



# Heritage News

*Celebrating Over 200 Years of History*

The Newsletter of Heritage Mississauga

Winter 2008  
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## SPECIAL EVENTS

**Discovery  
Centre**

**COLOURblind**

**Feb. 19 - Mar. 7**

**Reception Feb. 28**

**7pm-9pm**

**Heritage Day**

**Feb. 18**

**Heritage  
Awards**

**Feb. 21**

## Oscar Peterson the man and the musician

*By Marian M. Gibson, President,  
Heritage Mississauga*

Tributes have surged in torrents from around the world, acknowledging at his death, December 23, 2007, the great Canadian Oscar Peterson, and his phenomenal talent as a jazz pianist, accompanist, composer and consummate musician. There is no doubt, he justly earned all the accolades and his recorded works will continue to enrich our lives for many untold decades to come.

Whether for national heritage or the heritage of the world, any reflection on his life quickly reveals the greatness of the man and the musician. Reflecting on what he meant to our neighbourhood as a fellow being, some aspects about him are not as widely known.

Oscar Peterson was honorary patron of the Mississauga Heritage Foundation from the 1990's. We are proud that he was. He enveloped us. Born in Montreal's St Henri district, for many years this gentle but giant man and his family have called Erindale, Mississauga their home and neighbourhood. It is here that he returned to recharge, after so many exhausting, exhilarating world tours, and gigs nearer home. Here he could allow his natural spirituality to strengthen and to comfort and prepare him, helping him to live a complete life. Here he balanced his work, with his role as family man, who could indulge in his special hobby as a gifted photographer, or express his neighbourly generosity with his time and willingness to help others, or to pursue his extensive interest in exploring his own heritage. His many characteristics were known to a few friends who were too discreet to violate this celebrity's privacy by talking freely about their contact with him.

Transcending the mundane, OP influenced numberless people encountered directly and indirectly. He sought excellence undoubtedly for himself, as well as for those who were privileged to know him personally as an educator and mentor. His research was thorough, whether exploring the elements of his music, or teaching young people the importance of commitment to whatever they chose to do. The rhythms he so meticulously controlled and injected into his own music, were an integral part of the many facets of his life, giving full attention, security, support and harmony, just like OP's jazz, to those who were in awe of his immense stature as an artist and as a man.

Unlike the intrusiveness of someone in conversation not listening to what has been said, OP listened to his fellow musicians so that the dialogue between them had depth of meaning, building tension, anticipation, yet remaining respectful and deferent. Likewise he listened to the rest of the world around him and responded.

Personal struggles we all must endure. It was no less so for OP. His courage and recovery following a stroke showed his confidence, determination and very strong will, enabling him still to perform his art with high intensity. His was a class act of finesse, sensitivity, innate musicality and an inherent joyfulness, transcending the physical restrictions that might have daunted a lesser human being.

Oscar Peterson could delve deeply, or he could summarise the elements of his music and his life. He was a fine example to all of us, whether neighbours or from further afield. Through joy and avoiding cliché, he taught us how to attain perfection by working and playing with dedication. He showed us that we can re-interpret our world, if it is done respectfully and if we endeavour to find what else life has to tell us. He reached out and touched all of us with encouragement to become aware of the many levels life has to offer. His music and his example will live on, continuing a legacy and heritage that will influence and enrich new generations. We were privileged to have shared this community with him.



*Photo by Harry E. Palmer*

## President's Message

By Marian M. Gibson, President

Wishing members a very happy and prosperous New Year, I look back on 2007 and the milestone event for Heritage Mississauga, of the inaugural Heritage Ball.



Eric Gibson, His Honour Lincoln Alexander, Marian M. Gibson at the 2007 Heritage Ball, photo Tim Chevrier

It was a special privilege to have the Honourable Lincoln Alexander present as our Honorary Patron. What a great sense of humour that accomplished man possesses. Between him and our Guest of Honour, Mayor Hazel McCallion and the laid back Ron Lenyk as MC, the evening kept a steady momentum of enjoyable

repartee and fun, that all of us who were at the event will remember for a long time.

The evening was memorable for the people who attended; the scene was set by the incredible work of the Heritage Ball Committee, with Councillors George Carlson and Carolyn Parrish spear heading the enthusiasm generated by Heritage Mississauga Board Fundraising chair, Princess Alexander, and the rest of her capable committee. To help, the lovely setting in the Barber House, the music of the Jay Boehmer Trio, the participation in the Silent Auction with its amazing array of wonderful, enticing items on which to bid, together with the glamorously attired guests - all contributed to the festive charm of the evening. All was enhanced with a piper to lead in the head table guests and everyone was thrilled to have accomplished professional photographer Tim Chevrier preserve their images.

The Foundation is pleased to use the funds raised from this event to install an interpretive exhibit in Streetsville celebrating its 150th Anniversary. Each year the Foundation will choose a heritage cause in the city to support. We thank in particular, the commitment of our numerous sponsors who made the gratifying results possible. If anyone else, individual or corporate group in the city would like to join us by helping to fund this project, please contact Executive Director Jayme Gaspar at 905 828-8411 ex 31.

We look forward to seeing you at the next Heritage Ball.

### Board of Directors 2006-2007

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**Historian**

Sandra Ceccomancini  
Jackie Cowan  
**UTM Interns**

## Old Schoolhouse Falls to Fire

By Matthew Wilkinson, Historian

One-room schoolhouses are becoming increasingly rare, and on Friday, November 16th, 2007, we lost yet another of these old community landmarks. S.S. #17 Trafalgar was located outside of our city's municipal boundary, but served a wide rural area, likely including students from within what is now Mississauga. The old school was located at 1689 Derry Road, near the northwest corner of Derry Road and Ninth Line, within the Town of Milton. Built circa 1873 and given the designation of School Section Number 17 for Trafalgar Township, this one-room schoolhouse was also known locally as McCurdy's School and the Ninth Line School. The



SS#17 before the fire, Town of Milton



SS#17 after the fire, HM

The crossroads of Derry Road and Ninth Line was once the centre of a rural community that had a general store and church, in addition to the schoolhouse, and was locally known as McCurdy's Corners. The school was built on property donated to the school trustees by the Askin Family, who along with the McCurdy's, were an early settling family in this area.

Some other early pioneering families in this area included the Anderson, Askin, Bussell, Cordingley, Hannah, Hustler, Kennedy, Mason, May, McCurdy, and Robson families, amongst others. The old schoolhouse, which stood for over 130 years and had been converted into a residence and shop, was one of the last vestiges of this pioneer crossroads. The cause of the fire is not known. Please share your stories and pictures of this old schoolhouse, and of McCurdy's Corners, with us.

**HERITAGE NEWS** is a publication of the Mississauga Heritage Foundation Inc. The Foundation (est. 1960) is a not-for-profit organization which identifies, researches, interprets, promotes, and encourages awareness of the diverse heritage resources relating to the city of Mississauga. The Foundation acknowledges, with thanks, the financial assistance of the City of Mississauga, the Ontario Trillium Foundation, the Department of Canadian Heritage - The Heritage Canada Foundation, Community Foundation of Mississauga, Human Resources Development Canada, the Ministry of Culture Dufferin Peel Catholic District School Board, Peel School Board and Career Essentials which, together with its members, donors, sponsors, and volunteers, help to preserve Mississauga's heritage in its many aspects. Articles, contributions, comments, advertisements, and letters to the Editor are welcome. Please contact us at: Mississauga Heritage Foundation, 1921 Dundas St. W., Mississauga, Ontario L5K 1R2, phone: (905) 828-8411 or fax: (905) 828-8176, or E Mail: [info@heritagemississauga.org](mailto:info@heritagemississauga.org). You can also visit us on our Web page: [www.heritagemississauga.com](http://www.heritagemississauga.com)

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## Pride in our Heritage

By Jayme Gaspar, Executive Director

*To foster and support the community of Mississauga through research promotion, education and preservation of its heritage.*

It is wonderful how far we have come in such a short time here at the Robinson-Adamson Grange. Every day inquiries are received from people interested in knowing more about the history and heritage of our city. Over the past few years we have focused our energies on research projects and partnerships with the City of Mississauga, with residents, and we have strengthened bonds with our partnering agencies in the Region. With the assistance of the Canadiana Room of the Mississauga Central Library, the Museums of Mississauga, the Heritage Advisory Committee, the Peel Heritage Complex, our heritage partners throughout Peel and in local historical societies, the National Archives, and Peel Land Registry, a greater number of residents, visitors and officials know more about the heritage of this important and sometimes overlooked piece of land between York and Hamilton. The continuing development of the Heritage Resource Centre at The Grange will only enhance the understanding and appreciation of the heritage of our city, and of the wide array of heritage resources offered by our heritage partners.



*Mayor McCallion, Jayme Gaspar at the 2007 Heritage Ball, HM*

We have such a rich history and a wonderful heritage! We have our own stories of exciting and clandestine goings-on as well as true triumphs. Pride ... ? Oh yes, we have pride, we are not a shadow of the great York anymore. This heritage team has worked for decades to promote the importance of the history in this community once known as Toronto Township. Teaching the facts, displaying the artifacts, hosting events and exhibits that show examples of the historic way of life, have all added to creating a sense of place, and a sense of community. We are grateful for these partnerships and the exceptional work that all have accomplished.

