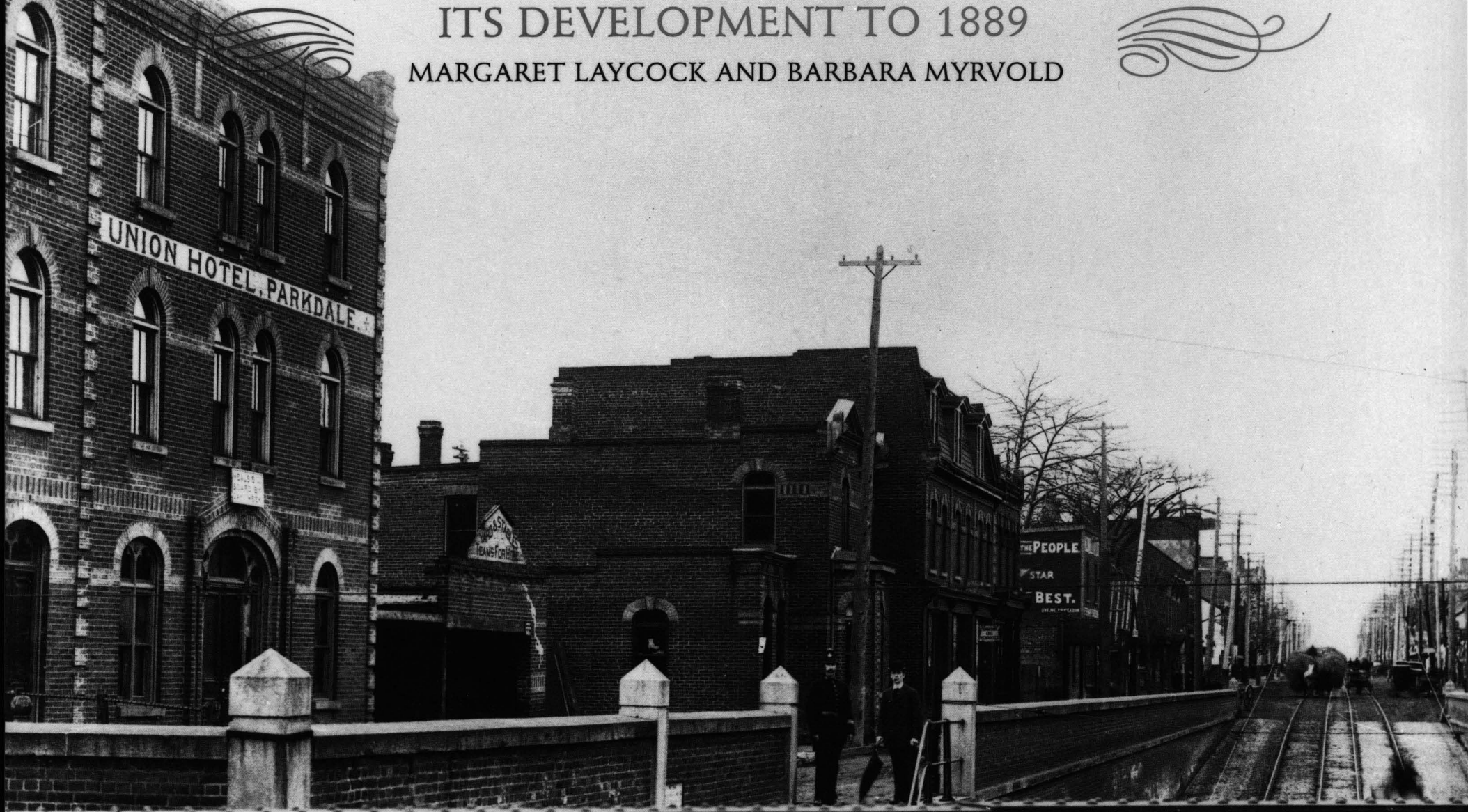


PARKDALE IN PICTURES

ITS DEVELOPMENT TO 1889

MARGARET LAYCOCK AND BARBARA MYRVOLD



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VETERINARY
INFIRMARY

PARKDALE IN PICTURES

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PUBLISHED WITH THE ASSISTANCE OF THE ONTARIO HERITAGE FOUNDATION, ONTARIO MINISTRY OF CULTURE AND COMMUNICATIONS

Canadian Cataloguing in Publication Data

Laycock, Margaret, 1954-
Parkdale in Pictures

(Toronto Public Library Board local history
handbooks: no. 7)

Includes bibliographical references.

ISBN 0-920601-12-X

1. Parkdale (Toronto, Ont.) – History. 2. Parkdale
(Toronto, Ont.) – Description – Views. 3. Toronto
(Ont.) – History. 4. Toronto (Ont.) – Description –
Views. I. Myrvold, Barbara. II. Toronto Public
Library Board. III. Title. IV. Series.

FC3097.32.L39 1991 971.3'541 C91-093445-2
F1059.5.T686P37 1991

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Designed by Derek Chung Tiam Fook

Printed and bound in Canada by

D. W. Friesen & Sons Ltd.

This book was typeset in Stempel Schneidler and printed on Mountie
Matte paper (acid free).

Cover illustrations

Front Cover: *The Union Hotel is prominently featured in
this November 1894 view of the south side of Queen
Street looking west from the subway near Dufferin.*

CTA, DPW 14, vol. 1-72

Inside Front Cover: *An 1894 view of Queen Street
looking east towards Dufferin Street.*

CTA, DPW 14, vol. 1-25

Title Page: *Parkdale Municipal Offices and Fire Hall,
1887*

Parkdale Times, 24 June 1887

Inside Back Cover: *Queen Street Subway north side,
looking west, 17 August 1896*

CTA, DPW 14, Vol. 1-73

Back Cover: *Architect's rendering by David B. Dick for
public hall in Parkdale, Queen Street West, south side,
between Elm Grove and Cowan avenues, 1880.*

AO, Horwood Collection C11, project 184

Key to Abbreviations in Picture credits

AO	Archives of Ontario
CTA	City of Toronto Archives
CPA	Canadian Pacific Archives
MTLB	Metropolitan Toronto Library Board
NAC	National Archives of Canada
TBE	Toronto Board of Education Records, Archives and Museums
TFD	Toronto Fire Department
TPL/PL	Toronto Public Library, Parkdale Library
TTC	Toronto Transit Commission
UCCA	United Church of Canada/Victoria University Archives

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PREFACE

Parkdale in Pictures was initiated in response to numerous requests over the years for information on Parkdale and its evolution. The labours of many people have helped to make this publication possible. Special thanks go to Peter Razgaitis for his invaluable notes on Parkdale references in the Toronto newspapers, 1878-1888. Without his efforts this volume would have lacked the flavour of Parkdale.

Thanks also to Alec Keefer for his help on Parkdale architecture and buildings; Mary Campbell for her research on early roads and subdivision plans; Mike Filey and Jeanne Hopkins for sharing some street name origins; Sister Maryan of the Good Shepherd Sisters for the photograph of their convent at Parkdale; Isobel Ganton for sharing her newspaper research; Dean Beebey for his

research on industries; and Ray Corley for his information on the railways and street railways in Parkdale, and for reading portions of the manuscript and offering corrections.

Thanks also to staff of many libraries and archives who helped us locate research materials: the Archives of Ontario, Canada, the City of Toronto, Toronto Board of Education, Toronto Transit Commission, Metropolitan Toronto Separate School Board, the United Church of Canada, Anglican Diocese of Toronto, Canadian National Exhibition, Consumers Gas, Toronto Public Library, Canada Post, Canadian Pacific; and the libraries of Toronto (Parkdale and Annette branches), Metropolitan Toronto, University of Toronto; as well as the Ontario Land Registry Office.

Some research was conducted by

university students hired under federal government summer employment programmes in the 1970s and 1980s. Michele Macaluso's index to the Parkdale Council minutes and research on street names and Parkdale annexation was particularly useful.

Acknowledgement is also given to Vivian Webb for her editorial work, and to Derek Chung for his book design. The Ontario Heritage Foundation provided editorial and publication grants.

A special thanks to Rita Cox, Head of Parkdale Library, for her commitment to this community and its history over the years; and to all current and former residents of Parkdale who continue to be the most loyal supporters of this neighbourhood.

PART I

DEVELOPMENT OF PARKDALE TO 1889

INTRODUCTION

Parkdale residents of 1881 took immense pride in their community. In less than a decade it had grown from a rural retreat to boast of "a deserved preeminence among the villages of the Dominion."¹ At this time, Parkdale was a comfortable, self-contained enclave bounded by Humber Bay of Lake Ontario on the south; the Garrison Reserve, Industrial Exhibition grounds, and Toronto's city limits at Dufferin Street on the east; Dundas Street, the tracks of four railways, and the village of Brockton on the north; and High Park and York Township on the west. Its name, probably contrived by a property development company of the 1870s, was designed to convey images of decorative gardens, cultivated fields, and open spaces. As the *Parkdale Register* noted in 1881:

The site is higher than that of the major portion of Toronto, and is exceedingly picturesque, being surrounded by a landscape that possesses all the varying attractions afforded by the beautiful Ontario, and the diversified scenery of an undulating expanse of fertile country, wooded, watered, cultivated, and adorned with attractive homes.²

Parkdale viewed itself as a model community, set apart, even superior in some ways to its neighbours. After all, the "floral suburb" offered amenities such as pure water, lake breezes which in summer dispensed "a refreshing coolness that is lacking in the close and sultry city",³ a

quiet life where its residents could "retire when business hours are over," as well as good transportation, limited industrialization, and attractive tax rates. Parkdale proclaimed "Progress and Economy" on its village crest and a confidence in its ability to determine its own fate. And despite the massive physical and social changes in Parkdale during the twentieth century, it still maintains a separate quality.

How did Parkdale develop this distinct identity, pride, and sense of community? These questions can be answered, in part, by tracing the evolution of the area from its initial use as an Indian portage route and a French fur trading fort; through the early British surveys and settlements; the laying of roads, railroads, and subdivisions; to its formation as a separate village then town; and finally its annexation in 1889 to Toronto and emergence as a city neighbourhood. They can also be partially answered by focusing on the personalities that shaped Parkdale during its formative years, and by examining the lasting legacies of its ten years as an independent municipality: the planning and political decisions made, the institutions established, and the many fine residential and commercial buildings constructed.

FORT ROUILLE

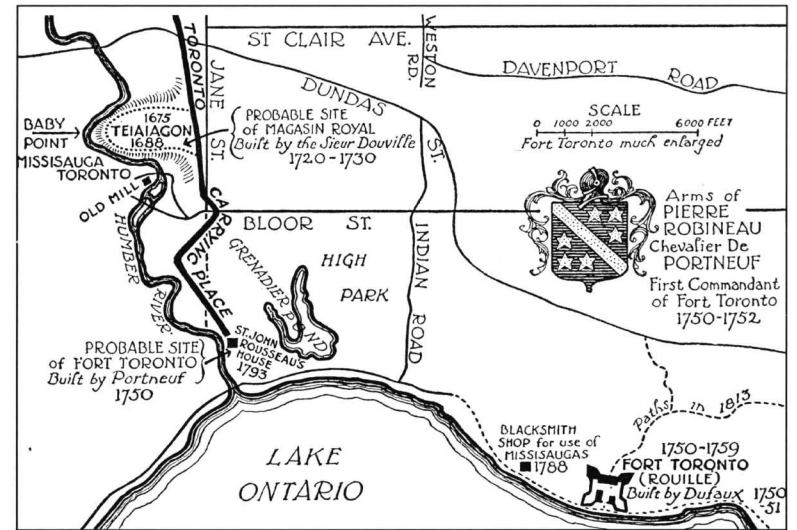
Geography was partially responsible for Parkdale's separate development. The natural barriers imposed by Lake Ontario were compounded by clay cliffs which

rose 25 to 30 feet above the shoreline along part of Humber Bay, and described on an 1833 map as a "steep clay bank with narrow beach." The land on the escarpment was flat, mostly clay, and poorly drained. Originally it was covered in forest: sugar maples, beech, and a mix of basswood, yellow birch, elm, white ash, black cherry, with some balsam and hemlock.

The portage routes of the Huron, Iroquois and Chippewa Indians, and later those of the Senecas and Mississaugas, penetrated this forest. The Senecas had a village, called Teiaiaagon or Tayagon ("The Crossing"), near the mouth of the Humber River, as did the Mississaugas.

By the 1600s the French had arrived and began to establish fur trading routes in the Great Lakes region. Increased

Fort Rouille was built by the French in 1750-51 immediately east of present day Dufferin Street. Its occupants chose to destroy it in 1759 rather than allow its capture by the British. A plaque in the Exhibition grounds now marks its site.



C. W. Jefferys, 1942

Beginning in 1793, Lieutenant-Governor John Graves Simcoe made the first land grants in York. The lots in what became the Parkdale area are clearly shown in this 1851 **Map of the Township of York**, compiled and drawn by J. O. Browne; park lots 29 to 32 (100 acres each), farm lot 33 (210 acres) and part of 34 in Concession I from the Bay. The irregularly-sized broken front lots 31 to 34 are not numbered on the map. None of the recipients of grants in the Parkdale area lived on their property.



British trading activity and territorial encroachment during the next century stimulated the French to build military and trading posts. About 1720, a little French trading post, which lasted about ten years, was established near the mouth of the Humber.

In 1849-50, the French re-established a trading post at Toronto around the same spot; but in 1750-1 the more substantial Fort Rouille, also known as Fort Toronto, was built on a promontory overlooking Lake Ontario, about three miles east of the Humber (immediately east of present-day Dufferin Street). Five wooden buildings, including a storehouse with quarters for a keeper and a few regular soldiers, formed a small square about 100 feet to a side. Projecting from each corner of the fort were pointed bastions, and a narrow gate faced west.⁴ Approximately 300 acres (half within the area now called Parkdale) surrounding the fort were cleared for food gardens and to discourage ambushes. In 1759, the fort was torched by the French to prevent it falling into the hands of the approaching British troops. Traces of the fort were plainly visible until 1878 when they were levelled to create Exhibition Park.

FIRST LAND SURVEYS AND GRANTS

In 1787, the British purchased much of the present-day Toronto region from the Mississaugas. John Graves Simcoe, appointed first lieutenant-governor of the province of Upper Canada in 1791, relocated the capital to Toronto in 1793, and renamed it York. He quickly divided and granted land in the town and surrounding Township of York, following Alexander Aitkin's 1793 "Plan of York Harbour." The

town itself consisted of a ten-block grid bounded by George, Berkeley, Palace (now Front), and Duke (now part of Adelaide) streets. North of the town, Lot Street (now Queen) was surveyed as the base or starting line from which the concessions of York Township stretched north, east, and west at standard 1.25 miles apart, with five farm lots of 200 acres each between.

Immediately north of Queen to today's Bloor Street, park lots of 100 acres were laid out in the First Concession from the Bay. These were to be given to officials as partial compensation for having to move to the new capital. South of the base line to the lake was called the broken front, and lots here were irregular sizes. The present Parkdale area is comprised of park lots 29 to 32, farm lots 33 and part of 34, and broken front lots 31 to 34. Aitkin's plan also shows "reserved" land along the waterfront in the broken front west of the town. For decades this Crown-owned property, known as the Garrison Reserve, was used for military and other government purposes.

Between 1797 and 1799, farm lots 33 and 34 and their respective broken fronts were granted to Lieutenant-Colonel David Shank, who had served with Simcoe in the first Queen's Rangers. Alexander McDonell, another veteran of the American revolutionary war, who was sheriff of the Home District from 1792 to 1805, received park lot 32 in 1798; while Alexander Burns, paymaster of the Queen's Rangers, received park lot 31 in 1798. Park lot 29 was granted to Benjamin Hallowell shortly before his death about 1799. James Brock of Guernsey, apparently a cousin of Sir Isaac Brock, was granted

broken front lots 31 and 32, and park lot 30, but not until 1812 when the authorities reduced the Garrison Reserve to the east side of today's Dufferin. None of the original grantees settled in the area. However, they or their heirs realized financial profits when the lots were sold in the 1820s and 1830s.

EARLY ROADS

A few local and provincial roads were laid through the district in this early period. In August 1793, there was enough of a path west from York for Elizabeth Simcoe to walk the "two miles to the old French fort," and to ride the following month "to St. John's Creek" [Humber River].⁵ Peter Russell, Simcoe's successor as administrator of Upper Canada, noted in his progress report for 1792-99: "a Road opened from the Town of York to the Humber, for the better communicating with the Garrison."⁶

On 23 September 1793, Mrs. Simcoe recorded "Capt. Smith is gone to open a road, to be called Dundas Street, from the head of the lake to the River La Tranche" (now Thames).⁷ However, since water transport along Lake Ontario was good, it was not until 1799 that the Queen's Rangers began to build the section of Dundas Street to connect York with Burlington Bay and western settlements. The roadway, which Russell reported in 1800 as "opened from York to the Grand River,"⁸ followed the base line (Queen) west to today's Ossington Avenue, where it turned north west and continued diagonally along present-day Dundas Street.

The old Mississauga trail west along the lakeshore was not upgraded to a road for several more years. In the *Upper Canada Gazette* of 4 August 1804, the government



MTLB T32089

Colonel Walter O'Hara (1789?-1874) bought property in Parkdale in 1831, and was one the area's earliest settlers. He was regarded by his contemporaries as "a chivalrous, high-spirited, warm-hearted gentleman."⁴ This portrait shows O'Hara at 82 years of age, about the time he moved into Toronto, where he died on Sherbourne Street. He is buried in the south grave of lot 66, section 2 of St. James Cemetery.

asked for tenders "for the opening and repairing of the Road and building bridges between the Town of York and the head of Burlington Bay." Prices were also requested to "open and clear out such part of the Road leading from Lot Street, adjoining the Town of York (beginning at Peter Street) to the Mouth of the Humber, of the width of 33 feet, as shall not be found to stand in need of any causeway."⁹ The contract was awarded the following year and work began on 21 March 1805. Toronto historian Henry Scadding later described the road:

This Lake Shore Road, after passing the dugway or steep decent to the sands that form the margin of the lake, first skirted the graceful curve of Humber Bay and then followed the irregular line of the shore all the way to the head of the lake. It was a mere track representing, doubtless, a trail trodden by the aborigines from time immemorial.¹⁰

Over the years the stretch of this roadway through Parkdale had many names: Niagara Road, Burlington Road, Lot Street, and Lake Shore Road, the latter name persisting into the mid-1870s. Its current designation, Queen Street, was used as early as 1859. For most of the nineteenth century, Dundas Street was more important than Lake Shore Road in the growth of the area west of York.

EARLY SETTLERS AND IMPROVEMENTS IN TRANSPORTATION: 1820S TO 1850S

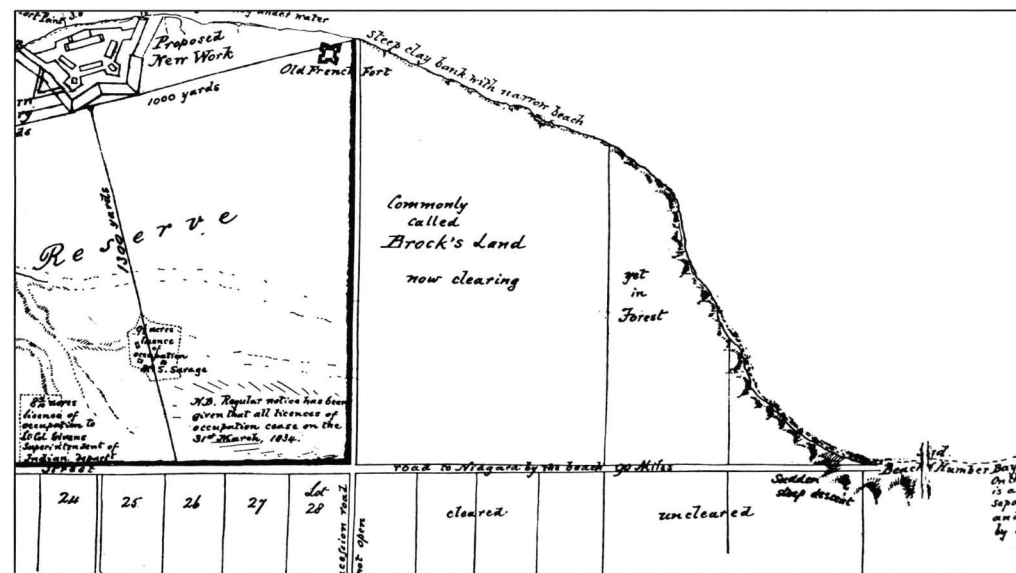
In the 1820s and 1830s land was transferred from the original grantees to a new generation of owners, many of whom actually settled in the area. Most of the early settlers had prominent positions in York but maintained homes and farms in

this area. Joseph Spragge, a schoolmaster, acquired the westerly 50 acres of broken front lot 32 in 1824 where he and his wife, Sarah, built Springhurst. In 1831, Colonel Walter O'Hara, assistant adjutant general of the Upper Canada Militia, bought park lot 31 and, with his wife, Marian, established West Lodge. Nine years later, O'Hara extended his holdings in the area with the purchase of farm lots 33 and 34, giving him an additional 420 acres. Dr. William Charles Gwynne acquired 113.73 acres in the eastern part of broken front lot 31 in 1833, and called his new home Elm Grove. Architect and surveyor John George Howard, who bought the 165-acre High Park estate in 1836, was a neighbour to Parkdale's first settlers. He lived at Colborne Lodge, and later at a lakeside villa, Sunnyside.

