

HISTORICAL WALKING TOUR OF Deer Park

Joan C. Kinsella



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MTL T11751

Ye Merrie Circle, at Reservoir Park, c.1875



Toronto Public Library

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St.Clair Avenue, looking east to Inglewood
Drive, showing the new bridge under
construction and the 1890 iron bridge,
November 3, 1924
CTA Salmon 1924

Pictures – Codes

AGO	Art Gallery of Ontario
AO	Archives of Ontario
CTA	City of Toronto Archives
DPSA	Deer Park School Archives
JCK	Joan C. Kinsella
MTL	Metropolitan Toronto Library
NAC	National Archives of Canada
TPLA	Toronto Public Library Archives
TTCA	Toronto Transit Commission Archives

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This is the fifth booklet in the Toronto Public Library Board's series of historical walking tours of Toronto neighbourhoods and also one of the Board's contributions to the Yonge Street 1796 - 1996 bicentennial celebrations. Local history holds a fascination for those who live in, are new to, or have nostalgia for a former neighbourhood. I am indebted to the Toronto Public Library Board for fostering an interest in and preserving this priceless history, through branch local history collections, and the publication of walking tour booklets and local history handbooks.

My interest in local history was first awakened by Donald Jones' insightful articles on "Historical Toronto", featured in the *Toronto Star*, and through his very popular and fascinating walking tours.

Many sources were used in gathering information, and for their assistance I would like to thank the staffs of the Archives of Ontario, City of Toronto Archives, City of Toronto Department of Public Works and the Environment, Commemorative Services of Ontario (Mount Pleasant Cemetery and St. James' Cemetery), Metro Archives, Metropolitan Toronto Reference Library (Baldwin Room), Ontario Land Registry Office, Toronto Historical Board, and Toronto Public Library. The Deer Park Branch Library local history collection was especially helpful. More information on Deer Park and the area may be found in my book, *A Walking Tour of the Old Deer Park farm area* (1984), and *Deer Park School: a centennial celebration 1888 to 1988*, by Conrad Heidenreich. (1988).

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Joan C. Kinsella,
July 1996



CTA Salmon 4210

Yonge Street looking north from St. Clair Avenue, 1912

DEER PARK: AN OVERVIEW HISTORY

Boundaries

Deer Park is a Toronto neighbourhood flanking Yonge Street from the Canadian Pacific Railway tracks in the south to the old Toronto Belt Line Railway Bridge at Mount Pleasant Cemetery in the north. St. Clair Avenue between the Rosedale Ravine (Vale of Avoca) and the Nordheimer Ravine is the main east-west artery.¹ Traversing Deer Park is the Davenport Ridge, as the escarpment south of St. Clair Avenue is sometimes known. It was once the steep shoreline of a much larger ancient glacial lake, Lake Iroquois. This predecessor of Lake Ontario was formed after the last ice age began its northern recession thousands of years ago. The hill divides Deer Park in two, the upper plain north of St. Clair and the lower plain south of Summerhill Avenue. In earlier times, the grade of this steep hill, particularly around Summerhill, presented an obstacle to those who had to climb it or drive on it with horse and wagon.

Land surveys and building Yonge Street

When John Graves Simcoe was appointed the first lieutenant-governor of Upper

Canada in 1791, he saw the need for a military and colonization road north from Lake Ontario to Lake Simcoe and beyond, made imperative once the Town of York (Toronto) was established as the provincial capital in 1793. The deputy provincial surveyor, Augustus Jones, began to survey the road on February 26, 1794. With the help of the soldiers of the Queen's Rangers, the road was opened to Holland Landing in 1796.

Simcoe called the road Yonge Street in honour of his friend, Sir George Yonge, then the Secretary of State for War in the British Parliament. Generally, Yonge Street followed a straight north-south line, but occasionally the road builders had to deviate its course around natural barriers, as historian Henry Scadding described in 1873:

Just after Deer Park, to avoid a long ravine which lay in the line of the direct route northward, the road swerved to the left and then descended, passing over an embankment... the apex of the long triangle (known as the Gore Lot) of no man's land that for a great while lay desolate between the original and subsequent lines of Yonge Street.²

During the surveying, lots were laid out on either side of Yonge Street, all rectangu-

lar and 200 acres each. In the Deer Park area, the lots on the west side of Yonge Street ran parallel to it from one concession road to the next. The Second Concession Road is now Bloor Street, the Third Concession Road is St. Clair Avenue, and the Fourth Concession Road is Eglinton Avenue. Each lot had a frontage of one and a quarter miles on Yonge Street and a quarter-mile on the concession road. It was the opposite on the east side of Yonge Street. The lots followed the concession roads. The frontage on Yonge Street was a quarter-mile and ran east one and a quarter miles to a road allowance, present-day Bayview Avenue.

However it would be some time before these lots were occupied, because of the deplorable condition of Yonge Street. On June 10, 1801, one official reported, "that from the Town of York to the three-mile post [south of St. Clair Avenue], the road is cut, and that as yet the greater part of the said distance is not passable for any carriage whatever on account of logs which lie in the street."³

Later Yonge Street was much improved through financial contributions from the North West Company who decided to abandon the Ottawa River route from the Upper Lakes in favour of Yonge Street. Toronto historian Henry Scadding recalled in 1873 that near today's Rosehill Avenue, "at the top of the hill, were formerly to be seen, as we have understood, the remains of a rude windlass or capstan, used in the hauling up of the North West Company's boats at this point of the long portage from Lake Ontario to Lake Huron."⁴

Early developments to 1839

With the opening of Yonge Street, some development began to slowly occur, especially at the crossroads. A small area on the west side of Yonge Street, around present-day Heath Street, Duggan Avenue, and Oriole Road, was laid out as Drummondville, appearing in land transac-

tion records by that name from 1802 until the mid-1850s. "A Plan of the Town of Drummondville," an undated map at the Registry Office, showed three north-south streets (King, Queen, and Old Yonge Street), two east-west streets (William and John), and four of the 36 lots occupied.

The intersection of Yonge Street and the Third Concession Road began its commercial development in the 1830s with a feed store operated by John Dew, a local entrepreneur. There were also a few market gardens and some industries. In 1836, Dew built a grist mill, a distillery and a saw mill in the ravine. He dammed the creek originating from a pure water spring south of the present Mount Pleasant Cemetery, to create a large mill pond and generate enough water power to operate his mills. Dew sold his whiskey to the hotels along Yonge Street at eight cents a quart. Michael Whitmore also operated a sawmill in the area.

Transportation along Yonge Street gradually improved, along with the condition of the road. In 1828, stage coach service was established between York and Holland Landing. Charles Thompson, the squire at Summer Hill, ran stage coaches on Yonge Street in the 1830s and '40s. By 1839 Yonge Street had been macadamized for 12 miles from Toronto (so named and incorporated as a city in 1834), and tolls were established at various locations to help pay for the improved road.

Country estates and Deer Park community, 1840-1880

In 1851, Deer Park was identified on Browne's map of York Township. The name was used for the forty-acre estate of the Heath family, located at the northwest corner of Yonge Street and the Third Concession Road. Deer wandered around the area, and were so tame that they could be fed by guests at local hotels, one of the first being in John Dew's old feed store at the northeast corner of Yonge and today's St. Clair. Michael O'Halloran operated it for



Seller's Hotel, Yonge Street, formerly Deer Park Hotel, southwest corner of St.Clair Avenue, September 13, 1911

a time, then in 1862 relocated to the southwest corner. He called his new, 12-room establishment the Deer Park Hotel. It was surrounded by fields for football, quoits and horse racing. St. Michael's Cemetery was established on the west side of Yonge, south of the Third Concession Road in 1855, and soon St. Charles Separate School opened in front.

By the 1870s, the residential population had increased. The Deer Park Post Office opened on May 1, 1878 on the east side of Yonge Street, just north of St. Clair, with merchant William H. Swetman as first postmaster. A few churches were established. Christ Church, Deer Park, an Anglican congregation, opened in 1870 in the gore lot on Yonge Street. Deer Park Presbyterian Church built a frame church on the north side of St. Clair, just west of Yonge, in 1880, replacing it with a bigger, brick building in 1888. A few properties were bought for specialized uses. A City of Toronto water reservoir and park, named Rosehill, was completed in 1874. Mount Pleasant Cemetery opened in 1876.

By that time, several of Toronto's wealthiest and most prominent families had

established country estates on the escarpment, in the area that became known as The Hill (and is still called that today). Henry Scadding included many in his tour up Yonge Street, published in *Toronto of Old* in 1873. Both Oaklands (1860), John Macdonald's residence, and Rathnelly (185?), William McMaster's "palatial abode," were considered "modern residences."

Next up Yonge was Woodlawn (1840), built by William Hume Blake and then owned by his law partner, Joseph Curran Morrison. Summer Hill (c.1840), on the opposite side of Yonge Street, had been started by Charles Thompson, and was then the property of Larratt Smith. Scadding remarked, "Summer Hill, seen on the highland far to the right and commanding a noble view of the wide plain below, including Toronto with its spires and the lake view along the horizon." It was this vista that was a major attraction of the area, along with the healthy atmosphere of living on higher ground and the convenience of the Yonge Street location.

Mashquoteh ("the Ojibway for meadow"), on the north side of St. Clair, was "a



George W. Engelhardt, Toronto, Canada, the book of its Board of Trade (Toronto, 1897), 53.

Dr. Meyers' Private Hospital for Nervous Diseases, Heath Street West, view from the east, 1897.

colony transplanted from the neighbouring Spadina, being the home of Mr. W. Augustus Baldwin." Close by was Deer Park, "the name given it when the property of Mrs. Heath." A part of this property became Lawton Park, in Scadding's day "the abode of Mr. Fiskien."⁵

Transportation improvements and suburbanization, 1880-1908

By the 1880s, most of these estates had been subdivided into building lots. The city was coming closer: Yorkville, to the south, had been incorporated as a village in 1853, and was annexed to Toronto 20 years later. Deer Park was included in the city directory for the first time in 1885, under "Places in the neighbourhood of Toronto," with 120 people listed. Walker and Woodlawn avenues became part of the city on January 2, 1888.

Transportation improved greatly in the 1880s. While street railway service was established in Toronto in 1861, it was not extended north of Yorkville for another 24 years. In 1885, the Metropolitan Street Railway Company of Toronto began to operate horsedrawn streetcars north on Yonge Street from the CPR tracks to the town hall

at Eglinton (as it was then spelled). The route was electrified in 1890. The Canadian Pacific Railway opened the North Toronto Station in 1884 west of Yonge Street on Marlborough Avenue. It became a busy stopover on the CPR's new main east-west line, and the Rosedale Hotel (later the Ports of Call) soon opened on the east side of Yonge Street, north of the station, to take advantage of the traffic. (The Toronto Street Railway extended its line from Yorkville to just north of Price Street in July 1885.)

Other services slowly improved as the local population grew. St. Charles School had a new brick building of two rooms in 1880. Deer Park Public School (School Section 10, York Township) opened in September 1889 in a two-room building on the north side of St. Clair Avenue East, just east of present-day Ferndale Avenue.

In 1891, the Deer Park Sanatorium opened "for the subjects of inebriety or narcotics." Later called Dr. Meyers' Private Hospital for Nervous Diseases, it was located in a large, three-storey, white-brick building on the north side of Heath Street West.

In 1890, John T. Moore had an iron bridge built on St. Clair Avenue over the Vale of Avoca to Moore Park, his subdivision



MTL T10606

Deer Park Presbyterian Church, St. Clair Avenue West, north side, c.1889?

east of Deer Park. Moore was also a driving force behind the Toronto Belt Line Railway, whose trains skirted the area during two years of operation from 1892 to 1894.

In the early 1900s, water and sewage services were established, and local citizens started a public library in a room at Deer Park School, enlarged in 1904. In 1908, Deer Park had 1,324 entries in the suburban section of the Toronto city directory.

Annexation to Toronto and expansion of services, 1908 and after

Deer Park was annexed to the City of Toronto on December 15, 1908, and Mount Pleasant Cemetery on June 27, 1914. There was a marked growth in housing, particularly on St. Clair Avenue (where a few apartment houses were built before the First World War) and the area to the north.

There was also an improvement in civic services in the years after annexation. In 1911, a handsome fire hall was built on Balmoral Avenue, and Toronto Public Library opened a branch in a storefront on the west side of Yonge Street, between De Lisle Avenue and Heath Street. On August 25, 1913 the city-owned Toronto Civic

Railways established streetcar service on St. Clair Avenue from Yonge Street west to Station Street (now Caledonia Road).

Local roads improved, and a new St. Clair bridge was opened over the Vale of Avoca in 1925. At that time, streetcar service was extended east along St. Clair to Mount Pleasant Road and north to Eglinton Avenue. Another major improvement in local transportation facilities occurred on June 14, 1916, when the Canadian Pacific Railway officially opened a new North Toronto Station on the east side of Yonge, just north of Price Street.

Growth of churches and schools after 1908

Several churches either constructed larger buildings or established congregations in the area. Deer Park Presbyterian moved to a large stone church on St. Clair Avenue West, at the southeast corner of Foxbar Road in 1911. When it joined the United Church of Canada in 1925, some members formed Calvin Presbyterian Church, which opened a beautiful building on De Lisle Avenue in 1927. Christ Church, Deer Park relocated to the northwest corner of Yonge and Heath when the TTC opened the

Lawton Loop in 1922. Yorkminster Baptist Church moved from Yorkville to the north-east corner of Yonge and Heath streets in 1928. St. Catharine of Siena Roman Catholic Church located in the old St. Charles School on Yonge Street in 1923. Before the permanent church was opened in June 1930 on St. Clair East at Clifton Road, the name had been changed to Our Lady of Perpetual Help.

In 1910, the Toronto Board of Education opened Brown School on Avenue Road, south of St. Clair, and put an addition on Deer Park School in 1913-14.

A few private schools also moved to the area, joining Upper Canada College which had relocated to Avenue Road and Lonsdale in 1891. Havergal-on-the-Hill Junior School was on the south side of St. Clair from 1911 to 1926. The Christian Brothers opened De La Salle College "Oaklands", at John Macdonald's old estate in 1931, relocating from Bond Street.

Development of Yonge and St. Clair

By the 1930s, Deer Park had established the reputation as an excellent shopping district, and a fine residential area. Yonge Street between Rosehill Avenue and Heath Street was the main shopping street, with an auxiliary commercial strip on St. Clair Avenue, east for about a block and west to Fran's Restaurant (opened in 1940) on the south and A. W. Miles Funeral Chapel (1927) on the north.

St. Clair Avenue west of Yonge to Avenue Road was still primarily a street of private homes, apartments (four taller Art-Deco apartment buildings were constructed during the decade), and institutions. The latter included the Deaconess Home and Training School, opened by the Methodist Church at the southeast corner of Avenue Road in 1911, the Badminton and Racquet Club of Toronto (1924), and the Granite Club (1927).

At the beginning of the decade, the North Toronto Station was closed to passen-

ger traffic, although it opened briefly on May 22, 1939 for the arrival in Toronto of King George VI and Queen Elizabeth.

The Yonge Street subway and its effects: transformation of Deer Park, 1954-1996

The opening of the Yonge Street subway in 1954 transformed Deer Park. Houses on St. Clair Avenue were demolished to make way for corporate head office buildings. Large companies had discovered what the residents already knew: Deer Park was a prestigious address. High-rise apartment buildings appeared throughout the area, taking the place of many single-family homes. Later, condominium apartments gained popularity. From 1941 to 1960, the population of Deer Park rose by about 5,200.

In the 1960s, the City of Toronto Planning Board released numerous studies and proposals on Deer Park. One of the first noted, "Deer Park contains the head offices of several large national companies, a number of handsome churches and a large portion of the major apartment buildings built in the city over the past decade. Its housing ranges from the residences of the well-to-do in the northwestern section to modest row dwellings mainly located in the south."

