



(Kathleen A. Hicks Collection)

**Part Three 1901 - 1950**

# Malton's Progress - 1900s

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

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



▲ Canada Bread Wagon

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

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

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



▲ The Malton Amateur Dramatic Club

president Jim Madgett, were: “*The Silver King*” January 14, 15, 16, 1915, with the proceeds going to the Red Cross; “*The Last Loaf*” March 28, 1921; “*Farm Folks*” April 9 and 10th, a four-act-play starring John Galbraith, Bert Gardhouse, Vera Codlin and Kay Lewis; “*The Dust of the Earth*” May 24, 1921, when tickets cost 35¢ for reserved seats; “*The Traveling Salesman*” February 24, 25, 1922; and “*The Kerry Cow*” February 29, March 1 and 2, with David Lammy in the lead as Dan O’Hara. In the 1920s, John Robinson became involved and he directed many of the plays. John was the village’s shoemaker. His father had brought this trade here in 1867. Robinson’s Shoe Repair Shop was also the location of a lending library. John was so liked and professional with his productions, even though he could sometimes be an old grouch, that he became fondly called, Cecil B DeMille.



94

The Malton Dramatic Club ▶ Programme (Dianne Beedham)



▲ The Callithumpian Parade (Photos - Region of Peel Archives)



▲ Driver Johnny Moore and Sam Moore (walking) during the Callithumpian Parade

An annual event held in Malton around this time was the Callithumpian Parade. It had started in 1896 and was held the first Saturday of August and the parade was a day-long celebration that also had participants from Elmbank, Clairville and Grahamsville. For weeks before the parade, floats were assembled by many father and son teams. The wagons drawn by decorated horses paraded through the village streets, then a picnic was held, at one point on the Codlin farm’s front lawn, and many sports activities finished the day. The event lasted until 1914 when so many young men went off to World War I (1914-1918) that it was cancelled. Many of them never

returned so it was not started up again and the enthusiasm for the event was never regained.



The Callithumpian Parade was depicted ◀ on one of Annie May Lewis Johnston’s many quilts that represented Malton’s historical events. At one of her quilt displays, a lady asked Annie what the name meant and she replied, “Somebody told me it means ‘All hell let loose!’ and it’s a really good word. It’s a French word, the same as chivaree is a French word.”

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



### ▲ Malton Lot Layout

(Trinity United Church Booklet, Malton Memories)



## Memories

▲ Keith Shaw  
(Randall Reid)

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

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

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

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

Keith Shaw, 1980

Passed away in 1996

## The First Automobiles - Early 1900s



▲ The Ford Plant



▲ Henry Ford

(Photos courtesy of the Ford Motor Company)

96

**A**t the turn of the century, a phenomenal sight appeared on the streets of North America – the automobile. Because everyone was used to horse-drawn wagons, the new contraption became called “the horseless carriage.”

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

HENRY FORD BEGAN TO MANUFACTURE CARS IN DETROIT, Michigan, in 1903, and others followed. The Ford Motor Company was worth \$100,000 U.S. in 1903 and by 1927 had escalated to \$700 million. All of Ford’s Model T cars were black. He claimed it was “A car for the great multitude.” It took 13 hours to assemble one and a day to learn how to drive it. Within five years, one was being turned out every 90 seconds.

The first Model T advertisement appeared in the *Saturday Evening Post* in 1908 with a price tag of \$280. The mass production in the first decade by Henry Ford brought about a tremendous change in transportation. The day of the horse-drawn wagons and carriages would become passe. The automobile was here to stay.