By 1833, about half the land in the

area had been cleared of forest. A "Plan of the Town and Harbour of York" prepared by the Royal Engineers that year shows "Brock's Land" in broken front lots 31 and 32 as "now clearing" and park lots 29 to 32 directly north as cleared. The lots west of these, on both sides of the Lake Shore Road to the sudden sharp descent to the beach, were, however, "yet in forest" and "uncleared" and would remain so for sometime.

Although there was stagecoach service between York and Niagara by 1825, the major York roads were generally deplorable. On 8 February 1833, the provincial legislature passed a bill providing £10,000 to macadamize the three roads into York: Yonge Street from the north, Kingston Road from the east, and Dundas Street from the west. The latter was to receive £1,500, and the legislature



Section of No. 1 Plan of the Town and Harbour of York, Upper Canada, signed by R. H. Bonnycastle, Captain of the Royal Engineers, 31 October 1833.

Firth, Edith G. The Town of York, 1815-1834.

was to be reimbursed through tolls collected from the users of the road. In 1837, the trustees for the West Toronto Macadamized Road also began to improve the Lake Shore Road. By 1842, Dundas Street had been macadamized for about 16 miles and the "Lake Road running westward, about two miles."¹¹

Toll-gates along the latter road were variously located over the years. An 1833 map shows one at the northwest corner of today's Dufferin and Queen streets. By the 1840s, according to a correspondent to the Toronto *Mail*, one gate stood opposite what is now Trinity-Bellwoods Park, and a second was at "a point then called Dug-a-way hill (now Sunnyside)."¹² When the city gate was eventually abolished, the tollhouse was moved to Brockton Road (now Brock Avenue), where it remained for many years.

Not long after the road improvements, developments began to appear along both major thoroughfares west of Toronto's core. The Town of York had become the City of Toronto in 1834. The city's boundary extended to the northeast corner of park lot 29, what is today the corner of Bloor and Dufferin streets. Trinity College officially opened on the north side of Queen just west of Garrison Creek in January 1852. Further west, on the old Garrison Reserve, the Provincial Lunatic Asylum opened in 1850 and the Palace of Industry was constructed for the 1858 provincial fair of agriculture and the arts. A new fort had been erected in 1841 on the residual military reserve and it included stone living quarters for the soldiers, later known as the Stanley Barracks. A small village was established along Dundas Street west of today's Dufferin

around this time. Writer W. H. Smith described it in 1852:

A little beyond the third mile post on the Dundas Street you reach the first toll-gate. Here is a cluster of houses, three of which are taverns; and immediately beyond the toll-gate a village has lately been laid out called "Brockton."¹³

Brockton became the centre of the area's social and commercial activity for the next 30 years. Its name came to be used for a large area, north to the Second Concession Road (Bloor Street) and south to Lake Shore Road.

Roads were soon eclipsed in importance, however, by the railways. The first line to cross the area was that of the Ontario, Simcoe and Huron Union Railroad Company. Its first run was from Toronto to Machell's Corners (Aurora) on 16 May 1853. (In 1858 the company changed its name to the Northern Railway Company of Canada [NoR] and to the Northern and Northwestern Railway in 1879.) Other railway lines soon followed: the Great Western Railway (GWR) in 1855, running from Hamilton to Toronto; and the Grand Trunk Railway (GTR) in 1856, running from Toronto to Guelph. The NoR and GTR lines skirted the north-eastern boundaries of Parkdale, while the GWR paralleled the lakefront south of Lake Shore Road. The GWR trains had to climb very steep grades both east and west of Grenadier Pond.

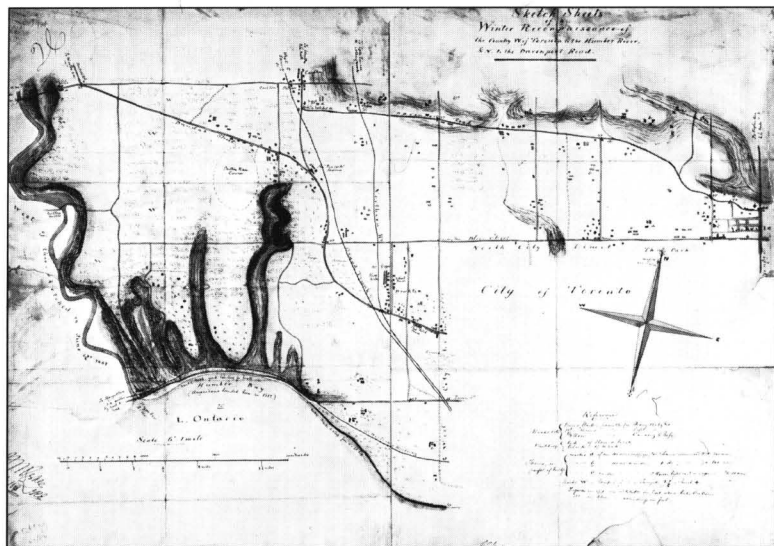
The railways not only diverted traffic from the roads but the north-east lines created a physical and psychological division between Brockton and the area to the south, which, over time, contributed to their increasingly separate developments.

Similarly the southern line presented a barrier between the lakefront and what eventually became Parkdale.

A RURAL RETREAT: 1850 TO 1871

By 1851, three-quarters of Parkdale was under cultivation. Foundations for future development were also being laid during this time. Between 1850 and 1868, all six lots, 29 to 34, west of today's Dufferin, between the present Queen and Bloor streets, were subdivided. Most of the divided lots were generous in size, anywhere from two to 14 acres, although some plans had smaller 60- to 120-foot wide lots along Lake Shore Road. A few streets were also laid out. Mrs. Lucy Brock, widow of James Brock, subdivided park lot 30 in 1850 and included a road allowance from Lake Shore Road to the Second Concession Line (Bloor Street), which before long was known as Brockton Road. Walter and Robert O'Hara's 1856 plan of farm lots 33 and 34 laid out and named Sorauren and Roncesvalles avenues.

A military sketch map drawn in 1868 indicates, however, that few of these plans were carried out by that date. While the map shows Dundas Street west of today's Dufferin to be fairly well developed, the area south of the railway lines to the lake was still largely uninhabited. Only about 20 buildings, clustered in about ten scattered groups, are marked. A toll booth stands on the north side of Queen Street at Brockton Road. The latter road extends to Bloor, as does today's Indian Road. (Except for Queen, none of these streets are named on the map.) Evidently, Brockton Road was the main north-south route. The present Dufferin



Sketch Sheets of a Winter Reconnaissance of the Country W. of Toronto to the Humber River, and N. to the Davenport Road. 1868

Street is shown not to be opened below Dundas, probably because of a swamp in its path.

Property owners are not named on the 1868 map, but 16 local residents can be identified from Nason's 1871 directory of York County.¹⁴ Notable resident owners included Reverend George Maynard, who received a property on Queen Street in 1854 under the will of Robert Sympson Jameson, and Robert Nelson Gooch, an insurance agent, who bought the Spragge homestead, Springhurst, in 1868. Several tenants are also listed including Thomas Abbs, who then farmed broken front lot 32 and later ran a grocery store on Queen Street in Parkdale. Absentee landlords included the Dunns, another prominent family, who had acquired about 130 acres in broken front lots 31 to 34 in the 1830s and 1840s; and George Taylor Denison (1783-1853), one of the wealthiest landowners in Upper Canada, who paid the Hallowell family £450 in 1829 for park

lot 29. The village of Brockton, with a population of about 150, included the Brockton Nurseries of John Gray Senior and Junior.

PARKDALE EMERGES: 1872 TO 1878

Between 1872 and 1878, this quiet rural settlement mushroomed into a small incorporated village. During this decisive period, seven major subdivision plans were registered including, for the first time, all the lots in the broken front. The death of three of the area's principal property owners - Alexander Roberts Dunn in 1868, Walter O'Hara in 1874, and William Charles Gwynne in 1875 - led to large blocks of land being subdivided and placed on the open market, paving the way for the formation of a new community. Several new streets were laid out in registered plans during the decade, including Dunn, Wilson (now Wilson Park), Jameson, West Lodge, O'Hara, Cowan, Greig (now Elm Grove), Gwynne, Melbourne, Tyndall, Spencer, Jameson North (now Lansdowne), Macdonell, Avenue (called Dowling by 1879), King, Marian¹⁵ (now Seaforth), Dufferin, Huxley, Union (now Rideau), and Maynard.

The Dunn family subdivided their broken front holdings in 1873, as did the Spragge family in 1874. The Toronto House Building Association was the first company to actively promote and develop real estate in Parkdale for Toronto's burgeoning population. In about 1875, it "became impressed by the advantages which the present site of Parkdale afforded as a place of residence,"¹⁶ and began to buy property, acquiring the southern 20 acres of the O'Hara estate (park lot 31) in

1875, and the northern 30 acres of the Gwynne estate (broken front lot 31) the following year. Likely it was the Association that gave the area its name of "Parkdale." Its secretary, William Innes Mackenzie, was sometimes referred to as the "Father of Parkdale" for "through his exertions the town has risen from a mere hamlet to one of the finest suburbs of the city of Toronto."¹⁷

To encourage settlement, a few services such as street improvements and sidewalks were provided, either by developers or local governments. The Toronto House Building Association, for example, claimed a role in "procuring the building of a sidewalk from the western limits of Toronto across the territory [it had] thus acquired."¹⁸ In November 1875, over 100 local residents petitioned the Township of York to be "assessed for the purpose of constructing a sidewalk on the north side of Queen Street from the city limits to Sunnyside,"¹⁹ and subsequently were granted \$200 and levied \$800 for the project. During the decade, York Township also made improvements on roads such as Sorauren, Roncesvalles, Jameson, King, Dufferin, Greig, and Gwynne and, in 1878, laid sidewalks alongside Brockton Road between Dundas and Queen, Marion Street, O'Hara, West Lodge, and Tyndall avenues. With Toronto hosting the 1878 exhibition of the Provincial Agricultural Association of Upper Canada, City Council agreed to build a sidewalk on the west side of Dufferin Street from Queen to the Exhibition grounds, and to also upgrade that section of the road.

The area's development was swift. In 1878 historian Dr. William Canniff noted that "Parkdale ... is one of the most pleas-

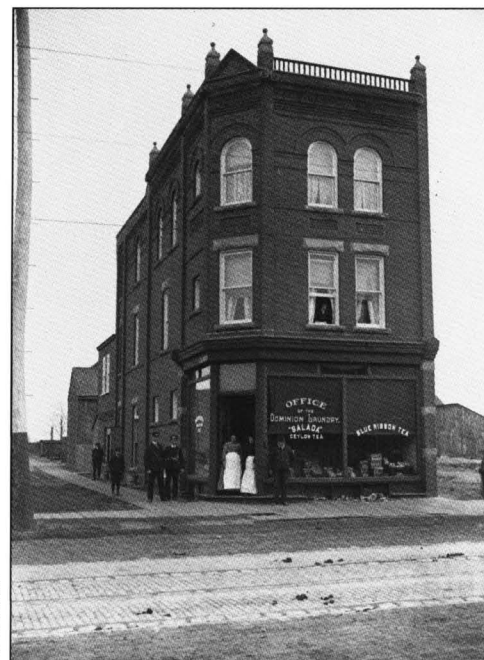
ant suburbs of the city. It has almost sprung into existence within a year or two, is rapidly growing and will soon become thickly inhabited and covered with charming villas."²⁰

Three major groups were attracted to the new community during this and the succeeding decade. Some were merchants and professionals, mostly from small Ontario towns, who saw business opportunities in the growing village. Others were company owners or managers from Toronto who viewed the new suburb as an escape from the city's bustle and high property taxes, yet within easy reach by train and later streetcar. The largest group were railway and factory workers to whom the area offered affordable housing within walking distance of their jobs at such places as the Massey works, which opened at King and Strachan in 1878. Despite the claim of writer C. Pelham Mulvany in 1884 that "the Parkdale neighbourhood is one of the healthiest and pleasantest for summer residence in the vicinity of Toronto,"²¹ the majority of

Parkdale's new residents were year-round, not seasonal as in other lakeside communities established at the same time such as Kew Beach in Toronto's east end.

In 1878, Parkdale made its first appearance in the Toronto City Directory. Of the 73 entries, more than half the people listed could be considered working class, including four labourers, three carpenters, three railway workers, two bakers, two plasterers, and one bricklayer, a milkman, an iron moulder, a millwright, a prison guard, and a saloon keeper. Middle class occupations included three ministers, two insurance agents, two inspectors (one court, one weights and measures), and a land surveyor, a teacher, a law student, a salesman, an artist, and a customs house officer. Parkdale was still rural enough to include four gardeners and two farm foremen (for the Gwynnes and the Asylum).

Queen Street was emerging as the main thoroughfare of the village. As well as having several residences, the street also had two general stores (one with a post office), two butchers, a grocery store,



David Boyd established a **general store** at Parkdale in the 1870s. This ca. 1903 view shows Boyd and his wife (along with several bystanders) outside the store at the southwest corner of Queen Street and Gwynne Avenue. The picture was taken by their son, John Boyd (1865-1941), who worked for the GTR from age 15, but was a gifted amateur photographer. His collection of ca. 40,000 images documenting railways, nature study, domestic life, Toronto, and other scenes is in the National Archives of Canada and the Archives of Ontario.

blacksmith and wagon builder, telegraph operator, cabinet maker, as well as a public school, Methodist church, and toll-gate.

The population increase was reflected in the number of services and institutions that were established in Parkdale at this time. Postal service began on 1 December 1877, in the general store of Thomas Coles, on the north side of Queen Street opposite Cowan Avenue. By 30 June 1878, the gross revenue from sale of postage stamps was \$28.95, and Coles' salary \$3.33.

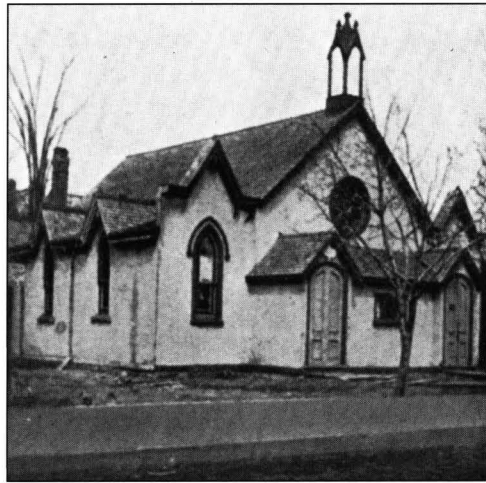
Around that time, the trustees of York Township school section 22 opened a school in a small, leased, rough-cast building on the south side of Queen Street, east of Cowan Avenue. In 1878, the school was relocated to a two-room schoolhouse on the east side of Jameson Avenue North, just north of Marion Street.

CTA, RG 102, Series D, # 293



Thomas Coles was **Parkdale's first postmaster** from 1 December 1877 until 1886, when William T. Gray took over. With annexation in 1889, Parkdale became a sub-post office of Toronto and its postal name changed to Parkdale-Toronto.

Parkdale Methodist Church constructed this church in 1878. At this time, a large frog pond stood behind the church which a history records "became, in the spring and summer, a source of great annoyance - its choir was not appreciated. Finally the Trustees purchased a barrel of salt and this being duly applied to the waters, soon had the irreverent opposition silenced."² After the Methodists moved to a new church on Cowan Avenue, Baptists in Parkdale used this building for their services from 1886 to 1889.



Parkdale United Church

Churches were also founded in Parkdale. In 1877, a mission of St. Anne's Anglican Church on Dufferin Street was established in Parkdale. Services and Sunday school were held in a "little mission school house" which the church built on the east side of Cowan Avenue, south of Queen. The Methodists opened a small frame church in 1878, on the north side of Queen Street, opposite Close Avenue. In 1876, the Good Shepherd Sisters established a Magdalene Asylum for "the reclamation of unfortunate women," and a "reformatory for small children"²² in the old O'Hara residence, West Lodge.

Transportation to the area improved in the 1870s. The Toronto, Grey, and Bruce Railway's (TG&B) narrow gauge line from Toronto to Orangeville via Bolton was laid along the northeast section in 1871. The NoR was the first to offer service to a so-called union station which opened on the south side of its line at the Queen Street crossing on 7 October 1878. In the same year, the GWR began suburban train service on the lakeshore

line between Mimico and Toronto with regular stops at High Park and the Humber but "stopping at almost any point on the road to suit passengers."²³

ANNEXATION OR INCORPORATION?

In late June 1878, two delegations from Parkdale presented petitions to York County Council. One requested that Parkdale be incorporated as a separate municipality, while the other asked that it not be incorporated. At the same time, Toronto Alderman Richard L. Denison presented a resolution, passed by city council on 24 June 1878, stating the expe-

diency of extending Toronto's limits from Dufferin Street westward to the Humber River.²⁴ These three alternatives - incorporation, annexation, or the status quo - had been discussed for almost as long as Parkdale had existed. Property tax was the most important issue to all three factions. Many of Parkdale's recent arrivals had been attracted by its tax rate, which was lower than Toronto's. Those favouring the status quo and incorporation argued that lower taxes, water and gas rates would continue under their schemes. The delegation proposing incorporation planned to finance local improvements



Photograph by J. V. Salmon, MTLB S 1-4073A

In 1878, the **Northern Railway** opened a station facing Queen Street east of Dufferin. After the GTR took over the NoR in 1888, it moved the latter's station to the north side of the track, turned it south to face its own track, and enlarged the building. The Canadian National Railway operated North Parkdale Station, shown here in 1957, from 1923. CN's plans to remove the station to make way for additional tracks and a new operator's station met with spirited community opposition in the mid-1970s. The Parkdale Save Our Station Committee raised sufficient funds to have the station moved to Sunnyside on 6 February 1977, but it was destroyed by fire on 17 October 1977.

such as sewers, pavements, and sidewalks with a frontage tax, simply explained by *The Parkdale Register* as “each man pays for the improvements in front of his own place alone.”²⁵ Parkdale planned to have fewer services financed under the general tax rate than did Toronto. On the other hand, pro-annexationists pointed out that Parkdale residents could hardly expect to use the city’s roads and sidewalks, or enjoy its fire protection, without contributing to Toronto’s taxes.

Parkdale residents had other reasons for not wanting to join Toronto: the city’s corrupt government and foul drinking water. Parkdalers described Toronto’s tap water as “tasting of purgatory and death united ... a miasmatic liquid.”²⁶

In its June resolution, Toronto city council stated its reasons for wanting annexation: the desired area was, for the most part, already divided into building lots and being built-up and occupied, and York Township could not provide the necessary amenities or improvements. As well, the city had received numerous petitions from local property owners and residents requesting the area be included in Toronto. Finally, Toronto wanted the area for “future exigencies,” and did not want a separate village formed between it and High Park, which John Howard had conveyed to Toronto in 1873.

Toronto’s newspapers also expressed their views. The *Globe* had no sympathy with these suburban residents and raged over the physical confinement and health hazards to the city posed by Parkdale’s proposed incorporation:

We cannot afford to allow ourselves to be girdled round with incorporated villages, whose presence may bye-and-bye

cause annoyance by absurd restrictions, and disease by neglect of ordinary sanitary precautions.²⁷

The *Toronto Evening Telegram* questioned both the fairness of Parkdale being asked to assume a city debt it had no voice in creating and the wisdom of Toronto adding to its expenses by extending services to a new ward. And, the paper supposed in an editorial published on 27 June 1878, if Parkdale residents, like those in Yorkville, actually preferred incorporation, “municipal discomfort and low taxes,” to annexation, “municipal luxuries and high taxes,” then they should be left to their fate. *Grip*, a humourous weekly published in Toronto by cartoonist and poet John Wilson Bengough, used a satirical and very insulting poem to outline the main arguments of a militant pro-incorporation group led by John Clarke of Parkdale. The poem described Toronto as being a “dirty, tax-ridden, dimly-lit, burglar-hidden squash-pit,” and that Parkdale “washes her hand of you, If you don’t mind we’ll annex you!”²⁸

Before incorporation could occur, a census had to be taken to ensure that the village had the required minimum population of 750 people. Apparently this revealed that Parkdale’s population fell below the requisite number. With only a few days left before the census was due and the application for incorporation would expire, some local residents used ingenuity to gain village status, as Andrew G. Gowanlock, a prominent Parkdale resident, recalled 50 years later:

A tribe of gypsies was camped on a vacant lot near my lot. The chief was interviewed with great reluctance he consented to allow his people to become

citizens. We handed him a five dollar bill and the situation was saved. We had secured the requisite number. During the night they had drawn stakes folded their tents and left for what they considered safer camping ground.²⁹

On 28 June 1878, York County Council learned that Parkdale’s population was 788, and a bylaw was passed incorporating it as a village.

PARKDALE AS AN INDEPENDENT MUNICIPALITY: 1879 TO 1889

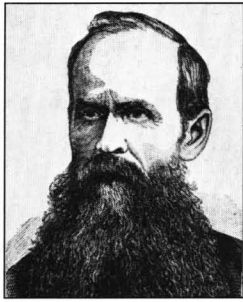
On 1 January 1879, the Village of Parkdale was proclaimed a municipality. It encompassed 487 acres bounded by Dufferin on the east, Roncesvalles on the west, and Lake Ontario on the south. The northern boundary ran along the Grand Trunk Railway’s southwest fence from Dufferin to Jameson Avenue North (now Lansdowne), then due west to Roncesvalles midway between the present Wright and Fermanagh avenues.