The Planning Department predicted that Deer Park's already spectacular redevelopment would continue, because it was a good district, with many outstanding features. It identified the main planning problem, to accommodate this continuing growth, and at the same time preserve the basic qualities and character of the district. A secondary concern was traffic – most of it generated outside the area.

Colin Vaughan and Annabel Slaight described the area south of St. Clair in 1972, "Twenty years ago this area was extremely run down. A tremendous renaissance occurred throughout the 1960s. Deer Park South is still typical of the many neighbourhoods, however, fighting for their existence."⁸ Gradually, the community became

involved, and by their combined efforts was able to change some development plans they considered to be harmful to the area. The redevelopment continued, and now, in the mid-1990s, there are major commercial and residential projects under construction.

Many of the names given to the streets recall old families or estates, thus perpetuating an era of gracious living. Deer Park con-

tinues to be a good district. As well as being close to downtown and having excellent public transit service, it is an area of natural beauty with numerous parks and parkettes and 37 acres of ravine lands. But, now, one can only see the lake from high office buildings and apartment towers, or down through the narrow stretch of Yonge Street, and only on a smog-free day.



Pierce-Arrow Showroom, c.1930

ORIGINALLY PIERCE-ARROW SHOWROOM 1140 YONGE STREET

Southwest corner of Malborough Avenue
Sparling, Martin & Forbes, 1929/30.

Some may have wondered why this building has an automobile motif carved on the capitals of the pilasters. Note the man with a motorcar in his lap and holding a winged tire. These whimsical stone carvings, designed by Toronto artist Merle Foster, reflect the structure's original purpose: a showroom for the Pierce-Arrow motor car.

In 1930, H.E. Girvan Ltd. opened a dealership for the Pierce-Arrow, a truly prestigious automobile to own and drive. At the time, a Model-A Ford could be purchased for \$550. The Pierce-Arrow was \$9,000 more! Girvan's showroom was designed to reflect the elegance and quality of the car. "Handsome" and "Imposing design" were words used to describe the \$90,000 building by architectural magazines of the day. The large windows displayed the cars to perfection. The north corner was built on the diagonal, and could be easily seen by those travelling south on Yonge Street.

By 1937, the Pierce-Arrow factory, located in Buffalo, New York, was building very few cars. The company, like so many others, had been affected by the Depression and

closed the following year. Other makes of cars appeared behind the stately windows until 1941, when Girvan moved down to number 921, on the east side of Yonge Street at Baxter Street, to a building previously occupied by the Rosedale Garage Company Ltd. Girvan remained there until he retired around 1948.

The old Pierce-Arrow building had several different occupants until 1954, when the Canadian Broadcasting Corporation purchased it for a television studio. They covered the windows, and removed the parapet, carved with more of Foster's stonework. For almost 40 years the building was home to such productions as *Front Page Challenge* and *Mr. Dress Up*, and some radio broadcast recordings.

In 1992, the CBC opened a new headquarters on Front Street West at John Street, but continued to use the Yonge Street building occasionally until 1994. It was vacant for a time after that, but when the site came up for sale, the CBC was inundated with purchase offers. A retail office supplier opened there in June 1996 and has generated considerable criticism for its exterior renovations.

The old Pierce-Arrow Showroom was listed on *The City of Toronto's Inventory of Heritage Properties* for its architectural and historical importance on September 25, 1978.



Canadian Pacific Corporate Archives

North Toronto Station, 1916

2

ORIGINALLY CANADIAN PACIFIC RAILWAY NORTH TORONTO STATION

1121 YONGE STREET

Darling & Pearson, 1915-16.

“This is one of Toronto’s great “lost” buildings.” So declared historians William Dendy and William Kilbourn in 1986, noting that, “Familiar as the ‘Yonge Street’s liquor store’, it is known to few for what it originally was: a railway station.”¹ The striking Beaux Arts building, with its landmark 140-foot tower, was not the first railway station in the area, though.

The original North Toronto Station was opened in 1884, west of Yonge Street on Marlborough Avenue. It became a busy stopover on the Canadian Pacific Railway line with up to ten passenger trains operating daily to and from the station. The volume of traffic was too great for the small station, and a new building was proposed, in conjunction with the grade separation

(track elevation) from Leaside to West Toronto commenced in 1912. The new station’s location on the east side of Yonge Street (on the site of little Grimsby Street) caused less residential interference while allowing the old station to continue to function.

Darling & Pearson (best known for designing the Centre Block and the Peace Tower of the Canadian Parliament Buildings, the Canadian Bank of Commerce on King Street, the Royal Ontario Museum, and Convocation Hall at the University of Toronto) used fine materials and craftsmanship throughout the elegant new North Toronto Station. It was the first building in Toronto to be built of Tyndall (Manitoba) limestone, noted for its weather resistance, fossilized appearance and mottled beige colour. Three two-storey arched windows, flanked by stone carvings with railway crests and swags, were placed beneath the cornice and above the canopy on the south

elevation. The date on the crests, 1881, commemorated the founding of the CPR and the beginning of the railway that linked Canada from sea to sea. The crowning feature was, and still is, the beautiful clock tower, modelled on the Campanile in St. Mark's Square, Venice. The clock dials, eight feet in diameter, were always illuminated at night. The interior of the station's general waiting room was impressive with 38-foot-high ceilings, marble-lined walls, and elegant bronzed lighting standards.

Mayor Tommy Church laid the cornerstone on September 9, 1915. The North Toronto Station was officially opened on June 14, 1916 although it had been in operation from June 4. It was built to complement the long proposed Union Station which finally opened in 1927. At that time, most passengers started using the new Union Station rather than the North Toronto Station, which served mainly smaller towns in Ontario.

With the Depression deepening and ridership declining, the CPR decided to discontinue passenger service at the North

Toronto Station on September 27, 1930. The line continued to be used for freight trains. The North Toronto Station, decked out in festive bunting, was opened briefly on May 22, 1939. The special occasion was the arrival at 10:30 a.m. of King George VI and Queen Elizabeth for a one-day visit to Toronto, the first time that a reigning monarch had visited the city. When the royal couple left at 6:30 p.m., they took a train from Union Station. The North Toronto station was also used briefly at the end of the Second World War for returning troops.

Most of the interior and some of the original furniture remain intact, hidden behind partitions, built when Brewers Retail moved into the northern side in 1931 and the Liquor Control Board of Ontario took over the south side in 1940. Marathon Realty plans to renovate the station and develop the adjacent property. The clocks, removed from the tower between 1948 and 1950, will be restored. The North Toronto Station has been designated under the Ontario Heritage Act, by Toronto City Council By-law 526-76.



Brislin Brook Beynon Architects/Marathon Realty

North Toronto Station Site Plan, 1995



JCK

23 and 25 Walker Avenue, February 25, 1996

3 WALKER AVENUE RESIDENCES

The residences on Walker Avenue represent a variety of architectural styles, housing types and historic periods. Several Victorian houses from the early days of the street remain, although many have been renovated. In the 1980s, part of the street was redeveloped with townhouse projects, and a new mixed-use commercial/residential building was constructed on the northwest corner of Yonge Street. A cluster of 34 townhouses in six buildings at 10 Walker Avenue (Ernest Annau, 1980) won an award of excellence from the *Canadian Architect Yearbook*.

Walker Avenue was named for the family of Walter Walker, who in 1835 bought property fronting Yonge Street, on the south side of today's street and one foot on the north side. His lot (21, Concession 2) extended west of Yonge almost to the present Avenue Road. It later became the boundary line between the town of Yorkville

and York Township. After Yorkville was annexed to Toronto in 1883, Walker Avenue was the north city limit for a few years.

Walker Avenue was created in 1880 when John Walker, Robert Walker, Walter Walker and three other owners subdivided the property of the "late Walter Walker" into building lots, re-subdivided into smaller parcels in 1883. (*Sloan and Purves' Directory of the Village of Yorkville* (1876) listed John Walker as a waggon maker, Robert Walker as a blacksmith, and Walter Walker as a councillor and a builder.) The north side of Walker Avenue was then part of the Morrison estate, Woodlawn. (See site 5.) It was subdivided into lots in 1886, and became part of the city in 1888. The south side of Walker Avenue was developed sooner than the north side. In 1889, the city directory had 12 listings for the south side of the street, but the north side was "vacant lots, unfinished houses, and private grounds."

3a

23-25 WALKER AVENUE. C.1886.

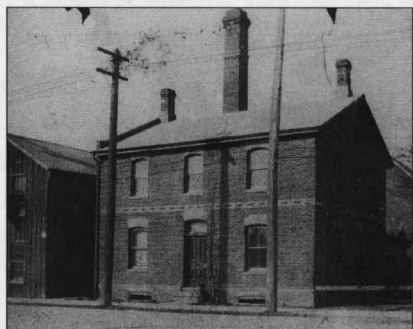
These semi-detached dwellings were the first houses on Walker Avenue, and were built for John Walker (1840-1887). They were first listed in the city directory in 1886 as "two unfinished houses." The following year, Reverend G. J. Bishop was living at no. 23 and W. J. Nelson was at no. 25. Over the years, there were many different occupants, but evidently the houses remained in the Walker family for the next century.

In 1979, a great-great-grandson of John Walker bought 23 Walker Avenue, and began to renovate the house. Many interesting features were discovered. A door in the kitchen wall and another in a bedroom wall were uncovered. They had once allowed access from one house to the other. Layers of wallpaper and paint were stripped, revealing ceiling rosettes and ornate plaster medallions and cornices in the living and dining rooms.

3b

63-71 WALKER AVENUE

Many will recall the aroma of freshly baked bread wafting over the neighbourhood. Hunt's Bakery was located on this site for more than 50 years, from about 1928. The factory closed in 1979, and was torn down the following year. A development named The Bakery was constructed on the property in the early 1980s, extending south to Alcorn Avenue. It consisted of townhouses, and a few semi-detached and single-family houses.



MTL 975-2-1

78 WALKER AVENUE

David Boyle (1842-1911), an ethnologist and archaeologist, lived here for a few years, from about 1908 to 1911. Boyle was an authority on the archaeology of Ontario. For the last 25 years of his life, he was the curator of the provincial museum in Toronto, first under the Canadian Institute, then by appointment of the Ontario government. Boyle also compiled a local history of Scarborough (1896).

76 WALKER AVENUE

Sculptor Walter Allward (1876-1955) lived at this address from around 1907 until the 1920s. At that time, he was quickly becoming Canada's best-known sculptor. His first commission came when he won a competition for his design for the North West Rebellion Memorial in Queen's Park. From then on, he was able to make his living as a sculptor. In 1921, his design for the Vimy Memorial was chosen by the Canadian government from 160 competing designs. The massive and beautiful memorial was unveiled at Vimy Ridge, France on July 26, 1936 by King Edward VIII.

Walker family house, c. 1910.

A branch of the Walker family once lived in this brick house, located at the southwest corner of Yonge Street and Walker Avenue. The building is still standing, though much altered. The Walkers manufactured brickmakers' supplies in the adjacent board and batten structure (seen on the left side of the picture), which stood until the 1920s.

3c

3d



JCK

Summer Hill Coach House, February 25, 1996

4

**SUMMER HILL COACH HOUSE
ORIGINALLY PART OF CHARLES
THOMPSON ESTATE
38 SUMMERHILL GARDENS (REAR)**

This red-brick coach house at the rear of 38 Summerhill Gardens is all that remains of what was once a 200-acre estate called Summer Hill, first owned by Charles Thompson. The west side of the coach house is older; the east side was added before the turn of the 20th century. The large doors were built to accommodate carriages and horses. Note the animal head carving to the right of these doors. The coach house can also be seen from the south end of the Reservoir (David A. Balfour) Park. (See site 10.)

Charles Thompson was in the transportation business. In the 1830s and '40s, he ran stage coaches on Yonge Street, steamboats on Lake Simcoe and also the postal service for the whole of Yonge Street and the Upper Great Lakes. When his business ventures became successful, he was able to purchase Lot 17, Second Concession from the Bay.

Thompson engaged the leading architect of the day to design his home. John George Howard chose the Early Victorian style, and planned a large, two-storey brick house, in a centre-hall plan with a front gable. (Howard designed another house in the area around the same time. See site 5, Woodlawn.) The house was built toward the northern side of the property, facing west and back from Yonge Street.

In 1853, Charles Thompson's fortune began to fade. The Ontario, Huron and Simcoe Railway had begun to operate, and taken over much of his business. He sold sections of his estate, and also built an amusement park there. Thompson's Amusement Park, as it was originally called, was located at the southern end, extending to the far side of the little creek which ran through the property. Not long after it opened in the 1850s, Thompson changed the name to Summer Hill Spring Park and Pleasure Grounds. It attracted many visitors for the amusements and primitive rides, and became popular for picnics.

In 1864, the trustees of Thompson's estate subdivided Lot 17 into 59 building



MTL T11521

Summer Hill, 190?

lots, varying in size from less than an acre on Yonge Street to more than 13 acres along the creek. Two streets were laid out in Plan 277. Charles Street was on the location of today's Shaftsbury Avenue. Thompson Avenue (now Summerhill Avenue in part) extended from Yonge Street to today's Bayview Avenue, taking a jog around the creek. The plan was registered on January 20, 1866.

In 1866, Larratt William Violet Smith (1820-1905), a prominent lawyer, bought the property where the Summer Hill house stood. He and his first wife, Eliza Thom, had two children. In 1858, seven years after her death, he married Mary Elizabeth Smith, and had 11 more children. As the family grew, the house was enlarged, finally reaching a total of 30 rooms.

A granddaughter, Mary Larratt Smith, recalled the property in her book, *Young Mr. Smith in Upper Canada*: "Behind the house were the stables, a cow barn, and a hen house. A long gravelled driveway, winding around tennis and croquet lawns

connected the house and the stables ... At the back of the property were the orchards, beyond them, the woods ran down to the spring-fed creek in the ravine below." She also recorded that, "The old house was pulled down in 1909 to make room for a subdivision."²

The memory of the Summer Hill estate has been commemorated in two street names – Summerhill Avenue and Summerhill Gardens - and in a subway stop. The Toronto Transit Commission named the station on Shaftsbury Avenue, Summerhill, when the Yonge Street subway opened in 1954. The station building was listed on *The City of Toronto's Inventory of Heritage Properties* on June 23 and 27, 1984 for its architectural importance.



MTL X80

Woodlawn, south elevation, 187-?

5

WOODLAWN ORIGINALLY WILLIAM HUME BLAKE HOUSE

35 WOODLAWN AVENUE WEST

John George Howard, 1840.

Addition by Gregg & Gregg, 1895.

Woodlawn is one of the oldest houses in Toronto used as a private residence. In the 1840s, a wide drive led to the front door from a gatehouse on Yonge Street. Today, the entrance is by a narrow drive between 33 and 37 Woodlawn, and the house is completely hidden from the street that bears its name.

Woodlawn was originally the home of William Hume Blake and his wife. Blake purchased a 12-acre lot (part of the Lot 21, Concession 2 from the Bay) around 1840, and commissioned John George Howard to design a "summer" home. The Regency-style villa was almost three times the size of today's Woodlawn. The Blakes only lived at Woodlawn for four years, sell-

ing the property in 1844.

Blake was born into the Irish aristocracy on March 10, 1809. He married his first cousin, Catherine Honoria Hume, in 1832. Shortly after, they emigrated from Ireland to Canada, and settled in Middlesex County. They moved to Toronto in 1835. Blake studied law and was called to the bar in February 1838. He became a highly successful lawyer, politician and judge, and a chancellor of the University of Toronto. Blake died on November 15, 1870.³

The next owner of Woodlawn was Blake's law partner, Joseph Curran Morrison. He was married to Elizabeth Bloor in 1845; she was a daughter of Joseph Bloor, after whom Bloor Street is named and the founder of Yorkville. In his private life, Morrison was noted for his genial hospitality and his interest in horticulture. He had William Mundie, Canada's leading landscape gardener, design a large, two-gabled greenhouse,

with a conservatory attached, considered one of the finest in Toronto.