What does the future look like for heritage? The City of Mississauga has begun planning and are looking for your input. You may have heard of some of the sessions that are taking place around our city: The "Mississauga Summit 2007", "Our Future Mississauga", "Placemaking", all opportunities for residents to help plan for the future. Participate and have your opinion heard. Very soon the City of Mississauga will begin to work on developing an Arts & Culture Plan. We encourage you to include your voice in this very important next step for our city, ensure that heritage is represented at the table.

As we continue to develop programs for children, dig deep into archival material, try to identify sources of missing information, we can take heart in knowing that together as a community we will ensure that our heritage will be documented for future generations.

Bravo!



Join the biggest club in Mississauga

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- 24/7/365 access at [mississauga.ca/library](http://mississauga.ca/library)

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## Anniversary of a Mississauga Legend

March 25, 2008 marks the 50th Anniversary of the first flight of a Mississauga legend, the AVRO Arrow!

# The Lost Hamlet of Pucky Huddle

By Nicole Mair

When one thinks of Mississauga 200 years ago, when it was still known as Toronto Township, one pictures quiet farming communities with little in the way of excitement or scandal, and never much out of the ordinary going-on. Perhaps that was not always the case. For instance, the lost hamlet of Pucky Huddle, located at the present-day intersection of Tomken Road and Burnhamthorpe Road was in fact a community filled very much with interesting happenings.



*Pucky Huddle,  
1877 Peel Atlas*

The exact name of the hamlet is uncertain, though Pucky Huddle is the most commonly documented version of the name; it has also been called: Pucky's Huddle, Pucky Fuddle, Puggy Huddle and Puddle Huddle. One possible meaning of the name is that "Pucky" is derived from an Irish phrase, "puck", which means to hit or strike, emphasizing that Pucky Huddle was a rough-and-tumble locale. Other meanings supposedly refer to the muddy state of the roads at the crossroads. The hamlet, however, was almost certainly named for the Pucky Huddle Tavern that was located there.

According to Col. Kennedy, the Pucky Huddle Tavern was located on lot 1, concession 9, north of Dundas Street, presently the northwest corner of Tomken and Burnhamthorpe Roads. John J. Gilleece, son of Thomas Gilleece and Ann Parke, was most likely one of the first proprietors of the Pucky Huddle Tavern. John J. Gilleece, an Irish Roman Catholic, was born around 1845 and died in 1888. Gilleece was probably followed by John D. Parks and his wife, Bridget Parks. Bridget Parks lived from around 1862 to 1906 and is buried in the Port Credit Roman Catholic Cemetery. Not much is known of her husband except that John D. Parks was about eight years Bridget's junior. In addition, there was at one time a barmaid at Pucky Huddle who a local resident described as having "hair as gold as the sun, and eyes stolen from heaven". The last proprietor that has been documented was Patrick Herbert.

Patrick Herbert, also known as "Patsy" or "Paddy", who was for a time an innkeeper at the Pucky Huddle Tavern, also operated several toll gates. He ran one on Dundas St. near the village of Dixie. The price of passage was five cents. According to a story told by Miss M. Graham to William Perkins Bull, a local historian, "Dundas St. was the best road around, a stone road, Paddy Herbert used to crack stone day in and day out. He would pile the cracked stone up in nice neat little piles, and we children although warned about not wearing out our boots, took great delight in climbing up over these neat heaps and of course scattering them all about". Patrick Herbert also established a toll gate at the Erindale Bridge, but apparently a couple of boys obtained some gunpowder and blew it up.

To the residents of Dixie, Pucky Huddle Tavern was synonymous with debauchery and vice! One local legend tells of an intoxicated farmer's fantastical journey home from Pucky Huddle one night, "full of bad whiskey and good fellowship".

According to Perkins Bull, Farmer Matt, as he is known in this tale, decided to stop and take a rest at the side of the road. As he rested a figure approached; he was described as tall and clothed in clerical attire. The man proposed they play a game of cards to pass the time, to which Farmer Matt readily, and perhaps recklessly, agreed. An hour's worth of hands later and Farmer Matt had nothing left to bet not one of his hands had won him anything. Seeing this, the stranger proposed one last round, suggesting offhandedly that Farmer Matt stake his soul and he stretched out his leg revealing, in place of a foot, a huge cloven hoof. "A blood-curdling yell, a smell of brimstone, a poof of smoke, and the stranger vanished." Matt, terrified, was said to have sped home so fast that his clothes were scorched.

Although Farmer Matt may just be a figure of legend, there are a few stories of known Peel residents who frequented the Pucky Huddle Tavern. William Haugh (pronounced Hawk), a farmhand on the Charles Adamson farm, was apparently one such visitor of the Pucky Huddle Tavern. According to Geoffrey Peter Adamson, every once in awhile William Haugh would walk to Henry Harvey's farm in the morning and ask to borrow Henry's horse and buggy for a few days. He would then drive to "his favourite public house, 'The Pucky Fuddle'. There he would stay with drinking friends until the 'Demon Drink' was satisfied."

While alcohol played a large role in Pucky Huddle's less than savoury reputation, it was not the only reason local residents might have objected. Pucky Huddle Tavern was also apparently a venue famous for cockfighting.

According to Perkins Bull, cockfighting was more popular in Toronto Township than anywhere else in Peel. Aside from Pucky Huddle, it was "all the rage in Streetsville" as well as Port Credit. Cockfighting came to exist at Pucky Huddle, probably in the later years, while Patrick Herbert was acting as innkeeper. Patrick's son, Edward Herbert, who lived in Toronto, would bring in birds from Toronto stashed in barrels, one per barrel, so no suspicions would be aroused. They would pit the Toronto birds against birds from Hamilton, and men and women in fine evening wear would come down to Pucky Huddle to watch. The fights were apparently held in the barns adjoining the tavern.

Gossip often ran rampant in Pucky Huddle, as one 1899 issue of the Streetsville Review illustrates: "Billy Hawkins said that Withers told him that someone else told him that Jack Toleman said if Puggy Huddle did not get a license this spring there would be a general row in camp..."



*Copeland House, Pucky's Huddle,  
HM*

Also at Pucky Huddle was George Tolman's brickyard located on one acre at the northeast corner. George Tolman was later succeeded by his son Thomas H. as brick master. George Tolman made bricks for Burnhamthorpe Church, as well as a few other local community structures.

Today, Pucky Huddle is just vague memory, with not much left to mark its existence. The Pucky Huddle Tavern was said to have burned down in the early twentieth century, probably sometime between 1900 and 1915. Still surviving in the area, however, is the Copeland House, on Burnhamthorpe Road East.

*Cont'd page 15*



# A New Book! Fading History, Stories of Historical Interest, Volume 1

By Dave Cook, Author

My next book, *Fading History, Stories of Historical Interest*, is now at the printer and will soon be available. In my last article for *Heritage News*, I outlined the contents of the 14 chapters planned for publication. With this issue, I am pleased to make two announcements regarding my new book.

I have added a fifteenth chapter and changed the title slightly. It is now *Fading History Vol. 1-Stories of Historical Interest*. I found no end to the fascinating historical material stuffed away in our past. Why not plan for a series of volumes to bring these treasures to the forefront and preserve them for future generations?

The added chapter was originally intended to be a couple of paragraphs but as I delved into the story, and as the research unfolded, it became obvious that it warranted a chapter on its own.

It all started when I was writing and researching the chapter on the Workmen's Compensation Board Hospital and Clinic. This 400-bed facility, originally opened in 1947, was located at Airport (Sixth Line) and Britannia Roads, just about where the Pearson Airport Terminal Three is presently situated, and was an internationally renowned hospital which not only provided recovery facilities for injured workmen, but also was leading the way in the development of prosthetic devices.

As a youngster, I lived on the Sixth Line, just one mile south of the Hospital. My mother and aunt both worked there as nursing aides. I was gainfully employed after school with a paper route, which included delivering to patients in the hospital wards.

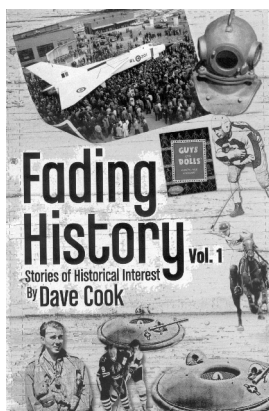
I remember to this day, as a youngster, seeing a large hole in the ground just across the road from the main entrance of the hospital. I was told by my friends that two or three airplanes had crashed while practicing for the air show. In writing the chapter on the hospital, I wanted to include the airplane crash. I got in touch with an old friend who had been active for many years with the air show. I asked him what he knew about an airplane that had crashed there in the late 1940s or very early 50s. Well, he and no one else seemed to recall anything about it. Finally, I found references in the media and traced the crash back to 1949. Newspapers were packed with related stories. Now, it doesn't stop there. Part of this story had such an amazing twist to it. One of the unfortunate pilots who was killed in the crash, was a celebrated war hero. But he had gained a degree of fame in Toronto when, just months before he went off to war, he disguised himself as a woman and entered the 1940 Miss Toronto Beauty Pageant on a dare. He became a finalist. I have pictures of the contestant and an interesting story to tell. Further research led me to locate the surviving pilot and he provided me with great insights into the crash.

