohertys, Steads and Howells. D. W. Johnston operated a carriage and blacksmith shop that employed three blacksmiths, a carpentry shop with three carpenters, and a paint shop. There was a log school, S. S. # 11, Lot 4, Con. 3, EHS, between Second and Third Line that was built in 1844 on property donated by William Douglass, who had been granted this land in 1836. The first teacher was Mr. Wright, who received \$250 annually.



▲ Ned Hanlan's Statue at CNE



▲ Ned Hanlan's Statue at Hanlan's Point

(Gravestone and Statue photos - Richard Macfarlane)

Insert: Hanlan's Stamp, 1980 (Canada Post Corporation)



▲ Hanlan's Public School

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He boarded with Samuel Price, who became Reeve of Toronto Township in 1867. The school was replaced with a brick school in 1873 that served the community well. Janet Douglass gave the trustees 1,200 square feet (111.5 m<sup>2</sup>) of land for this purpose. The trustees at this time were Mr. T. Allison, Mr. A. Price and Mr. W. Doherty. With the decline in population in the area, the school was always being threatened with being closed, but with conscientious trustees, it managed to last until it was finally closed down in 1957 and the children were bused to Malton. Two teachers who are fondly remembered from this tiny one-room schoolhouse are Elizabeth Price, Grant Clarkson's mother, and her niece, Helen Allison (1938-1942). Helen was born and raised in the Burnhamthorpe area and resided in Etobicoke until she passed away on March 10, 2002. On June 11, 1983, a Hanlan Public School Reunion was held under the supervision of the reunion committee, Russell and Bertha McKenzie, Allan and Luetta Cook, Harry and Adelaide Clark and Lloyd and Catherine Viney. At this time, the schoolhouse was gone and all that remained were two stately trees that had stood sentinel over the school children.

The residents of Hanlan's Corners established a band that would play on people's lawns. The ladies would organize quilting bees and



▲ Hanlan's School Class, 1893

hook rugs, while the men had boxing matches. They were Methodist and they held services in the Derry West Anglican Church until March 7, 1853, when Sarah and John Hunt donated one acre (0.4 ha) of their land, Lot 5, Con. 4, EHS, for a church to trustee, Robert Craig. A small frame building was erected and lasted until 1867 when a new brick church was put up and called the Trinity Wesleyan Methodist Church. At this time, William Johnson, who had purchased the Hunt property, donated a quarter-acre (0.1 ha) and in 1872 another three-quarters of an acre (0.3 ha) was given to enlarge the cemetery. In 1925 it was renamed the Trinity United Church. A cemetery under the same name still survives in 2006 at the southeast corner of Britannia and Dixie Road. The pioneers of early Hanlan's Corners rest here, such as the Forgertys.

The post office was established on November 1, 1878, on Lot 5, Con. 2, in George Johnston's general store, and the area was named for Edward (Ned) Hanlan. Johnson was the first postmaster. In 1890, when the population was 100, it was moved to the Robert Armstrong residence on Lot 6, Con. 2, and remained open until April 17, 1911, with Robert's wife of 25 years, Esther Elliott, as the postmistress. She was paid \$10 a year. She died in 1921 at age 86, and was buried in



▲ Elizabeth Armstrong

Britannia Cemetery with Robert, who had died in 1890.

The Armstrongs were one of the most interesting families in Hanlan's Corners. Robert's parents, George and Elizabeth Armstrong, had come from County Tyrone, Ireland in 1835. They bought 200 acres (81 ha), Lot 6, Con. 2, EHS, for £150 (\$375), with the south boundary being Britannia Road. George built a log cabin on a knoll on the north section of the property, dug a well by hand and encased it in stones for sufficient drainage. They had seven children, Margaret, 1818, William, 1823, Robert, 1826, Hannah, 1828,

George, 1829, John, 1831, and Ann, 1837. George was involved in the Mackenzie Rebellion of 1837 and he was stationed at Navy Island while in pursuit of Mackenzie, where he caught a cold and died at age 40. He was buried at St. Peter's Anglican Church in Springfield (Erindale). Elizabeth remarried and when William and Robert were old enough they took over their father's farm. They built a stone house in 1870 that was later covered with cement.