Morrison's life and career mirrored that of his law partner. Like Blake, Morrison was of Irish birth, a lawyer, a politician and a judge, and a chancellor at U of T. He was also president of the Ontario, Simcoe and Huron Railway (Northern Railway after 1858) from 1852 to 1862, resigning to accept an appointment as a judge. Morrison retired in 1885, and died at Woodlawn on December 6, 1885.⁴

The executors and trustees of the estate, Arthur S. Hardy and James B. Morrison, registered a subdivision plan for the property on July 24, 1886. Twenty-one lots were laid out on Yonge Street, and 71 lots ran from the north side of Walker Avenue to the north side of Woodlawn Avenue (laid out in the plan). The property was annexed to Toronto on January 2, 1888. Plan 669 showed the Morrison house in the middle of three large lots on the south side of Woodlawn Avenue. Soon afterwards, the outbuildings

and the westerly two-thirds of the house were demolished. A two-storey kitchen/bedroom wing was added in 1895 on the southeast side.

Bernard D. Saunders bought Woodlawn in 1920. He, his wife, and two sons, Thomas and Guy, worked for 20 years to restore the original part of the house.⁵ Two fireplaces, and all of the original woodwork were retained - pine in the hall and walnut in the living and dining rooms. The living room has two remaining fine French doors, with well-designed inside shutters that fold against the wall when not in use. There are 13-foot ceilings in the living and dining rooms, and the pine plank floors are over an inch thick.

Mr. Saunders has long hoped that "eventually some trust, or organization, or perhaps the municipality might take over Woodlawn and maintain it."⁶ Woodlawn was listed in *The City of Toronto's Inventory of Heritage Properties* in July 1979 for its architectural and historical importance.



The entrance to Woodlawn showing the original (1840) section on the right and the 1895 addition on the left, 1966.

Jukes/Jack Mitchell, Toronto



JCK

Henry Gordon House, February 25, 1996

6

ORIGINALLY HENRY GORDON HOUSE, 1890

**105 WOODLAWN AVENUE WEST
Gordon & Helliwell, 1890.**

Henry Bauld Gordon (1854-1951), an important Toronto architect, built this distinctive residence for himself in 1890. It features a full front gable with a central window divided in four units; paired column mullions support the entablature and scrolls. The shingled side gable on brackets is similar to the front gable. The moulded eaves line is also distinctive. Originally triple arch windows crossed the front of the house. These were partially covered by a later garage addition, but disappeared from view when the garage was demolished and an addition was constructed there.

Henry Gordon was born in Toronto in 1854. He trained under Henry Langley who had a reputation as a designer of churches. In 1877, Gordon established his own architectural firm. Two years later, he and Grant Helliwell formed the Gordon & Helliwell partnership. They practised together for the next 52 years until both retired in 1931.

Gordon was twice president of the Ontario Association of Architects, in 1896 and 1908, and was a councillor of the Royal Architectural Institute of Canada. Among the firm's commissions were the Church of the Messiah, Avenue Road at Dupont Street; and the Presbyterian Church of the Covenant, (now Hare Krishna) on Avenue Road at Roxborough Street.

Gordon was a devout Presbyterian. He was a board trustee at Knox Presbyterian Church for 27 years and spent three years in Korea and North China where he built a number of mission churches. It was not as an architect, but rather for his church work, that Gordon was noted when he died on March 4, 1951.⁷

After Gordon moved from 105 Woodlawn, there were many owners. But, none was more famous than Dr. Charles H. Best, who with Sir Frederick Banting, discovered insulin in 1921. Dr. Best lived there from 1968 until his death on March 31, 1978. The house was listed on *The City of Toronto's Inventory of Heritage Properties* for its architectural and historical importance on July 13 and 14, 1989.



JCK

De La Salle College "Oaklands," southwest elevation, February 25, 1996

7

**OAKLANDS
ORIGINALLY JOHN MACDONALD HOUSE
LATER DE LA SALLE COLLEGE
"OAKLANDS"**

131 FARNHAM AVENUE

William Hay, 1860.

Addition by Gundry & Langley, 1869.

Addition by Gordon & Helliwell, 1906.

"This is the Victorian house *par excellence*", proclaimed Eric Arthur in the first edition of *Toronto, no mean city* (1964), the definitive book on the city's architectural heritage. In 1856, John Macdonald purchased 35 acres on the east side of the Avenue Road hill (part of Lot 22). Oak trees grew in abundance on the property, so Macdonald named his estate Oaklands. Oak was used extensively in the interior of the house, for panelling, a beamed ceiling in the dining room, and a quarter-turn staircase; most of the oak has been retained.

Macdonald, wealthy from a wholesale dry goods business, engaged William Hay, the leading architect of the day, to design the

house. He planned a two-storey, buff-brick-and-stone dwelling, with a small tower on the south side and a turret on the northeast side of the present building. As Macdonald's family grew (he eventually had 12 children), a large addition, with its landmark tower, was added at the west side in 1869, and the entrance was relocated to the north side. Many fine details were incorporated in the exterior including slender chimneys, iron finials and weathervanes on the pinnacles, handsome decorative bargeboards, and, on the west facade, a stone carving of the Macdonald crest.

John Macdonald was born in Perth, Scotland on December 27, 1824, and came to Canada with his family in 1837, opening a dry goods store in 1848. In 1863, he established a wholesale dry goods business, soon the largest in Canada with annual sales of \$1 million in the 1870s. With his business well established, Macdonald turned to politics in 1863, becoming a member of the Legislative Assembly of Canada. Defeated in the 1867 federal election, he was returned in 1875. After his defeat in the 1878 election, he

retired from politics. Prime Minister John A. Macdonald appointed him to the Senate in November 1880. The two Macdonalds were friends, but not related.

After Senator Macdonald's death on February 4, 1890, the family began to sell the property. In 1904, the City of Toronto paid \$13,320, for 4.5 acres which became Cottingham Square park. The remaining 13.5 acres, where the house was located, were sold to the Cyrus McCormick estate in 1906. His daughter, Mary Virginia McCormick, moved in and made the last major changes to Oaklands. She added a stone porte-cochere, bay windows to both sides of the front entrance, and a bowling alley. Evidently, the Chicago heiress was quite eccentric. She shunned publicity and entertained small, select groups; uninvited neighbours invented strange stories about life at Oaklands.⁸

In 1931, the estate was sold to a religious order, the Christian Brothers. They ran De La Salle College, then housed in two locations. The junior school was on Bond Street and, because of increasing enrollment, the senior school was at Our Lady of Perpetual

Help School on Garfield Avenue in Moore Park. The house was adapted for school use with very few alterations, and De La Salle College "Oaklands" opened in September 1931. The house was used for the school until 1950, when a new school building, designed by James H. Haffa in the Colonial style, was opened. The house became a residence for the Brothers. In 1960, the bowling alley was demolished and replaced with an additional residential wing. A retreat centre was built in 1989. De La Salle College "Oaklands" became a private co-educational school in 1994. Oaklands was designated under the Ontario Heritage Act by Toronto City Council on January 17, 1977.

South of Oaklands, at the northeast corner of Avenue Road and Oaklands Avenue, is a gate house. It was built by Mary McCormick c.1906. The wrought iron gates beside it were constructed in the 1860s, and served as an entrance to Oaklands by way of a winding road up the hill. The buttressed stone piers are of smoothly dressed ashlar with bell-shaped caps. The gates were listed in *The City of Toronto Inventory of Heritage Properties* on March 5, 1984.



Oaklands, southwest elevation, c.1895



JCK

Farnham Lodge, October 10, 1990

8 FARNHAM LODGE AND COACH HOUSE ORIGINALLY EDWARD HOOPER HOUSE

50-52 FARNHAM AVENUE

1844. Altered c.1910.

Edward Hooper, a Toronto druggist, built this two-storey dwelling and adjacent coach house west from Yonge Street in 1844. At that time, they stood in the middle of a six-acre lot (part of Lot 21). Hooper named the property Farnham Lodge, after his boyhood home in Surrey, England.

Over the years, different owners have made alterations to the Georgian-style, wood-and-stucco house. James Fullerton, a prominent Toronto lawyer, had the house (and the coach house) faced in buff brick around 1910. Architect Geoffrey Armstrong bought Farnham Lodge in 1957 for \$33,000, and designed interior renovations which were completed around 1972. He put the house up for sale ten years later, with an asking price of \$530,000.⁹ Farnham Lodge and the coach house became separate properties many years ago. Both have been listed in *The City of Toronto's Inventory of Heritage Properties* for their historical importance.

Edward Hooper was born in England in 1808, and grew up in Farnham, Surrey. At the age of 24, having served his apprentice-

ship to the chemists trade, Hooper moved to Canada. He lived in Kingston, where he married, and then Dundas, before settling in Toronto around 1838. Hooper was about 30 when he joined the Beckett firm of chemists at King and Yonge streets. So successful was the enterprising young druggist that when Beckett retired, Hooper bought out the company. E. Hooper & Co. grew to become a chain of eight drug stores.

Hooper was also involved with important financial institutions. He was a director of the Canadian Permanent Loan and Savings Company for several years and its president from 1884 to 1887. He was also a director of Confederation Life from its establishment in 1871 until just before his death, serving as its vice-president from October 1887 to March 1900. Edward Hooper died on April 21, 1900 in his 92nd year.



JCK

Coach House, October 10, 1990



Unknown Artist/AGO

The Jackes Residence, The Elms , c.1875

9

ROSE HILL ORIGINALLY ESTATE OF WALTER ROSE Stood 1839-1948.

Walter Rose acquired Lot 16, Concession 2 from the Bay in 1839. The property extended from Yonge Street east to today's Bayview Avenue between the present Jackes Avenue and the Third Concession Road (St. Clair Avenue). Rose, a private banker, married Jesse Ketchum's daughter, Anna, around 1836. The Roses built a two-storey, Georgian-style house in red brick, just north of present-day Jackes Avenue. They named their 200-acre estate Rose Hill. The house, which faced Yonge Street, was one of the fine residences built on the escarpment.

The Yonge Street hill, south of present-day St. Clair Avenue, was known at the time as Gallows Hill, and numerous references can be found to it during the 1837 Rebellion. There have been some legends, too, originating because of an elm tree on the Roses's front lawn. A lower limb was

horizontal, a sort of hangman's limb, from which it was rumoured, a few of Mackenzie's rebels had been hanged.

When Walter Rose died, the property was divided and sold. A subdivision plan for Lot 16, "part of the Estate of the late Walter Rose" was registered on February 6, 1865, laying out 24 building lots. In that year, Joseph Jackes bought lot one of Plan 274, where the Rose house stood. Jackes was studying law and acting as the Canadian agent for the land holdings of his father-in-law, the Honourable James H. Price. The Jackes considered the stories about Gallows Hill to be vulgar, and also not true, and never perpetuated them.

Joseph Jackes wrote to his brother in 1874, "My home is a large red brick house at the top of a hill, vulgarly known as Gallows Hill, on the right hand side going north. I bought it cheap and have improved it greatly, so that now, with the improvements and the increase in property, it has become worth about \$20,000."¹⁰ The Jackes built a two-storey addition on the east side.

The lower floor housed a dining room and a new kitchen; the upper floor contained bedrooms. The old dining room became a study and library for Jackes. The whole north side of the original house was used as a drawing room. The Jackes changed the name to The Elms. The gardens and grounds were well maintained, and Jackes often let them be used as settings for garden parties in aid of local causes.

Joseph Jackes' wife died in 1886 and he remained at The Elms until his death in 1895. The house was then shared by his unmarried daughter, his son Edwin and his wife. With the increasing value of real estate in the area, Edwin decided to divide the

property south of the house. He opened a short street running east of Yonge Street to the reservoir property, which was named Jackes Avenue. After the lots were sold, very little property remained around the house.

When Edwin died in 1930, the days of estates had long gone. The nearly 100-year-old house was no longer surrounded by gardens and orchards but by the commercial development along Yonge Street. Edwin's widow lived in the house until her death in 1937. It was unoccupied for a few years, and then became an office for a used car dealership. Around 1948, after another vacancy period when the old house was often vandalized, The Elms was demolished.



Ernest Rolph House (now Scouts Canada, Ontario Headquarters), February 25, 1996

9a

JACKES AVENUE RESIDENCES
ORIGINALLY ERNEST ROLPH HOUSE
NOW SCOUTS CANADA,
ONTARIO HEADQUARTERS
9 JACKES AVENUE
 Sproatt & Rolph, 1910.

This was first the home of architect Ernest R. Rolph (1871-1958). It was he and his partner, Henry Sproatt (1866-1934), who planned the house, as well as the

Laidlaw house next door a few years later. Sproatt & Rolph were influential in establishing the academic prototype of the Neo-Gothic style in Canada, exemplified in their designs for Burwash Hall (1910) and Hart House (1911-19), both at the University of Toronto.

The Rolph house is in the Georgian style; beauty of design and plan is achieved by simple lines and good proportion. The ordinary red-brick exterior may have been

JCK



JCK

Robert Laidlaw House (now Frontier College), February 25, 1996

plain, but in Rolph's day the interior was elegant. The living room walls were covered with soft green velvet paper, and green silk curtains hung from gilded cornices. The Rolph house is now used as the Ontario headquarters of Scouts Canada. It has been completely renovated and nothing remains of the old interior.

9b

ORIGINALLY ROBERT LAIDLAW HOUSE NOW FRONTIER COLLEGE

35 JACKES AVENUE

Sproatt & Rolph, 1914.

The Laidlaw house is now used by Frontier College (founded 1899), which provides literacy programs and other educational opportunities to adults. Robert Alexander Laidlaw had the house built after his marriage to Julia G. Cayley in 1913.

The elegant two-and-a-half storey building is an excellent example of Tudor Gothic Revival architecture, and is listed in *The City of Toronto's Inventory of Heritage Properties*. The design features fine brickwork and stone trim with casement windows and stone lintels throughout. The two-storey bay on the west side, with the triple row of windows, contains a one-turn staircase which leads to the second floor.

Unlike the Rolph house, some original interior details of the Laidlaw house are intact. The wide outer front door opens to a small vestibule. The inner twelve-section wooden door leads to a large entrance hall. Beyond that is a room with a beautiful fireplace of green marble surrounded by decorative woodwork. To its left is the library, with a fine carved stone fireplace and an ornate decorative ceiling. All three rooms are panelled in wood, in the same rectangular-pattern as the inner front door.

Robert Laidlaw entered his father's business, the Laidlaw Lumber Co. and rose to be secretary-treasurer. He became prominent in the business and financial life of Toronto and also one of the City's greatest benefactors. During his life, he gave away millions. He was a quiet, gentle man who shunned publicity, preferring to support numerous causes as anonymously as possible. During his later years he became interested in the National Ballet School of Canada and admired the work of its founder, Celia Franca. It was to the ballet school that the Laidlaw house was given after his death there on June 21, 1976 at age 90. The old house was used as a ballet school until larger facilities were found on Jarvis Street in the early 1980s.

10 ROSEHILL RESERVOIR AND PARK
ROSEHILL AVENUE, EAST OF YONGE STREET, TO AVOCA
AVENUE
1873.

In 1908, Robertson's *Landmarks of Toronto* noted that, "One of the largest city parks is just on the limits, the grounds surrounding Rosehill Reservoir, just north of the city and east of Yonge street. Reservoir Park, while cared for by the water-works department, [is] in one of the best groomed breathing places in the city. It is 52 acres in extent and has a fine greenhouse."¹¹ Today this park and the adjacent ravine lands are known as the David A. Balfour Park, named for a City alderman and Board of Control member from 1939 to 1955.