Municipal elections were held on 6 January 1879, and Parkdale Council met for the first time on 20 January in Robert Moor’s new Union Hall on Queen, just west of Dufferin. The village council consisted of a reeve, John Gray, and four councillors: James B. Davis, Charles Frankish, Joseph Norwich, and Udney A. Walker. Council acted quickly to ensure Parkdale would be a well-run municipality. Within two months, it had formed finance and assessment, markets and licences committees, and boards of works, health, and education. Over time, these committees and boards were altered as the village added new services. By 1881, there was also a fire, water, and gas committee, and police were added to the



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Members of Parkdale’s first Council included emblems of their professions in the village seal. Reeve John Gray, Jr., a nurseryman, was represented by a maple tree; the four councillors’s symbols were the scales of justice for barrister James B. Davis; a book for bookseller Charles Frankish; a bull’s head for butcher Joseph Norwich; and a quill pen for bookkeeper Udney A. Walker. Parkdale Councils generally payed more attention to “Progress” than “Economy”, as they ran up substantial debenture debts in the 1880s providing municipal services.



Parkdale Times, 24 June 1887

John Black

McLachlan was an important player in Parkdale's early politics. He came to Parkdale about 1877, and subsequently "identified himself with every movement tending to promote the moral and material prosperity of the village."³ In 1878, he was appointed to take the census for village incorporation, and the following year became the first clerk of Parkdale Council, as well as secretary of the Parkdale Public School Board. He and his partner Udney A. Walker owned a hall part of which Parkdale Council leased for meetings, offices, fire, and police services. In 1890, McLachlan moved from Parkdale to become deputy-sheriff of Carleton.

Board of Health's responsibilities by 1884.

A number of village officials were also appointed in 1879: a village clerk, treasurer, health officer, collector, pound keeper, solicitor, road overseer, and fence viewer, as well as collectors, auditors, assessors, and constables. Eventually, some positions were amalgamated, such as the clerk-treasurer, and others were created, including a drain inspector (1881), a superintendent of waterworks (1881), an inspector of block paving (1884), and a caretaker (1885). All persons appointed by Council held their office "at the pleasure of Council," and there were no fixed terms unless so stated in Parkdale's bylaws.³⁰ In 1884, the village's paid officials were granted one week's paid annual holiday, later increased to ten days.

By 1883, Parkdale's population was over 2,000 people, and Council passed bylaw 154 in October 1883, to provide for changing from village status to that of a town. Town status would allow Parkdale to expand its boundaries: it wanted an additional 110 acres lying west of its present western boundary to High Park in order to bring the waterworks within its limits. Being a town would also, it was suggested, increase Parkdale's borrowing capacity, enhance the value of its real estate, and contribute to greater bargaining power with Toronto.³¹

However, it was not until 25 September 1885, that the Ontario Executive Council approved Parkdale becoming a town, effective the first Monday in January 1886.³² Its new boundaries increased only slightly - south of Queen and west of Roncesvalles - just enough to include the waterworks.

The town was divided into four

wards, each having a minimum population of 500. Queen Street marked the north-south division, and Cowan/West Lodge avenues the east-west line. Like Toronto's, Parkdale's wards were named after saints: St. Vincent's (the northeast ward), St. Martin's (northwest), St. Mark's (southeast), and St. Alban's (southwest).

The town council, which held its inaugural meeting on 18 January 1886, was larger than the village's. Dr. A. M. Lynd was the first mayor, and there were also a reeve, two deputy-reeves, and 12 councillors (three per ward). Six standing committees were also created: finance, works, waterworks, fire, gas, and police, board of health, and property. Apparently the town's bureaucracy grew as well for the *Parkdale Times* commented on 16 September 1887 that "Parkdale has more officials than any town and many small cities in the province of Ontario."

CONCERNS OF PARKDALE COUNCIL

Initially, Parkdale Council was concerned with maintaining its pleasant community, and passed several bylaws to achieve this goal. Several animal control bylaws prohibited free roaming dogs, cattle, hogs, and pigeons. Animals found "running at large" were to be placed in the pound and only restored to their owners upon payment of a fine. Unregistered dogs would be shot. Bylaws passed in 1880 and 1882 regulated driving cattle through the village and others prevented the keeping of pig-gery or cow byres.

Bylaw 18 of May 1879 made it illegal to give intoxicating drink to a child, an apprentice, insane person, or a servant (if forbidden by his employer); to circulate indecent prints or placards or to use pro-

fane language; to appear on the street intoxicated or to behave in a disorderly manner; to keep a house of ill-fame or harbour bad characters; to gamble; or to expose oneself near a public highway or other public place. The penalty for committing these offenses was a fine of not less than \$2 and not more than \$40, or imprisonment for 21 days.³³

Parkdale's strong support for temperance led to restrictions on the sale of alcohol. In April 1879, Council passed bylaw 13, "to prohibit the sale of intoxicating liquors"³⁴ in the village. Less than a year later, however, Parkdale granted tavern and shop licences.

In keeping with the founders' intentions that Parkdale be a haven from Toronto industry, Council passed several bylaws in the early 1880s to discourage factories from establishing there. By 1883, however, this anti-factory stance was revised, and most restrictive "dangerous trade and nuisance" bylaws were repealed. Only industries creating offensive smells would be prevented. Council relaxed its limiting regulations and even began to offer tax incentives to local industries.

Toronto newspapers quickly nicknamed Parkdale "the floral suburb," and throughout its existence Council promoted horticultural activities. One of Council's first bylaws, bylaw 11, encouraged tree planting and in June 1880, Council offered a \$25 reward for information on anyone "guilty of malicious injury to any shade tree or trees in this village."³⁵ The following year, Council stated the desirability of planting shade trees on village streets, to "secure uniformity and beauty," and bought a "supply of street

trees ... at \$25 per hundred."³⁶ Over time, Council purchased many more trees for both new and replacement planting.

In the days before regular government social welfare programmes, Parkdale Council occasionally had to deal with individual requests for assistance, such as paying medical bills, and it usually responded generously. For example, in 1881, it paid one month's care at an infant's home for a "Parkdale Foundling," and subsequently gave \$5 monthly to a Mrs. Brothers to look after the baby.

As an incorporated municipality, Parkdale was responsible for providing other services such as street improvements, public works, police, and fire protection. It spent most of its time and budget on these concerns, both in response to and to stimulate growth and development.

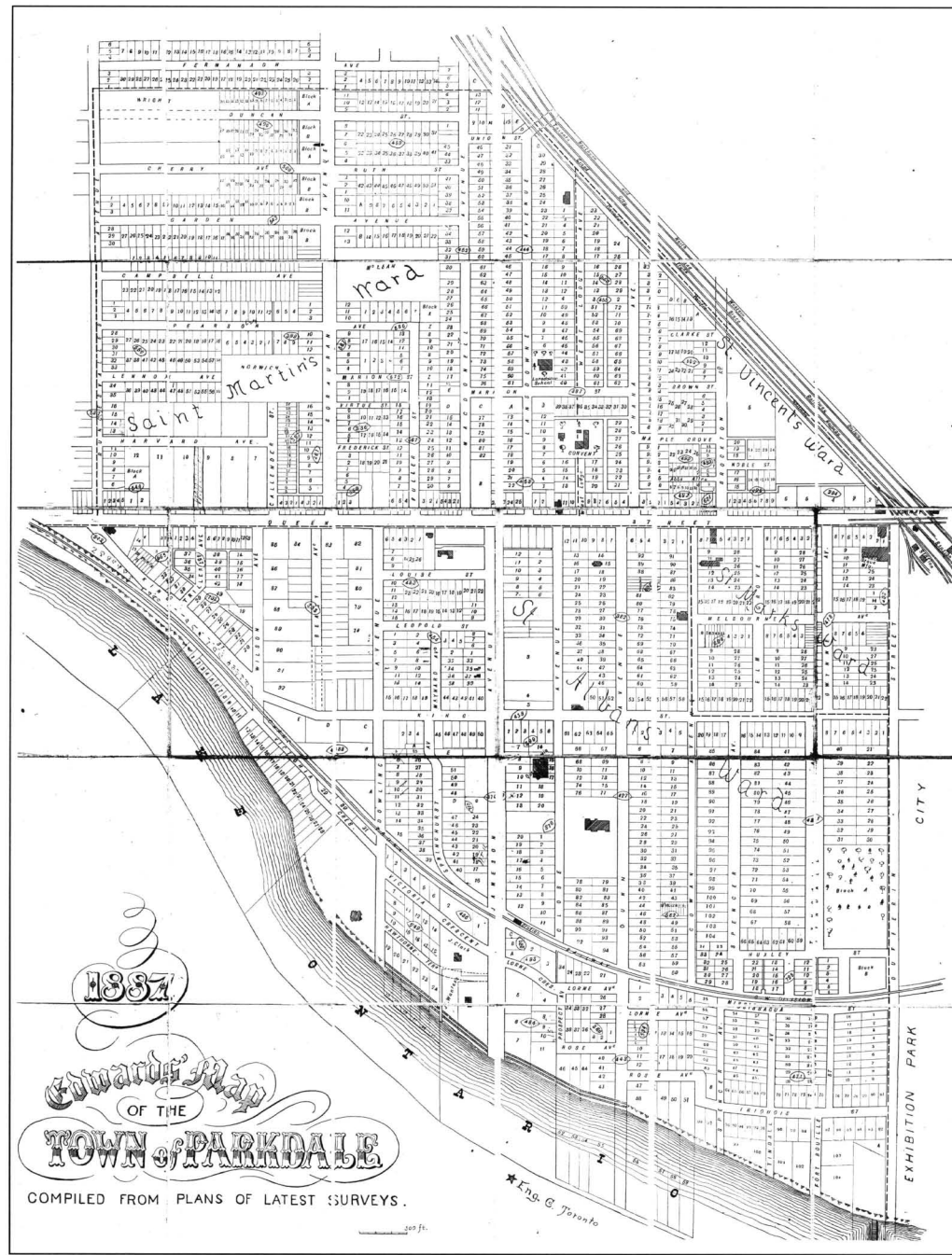
STREETS AND ROADS

One of council's most pressing tasks was to build and maintain roads and sidewalks in the rapidly expanding village. Newspapers told of vehicles damaged and passengers injured in the mud and ruts of the streets, and of the dusty, weed-filled roads in summer. In April 1880, the *Toronto Mail* noted:

City grumbles about the condition of the streets would, in all probability, be cured by taking a trip through Parkdale, where the mud reaches the horses' knees and the waggon hubs, and, to make matters worse; the mud is sticky brick clay.³⁷

In July 1882, the *Mail* voiced another complaint:

The streets and avenues of the village reflect anything but credit on the munic-



Thomas Edwards, a Parkdale real estate broker and publisher, produced this map to promote land development and sales. In an advertisement in the 24 June 1887 Jubilee Edition of the *Parkdale Times*, his company noted: "Get posted on all the latest plans, subdivisions and new streets in Parkdale by purchasing one of Edward's New Maps of the live town of Parkdale. Mounted on linen and rollers, \$1. Folded in book form, 50c."⁴

ipal fathers. With the exception of the centre of the roadways, the rest is weeds of every description in full blossom. The "Flowery Suburb" can dispense with the additional bloom.³⁸

During winter months, the situation was supposed to improve. Snow was to be removed by a new invention, a horse-drawn snow plough, causing the *Mail* to declare on 19 November 1879, "Truly Parkdalers are a progressive people!" Unfortunately, a heavy storm in late December 1879 "proved too much for the now plough, which came to grief. It had to succumb to its more primitive but conservative predecessor - the shovel."³⁹

Over the years, Parkdale Council built many new roads and sidewalks. The 1881 *Parkdale Register* recorded "During the first year, seven miles of sidewalk and four miles of roadway were constructed." By the mid-1880s, most of the present streets had been opened, with only a few laid after that.

Over time, the condition of Parkdale's

roads improved. In its early years, all the village streets were dirt and road improvements usually consisted of grading only. Sidewalks were wooden. Because of the frontage tax system, Council would only undertake street improvements when petitioned by a majority of the street's residents and, in some instances, these were delayed because owners wanted to keep their taxes low. Parkdale paid for some sidewalks and streets as well, and by the end of 1883 it had issued over \$34,000 of local improvement debentures. In 1884, Council voted to start cedar block paving the village streets, and by 1886 the programme was well underway. The *Parkdale Times* commented on 14 October 1887 "mud is a scarce article," and on 24 October 1888, the *Toronto Mail* claimed that "Parkdale had fifteen miles of streets, twelve of which were block paved."

TOLL-ROADS

From the beginning, Parkdale Council was most anxious to take over maintenance of the section of Lake Shore Road that ran through the village in order to remove the toll-gate from the centre of Parkdale. This would give residents free passage within the village. Frustrated in persuading York County to do this, Parkdale decided to extend King Street westward, thereby drastically reducing the toll-road's traffic and revenue. In June 1879, John Beaty and Robert Gooch gave the village a right-of-way through their properties for the extension. The extended King Street opened with great celebration on the August 1879 civic holiday. The *Globe* pointed out:

The improvement ... will not only benefit the village, but also Toronto; and

farmers and travellers on the Lake Shore Road will, in a short time have a free entrance to the city, and citizens, in turn, can drive to High Park without being bothered by a toll-keeper.⁴⁰

However, it was not until 30 January 1880 that York County Council agreed to remove the toll-gate, but more than a year later nothing had been done. Totally stymied by this point, Parkdale Council changed the course of the western end of King Street in 1882 to have it meet Roncesvalles Avenue, thus allowing toll-free passage to High Park.

In July 1884, Parkdale and York County finally ratified an agreement that had Parkdale leasing the section of Queen Street running through the village. Almost immediately, however, the County installed a toll-gate on the south side of Lake Shore Road at the junction of King Street opposite Roncesvalles Avenue. Despite Parkdale's requests that the toll-gate be removed as far west as possible beyond the limits of the town, and that local ratepayers be permitted to pass through the gate toll free, Parkdale residents were still being charged at the time of annexation.

WATERWORKS

The development of an adequate and safe water supply was a major concern of Parkdale Council, and was of paramount importance not only for human and animal consumption but also for, among other things, fire fighting and sewage disposal. Toronto's consistent refusal to supply water to neighbouring municipalities forced Parkdale into taking independent action. At first, the village hired a private company to lay mains and provide water,

This early 1890s view of Jameson Avenue looking south from King Street to the GTR crossing shows cedar block paving. The technique involved grading the road, then embedding six-inch cedar blocks in a sand foundation. Note also the wooden sidewalks and the handsome gas lamp.



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but before long Parkdale Council decided to develop a waterworks system on its own. In March 1881, the necessary provincial legislation was passed that allowed council to proceed. The act empowered Parkdale to construct, establish and maintain waterworks and gasworks in the village and to issue debentures up to \$100,000 to pay for them. It was also allowed to supply water and gas outside Parkdale.⁴¹ A \$30,000 debenture for the waterworks was issued in June 1881, and that September Parkdale paid John George Howard \$1,000 for 240 feet of lake frontage and water lots, just beyond Parkdale's western limits.

The completed facility formally opened on 24 May 1882. Although the waterworks could pump 2 million gallons daily, and there were five miles of water mains and 32 double nozzle hydrants in the village, not all Parkdale residents had water. On 6 June 1882, ratepayers voted to issue additional debentures of \$50,000 to extend the water mains.

As Parkdale grew in the 1880s, the waterworks system was expanded and more debentures sold to cover expenses. By October 1888, Parkdale had 13.5 miles of water mains and its waterworks could pump 3,750,000 gallons a day, "a capacity sufficient to seven times the present population."⁴²

Certainly Parkdale's water system and lakeside location supplied not only its own needs, but also provided a surplus to sell to surrounding municipalities. Yorkville applied to buy Parkdale water in August 1882 but negotiations broke down. Parkdale Council offered to sell Brockton water in April 1883 but a satisfactory rate was never struck. (Inadequate

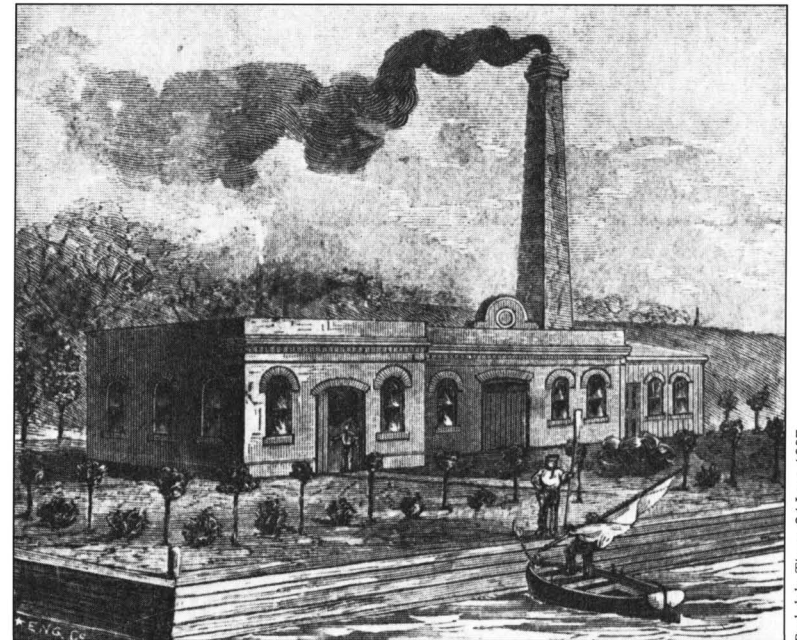
water supplies were the major reason Yorkville and Brockton joined Toronto in 1883 and 1884 respectively.) Parkdale Council agreed to extend its water service to the House of Providence orphanage at Sunnyside in July 1884, and exactly three years later, to West Toronto Junction, although by April 1888 the Junction still had not received Parkdale water. Both were to pay ten cents per thousand gallons for the service. Nevertheless in 1887, Parkdale's expenses for its waterworks were \$7,148.37 but its revenue was higher, at \$8,207.08.⁴³

DRAINAGE

Drainage was another major problem. In the village's early years, Council received constant complaints about its failure to remove surface or stagnant water. Despite the claims of the *Parkdale Register* that "The place is not subject to malarial influences and is uncommonly healthy,"⁴⁴ there were fears about the health hazards posed by the large amount of stagnant water that was allowed to remain in the ponds. Apparently in 1882, some residents were even advised by their doctors to leave the village. Nevertheless, this problem had its humorous side, as illustrated by this anecdote from the *Toronto Mail* about the hazards of courting in Parkdale:

When the young men of Parkdale go courting, they encounter difficulties that would deter their more fortunate city *confreres*. Not only do the wandering curs occasionally sample the clothing of the gay gallants, but the numerous ponds which the recent rains have made cause many a wary detour through the wild lands of the village.⁴⁵

To counteract these problems,



Parkdale Times, 24 June 1887

Parkdale's waterworks stood on the shores of Lake Ontario just west of Roncesvalles Avenue (in front of lot 35, Concession 1 from the Bay). The municipality was very proud of its water supply which, the *Parkdale Times* boasted, was "excellent and sufficient in quantity and force ... pure and clear, and seldom shows signs of lake disturbance."⁴⁵ Water was pumped by powerful engines from a large crib in the middle of Humber Bay, through ten feet of stone and gravel to a pump house and compression chamber where it was forced by direct pressure along street mains.

Council passed bylaw 30 on 3 September 1879, "to provide for filling up, or draining of low ground and water holes."

Sewage disposal was an even more important health issue, especially once the waterworks were operational and large amounts of water had to be removed. In July 1880, the Commissioner of Public Works was instructed to lay two main drains, one along Queen and the other on

Dufferin south from Queen. By late 1880, Council decided to install a more extensive system of drains and sewers for the village and in May 1881, issued drainage debentures for about \$58,000. On the evening of 27 July 1882, Parkdale residents assembled to celebrate the completion of the drainage system which extended over ten miles or 53,641 feet of frontage. The *Mail* enthused the following day "altogether the residents can congratulate themselves on a cheaper and more complete system of drainage than any other village or city in the Dominion." As Parkdale grew during the 1880s, the drainage system was extended, and additional debentures sold to cover expenses.

FIRE PROTECTION

At first, Parkdale depended on Toronto for fire protection but the arrangement had its problems. The nearest city fire hall was on Dundas Street (now Ossington Avenue) just north of Queen and the closest hydrant was opposite the gate of the Provincial Lunatic Asylum on Queen near Strachan. The railway crossing at Queen

and Dufferin was also a formidable obstacle as the extended fire hoses had to be uncoupled every time a train passed over the tracks.

Following a major fire in a block of rough-cast and wooden buildings at the southwest corner of Queen and Dufferin streets on 28 May 1880, when the Union Hotel, the Union Hall, and T. Booth's grocery store were completely destroyed, the village decided to form its own volunteer fire brigade. By August 1880, the brigade had been organized, and by the end of the year, Parkdale Council had provided it with a fire engine and hose reel, built it a temporary fire hall costing \$64.50 including lumber and labour, and contributed \$50 towards a bell for St. Mark's new church, to be rung in case of fire.