The right to manufacture cars in Ontario was acquired in 1904 by 31-year-old Gordon Morton McGregor, the president of a wagon factory in Walkerville (Windsor). The Walkerville Wagon Company became the Ford Motor Company of Canada with McGregor as founder and general manager. The company was incorporated on August 17, 1904, with a capital of \$125,000. The first car rolled off the assembly line



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

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

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

After World War II (1939-1945), Ford expanded its operation to plants and parts distribution outlets in Oakville, St. Thomas, Niagara Falls and Brampton. The Ford plant in Oakville was opened in 1952 with a 1,400,000 square foot (129,700 m<sup>2</sup>) factory sitting on 32 acres (12 ha). It was the largest factory in Canada. In 1990, Ford had 15,000 employees with an \$800 million payroll and made 600,000 cars annually.

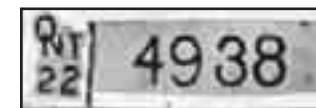
In the beginning of the automobile era, people did not require a licence to drive. It was hoped that drivers would be cautious with their newfangled contraption. However, this was proved otherwise and



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

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

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



## NEWS ITEM

### What of our Automobile Mania?



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

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

*The Streetsville Review*  
October 27, 1910

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

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

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

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

## The Malton Women's Institute - 1906

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

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



▲ Adelaide's Stamp  
(Canada Post Corp.)

◀ Adelaide Hunter  
Hoodless  
(Region of Peel Archives)

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





100



Malton: farms to flying



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

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

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

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

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

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

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



▲ Lord and Lady Tweedsmuir  
(Region of Peel Archives)

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



▲ Women’s Institute  
Motto (Joan Folkard)

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

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

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

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

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



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

◀ Joan Folkard  
(Joan Folkhart)

## The First Telephones - 1906

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

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



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

◀ Alexander Graham Bell



▲ Telephone Crew (Randall Reid Collection)

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



**MORE  
RURAL LINES!**

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

**For best results from your telephones:**

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

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



**THE BELL TELEPHONE  
COMPANY OF CANADA**

▲ Telephone Advertisement

(Streetsville Review)

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

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

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

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

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

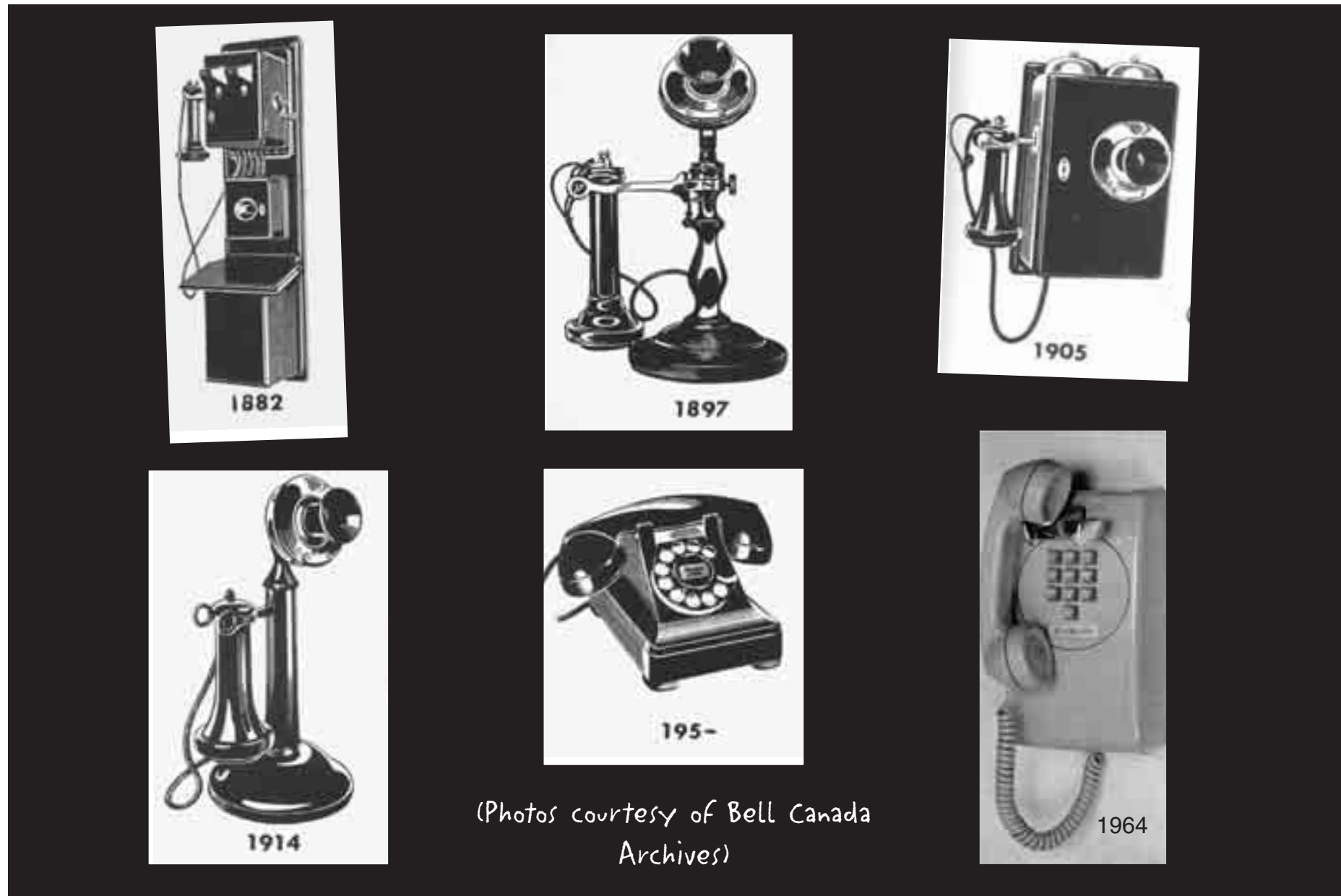
On March 16, 1952, new telephone numbers such as AT(water) 8 for Cooksville brought BR(owning) 7 to Malton customers. A new dial telephone office was constructed on Old Malton Road in 1955 and