In the early 1870s, the City of Toronto hired two consultants, E. S. Chesborough and T. C. Keefer, to design a new water system. They recommended a reservoir north of the city that would provide an improved distribution pressure and would supersede existing reservoirs at lower elevations. The City purchased land for a new reservoir in 1872 from local landowners, Richard Dunbar, Joseph Jackes and Larratt Smith. Smith sold his section on the condition that the property would be maintained in perpetuity as a public park.

On October 22, 1873, the contract for construction of the new reservoir was awarded to the lowest bidder, R. Mitchell & Co., for \$73,800 and work commenced. By December 1874, the reservoir was completed and placed in service, connected to the distribution system by a 24-inch pumping main from the John Street Pumping Station, about five miles away. The new reservoir and park were called Rosehill, after the name of the nearby estate, Rose Hill. (See site 9.) When the reservoir was completed, it had a total capacity of 33,473,600 Imperial gallons and the water surface covered 9.5 acres.

Water arrived at the Rosehill Reservoir in a treated state and was discharged direct-

ly to the water system and consumers. During the Second World War, the reservoir was fenced (but not covered) to prevent the enemy from poisoning the water supply. After the war, local residents repeatedly asked City Council to remove the fence. Council replied that in war or peace it was best to keep people away from the water, and from about 1949, City officials began considering covering the reservoir. The open reservoir was exposed to pollution from birds, dogs and humans. In winter, people walked over the icy surface; in summer, weeds flourished. There were also reports of tiny fish in tap water; when the reservoir was checked, six- to 12-inch perch were found. The greatest contamination source was from ducks and geese which used the open water on their migratory flights.

In 1953, water supply came under the jurisdiction of the newly-incorporated Municipality of Metropolitan Toronto. Metro commissioned Gore & Storrie Limited, Consulting Engineers, in 1960 to expand and cover the reservoir. Area residents protested the plan at meetings and with petitions. "The aesthetic appeal of this miniature lake in the centre of the city should overrule considerations of economy or efficiency,"¹² stated one local resident to the *Toronto Star* in May 1961.

Metro went ahead, and between 1963 and 1967, the Rosehill Reservoir was deepened, enlarged and covered at a cost of \$3.4 million. To appease local residents over the loss of their "lake," Metro added surface features consisting of a water fountain, a fountain pool, four acres of reflecting pools, and a cascading waterfall, as well as a weir, a bridge, and a terraced stone entrance on Rosehill Avenue.

On May 4, 1983, the American Water Works Association erected a commemorative plaque at the Rosehill Reservoir, designating it "A National Water Landmark significant in the history of public water supply."



JCK

Firehall No. 24, October 10, 1990

11

FIREHALL NO. 24

20 BALMORAL AVENUE

Robert McCallum, 1911.

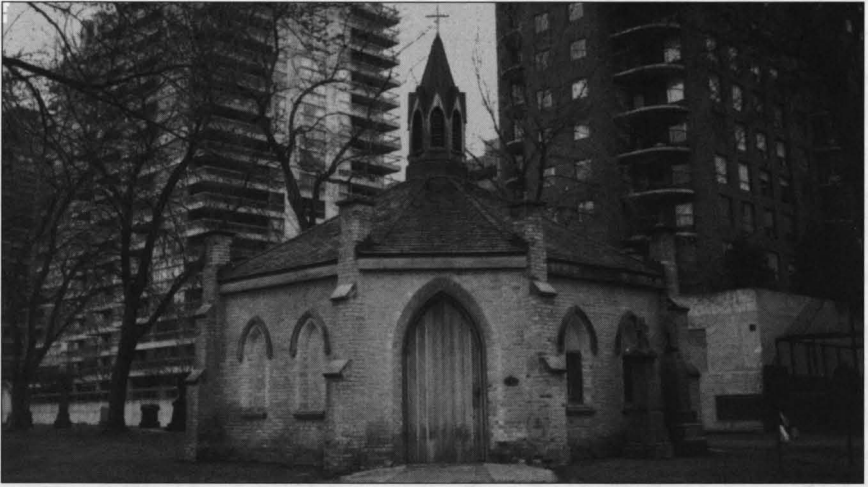
Firehall architecture reflects the needs and styles of the time, as well as other buildings in the neighbourhood. Firehall No. 24 came into service three years after Deer Park was annexed to the City. At that time, horse-drawn steam pumps were used to fight fires and motorized fire vehicles were just being introduced.

In 1911, the Toronto Fire Department (est. 1838) had ten steam pumpers, 26 hose wagons, 21 sleighs (for winter use), 114 horses, and its first motorized fire truck. The horse-drawn equipment continued to be used for some time; the last horse-drawn team was retired in 1931. Staff at Firehall No. 24 have noticed, that under certain climatic conditions, there is still evidence that the building once housed horses.

Firehall No. 24 was one of several stations designed by Robert McCallum while he was the City architect from 1905 to 1913. McCallum planned a two-and-a-half storey building, with a tower attached. The tower was not included for aesthetic reasons or to locate fire sites, but rather for a more practical purpose: wet hoses were hung

there to dry. The hoses are still dried this way, pulled up through a square opening in the ceiling of the main floor by means of a pulley. The Balmoral station is also one of the halls where hoses from the waterfront fire boats are dried.

McCallum designed the Balmoral firehall in the Queen Anne Revival style. This architectural style first appeared in Canada in the late 1870s and early 1880s, and remained popular until the First World War. In his book on Queen Anne Revival architecture, Leslie Maitland commented, "For the design of the Balmoral Fire hall, McCallum took the theme of commercial buildings of the Flemish Renaissance." The Balmoral firehall displays many distinctive Queen Anne Revival features: patterned brickwork, stone keystones, and window voussoirs across the front of the second storey, as well as a decorative band course and stepped brick gables. Maitland continued, "With such simple techniques the Queen Anne Revival could dress up a small building with charm and economy."¹³ Firehall No. 24 cost \$26,000. It remains a fine landmark building for the Deer Park area, and was selected in 1979 for inclusion in *The City of Toronto's Inventory of Heritage Properties* for its architectural importance.



JCK

St. Michael's Cemetery Mortuary Vault, April 11, 1996

12

ST. MICHAEL'S CEMETERY

1414 YONGE STREET

1855.

St. Michael's Cemetery, called "a quiet gentle surprise"¹⁴ by the daughter of an early sexton, occupies ten acres in the midst of the Deer Park business district. The cemetery, part of Lot 21, Concession 2 from the Bay, extends west from Yonge Street, opened in 1855. The mortuary vault, also opened in 1855, was designed by Joseph Sheard (1813-1883), an important Toronto architect and also the city's mayor in 1871-2. It was used for storing caskets in the winter when the ground was frozen.

Architectural historian John Rempel has called the octagonal vault building, "finest of the 'dead houses' in the Province of Ontario, perfectly proportioned except for the doorway, which is too large for good scale... For a very peculiar reason, the corbels in the buttresses are of wood. The buttress caps as well as the sills in the dummy windows are also of wood. This is, of course, most unusual for a structure of such fine proportions and construction."¹⁵ Toronto City Council designated the vault, under the Ontario Heritage Act, for its architectural, contextual and historic value on December 10, 1975. (By-law 574)

Since the first burial in September 1855,

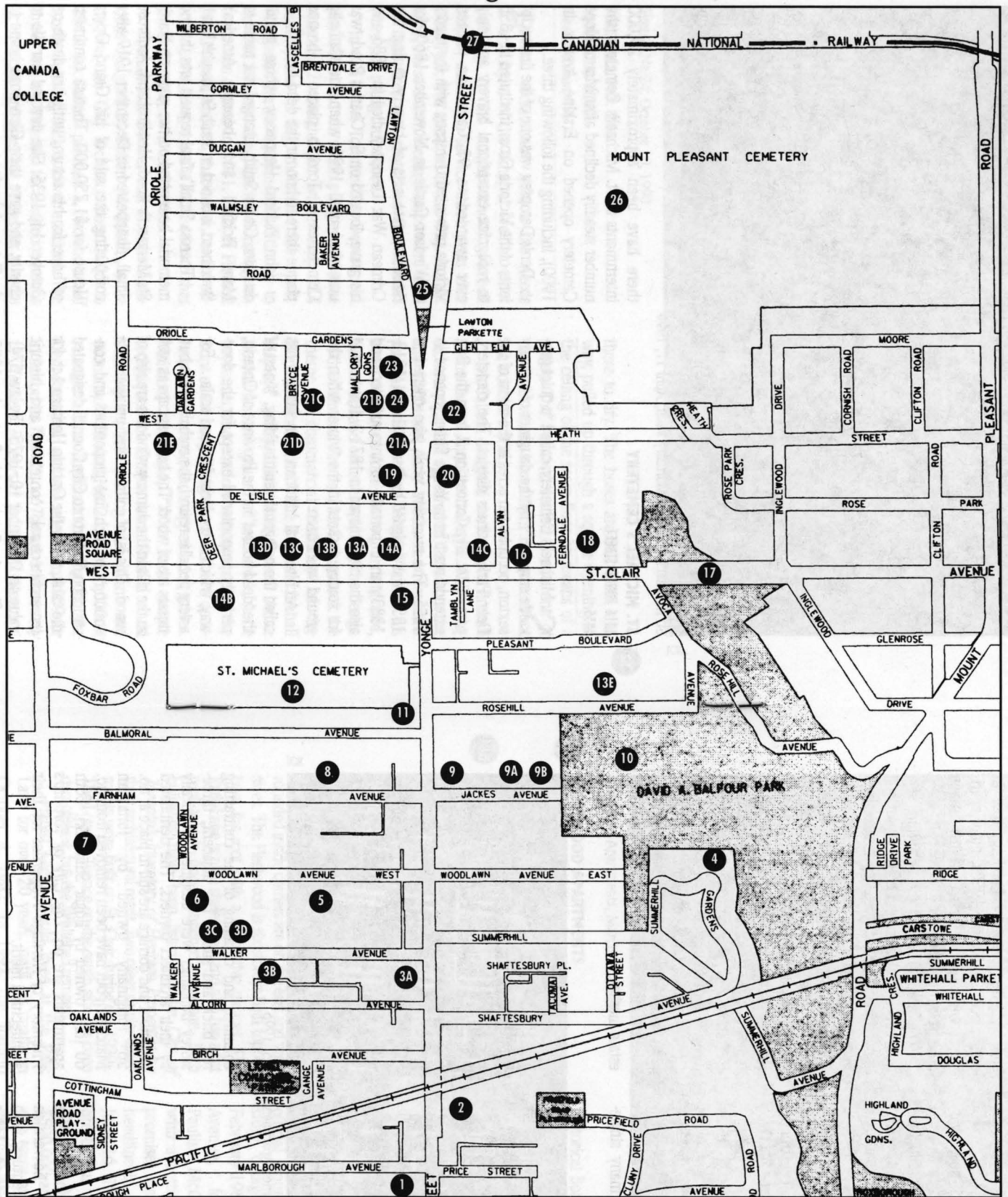
there have been approximately 29,000 interments at St. Michael's Cemetery (the number steadily declined after Mount Hope Cemetery opened on Erskine Avenue in 1900), including the following three.

Denis Dempsey was one of the first recipients of the Victoria Cross, instituted in 1856 to recognize exceptional bravery and only ever awarded to 93 Canadians. Queen Victoria presented Dempsey with the medal at Windsor Castle in November 1860, for three separate acts of bravery during the Crimean War. Dempsey died in 1886 and his grave, located on St. Charles Road, was unmarked until 1992 when the Catholic Cemeteries of Toronto placed a bronze plaque there to honour the dead hero.

John Pickford Hennessey, whose granddaughter, Gladys Smith, changed her name to Mary Pickford and became America's Sweetheart, is buried on South St. Joseph's Road.

Theresa Small's final request was that no memorial be erected on her grave on South St. Margaret's Road. Her husband, Ambrose Small, disappeared in December 1919 after completing the sale of his Grand Opera House for \$1,750,000. Theresa continued to hope for his return, until her death on October 14, 1935. She devoted her life to charity, and gave their Glen Road home to the Sisters of Service.

Historical Walking Tour of Deer Park



- | | | | | | |
|---|--|---|--|---------------------------------------|---|
| 1 Originally Pierce-Arrow Showroom | 6 Originally Henry Gordon House | 9B Originally Robert Laidlaw House now Frontier College | 14A Duplate Canada Building (now Rolex Canada) | 18 Deer Park Junior and Senior School | 22 Yorkminster Park Baptist Church |
| 2 Originally Canadian Pacific Railway North Toronto Station | 7 Oaklands | 10 Rosehill Reservoir and Park | 14B Imperial Oil Building | 19 Calvin Presbyterian Church | 23 Lawton Park |
| 3A 23-25 Walker Avenue. | 8 Farnham Lodge and Coach House | 11 Firehall no. 24 | 14C Wittington Tower | 20 Hollywood Theatre | 24 Christ Church, Deer Park |
| 3B 63-71 Walker Avenue. | Originally Edward Hooper House | 12 St. Michael's Cemetery | 15 Originally Toronto and York Radial Railway Company, Deer Park Carhouse and Shops. Now the Badminton and Racquet Club of Toronto | 21A Originally Alfred Hoskin House | 25 Originally Lawton Loop of the Toronto Transportation Commission |
| 3C 78 Walker Avenue | 9 Rose Hill originally estate of Walter Rose | 13A Vernon Apartments | 16 Deer Park Branch, Toronto Public Library | 21B 42 Heath Street West | 26 Mount Pleasant Cemetery |
| 3D 76 Walker Avenue | 9A Originally Ernest Rolph House now Scouts Canada, Ontario Headquarters | 13B Villa Nova Apartments | 17 St. Clair Bridge | 21C 50 Heath Street West | 27 Toronto Belt Line Railway Bridge, later Canadian National Railway Bridge |
| 4 Summer Hill Coach House | | 13C Fleetwood Apartments | | 21D Originally John Willis House | |
| 5 Woodlawn | | 13D Park Lane Apartments | | 21E Originally James Hobbs House | |
| | | 13E 70 Rosehill | | | |

YONGE AND ST. CLAIR: THE APARTMENT COMMUNITY IN DEER PARK

Apartments in the Deer Park neighbourhood have been developed in four distinctive phases. The first apartment buildings appeared in the area just before the First World War. A number of low-rise apartment houses were built along St. Clair Avenue West, as well as apartments above stores, mostly on Yonge Street. In the 1930s, four taller apartment buildings were constructed on St. Clair Avenue West, all in the Art Deco style.

Apartments continued to be built in the area following the Second World War. When the Yonge Street subway opened in 1954, residents on the streets near the intersection of St. Clair saw their property values dramatically increase. Gradually many single-

family houses were sold and demolished, and high-rise apartment buildings rose in their place. During the 1950s, more apartments were built in Deer Park than in any other section of the city.

The late 1970s saw the beginning of a new concept in apartment construction, the condominium, which fetched increasingly high prices during a period of economic boom. One of the first condominium projects in Deer Park was at 150 Heath St. West. Granite Place (Webb Zerafa Menkes Housden Partnership, 1979-81) opened on the site of the old Granite Club, which had stood on the south side of St. Clair, just west of Yonge from 1927 to 1973. Condominiums have continued to be built in the area during the 1990s, despite an economic recession and a generally sluggish real estate market.