◀ The Armstrong farm

George Jr., married Mina Stewart and they had four children. George took over part of his father's farm in 1852. He was a cattle drover and took large contingents of cattle, going by foot as far as Owen Sound. He bought horses from Peel, Dufferin, Middlesex and Lambton counties for the American Army during the Civil War (1861-1865) and had them shipped to the United States. During the Fenian Raids of 1866, he was a volunteer in the Grahamsville Infantry Company and he received pay on August 21, 1866, for 46 days of service.

Robert's daughter, Isobel, married Thomas Bryans of Etobicoke in 1888 and he rented the Armstrong farm in 1899. Isabel's mother lived with them and then on December 17, 1913, Thomas bought 100 acres (40 ha) of the property for \$8,000. They had two sons, Elgin and Jack. Elgin Bryans, was with the Royal Canadian Horse Artillery during World War I (1914-1918) and went to France with the 4th Division Trench Mortar Brigade. Elgin married Mabel Nixon in 1921 and took over his great-grandfather's farm. The original log house, barn, cow house, stables, shed and ice house were still there. When a new house was built, beams from the log barn were used to build a driving shed. Thomas Bryans was on the Toronto Township Council 1926-1931, working up from councillor to 1st Deputy Reeve. He and Isabel celebrated their golden anniversary on February 22, 1938, on their farm with many distinguished guests such as Colonel and Mrs. Thomas Kennedy. He died that year and she moved to Brampton.

Gradually the people moved away from Hanlan's Corners and their houses were torn down. The last known resident was George Forgerty, who moved to Dundalk in Grey County.



◀ The Bryans' House

In June, 1968, the northeast corner of Tomken Road (Second Line) and Britannia became the location of the Hanlan Pumping Station and Reservoir, built by the Ontario Water Resources Commission. The facility was expanded in 1975 and is still operating today and has been owned by the Region of Peel since 1999. On the other

corners are Premier Candle Corp, southwest, Arabesque Supplies, southeast, and Pinetree Business Park, northwest. So the only reminder that Hanlan's Corners ever existed is the name attached to the pumping station and the tiny cemetery where its pioneers are buried.



▲ Tomken and Britannia Intersection, 2003 (Kathleen A. Hicks)



▲ Hanlan's Plaque (Richard McFarlane)



◀ Hanlan's Pumping Station and Reservoir, 2003 (Kathleen A. Hicks)

(Other photos courtesy of the Region of Peel Archives)

## Kings Corners/Mount Charles

THE TINY HAMLET OF MOUNT CHARLES WAS located at the four corners of Third Line (Dixie Road) and Derry Road East. When first settled around 1820, it was called Kit's Corners. Some of the first settlers were William Maltby and William and John Roper, who received Lot 10, Con. 4, EHS, as grants in 1820 and 1822. The area really got its start in the late 1820s, when the corner properties belonged to the King family.

The King family were natives of Coventry Warwickshire, England. William and Sarah King, who had married on October 17, 1734, had a son named Charles on December 8, 1745. He married Sarah Radford on August 17, 1768, and they had four sons, Charles II (b.1769, d.1836) on March 17, 1769, William, 1772, James, 1782, who died, and James, 1783. Charles King II and Ann Garlick (1765-1848) were married on November 26, 1793, and had Charles III in 1794. In 1819, Charles II, Ann, their son, Charles III, and two other King families, which might have been Charles II's brothers, William and James, travelled to Canada, with the McCoys and Tomlinsons. They settled near Malton. Charles, who was classed as a carpenter and joiner, had brought a horse and a cow with him. He applied for a grant and, when it was approved on March 23, 1826, 100 acres (40 ha) the north half of Lot 11, Con. 4, where the Etobicoke River ran through, he and his family made their way to his property.



▲ Mount Charles House and Outbuildings

(Dianne Beedham)

Charles immediately built a log house. The spacious abode had a front and back door, which was unusual in the early settler's day. One of the horses would pull logs and sometimes right through the cabin to be used in the fireplace. There was a hole left in the roof for a chimney. He then put up a large barn, which remained in use until 1912, when it was demolished.

The King family held worship services in their home and were joined by their neighbours. Ann was marvelous at needlepoint and she would walk to Toronto to sell her wares. In these primitive times with no roadways, she just followed the blazed trails to her destination, so her journey was often fraught with many dangers.