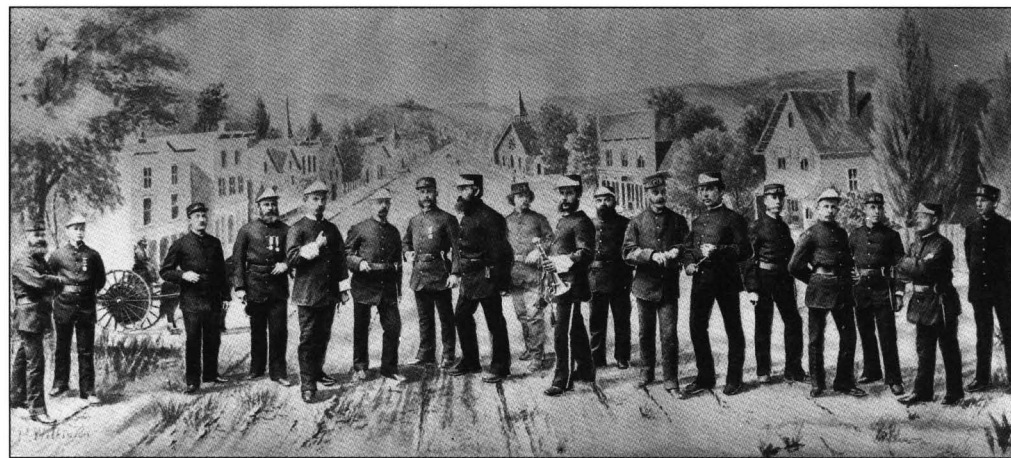
In autumn 1880, the Parkdale fire brigade was allocated space for a permanent fire hall on the ground floor of McLachlan and Walker's new public building, then under construction on the south side of Queen east of Cowan. By the time the new fire hall opened in spring 1881, Chief Thomas Coles led 34 volun-

teer firemen.

As time went on, and the fire protection limits of village were extended, Council provided the fire brigade with an annual operating grant of \$75, which was increased to \$100 per year in 1887, as well as clothing and more equipment. A system of fire alarm boxes was installed in the village in 1883, and a hose house, designed by Stewart and Denison, was erected on Queen Street near Cowan. In 1884, Council supplied the brigade with six dress caps to complete the dress suits already provided.

In the 1886 municipal elections, Parkdale ratepayers voted to build a new fire hall, but by autumn Council decided to expand the original proposal to include Council Chambers, offices, and a lock-up as well. The old hose house on Queen was moved to the rear of the lot of the new building, where Council furnished two rooms for the use of the fire brigade. By July 1888, after the new hall had opened at the southwest corner of Queen Street and Cowan Avenue, the fire brigade was being paid. In March 1889, permanent firemen received \$450 a year.

Parkdale formed a volunteer fire brigade in August 1880. The 1887 brigade is shown in this carefully assembled composite picture. Over the decade, Parkdale Council supplied it with equipment, halls, and an annual grant. In 1888, Parkdale started paying its firefighters.



TED

POLICE

While Parkdale prided itself on being a safe community, newspaper accounts indicate the village had the usual share of drunks, tramps, vagrants, burglars, and rowdies, as well as the occasional escapee from the Central Prison on Strachan Avenue. Two constables were appointed at Council's inaugural meeting in January 1879. The following year, a night watchman was hired at \$1 per night, and he reportedly patrolled the streets "armed with a formidable looking baton."⁴⁶ Some

comments were made about the size of the police force. On 15 October 1881, the *Mail* noted: "Parkdale has a population of 1,800, one-half of whom are away twelve hours out of the twenty-four, and yet it requires three constables to maintain order." In April 1882, calls were made to supply the police with uniforms. Only in September 1884 did Parkdale Council agree that "suits of uniform similar to those worn by the City Police be purchased for our constables."⁴⁷

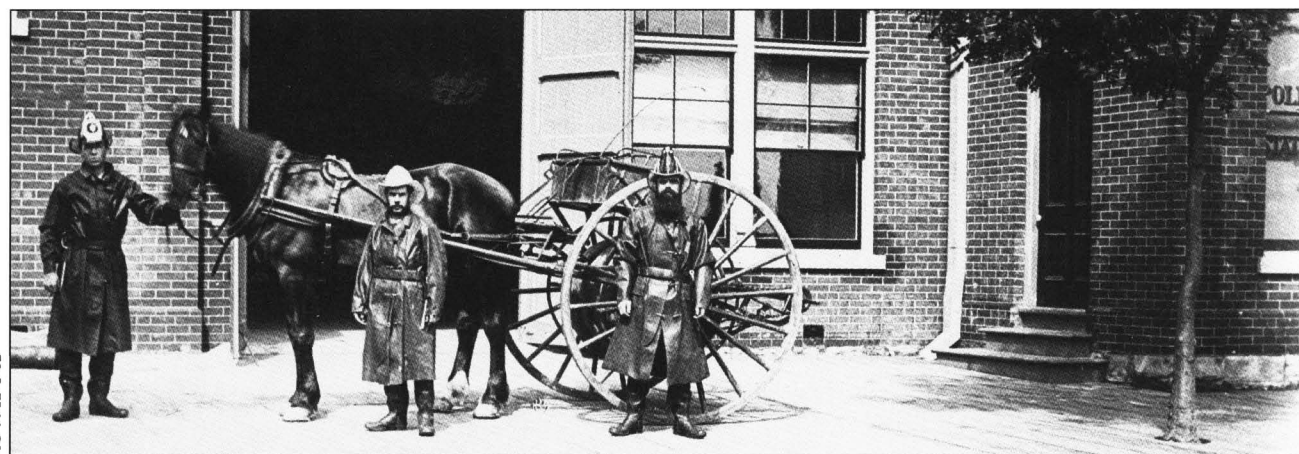
The duties of the constables were defined in bylaw 199, passed in 1884. The chief constable was to work from 7:00 p.m. to 4:00 a.m., patrolling King and Queen streets and the village lying between. His assistant earned \$9 a week to patrol the area south of King from 9:00 p.m. to 6:00 a.m. Both began working one hour later in winter. In 1889, a constable was still earning \$9 a week and a motion to raise the pay to the city rate of \$15 a week did not pass.

As Parkdale grew, so did the areas that needed policing. In February 1886, Constable Quin, the night watchman, had his beat extended to include two nightly rounds through the northwestern sections of the town, with the balance of the night spent on Queen Street between the subway and Sorauren Avenue. Starting in 1887, Parkdale hired two additional policeman for duty during the Toronto Industrial Exhibition. Police protection was extended west of Sorauren Avenue in February 1888.

In the beginning, Parkdale was slow to provide accommodation for law-breakers. In May 1879, the *Mail* sarcastically commented:

There is no lock-up, one not being

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required in such a moral community, and the only constable is employed to arrest dogs having no homes or visible means of support, vagabond geese or ducks, wayward cows or truant hogs that presume to desert their lairs in the unhallowed city and invade the sacred precincts of the village.⁴⁸

Nevertheless, on 12 December 1879, Council accepted the offer of the Society Hall authorities to build and lease a brick three-room lock-up. By April 1880, there was still no facility, and according to one newspaper account, whenever John Quin made an arrest, he had to "convert his home into a police station."⁴⁹ The new public hall on Queen near Cowan, which opened in 1881, included a lock-up, but a year later medical authorities condemned the cells as unhealthy, apparently because there was no water closet in connection with the building. A more acceptable lock-up and police facilities were included in Parkdale's 1888 municipal building at Queen and Cowan.

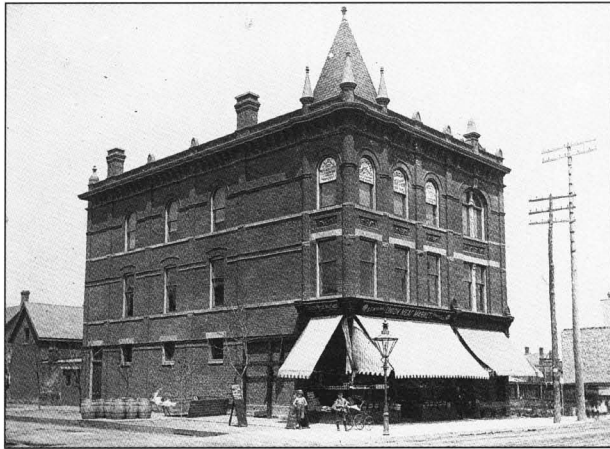
LIGHTING

For almost all Parkdale's years as an independent municipality, lighting was by piped-in gas. By October 1879, the Consumers Gas Company of Toronto had laid gas mains along Queen Street as far as Jameson Avenue and in August 1880, it informed Council that it intended to lay pipes on King Street as far west as Dowling Avenue. Although 1881 provincial legislation gave Parkdale the power to establish its own gasworks, evidently it did not do this, and Consumers Gas continued to supplied local gas needs.

Street lighting was gradually extended. When Parkdale was incorporated there were no street lamps. By 1884, 82 gas lamps had been placed along Queen and several other village streets. At first, street lamps were placed at least 250 feet apart, but in 1888 they were moved 50 to 100 feet closer for better town lighting.

Promises of electrification were made as early as 1881 but nothing came of this, for the *Mail* of 17 July 1882 demanded: "Now that the village has been supplied

In 1888, members of the Parkdale Fire Department proudly posed in front of the new fire hall which opened that year in Parkdale's town hall on the southwest corner of Queen and Cowan Avenue. In the same year, Parkdale Council purchased a horse and harness for the department. The municipality's police station can be seen on the right.



A gas street lamp is clearly seen in this charming 1890s view of the northeast corner of Queen Street West and O'Hara Avenue. Both "ordinary" (one gas jet) and lambeth gas lamps (three jets) were used to light Parkdale's streets until after annexation when electric lights were gradually introduced. The building still stands although the conical tower and other roof ornaments have been removed.

with water and the sewers nearly completed, the residents would feel highly pleased with the council if they would introduce the electric light." However, it was not until 1887, when Parkdale's contract with Consumers Gas for lighting the streets of the town was to expire, that Council seriously considered electrification. In September 1887, tenders were advertised "to light the streets of the town with Electricity or Gas for a period of five years,"⁵⁰ and both the Toronto Electric Light Company and the Consumers Gas Company responded. At the end of October 1887, Council decided to continue the gas contract for another six months "pending the submission of the question of lighting the Town to the ratepayers at the Next Municipal election."⁵¹ Apparently the vote favoured gas lighting and on 23 January 1888, Parkdale extended the Consumers Gas contract for another three years. Before long though, electricity was introduced in Parkdale. In September 1888, the first electric light appeared in front of Munn's new dry goods store on Queen Street.

WATERFRONT AND PARKS DEVELOPMENT

Parkdale also had to deal with the rising waters of Lake Ontario. On 19 May 1879, the *Mail* reported, "A Breakwater is being constructed on the lakeshore front of the village to prevent the washing away of the banks" and that August, local property owners announced their intention "to kerb the whole front from Dufferin street to the Humber, and finish off with a boulevard and terrace,"⁵² as had been done already at the foot of Jameson Avenue. On 1 June 1880, the *Mail* reported that gravel crib-work along the water's edge was progressing, and that a grass terraced bank was to rise from the walk to a height of thirty feet. Both levels would form promenades, and also "check the encroachment of the water and the gradual falling down of the earth."

To protect shoreline properties, Parkdale Council installed a series of cribs in the early 1880s at the foot of streets such as Dunn, Dowling, and Jameson, but erosion continued. The *Parkdale Times* reported on 23 September 1887 that in three years the lake had washed away 20 feet of bank between Dufferin and Dunn. Some residents complained about the municipality's maintenance of the crib work, while others considered it ugly, criticizing it for destroying the natural beauty of the western portion of the shore.

Parkdale Council was reluctant to finance construction of a boulevard drive along the lakefront from the waterworks property to Dufferin Street: two 1887 motions to get estimates for the project were defeated. In September 1888, J. A. Close encouraged Council to submit a bylaw for a lakeshore park to the ratepayers "on the first opportunity," but the best

Council could do was to pass a park bylaw providing for the expenditure of \$20,000 to purchase "a small plot of ground of about 1½ acres."⁵³ The *Parkdale Times* offered an explanation for the municipality's lack of public parkland on 7 October 1887: "Parkdale people ... have parks enough for almost every house has the little back yard turned into a park where the patrons can freely breathe the free air of heaven to their own satisfaction."

SUBWAYS

Parkdale, at one time, had the tracks of five different railways running through its boundaries. As population and traffic grew so did concerns about the safety of the level railway crossings especially the heavily used crossing at Queen and Dufferin. In January 1880, the *Mail* reported:

Continual complaints are being made about the railway crossing nuisance, in addition to the dangers of crossing the tracks that exists at all times, trains are often backed across Queen street, and prevent teams from passing for many minutes at times.⁵⁴

Building a subway (tunnel) or bridge at the Queen Street crossing was discussed by Toronto City Council as early as 1880, and Parkdale Council debated whether a subway should be built or gates installed there in 1882. In February 1883, the Province, responding to requests from both municipalities, passed a bill empowering Parkdale and Toronto, along with the railway companies, to make agreements for constructing bridges or subways at the crossings. The act also allowed the two municipalities to enter private property, close or divert streets, borrow up to

\$100,000 each, and issue debentures at a special rate without electoral consent. The legislation cautioned that before contracts were signed, Toronto and Parkdale had to mutually agree on how costs would be divided and paid.⁵⁵

By the summer of 1883, however, Toronto was no longer interested in supporting the project financially, even though about two-thirds of the proposed subway was within the city's limits. The City claimed it did not object to the subway proposal so long as it was not called upon to pay any portion of the construction costs, nor any compensation due to a depreciation in property values.⁵⁶ This withdrawal generated a good deal of ill will in Parkdale and Reeve Hugh McMath later denounced the city for its "traitorous manner in the matter of this same subway."⁵⁷ Still Parkdale forged ahead and applied to the Railway Committee of the Privy Council to order the subway be built. This was duly given and approved by the Governor-General in Council on 24 September 1883.

Subway tenders were issued on 4 September 1883. In late November, Parkdale Reeve William Hamilton signed the contract (bylaw 160), which called for the four railways, GRT, NoR, TG&B, and Credit Valley Railway (CVR), to build a subway and bridges to carry Queen Street under their tracks. The plans called for a clear width of 42 feet and a headway clearance of 14 feet.⁵⁸ There were to be approaches on Queen Street from the east and west, and on Dufferin Street from the south, while north of Queen, Dufferin was to be closed almost to Peel Avenue. The project and any damage compensations were to be paid equally by Parkdale

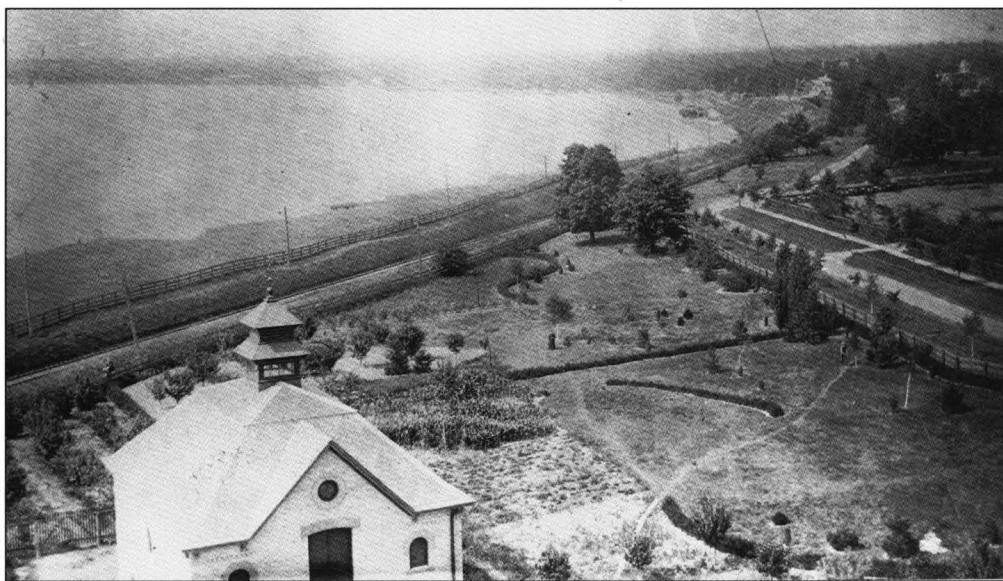
and the four railways.

Although Toronto had opted out of the project, its Council soon protested that closing Dufferin Street would be "highly prejudicial" to the interests of Brockton, adjacent townships and municipalities, and the citizens of Toronto; and the subway should be built north of Queen Street as well as south.⁵⁹ City Council was also very upset by the introduction of private members' bills in federal and provincial legislatures compelling Toronto to pay one-sixth the cost of the Parkdale subway, although neither bill passed.

Construction of the subway was slow. Although the work started by January 1884, and was to be completed by 31 March 1884, the subway did not open until the following year. The finished product proved to be unpopular with local residents. Almost immediately Parkdale Council heard complaints about wind and smells in the tunnel. Parkdale asked

Toronto to provide lighting and better police protection there in 1886, and the following year passed a bylaw to prevent loitering about the subway. In September 1888, Toronto alderman Ritchie decried the "disgraceful condition of the Queen street subway" saying the "safety of the public was endangered."⁶⁰ By that time, the subway was referred to as a "dreadful hole," and local residents preferred the risks of crossing over the tracks to walking "through the mud and slush which is the chief characteristic of the hole."⁶¹ Yet neither Parkdale nor Toronto would do anything about the situation. In December 1888, the CPR put one fence on the track across Dufferin Street, and the GTR erected another on Queen Street at the subway, setting off a storm of protests, especially from residents north and northwest of the subway. "They close up the somewhat safe passage across the tracks and compel us to take the underground passage, which

This 1887 photograph of the lakeshore looking west from the Carswell property at Dowling Avenue illustrates the difficulties Parkdale residents had to surmount to reach the water. Except for a few streets where there were railway crossings, residents first had to climb over a wooden fence, go across a busy railway line, and climb over another wooden fence. They then had to scale down 30-foot cliffs, unless they used the steps at the foot of Dunn. Moreover, most of the waterfront lots in Parkdale were privately owned, there was ugly cribwork in the water, and only a narrow beach.



MTLB T12713

is filthy in damp weather and dangerous when the packed snow and ice is on the steps,"⁶² griped one Parkdale resident. In February 1889, *The Mail* complained:

The subway is a standing disgrace to the Queen City. During the recent thaw the mud and water mingled together and freely coursed over the sidewalks beneath. Overhead a mixture of oil and water would come drip, drip on the passing pedestrian.⁶³

Although the railway crossings on King Street east of Dufferin were entirely within Toronto, they also caused concern to residents of Parkdale. The Railway Committee of the Privy Council proposed diverting King Street, but Toronto Council preferred constructing a subway and Parkdale concurred. In January 1887, Parkdale Council appointed a special committee to confer with Toronto to expedite the project, and that March it voted to pay

\$750 a year for 40 years towards its construction.

The subways proved to be expensive for Parkdale. By the end of 1888, its unbonded debt for the Queen Street subway was reportedly \$20,000, and for the King Street subway, \$15,500. The railways contributed their share slowly and sometimes only after the municipality threatened legal action. In addition, several property owners in the vicinity of the Queen subway sued for damages. The defendants lost most of the suits, even though sometimes they appealed all the way to the Privy Council in London, England. The King Street subway was not finished by the time of annexation in 1889 so the share guaranteed by Parkdale was absorbed by Toronto as part of its general debt.

Parkdale also paid a heavy political price for the Queen Street subway. The

subway debt and accompanying damage claims incurred in its construction were major reasons for Toronto refusing to annex the village in 1885.

PARKDALE AND THE NORTH-WEST REBELLION OF 1885

Parkdale Council usually dealt only with local matters. Only once, in 1885, did it become engrossed with a broader national issue: the North-West Rebellion. Many Parkdale residents were involved in the crisis. Former reeve John Gray travelled to the Territories in command of the Toronto Field Battery and Parkdale No. 6 was one of two companies supplied by the 12th Battalion of York Rangers to deal with the uprising. Some local residents had family living in the North-West.

In March 1885, Captain T. W. Booth of the York Rangers asked Parkdale Council to furnish underclothing and marching boots for the approximately 15 volunteers from Parkdale. The following month, Council authorized Reeve Hugh McMath to "grant relief to the families of the volunteers belonging to this Municipality now on their way to repress the rebellion in the Northwest."⁶⁵ It also instructed the reeve to "procure for the troops recently dispatched from Parkdale to the Northwest - one dozen hams, 2 dozen bottles lime juice, 2 dozen pickled onions."⁶⁶

On 13 April 1885, Parkdale Council directed the clerk to write Nathaniel Clarke Wallace, M.P. for York West, to investigate the possibility of recovering "the bodies of Mr. & Mrs. Gowanlock who were slain by the Indians at Frog Lake their relatives being residents of this Municipality."⁶⁷ John Gowanlock was

Constructing a subway or tunnel under the railway crossings at Queen and Dufferin streets was hailed not only as a way of reducing accidents but also of raising local property values. In his 1884 handbook of Toronto, author C. Pelham Mulvany noted: "The want of such a provision for public safety has led to many accidents, and has hitherto depreciated the value of Parkdale real estate, as parents are unwilling to expose their children to such a serious risk."⁶⁶ The completed subway is shown in this 1893 view looking west along Queen Street West. Note also the horse-drawn streetcar.