JCK

Villa Nova Apartments (left) and Vernon Apartments, June 5, 1996

VERNON APARTMENTS

56 ST. CLAIR AVENUE WEST
Shildrick & Matchett, 1913.

VILLA NOVA APARTMENTS

60 ST. CLAIR AVENUE WEST
Shildrick & Matchett, 1913.

The facades of these apartment houses are characteristic of Edwardian Classicism of the early 20th century, with their classical porticos, paired Ionic

columns, and detailing of the contrasting red brick and stone. The adjacent, three-storey buildings were designed identically by their architect owners. The dentillated pediment and cornice are still in place at no. 56 (originally owned by Jonathan Matchett), but have been removed from no. 60 (first owned by Edgar Shildrick). Both apartments are on *The City of Toronto's Inventory of Heritage Properties* for their architectural merit.



JCK

Fleetwood Apartments, March 14, 1996

13c

FLEETWOOD APARTMENTS

64 ST. CLAIR AVENUE WEST

Henry J. Chown, 1939.

13d

PARK LANE APARTMENTS

110 ST. CLAIR AVENUE WEST

Forsey, Page & Steele, 1938.

The Fleetwood Apartments and the Park Lane Apartments have similar features. Both are of buff-brick construction, and were designed in a U-shape plan, with elements of the Art Moderne style. In each, a recessed block contains the main entrance, and wings with rounded inside corners are on the east and west sides. The Fleetwood is six storeys high topped by a flat roof with a decorative parapet. The Park Lane is nine storeys tall; and also has a flat roof which once contained a terrace. Both buildings have been listed in *The City of Toronto's Inventory of Heritage Properties* for their architectural merit. Two other similar apartments were built on St. Clair during the 1930s. The London Terrace on the south side has been demolished, but the Whitehall remains.

Pianist Glenn Gould lived at the Park Lane for over 20 years, until his death on October 4, 1982. In 1992, the Toronto

Historical Board installed a plaque in front of 110 St. Clair Avenue West commemorating his residency there. The parkette on the northwest corner of St. Clair and Avenue Road was officially named the Glenn Gould Park on September 25, 1995.

70 ROSEHILL

70 ROSEHILL AVENUE

Rafael Burka Architects, 1983.

13e

This 61-suite condominium became known as the most luxurious and expensive of the 1980s projects. When the official ground-breaking for the two, nine-story octagonal towers took place in February 1983, a local resident from Avoca Avenue, former Lieutenant-Governor Pauline McGibbon christened the project with a bottle of champagne. "70 Rosehill promises elegance not grandeur", ran the headline in the *Toronto Star* on Saturday, June 16, 1984, heralding it as "the most prestigious condominium residence in Canada". Apartments sold for between \$500,000 and \$1 million each, and annual city taxes and maintenance fees were just less than \$30,000 on some units.

YONGE AND ST. CLAIR: THE CORPORATE COMMUNITY IN DEER PARK

The 1950s ushered in a new era for Deer Park, as corporations began to locate their head office buildings in the area, primarily along St. Clair Avenue. The long-awaited Yonge Street subway, opened in 1954, was a major factor in drawing businesses, as well as the prestige of the neighbourhood. Before the subway opened, there was no need for office buildings. The space above the stores and banks had served local needs quite well.

Duplicate Canada Ltd. opened the first head office building in Deer Park at 50 St. Clair West in 1950. The first high-rise head office building, Imperial Oil Ltd. at 111 St. Clair West, opened in 1957.

In the 1960s, the four corners of Yonge

and St. Clair began to be redeveloped. The northwest corner was first, with the Proctor and Gamble Building (Page and Steele, 1963) rising more than 20 stories. Later, Colonia Life Tower (Bregman & Hamann, 1977) was constructed at the northeast corner.

Other head offices in the area include Imperial Life at the Imperial Life Building (Webb Zerafa Menkes Housden Partnership, 1965) at 95 St. Clair Avenue West. George Weston Limited is in Wittington Tower (Leslie Rebanks, 1975) at 22 St. Clair Avenue East. The United Church of Canada established its headquarters at 85 St. Clair Avenue East in 1959. They relocated to Etobicoke in March 1995, and United Church House (A. Leslie Perry, 1957) was demolished; a condominium/town house development is being erected on the property.

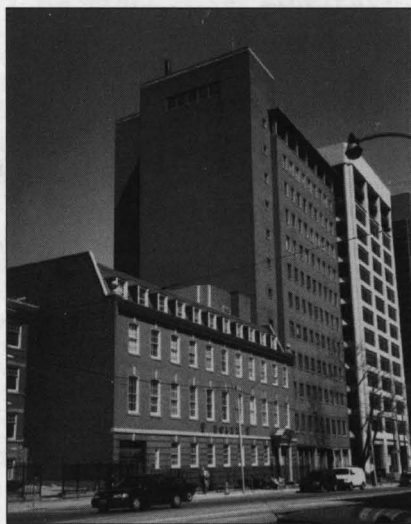
DUPLICATE CANADA BUILDING (NOW ROLEX CANADA)

50 ST. CLAIR AVENUE WEST

Allward & Gouinlock, 1950-51.

Duplicate Canada, being the first head office to locate on St. Clair, designed a building complimentary in scale to the streetscape and sensitive in design to the neighbourhood. The four-storey, Georgian Revival building was constructed in red brick with stone detailing. The main entrance, located in the second of eleven bays, has a Classical door case with a pediment supported on columns. The fourth floor has a low, copper-clad hip roof with parapet ends, segmentally-arched dormers, and a stone ball finial at each end.

In 1957, a five-storey office annex, later extended to 12 storeys, was built on the east side of the building. In 1990, the four-storey building was sold to Rolex Canada, who renovated it and located their Canadian head office there in 1994. For its architectural merit, the Duplicate Building was listed in *The City of Toronto's*



Duplicate Building (now Rolex Canada), May 23, 1996

Inventory of Heritage Properties in October 1990.



JCK

Imperial Oil Building, May 23, 1996

14b

IMPERIAL OIL BUILDING

111 ST. CLAIR AVENUE WEST
Mathers & Haldenby, 1957.

The first high-rise head office building on St. Clair Avenue West has 19 storeys, with a glassed-in observation deck above. In 1957, the deck was the city's highest elevation point, almost 800 feet above sea level; on a clear day the mists over Niagara Falls can still be seen from here.

At the time of construction, the Imperial Oil Building was the largest all-welded steel frame building in the world. (Welding was chosen over the much noisier rivetting process, in deference to local residents.) It was designed on the core plan, which meant that practically every office had windows. The centre or core contained service areas, such as elevators and meeting rooms.

The lobby is decorated with a large mural, painted by R. York Wilson in 1957. The left panel depicts the history of oil and the right panel illustrates the benefits of oil.



JCK

Wittington Tower, May 23, 1996

14c

WITTINGTON TOWER

22 ST. CLAIR AVENUE EAST
Leslie Rebanks, 1975.

This 20-storey, octagonal tower is constructed with stainless steel spandrels, aluminum mullions and tinted glass. The American Institute of Business Designers awarded the architect honorable mention in 1976 for his lobby design. It includes a striking stalactic ceiling, a floor to ceiling metallic sculptured mural (the lower section includes an escape door), and a five-ton granite reception desk.

The upper three floors house the corporate headquarters of George Weston Limited. Rebanks also designed its interior and furnishings, winning him the Grand Prize of the American Institute of Business Designers in 1975. A stainless steel sculpture, *Sails*, created by sculptor Gordon Smith, was erected outside the tower on May 7, 1982.



CTA Salmon 2115

Toronto and York Radial Railway Company Repair Barns and Marshalling Yard, November 22, 1911

15

**ORIGINALLY TORONTO AND YORK
RADIAL RAILWAY COMPANY,
DEER PARK CARHOUSE AND SHOPS.
NOW THE BADMINTON AND RACQUET
CLUB OF TORONTO**

25 ST. CLAIR AVENUE WEST
1907

Renovation by George, Moorhouse & King, 1924.

The Metropolitan Street Railway Company of Toronto was incorporated on March 2, 1877 to provide street railway service north on Yonge Street from Yorkville to the Town Hall at Eglinton. Service began on January 26, 1885 when the company began to operate horsedrawn streetcars on a single track (with sidings for crossings) on the west side of the roadway. Riders could buy 25 tickets for one dollar, and according to the company's franchise there were to be a minimum of four round trips a day.

In 1889, the company decided to electrify its streetcars. The first electric car service began on September 2, 1890, but was soon withdrawn due to technical difficulties, and the horsecars were reinstated. The

MSR rebuilt the entire line and the electric cars were once again in service early in 1891. A power house and shops were built at the top of Cemetery Hill, south of the Belt Line Railway bridge, on what was then the northwest corner of the Mount Pleasant Cemetery property, just west of Yonge Street.

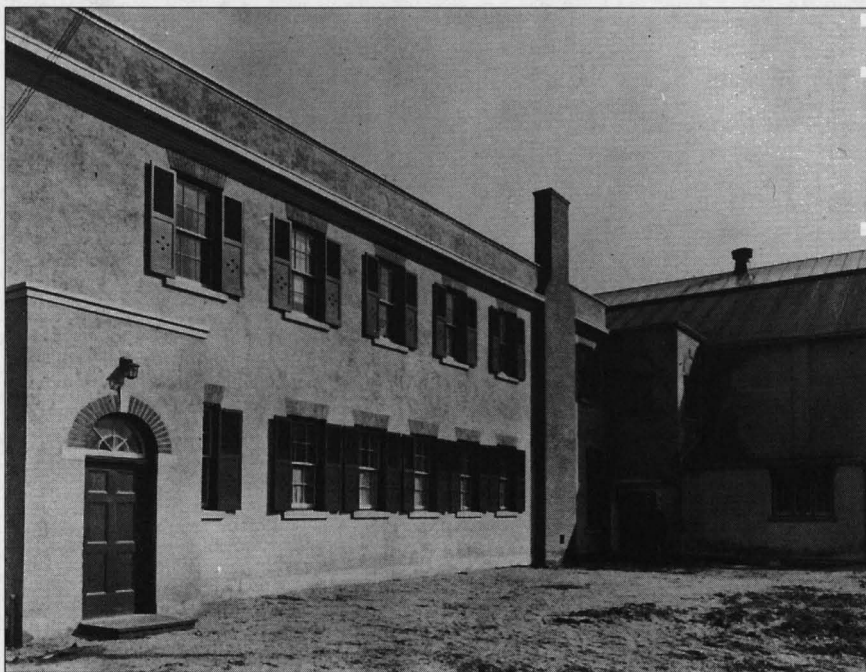
In 1904, the Toronto and York Radial Railway (incorporated in 1898 and controlled by the Toronto Railway Company from 1904) acquired the Metropolitan Railway Company (as renamed in 1897). The TRC was headed by Sir William Mackenzie (1849-1923), a local resident, having purchased Simeon H. Janes' beautiful Avenue Road mansion, Benvenuto, in 1897. The electric street railway began at the CPR crossing and by 1909 service had reached Sutton.

The carhouse, shops and yards for the suburban and interurban systems were located on the west side of Yonge Street, south of St. Clair Avenue. They replaced the original Cemetery Hill facility, and were enlarged in 1910. In 1920, the Toronto

Transportation Commission was established to provide public transit for the city, and the Deer Park property had to be vacated by the Toronto and York Radial Railway. Three years later, the T&YRR offered the property and buildings for sale.

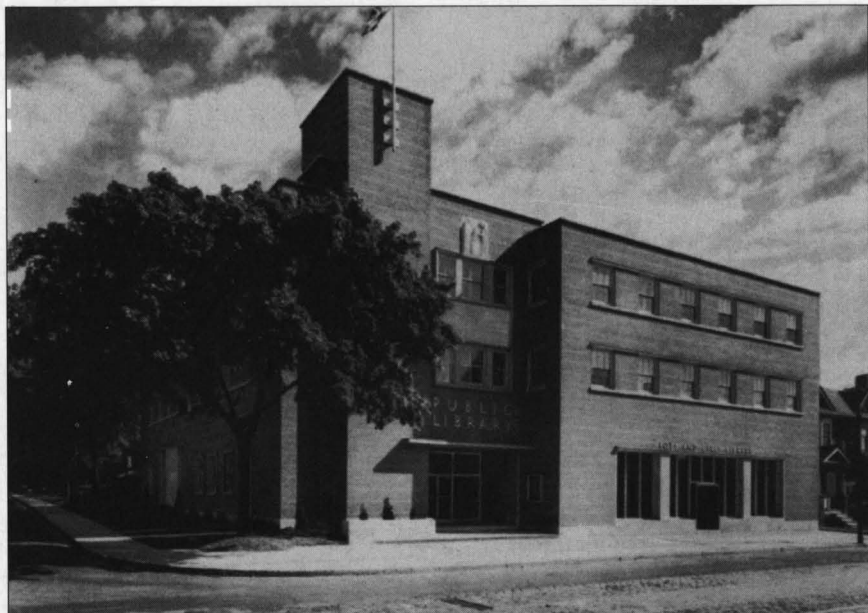
The newly-formed Badminton and Racquet Club of Toronto purchased part of the site and the buildings in 1924. The club sold the Yonge Street frontage - access to the club is now by a private driveway from St. Clair Avenue West - and converted the buildings for racquet sports. The barn

became seven badminton courts, and the marshalling yards were transformed into four clay tennis courts. The old machine shops were changed into squash courts and clubhouse facilities. Since 1924, the club has had some alterations, some major construction, and a tennis bubble added. During one construction period, a section of railway track from the marshalling yards was uncovered. The metal pieces were forged into fire irons for the fireplace in the lounge.



Badminton and Racquet Club of Toronto, 1925

Construction Magazine, 18 (April 1925), 114.



TPLA

Deer Park Branch, Toronto Public Library, 1952

16

DEER PARK BRANCH, TORONTO PUBLIC LIBRARY

40 ST. CLAIR AVENUE EAST

Northeast corner of Alvin Avenue

Beck & Eadie, 1952.

This is the fifth home of public library services at Deer Park. The first library opened in 1906, mainly through the efforts of three local citizens. Edwin Grainger, a Yonge Street florist, acted on behalf of the residents, who had expressed interest in having a public library from the early 1900s. Thomas Gibson, Deputy Commissioner of Mines for the Ontario government, gave his support on the legislative level and ensured that all the requirements of the Public Library Act were met. William J. Thomson, principal of Deer Park School, arranged to house the new library in his school, which had been enlarged in 1904. He also acted as the librarian and book selector, using grants from the province and the County of York to purchase books.

At the time Deer Park was annexed to the City in 1908, there were 1,200 books in

stock. Deer Park Public Library was originally a subscription library. Adults paid 50 cents per year and the children's fee was 25 cents.

After annexation, the grants ceased, and in 1910 Thomson was moved to the new Brown School. The library situation was acute: no funds and no librarian. Thomson approached the Toronto Public Library's chief librarian to apprise him of the situation. George Locke, who lived on De Lisle Avenue, went to the school and found that the library had an excellent collection and most of the books were in good condition.

The residents asked the Toronto Public Library Board to establish a branch library, and on January 27, 1911 the Deer Park Branch of the Toronto Public Library was opened at 1524 Yonge Street, between De Lisle Avenue and Heath Street West. For the next four decades, Deer Park was a storefront library operation. In 1915 it was moved to larger quarters at 2-4 St. Clair Avenue West. The branch was so well patronized that the Board had to relocate it in 1919 to 5-9 St. Clair Avenue East, between Tambllyn Drug Store at the south-

east corner of Yonge Street and Tamblyn Lane.

During the Depression, the City cut back library grants. In 1933, the Toronto Public Library Board reluctantly decided to close the Deer Park Branch, targeted because it was in rented premises. The Board was quite unprepared for the storm of protest when the news broke. Never before had it been so inundated by petitions, protests and deputations. The Board found other ways to economize and Deer Park stayed open!