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

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

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

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



## The Palmers - 1908

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



▲ Palmer Wedding

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



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

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

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

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

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

## Hydro Comes to Malton - 1923

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



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

◀ Adam Beck  
(Hydro One Archives)

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

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

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

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

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



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



**H**YDRO now serves 117,285 rural customers—more than double the 156,000 served at the end of the war—bringing electricity and a better way of living to an additional 117,285 Ontario farm, hamlet and village customers.

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

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

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



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

## Memories



▲ Jean Armstrong  
(The Mississauga News)

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

Jean Armstrong

◀ Rural Hydro Advertisement  
(Streetsville Review)

# The Malton Royal Canadian Legion Branch #528 - 1924

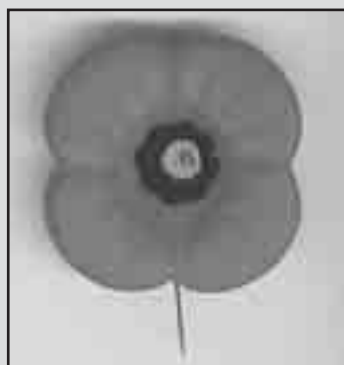
IN 1924, SEVERAL WORLD WAR I (1914-1918) veterans in Malton decided to form a Legion. Former veterans in the area were notified about the need for a Legion and many of them came forth, lending their support. The Malton Legion was founded, but little else of their early history has survived. There had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



▲ The Malton Branch Legion Hall (Dianne Beedham)



▲ The Legion Crest



▲ A Legion Poppy

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

In the late 1960s, with the rise in membership, it was decided that the Malton Legion should have its own building. The sod turning took place on March 22, 1970, and the architects were King City Consultants and Associates. So after several years of planning, they finally had a new 15,100 sq. ft. (1,403 m<sup>2</sup>), \$160,000, two-storey