CTA, DPW 14, vol. 1-32A

killed at Frog Lake, Alberta, on 2 April 1885, but Theresa Johnson, his wife, and another white settler, Theresa Delaney, were pulled from the bodies of their dead husbands by the Cree Indians. The women were held captive until they escaped on 31 May 1885. Their account of the events, *Two Months in the Camp of Big Bear*, was published at Parkdale by the Gowanlocks later that year.⁶⁸

By the end of June, the insurrection was all but over. At that time Council decided to provide "a fitting reception" for the Parkdale volunteers, and contributed \$210. Funds were also raised by private subscription. The party was held on 22 July 1885. It began with a parade along Queen Street featuring an effigy of Riel, and also included a picnic lunch, military demonstrations and contests, and a banquet at the Exhibition grounds.

On 16 November 1885, Riel was hanged. Parkdale Council, "having contributed its quota of volunteers and supplies for the suppression of the rebellion,"⁶⁹ zealously supported the federal government's action.

IMPROVEMENTS IN TRANSPORTATION TO PARKDALE, 1879 TO 1889.

With Parkdale's 1879 incorporation, transportation to the village improved dramatically. The GWR opened a "small but neat station" on the north side of the track between Jameson and Close avenues on 10 November 1879. The CVR began service from Parkdale to Orangeville via Streetsville on 1 September 1879, and before long, erected freight and passenger stations and a roundhouse south of Queen Street on the east side of Dufferin Street. On 17 May 1880, it extended its regular

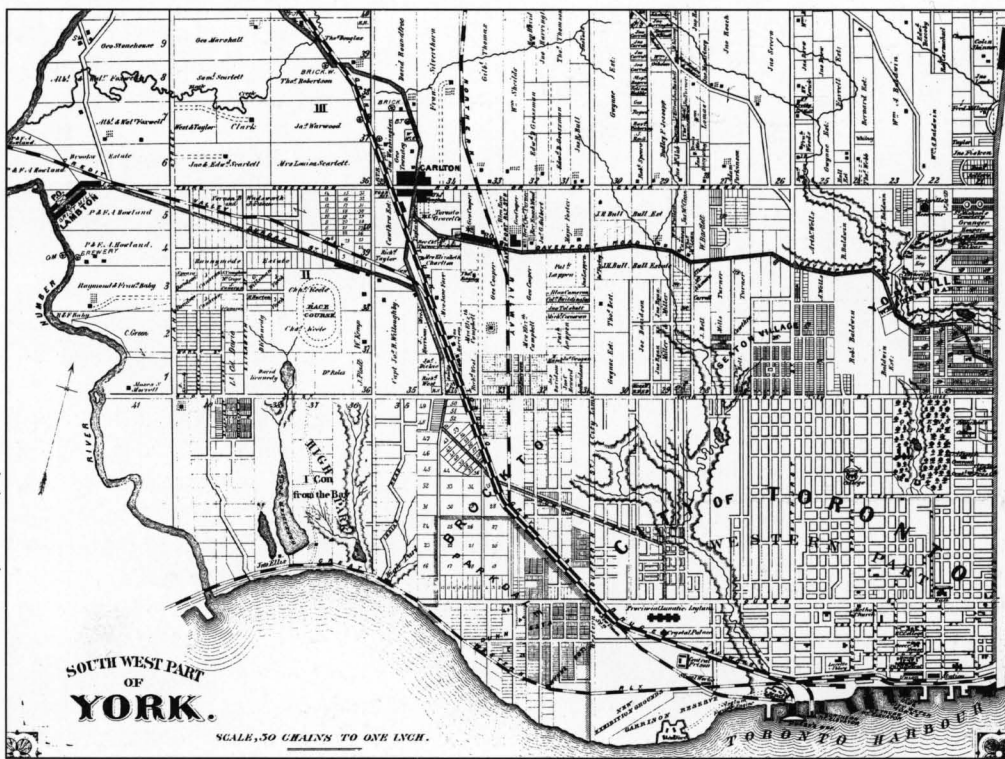
service to Toronto's Union Station.

In April 1880, Parkdale Council asked both the GTR and the TG&B to stop all their trains at Parkdale. In June 1882, the former completed a small passenger station on the north side of the track near Queen and Dufferin, and by January 1883, the latter's trains were stopping regularly at a station in Parkdale.

During the 1880s, rail service to Parkdale was affected by a number of railway company amalgamations and takeovers so that by the end of the decade, the number of railway companies with lines through Parkdale had been reduced from five to two: the GTR and the Canadian Pacific Railway (CPR). The GTR absorbed the GWR in August 1882

and the NoR in January 1888. The Ontario and Quebec Railway took over both the CVR and the TG&B in 1883; and was, in turn, taken over by the CPR in 1884.

These railway changes often meant the companies remaining had a plethora of facilities in Parkdale. The GTR, for example, ended up with three railway stations. It retained the old GWR station near the lakeshore (South Parkdale), and the NoR station near the subway (North Parkdale). Around that time, Parkdale council arranged with the GTR to have its suburban train stop at South Parkdale station at 8:40 a.m. and return at 5:20 p.m. and 6:40 p.m. The CPR decided in October 1889 to move its shops from Parkdale to West Toronto Junction.



Illustrated Historical Atlas of the County of York, 1878.

The five railway company lines which ran through Parkdale are clearly shown in this 1878 map: Northern, Grand Trunk, Toronto Grey & Bruce, Credit Valley, and Great Western. The new Union Station, opened in 1878 by the Northern Railway, is also indicated south of Queen Street and east of Dufferin. The following year, two more railways opened stations: the Great Western in south Parkdale and the Credit Valley in north Parkdale at Queen and Dufferin.

On 10 November 1879, the **Great Western Railway** opened a "small but neat station" on the north side of the track between Jameson and Close avenues. The Grand Trunk Railway took over the station in 1882 and renamed it South Parkdale. This view was taken by photographer William James in 1907/8. South Parkdale was replaced in 1912 with a station at Sunnyside, which opened when the 1910-12 grade separation project was completed.



CTA James 1470

During this period, street railway service was also extended first near, then into, Parkdale. The Toronto Street Railway Company's (TSR) "Queen" route, which went to today's Ossington in 1861, was extended west to Gladstone Avenue on a single track on 2 September 1879 along the "Queen & Parkdale" route. Double tracks were completed by 19 May 1880. In the mid-1880s, Parkdale Council negotiated with the TSR for a westward extension of its Queen Street line into Parkdale proper. The TSR's proposals were presented at a town council meeting in April 1886 when the former agreed:

... to extend their double track on Queen Street to Roncesvalles, making the route from St. Lawrence Hall Toronto to Roncesvalles Avenue in summer and to Sorauren in Winter, give a service at first of Six new double horse-cars and increase the number from time to time as the traffic may require: the fare to be five cents.⁷⁰

In return, the town had to prepare a paved roadbed along Queen Street and grant the TSR the right to the unexpired term of the lease for Queen that existed at that time



TTC 3368

Parkdale residents were not pleased when the **Toronto Street Railway** changed the name of its route through the town from "Queen & Parkdale" to "High Park via Queen." A local paper reported "the ratepayers ... think that the \$8,000 bonus was a little too large to present to the company for them to ignore Parkdale and advertise High Park."⁷¹ This photo was taken at the junction of Queen and King streets in the winter of 1887.

between Parkdale and York Township.

On 6 October 1886, Parkdale ratified an agreement with the TSR and quickly issued a \$8,000 debenture for the necessary work. By month's end the final section of Queen Street between Sorauren and Roncesvalles had been brickpaved. Regular service on the TSR "Queen & Parkdale" line was extended to Sorauren Avenue on 27 November 1886, and to Roncesvalles in spring 1887 and was renamed the "High Park via Queen" line. Although the town had street railway service every ten minutes, it was noted that the suburban trains from Parkdale were cheaper, faster, and far more comfortable than the "tediously long ride in the slow

horse-cars"⁷¹ on Queen Street. Those living in the northern part of Parkdale could have also used the "Queen & Brockton" route, inaugurated on 8 December 1881, to run from St. Lawrence Market via King, Yonge, Queen, today's Ossington, and Dundas to Dufferin. In 1883 the route was renamed "Brockton" and on 25 September 1885, service was extended along Dundas from Dufferin to Jameson Avenue North (now Lansdowne).

Parkdale also boasted water transport. On 10 May 1879, the *Parkdale and Brockton Gazette* reported "a boat will shortly be started to run between Parkdale and Yonge St. wharf. Return tickets seven cents." That July, William Edward Cornell



CPA A20578

The *Canadian Pacific Railway's North Parkdale Station* is shown in this view taken on 15 August 1898 by Joseph W. Heckman, a civil engineer who worked for the CPR at the time. It is thought that the *Credit Valley Railway* built the station sometime between fall 1879 and spring 1880. In 1884, the CPR took over the CVR station which stood on the north side of the company's line facing Queen Street, east of Dufferin Street. The CPR replaced it with a more modern station by 1911. The latter building was demolished in the 1960s.

was granted a 21-year lease at \$1 a year for a 75-square foot property at the southeast corner of broken front lot 31 (Dufferin Street and Lake Ontario), conditional on his erecting a wharf there by year end. Cornell's proposed wharf presented competition to two wharfs at Exhibition Park. Considerable wrangling ensued between the owners of the wharfs, and between the Board of the Toronto Industrial Exhibition and Parkdale Council. But by 1882 summer steamers running between Toronto and Mr. Duck's pleasure ground on the

Humber made regular stops at the Parkdale wharf, as did the occasional excursion steamer to Lome Park.

SOCIAL LIFE IN PARKDALE: "PIOUS IN GOOD STYLE"

In its early years, Parkdale had a reputation as being "a village of very aristocratic pretensions ... austere, proud, and chaste" whose residents were escaping Toronto to establish a model community in the suburbs. In May 1879, the *Mail* assessed Parkdale residents' notion of fun:

Ostracized the saloon-keepers, frowned on negro minstrels, erected several churches, established a pound, built a school house, decorated her dead walls with placards of church meetings, tea-parties, temperance socials, sacred concerts and theological lectures, and became pious in good style.⁷²

Certainly in its early days, churches were the centre of village social life, yet Parkdale had several other organizations devoted to improving the community and its citizens. A Village Improvement Society was formed in February 1879 to beautify the streets and gardens of Parkdale by planting trees, laying out lawns and flower beds, encouraging the construction of boulevards, and offering practical horticultural advice or assistance. Its goal was to make "Parkdale the model village of the Province."⁷³

The Parkdale Library Association and Mechanics' Institute was formed in November 1880 with grand visions of providing reading and recreation rooms as well as classes of instruction. The library opened one year later in the schoolhouse of St. Mark's Church with over 100 members and a collection of books, newspa-

pers, and magazines. There was another library in Jameson Avenue School for children in the senior division. Parkdale residents also patronized a few booksellers along Queen Street. A number of newspapers were published during Parkdale's independence: the *Parkdale Gazette* published from 1878 to at least 1881; the weekly *Parkdale News* "ably edited by an experienced journalist, Mr. Thomas Edwards," and published in Parkdale from about 1884 to 1887; and the *Parkdale Times*, Andrew G. Gowanlock's weekly published from about 1885 into the 1890s. Regrettably, few copies of these newspapers remain.⁷⁵ By the late 1870s, Parkdale events were also consistently covered in such Toronto daily newspapers as the *Globe* and the *Mail*.

Parkdale residents supported a large number of fraternal organizations such as the Freemasons, Oddfellows, the Sons of England, Orange Lodge, Independent Order of Templars, Independent Order of Foresters, and Royal Templars of Temperance. In the early 1880s several of these groups conducted their meetings on

GARDEN PARTY

IN AID OF

ST. MARK'S CHURCH, PARKDALE.

To be held, by kind permission, in

The Grounds of W. P. Atkinson, Esq.,

Cor. of Jameson Av. and Queen St., Parkdale.

On WEDNESDAY, SEPTEMBER 5th, 1883,

FROM 4 P.M. TO 10 P.M.

Tea from 5 to 7 p.m. Refreshments all the Evening. A Band will be in attendance.

Admission 10c. and Tea 25c. extra.

Entrance on Jameson Avenue.

Timms, Moor & Co, 7 and 9 King St. East

MTLB 883 G2

Major John A. Carlaw purchased this unfinished house in 1883. It stood on a large lot on the west side of Spencer Avenue between King and Springhurst. Carlaw landscaped the property with a rockery, fountain, grapery, shrubs, evergreen hedges, and fruit trees. He also added a summer house, tennis courts, and an archery.



Parkdale Times, 24 June 1887

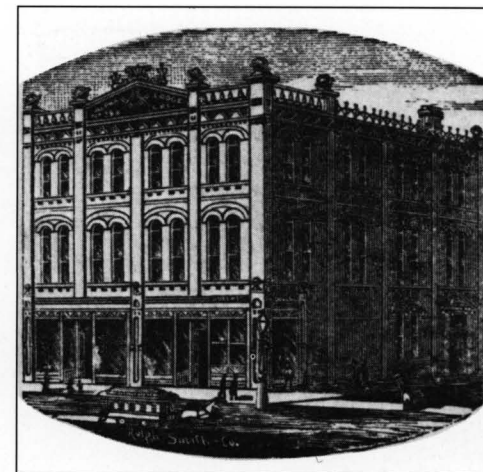
the third floor of McLachlan's Society Hall on Queen just east of Cowan Avenue. Eventually other halls were constructed. The Sons of England leased rooms in a new building at Queen and Dunn in 1882, and the Masons constructed their own quarters at Queen and Dowling in 1885-86. Other lodges met on the third floor of a building at the northeast corner of Queen and O'Hara. There were also a few women's groups, such as the Women's Christian Temperance Union. Labour organizations included the Parkdale Knights of Labour and Librarian Trades and Labour Council; the Workingmen's Political Association, formed by over 100 Parkdale workers in November 1887 to run candidates in local municipal elections; and a railwaymen's branch of the Young Men's Christian Association.

By the mid-1880s, Parkdale society was well stratified. Workers lived in rows of one- and two-storey cottages erected on the streets east of Cowan Avenue south of Queen, and north of Queen in the vicinity of Brockton Road. Parkdale's most affluent residents lived in large brick villas with numerous porches and verandas overlooking the lake between Wilson Avenue and Dufferin Street.

The Parkdale area was the site of several institutions which catered to society's less fortunate. As well as the Magdalene Asylum, there was the Home for Incurables which opened on the west side of Dunn Avenue in 1880. At Sunnyside, John Howard's old villa just west of Parkdale, the Sisters of St. Joseph operated Sacred Heart Orphanage, which in 1921 became St. Joseph's Hospital. East of Parkdale was the Provincial Lunatic Asylum.

But there was a light side to the activities of Parkdale's residents. Toronto newspapers of the 1880s regularly reported band concerts, church picnics, cricket matches, skating, and lawn bowling. Evenings of entertainment featuring local amateurs singing, reciting, or playing music were popular, especially as church fund-raisers. The Village Improvement Society sponsored lectures and concerts and offered elocution and music lessons. A Mr. Winters started a brass band which made its debut in the July 1882 Orange parade.

Sports were very popular. The Maple Leaf Lacrosse Club and the Parkdale Cricket Club had practice grounds on Dunn Avenue, south of King Street. The Parkdale Beavers, a baseball club, narrowly lost the provincial amateur championship

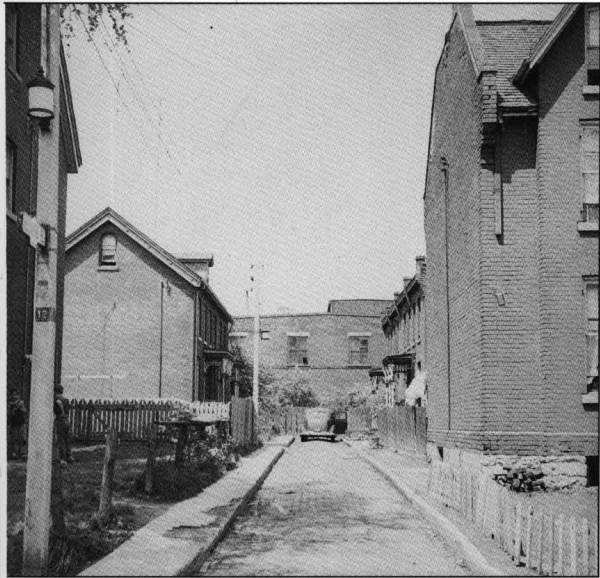


Parkdale Times, 24 June 1887

In the early 1880s, Parkdale Masons conducted their meetings on the third floor of McLachlan's Society hall, but built their own quarters, pictured here, at the **southeast corner of Queen and Dowling** in 1885-6. Parkdale Council considered moving there, but voters decided against it. Parkdale High School used the hall for classes in 1888-9, as did the Catholic school from 1900 to 1902.

in August 1888 but held the title several times in the 1890s. Croquet was enjoyed by many, while skating offered winter amusement. Costumed carnivals were a popular special entertainment.

Although the lakefront in Parkdale was far less publicly accessible or attractive than in places like Balmy Beach or even Sunnyside, Parkdale citizens made some use of it. There were lakefront promenades both on top of the cliffs and at the water's edge. The Parkdale Boating Club opened a new two-storey clubhouse at the foot of Dowling Avenue in 1888 to provide year-round recreation for those using shells, canoes, and other small craft in summer, and as a rendezvous for tobog-



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During the 1880s, local builder Alvary Beecroft constructed many workers' homes in Parkdale including these modest two- and three-storey row houses on **Melbourne Avenue and Place**. In 1882 the **Mail** reported residents south of King Street were "highly indignant over the erection of a row of one-storey cottages, running off Cowan Avenue."⁸ Photographer James V. Salmon, described Melbourne Place as the "narrowest street in the city" when he took this picture in May 1953.

gating, snowshoeing, and skating parties in winter.⁷⁶ Boat trips could be taken to the Humber or Lorne Park from local wharfs. Swimming was very restricted, partly because of what historian Kathleen M. Lizars described as "the shallow and treacherous waters of Humber Bay,"⁷⁷ and partly because of the 1879 Parkdale bylaw 4 which prevented bathing or swimming along or near piers, wharfs, or shores from 7:00 a.m. to 9:00 p.m.



This ca. 1894 portrait shows a **Parkdale middle class family**. Reverend Samuel Allerthorn Dyke (1845-1931), front row second from right, was minister at Western Baptist Church on Lansdowne Avenue from 1893 to 1900. Eunice Henrietta Dyke (1883-1969), back row second from right, attended Parkdale Collegiate, then trained as nurse. As the first superintendent of public health nurses in the Toronto Department of Public Health, Miss Dyke established many pioneering health care and preventative medicine programmes. She was also an early advocate for the aged, and formed the Second Mile Club in 1937.

While Parkdale itself did not have any public parks at this time, Exhibition Park was on its eastern boundary and High Park on its western. Both were used extensively by Parkdale residents for walks, picnics, watersports, and other activities.

GROWTH OF THE VILLAGE AND TOWN

In its ten years as an independent municipality, Parkdale enjoyed unprecedented development and growth. By 1889, most of the area had been divided into building lots although large properties still surrounded the homes of prominent landowners such as Eliza Gwynne and Robert Gooch. Between 1879 and 1888, Parkdale's population grew more than five times, from 1,091 to 5,545, while the number of properties assessed increased similarly, from 422 to 2,113. Property values also multiplied. In 1879, Parkdale's total assessment value of real and personal

property was \$505,708, second only to Yorkville's among the eight villages of York Township. In 1888, Parkdale's assessment had increased over six times, to \$3,220,062. (After annexation, Parkdale had the lowest assessment value of all Toronto wards.)

In January 1880, Council authorized tin street signs to be painted and placed at each corner and in July 1882 a bylaw was introduced compelling homeowners to have their houses numbered. Queen Street continued to grow. In 1884, author C. Pelham Mulvany noted:

There is a continuous line of houses and stores from the centre of Toronto, at the corner of Queen and Yonge Streets, along Queen to the main street of Parkdale. This street is furnished with stores and hotels on a scale equal to that of the best streets in the city.⁷⁸

This August 1890 view shows **Miss Wood's class from Queen Victoria School** on an outing to High Park. Ironically Parkdale did not, despite its name, have any public parks until well after annexation. Exhibition Park, located at Parkdale's eastern boundary, was also used by local residents for walks, picnics, and other outings.



The 1884 Toronto Directory's Parkdale section provides further details about Queen Street's commercial activity. Listed are about a dozen grocery stores, three pharmacies, two butchers, a bakery, and a confectionery. Clothing, fabric or accessories were available from at least three dry goods and two fancy goods stores, three shoemakers as well as a dressmaker, a milliner, glove manufacturer, and watchmaker. In this horse and buggy era, Queen Street had two harness makers, blacksmiths, and wagon makers each, along with a livery and a flour and feed store. The thoroughfare also boasted two hotels, the Union and the Parkdale, two telegraph offices, a restaurant, several real estate dealers, the newspaper office of the *Parkdale Times*, the fire hall and town-hall, a mechanics' institute and public

library, post office, Methodist Church, two architects, an undertaker, at least two hardware stores, and a coal and wood dealer. Parkdale residents had to travel to Toronto for only the most specialized commodities or services.