As the old saying goes, there is something for everyone. The book has 15 chapters covering a wide variety of topics, including a look at the amazing Music Fair at Dixie Plaza 1958-59 and 1960; the AVRO and Orenda stories, the flying saucer; the manufacturing of

the Lancaster Bomber; and, a chapter on Mississauga's military base in Malton, known as Operational Site #1 in the British Commonwealth Air Training Plan.

For the sporting enthusiast, there is a look at the original Dixie Stafford Hockey Club, as well as chapters on football greats Teddy Morris, who lived adjacent to the military base, which became the WCB hospital and Port Credit's Bobby Cunningham Jr. Bobby's father is also featured. Bobby Cunningham was one of the world's great golfers and was a professional at both the Mississauga and St. George's Golf Clubs. Also, the history of North America's third oldest golf course, Toronto Golf, on Dixie Road, is presented.

Heritage Mississauga will have displays at my book signing on May 3, 2008. The signing will be held at St. John's Anglican Church, Dundas and Cawthra starting at 7 pm. Everyone is most welcome.



Teddy Morris,  
CFL Hall of Fame

## Heritage Trails - Jan's Trail Honouring a Mississauga legend

By Matthew Wilkinson, Historian

On October 20th, 2007, the City of Mississauga officially named a recreational trail in honour of Janusz Zurakowski. Jan was born to Polish parents on September 12th, 1914, and in 1952 he and his family immigrated to Canada. He is perhaps best known for his association with A.V. Roe Canada and for being the chief test pilot for the famed AVRO Arrow and Canuck.



Jan Zurakowski, HM

Jan, who was nicknamed "Zura", was renowned throughout the aviation world for his aeronautical skills and his extensive career as a test pilot. He fought for Poland and Britain during World War II. In 1952, he immigrated to Canada and began a career with A.V. Roe. Jan worked in Malton, within modern Mississauga, during his time with the AVRO Arrow program.



After First Flight, AVRO

On December 18th, 1952, Jan broke the sound barrier and became the first person to exceed the speed of sound in a straight wing jet aircraft. This aircraft was the CF-100 (known as the "Canuck" or "Clunk") and was used by the RCAF from 1952 to the mid 1980's. Jan was chosen as the chief development test pilot in 1958 for the CF-105 (the "Arrow") program. He was at the controls of the Arrow's first test flight in March 25th, 1958. 2008 will mark the 50th Anniversary of this historic flight.

Jan retired from flying later in 1958, and in 1973 was inducted into Canada's Aviation Hall of Fame for his outstanding contributions to Canadian aviation. Jan died in 2004 at his home near Barry's Bay. Jan's Trail is in Ward 5, in Mississauga, near the Hershey Centre.

# This Article's Got No Point . . .

By Richard Collins

“As a kid growing up, there were two Clarksons”, claims Don Cavan. “Everyone south of the tracks was Liberal. Everyone north of it was Conservative.”

If anyone knows Clarkson well, it's Don. He was born here in 1921. He opened the community's first roadside fruit stand in 1957. At age 87 and counting, Don still lives in Clarkson, in a condo built on land his family once owned.

You don't get a sense of two different Clarkson's today, though. Suburbanization and civic amalgamation had homogenized the village, and in that is a renewed sense of community diverse but still united. Clarkson is celebrating its 200th birthday this year, and people all over town are excited about it.

Jim Vernon was one of Don's school chums. During the Depression, each schoolday morning, “Red” left the Cavan household and walked south down Clarkson Road North to meet Jim or “Buck”, as his friends called him. At “Highway 2”, they caught the Gray Coach to Port Credit High School, meeting up with classmates, “Babs” Sayers and “PeeWee” Stroud along the way.

Just a few years ago, while reminiscing about his childhood days in the 1920s, Jim drew a map of his memories of Clarkson. It was detailed, to the household, of everyone living north of the tracks. Jim's father, Edward was a family doctor and these people were his patients. However, it seems Dr. Vernon didn't have many patients south of the tracks. Jim could only remember a few names, down there. His map of Clarkson memories thins out near the bottom of the page.

Two generations ago, Clarkson was indeed two villages. Both sides seemed happy where they were, content that other side of the tracks was the wrong side the tracks.

The social barrier defined by the railway was an historical barrier.

The village we now know as Clarkson had no name until the tracks arrived. The Great Western's managers adopted the name Clarkson's only by virtue of the fact that they had purchased the land for the station from Warren Clarkson.

Had the GWR's surveyors decided to lay tracks just 100 metres further north, they would have purchased land from Warren's northerly neighbour, Captain James Harris. Using the standard procedure, the GWR would have named their new station accordingly, and today parents would be dropping their kids off at Benares Secondary School before heading to the Benares GO station for the commute into work. But I'm getting sidetracked here (and making a cheap plug for my museum).

A warehouse, loading ramp and coal stockpile inevitably gathered (as they do in every village) around the train station. The north end of this new “Clarkson” grew while southward (toward the lake) neat, rectangular farms with homesteads a mile apart, never evolved into a village. Decades later, this happenstance left historians stuck for a name to define the area.

For convenience sake, local historians today refer to Don's Liberal

side of town as “Merigold's Point” but, except for us heritage folk, only a very few people who live in this Merigold's Point today even know of it as Merigold's Point, and none of the first two generations here ever called it Merigold's Point.

My personal issue with this name is the “Point.” Lake Ontario forms a slender bay at this section of Mississauga's shoreline, challenging the notion of a land feature that could be called a “point”.



Clarkson Road looking south, c1900, HM

In her indispensable reference book (willfully titled, *The Families of Merigold's Point*), historian Dorothy L. Martin documents a letter by Peter Robinson Jarvis, in which he mentions his grandfather “setting out on horseback . . . to Merigold's Point”. This is the earliest published record I can find referring to a “point” and it was written three generations after Peter's grandfather, Samuel Jarvis first arrived here, following the path blazed two years earlier by Thomas Merigold.

Thomas was the first settler in this part of “Clarkson that wasn't really Clarkson”, and his family name is mentioned often, in primary resources, in reference to the community that grew up along the bay.

This area was as devoutly Methodist as it was Liberal and this goes double for the Merigolds who kept their faith when they left America, opened their new Upper Canada home to circuit riders and donated land, twice, for churches.

Peter Jones, the circuit minister of the Credit Mission, wrote in his diary:

“Sat. Jan. 2, 1830, in the evening went with sister Barnes and others to Mr. Merrygolds [sic] settlement.”

The Methodist preacher's reference is the first record of the area being named in reference to the Merigold family. But Jones calls it a “settlement,” not a “point.”

The Methodist Episcopal Church honoured the family, yet they may also have been, unwittingly the reason for the fading familiarity of the Merigold name over the generations.

In 1875, a new church was built for the growing Methodist community and recently-elected bishop, Albert Carman was invited to dedicate the new building. In his address, he thanked the community for, “the pleasure of attending the dedication . . . at the Merrigold [sic iterum] appointment on the Nelson and Oakville Circuit.”

But, with the new church came the community's first permanent preacher and, as a result, the Methodist community down by the lake no longer had need of the itinerant district known as the “Merigold appointment.”

The passing of the community name is accentuated by the gradual loss of the family name itself, within the community.

Of the founding father's 11 children, Thomas' four daughters, Susan (Jarvis), Mary (Monger), Elizabeth (Bradley) and Frances (Shane) naturally lost their Merigold surname when they married. John died in infancy and all but one of Thomas' other sons moved away from the village when they came of age.

Cont'd page 15



## In Memoriam

### Ed Patey, 1922-2007

James Edward William Patey, known to friends and members of Heritage Mississauga as Ed, passed away peacefully on August 13, 2007 at Trillium Health Centre in Mississauga, surrounded by family. Ed was a World War II Veteran who served with the Royal Winnipeg Rifles in Britain and Normandy. Back in Mississauga, Ed served as a Commodore of the Mississauga Canoe Club and was a long-time member of Heritage Mississauga. Ed and his wife Ruth raised three children in Mississauga: daughter Cheryl was involved with the Mississauga Canoe Club; son Larry played in the NHL for 12 seasons and was inducted into the Mississauga Sports Hall of Fame in 1988; and son Doug also played in the NHL. Ed was the loving husband of 61 years to Ruth, and father to Susan (Bryan) Graham; Larry (Lesley) Patey and Doug (Marie) Patey. He also leaves several grandchildren and great-grandchildren.



*Photo, Mississauga News*

*"If we cannot do him honor while he's here to hear the praise,  
Then at least let's give him homage at the ending of his days.  
Perhaps just a simple headline in a paper that would say,  
Our Country is in mourning, for a soldier died today."*

*Excerpt from "Just A Common Soldier" by A. Lawrence Vaincourt*

## In Memoriam

### Hilda Arch, 1914-2008

Long-time Streetsville resident and descendant of founder Timothy Street, Hilda Arch passed away on Sunday, January 20, 2008 in her 94th year. Hilda was the beloved wife of the late Arthur Sydney Arch, and the mother of Mary and son-in-law Gary Rutledge. Hilda was the great-great-granddaughter of Timothy Street, a life-long resident of Streetsville, and a member of Trinity Anglican Church. She was baptized in Trinity Anglican Church in 1914, and at the time of her passing she was the oldest baptized member of the congregation. Hilda was a very active member and volunteer in her church and community, notably as a Sunday School Teacher and with the Mississauga Hospital, amongst many other endeavours. A great friend and lifetime member of the Streetsville Historical Society, she will be sadly missed by those who knew her.