### ▲ Mel Heisler with the CF-100, 1981

*(The Mississauga News)*

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

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

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

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

The 50th anniversary of the Legion was celebrated

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

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

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

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



▲ Miss Malton Legion, Joan Flavell

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

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

Guides, bands and other parade entries assembled at the Malton Arena. The parade marched to the Cenotaph, where a wreath ceremony took place. After which, the group returned to the Legion for church services. The number of paid-up members for 1980 was 1,109. Probably the most ambitious project that the Malton Legion has ever undertaken is the restoration of a CF-100 Canuck, nicknamed "The Clunk," one of several planes built by A.V. Roe Canada Ltd., between 1950 and 1958. It was a twin-engine, all aluminum jet interceptor that had been first displayed for the Royal Canadian Air Force on October 17, 1951, in a brilliant sunlit ceremony. It was one of 690 that had been designed and produced in Canada, the only all-weather fighter aircraft ever to be put into service by the Canadian government.

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

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



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



▲ Mel Heisler  
The Malton Legionnaires and ▶  
the CF-100

(Photos from the Malton Pilot)



112

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



▲ Royal Canadian Legion Headquarters, 2006  
(Kathleen A. Hicks)

The Legion Hall on Derry Road was sold in 1999 and it is now a Funeral Home. The Legion then took occupancy at the Brandon Gate Plaza in an 8,037 square foot (743 m<sup>2</sup>) facility that they renovated. They rent out their hall for various events, make money on the cash bar, hold a Pot of Gold draw, an event called “Meat Roll” that allows the members to win the top prize of beef roasts and low prizes of pork chops, and elimination draws, whereby 1,500 tickets are sold at \$1 a ticket. There are activities for members and guests nearly every night of the week. They also have sports to participate in, which include bowling, shuffleboard and curling.

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

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



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

### Information

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

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

A close friend of Col.

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

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

### In Flanders Fields

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

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

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

### John McCrae

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

## Girl Guides - 1937

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

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



▲ Agnes Baden-Powell  
(Girl Guides of Canada Archives)

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

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

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

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

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



◀ Girl Guide Activity  
(White Oaks Area)



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





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



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



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



## ◀ Girl Guide Insignias



116

(White Oaks Area)

# National Steel Car Company - 1938

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



▲ Lancaster Bomber, 1943



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

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

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



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

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

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



▲ Sir Roy Dobson

public notice to Canada from all over the world, the *CF-100 Canuck* all weather fighter, the *CF-105 Arrow* supersonic fighter and the *Avrocar*. A.V. Roe was a privately owned company, founded by Sir Roy Dobson, who was acclaimed for his involvement in Britain's production of the *Lancaster* bomber program during World War II. The company would contribute tremendously to the development of Malton and assisted Toronto Township council with many amenities such as water. The company built a 1,000,000 gallon (45,400,00 L) reservoir and later deeded it to the Township at a fraction of the cost, gave the Township a loan of \$475,000 to develop the northern area, installed two sewage disposal plants that cost \$500,000, improved the roads around the plant for their employees,

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

Within five years, 1951, the plant employed nearly 8,000 workers, including 800 in Engineering, which by 1958 was up to 1,400. Major construction commenced in 1950 for Canada's largest aero engine plant, which opened on September 29, 1952. The multimillion dollar, 700,000 square foot (65,100 m<sup>2</sup>) defense facility was constructed by the federal government for Avro Canada Ltd. Even before it was officially opened, the plant was already manufacturing Orenda jet engines for the Canadian designed CF-100 long range fighter. Six CF-100s did a fly-pass performance for the opening at which Defence Production Minister Howe officiated. At the 10th anniversary there were four operating companies, Avro Aircraft Ltd., Orenda Engines Ltd., Canadian Steel Improvements Ltd., and Canadian Car and Foundry Co., Ltd. that worked out of nine separate plants and engineering facilities that broadened the range of its products and the staff totalled 22,000.