In December 1879, postal service doubled to two daily deliveries, while the rate between Toronto and Parkdale was reduced from two cents to one. In 1880, a larger post office was built on Queen Street in Thomas Coles' hardware store, a few doors west of the old location, and letter boxes were introduced. The post office moved to Thomas McLellan's drug-store by 1886, and to the pharmacy of John C. Gray on the south side of Queen, west of Elm by 1887, when Parkdale received another daily mail delivery. William T. Gray was postmaster from

January 1886.

Parkdale residents had other means of communicating with the outside world. In 1878 there was a telegraph operator along Queen, and by the following year a Dominion Telegraph station was located in George Devlin's drug store on Queen. By 1882, the American Express Company had opened a branch in Parkdale at Walter Gaynor's pharmacy on the north side of Queen.

In 1884, the Toronto Telephone and Manufacturing Company requested permission to erect poles and string wires along Parkdale's streets,⁷⁹ and telephone service was soon introduced. By the end of 1885, the village clerk had a telephone, and the following year Devlin was the local agent for both the Great North-West Telegraph Company and the Bell

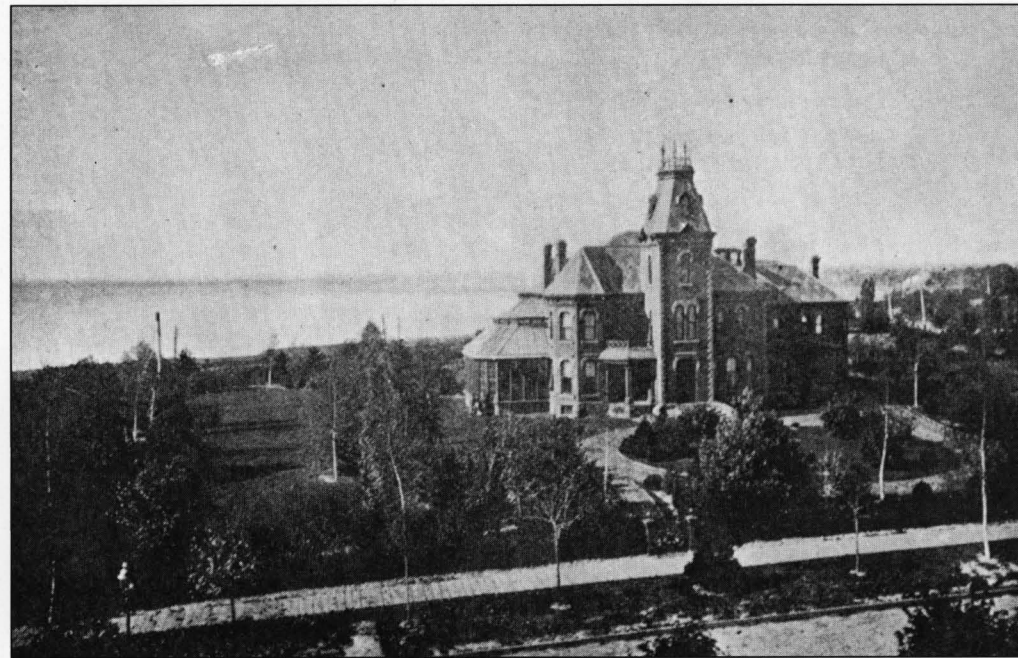
Telephone Company. In February 1889, the *Toronto Mail* announced:

The Bell Telephone Company have at last commenced to put a Central Office in Parkdale, and are preparing a place above J. J. Ward's tailor shop. The price of each instrument will be reduced from \$90 to \$50 per year.⁸⁰

Bell acquired a property on the east side of Cowan Avenue just south of Queen Street, now 207A Cowan Avenue, in 1892 for a larger telephone exchange.

Several new churches were founded during the decade: Parkdale Presbyterian (1879), Primitive Methodist (1879), New or Swedenborgian (1881), Parkdale Congregational (1883), Western Baptist (1886), and the (Anglican) Church of the Epiphany (1887). Both they and the already established churches - St. Mark's

Although Parkdale did not become a well-established upper-middle class suburb until after annexation, some large homes were constructed during the 1880s. Bookseller-publisher Charles Frankish, a Parkdale councillor and reeve, built this luxurious villa on the west side of Dowling Avenue just south of King Street in about 1884. By 1889 Robert Carswell, senior member of the law publishing firm Carswell & Co. (and Frankish's one-time employer), had acquired the property. Because of its spectacular vista of Humber Bay, Carswell named his home "**Bayview**". Later, he subdivided the Dowling Avenue property and moved to a more modest house on the north side of King Street west of Wilson (Park) Avenue. Bayview was demolished in ca. 1920.



Queen Victoria School, seen here in an 1888 Micklethwaite photograph, was designed by architect George M. Miller. The eight-room school, located on the west side of Close Avenue south of King Street, was intended to ease overcrowding at Parkdale Public School (Lansdowne Avenue). However, Queen Victoria's 400 spaces were nearly all taken when the school opened on 1 March 1888. In 1889, a third floor was placed on the school, the first of several additions. The original school building and its 1889 and 1895 additions were demolished in 1961.

Adam, G. Mercer. *Toronto Old and New*. Toronto: Mail Printing Company, 1891, 172.

Queen Street looking west from Dufferin is shown in this 1898 view by photographer Josiah Bruce. Queen Street's importance in Parkdale has been enhanced by the high proportion of discontinuous side streets running north and south from it. Even today, only one side street between Dufferin and Roncesvalles aligns to form a continuous cross street; the remaining 20 streets meet Queen at T-intersections. Parkdale's layout has given Queen a greater than normal linear continuity, provided its corner buildings with additional prominence, and discouraged or deflected outside traffic from residential side streets. Earlier patterns of land ownership caused this situation. North-south streets were not laid out straight across Queen Street because no land ownership straddled the thoroughfare at the time of initial subdivision.



Anglican had become a separate parish in 1879 - initiated ambitious building projects to house their growing congregations.

The Parkdale Public School Board, formed in 1879, had to cope with ever-increasing student enrolment. It constructed an addition, then a new building and more additions to Jameson Avenue or Parkdale School, increasing its size from two rooms in 1879 to 14 rooms in 1883. By autumn 1887, about 1,000 students were enrolled at Parkdale Model School. To ease overcrowding, one junior class had to be held at the Masonic Hall, and a half-time system was introduced whereby students attended classes either in the morning or the afternoon. The Board opened a second school, Queen Victoria, on the west side of Close Avenue south of King in March 1888. It was almost full from the beginning, with 382 students, so to ease the overcrowding, half-time classes were reinstated, and a four-room addition was constructed on Queen Victoria School in 1889.

Parkdale High School, only the second high school in today's Toronto, commenced classes in the Masonic Hall in September 1888 with 80 students. At the end of 1889, by which time a three-storey high school with eight classrooms had opened on the east side of Jameson Avenue south of Queen, enrolment had increased to 338 pupils.

THE ANNEXATION DEBATES OF THE 1880S

The question of annexation to Toronto was seriously considered several times in the 1880s. Toronto Council was determined to annex all surrounding areas, and

the suburbs usually welcomed becoming part of the city. Parkdale, though, resisted annexation for most of the decade. On 5 July 1880, Toronto passed a resolution to extend its boundaries westward, but to no avail. By autumn 1882, however, the situation in Parkdale had changed somewhat, and Toronto tried again. The village's population had reached nearly 2,000 and the ability of its local government to cover all municipal expenses was becoming an issue. The pro-annexation *Globe* used the proposed Queen Street subway, then estimated to cost \$30,000, as another reason why Parkdale should join the city, arguing that Toronto would have more leverage than the village to encourage the railways to contribute their share. In October 1882, Toronto Council addressed Parkdale and Brockton to "ascertain their views in regard to the question of annexation and the possibility of their joining the City of Toronto at the present time."⁸¹ Charles Frankish, Reeve of Parkdale, replied that village ratepayers had held a meeting, and were not in favour of annexation. The issue was dropped for the time.

Pressure for annexation increased though after Yorkville (1883) and Brockton (1884) were annexed to the City. Many assumed the same fate awaited Parkdale. During 1884, Parkdale appeared undecided about its future. The Council applied to the Lieutenant-Governor-in-Council to be elevated to a town, and sent a resolution to the Ontario Legislature that the territory on the village's western boundary not be annexed to the city. Yet it also met with Toronto officials to discuss possible annexation.

Sentiment for annexation was slowly building in Parkdale. On 20 October 1884,

Toronto Council moved to appoint a special committee to meet with a committee of Parkdale Council, or of the ratepayers, to discuss amalgamation, noting that the proposition was made "at the request of a large number of the leading ratepayers of Parkdale." Within a week committees from both municipalities began negotiations and an agreement was soon reached. On 1 December 1884, Parkdale Council passed a bylaw to provide for the annexation of the village to Toronto. At the municipal elections held on 5 January 1885, Parkdale ratepayers supported the bylaw by a margin of 76 votes: 240 for and 164 against. The *Mail* later reflected why Parkdale voters had favoured annexation in 1885:

At that time the subway was just completed, and the claims for the damages of the adjacent property-holders had not been settled. The then villagers were longing for better street car accommodation, as they had to wade through mud until they reached the cars east of the subway. There was not a block-paved street in the town, and the best lots could be procured for \$100 a foot.⁸²

Before annexation could proceed, Toronto required Parkdale's financial statements for 1883 to 1885. The village's debt was of particular concern and considering the number of debentures Parkdale had issued since its incorporation, this stipulation was understandable. In 1882, the *Mail* had noted, "Parkdale is a village of three and a half years standing with a present debt of nearly \$130,000."⁸³ Two years later, the subway and other projects had greatly increased this debt, which Toronto was reluctant to assume entirely. Parkdale had difficulty pulling its financial

statements together, and by April 1885 it still had not submitted full accounts. Toronto refused to entertain the question of annexation until the financial situation had been clarified.

At a special meeting on 21 May 1885, Parkdale Council reviewed this decision and voted to discontinue negotiations for the present. To save face, it claimed it could not obtain the terms voted by the ratepayers, especially a guarantee the city would take over the subway claims.⁸⁴ In reality Toronto spurned Parkdale. The Executive Committee of Toronto Council also met on 21 May, and recommended annexation be shelved for the time being because of Parkdale's incomplete schedule of subway damage claims and the impossibility of estimating future liabilities.

Parkdale's financial mismanagement reached a crisis in 1886. In January, a special committee was formed to "report on the cause of so many mistakes that had happened in the Clerk's and Treasurer's offices."⁸⁵ In February it was publicly announced that the treasurer was "addicted to drink."⁸⁶ When Mayor Lynd asked to see the town's financial statements at a special meeting of Council, the treasurer refused and promptly resigned. Once the books were eventually located, they showed gross mismanagement.

This affair encouraged annexation, and negotiations with the City resumed in May 1886. Once again, money was the most important issue. Parkdale declared that if its financial statements were not satisfactory, annexation need not take place. It insisted, though, that the subway debt be assumed by Toronto, arguing "the subway is of equal benefit to the City as to Parkdale."⁸⁷ Parkdale also demanded

that it enter Toronto as a ward with the same number of representatives as other parts of the city; street railway service be extended along King and Queen streets; the Parkdale fire hall and police station remain; Parkdale be on the same footing for improvements as the rest of the city; its street gas lamps be the same distance apart as in Toronto; its waterworks system be maintained and extended; a bridge or subway be built at the railway crossing at King Street; and provision be made for town officials.

Toronto accepted these conditions on 5 July 1886 but stressed once again that Parkdale would have to provide a detailed financial statement before annexation could occur. This time Parkdale complied, but Toronto had added another clause to the proposal. All charges and claims arising out of construction of the subway which did not appear in the financial statement at the time of annexation would "form the subject of a special assessment and be specially rated on all the rateable property in the Town of Parkdale until the same are fully liquidated."⁸⁸ Parkdale opposition to this, and its success in getting an extension of the streetcar line into the town without Toronto's help, caused negotiations to break down once more.

ANNEXATION

Throughout 1887, Parkdale remained silent on joining Toronto. Meanwhile the city annexed seven separate areas including Sunnyside, 108 acres immediately west of Parkdale. By 1888, Parkdale found itself completely surrounded by the city. On 20 January 1888, Toronto Council approached Parkdale Council to reopen

negotiations. The city's position was soon strengthened by a new Municipal Amendment Act, assented to on 29 March 1888, compelling a municipal council to submit an annexation bylaw to its ratepayers if so requested by 150 ratepayers. This meant that Parkdale Council could no longer block annexation. By April a special joint committee from both municipalities had agreed "on a basis of action," and Toronto's Executive Committee was prepared to present eight annexation recommendations to its Council. Most of the terms were a revision of the 1886 resolutions but also included were provisions for the subway under Queen Street to be widened and Dufferin Street opened, and for the lake-front and boulevard drive scheme within Parkdale to become part of the city system. Parkdale was to be taxed the same as the rest of the city, and Toronto would even provide a rebate "should Parkdale have anything charged as a local improvement tax which in Toronto is charged in the general rate."⁸⁹ However the Committee remained silent on the all-important issue of Toronto assuming Parkdale's general and debenture debt.

On 1 October 1888, the matter reached a head at Parkdale Council when Councillor Threlkeld presented a petition signed by 264 property owners (136 non-resident), along with a set of nine annexation conditions. The terms were almost identical to the 1886 resolutions and the April 1888 recommendations but its first stipulation was that "the general debt (debenture and otherwise) of the Town of Parkdale to be assumed by and become part of the City of Toronto."⁹⁰ Parkdale Council, subject to the powers of the

Municipal Amendment Act, was obliged to submit an annexation bylaw to the local ratepayers. The vote was set for 27 October 1888.

Pro- and anti-annexation interest groups were quickly formed to hold public meetings, erect posters, and lobby residents. The anti-annexationists, spearheaded by the Citizens' Protective Association, proclaimed, "Home rule for Parkdale." They envisioned Parkdale being destroyed by Toronto's polluted water supply and high taxes. They stressed that Parkdale was capable of meeting all the improvements put forward on the annexation petition, and could do so without a large civic bureaucracy or "wire pulling." The anti-annexationists also saw annexation as the work of greedy land speculators. A. G. Gowanlock, the anti-annexation editor of *The Times*, wrote:

The main argument of the annexationists is that it would raise the value of land. If this were the case ... it would only benefit the land speculators who want to sell, and not those who desire a home.⁹¹

The pro-annexationists, in turn, heralded, "We are Economy, Union and Progress." They pointed out the inefficiencies of the local government, and promoted a vision of a prosperous Parkdale included in the thriving city with "less squabbling."⁹² They also pointed out the advantages of the extension of the street railway on King Street without a bonus from the town, the introduction of a branch of the free Toronto Public Library, and an outlet for the main sewer into Garrison Creek.

The comparative size of Toronto and

Parkdale's taxes and debts were constantly alluded to by both sides, each using very different figures. Apparently Parkdale's per capita debt was substantially larger than Toronto's. Certainly the former had taken on considerable debt with its ambitious building and servicing plans.

The annexation issue cut across class lines. The local labour party, headed by J. J. Ward, almost unanimously favoured annexation, as did more affluent ratepayers such as arch-snob A. M. F. Gianelli, who stated: "Parkdale's isolation prevents many well-to-do people ... from going to a place that they think is a place for mechanics only."⁹³ Conversely other workers and wealthy local residents such as Major John A. Carlaw were outspoken opponents of joining Toronto:

Our interests are thoroughly and efficiently served by our council, we have excellent drainage, water system, and educational advantages of the highest character. There is nothing in the agreement advantageous to Parkdale.... Our water front, the glory of our town, will be polluted and our water supply instead of being worked for us will be drawn upon by the city generally and we would be having our water supply from the inferior water system of Toronto. Our taxes could not but be largely increased.⁹⁴

On the evenings of 23 and 25 October, Parkdale residents met to discuss the proposed annexation. The meetings were rowdy. Insults and accusations flew, and only the arrival of Parkdale's three-man police force prevented violence. The animosity carried over to voting day on 27 October 1888. The pro-annexationists, who had strong support among non-resi-



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dent property owners, made special arrangements to convey voters from the city to Parkdale. (Of the 1,091 voters, 464 were non-resident. More than half the voters in St Alban's Ward were non-residents.) Their efforts paid off. Voter turnout was high, and the annexation bylaw carried by a majority of 128 votes: 467 for and 339 against. The participants spilled out of the town hall into the streets. A victory parade of about 100 annexationists carrying torches or lit brooms was led by the Toronto Bolt and Iron Works band. The public arguments continued to rage for days while accusations of cheating spread. The anti-annexationists claimed there were illegal voters, and that over 150 names not on Parkdale's

J. W. Bengough's editorial cartoon appeared in *Grip* on 3 November 1888, a week after the Parkdale electorate voted to join Toronto. It shows several leaders of the anti-annexation Citizens' Protective Association. In the back row are merchant tailor John A. Wadsworth; town councillor George Sinclair; John Black McLachlan, Parkdale's first village clerk; and Andrew Gowanlock, editor of the *Parkdale Times*. The front row caricaturises deputy-reeve Benjamin Goodman; barrister Donald C. Ridout, president of the Association; Major John A. Carlaw; Herman Henry Cook, Parkdale lumber dealer and M.P. for Simcoe East 1882-91; and former councillor William C. Beddome.

assessment rolls had been added to the voters list.⁹⁵ Ex-Reeve Hugh McMath even launched an unsuccessful lawsuit to quash the vote based on this claim.

But it was all to no avail. On 23 March 1889 the town of Parkdale joined the City of Toronto as St. Alban's Ward. The city gained 557 acres and 5,651 new citizens. Parkdale's Mayor George Booth, Reeve Isaac Lennox, and First Deputy-Reeve James Gowanlock became the first aldermen for the new ward. So ended Parkdale's ten years of independence.

Parkdale was one of several municipalities and territories which Toronto annexed in two major expansion eras, the first between 1883 and 1893, and the second from 1903 to 1914.

AFTER ANNEXATION

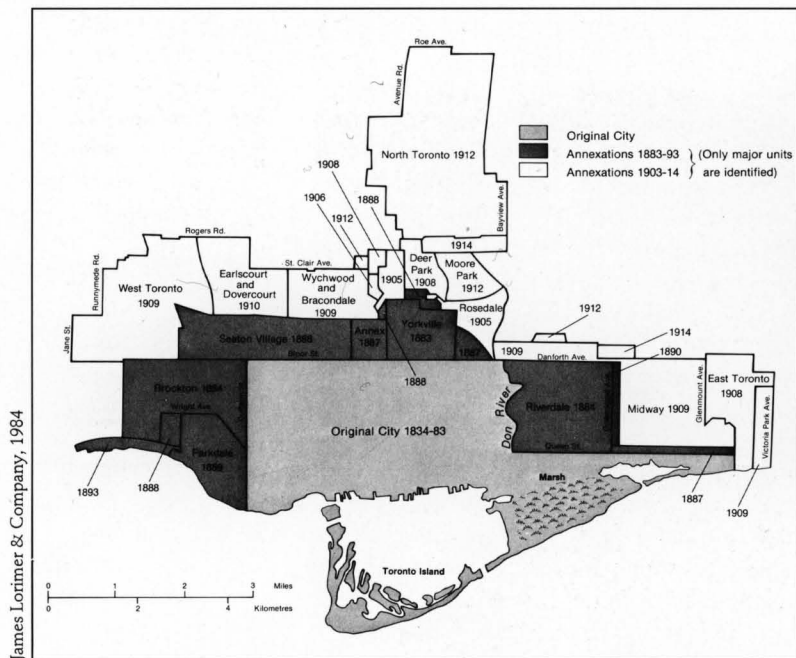
At annexation, Parkdale had assumed most of its present-day form. The contemporary streetscape, services, and institutions such as schools, churches, hospitals, and libraries had all been established.

Nevertheless, in the years following annexation, Parkdale saw many changes as Toronto began extending city services into the new ward. Electric lights soon appeared on local streets. Streetcar service along King Street was extended through the new subway to Dufferin in 1891, and the following year the "King" route was electrified and continued to Roncesvalles. A third public school, Fern Avenue, opened in 1895. Toronto annexed Lake Shore Road to the Humber, including Queen Street to Dufferin, from York County on 27 May 1893, and toll-gates were eliminated along that stretch of highway.

The annexation promises were fulfilled at various rates. Toronto assumed Parkdale's debt immediately. The town had spent hundreds of thousands of dol-

lars on roads, sidewalks, water, sewage, schools, and subways. Fifty thousand dollars was committed just days before annexation, although Parkdale was prohibited by law from doing so. Toronto paid for it all, even a new hook and ladder truck which the city claimed cost too much. In 1890 Toronto's debt was \$11.5 million: \$432,758 was from Brockton, Yorkville and Parkdale, mostly from the latter. And this did not include Parkdale's local improvement debenture debt, an additional \$391,330.62, some of which was not due until 1909.

City police took over the old town hall at once and sent an additional 30 men to patrol the west end. Parkdale's fire hall became Fire Station No. 15 of the Toronto Fire Department and by 1895, five permanent firemen were stationed there. The



James Lorimer & Company, 1984



Between 1910 and 1912, the Grand Trunk Railway's line through south Parkdale was placed below grade, in a deep ditch. The work is shown in this 28 June 1911 progress photograph looking east towards Close Avenue. The GRT's South Parkdale Station is on the left. This was one of several projects which contributed to Parkdale being cut off from its Lake Ontario waterfront.