## What's In A Name? Sheridan

*By Matthew Wilkinson, Historian*

Have you ever wondered where the name of Sheridan came from, or how Sheridan Mall and the Sheridan Homelands subdivision were named? Did you know that our city, Mississauga, was almost called Sheridan when our name was chosen by popular vote? The Sheridan name came from the pioneer hamlet of Sheridan that was located around the intersection of modern Winston Churchill Boulevard and the QEW. A small cairn and remnant silo are all that remain. The pioneer hamlet was originally known as Hammondsville, and was changed to Sheridan on the suggestion of local blacksmith Stephen Oughtred in honour of famed British politician and playwright Richard Brinsley Sheridan.



*Sheridan Methodist Church c1910, HM*

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## !Sheridan Centre History Contest!

Sheridan Centre invites you to participate in a special history contest. Do you have any images or information that you can share with us? Join us at the Symphony Book Sale on February 22nd and share your memories of the Hamlet of Sheridan and the building and history of the Sheridan Centre. All members of the public who participate have the chance to win a Sheridan Centre gift certificate. See you there!

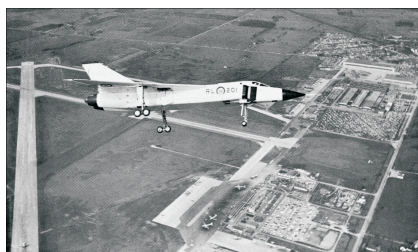
# First Flight of the Avro Arrow - just 50 years ago

By Eric Gibson

You may find this a little hard to believe but fifty years ago, in 1959, some parts of Mississauga could be noisier places than they are today, even though the area was much more rural and there was a great deal less traffic. The city of Mississauga did not exist back then of course. The area was still called Toronto Township and the population was about 30,000 - a far cry from today's 670,000 living in what is now Canada's sixth largest city. The township was mainly agricultural with farms and orchards and villages and there was not a great deal of industry. So, in these circumstances, why would there have been so much noise?

For the answer to this question one would have to look to Malton in the north-east corner of the township. There, one would have found Malton airport with airliners such as the DC-3, the Constellation, and the North Star together with the recently introduced turbo prop Viscount. Even though jet transports such as the Boeing 707 and the DC-8 were still a few years in the future, airports were noisy places because at that time noise suppression of aircraft engines was given little consideration.

Even noisier than the airport and its civilian transports was the flight line at the A.V. Roe factory. This was located a few hundred yards north of the terminal building and was the home of a production line turning out jet fighters for the Royal Canadian Air Force. Avro, as the company was known, had already developed and built several hundred Canuck jet propelled fighters for the RCAF but finally the production run was coming to an end. In its place, the company was working on its latest and most powerful product, the Avro Arrow. The first example of this supersonic interceptor had been completed and rolled out during October of 1958 and in early 1959 it was being prepared for its first flight.



AVRO Arrow, AVRO

Among the many tasks to be performed before the new aircraft could fly was ensuring that both of the Arrow's engines were running efficiently and were compatible with the airframe. Among other things, this involved ground running of the engines to full power and also testing the afterburners which boosted the output of the engines for rapid acceleration and maximum speed. Both were very noisy operations!

But the engines fitted to the first batch of Arrows - and in the event these aircraft proved to be the only ones that would be flown - were to an interim design. The engines intended for the production version of the Arrow were being developed concurrently with the airframe at Malton by an Avro subsidiary named Orenda Engines. The Orenda plant was just across the road from the Avro plant and some of its building are now part of the International Centre. The engine intended for the Arrow was known as the Iroquois and it would be at least 20% more powerful than the interim engine. Because it was a new design there was a great deal of testing to be done to obtain certification. Again, this involved some very noisy operations.

In addition to ground testing, Orenda had the use of a six-engined American B-47 bomber for use as a flying test bed.

When jet engines are run up to full power, particularly with afterburners switched on, the noise can be quite devastating. Any readers who lived in the area at the time will remember the noise even though they may have lived quite some distance from the source. In Malton itself, there are stories of window panes and china rattling and of picture frames on the walls vibrating until they hung crookedly. The noise could be heard in Cooksville and Dixie and over a large part of Etobicoke. There are stories about tests which started very early in the morning and which woke people up, and there were complaints that no warnings were given before these tests.

Then on 25th March 1958 the Arrow flew for the first time marking the beginning of a flight test programme which was to be cut short after only eleven months. The accompanying photograph shows the Arrow during its maiden flight and there are some interesting things to see in the picture.

First of all the undercarriage of the aircraft is locked down, but this is not unusual on a first flight. There are many things that the pilot has to check during such a test flight and he may elect not to retract the undercarriage but rather to concentrate on his many other tasks. And also, if the aircraft does not respond as expected and it must be brought back to earth in a hurry, the wheels are already down and locked in place. In this case the Arrow performed as predicted and test pilot Jan Zurakowski kept it aloft for 35 minutes. Also of interest is the view the picture affords of the airport terminal buildings and of the Avro plant. At the bottom of the picture is the airport with its tiny parking lot, small terminal building and four aircraft parked on the apron. At the top right of the picture is the Avro plant, its car park and buildings dwarfing those of the airport. Close to the top of the picture is Derry Road bordered by farm land and with not a hint of the industries which were to develop in later years.

On its third flight on 3rd April 1958 the Arrow went supersonic for the first time and during its seventh flight, four days later, the machine achieved a speed of more than 1,000mph. Fortunately for township residents most of the Arrow's high speed runs with their attendant supersonic booms were made in the sparsely inhabited areas beyond North Bay.



AVRO Arrow, www

The maximum speed recorded by an Arrow was Mach 1.96 (ie 1.96 times the speed of sound) which equates to about 1,510mph. Since the official world air speed record at that time stood at 1,404mph, the Arrow, even with its interim engines, had surpassed that figure by 106mph. Legend has it too, that at a time when aircraft manufacturers around the world were striving to achieve the elusive speed of Mach 2, the Arrow had in fact exceeded that figure. However, Avro is said to have chosen to keep it a secret and to acknowledge a maximum speed of "only" Mach 1.96. This, it is claimed, was because it was achieved with an aircraft fitted with the interim American engines.

It has also been said that Avro had every intention of making an official attempt on the world speed record - but not until the Iroquois engine with its additional power was available. There was

*Cont'd page 15*

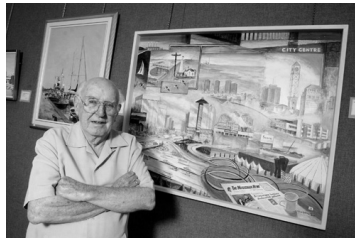


# Interview with an Artist

By Andy Le

We recently had an opportunity to sit down and interview Mr. George Watkins, and learn about the man and the artist. His story proved to be both interesting and colourful, and provided a glimpse into the artist who has painted scenes of Mississauga for over 40 years. His work has been on display at "The Grange" since early December.

George Watkins, now aged 87, is a retired designer and local painter, and while he has traversed and painted all around the world in his lifetime, he has chosen to call Mississauga his home for over 40 years. Australian-born, George spent his early and formative years in Australia and attended a Christian



*Photo, Mississauga News*

school. When the Second World War broke out, George and three brothers enlisted in the army, where George spent the next five years in a tent seeing little in the way of combat but a lot of Australia. At the age of 20, and although his early plans to travel abroad had been spoiled by war, he and his brothers returned home safely.

In the years after the war, George was finally able to begin his travels abroad, in part through his work as he traveled to England and much of Europe designing storefronts and store interiors. George's travels eventually brought him to Canada. He worked in Canada for a year as an interior designer, and enjoyed so much that he decided to stay in Canada to pursue both his professional pursuits and to raise his family. George worked with Ontario Store Fixtures for over 40 years, and through his work, he designed multiple restaurants, retail stores and hotels. He considers himself lucky to have been able to have a hand in designing a number of hotels and public buildings throughout Canada, America, and the Caribbean while being able to see the world at the same time. Unfortunately, to George's regret, the company he worked for in Canada is no longer in business, having closed a few years after George's retirement. Also, much of George's work has since been replaced as stores and hotels constantly change their interior spaces and physical looks.

But how did he come to travel the world and eventually settle in Canada? As a child growing up, George never saw himself intrigued by art or painting although he liked to design. Fortunately in 1937, after leaving school at the age of 16, he was able to find employment with a retail company in Sydney, Australia. George then found work with an interior design company, although he admits that he did not have any training in art. Working for this company was the first time he picked up a paintbrush. He learned much of the basic skills of painting by watching co-workers, and after two years in the company, he became one of their lead designers.