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



▲ Avro Arrow unveiling with Fred T. Smye at Podium



▲ Avro's 10th Anniversary Ad



▲ Avro's 10th Anniversary

(Photos courtesy of James C. Floyd)

McDonnell-Douglas Plant ▶  
(Region of Peel Archives)





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

◀ John Douglas McCurdy  
(New Brunswick Museum)

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



◀ Avro Arrow's First Flight

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



▲ Prime Minister  
John Diefenbaker  
(Government Services  
Canada)

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



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

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



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

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

When Sir Roy Dobson attended a board meeting in Downsview in 1962, there was much discussion afterwards concerning what to do with the A. V. Roe plant at the southeast corner of Derry and Airport Roads. As it turned out it was announced in July that de Havilland had purchased the 2.5 million square foot (232,500 m<sup>2</sup>) facility.

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

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

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

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

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

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



# Orenda Engines

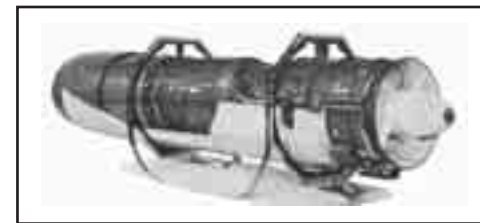


▲ Orenda Plant, circa 1950s

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

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

On September 29, 1952, the Gas Turbine Division officially opened a climate-controlled 750,000 square foot (69,760 m<sup>2</sup>) plant, adjacent to Toronto International Airport. Doing the honours was the Minister of Industry, Clarence D. Howe. In less than 17 months in production, 1,000 engines had been manufactured and delivered to the Royal Canadian Air Force.



▲ Iroquois Engines

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

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



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

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

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

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

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

124



▲ Magellan Aerospace Offices



▲ *Drenda Employees* (Photos courtesy of Magellan Aerospace Corporation)



# Memories



▲ James C. Floyd

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

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

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

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

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

James C. Floyd, 2006



◀ James Floyd and his Design Team

(Photos courtesy of James C. Floyd)



The Jetliner ▶

## NEWS ITEM

### Malton Firm Leads Jet Field

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

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

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

*The Port Credit Weekly*

Thursday, October 5, 1950

## Information

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

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

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

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



▲ Harry G. Hawker



▲ Alliott Verdon  
Roe

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

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

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

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

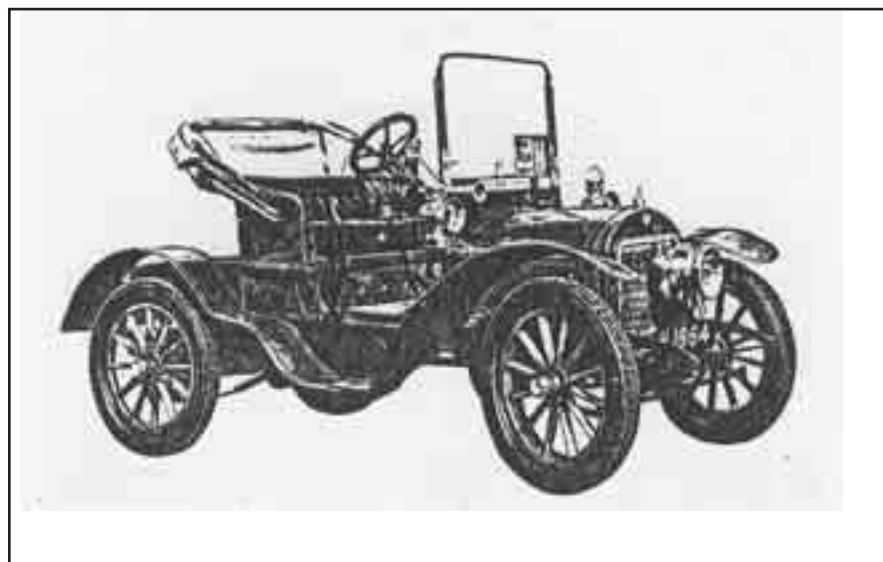
In 1919, Siddeley-Deasy amalgamated with the Armstrong-Whitworth Company and the new company was called Armstrong Siddeley Motors. John Siddeley was chairman and managing director and the company leaned towards producing luxurious automobiles that were driven by the aristocrats of high society. With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