◀ The Former Blacksmith Shop

Charles III was also granted 100 acres, the south half of Lot 11, Con. 4, EHS, in January 1828. In 1829, Charles II bought the west half of Lot 10, Con. 4, EHS, 50 acres (20 ha) and Charles III bought the rest by 1839. The intersection became called King's Crossing or King's Corners.

Charles III also added a house and barn to his property near the Etobicoke Creek. He and his wife Elizabeth Jane Dyson (1800-1880) had 13 children, Mary (1819-1872), George (1821-1891), William (1822-1863), Charles (1824-1838), Henry (1825-1888), Elizabeth (1827-1857), Harriet (1830-1854), Edward (1832-1846), Sarah (1834-1856), James (1835-1916), Rachel (1837-1904), Charles (1838-1901) and Amelia (1842-1843). Son, Charles, born in 1824, drowned in the Credit River at age 14. On young Charles' gravestone is: "Under this sod lies Charles King, Cold in the silent ground; When in the midst of sprightly youth, He in the Credit River drowned."

A fair was held on the King property on Monday, April 21, 1834. There was a sale and exchange of cattle. Elizabeth was a nurse and during the cholera epidemic of 1836, she was a great help and knew quite a lot about medicines. Charles II died this year and it might have been from cholera. The patriarch of the King family was laid to rest. He was buried in a small graveyard called King's Burying Ground on the east side of Third Line (Dixie Road), which was started in

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▲ King Family Gravestones



▲ Mount Charles Cemetery, 2006



▲ King Family Monument



▲ Mount Charles Monument

1832. The first burial had been one of the Kings' hired men. There were 17 King family members buried here, which would eventually have 130 grave sites, including 17 Indians, who died of tuberculosis, Dales, Pattersons, McLeods, Irvins, Barkers, McBrides, Harris, Scollens and Cundills. It was on a hillside overlooking the Etobicoke Creek and later it became called Mount Charles Cemetery. The cemetery had a rail fence, then sometime later, an iron fence with a marble base was put around it. Over the years, the fence became corroded. In 1933, some local people, 14 men and 10 women, volunteered to clean up the cemetery. They did a good job, but they took down the fence. The cemetery was still being cared for by King descendants in 1969. The fence is gone, but it is still maintained today at 7085 Dixie Road.

Charles III inherited his father's properties and he took care of his mother until she passed away in 1848. In 1836, he bought a half an acre (0.2 ha) on the corner of Lot 10, Con. 3, EHS, where he built a store. He was the first storekeeper at King's Corners. He also was instrumental in building the first school, a log structure, which was also situated on his property on a hillside and used for his children and neighbours. One story that comes down through the years is that "one day when the schoolmaster was inebriated, which often occurred, the boys locked him in the schoolhouse by obstructing the door with a cord wood pile, and took a holiday." This school burned down and a new school was built at Palestine to the west, between the church and tavern, and the children of the two communities shared it.

The Providence Primitive Methodist people formed a congregation and met at McBride's Schoolhouse. In 1842, a parcel of Lot 9, Con. 3, EHS, was donated and deeded for a church to trustee William Hornby. It was under the Etobicoke circuit until 1856 when a new church was built on a Toronto Gore farm. In the 1877 *Peel Atlas*, William Hornby is listed as the owner of Lot 10, Con. 3, and there are five buildings on it, one a blacksmith shop, which were probably built by Hornby, as he purchased 44 acres (17.8 ha) in 1855.

It has been recorded that William Lyon Mackenzie, the former Mayor of Toronto, visited Charles King III on numerous occasions. Mackenzie was stirring up a rebellion against the politicians under Sir Francis Bond Head (1793-1875, Lieutenant Governor, 1835-1838) in December, 1837. Because of this association, Charles became called, "The Rebel King."

In 1847, Charles' house burned down, and he immediately had a enormous 15 room red brick mansion put up by Robert McLeod from Hamilton, who was a carpenter and architect, who was born in Ayrshire, Scotland. The new structure was built on the former house's foundation. The date June 10, 1847, was carved into the brick fireplace. His son, Henry, managed the southeast farm. While Robert worked on the King house, he fell in love with Rachel King and they soon married. He remained at the Corner's and was recorded as a trustee of the cemetery in 1869 along with Henry King, James Jackson, Edward McBride, James Savage and Charles Irvin, who had a weaver's shop.