It was his professional excellence as a designer that allowed George to travel and work abroad. He worked for design companies in Australia and England before coming to Canada. Over the course of his professional career, George designed storefronts and interior spaces for many different companies, many of whom would specifically request his services and expertise. Every few years companies would return asking for new designs from George, and over his career he often redesigned stores and offices

several times over. George even had the privilege of designing several hotel lobbies and the most expensive house sold in Canada at its time, which had belonged to the Eaton family and which still stands in Toronto today.

But how did his professional expertise as a designer assist him in his successful secondary career as an artist? Over his years of travel and design, George's pastime passion, his paintings, have become quite well known and respected. During his war years in Australia, George spent a lot of time painting where he improved a lot in art by learning to draw and paint landscapes and anything else that caught his fancy. After the war his paintings began to become recognized and sought after. Part of his early inspiration for painting came from the renowned work of Van Gogh and from the beauty and variety of the Australian landscape. Back in Sydney after the war, he enrolled in art classes at a school under the direction of well-known artist Antonio Salvatore Dattilo Rubbo to learn the principles of painting. His grandfather, Aston Watkins, also played a role in George's path to success, as he was an architect, showing that, perhaps, the apple does not fall far from the tree after all.

By George's own admission, although he undertook a lot of art classes, he was not a man of theory and he would not have become the artist he is, if he did not have hands-on practice under his own recognizance. At one point, he had taken a boat from Australia to Europe in a trip that took six weeks. As his pastime onboard, he painted docks, shorelines, coasts and a lot of the ocean-viewpoint landscapes. By the time he got to Europe, he had mastered that skill of painting with watercolours as well as arriving with a new portfolio of paintings.

After coming to Canada to pursue his primary profession, and after living for a time in the growing City of Toronto, George and his wife found that they needed more space for their growing family. In 1967, George, together with his wife, four sons, and with another child on the way, moved to Port Credit where they purchased an old home overlooking the Credit River, just south of the modern Queen Elizabeth Highway. That was in 1967, and George has lived in Mississauga ever since. This, of course, was before Mississauga itself even existed. Over his time here, George has seen a great deal of change, much of which can be found documented in his paintings. To George, the major changes he witnessed began around 1974 with the opening of Square One and the beginnings of the subdivision boom. George, and his paintings, bare witness to the changes within our city: from buildings to roads, from rural landscapes to the urban city, Mississauga has grown from under 100,000 people to over 700,000 people in the 40 years that George has painted here. Although his subjects have ranged far and wide and his inspiration for painting has come from all over the world, much of his portfolio includes paintings from Mississauga, his adopted home, and Toronto. Among his favourite subjects to paint have been St. Peter's Anglican Church and the Credit River Valley.

Throughout George's art-filled life, he has been able to travel across the world. In his own words, he has lived a wonderful life with the support of his wife and children. His professional skills as an interior designer enabled him to pursue art for the sake of art. His professional pursuits established the public faces of many stores that became public fixtures on the Mississauga landscape, and his paintings have helped to capture a view, a record, of that same Mississauga landscape. Eventually, he began to sell his paintings, but that was not his primary aim.

*Cont'd page 10*

## Clarkson Village Celebrates 200 Years!

By Annemarie Hagan, Museums Manager, City of Mississauga

### CLARKSON



### VILLAGE

SET. 1808

The village of Clarkson traces its roots back to the first settlers who received land grants and built their early log homes on Merigold's Point, on the shores of Lake Ontario in 1808.

Two hundred years later, plans are well underway to celebrate the 200th anniversary of the village, lead by the Clarkson 1808 Committee which is Chaired by Roxanne MacKenzie of the Clarkson Village Business Improvement Association. The Committee membership includes a wide range of local businesses, community groups, and residents, as well as the Museums of Mississauga and Heritage Mississauga and they have some exciting plans underway!!

The Friends of the Museums of Mississauga are sponsoring a monthly walking tour of Historic Clarkson Village, and the Museums and Heritage Mississauga are partnering to present free monthly lectures on various Clarkson topics at the Benares Visitor Centre. A special "200 Years of Clarkson" exhibit will open at the Anchorage, Bradley Museum, on June 19th.

With many activities and events happening throughout the year, there will also be a focus on one big celebration in Clarkson Village on Saturday, June 21st, with entertainment, historic re-enactments by Mississauga Players, horse and wagon rides and much more! For more information on how you can get involved, on the activities that are planned, and on the history of Clarkson, please visit [www.clarkson1808celebration.ca](http://www.clarkson1808celebration.ca)!

### Interview with an Artist: Cont'd from page 9...

For him, art was an expression, and pastime passion, and even today, with failing eyesight, he yearns to paint one more time, one more painting. We are very fortunate that fate had brought this talented man to our city and to share his gifts with us through his inspirational paintings and lifetime stories. George Watkins truly is one of Mississauga's heritage treasures.

Some of George's work will be on exhibit in the Royal LePage Office in Streetsville at 1068 Queen Street, while other selected paintings will continue to be exhibited in Heritage Mississauga's office at "The Grange" until February 15th.

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## Streetsville Celebrates 150 Years as a Village

By Carol Cairns

Settlers arrived in the spring of 1819 after a survey was completed by Timothy Street and Richard Bristol. Timothy Street acquired 1,000 acres of land and establish industries needed for a pioneer community. The village was named Streetsville in 1824 and the following year Street built the first brick house in Peel County. The backbone of Streetsville's importance was its five major mill sites along a three mile stretch of the Credit River. The economy flourished leading to the erection of fine buildings along with a grammar school and a library and in 1858 its incorporation as a village, with John Street as the first Reeve.

### Streetsville Celebrates its History

Saturday, June 28th: Charity Book Sale (proceeds to Credit Valley Hospital)

Saturday, September 13th: 150th Anniversary Celebration  
For further details, please visit [www.villageofstreetsville.com](http://www.villageofstreetsville.com)

### The Village of Streetsville The crest and its history

The Village of Streetsville will be celebrating its 150th anniversary in 2008 and a logo has been created in its honour. Here's a summary of how it was put together.



Two strands of Timothy Grass through surveyor's transit with date 1820. Timothy Street undertook a survey of the lower Credit River Watershed about 1820.

Spoked wheel, wavy blue band and two fish. Streetsville developed around the many industries which derived their power from the excellent dam sites on the Credit River whose waters were famous for large salmon runs.

White pine cones and sugar maple keys. When the settlers first arrived white pine and sugar maple trees were abundant. Streetsville has many "firsts" to its credit, therefore the seeds rather than the leaves are used as symbols.

Cross and book. Religious and educational institutions were established soon after the arrival of the settlers.

Sheaf of grain. Grain has been a major source of endeavour for the farmers, the millers and the seed merchants of the Streetsville area. The sheaf represents the close relationship and strength the people enjoy.

Clay brick. Timothy Street's home is the first brick home built in the region. The last brick industry in Streetsville ceased operations during 2002.



## News from the Mississauga South Historical Society

By Eric Gibson, President, MSHS

The Society traditionally holds a "Show and Tell" meeting in January. I learnt many years ago that this was because of weather considerations if a meeting had to be cancelled due to inclement weather, it was most likely to be the January one which was affected. By bringing their own subject matter for this meeting, members did not have to rely on a guest speaker who may have had a fair distance to travel. Well, I have been a member of MSHS for quite a few years now and during that time the January weather has never been severe enough to cause a cancellation. It has come close a few times, but our members have always "toughed it out" and shown up for the meetings. And they have always brought a wonderful array of things to show and talk about.

The January 2008 meeting was no exception even though the weather was cold and snowy. The members demonstrated a variety of items ranging from books and photographs to a miner's safety lamp, a sailor's "monkey fist," a balance beam and a 1925 National Geographic Magazine. There were lots of other items of course and all in all it was an interesting meeting.

The next time we get together will be for the March meeting to be held on Tuesday 18th March. This promises to be another successful evening, for local historian Lorne Joyce will be talking to us about two intriguing pieces of local history. First he will give us a different perspective about rum running in the Port Credit area and will follow that with a talk entitled "The Day the Lighthouse Burned." The probable venue for this meeting will be First United Church in Port Credit and, as always, visitors and guests will be welcome.

For further information contact Eric or Marian Gibson at 905-274-0927 or at [onaway@pathcom.com](mailto:onaway@pathcom.com)



**Dr. J. Eric Selnes**  
B.A., B.P.H.E., D.D.S., M.S.C., D.ORTHO., F.R.C.D. (C)

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[www.heritageorthodontics.com](http://www.heritageorthodontics.com)

## Streetsville Historical Society Happenings

By Jean Watt, Publicity Director, SHS

The Streetsville Historical Society meets on the second Thursday of every other month, beginning in February, at the Streetsville Village Hall, located at 280 Queen Street South in Streetsville, at 8pm.

The Streetsville Historical Society, which began in 1970, is a volunteer organization dedicated to collecting, preserving and promoting interest in general history, with special reference to Streetsville. Meetings feature a wide variety of topics and guest speakers on local history and genealogy, as well as other fascinating subjects. The Streetsville Historical Society also maintains an active archival collection. For information on the Streetsville Historical Society, please contact: Jean Watt, Publicity Director, at 905-826-1860, or Ann Holmes, Secretary, at 905-826-3183. The Streetsville Historical Society welcomes new members and invites anyone interested to come to the meeting and learn about the society and local history!