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

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

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

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



▲ The Siddeley Car

## A Pilot Like No Other



▲ Janusz Zurakowski

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

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

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

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

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

\* \* \*

### Zurakowski’s other accolades besides test flying the Avro Arrow

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

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

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

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

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

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

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



(Photos - National Archives)

## Abell's Drug Store - 1938

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

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



◀ Pete Harris and Doug Lewis



▲ Wilfred J. Abell and Elgie Harris

(Photos from The Malton Pilot)

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

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

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

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



▲ Store Closing Sale



▲ Abell's Drug Store



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



## Malton Airport - 1939

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

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

132



▲ The first plane, an American Airlines DC-3, lands at Malton Airport, 1938

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

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

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

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



Chapman House, 1937  
(Mississauga Library System)



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

133



▲ Early Malton Airport Administration Building

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



▲ Aerial View of Future Airport  
(Mississauga Heritage Foundation)



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

134



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



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

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

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



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

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

The airport's \$26 million expansion in 1963 brought about the Aeroquay (Terminal 1) with enormous jet sized runways. The new facility, which included a three-legged



▲ Lester B. Pearson (Government Services of Canada)

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

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



▲ Airplanes, 1968 (The Mississauga News)

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

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

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



▲ Pearson Airport, 1974 (Mississauga Library System)

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

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

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

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

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

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



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

## **NEWS ITEM**

### **Township Asks City Not to Rename Malton Air Port**

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

*Port Credit Weekly*

Thursday, March 23, 1939

The MWI won their request

## **NEWS ITEM**

### **Probe Launched into Jet near-miss**

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

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

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

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

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

*The Toronto Star*

November 12, 1988

## Victory Village - 1942

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

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

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

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



### ▲ Early Victory Village Houses

(Mississauga Heritage Foundation)

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

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

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

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



▲ Victory Village Houses, 2006

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





▲ Victory Public School Class (Dianne Beedham)

# Malton Fire Department - 1943

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

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

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



◀ Malton Fire Fighter's Emblem



▲ Fire Hall on Victory Crescent, 1957



Malton Fire Truck ▶

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

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

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

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

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



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

(Photos courtesy of the Mississauga Fire Department)



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

**News Item**  
**Our Lady Fire Arson**



▲ Our Lady of the Airways School fire

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

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

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

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

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

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

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

Both fires are still under investigation.

*The Mississauga News*  
September 23, 1981



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

# The Dynamics of James Charles Floyd - 1946

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

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

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



◀ James Charles Floyd with a model of the *Jetliner*



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

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

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

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

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

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



▲ The Avro Arrow RL (for Roe Limited) 201



▲ The Jetliner

(Photos courtesy of James C. Floyd)

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

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

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

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

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

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

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



◀ Jim Floyd and Author, 2005

(Charlie Humber)

## Carl Millard and Millardair - 1946

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

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



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

◀ Carl Millard, 1914



▲ Carl Millard

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





▲ Moving the Hangars, 1961

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

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

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

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



▲ Ron George  
(The Mississauga News)

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

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



▲ Carl Millard in the Cockpit, 1947

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

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

149





### ▲ Carl and His Airplanes

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

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

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

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

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

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



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



▲ Carl and Wayne Millard



▲ Carl, Wayne and Della Millard



▲ Wayne and Carl Millard, 1959



▲ Della Millard

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

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

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



▲ Wayne, Dellen and Carl Millard



▲ Millard Postcard of a Hansa Jet Plane



▲ Millardair, Hangar and Plane

(Photos courtesy of Carl Millard)