Through the years, the residents regularly sent deputations and petitions asking the Board for a permanent library. But it was not until 1952, after 41 years in rented, makeshift quarters, that a library was housed in a Board-owned building. On Monday, June 2, 1952, the new Deer Park Library was officially opened by an area resident, Mayor Allan Lamport. Among those in attendance was William J. Thomson's daughter, Jean, who was then head of the Boys and Girls Division of the Toronto Public Library.



William J. Thomson, his wife Hermie Annie, their son Grant and daughter Jean, c.1910

DPFA



CTA Salmon 1924

St. Clair Avenue, looking east to Inglewood Drive, showing the new bridge under construction and the 1890 iron bridge, November 3, 1924

17

ST. CLAIR BRIDGE

ST. CLAIR AVENUE EAST, FROM AVOCA AVENUE TO INGLEWOOD DRIVE, OVER THE VALE OF AVOCA.

City of Toronto Department of Public Works, 1924.

Renovated 1985.

The St. Clair Bridge connects Deer Park and Moore Park, the neighbourhood to the east. It spans the section of the Rosedale Ravine, 90 feet below, known by the romantic name of Vale of Avoca. The bridge is approximately 500 feet long; originally it was 64 feet wide, but, when the bridge was renovated in 1985, the road allowance was reduced and lookouts were created.

Originally, elegant light standards ran along the centre of the roadway; they were topped with decorative cross bars which supported the overhead wires for the St. Clair streetcars. At that time, streetcar service along St. Clair Avenue continued east of Yonge Street to Mount Pleasant Road and north to Eglinton Avenue, beginning on November 3, 1925. The old Moore Park loop is now the site of the Loring-Wyle parkette.

The St. Clair Bridge was one of a series of bridges constructed by the City of Toronto when R. C. Harris was commissioner of public works. They all used steel for the major span and concrete for abutments and piers.

The St. Clair Bridge replaced “the elegant high-level steel viaduct”¹⁶ built by the Dominion Bridge Company and completed in 1890. Its western end began at Avoca Avenue and Pleasant Avenue (renamed Pleasant Boulevard in 1912). From there it angled to just west of Grace Terrace (renamed Inglewood Drive in 1915) and cut into St. Clair Avenue. The old bridge had a wooden plank sidewalk on the south side, Lambeth lamps to illuminate it at night, and wrought iron railings on the sides.

After the new bridge opened, late in 1924, the old steel bridge was demolished, starting from the Moore Park side. The wrought iron railings were reused in the fence built along the east side of Avoca Avenue.

It was through the efforts of John T.

Moore that the steel bridge was built, as well as a wooden bridge constructed in 1891 on Moore Avenue east of Spring Avenue (now Hudson Drive). Moore was the owner and developer of the property from the Vale of Avoca east to Spring Valley Ravine. He wanted to develop Moore Park, which he named for himself, to be an area "whereon taste and wealth may rear palatial mansions - beautiful in their immediate sur-

roundings, and commanding vistas over valley, hill and lake will yield perpetual pleasure."¹⁷ He realized that to attract buyers, transportation facilities were needed, so he not only had bridges built but was instrumental in the establishment of a railway to the area. (See site 27.) Moore Park remains true to the vision of its creator, and one hundred years later it continues to be a fine residential district.



CTA Salmon 1925

New St. Clair Bridge, south elevation, looking east to Inglewood Drive from Avoca Avenue, January 9, 1925.



CTA Salmon 1926

Demolition of old St. Clair Bridge, December 16, 1924.



Deer Park School, 1920

18

DEER PARK JUNIOR AND SENIOR SCHOOL

23 FERNDAL AVENUE

Pentland and Baker, 1961.

Northern Addition, 1971.

Although this building was only constructed in 1961, there has been a public school at Deer Park since 1889. In the 1880s, Deer Park was a growing community, and needed a public school. There had been a separate school in the area since the 1850s, when St. Charles School was established on the west side of Yonge Street, just south of today's St. Clair Avenue, in front of St. Michael's Cemetery. (See site 12.) But local non-Catholic children had to travel to Yorkville or Davisville for school. At the urging of local residents, York Township Council agreed to erect a school in Deer Park. The process for acquiring the land and planning the school began in 1888. A site was purchased on the north side of today's St. Clair Avenue East, just east of the present-day Ferndale Avenue. Mancel Willmot, the architect for Cottingham School (1877) in Yorkville, was chosen to design the new school, and tenders for a two-room school were called in February 1889. William James Thomson was appointed as the first

principal in August 1889, and Deer Park School (School Section 10) opened for classes the following month.

The school was enlarged to a two-storey, five-room building in 1904 to accommodate the increased enrollment, and was further expanded in 1913-14. In 1908, Deer Park was annexed to Toronto and Deer Park School was taken over by the Toronto Board of Education.

In January 1940, the Toronto Board of Education voted to close three schools; one of them was Deer Park School. The ratepayers took immediate steps and gathered 341 signatures on a petition which they presented to the Board. Several other groups and organizations in the area supported the ratepayers and sent petitions. The uncertainty of the school's existence went on for over a year. During that time numerous votes, for and against, were taken. Finally, on March 6, 1941, by a vote of eight to five, the Board decided to keep Deer Park School open.

Around 1958 the Board announced that Deer Park would become a composite school and a new building would be erected on Ferndale Avenue, north of St. Clair, with property extending north to Heath

DPSA

Street East. It would continue to serve as a junior school for neighbourhood children, and would become the senior school for grade seven and eight students at Deer Park, Whitney, Brown and Rosedale

schools. The new Deer Park Junior and Senior School was opened in March 1961. Shortly afterwards, the old school was demolished and an apartment building was erected on the site.



St. Charles Separate School, Deer Park, 1912

Mary Hoskin, *History of St. Basil's Parish, St. Joseph Street*
(Toronto: Catholic Register and Canadian Extension, 1912)



JCK

Calvin Presbyterian Church, October 10, 1990

19

CALVIN PRESBYTERIAN CHURCH

26 DE LISLE AVENUE

Wickson & Gregg, 1926.

“On De Lisle Avenue is a jewel-box of a church called Calvin Presbyterian”, the *Toronto Telegram* enthused on July 4, 1944. Wickson & Gregg incorporated several Neo-Classical features in this beautiful stone church. Modified Ionic columns support twin spires. The pedimented central entrance, set in a portico, is flanked by side entrances with transoms in a scallop motif. The architects designed other notable local buildings: Timothy Eaton Memorial Church on St. Clair Avenue West (1909-14) and John Eaton's house, Ardworld (1909-11, demolished), on the east side of Walmer Road, south of St. Clair Avenue West.

Calvin Presbyterian Church was founded in 1925 by a minority group from Deer Park and Avenue Road Presbyterian churches, who preferred not to join the new United Church of Canada. On January 18, 1925, the group met as a worshipping body at the Queen's Royal Theatre on the west side of Yonge Street, north of St. Clair Avenue. (See site 20.) Later, the kindergarten room at Brown School on Avenue

Road was used. The congregation was formally recognized by the Toronto Presbytery on June 29, 1925 as The Hill District Presbyterian Church. Reverend Joseph Wassman of Northern Ireland was given the call to be the first minister on November 23, 1925.

On March 9, 1926, the congregation approved the purchase of a site for a permanent church building - two adjoining properties, each with a house, on the north side of De Lisle Avenue. The smaller house at no. 26 was demolished. The house at no. 24 became the manse, but since 1970, it has been used as a group home by Delisle Youth Services. The total cost of the land, the church, the Sunday school and the manse was \$225,000. The church was dedicated on Friday, September 23, 1927, and the first service was held on Sunday, September 25, 1927.

Calvin Presbyterian Church is still a jewel-box, both inside and out. In 1971, the Founder's Chapel was dedicated in the west bay of the transept. It includes a beautiful stained glass window. The church was listed in the Toronto Historical Board's first *Inventory of Heritage Properties*, adopted by City Council on June 20, 1973.



Construction 24 (March 1931), 93.

Hollywood Theatre, 1931

20

HOLLYWOOD THEATRE

1517 YONGE STREET

H. G. Duerr, 1930.

When the Hollywood Theatre opened in 1930, it was one of the first motion picture theatres in Canada to be designed for sound films. "Canadian acoustic engineers consider that it offers an example of exceptionally good acoustics and that conditions there are superior to those encountered in much larger and more costly theatres of the pre-sound era, elsewhere," *Construction* noted in March 1931. "As such, it has attracted wide attention in purely theatrical circles."¹⁸ "Talkies" were introduced with *The Jazz Singer*, released in October 1927. Theatre managers soon became convinced that sound movies were not a fad, and acoustics began to play an important role in theatre design and construction. One of Canada's leading authorities on acoustics, Professor G.R. Anderson of the University of Toronto, assisted the architect of the Hollywood Theatre.

The Hollywood Theatre also attracted wide attention for its elegant decor and furnishings, and again in 1947, when it became a dual auditorium theatre, then a new concept in theatre design. The parking lot beside the Hollywood became the site of the sec-



Calvin Presbyterian Church

Queen's Royal Theatre, 1929?

ond auditorium.

Before the Hollywood opened, a smaller theatre was located in Deer Park on the west side of Yonge Street, between St. Clair and De Lisle, by 1917. Known first as George L. Thompson's Amusements, it was called the Queen's Royal Theatre in the Toronto City Directory of 1921. The Queen's Royal Theatre closed in 1931, and reopened the following year with a new name, the Beverly Theatre. The name was changed again in 1942 to the Kent Theatre, by which it was called until closing in the early 1960s. Through the years, the upper floor of the theatre housed the Deer Park Branch of Shaw's Secretarial School. The building was demolished to make way for a new development started in August 1963: the Proctor and Gamble Building, at the northwest corner of Yonge Street and St. Clair Avenue.

The third theatre to be located in the district was the Odeon Hyland, opened as a single auditorium theatre in 1948. Sometime before the 1970s, it became a dual auditorium theatre. It is now called Cineplex Odeon Hyland, and was renovated in 1996.

THE HEATHS OF DEER PARK AND HEATH STREET RESIDENCES

Deer Park was originally the estate of the Heath family. On January 31, 1837, Agnes Heath paid £1050 for the southeast forty acres of Lot 21 in Concession 3 from the Bay. The property extended from Yonge Street west to the present Oriole Road, and ran north of the Third Concession Road (St. Clair Avenue) to a line between today's Oriole Gardens and Lonsdale Road.

Mrs. Heath was the former Agnes Wallace of Arbroath, Scotland, the widow of Charles Heath. Her husband was with the Honourable East India Company Service. He was also Brigadier General of the Madras Presidency, and died in camp in 1818 while engaged in active service during the Deccan War. In the absence of a chaplain, the 30-year-old Mrs. Heath read the burial service for her husband. Their children, Charles Wallace, Elizabeth Wallace and Emily Mary, were born in India. After Colonel Heath's death, the family went to Switzerland, then to Italy, where the children were educated.

In 1836, the Heaths emigrated to Upper Canada. The following year, Mrs. Heath built a house near the west side of Yonge Street, south of present-day Heath Street. Mrs. Heath called the estate Deer Park. For years, deer had roamed through the area: they were quite tame and Charles Heath kept a herd of deer on their land. The Heath home became a well-known landmark, and the family travelled in the city's best social circles.

Charles and Emily married into the Boulton family of The Grange. Emily moved to Cobourg, Ont. with her husband, Darcy Edward Boulton (he was mayor of Cobourg at one time), to a Regency-style villa called The Lawn. Mrs. Heath and her elder daughter, who never married, also relocated to Cobourg, where in 1844 Mrs. Heath built a stately home which she called Heathcote. Charles trained as a lawyer and remained in Toronto with his wife, Sarah Anne Boulton.

The Heath estate, Deer Park, was one of



Charles Wallace Heath, c.1835

Robert D. Mikel, from a private collection

the first properties in the area to be subdivided into building lots. On May 23, 1846, a few years after she had moved to Cobourg with her daughters, Agnes Heath sold all forty acres to her son. Within weeks, on July 16, 1846, Charles Wallis [sic] Heath had the Deer Park property surveyed and subdivided into 33 lots. By the time Plan 20 was registered on September 17, 1850, many of the lots had been sold, including the northerly five along Yonge Street to Colonel Carthew. (See site 23, Lawton Park.)

Heath continued to have an interest in the Deer Park property until 1874. In that year, the lots south of Lawton Park to St. Clair Avenue were further divided by Weymouth G. Schreiber, the new owner. Plan 365 laid out 52 large building lots and three streets: De Lisle and Heath streets parallel to St. Clair, and Marlborough Crescent, a curved street, parallel to Yonge.

De Lisle Avenue was named for Harriet De Lisle, Schreiber's wife. Marlborough Crescent was renamed Deer Park Crescent in 1909, after Deer Park was annexed to the City. Heath Street links the three original districts, College Heights, Deer Park and Moore Park.



JCK

37-41 Heath Street West, March 14, 1996

21a

ORIGINALLY ALFRED HOSKIN HOUSE

37-41 HEATH STREET WEST

1880

Alteration and addition by Gabor and Popper, 1983.

The eastern two units in this building - 37 to 39 Heath Street - date back to 1880, when it was the first house to be built on the south side of Heath Street between Yonge Street and Avenue Road. The westernmost part - 41 Heath - was added in 1983, but has been designed so cleverly that it appears to be part of the original building.

The three-storey brick house was first owned by Alfred Hoskin, a barrister. The entrance to Hoskin's house is today's 37 Heath Street. The stately old home eventually deteriorated into a sixteen-unit rooming house. In the early 1980s, architects Peter Gabor and George Popper restored much of the original grandeur, and were given an Ontario Renews Award for the project in 1983 in the category of single to multiple-family renovations.

The facade has several interesting architectural details: gargoyle plaques applied to the eave brackets, basket weave treatment of the bricks in the gables, and etched glass in the transoms, doors and sidelights at no. 39.

42 HEATH STREET WEST

21b

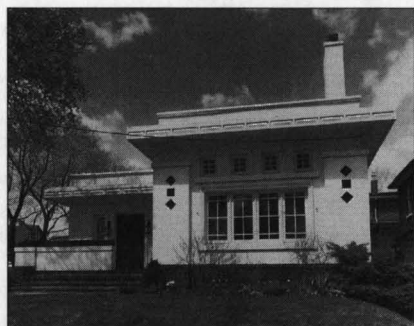
This house gained nationwide notoriety when Edwin Boyd, Canada's most egregious bandit and leader of "The Boyd Gang," was captured here after a stakeout. Sergeant Adolphus ("Dolph") Payne of the Toronto police force made the arrest around 6:00 a.m. on March 15, 1952. The front pages of the major newspapers across Canada showed photographs of Boyd, always noted for his sartorial elegance, wearing a dapper sports jacket and grey slacks, and being escorted from the house by Payne and Mayor Allan Lamport. There were many photographs of Heath Street, and the *Toronto Star* even published aerial views of the scene of the arrest.

50 HEATH STREET WEST

Northeast corner of Bryce Avenue
1923.

21c

This one-storey white house is an excellent example of the influence that American architect Frank Lloyd Wright had on builders from about 1910 to 1930. "The emphasis on geometry, with flat roof, deep eaves with square cornice, grouping of casement windows and strong corner piers, is very characteristic of the Ontario Prairie



Ontario Architecture

50 Heath Street West, 1990.

style,"¹⁹ commented architectural historian, John Blumenson. The turned square-on-square motifs on each corner pier are also Prairie features. The house was listed on *The City of Toronto's Inventory of Heritage Properties* on August 18, 1976.

21d

ORIGINALLY JOHN WILLIS HOUSE

55 HEATH STREET WEST

1888.