The next SHS meeting takes place on February 14th, 2008 at 8pm, and will feature Region of Peel Archivist and well-known genealogist Brian Gilchrist, who will present a talk about the "Importance of Local and Family History". The following meeting is on April 10th, 2008, and will feature Heritage Mississauga Historian, Matthew Wilkinson.



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# The Log Cabin at Bradley Museum

By Annemarie Hagan, Museums Manager, City of Mississauga



16.12.2007 10:00

*Opening Day, Museums*

In the early 19th century, log cabins were the most common building in what is now Mississauga -- it's what all new settlers were required to build in order to get their land grants. However, today, there are only a few remaining including the Leslie Log Cabin on Mississauga Road -- and now, the Port Credit Log Cabin has been saved

from demolition and has been rebuilt at the Bradley Museum.

The cabin, originally built up near Mono Mills in the mid-19th century, was moved to Port Credit in 1967 as the local Rover's Centennial Project. It was used by the Rovers and the 4th Port Credit Scouts for many years, but eventually it fell into disuse and disrepair, and it was slated for demolition by Scouts Canada in 2003. However, a group of neighbours approached the City of Mississauga to see if it could be saved, and after exploring a number of options, it was decided to raise the funds in the community to carefully document and take the cabin apart log by log, for rebuilding and a new life at the Bradley Museum.

The Log Cabin Task Force of the Friends of the Museums, with Ron Lenyk, Publisher of the Mississauga News, lead the fundraising campaign. From major corporate supporters such as St. Lawrence Cement, PetroCanada, a grant from the Pendle Fund of the Community Foundation of Mississauga, to creative fundraising activities such as Photos with Santa in the Cabin, selling wooden sculptures and furniture made and donated by the City's Forestry staff, pancake breakfasts, Starlight and Candlelight Galas at Bradley Museum, to donations by local Scouts and Guide groups, it has been a very grassroots campaign. Over \$160,000 was raised, as well as an almost equal amount of donated goods and services from FRAM Building Group (donated project management services) and Michael Spazianni Architects, and many other community-minded businesses.



*Interior view of Cabin, Museums*

Moving a log cabin presents many unique challenges, but the project was in excellent hands with Scott Kelly of Log Farm Building. We knew from the beginning that there were a few logs that were rotten, and wouldn't be able to be reused, and we also knew that the building code would require that we add one log to each storey to add more headroom. Scott was able to maximize the use of the original logs, and as well, to find the few replacement and new logs needed --- carefully matching the species (hemlock) and diameter. We've also reused as many of the original floorboards as possible, though because the cabin had been built without much of a foundation, the floorboards on the main floor had suffered a lot of water damage.

The efforts of the Log Cabin Task Force have already been recognized, as they received the Mississauga Heritage Foundation Award for the Log Cabin Task Force in February 2007. The rebuilt cabin captures the ambience and rustic beauty of the original cabin, with a working Rumford fireplace built using stones and bricks from the Gray House in Port Credit. There is a small back addition with an accessible washroom, entrance area, and kitchenette, and an enclosed, fire-rated stairwell to the second floor. The cabin meets the requirements of the building code to ensure that it is a safe and sound structure and to allow for year-round use for educational programs, meetings, receptions, special events, and even for sleep overs! Beaver, Sparks, Scouts, Brownies, and other groups are able to enjoy wonderful overnight program at the Bradley Museum site, earning heritage and nature badges in 1830s Bradley House, having a camp fire, and a sleepover in the upstairs log cabin 'loft', then waking up early to watch the sun rise over the nearby Rattray Marsh.



*Opening Day, Museums*

## Opening Day at the Log Cabin!

Saturday, December 15th was a cold and snowy day at the Bradley Museum when several hundred people gathered to celebrate and to say thank you to the many individuals and companies who helped to save the Port Credit Log Cabin from demolition. Once destined for demolition, the building has been saved and has a future at the Bradley Museum, thanks to the efforts of the Friends of the Museums of Mississauga, with amazing leadership from the Mississauga News, FRAM Building Group, and SLOKKER Real Estate. It is now fully completed and already being booked for meetings, small social gatherings, and sleepover badge programs for Scouts, Cubs, Guides, etc.



*The "Log Cabin Heroes" from FRAM and SLOKKER: Frank Giannone, President, FRAM Building Group; Pat Mullin, Councillor Ward Two; Mayor Hazel McCallion; Annemarie Hagan, Museums Manager; Carmine Castellano, Dani Gesualdi, Project Manager; FRAM; Bruce Kerr, President, SLOKKER Real Estate; Peter Del Fatti, Project Manager, FRAM.*  
*Photo: Museums of Mississauga*

*Bob Collinson, one of the original Scouts who rebuilt the log cabin in Port Credit in 1967, shown on opening day at Bradley Museum with the amazing gingerbread-house log cabin made and donated by La Villa Bakery in Port Credit.*  
*Photo: Museums of Mississauga*



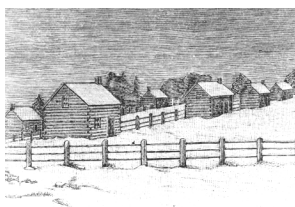


# Searching for the Mississauga of the Credit River: Mission

By Meaghan FitzGibbon (Curator of the Erland Lee Museum)

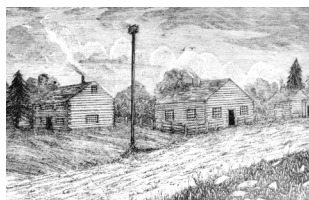
In the last issue of the Heritage News I shared some of the information I discovered during my Internship at Heritage Mississauga, as First Nations Treaty Researcher. My intention was to research Treaties, 19, 22, and 23 the final three of four treaties involving land in what would become the City of Mississauga. My research, however, soon exceeded the original guidelines. I found information relating to how their lives were continuously affected by those treaties.

Continuing from the last issue, the Mississauga were not living on the 200 acres they had retained, but on land they had already surrendered in Treaty 22. The Mission village was on the opposite side of the River than the 200 acres they had kept.



Credit Mission, HM

There is reason to believe that the Mississauga continued to live at the mouth of the Credit River and not on the 200 acres they kept. In 1825, the Mississauga living on the Credit River gained support in their dealings with the government, when Peter Jones (Kahkewaquaonaby) a Mississauga (later Chief) and a Christian convert who spoke English, arrived at the Credit River and established the Credit Mission (on the present site of the Mississauga Golf and Country Club). On July 13, 1825, Peter Jones met the Honourable Dr. Strachan, who, according to Jones, suggested the Mississauga establish a village. By the fall of 1826, their new homes were ready to be occupied. This site is not the location of the 200 acres they kept in 1820 but was on the opposite side of the River on land they had already surrendered to the Crown.



Credit Mission, HM

For more than a decade the village at the Credit mission thrived. Every family at the Credit Mission had half an acre around their house to garden. They received fifty acres where they raised grain, hay, potatoes, and other roots, apples, and vegetables. They also raised livestock. The village itself had a

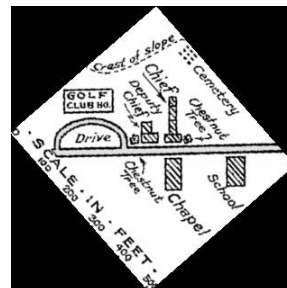
school with John Jones, Peter's brother, as school teacher, two public stores, two saw mills, one blacksmith's shop, one carpenter's shop and a hospital. The Mississauga also continued to expand the village, they built twenty-four or twenty-five more houses, and they built eight or nine barns. The Mississauga were also two-thirds shareholders in the Credit Harbour Company. As the majority shareholders, the Mississauga had the port at the mouth of the Credit River constructed. There is reason to believe that they were responsible for having the town plot laid out for Port Credit.

In 1838, Peter Jones' wife, Eliza described the Credit Mission village in the Memoirs of Elizabeth Jones, giving insight as to the location of various buildings and evidence that there was a cemetery at the Credit Mission. Her description was remarkably similar to a drawing by George W. Gordon in the 1930s. Both Eliza and George illustrate the school and the chapel on one side of the street (most likely the original course of Mississauga Road). Eliza

Said "on the other the Mission-house," while George Gordon drew two buildings, the Chief's and the Deputy Chief's, opposite the school and chapel. It is possible that either building could have been used as the Mission-house as well. Peter Jones had been both Missionary and Chief (after 1829) for the Mississauga people. Both Eliza and George intimate that the cemetery was on the banks of the Credit River.

Today, there is no visible evidence of the village. The last building standing was believed to be the Chief's house which was demolished some time in the 1950s. The village was originally located on either side of Mississauga Road. In 1958 the Mississauga Golf and Country Club had Mississauga Road re-routed. Any remnants of the village would today be entirely within the Golf Club's property. Although there is no evidence above the surface, there is still the question of whether a cemetery remains undiscovered on the property.

Although the Mississauga's Credit Mission village was on the site of the present day Mississauga Golf and Country Club, they were not confined to the mission site exclusively. It appears they were using much more land than originally believed. In the next issue of the Heritage Newsletter I will discuss the extent of the Mississauga's Reserve and why I believe that Treaty 22 established a Reserve for the Nation.