A Post Office was opened on October 1, 1862, in Charles King's general store and he was the first postmaster. The post office authorities thought their would be confusion with Kingsville, Ontario, so a name change was inevitable. A meeting was held and Squire William Johnston suggested the area be renamed Mount Charles for the first postmaster, Charles King. Mount Charles was first listed in the 1866 Business Directory. At this time the small crossroads community also boasted two taverns, a sawmill, flour mill, a public school, a shoemaker and the carpenter, Robert McLeod.



▲ Robert McLeod  
Gravestone

McLeod became the second postmaster on June 1, 1869, when Charles sold him the store. Robert was listed in a local directory of 1876 as a storekeeper, postmaster and architect. John Madigan ran an Inn and Tavern. James Savage was the blacksmith and his establishment was located on the east side of Third Line. He became the third postmaster on April 1, 1876, followed by Mrs. Minnie Savage, who took over on March 1, 1899, upon John's resignation. The post office was closed on July 1, 1915.

In November 1868, Charles King sold one farm, all but one-half acre (0.2 ha) that was the cemetery, to Robert Craig. Charles passed away in 1869 and then all of the King properties were sold to Craig. Within a few months, Craig sold them for \$1,000 profit to James Jackson, who resided there for 20 years. Craig transferred ownership of the King Cemetery to trustees headed up by Henry King. Charles' wife, Elizabeth, passed away in 1880.



When the 1877 *Peel Atlas* was published, the four corners belonged to Anthony Black, William Hornby, James Jackson and John Dale, whose house still sits on the northwest corner. In 1889, Jackson sold his 200 acres (81 ha) of Lot 11, Con. 4, to William Baldock, who was born on December 5, 1854. William married Sarah Shaw in 1880 and they had nine children. William, who was a school Trustee for the Palestine S.S.#10 school for many years, died September 19, 1928, and the farm was bequeathed to son, Stanley Baldock. He farmed it until 1959, when J. M. Boyler became the owner.

Charles and William Irvin arrived in Upper Canada from Ireland, via New York, in 1832 and bought 200 acres of Lot 12, Con. 3, EHS. Charles was a weaver and William a cabinetmaker by trade. William's son, John, born in 1837, was the founder of Irvin Lumber Company. William, having left his mark in houses and furniture throughout Toronto Township and Brampton, passed away in 1860 and was buried in the King's cemetery. In 1862, Charles was killed when a tree fell on on him and he was buried in the family plot. In 1877, a William Irvin still owned 100 acres (40 ha) of Lot 14, Con. 6, EHS.

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▲ John Irvin Gravestone



▲ Moses Johnstone



▲ Hannah Johnstone

Moses Johnstone and his wife, Hannah Moore, of the Malton Moore family, arrived in Mount Charles in 1878 to reside on their new acquisition of 100 acres (40 ha), which was a dairy farm. Moses was a teacher and had been teaching at the Burnhamthorpe Public School. Moses and Hannah would have seven children. Maude, who was born March 9, 1878, was the eldest of six daughters and one son.



▲ The Johnstone farm



▲ Moses, Maude and Lily Johnstone

The children, Sophia, Mabel, Lillian, Agnes, Hannah and George, as they came of age, went to the Palestine school. When Maude graduated from Brampton High School, she went to normal school to become a teacher like her father. However, before her final exams,



▲ Mabel Johnstone



▲ Agnes and Hannah Johnstone

she contracted scarlet fever. Her sisters, Mabel and Lillian, became teachers, but died of diabetes before they turned 21 years old. Sister, Hannah, who was about to get married to Bob Irwin in 1914, also succumbed to diabetes before the wedding. Sadly enough, she was buried in her wedding gown. Their mother, Hannah, passed away in 1911.

The only son, George, went over to Europe during World War I and came home in 1919, but his health was severely damaged from the gasses used by the enemy. He and Agnes never married. George died on May 10, 1931. Sophia married William Scott, but had no offspring. Maude married William Madgett in 1909 and in 1928, they purchased Moses' farm and Moses moved to Cooksville. In December 1933, he was walking to his mail box and was struck by a car and died. He and Hannah were buried in the Brampton Cemetery on Church Street. Maude was the only child to give Moses and Hannah grandchildren, Marjorie, John, David and Laura.