This Victorian three-storey house has a steeply pitched roof on the west side, broken by an eyebrow dormer window. The eastern half has a two-storey bay, separated by a wooden scrollwork frieze, and an arched sleeping porch above, set in a gabled tower. The verandah is uncovered on the eastern half; the western side is covered by the sloping roof line and is supported by five wooden corner posts. The transoms in the lower bay have stained glass, possibly the work of the first owner, John Willis, who was a stained glass manufacturer. The house was listed in *The City of Toronto Inventory of Heritage Properties* on June 9, 1976 for its architectural importance. Unfortunately the name of the architect is not known.

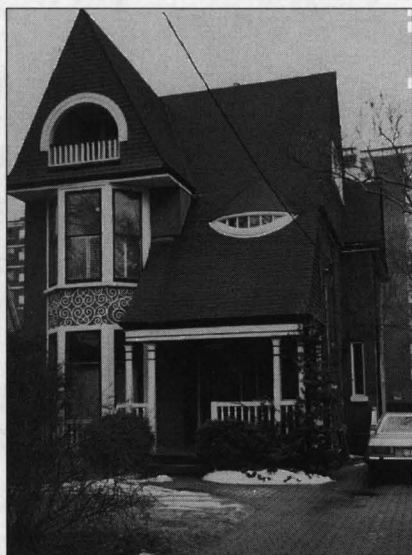
21e

ORIGINALLY JAMES HOBBS HOUSE

103 HEATH STREET WEST

c.1892.

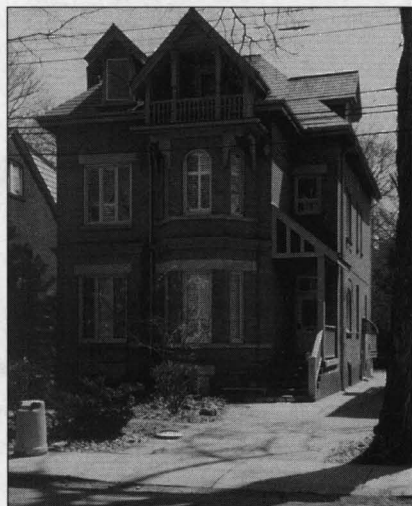
This three-storey red-brick Victorian townhouse has several interesting features. The sills and lintels are of dressed



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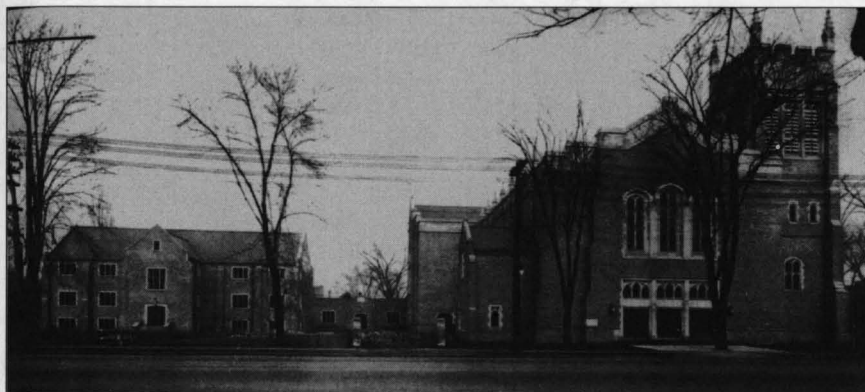
55 Heath Street West, March 14, 1996

stone and the dormer windows are deeply browed. The windows are square headed with one exception. There is an arched centre window in the upper bay. The arch feature has also been carried out in the brickwork above a western window on the first storey. Of note is the verandah above the bay, with its elegant supporting brackets.



JCK

103 Heath Street West, March 14, 1996



MTL Contract Record 42 (18 July 1928)

Yorkminster Baptist Church, 1928

22

YORKMINSTER PARK BAPTIST CHURCH

1585 YONGE STREET

Northeast corner of Heath Street

George, Moorhouse & King, 1926-28.

Yorkminster Park is Canada's largest Baptist church, with seating for 1,200 people in the main sanctuary and accommodation for another 500 in the transept and galleries. The immense nave - 55 feet unobstructed by columns - is achieved by a steel trussed roof structure. The length from the west wall to the chancel steps is 158 feet and the crossing measures 107 feet. The church is constructed of Owen Sound rubble stone walls, and Indiana variegated limestone was used for the piers, arches and traceried windows in the aisles, nave and transepts. It is in the Gothic Revival-style.

Yorkminster Park was named for the famous English cathedral (as well as the Toronto church's beginnings in the Yorkville area), and a piece of carved stone from York Minster is mounted on the entrance wall to the tower of the church. A brass plaque below reads: "This stone for more than five hundred years formed a part of one of the mullions of the clerestory windows of York Minster, the great cathedral founded at York, England, in 927 A.D., and was presented to this church by the Dean of the ancient Minster."

Yorkminster Park is known for its high

standard of preaching and the distinguished quality of its music, initiated by D'Alton McLaughlin, organist for 43 years until 1962. The church's fine organ, built by Casavant Freres of St. Hyacinthe, Quebec, was installed in 1928. Rebuilt in 1965, and added to over the years, it now consists of 77 stops and 5,328 pipes. Weekly noon hour recitals and concerts by many world-renowned organists have made Yorkminster Park one of the leading organ recital halls in Canada.

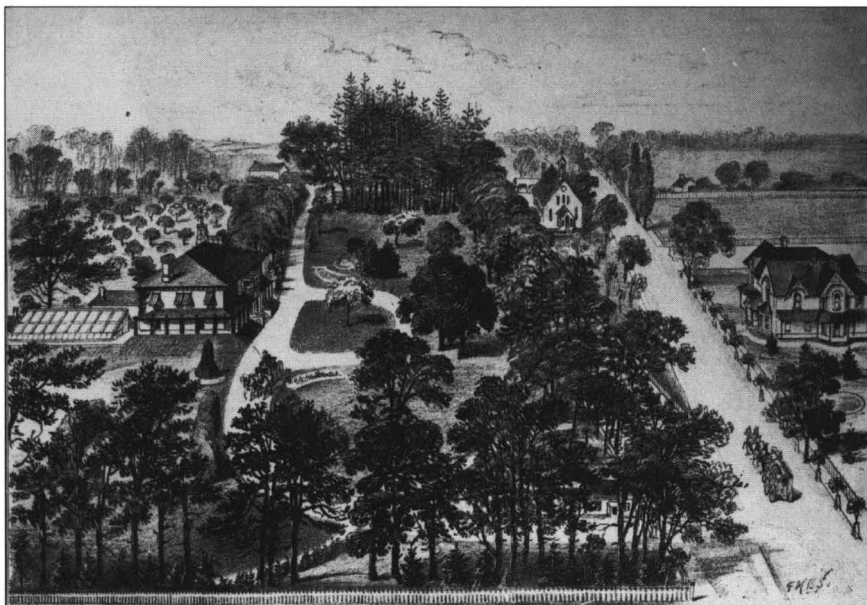
The Yorkminster congregation is older than this church building. Its history goes back more than 125 years to March 1870 when a Sunday school was opened in a room on Yorkville Avenue. In 1871, Yorkville Baptist Church was organized, with a chapel on Scollard Street. A new church was built in 1884 at the corner of what are now Bay and Bloor streets. Later the congregation moved to the former Central Methodist Church on Bloor Street. The Uptown Theatre was also used for Sunday evening services, sometimes attracting 3,000 persons, many of whom were young people and students.

In the 1920s, the congregation decided to move and erect a new church in what was then the growing residential area of Deer Park. They bought property on Yonge Street at the northeast corner of Heath Street, where Glen House, the mansion of coal merchant Elias Rogers had stood. The

cornerstone for the new church was laid on April 30, 1927. The following year, on March 25, 1928, the magnificent sanctuary was formally opened and dedicated as Yorkminster Baptist Church.

In 1961 a fire at the Park Road Baptist Church, located at Park Road and Asquith Avenue, destroyed a large part of the church house and caused minor damage to the

sanctuary. Park Road Church considered two options: to renovate or to join with Yorkminster. They chose to join, and the Deer Park church became Yorkminster Park Baptist Church. The church was refurbished in 1967, and the south transept was converted to the Centennial Chapel, designed by Brown Brisley and Brown, Architects, Toronto.



MTL T11215

Residence of John Fiske Esq. Deer Park, Toronto, c.1878

Buildings from left - Lawton Park; Christ Church, Deer Park; Glen House; (Elias Rogers Home).



AO 13639-40

Lawton Park at the marriage of Bella Fisksen and George H. Wilkes, c.1890

23

LAWTON PARK

Henry Bowyer Lane and John George Howard, 1848.
Demolished 1935.

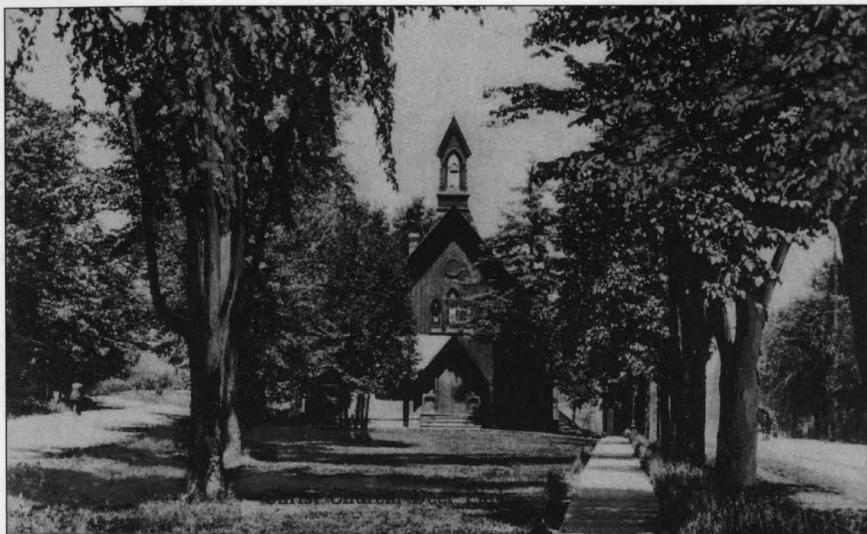
In 1847, Colonel Arthur Carthew, a half-pay officer of Cornish descent, bought six acres at the north end of the Heath estate. Henry Bowyer Lane was commissioned to design a house, but after he abruptly returned to England, John George Howard was called in to revise and complete the plans. A handsome, substantial two-storey house was built, with white-brick walls, 18-inches thick, and a stone foundation two-and-a-half feet thick. Carthew named it Lawton Park, but never lived there.

In 1848, Carthew sold the unoccupied house and property to John Fisksen, a young businessman who later was a founder of the Imperial Bank. The Fiskens liked the name of the estate and continued to use it; later, one of their grandsons was named Lawton. The house stood back from Yonge Street, and was reached by way of a circular drive from a gatehouse which was on

the site of today's Christ Church, Deer Park. (See site 24)

The grounds of Lawton Park were beautifully landscaped in the English style, with lawns, trees and shrubbery. Pipes lay under the grass for summer watering, and a large greenhouse provided fresh flowers for the house throughout the year. Mrs. Fisksen was very generous in offering the grounds for parties sponsored by various area churches. John Fisksen died in 1890.

The house and property were sold to John Palmer in 1904. Palmer changed the name to Huntly Lodge, for Huntly, Scotland, the birthplace of his father-in-law, William Christie (of biscuit fame). The Palmers made extensive alterations, added a wing and built a large ballroom. Huntly Lodge was demolished in 1935. A short street, Mallory Gardens, was opened on the property, and apartment buildings were erected there, on the site of the old house. The old estate has been commemorated in the street name, Lawton Boulevard.



T13878

Christ Church, Deer Park, Gore Lot, c.1895

24

CHRIST CHURCH, DEER PARK

1570 YONGE STREET

Northwest corner of Heath Street

George, Moorhouse & King, 1922-23.

This beautiful stone, Gothic-style church is the third building to be erected for the Christ Church parish. The first, a frame structure, was designed by Smith and Gemmell in 1870. It was located on the gore lot, the triangular strip of land between Lawton Avenue (now Boulevard) and Yonge Street. In 1881, a board-and-batten church schoolhouse was built behind the original church. Robertson's *Landmarks of Toronto* described the church and its setting in 1904:

On a commanding site overlooking the city, and even with a glimpse of the blue waters of the lake in the far distance, stands Christ Church, Deer Park... The gore formed by Yonge Street on the east and Lawton Avenue on the west is filled with fine trees that, in summer time, hide all of the church from the south save the little belfry giving notice of the building beneath. The property is surrounded by a picket fence, and the entrance to the church

is through a quaint little porch, but a very pretty one. The building is solidly erected, of timber, and internally is neat, cozy, and artistic in its decorations. The ceiling is open timber work with five neat blue gasaliers pendant therefrom. The walls are wainscotted and the pine seats are cushioned.²⁰

When the parish grew, a larger brick church was erected on the gore lot and opened in June 1910. The old frame church was moved on rollers along Lonsdale Road to Russell Hill Road, and became Grace Church on-the-Hill. The schoolhouse was sold to Century Baptist Church and moved to 110 Glenrose Avenue. Baptists used it until 1920 when sculptors Frances Loring and Florence Wyle bought the building for a studio and residence. (One of Wyle's sculptures, *Mother and Child* (1947), stands at the entrance to the Canadian Mothercraft Society at 32 Heath Street West.)

In 1923, Christ Church relocated to the northwest corner of Yonge and Heath, on property purchased from John Palmer of Huntly Lodge. (See site 23, Lawton Park.) The cornerstone for the new church was laid on June 17, 1922, and the opening service was held on Easter Sunday, April 1, 1923.



TTCA 2140

Lawton Loop of Toronto Transportation Commission, Peter Witt Streetcar, May 1923

25

ORIGINALLY LAWTON LOOP OF THE TORONTO TRANSPORTATION COMMISSION

Yonge Street, west side, east of Lawton Boulevard
Operated 1922-54.

In 1922 the City wanted to expropriate the gore lot to make a short turn loop for the Yonge Street streetcars. Christ Church, Deer Park agreed and received \$92,000 for the land. The Toronto Transportation (later Transit) Commission used the Lawton Loop until the Yonge Street subway

opened in 1954. One time, the Lawton Loop was used to house a subway car. On the night of September 14, 1953, when one of the original new subway cars was being returned from being displayed at the Canadian National Exhibition, it had to be parked in the loop due to difficulties in getting to the Davisville yard at Yonge Street.

The Lawton Loop has been made into a parkette, but its old stone retaining wall remains, a reminder of the place where, for 32 years, the streetcars turned to travel down Yonge Street.



Stereo by B.W. Kilburn/MTL t 10238

Mount Pleasant Cemetery, c. 1902

26

MOUNT PLEASANT CEMETERY

1643 YONGE STREET

Henry A. Engelhardt, 1874.

Mount Pleasant Cemetery dates back to October 20, 1873 when the Toronto General Burying Ground Trust paid \$20,000 for Lot 19, Concession 3 from the Bay, a 200-acre property stretching between Yonge Street and today's Bayview Avenue, north of the present Glen Elm and Moore avenues to south of Merton Street. (It is the only original 200-acre lot still intact in the area.) Toronto needed a new cemetery. The city's first non-sectarian cemetery, York Burying Ground (also known as Potter's

Field Cemetery or Strangers Burial Ground), located at the northwest corner of Yonge and Bloor streets, had closed in 1855. Its replacement, the Toronto Necropolis, had been established by the Trust in 1850, but it was only 18.25 acres and was quickly filling up.