Drawing of Credit Mission, George Gordon

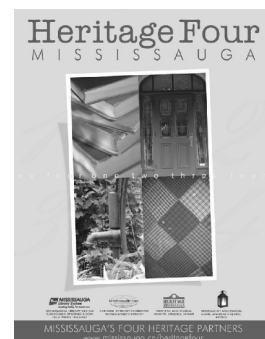
Editor's Note: This series of articles written during Meaghan's 2006/2007 internship at Heritage Mississauga will continue in future issues of the Heritage News. Meaghan's complete research report including sources is available at Heritage Mississauga's Resource Centre.

## Heritage Four Mississauga

By Paula Wubbenhorst  
Assistant Heritage Coordinator, City of Mississauga

Mississauga's four main heritage partners are launching a public relations campaign entitled Heritage Four Mississauga. The purpose of the campaign is to demystify the roles of the following groups:

- Canadiana Reading Room
- Heritage Advisory Committee
- Heritage Mississauga
- Museums of Mississauga



Heritage News readers are probably familiar with these associates. The goal of Heritage Four Mississauga is to inform the public about the different services that these groups offer. Watch for colourful posters and information booklets, as well as displays in the atrium of Mississauga Central Library during Heritage Week. To learn more about the four main partners and to access contact information for other local heritage groups, visit [www.mississauga.ca/heritagefour](http://www.mississauga.ca/heritagefour).

# A Rich Legacy - The Schreiber Family

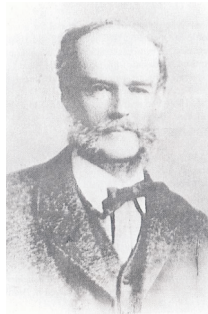
By Sarah Cossette

The name Schreiber may not be familiar to everyone, but they are a family who had an enormous impact in the early days of Ontario. The Schreiber family immigrated to Canada in 1840 from Guernsey Island, in the Channel Islands of England. Descendants of the Brock family and related to war hero Sir Isaac Brock, their importance to the development of Upper Canada, Ontario has never been fully recognized.



Charlotte Schreiber, *Collections Canada*

## Weymouth George Schreiber



Weymouth George Schreiber, *HM*

One branch of the Schreibers lived in Erindale. Weymouth George Schreiber was an early resident of Ontario. The land on which the University of Toronto, Mississauga campus (Erindale) now sits, was acquired by Edward Shortiss, a relative of the Brock and deLisle families, in 1854. In 1861 Louisa deLisle, who lived in England, foreclosed on the Shortiss' mortgage. In 1869, Louisa deLisle granted the Land in Trust to Weymouth Schreiber for his children Herbert Harrie, Weymouth deLisle and Edith Harriet. Weymouth Schreiber moved to the Springfield (Erindale) area with his sons in the late 1870s, and permanently settling here in 1885.

After the death of his first wife, Weymouth remarried. His new bride was Charlotte Mount Brock. Charlotte Schreiber (nee Brock) was born in Woodham Mortimer, Essex County, England. Charlotte's home in England is the origin of the name for the one of the Schreiber homes in Erindale: Mount Woodham. There were originally three homes on the property: Mount Woodham, Lislehurst and Iverholme. Lislehurst still stands, and is presently used as the residence for the principal of UTM. Unfortunately, Iverholme burned down in 1913 and Mount Woodham was torn down in the 1930's.



Lislehurst, *Historic Images Gallery Mississauga*

The Schreibers were important members of St. Peter's Anglican Church in Erindale. Both Charlotte and Weymouth's fathers had been Anglican ministers in England. Charlotte remained very devout both in her art and dedication to St. Peter's Anglican Church in Erindale. She did the inscriptions of the Lord's Prayer, the Creed and Ten Commandments that remain in the chancel of the church. At that time, Charlotte was the only woman to be admitted into the Royal Canadian Academy of Arts. Charlotte's painting "The Croppy Boy" can be found at the National Gallery, and her work "St. Peter's Anglican Church" is in the collection at Benares Historic House. Many pieces of her art remain in private collections.

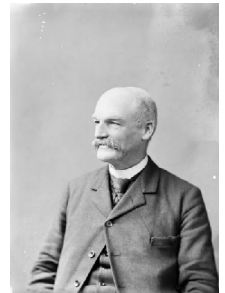
Obviously a devoted step-mother, Charlotte introduced her stepson, Herbert Harrie, to his future bride, Beatrice Mary Walker

(1859-1897). Beatrice Mary and her mother, Caroline, were artists themselves, and quite interested in the art world often travelled from Belleville to visit the Toronto Art Gallery. Charlotte was one of the founders of the Gallery, which is where the three women met Beatrice Mary and Herbert Harrie married April 12, 1882, and lived at Lislehurst where they had five children together. Mount Woodham, one of the other homes on the property, was used for the grandchildren's classes after Beatrice Mary's death in 1897.

Weymouth and Charlotte were not the only prominent Schreibers in Ontario. Weymouth's younger brother Collingwood was extraordinarily important to the development of our nation.

## Collingwood Schreiber

Sir Collingwood Schreiber (1831-1918) was a surveyor and chief engineer for the Canadian Pacific Railway. Collingwood Schreiber started off working with the Hamilton and Toronto Railway upon his arrival to Canada in 1852. He was a surveyor and engineer in the early days of Ontario, helping to develop the route of the Canadian Pacific Railway, which was instrumental in drawing Canada together as a nation. Before going to work on the railway, Collingwood and Sir Sandford Fleming, worked together in a private practice, focussing on the new technologies in iron construction.



Collingwood Schreiber, *National Archives*

Sandford Fleming was a Scottish immigrant to Canada, established Standard Time which was adopted in 1884, became the Chief Engineer of the Northern Railway in 1855, served on the Board of Directors for the Canadian Pacific Railway and was present when the 'last spike' of the railway was driven in.

By 1873, Collingwood filled the position previously held by Sir Sandford Fleming as the Chief Engineer of the Canadian Pacific Railway. Collingwood Schreiber worked under general manager William Cornelius Van Horne. From 1892 until 1905, Collingwood was the deputy minister of railways and canals and for his service to the Commonwealth was named as a Companion of the Order of St. Michael and St. George in 1893.

The township of Schreiber, Ontario receives its name from this prominent Canadian. Located on the most northern part of Lake Superior, north-east of Thunder Bay, Schreiber, Ontario is home to a provincial plaque erected in honour of Collingwood Schreiber. It explains that:

Schreiber's training in England as a civil engineer enabled him to play a prominent role in Canada during the country's years of railway expansion. He was associated with both the Northern and Intercolonial railways prior to succeeding Sandford Fleming as engineer-in-chief of the Canadian Pacific Railway in 1880. In 1885, the community of Isbester's Landing was renamed in his honour.

Schreiber had been a station stop on the trans-national railway since 1885, and is also home to the Schreiber heritage railway station. Formerly a Canadian Pacific station, it is now a national historic site.

Collingwood Schreiber died in Ottawa in 1918 at the age of 87. His sister-in-law, Charlotte eventually returned to England where she died at age 88 in 1922.

Special thanks to Audrey and Bill Schreiber for their assistance with this article.



### ***Lost Hamlet: Cont'd from page 4...***

The Copeland House was built in the 1820's one of Mississaugas earliest remaining houses and displays Georgian architectural influences. The Copeland family emigrated from Holland, via Pennsylvania, and arrived in Peel around 1808. The land where the house is located first belonged to Robert Copeland, although the house was probably built by Thomas Copeland.

Please share your stories to help keep Pucky Huddle and its residents from being forgotten, such as the Copeland, Herbert, Doherty, Black, Parks, Gilleece and Tolman families, to name a few. Pucky Huddle, while physically gone, can still live on through stories and memories.

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### ***This Article's Got No Point: Cont'd from page 6...***

Only Daniel remained in the Merigold settlement and he outlived his two adult sons. Robert died at age 30 leaving a wife and two daughters, but no sons to carry on the family, and community, name. Adolphus died at 39. He never married.

Daniel Sr. died in 1863, and when his wife Margaret passed on in 1880, at the age of 83, the last of the Merigolds departed the Merigold settlement.

The Merigold name was revived in 1941 when the British-American Oil Company built a 50-home workers village at the north end of their new refinery property, located on Thomas' original land grant. It was a thoughtful dedication, albeit an awkward one considering that B-A misspelled that family name, preferring, by intention, to use the more common spelling of the flower.

Fittingly, even this dedication to a village name that just doesn't seem able to endure, has faded. Gulf Canada razed Marigold's Village in the 1970s, moving some of the houses to the newly-built Orr Road (north of their property) and fencing off the short-lived village into a ghost town of infant poltergeists.

It seems quite likely that, without Dorothy Martin, all common knowledge of "Merigold's Point", as a name, would have finally been lost after the closure of Marigold Village, and the resulting suburban upsurge that changed Clarkson's landscape over the following years.

While I'm personally not a big fan of the "Point" in Merigold's Point, it is certainly fitting that Dorothy's appellation has endured. It is a dedication to Dorothy's efforts to preserve a community name that would have otherwise faded into a distant memory.