With the widening of the highway, the houses gradually disappeared. The King barn lasted until 1912, when it was torn down. When



▲ George Johnstone

William Baldwin owned the property, he built a new barn. The King house was remodeled in 1935. In 1939, it was owned by Stanley Baddock, and then the McCrackens, who moved the house and rebuilt it. When McCracken died in February, 1944, his wife sold it on May 1, 1946, to the Ashdowns. Mrs. Ashdown was president of the Malton Women's Institute in 1959.

In 2006, all that is left are five buildings on the southwest corner of the former Mount Charles intersection, three worth mentioning, two one-and-a-half storey red brick houses, and a blacksmith shop, that are now called the Rae buildings at 1480 Derry Road East; Robert Spiers occupied them in 1969, the year stoplights were installed at

the intersection; Dorothy and Ronald Rae operated an antique shop there in the 1970s; the King Cemetery and a storey-and-a-half red brick called the Dale farmhouse (circa 1865) on the northwest corner owned and used by the Gurudwara organization. In 2004, the Mississauga Heritage Issues Committee worked effortlessly throughout the year to find a new location for these buildings as the roads are to be widened again and they are right on the edge. So far, they are still sitting there as a reminder that we allow our heritage buildings to deteriorate and then become rubble, leaving no past memories of our historical past for future generations.

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## Rae Houses and Outbuildings

(Photos courtesy of Dianne Beedham)



*(Photos courtesy Mississauga Library System)*

## Palestine - 1823

**T**homas Grafton (b.1795, d.1866), who worked with Timothy Street on the surveying of the Second Purchase or New Survey in 1819, received Lot 11, Con. 2, EHS, for his surveying work. Here, in 1823, at the four corners of Derry Road East and Second Line East (now Tomken Road), Lots 10 and 11, Cons. 2 and 3, he founded Palestine, named for Palestine in Western Europe called "The Holy Land." The small community was named Palestine because Thomas felt that the community was developing and progressing and the people were "God fearing" and it should be named for the great country of Palestine of those days.



▲ Graftons' Royal Villa Farmhouse



▲ Thomas and Huldah Grafton

THOMAS HAD BEEN BORN IN IRELAND TO STUART (1760-1837) and his second wife, Mary McCool (1770-1855), the oldest of nine children. They immigrated to South Carolina in America in 1796, when he was seven months. They sold their plantation in 1812 and journeyed to Upper Canada, using mules and pack horses to trek their belongings 1,600 miles (2,600 k). They reached the Niagara River on May 1, 1812. The border was guarded and a gift of gold allowed them to row across the river under the cover of darkness, holding securely to their animals, as they swam alongside the skiff. They arrived in York (Toronto) at the end of May. Stuart got an interview with Sir Isaac Brock and joined the York Militia and left his family in York while he fought with the gallant soldier as he went to his death at Queenston Heights, October 13, 1812. Stuart received a grant in York, sold it and bought a better section of land at Eglinton Avenue and Yonge Street, Lot 22, Con. 3, 100 acres (40 ha), for £400

(\$1,000), which was registered on March 13, 1813. His son, Thomas, sold it in 1843 for \$3,200.

After Thomas' surveying experience, he came to Derry West in 1822. He married the 18-year-old daughter of Daniel and Patience Hopkins, Huldah, on January 20, 1823, and they moved onto his property. He named his farm "Royal Villa." They had nine children.

Thomas Grafton was instrumental in the building of the log schoolhouse on Derry Road East, the Independent Order of Good Templar Palestine Temple #23 and establishing the Methodist Church. The school came about when Thomas, Albert Gage and Thomas Crombie were sitting on Thomas' veranda having a discussion and it was decided Palestine needed a school. John Petch, owner of Lot 10, Con. 2, conveyed a quarter acre (0.1 ha) of the southwest corner of Second Line and Derry Road in March 1842, to ratepayer trustee, John Aiken, and the log school was built at a cost of £40 (\$100) on the southwest corner of Derry Road East and Second Line. Fifty children registered under the schoolmaster William Scollen, whose salary was £77 (\$194) a year. Church services were held in the school.

The school, S.S. #10, was replaced by a brick schoolhouse in 1863 and two years later Clarence Moore was hired at a salary of \$280.

◀ Slate Sundial made at the Palestine School



In the school trustee minutes of November 21, 1878, it was "moved by Robert Moore and seconded by Thomas McBride and resolved that this corporation do engage Miss Mattie Smith for the year of 1879 at a salary of \$350 per annum."