# Businesses in Malton - 1946

*(From Malton Memories, Trinity United Church Booklet)*

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

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



▲ Malcolm’s Store

*(Johnston Collection, Mississauga Library System)*



▲ Thompson’s Groceteria and Malton Hardware Store

*(Johnston Collection, Mississauga Library System)*

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



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

154

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

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

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

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

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

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

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

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

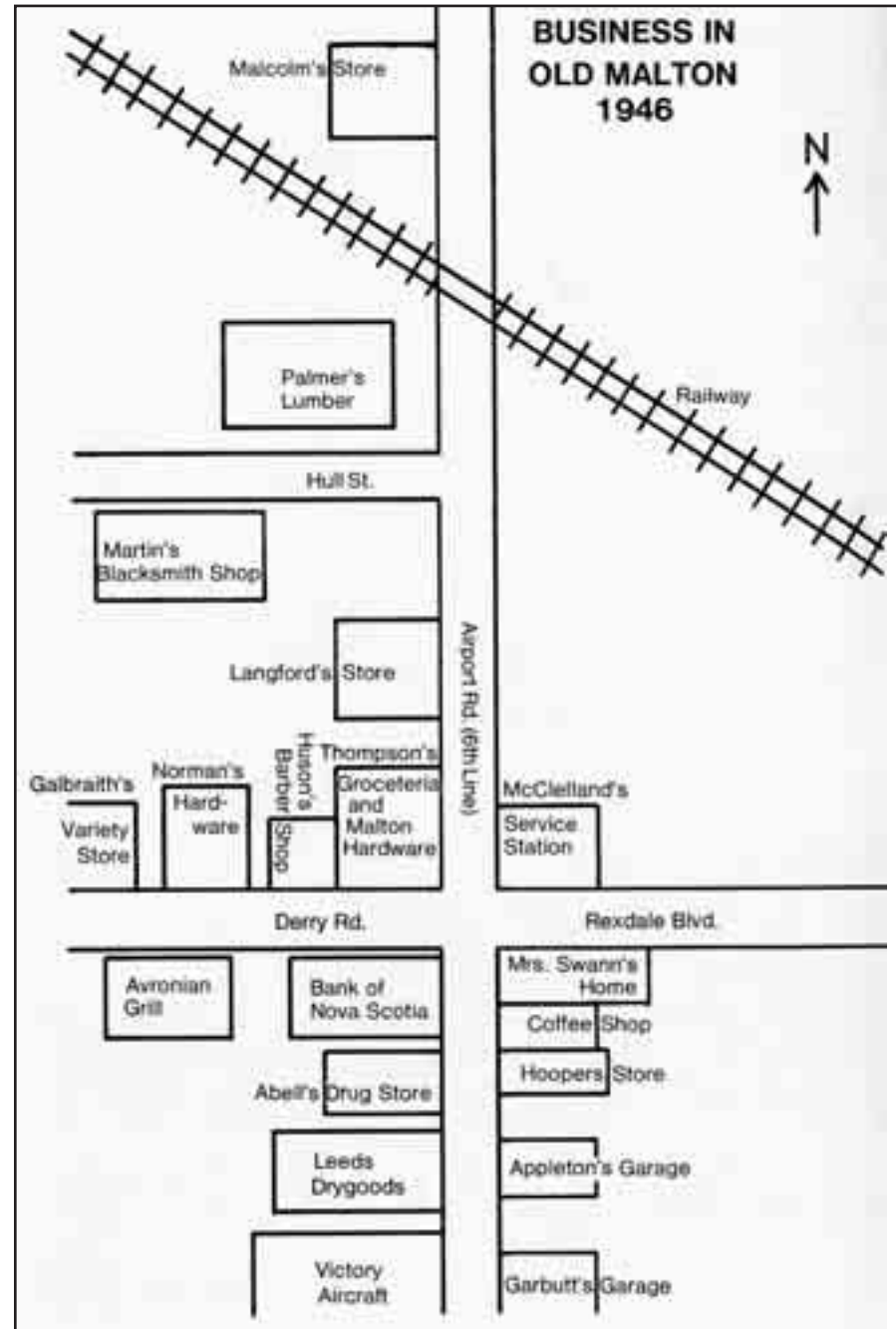
11) **Langford's Store** began as a woodworking shop with M. Honsinger. In 1946 Harold and Dalt Langford were operating a dry goods store in the building and did so until it was destroyed in the 1969 gas explosion.