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### ***First Flight of the Avro Arrow: Cont'd from page 8...***

certainly no doubt in the minds of anyone employed at Avro that when the Arrow eventually made its attempt on the record, it would break it easily, and by a very considerable margin. Neither was there any doubt that breaking the speed record and being the first aircraft to exceed Mach 2 would have given Avro a very powerful marking tool.

Unfortunately though the marketing effort was cut short before any record attempts could be made for as most readers will know, the fate of the Arrow programme was to end with cancellation. Mississauga became a quieter place but at a tremendous cost!

## **Paying the Teacher 1863**

*By Joan Reid*

Anyone who has ever tried to stretch a pay cheque will appreciate the challenges facing the intrepid teacher who agreed to "wield the rod" in the log school at Elmbank in 1863. At that time Elmbank was a small crossroads farming community on Britannia Road just west of what is now Airport Road. The school section was a union one composed of School Section #9 Toronto Township and School Section #1 Toronto Gore Township. When ratepayers voted to make the school "free" of monthly fees in 1861 they agreed to use the grants received from various levels of government (provincial, county, township) as well as taxes collected from local ratepayers to pay the teacher.



*Elmbank School c1900, HM*

On March 8 the treasurer of the school section paid the teacher \$28.00, the provincial government grant, which had just arrived. We can only speculate on what the teacher lived for the next six months. He did not receive another payment until after school reopened in mid-August. On August 30 he was paid the county assessment grant of \$13.50. On September 30 he received \$4.70, the amount received from Gore Township. On October 27 he was given the Clergy Reserve grant of \$20.00 and on November 10 the second county assessment grant of \$13.50. Finally, on January 12, 1864 he was paid in cash the balance owing him (\$199.80) taken from the taxes collected from local ratepayers in 1863.

Sometimes, when a school section could not pay a teacher, he was "boarded around" the section. Occasionally he might be provided with a "teacherage", or, if the school was not yet "free", he might be asked to collect a monthly fee from each pupil as his salary. Trustees sometimes resorted to borrowing money from a local landowner to tide them over and they often found it difficult to collect taxes owing from local ratepayers. The treasurer of Elmbank section wrote "can't pay, too poor" beside several ratepayers' names.

In 1863 the trustees managed to operate the school and pay the teacher for under \$300. They even ended up with a surplus! The next year they borrowed over \$500.00 from Toronto Township Council and began construction of a new brick school. They sold the old log school for \$7.50.

### **Elmbank School Budget - 1863**

RECEIPTS		EXPENDITURES	
Balance on Hand	\$13.73	Books	1.00
County Assessment	27.00	Teacher's Salary	279.50
From Gore	4.70	Glass Panes & Putty	.41
Government Grant	28.00	Stove Repair	1.75
Clergy Reserve	20.00	Stove Hinges & Shovel	1.00
Section Taxes	260.10	Box of Chalk	.40
TOTAL	\$353.53	Cutting Wood	2.35
		4½ cords wood	11.25
		TOTAL	\$289.12
BALANCE ON HAND		\$55.41	

Source: Account Book of School Sections No. 9 and No. 1 Toronto & Gore 1856. *This is an extract from the history of one room schools in Toronto Township by Joan Reid. It will be published in late 2008.*

# Heritage Matters- February is Heritage Month

## Heritage Mississauga

**February 19th COLOURblind! Exhibit** opens -Discovery Centre "The Grange" Reception Thurs. Feb. 28th 7pm-9pm  
**February 21st Heritage Awards** 7:00pm Lakeview Golf Course  
**February 22, Symphony Book Sale** 10am-9pm Sheridan Mall  
**May 29th, Annual General Meeting** 7:00pm "The Grange"

### Friends of the Britannia Schoolhouse

**Sunday March 9th** Old Britannia Schoolhouse welcomes visitors 1-4pm  
**Sunday April 13th** Old Britannia Schoolhouse welcomes visitors 1-4pm  
**Sunday May 11th** Old Britannia Schoolhouse welcomes visitors 1-4pm  
**Friday May 2nd** -Arbour Day, Old Britannia Schoolhouse celebrates its 25th Anniversary with a dedication of four sugar maple trees 12:30pm in the school yard.

### Halton Peel O.G.S.

**February 24th-2-4** at the Oakville Public Library, 120 Navy Street, Oakville  
Speaker-Bill Bienia, Cobblestone Legacies  
Topic-Documenting Your Findings.  
**March 30th-2-4** at the Four Corner Library, 65 Queen Street, Brampton  
Speaker-Dorothy Kew- Local History Librarian, Mississauga Library System  
Topic-Introduction to British West Indian Genealogical Research.  
**April 27th-2-4** at the Oakville Public Library, 120 Navy Street, Oakville  
Speaker-Julika Winkler, Author & Photographer  
Topic-Seven Sundays along Dundas Street: the continuing legacy of the pioneers of Burlington and Oakville.

### Mississauga South Historical Society

**Tuesday March 18th** 7:30pm First United Church, Port Credit. Speaker:  
Lorne Joyce: Rum Running and The Day the Lighthouse Burned  
Contact President Eric Gibson for meeting information 905-274-0927.

### Museums of Mississauga

**Self & Surroundings:** A Student's Perspective, An exhibit by students from Stephen Lewis Secondary School, Anchorage, Bradley Museum  
Opens February 2nd to June 15th, 2008  
**Friday February 22nd, 9th Annual Starlight and Candlelight Gala** at Bradley Museum, Hosted by Friends of the Museums of Mississauga, 7 pm SOLD OUT  
**Saturday February 23rd, Clarkson Village Historic Walking Tour**  
Meet in front of Wowy-Zowy, 2 pm, Sponsored by the Friends of the Museums of Mississauga for Clarkson's 200th Anniversary  
**March 8th - March 16th, Maple Magic: Maple Syrup Festival** at the Bradley Museum, Weekends: 10 to 4 PM Weekdays: 12 to 4 PM  
**Thursday March 27th Illustrated Lecture**, Paula Wubbenhorst 7 pm, Benares Visitor Centre, 1507 Clarkson Road North  
**Saturday March 29th, Clarkson Village Historic Walking Tour**  
Meet in front of Wowy-Zowy, 2 pm, Saturday, March 29th, Sponsored by the Friends of the Museums of Mississauga for Clarkson's 200th Anniversary  
**April 11th to 13th Mazo de la Roche Symposium** Benares Historic House  
www.mazo.ca for details  
**2nd Annual Peel Regional Historica Fair**, Mississauga Civic Centre  
**Saturday April 26th, Clarkson Village Historic Walking Tour**  
Meet in front of Wowy-Zowy, 2 pm, Sponsored by the Friends of the Museums of Mississauga for Clarkson's 200th Anniversary  
**Thursday May 29th Illustrated Lecture**, topic to be confirmed, 7 pm, Benares Visitor Centre, 1507 Clarkson Road North  
**Saturday May 31st Clarkson Village Historic Walking Tour**  
Meet in front of Wowy-Zowy, 2 pm, Sponsored by the Friends of the Museums of Mississauga for Clarkson's 200th Anniversary

### Streetville Historical Society

**February, 14th, 8:00 pm** Speaker Brian Gilchrist, Reference Archivist for Peel Heritage speaking at the Village Hall, 280 Queen Street South.  
**April 10th, 2008**, and will feature Heritage Mississauga Historian, Matthew Wilkinson. New members are always welcomed, call Jean Watt 905-826-1860

### Symphony Book Sale

**February 22** Special one-day used history, military & Royalty book sale 10am-9pm, Sheridan Centre  
**May 23rd** Special one-day used fiction book sale, Sheridan Centre  
**September 18th-21st** Annual Giant Used Book Sale- 48 Categories, Sheridan Centre. **Donations & Volunteering opportunities** call 647-866-7253 For all other information call 905-614-4401.

## Congratulations! 2008 Heritage Award Winners

### MHF Heritage Award

**Thompson Adamson Bell Tower Museum Team** (Joan Higginbottom, Peter Hodgkinson, Bob Lang, Susan Sawyer, Mary Wilkinson)

### Lifetime Membership Award

**Frank Dieterman, Anna-Marie Raftery**

### Special Recognition Awards

**Doreen Armstrong, Meaghan FitzGibbon, Prof. Barbara Murck, Prof. Jan Noel, Jim Tovey, Jane Watt, Jean Watt**

### Members Choice Awards

**George Carlson, Richard Collins, Betty Joyce, Arlene Manning, June O'Brien**

**Ceremony Thurs. Feb. 21st 7pm-9pm**  
**Lakeview Golf Course, Dixie Rd.**  
**Tickets \$25.00 Call 905-828-841, ext 0**

**Join us as we honour our  
Heritage Heroes!**

## Celebrate Black History Month



Once again we welcome the exciting works of COLOURblind! International to our discovery centre.

Starting February 19th, COLOURblind!'s latest exhibit **MASK** will be on display in our gallery. **MASK** is a collection of over 70 works that have been influenced by the diversity of people.

**Magical, Mystical, Mysterious, Captivating,  
Enchanting - What is it about masks that  
have fascinated so many cultures  
for thousands of years?**

**MASK**

For more Heritage Matters information please call 905-828-8411 ext "0"