This brick school was only used until 1886 when Andrew Gage, who had purchased the west half of Lot 11 from John Aiken in 1846, sold an acre for \$150 to the Palestine School Trustees on the south corner of his property. The former school property was then sold. The treasurer's report states that \$217.68 was paid to George Tolman for 32,250 bricks, \$90 to Thomas McBride for Etobicoke stone, \$88.50 to James Packham for 11,800 bricks. The single storied rectangular school, 25 feet wide and 32 feet long with 14 inch thick walls (7.5m x 9.8m x 57cm), a stone foundation and a pitched gable roof, was built



▲ Ann Allison and Margaret Allison (William Pinkney)

by John Grayson for \$400 with the total cost being \$2,141.61. Two teachers fondly remembered are Ann Allison (1903-1915) and Margaret Allison. The school was closed in 1955. It had a fire in November 1982, and a severe wind

did more damage that it was torn down because of safety precautions and the contractor, who did the deed, reused the brick.

Thomas' son, Royal, born in 1838, spent his entire life at Royal Villa. He handled his father's responsibilities when his four older brothers married and moved away. Thomas, having accomplished

◀ Palestine Public Schoolhouse, 1225 Derry West Road East. A. F. Campbell's class, July 12, 1866. Trustees Edward McBride and Edward Grafton are at the end of back row in Orange Regalia



▲ Grafton House

ment. He prided himself in having pure-bred breeding stock and was successful in his quest for a productive farming operation. He served in the Militia as Captain of Derry West 3rd Division Reserve Peel during the 1866 Fenian Raid. He designed and patented a wood undertruss suspension bridge for the government to use over Ontario's rivers. By 1910, over 100 bridges were constructed in Ontario and Manitoba.

Royal was a close friend of William J. Gage, who lived nearby and became a publisher and was knighted. They established the first Sunday school in the Palestine Church, which had been built in 1870. He was superintendent for over 25 years. In 1911, Royal and Agnes moved into Toronto, leaving their son, Royal Edgar, to manage the farm. Royal died in 1916.

much in his lifetime, passed away on June 30, 1866, and Huldah on October 20, 1880, at age 76. Both are buried in the Britannia Church Cemetery. Royal married Agnes Mary Patterson on September 29, 1875, and they had five children. He built the third house at Royal Villa Farm, a two-storey brick with the best materials and expert workmanship. In 1984, it was demolished to make way for commercial develop-



▲ Fenian Certificate



▲ Royal Grafton and family

first rural Hydro farm service east of Britannia. Electricity came to Palestine on September 27, 1928. The Peel County Junior Farmers held a Centennial project in 1967 to discover the number of farms that were one-family operations for 100 years and the Grafton's Royal Villa Farm was one out of 99 that qualified. Now owned by Edgar's son, Russell, since 1946, the farm had been in the family for 149



▲ Russell Grafton and his Century Farm Sign

Their son was 31 years old and he married Mabel Russell on November 7, 1911. He continued the trend of purebred livestock such as Yorkshire pigs and Percheon horses. He established weekly deliveries of butter, eggs and dressed poultry to Toronto. Edgar promoted progress in the Palestine community. He was with the Peel Company Road Engineers and was instrumental in having farmers haul and spread gravel on Derry Road West and First and Second Lines. He led the way to petition the Ontario Hydro Commission to build the

years, which made it the oldest one-family farm recorded in Peel County and it became a Century Farm. Russell proudly erected a sign at his gateway.

One of the largest farms in the area was the Harold Parkinson Farm on Lot 10, Con. 2, EHS. It had been granted to Robert Bright on May 24, 1825. In 1827, he

sold it to John Petch for £100 (\$250). Thomas Brown bought 150 acres (60 ha) in 1856. Thomas had married Mary Wedgewood in 1856 and he also had 150 acres. She was a widow with three sons, David, John and William. Each of her sons were given some acreage. In 1942, Parkinson purchased John Wedgewood's acreage from Russell Grafton for \$8,500. He called it "May Park." Harold did mixed farming and won awards at the Canadian National Exhibition and the Royal Winter Fair for his Yorkshire pigs. He was made a member of the Canadian Agricultural Hall of Fame in December, 1968. He sold his farm to Atib Construction in 1965 for development.