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town's waterworks, a source of great local pride, closed in 1890 after the Toronto superintendent reported "the rickety old apology for a pumping station in St. Alban's Ward"⁹⁶ was both costly and inefficient. The city tried to sell the facility but finding the purchase offers insultingly low - \$2,750 was the highest bid - converted it into a temporary public bathing house in 1893.

Parkdale's hope of retaining a separate political presence within Toronto was shortlived. In 1891 city ward boundaries were reorganized, and St. Alban's Ward became absorbed in the new Ward Six, which extended from Dovercourt Road to the western city limits.

The city took longer to fulfill other annexation promises. A bylaw to provide \$130,000 for widening the Queen Street subway and opening up Dufferin Street to the north of the subway was not submitted to Toronto ratepayers until October 1894, and the work did not start for several more years. A lakefront and boulevard drive scheme in Parkdale did not really get underway until after 1912, when the newly reorganized Toronto Harbour Commission published their plan for Toronto's waterfront for the next eight years. The city did, however, annex part of the waterfront lots on Humber Bay and the Lake west of the Island on 2 October 1903, and pass a bylaw in 1906 to acquire land along the lakefront west of Dufferin Street and south of the GTR tracks for a public park.

With annexation, Parkdale's political and financial situation stabilized, making it even more attractive for developers and potential residents. The Goads' maps illustrate the course of Parkdale's develop-

ment. In 1884 population was fairly sparse and substantial blocks of land were still undeveloped. Residential and commercial development was centred on the streets immediately west of Dufferin, although a few homes were appearing on lakefront lots. By annexation most lots had been subdivided and some even resubdivided, and almost all the present streets had been laid out, Queen Street being the main thoroughfare. Yet there were still many vacant lots, particularly in the western and northwestern parts of Parkdale. The depression that hit Canada in the 1890s slowed development in Parkdale somewhat but by 1910 almost all the lots had been built on.

POSTSCRIPT

The twentieth century brought massive physical and social changes to Parkdale. Population density increased first with infill housing and later with the destruction of many single-family dwellings for apartments. The placement of the southern rail line below grade, in a deep ditch, in 1911, the Toronto Harbour Commission's extension of the shoreline and construction of Lake Shore Boulevard a few years later, and finally the building of the Gardiner Expressway in the 1950s, severed Parkdale's ties with its waterfront. With the 1922 opening of Sunnyside, a huge commercial amusement park at the water's edge, Parkdale lost its exclusive rights to this section of Lake Ontario and

*After annexation, the City of Toronto took over Parkdale's hose reel station on the west side of Cowan Avenue, south of Queen, and it became **Fire Station no. 15** of the Toronto Fire Department. In 1905, a new fire hall, no. 18, was constructed directly south. Both halls can be seen in this view. The 1905 hall closed in 1972 when it was combined with no. 13 station on Dundas Street West in a new hall on Lansdowne Avenue. The 1905 Cowan Avenue hall was converted into a community centre. In 1988, it and the adjoining building, constructed in 1898 as Parkdale Curling Club, were renovated and combined as the Masaryk-Cowan Community Centre.*



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it became a popular recreational spot for all Toronto. In the 1930s, many of the large homes were turned into rooming houses, as the children of the families

who had built them couldn't afford to maintain them. The flight of other long-time residents to more desirable suburbs and the diversification of the area's popu-

lation brought further changes to the area. Nevertheless, Parkdale retains a separate identity and sense of community to this day.

One of the benefits of Parkdale's annexation to Toronto was the improvement of the Queen Street subway in 1897-8. The subway was widened and sidewalks on Queen and Dufferin streets were moved to grade. This 17 November 1897 view looking south on Dufferin Street from Queen Street shows the CPR's North Parkdale station (far left) and extensive railway yards.



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PART II HIGHLIGHTS

WALTER O'HARA AND WEST LODGE.

Walter O'Hara (1789?-1874) was born in Dublin, Ireland. After graduating from Trinity College in 1806, he abandoned legal studies to become a soldier. Between 1808 and 1815, he fought with distinction in the Peninsular War in Spain where he was twice wounded.

In 1826, O'Hara emigrated to Canada and a year later was appointed assistant adjutant general of the Upper Canada militia with the rank of colonel. When the position of adjutant general became vacant in 1837, O'Hara expected to succeed to it but was bitterly disappointed to be passed over in favour of someone with wider political contacts. Disgruntled with the use of patronage in the province, he began a lengthy, though unsuccessful, correspondence with the imperial authorities about his grievance. When his position was abolished in 1846, O'Hara went into retirement.

In 1831, O'Hara bought park lot 31, a 100-acre property between today's Queen and Bloor streets. Before long, he and his wife, Marian, established a farm and home, West Lodge, where they lived with their three sons and five daughters. In 1840, O'Hara acquired an additional 420 acres in the area when he bought farm lots 33 and 34. He subdivided this property in 1856, creating 13 villa lots along the north side of Lake Shore Road between Sorauren and Roncesvalles avenues. The same year, Walter O'Hara and his son, Robert, registered a "plan of building and villa lots at

Brockton," subdividing park lot 31 north of the rail lines, but leaving the southern area around the family residence basically intact. In 1868, O'Hara further subdivided lots 33 and 34 into 76 building lots varying in size from about two acres on Queen Street to over 14 acres on Bloor. The 1868 plan extended Roncesvalles Avenue to Bloor, Sorauren Avenue to Dundas Street, and laid out and named Roland and Alhambra streets in the north section of farm lot 34.

Walter O'Hara died in 1874. A year later, his widow and a few associates sold the southerly 20 acres of park lot 31 to the Toronto House Building Association. Ninety-six building lots were created and Marian Street (now Seaforth Avenue), West Lodge, and O'Hara avenues were laid out. The Company sold the old O'Hara residence and its surrounding three acres in 1876 to John Joseph Lynch, Archbishop of the Roman Catholic Diocese of Toronto, who sold them for one dollar to the Congregation of Our Lady of Charity of the Good Shepherd. In July 1876, 11 sisters and five novices moved into West Lodge, and established an asylum for reforming fallen women. The order supported the charity by running a laundry.

By 1888, 28 nuns were living there, and the cornerstone for a three-storey convent, designed by Toronto architect Joseph Connolly, was laid on 30 September. To reduce costs, the sisters did the painting, whitewashing, and window glazing them-



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selves. In the 1890s, the old O'Hara house was used as a residence for neglected children and for Catholic women requiring rehabilitation. Then from 1898 to 1941, the building was used as a girls' reform school, St. Euphrasia's. Over the years, two major additions were made to West Lodge for the growing residential school, and several other buildings were erected on the grounds, including a three-story adult residence (1898) and a chapel (1917).

By the late 1930s, the Good Shepherd Sisters anticipated outgrowing the Parkdale location, and purchased 88 acres of farmland at the southwest corner of Dufferin Street and Lawrence Avenue. St. Euphrasia's School relocated there in 1941, and in 1956 the Sisters moved to a newly-built convent on the Downsview property.¹ West Lodge was sold to the City of Toronto, who before demolishing the buildings, housed refugees from Hungary there. The May Robinson seniors apartments were built on the site in 1960.

Walter O'Hara (ca. 1789-1874) was a 22-year-old soldier when Sir William Charles Ross painted this miniature. O'Hara graduated from Trinity College, Dublin in 1806, and was studying to become a lawyer when Napoleon invaded Spain. Britain, Spain and Portugal joined forces against France. O'Hara enlisted in the army and eventually served in the 91st and 47th Foot of the British army, and in the 6th Cadadores and 1st Line Regiment of Foot of the Portuguese service. His career during the Peninsular War (1808-15) was one "of stirring and even romantic incident."⁹ O'Hara fought in all the major campaigns, including the battles at Roncesvalles and Sorauren, and he received several honours and medals for his services.

Robert O'Hara painted this watercolour of the family's handsome red brick Georgian home.

West Lodge was built ca. 1831 and was, according to one history, "for many years an oasis in a grand forest."¹⁰ In July 1876, the Sisters of the Good Shepherd moved into West Lodge and established a home for "the reclamation of unfortunate women," and a "reformatory for small children."¹¹ From 1898 to 1941 they operated a girls' reform school, St. Euphrasia's, there. The building was demolished ca. 1960.



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The Sisters of the Good Shepherd built this convent at West Lodge in 1888-9. The three-storey building was designed by Joseph Connolly, architect of St. Mary's Church at Bathurst and Adelaide (1885) and St Paul's at Queen And Power (1887). The 150-foot convent was constructed of red brick with Ohio stone trim at a cost of \$25,000. It was demolished in about 1960, although its cornerstone has been preserved in the order's convent garden in North York.

Sisters of the Good Shepherd



In 1833, Irish-born Dr. William Charles Gwynne (1806-1875) acquired over 100 acres which stretched from today's Queen Street to the lake on the west side of the present Dufferin Street. Gwynne was a respected physician and professor of anatomy and physiology at King's College, Toronto. Of his medical abilities, it was noted that Gwynne "held very decided opinions and had unlimited faith in his own judgement and powers of diagnosis particularly."¹²

THE GWYNNE FAMILY

William Charles Gwynne (1806-1875) was born in Ireland. After training as a doctor at Trinity College, Dublin and in Edinburgh, he came to Canada as a ship's surgeon in 1832. Gwynne quickly established a medical practice in the town of York, and in 1835 married Anne Murray Powell (c.1883). She was a granddaughter of Chief Justice William Dummer Powell and a member of a prominent family.

Gwynne was active in the training and regulation of physicians in Upper Canada, becoming a member of the province's Medical Board in 1838. In 1841, he was named to the new commission of management for the Provincial Lunatic Asylum, and appointed professor of anatomy and physiology at the proposed King's College, Toronto, later the University of Toronto.

In 1833, Gwynne acquired 113.73

acres in the eastern part of broken front lot 31. His property extended from today's Queen Street to Lake Ontario on the west side of the present Dufferin Street. There he built Elm Grove.

In 1853, the university's medical school was abolished, and an angry Gwynne retired to Great Britain. He returned to Toronto three years later, devoting the rest of his life to farming and the study of insects. During his lifetime,



The Gwynne cottage, **Elm Grove** stood on the west side of today's Dufferin Street, about 300 yards north of the lake, between the modern streets of Thorburn and Temple. John Ross Robertson described the house and its setting in his 1898 **Landmarks of Toronto**, when this picture was taken. "The house resembles an Indian bungalow in appearance and in its interior arrangements ... [It] is of mud brick, the walls being nearly two feet in thickness. The front door opens into a spacious reception hall, and four doors open into different rooms. On three sides of the cottage is a wide verandah, and the view over the lawn on the south side looking on to the lake is a very lovely one."¹³ Elm Grove was demolished in 1917.

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Dr. Gwynne kept his heavily-mortgaged estate basically intact, except for selling a few small lots such as a two-acre property bordering the lake and present-day Dufferin Street to James Duffy in 1837. (Duffy's son, John, sold the property in 1854, but it was known for decades after as "Duffy's Lot.")

Gwynne died in 1875, and in 1876, Eliza Anne Gwynne, his only surviving child, and Patrick Close, a Toronto alderman and land developer, divided the north 30 acres bounded by Dufferin, Queen, King streets and Cowan Avenue into six large villa sites. Before the year was out, the Toronto House Building Association bought the entire 30 acres, further subdivided each of the six blocks into 28 lots, and laid out Greig, Gwynne, and Melbourne avenues as cross streets.

In 1877, Miss Gwynne subdivided the section of the estate below King Street to the Great Western Railway line, creating Huxley (now Springhurst) Street, Tyndall, and Spencer avenues. She reserved a 400-by 664-foot block around Elm Grove and a second large block along the railway. By 1884, she had subdivided the section south of the railroad to the lake creating Fort Rouille, Iroquois, and Mississauga streets. In 1906, the City of Toronto acquired the lakefront properties west of Dufferin Street to Spencer Avenue for enlarging Exhibition Park. Iroquois, Mississauga, and most of Fort Rouille Street disappeared.

Miss Gwynne continued to live at Elm Grove until her death. She maintained the homestead as it had been in the past and, like her parents, kept farm stock and poultry. Caring for old horses was her particular passion. After her death in 1910,

the area surrounding the house was developed, and Elm Grove itself was demolished in 1917.

THE SPRAGGE FAMILY AND SPRINGHURST

Joseph Spragge² (1775-1848) came to Canada from England in 1820 to teach at the Upper Canada Central School, which opened that September at York. There he introduced a monitor system whereby older brighter students taught the younger children. The government-sponsored school also followed and promoted the principles of the Church of England.

In 1824 Spragge paid £225 for the westerly 50 acres of lot 32 in the broken front. Around this time, he built a house, Springhurst, on the west side of what became Jameson Avenue, south of present-day King Street. After taking up residence there, Spragge was frequently late for work, and on one occasion in 1829 was suspended for tardiness by the lieutenant-governor himself. History has judged Spragge as an ineffectual and even negligent headmaster, but his manner did not show this. As Scadding observed: "Though not in Holy Orders, his air and costume were those of the dignified clergyman."³ He remained headmaster of the central school until his retirement in 1844, the year the school closed.

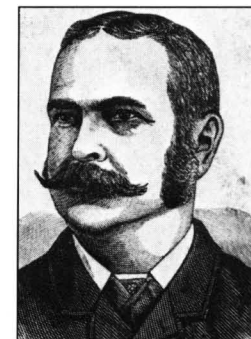
Shortly after this, Spragge and his wife, Sarah, sold ten acres south of Lake Shore Road to Robert Symptom Jameson, a prominent lawyer, politician, and judge. Reverend George Maynard inherited this property on Queen Street in 1854, and by the early 1870s was living on the west side of Jameson Avenue. After Spragge's death, his family continued to sell por-

tions of the estate, and in 1857 sold a two-acre block containing Springhurst to a Toronto builder, John Ritchey. Robert Nelson Gooch, an insurance agent, acquired this 11 years later and lived there for many years.

Joseph and Sarah Spragge had three daughters and four sons, including John Godfrey Spragge (1806-1884) who had a distinguished career as a lawyer and judge, culminating in his appointment in 1881 as chief justice of Ontario. He inherited part of his parents' property, and was responsible in 1874 for the first registered subdivision of broken front lot 32. Before long there were other subdivisions. In 1879, the Maynard estate was subdivided into 50 building lots, and Maynard Crescent laid out. Robert Gooch subdivided his portion of lots 32 and 33 in 1887, creating Springhurst Avenue but leaving a block around his house undeveloped.

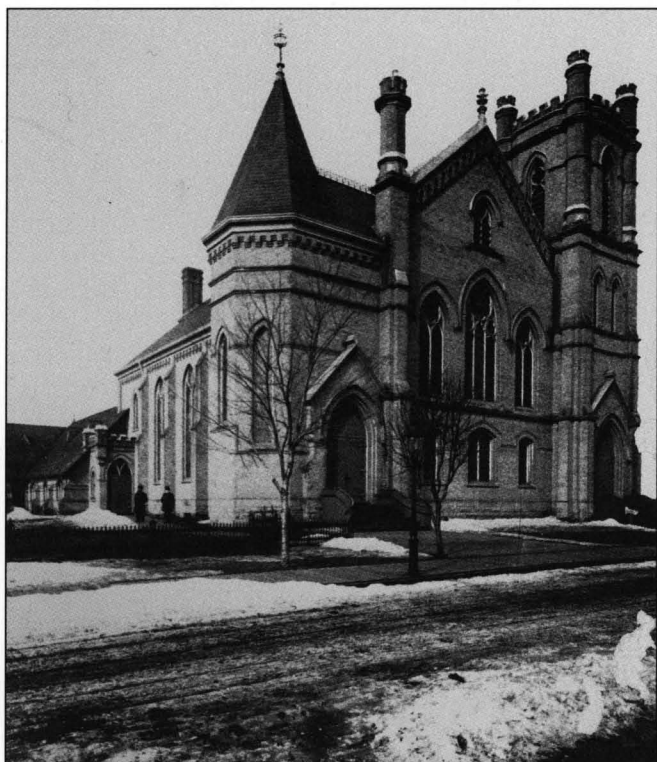
THE GRAY FAMILY

John Gray, Sr., a native of Rossmede, Ireland, came to Toronto in 1834, and soon started a nursery at Yorkville. He transferred the business to Brockton in 1852. Eventually Brockton Nurseries operated on several sites in the area, including 9.2 acres of park lot 31, acquired in 1869 for \$920. This triangular section ran south from the railroad tracks to about 1,300 feet above Lake Shore Road (Queen). After his father's death, John Gray, Jr. (1837-1917), took over the family business and renamed it Parkdale Nurseries. In November 1881, he subdivided his lot 31 property into 34 building lots. The plan extended O'Hara and West Lodge avenues north to the Credit Valley Railway tracks. Before long a few industries were located



Parkdale Times, 24 June 1887

John Gray (1837-1917), shown here in 1887, was one of Parkdale's most important citizens. He was the village's first reeve, and later represented York West in the Ontario Legislative Assembly. He held prominent posts in several other organizations including the Toronto Field Battery, the Toronto Industrial Exhibition, and the Parkdale Masons.



AO 16507-7

In 1886, Parkdale Presbyterian Church authorised Toronto architects Gordon & Helliwell to design a new church. The existing site on the west side of Dunn Avenue south of Queen was to be used, and the original 1879 church was to be retained behind the new building for a Sunday school. The new 1,100-seat church opened on 24 January 1888, about the date of this photograph. John Ross Robertson provided this architectural assessment: "The church is a white brick structure of commanding appearance, with a massive and yet graceful outline of proportion. The entrances are through two towers, one at the north-east angle of the building and the other at the south-east. The gable fronts Dunn avenue, and is made imposing and attractive by a set of triple stained glass windows with three smaller ones below."¹⁴

there, and Gray continued his nursery business at other locations in Parkdale and Brockton.

John Gray, Jr., was very active in military and political circles. At age 19, he joined the Toronto Field Battery, a voluntary militia, and rose steadily through the ranks, becoming a major in 1883, a lieutenant-colonel in 1885, and brigade-major two years later. He fought in several significant Canadian campaigns, notably the 1866 Fenian raids and the 1885 North-West Rebellion.

Gray was Parkdale's reeve for 1879, 1880, and 1881. In 1883, he was elected M.P.P. for York West and held the riding for the Liberal-Conservative Party until 1886. Gray and his wife, Catherine Calverly, had three sons and three daughters. John C. Gray III had a pharmacy on Queen Street in the late 1880s, where his brother, William T. Gray, ran the local post office. Two Gray daughters, Ida and Caroline, married sons of Angelo Gianelli, Italian Consul-General for Canada; one of them, Victor Gianelli, owned the Gladstone Hotel during the early twentieth century.

CHURCHES

Parkdale's rapid population expansion resulted in a flurry of church organization and building. An 1880 survey showed that 86 per cent of Parkdale's 820 residents were equally distributed among the Anglican, Methodist, or Presbyterian churches, while fewer than 50 residents were Roman Catholic. The remaining eight per cent belonged to seven different Protestant denominations.⁴

Methodists began meeting in the mid-1870s in local homes, and constructed a

modest frame church on the north side of Queen Street opposite Close Avenue in 1878. The building held 150 worshippers and within a year there were extensions for another 100. A new 800-seat church, designed by architects Smith & Gemmell, opened on the west side of Cowan Avenue at Melbourne in 1886. Four years later, Parkdale Methodist moved to a third, even larger, church at the southeast corner of King and Dunn. The sanctuary of Langley & Burke's magnificent building could hold 1,600 people.

St. Anne's Anglican Church (Brockton) established a mission in Parkdale in 1877. Services and Sunday School were held in a "little mission school house" on the east side of Cowan Avenue, south of Queen. St Mark's Anglican Church became a separate parish in July 1879, and in January 1881 opened a red brick Gothic-style church in front of the mission. The architects were Langley, Langley & Burke.⁵ A second Anglican parish was formed in 1887 for members living west of Jameson and Macdonell avenues. Initially services were held in the Masonic Hall but in 1888 the Church of the Epiphany, designed by Strickland and Symons, opened on the southwest corner of Queen and Beaty Avenue. The 1888 building lies on the west side of the present sanctuary, a 1911 addition.

Local Presbyterians held their first service in the old school house on Queen Street on 26 January 1879. In November 1879 Parkdale Presbyterian Church, a 400-seat white brick building designed by Joseph Ades Fowler, opened on the west side of Dunn Avenue just south of Queen. A larger church was constructed on the site in 1886. Architects Gordon and



In the late 1880s, **Parkdale Methodists** considered enlarging their second church, located on the west side of Cowan Avenue at Melbourne, but most of the congregation thought "the new Ward of St. Alban's should have an edifice in keeping with the many handsome villas and residences in the vicinity."¹⁵ Architects Henry Langley and Edmund Burke were selected to design a new church, which opened in 1890 at the south east corner of King and Dunn. Costing \$68,000 - an astounding amount for that time - it earned praise from John Ross Robertson: "The building is magnificent, far and away the handsomest ecclesiastical structure to be found in any portion of the west end of Toronto."¹⁶ It was demolished in 1975.