In 1874, Henry A. Engelhardt was hired to lay out and design 53 acres of the new cemetery, at the Yonge Street side of the property. Engelhardt, originally from Germany, had trained as a civil engineer and was a keen horticulturalist. In 1872, he wrote a book on ornamental gardening, *The beauties of nature combined with art*, which included a chapter on cemetery beautification. Under Engelhardt's supervi-

sion, walks and drives were laid out, fences and bridges built, and a large vault erected. An 1885 publication noted that Mount Pleasant Cemetery "is beautifully situated and very tastefully laid out in accordance with the modern idea that the last resting-place of those we have loved and lost should be made attractive and cheerful in its surroundings, instead of sombre and repellant."²¹

The first burial was that of Marion Martin on March 13, 1876. Between 1876 and 1881, 364 bodies from Potter's Field Cemetery were reburied at Mount Pleasant Cemetery. (The Necropolis had 981 of the reburials.) A plaque in the Mount Pleasant Cemetery marks The Resting Place of Pioneers (Section K).

Over the years, many important Torontonians and distinguished Canadians have been buried at Mount Pleasant Cemetery including Sir Frederick Banting and Dr. Charles Best, co-discoverers of insulin; Dr. Alan Brown, the Pablum doctor, hockey great Charlie Conacher, sportscaster Foster Hewitt, and Prime Minister William

Lyon Mackenzie King. The Toronto Historical Board has listed several tombs and mausoleums on its inventory of heritage properties, such as the Cemetery Mausoleum (Darling & Pearson), the Massey Mausoleum (E. J. Lennox, 1894), and the Northrop Gooderham Tomb (David Roberts).

The cemetery has one of the finest tree collections in North America, and is a well-known arboretum. For a full tour, see Mike Filey's book, *Mount Pleasant Cemetery; an illustrated guide* (1990).

Originally the western boundary was on what is now the west side of Yonge Street. In 1922 the Trustees sold a narrow 2.5 acre strip to the City. In 1933, a little park was created and became the Alexander Muir Memorial Gardens, named for the Toronto teacher famous for writing the national song, *The Maple Leaf Forever* (1867). Because the park lay in the path of the Yonge Street subway, the Toronto Transportation Commission relocated it to the southeast corner of Yonge Street and St. Edmunds Drive, 1951-2.



Gates to Alexander Muir Memorial Gardens, Yonge Street, west side, opposite Mount Pleasant Cemetery, October 1935



CTA Salmon 485

Toronto Belt Line Railway Bridge, later Canadian National Railway Bridge, May 6, 1915

27

TORONTO BELT LINE RAILWAY BRIDGE, LATER CANADIAN NATIONAL RAILWAY BRIDGE

Yonge Street, south of Merton Street
c.1891.

This bridge is a remnant of the Toronto Belt Line Railway, described by an editorial writer many years ago as, “one of the most remarkable instances of over-optimism in the history of Ontario railroading. It had little trains running no place with no one.”²² However, when the idea was conceived in the 1880s, Toronto was booming and there was much real estate speculation in the suburbs.

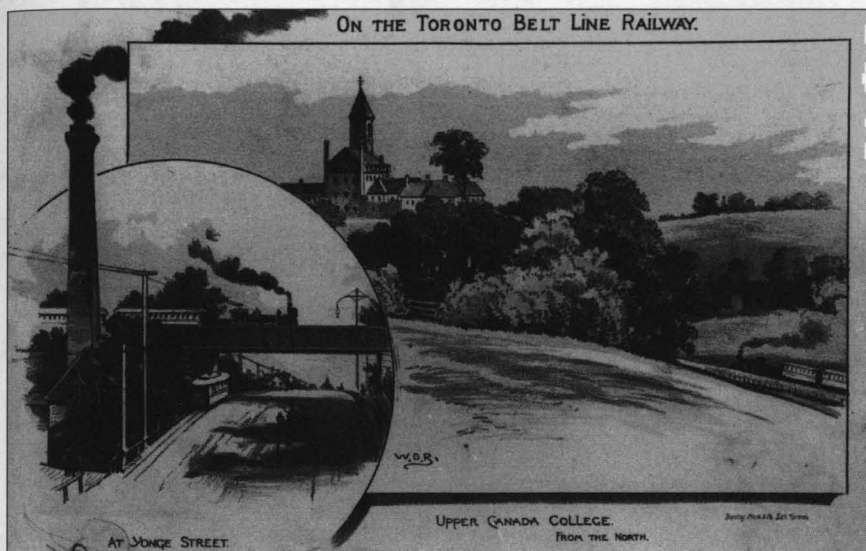
A group of prominent city businessmen and suburban landowners incorporated the Toronto Belt Land Corporation, Limited, on July 16, 1889 to subdivide and sell building lots in outlying areas. They also incorporated the Toronto Belt Line Railway Company on March 23, 1889 to build a steam railway line around the outskirts of Toronto, to attract buyers to the properties.

Two loops encircled the city. The Yonge Street (eastern) loop followed the main GTR

line east from Union Station along the waterfront and then branched north nearly 2 miles up the west bank of the Don River Valley. Then it left the river to pass through the picturesque Spring Valley Ravine to the Moore Park Station, south of today’s Moore Avenue.

The Belt Line Railway station buildings were identical, but of two sizes. Moore Park followed the large plan, but with added embellishments for which John T. Moore paid about \$300. Moore was the vice-president of the Toronto Belt Line Railway and managing director of the Toronto Belt Land Corporation. *The Recorder* of July 16, 1891 noted that, “An exceptional amount of “tone”, however, will be put on by the station at Moore Park, as Mr. J.T. Moore has arranged that the structure adjacent to his fine property shall be completed in a more ornate style than the rest, in conformity with his own notions of good taste.”²³

After leaving the Moore Park Station, trains angled northwest through Mount Pleasant Cemetery to Merton Street. Permission to use the cemetery property was only reached after lengthy negotiations



AO 14758-11

On the Toronto Belt Line Railway; at Yonge Street, looking north; Upper Canada College, from the north, 1891

with the cemetery board and lot owners. Between today's Mount Pleasant Road and Yonge Street, the line ran just north of the cemetery. The next stop, Yonge Street (the largest station), was on the east side of Yonge Street at Merton Street, where Milnes Fuel Oil Limited is now located.

Trains then crossed over Yonge Street on a bridge, stopping next at the Upper Canada College Station, located north of the College's new grounds. When UCC formally opened on October 14, 1891 the Belt Line, although not yet open, ran a special train service for about 200 guests. Next was Eglinton, on the south side of Eglinton Avenue (under the bridge crossing) east of Spadina Road. The final stop in this area was the Forest Hill Station, located at present-day Bathurst Street and Eglinton Avenue.

While the Belt Line was being built, the land boom broke and the Corporation declared bankruptcy. The line was taken over by the Grand Trunk Railway and opened on July 30, 1892. A fare of five cents was charged at each stop which was expensive even for the affluent suburbanites. After the novelty of Sunday rides wore off and local use diminished, passenger ser-

vice was abruptly terminated on November 17, 1894. The tracks in Spring Valley and the cemetery were removed for use in the First World War.

The Grand Trunk went bankrupt in 1923, and what remained of the old Belt Line became part of the Canadian National Railways. They operated freight service from west of Mount Pleasant Road to the west side of Marlee Avenue until 1970 when all the remaining tracks were removed (due to construction of the Allen Road).

In 1988, after stonewalling for three years, the CNR finally sold the Belt Line property to the City. In May 1987, plans were unveiled for a park from Forest Hill to Rosedale. The big obstacle to having a continuous linear park was the bridge over Yonge Street, which had been closed since the 1960s. But, after a year of renovations, the Belt Line Bridge officially reopened as a pedestrian and cyclist bridge on December 4, 1993, and the east and west sides of the park were joined. From June 1994 to April 1996, the bridge had a special display of 12 life-size black silhouettes of horses, the work of Toronto artist Robert Splachman.

NOTES

Overview

1. These boundaries were established by the City Of Toronto Planning Board, *Deer Park planning district appraisal* (Toronto, 1960).
2. Henry Scadding, *Toronto of old*. Abridged and edited by F. H. Armstrong, (Toronto: Oxford University Press, 1966), 309-10.
3. Jay Myers, *The Great Canadian road; a history of Yonge Street*, (Toronto: Red Rock Publishing, 1977), 39.
4. Scadding, *Toronto of old*, 308.
5. Ibid, 307 passim.
6. *Recorder*, 28 May 1891, 2.
7. City of Toronto Planning Board, *Plan for Deer Park*, (Toronto, 1961), 3 passim.
8. Colin Vaughn and Anabel Slight, "Along the Escarpment", in *Exploring Toronto*. (Toronto: Toronto Chapter of Architects in affiliation with Architectural Canada, 1972), 115.
9. Liane Heller, *Toronto Star*, 16 June 1982.
10. Edith G. Firth, *Toronto in art; 150 years through artists' eyes*, (Toronto: Fitzhenry and Whiteside in cooperation with the City of Toronto, 1983), 58.
11. *Robertson's Landmarks of Toronto*, (Toronto: J. Ross Robertson, 1908), 5: 358.
12. *Toronto Star*, 27 May 1961.
13. Leslie Maitland, *The Queen Anne Revival style in Canadian architecture* (Ottawa: National historic Parks and Sites, Parks Services, 1990),
14. *A Quiet gentle surprise*, (Toronto: Toronto Catholic Trust Cemeteries Association, 1980), 26.
15. Ibid, 16.
16. *Recorder*, 3 December, 1891.
17. *Highlands of Toronto*, illustrated. Toronto: Toronto Belt Land Corporation, 1891, 18.

Sites

1. William Dendy and William Kilbourn, *Toronto observed; its architecture, patrons, and history*, (Toronto: Oxford University Press, 1986), 193.
2. Mary Larratt Smith, *Young Mr. Smith in Upper Canada*, (Toronto: University of Toronto Press, 1980), xii.
3. *Dictionary of Canadian Biography*. 9: 55-60.
4. *Dictionary of Canadian Biography*. 11: 617-19.
5. Guy Saunders, "Woodlawn," *York Pioneer* (1972), 46.
6. Ibid, 47.
7. "Henry B. Gordon, 96 church figure dies," *Toronto Star*, 6 March, 1951; "Knox trustee built missions in China, Korea," *Toronto Telegram*, 6 March, 1951.
8. Lucy Booth Martyn, *Toronto, 100 years of grandeur: the inside stories of Toronto's great homes and the people who lived there*, (Toronto: Pagurian Press, 1978).
18. "Hollywood Theatre," *Construction* 24 (March 1931), 105.
19. John Blumenson, *Ontario architecture: a guide to styles and building terms 1784 to the present*, (Toronto: Fitzhenry & Whiteside, 1990), 189.
20. *Robertson's Landmarks of Toronto*, (Toronto: J. Ross Robertson, 1904), 4: 117.
21. *History of Toronto and County of York Ontario*, (Toronto: C. Blackett Robinson, 1885), 1: 85
22. Quoted by William French, *A Most unlikely village: an informal history of the village of Forest Hill* (Toronto: Printed for the Corporation of the Village of Forest Hill by Ryerson Press, 1964), 44.
23. *Recorder*, 16 July 1891.

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Council-Office, Dec. 29, 1798.

YONGE-STREET.

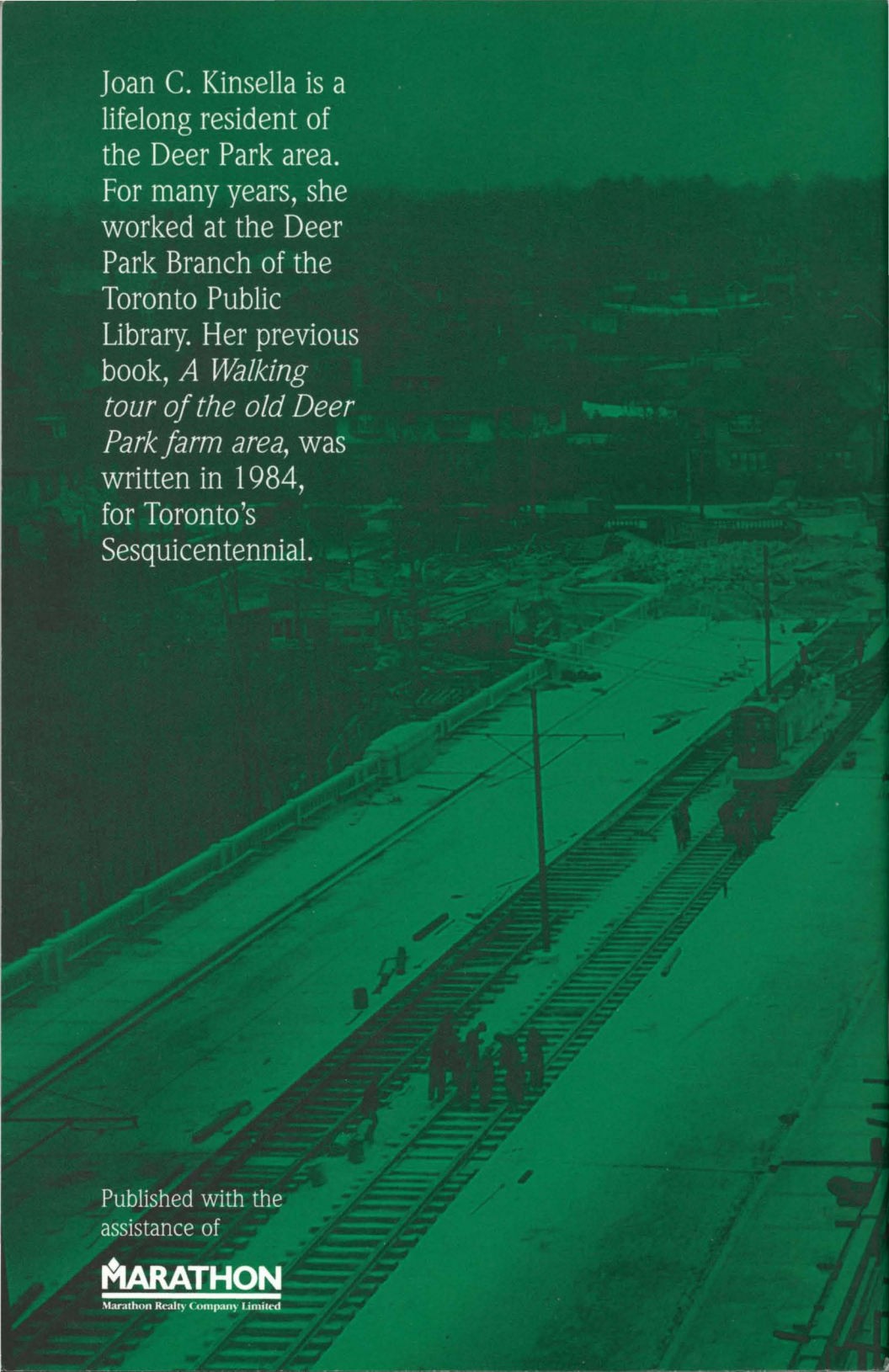
NOTICE is hereby given to all persons settled, or about to settle on *YONGE-STREET*, and whose *locations* have not yet been confirmed by order of the **PRESIDENT** in council, that before such locations can be confirmed it will be expected that the following **CONDITIONS** be complied with :

First. That within ~~twelve months from the~~ time they are permitted to occupy their respective lots, they do cause to be erected thereon a good and sufficient dwelling house, of at least 16 feet by 20 in the clear, and do occupy the same in *Person*, or by a substantial *Tenant*.

Second, THAT within the same period of time, they do clear and fence *five* acres, of their respective lots, in a substantial manner.

Third, THAT within the same period of time, they do open as much of the Yonge-Street road as lies between the front of their lots and the middle of said road, amounting to one acre or thereabouts.

JOHN SMALL, C. E. C.



Joan C. Kinsella is a lifelong resident of the Deer Park area. For many years, she worked at the Deer Park Branch of the Toronto Public Library. Her previous book, *A Walking tour of the old Deer Park farm area*, was written in 1984, for Toronto's Sesquicentennial.

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