Another family was Thomas and Caroline Gardner Reed, who came over with the John Beatty caravan in 1819. They took up 200 acres (81 ha) Lot 12, Con. 3, EHS, where they raised ten children. There would be six generations of Reeds who would reside in the house that Thomas built.

The first tavern licence issued in Palestine was to Joseph Weir in 1829. He had Lot 12, Con. 2, EHS. Others who ran taverns were John Maddigan and Joseph Armstrong. Joseph was married to Artimissa Patience Grafton, daughter of Thomas. They were Anglican and Joseph was known to be prosperous, good natured, loyal, charitable and had lots of friends. There was a well remembered frame tavern located on the northeast corner that had a veranda on one side where customers loved to sit. It had a shed for stabling horses and oxen. John Maddigan was licenced in 1861 to 1871. He was Catholic and donated two altar alms to the Methodist Church. The Palestine Hotel was on the southwest corner, Lot 10, Con. 2, and was licenced to William Knox in the 1860s.

In 1870, Thomas and Mary Brown, for the sum of \$1, exchanged one-eighth acre of land, Lot 10, Con. 2, on which to construct a Methodist Church. A group of gentlemen gathered on the veranda of the Palestine Hotel to discuss the need for a church. A building fund was established through the Good Temperance Lodge when it disbanded that year and had a bank balance of \$100, which they donated. Royal Grafton and Thomas Crombie canvassed the neighbourhood for funds to build the church and another \$300 was secured. A Mr. McLeod constructed the brick church for \$700 with the help of William Wedgewood and David Owen. The first service was held on December 18, 1870, with Reverend William Herridge in the pulpit. It



▲ Palestine Methodist Church



▲ Palestine Church Women's Association, 1930. Back Row: L.toR. Mrs. Nelson South, Mrs. Norman South, Mrs. Robert Reid, Mrs. George Graham, Mrs. W. Harkness; Seated, Mrs. H. Reid, Mrs. T. Wedgewood, Mrs. E. Wedgewood, Mrs. W. Patterson, Miss Bertha Wedgewood; Front Row, Mrs. H. Graham, Mrs. Bertha Moore, Mrs. Mabel Bryans



was one of seven churches on the Brampton circuit. In 1880, a Sunday school was organized with Royal Grafton as superintendent and William Gage as secretary. The Ladies Association (LA) was founded on September, 13, 1923, with Mrs. T. A. Aikens as president and Miss Irene Black as secretary. In 1924, the LA had cathedral glass windows installed in the church. It became the Palestine United Church in 1925. Mr. and Mrs. E. Wedgewood donated a hymn board in 1938 in memory of their son, Lorne.

The Palestine Church was soon affected by the growing community of Bramalea, the Satellite City, and the last service was held on



▲ Palestine Public School



▲ Palestine Church Plaque

Sunday, June, 24, 1962, with Reverend Eleanor Leard officiating. The church was filled to capacity with pioneer settlers' descendants and former worshippers. In attendance were Mrs. R. J. Speers, 86 of Mount Charles, Miss Sarah Moore, 80 of Brampton, Mr. Norman McLeod, 80, Toronto, the son of the carpenter, Mrs. Robert Reed, 78, Malton, Mrs. W. Cheyne, 77, Islington, Thomas Wedgewood, 74, Palestine, Mrs. Annie Jackson, 74, Toronto, Mrs. Minnie Cook, 74, Brampton, Mrs. James Dunn, 74, Brampton, George Wedgewood, 71, Toronto. Reverend Garnet W. Lynd, who had been pastor 1922-1930, was there and shared his memories. Robert Speers was the oldest person and Shirley Jan Grafton, the two-month-old daughter of Russell Grafton and great-granddaughter of Royal, was the youngest. The building

was moved and the property sold. The church was demolished in November 1965 by J. D. Cook of Brampton. The last couple to be married in the Palestine Church was Dave Beatty and Rosemarie Parkinson on August 11, 1961.



▲ J. D. Cook of Brampton, 1965

Palestine, although a small four corners community, had its importance in the early days. The courage and enterprise of its occupants was the factor that helped it thrive and eventually left its mark. It is still remembered today or it would not be included in this book. All the pioneers from each of the towns, hamlets and villages laid a community foundation to help their area prosper for the years they resided there. Their contribution adds much to our heritage.

(Photos courtesy of the Region of Peel Archives)



▲ Tomken and Derry Road East, 2003  
(Kathleen A. Hicks)