▲ *Teddy Galbraith* (Dianne Beedham)



▲ *Malton Four Corners* (The Port Credit Weekly)



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



## The Armstrongs - 1947

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

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

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



◀ Ed Armstrong  
(The Mississauga News)



▲ The Armstrongs' Wedding, 1947 (Jean Armstrong)

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

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



### ▲ The Armstrong House

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

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

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

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

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

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

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



### ▲ Jean and Ed Armstrong, 1999

(The Mississauga News)

## **Ed Armstrong's Accomplishments as a Volunteer**

### **Started October 1947**

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

### **1948**

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

### **1959**

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

### **1960**

Elected to Malton Minor Hockey League Board

### **1970**

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

### **1972-1973**

Elected President of Malton Minor Hockey League

### **1974-1975**

Elected Director of Mississauga Hockey League Board

### **1976-1977**

Elected Treasurer of Minor Hockey League (Served 13 years)

### **1980**

Voted into Mississauga Hockey Hall of Fame

### **1981**

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

### **1981**

Had a room named for him at Malton Arena

### **1984**

Received Ontario Bicentennial medal

### **1989**

Received Canada Bicentennial medal

### **1991-1992**

Voted Honourary Director of Mississauga Hockey League

### **1996**

Honoured with Certificate of Achievement by City of Mississauga

### **1998-1999**

Ed Armstrong Scholarship Award initiated

### **1999-2000**

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

# Scouting In Malton - 1948

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

Scouting was started in Canada in May 1908, influenced by Major-General Robert Baden-Powell (b.1857, d.1941), the founder of Scouting in London, England, in 1907. In 1909, Baden-Powell was knighted by King Edward VII and at a request in 1910 from King George V, Baden-Powell retired from the Army to devote himself exclusively to the scout movement. The same year he was knighted, 1909, he and his sister, Agnes, founded the Girl Guides.



▲ Scout Logo



▲ Robert Baden-Powell  
(Boy Scouts of Canada)

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



▲ Cub Scouts on Parade, 1949 (Dianne Beedham)

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

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

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

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



▲ Boy Scout Jamboree, 1976 (The Malton Pilot)

### The History Of Scouting

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

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

Phil Frost, 2005

Member of the Mississauga East Area Service Team

### News Item

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

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

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

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

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

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

In part by Pat Kelly

Column in *The Malton Pilot*

December 5, 1979

## Malton Minor Hockey Association/Malton Arena - 1949

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



▲ Malton Minor Hockey Association Crest

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



▲ Malton Hockey Arena, 1968 (The Mississauga Review)



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

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

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

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

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

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



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

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

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



▲ Malton Arena Model, 1967 (The Review)



▲ Malton Arena Opening, 1968 (Port Credit Weekly)



▲ Malton Hockey Activities (Streetsville Review)



▲ Malton Arena and  
Sign, 2006  
(Dianne Beedham)

## Frank McKechnie: The Mayor of Malton - 1950

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

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

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

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



◀ Frank McKechnie



▲ The McKechnie Family, 1967

(Port Credit Weekly)

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

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

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

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

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



## Frank McKechnie's Organization List

### PAST AND PRESENT MEMBER OF

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

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

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

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



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

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



▲ McKechnie Park and Street Sign

(Kathleen A. Hicks)



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

## News Item

### New Secretary for McKechnie

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

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

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

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

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

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

*The Malton Pilot*

Thursday, May 6, 1976

## News Item

### Message to the Voters

#### Incumbent Councillor Frank McKechnie, Ward 5

Frank McKechnie ▶



169

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

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

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

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

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

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

Frank McKechnie

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