UCCA

Helliwell designed the building and it could seat 1,100 people. Two other Presbyterian congregations were established in the area: Ruth Street (later Fern Avenue) Presbyterian Church in 1887-90 and Cowan Avenue Presbyterian Church in 1895/6.

There were several other Protestant denominations in Parkdale. Followers of the Swedish theologian, scientist, and philosopher Emanuel Swedenborg (1688-1772) formed a New Church or New Jerusalem Church in Parkdale by 1881. Initially meetings were held in the new Society Hall, but by 1887, the sect had moved to a most unpretentious building for 150 worshippers at the northeast corner of Elm Grove and Melbourne avenues.

Congregationalists began meeting in Parkdale town hall in July 1883, and two years later Parkdale Congregational Church opened at the northwest corner of Brock and Maple Grove avenues. Western Baptist Church began in 1886 as a mission of Dovercourt Baptist, and used the old Methodist church on Queen Street before building a hall on Lansdowne just north of Queen in 1889. A more substantial church was constructed in 1911 at the northwest corner of Queen and Callender. It was designed by the firm of Burke, Horwood, and White.

Roman Catholics did not open a church in Parkdale until 1902, when the Church of the Holy Family, designed by Arthur W. Holmes, was built on the northeast corner of King Street West and Close Avenue. Robertson noted the congregation "is neither wealthy or especially influential, but they contribute most liberally of their means."⁶

The twentieth century saw dramatic

changes in Parkdale's churches. Parkdale Congregational closed in 1909, its building was sold in 1911, and was subsequently demolished. The union of the Methodist, Congregational and part of the Presbyterian churches in 1925 into the United Church of Canada led to Parkdale Methodist Church becoming Parkdale United, and Fern Avenue Presbyterian becoming Erskine United. (By then the latter had relocated to the northwest corner of Roncesvalles and Wright avenues. It is now Emanuel Howard Park United Church.⁷) Cowan Avenue Presbyterian Church closed in 1928, its congregation having split between Parkdale United and Parkdale Presbyterian churches. The building is now used by the Polish National Catholic Cathedral.

There were other amalgamations as congregations began dwindling in the 1960s. Bonar Presbyterian at College and Lansdowne amalgamated with Parkdale Presbyterian in 1969 to form Bonar Parkdale Presbyterian. Similarly the Church of the Epiphany went back with St Mark's in 1983, becoming the Church of the Epiphany and St. Mark's. Declining attendance made large churches financial burdens and led to some unfortunate demolitions. In 1975 Parkdale United Church tore down the 1890 Parkdale Methodist building, replacing it with a new structure combining a church and affordable housing. Western Baptist's 1911 building was demolished in 1985. Its 1889 hall still stands at 10 Lansdowne Avenue, although it has been substantially altered.

SCHOOLS

Parkdale's first school opened about 1877,

when the trustees of York Township School Section 22 leased a small rough-cast building, known as the Society Hall, on the south side of Queen Street, east of Cowan Avenue. A school history says Miss Annie Gray was the first teacher, and there were 12 students enrolled. In 1878, classes relocated to a two-room brick schoolhouse built on the east side of Jameson Avenue North just north of Marion Street. Apparently the facilities were inadequate, but York Township was unwilling to issue a \$3,000 debenture for a new school in Parkdale. Local trustees went to court to gain the necessary funds and on 23 December 1878 advertised for tenders for a new brick addition to Parkdale School.

Shortly after, Parkdale was incorporated as a village and formed its own public school board on 8 January 1879. Initially, it administered two schools: Jameson Avenue and Howard Street. (The latter had opened in 1875 on a site donated by John George Howard. It was transferred to Brockton when it became an incorporated village in 1881.) The \$1,700 addition to Jameson Avenue School was completed in July 1879, the first of several building projects the local school board undertook to cope with rising enrolment. In January 1882, headmaster John A. Wismer reported to the school trustees "the number of school children to be over 400, with room in the school to accommodate but half that number,"⁸ and a year later a new ten-room school opened. Parkdale Council contributed \$9,000 towards its construction. The new school was usually referred to as Parkdale School, but it was also called Lansdowne Avenue School, reflecting the altered name of

Jameson Avenue North, officially changed on 23 May 1883 by a bylaw of Parkdale Council. After annexation, the Toronto Board of Education fulfilled a request from the late Public School Board of Parkdale, and on 18 April 1889 officially changed the school's name from Lansdowne to Parkdale.

In June 1883, it was announced that the model school for the southern part of York County would be relocated from Yorkville to Parkdale. During the next year, Mr. Wismer delivered 110 lectures to the 28 teachers in training there. The school continued to grow. By November 1884, when a four-room addition was completed, there were 538 pupils and 11 teachers on staff, including an assistant to the principal during the model school session. Both the 1883 school and the 1884 addition were designed by architects Smith & Gemmill.

Parkdale was very proud of its progressive school. It established a kindergarten class in 1886, only four years after Berlin (now Kitchener) introduced Canada's first public school kindergarten. Parkdale School also boasted a good library, a full supply of maps, charts, and chemical apparatus, the latest and best school desks, a gymnasium, water and gas on both floors, steam heat, and a one-acre blockpaved playground. (By 1887, the school yard extended to the northeast corner of Marion and Lansdowne.) The municipality devoted a good deal of money to its educational system. In 1887, Parkdale Public School Board spent \$35,674 or \$16.28 per pupil, far more than any other Ontario town.

Although the trustees discussed establishing a second school in Parkdale south

of Queen Street as early as 1882, it was not until 1887 that they purchased a lot on the west side of Close Avenue south of King Street and commissioned architect George Martell Miller to design an eight-room school for 400 students. The school was initially referred to as Close Avenue School, but before long it was decided to name the school after Queen Victoria to honour her in the 1887 golden jubilee of her reign. Queen Victoria School opened on 1 March 1888. It was built at a cost of \$23,500 and had an enrolment of 362 children: 186 boys and 176 girls. By the following year, a four-room addition was built.

Parkdale was also the site of only the second high school in today's Toronto. On 22 August 1887, Parkdale Council appointed a committee to consider the advisability of establishing a high school in Parkdale, and in February 1888, York County Council recommended that a high school be established in Parkdale as Toronto Collegiate Institute, now Jarvis Collegiate, no longer had room for students from outside the city. That May, Parkdale Town Council passed bylaw 502 to establish a high school board, and guaranteed to give a minimum of \$20,000 for a site and suitable building.

The trustees wanted a high school "for all time to come." In July 1888, architect G. M. Miller proposed a three-storey building of red brick with stone and terra cotta trimmings featuring a large tower and a round buttress. There were to be seven classrooms for about 400 students, science room, library, large assembly hall on the top floor, and boys' and girls' gymnasiums. The *Parkdale Times* of 27 July 1888 bragged "It will be the prettiest, most



Parkdale Times, 24 June 1887

substantial, and best appointed high school in Ontario." Its site, 300 feet south of Queen Street between Jameson and Close avenues, was also a source of pride. The *Mail* commented on 27 September 1888:

Parkdale High School is prettily situated, the grove in the rear of the building and the other pretty scenes around giving it an appearance unexcelled in any other High school grounds in the province.... in the course of a few years the High school of the Flowery Suburb will be a leading attraction for visitors generally.⁹

The total projected cost for the land, building, and fittings was \$41,000.

However, since construction did not begin until late August 1888, when Parkdale High School opened that 3 September, classes were conducted at the Masonic Hall. The 80 students each paid a \$4 fee per term. The staff was of a high calibre, as shown by this December 1888 report sent by the Parkdale High School Board to the Minister of Education:

*A school was established in Parkdale in the 1870s. In January 1883, the Parkdale Public School Board replaced its 1878 school on the east side of Jameson Avenue North (now Lansdowne Avenue) just north of Marion Street (now Seaforth) with this building. At that time **Parkdale Public School** was two stories high and had ten rooms. It, and a four room addition constructed in 1884, were designed by the Toronto architectural firm Smith & Gemmill. The 1883-4 building was replaced by the present school in 1909.*

Parkdale was very proud of its educational system. In 1886 all 975 pupils at Parkdale Public School were taught reading, spelling, writing, arithmetic, and music. There were also courses in geography, grammar and composition, English and Canadian history, object lessons, temperance and hygiene, domestic economy (girls), drill and calisthenics (boys). As well, 53 students took bookkeeping, algebra, geometry and mensuration, euclid, elementary physics, and agriculture.¹⁷ There was also a kindergarten class where four to six-year olds learned "perforating, sewing, mat-weaving, peas-work, stick laying &c as well as to sing, and last but not least, to obey."¹⁸ This 1888 view shows a group of young students on the steps of the school.



The School Board has secured a staff of six teachers, not inferior in scholarship and successful experience to any others in the Province. Two of the teachers are medallists, three are Specialists in English, three in Classics, two in Modern Languages and one in Science and the Mathematical Master hopes to obtain the standing of Specialist in May next.¹⁰

By that time, the high school's attendance had increased to 130 students, and the first floor accommodation in the Masonic Hall was becoming too small. Eventually both the second and third floors had to be used as well, including the Masonic Rooms where L. E. Embree, the first principal, later recalled "the mysterious goat and other Arcana of the Order were hidden from public view."¹¹

After annexation, the Toronto High School Board took over the Parkdale school. In September 1889 the new but as yet unfinished building opened, and by the end of the year 338 pupils were enrolled. The school's name was officially changed to Jameson Avenue Collegiate Institute on 4 November 1890, then to Parkdale Collegiate Institute on 5 January 1910. The original high school was demolished in 1929, and replaced by the present structure.

There were other schools in Parkdale. In the early 1880s, Mrs. A. H. Welch ran a private school at her home on Melbourne Avenue. Painter Frederick Marlett Bell-Smith (1846-1923) was principal of the Parkdale Art School which opened in the old town hall in early December 1888.

There were 84 students the first year, including 50 adults. Parkdale Council assisted with a \$600 grant. The school closed in 1889, shortly after annexation.

Parkdale's few Roman Catholic children either attended local public schools or travelled to nearby separate schools such as St. Helen's at Brockton. Although the Good Shepherd Sisters operated a private girls school in Parkdale from 1893, there was no regular separate school at Parkdale until 1900, when the Toronto Separate School Board leased a room at the Masonic Hall for the so-called Parkdale School. In 1902 a four-room brick school named Holy Family opened at the northeast corner of Close Avenue and King Street. Its architect was Arthur W. Holmes.



TBE

The **staff of Parkdale High School**, June 1890. Front row: Mr. Riddell, Professor F. H. Sykes, Miss Nellie Spence, Dr. G. A. Smith, Professor Adam Carruthers. Back Row: Miss Marge Robertson, Dr. Luther E. Embree (principal), John A. Wismer, Mr. Miller.

Parkdale High School, only the second high school in what is now Toronto, opened on 3 September 1888 in the Masonic Hall at Queen and Dowling. The following September this building, pictured here on 1 October 1892, opened south of Queen Street between Jameson and Close avenues. Under the first principal, Luther Edmund Embree, M.A., the school quickly took "high rank among the secondary schools of the Province, and attained a success that is almost phenomenal."¹⁹ The building was demolished in 1929.

HOME FOR INCURABLES

A prominent Toronto institution which located in Parkdale was the Home for Incurables, a chronic care facility founded in 1874. Its purpose was explained in an 1885 history: "The Asylum for the Incurable affords a refuge to those to whom the General Hospital - which only admits cases supposed to be capable of improvement by treatment - is closed."¹² Four acres on the west side of Dunn Avenue overlooking the lake were purchased from the Close family in 1877, the site praised as "one of the most beautiful

situations in the city."¹³ Later that year, architect Frank Darling submitted plans for a large multi-winged wooden building. The central portion was built at a cost of under \$19,000 and opened in December 1880. At that time 17 patients were housed there.

There may have been occasions when the selection of the Parkdale site was regretted. Shortly after the hospital opened, several doctors on staff removed their names from active service. "The distance of the Home from the city, and the dangerous nature of the railway crossing at Parkdale, ... [rendered] it difficult for the

medical staff to give ... prompt and regular attendance"¹⁴ explained its 1881 *Annual Report*. The problem was solved by appointing a resident medical officer. In 1885, when the Board of Management wished to construct a wing for cancer patients, it faced serious objections from local residents who feared contamination. The project went ahead, and the Cameron Wing designed by Darling & Curry, with places for 86 residents, was formally opened on 12 January 1888. (At that time the main building could accommodate 161 patients.)

The Home for Incurables, seen here in 1890?, opened on Dunn Avenue in Parkdale in December 1880. Canada's Governor-General, the Marquis of Lorne, and his wife, H.R.H. the Princess Louise, laid the cornerstone on 8 September 1879. Architect Frank Darling included a number of comforts for the patients in the building, described in an 1884 publication as "a large and commodious one, with cheerful rooms for the unfortunate sufferers."²⁰ Central heating was incorporated in the original design; double glazing on the north windows and indoor plumbing were added in 1882, and an elevator in 1883.



AO 51299

There were other conflicts with the community. Initially, the hospital objected to the erection in 1888 of Queen Victoria School on Close Avenue, until it realized that the school would not intrude upon its operations. Local residents, in turn, protested the use of heavy smoking soft coal and the burning of trash in the backyard.

But the benefits of having this facility in Parkdale were also recognized. In May 1885 Parkdale Council exempted the Home from water taxes "providing they extend to Parkdale the same privileges as the City of Toronto."¹⁵ The condition was probably imposed because, according to the hospital's official history, "The admission policy ... always favoured destitute persons suffering from incurable disease who lived in Toronto."¹⁶ The town Council granted \$100 to the Home for Incurables in 1886 as a "recognition of the important and valuable work."¹⁷ A Parkdale dentist, Albert W. Spaulding, began visiting patients at the Home in 1882, and other Parkdale residents worked there as physicians, nurses, and domestics.

In 1941 the institution changed its name to the Queen Elizabeth Hospital for Incurables, and the term 'Incurables' was finally dropped from the title in 1962. Over the years, additions were built and demolished, but in 1975 the hospital decided to tear down all the buildings at Dunn Avenue and rebuild. The modern replacement facilities were completed in 1979 but there are still mementos of the past. The gable that once extended from the second floor over the central entrance of the original 1879 building has been reassembled into a gazebo in the still beautiful hospital grounds. The founda-

tion of the gazebo contains the date stones from the main building and the 1910 Ambrose Kent Wing.

TOWN HALLS

During Parkdale's ten years as an independent village and town, it conducted its business in at least four different buildings. Only in its final year were its quarters actually owned by the municipality.

The inaugural meeting of the Village of Parkdale was held in the new Union Hall, a large wooden building run by Robert Moor on the south side of Queen Street just west of Dufferin. After this first meeting, the Village Council regularly met in the Society Hall, a multi-purpose building on the south side of Queen Street three lots east of Cowan Avenue. In its day, the hall was also used for a school, church services, concerts, fraternal organization meetings, and other community functions.

In August 1880, Society Hall trustees John B. McLachlan, Parkdale's clerk, and Udney A. Walker, a village councillor, announced plans to erect a three-storey brick building costing \$5,000 on the site. A few days later, Parkdale Council agreed to lease part of the ground floor for the municipality's council chamber, fire hall, and lock-up "for a period of five years, at an annual rate of \$250 to be paid quarterly in each year,"¹⁸ provided the building was erected within four months and its dimensions conformed to the plan. Eventually a lease was signed which was to run to March 1886. Parkdale Council was very proud of its new quarters, especially the "elegantly but not extravagantly furnished" council chambers, glowingly described in the 1881 *Parkdale Register*.

The hangings are of a rich, crimson fabric, the chairs being upholstered to correspond. Each member of the Council is provided with a chair and desk. The Reeve's chair is very handsome, and on it are carved the village coat of arms with the motto "Progress and Economy," which is in keeping with the tenor of the municipal management. There is an appropriate desk for the clerk and a table for reporters. From the ceiling depends a graceful chandelier, and the whole chamber has been arranged with regard for good taste and utility.¹⁹

By early 1885, however, Parkdale Council began to consider relocating its quarters. The Masons, who occupied part of the third floor of the Society Hall, were constructing their own building at the southeast corner of Queen and Dowling, and several councillors wanted to move the municipality's council chamber and offices there. A bylaw to lease part of the Masonic Hall was passed by Parkdale Council on 1 June 1885, but Reeve Hugh McMath refused to sign it. Rancorous and lengthy wrangling ensued, but in the January 1886 municipal election, Parkdale voters "decided against the Removal of the Council & Offices to the premises of the Masonic Hall Co."²⁰ For the time being at least, the municipality remained at McLachlan's hall, at considerably higher rent: in April 1887 McLachlan received \$112.50 for one quarter's rent, almost double 1881's rate.

In the 1886 election, however, the ratepayers agreed to a bylaw "for . . . purchasing a lot and erecting a fire hall,"²¹ and that September, Council approved a \$6,000 debenture for it. Before the month was over, Council decided the proposed building should also include "suitable pro-

vision for Council Chamber and office. Also providing ample provision for Fire Hall and Engine house and police Cells."²² An additional \$6,000 debenture was issued in January 1887. Plans and specifications were prepared by Cuthbertson

and Fowler Architects, and tenders totalling \$6,377.50 were accepted in March 1887. (J. Ades Fowler, who had also designed Brockton's town hall and several other buildings in Parkdale, was the principal designer.) Several sites were

considered but in April 1887 the southwest corner of Queen Street and Cowan Avenue was acquired.

The project was not without difficulties. In September 1887, one citizen complained about the "filthy unsanitary condition of police cells in the new town hall,"²³ and Council quickly asked the architect to ensure they would be built with adequate ventilation and light. There were injuries when the 1,000-pound fire bell was placed in the tower, and the furnace and hot air pipes were installed. Council attributed the difficulties and general dissatisfaction to "too many advisors and a desire to keep within a certain limit of costs."²⁴ The building opened by March 1888 at a final total cost of \$14,428.95.

Over the years, all these buildings have disappeared. The Union Hall burned to the ground on 27 May 1880. The site of the first and second Society Halls is now used for Parkdale Library's parking lot and a mini-police station. After annexation, the City of Toronto took over Parkdale's town and fire hall, converting it into Police Station No. 6. In 1930, the *Mail* described it as "a relic of the past and a disgrace" and demanded it be replaced by "a building fit for both police officers and prisoners alike."²⁵ It was demolished in 1931 to make way for a more modern police station, since closed, which now is an emergency housing shelter.

HOTELS

Parkdale's location offered many potential advantages to hotel-keepers but it had far fewer hotels per capita than did Toronto. On 27 April 1888, the *Parkdale Times* reported that the city had one hotel for every 800 residents, while Parkdale had



*In 1887, the municipality of Parkdale hired Toronto architect J. Ades Fowler and his partner Mr. Cuthbertson to design its **municipal building**. The facility opened the following year at the southwest corner of Queen Street West and Cowan Avenue. It included Parkdale's council chamber and office, the fire hall and engine house, and the police station with lock-up. This view shows the building in 1931 just before its demolition.*

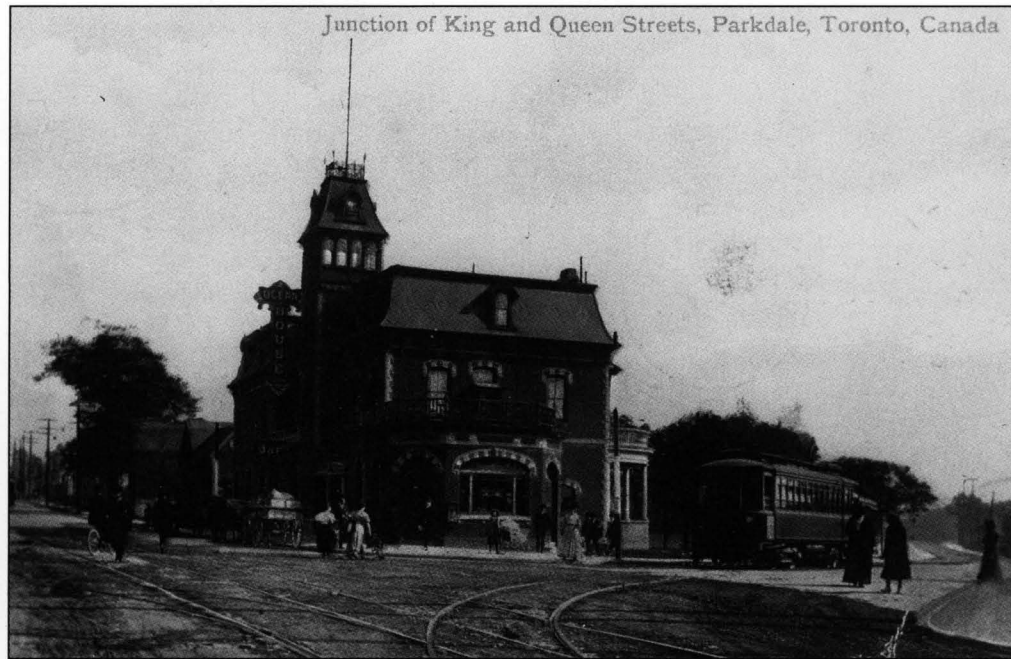
CTA, Globe and Mail 24525

one for every 2,500. Parkdale's strong temperance stance was the major reason. Initially the sale of liquor and issuing of licenses were prohibited. In February 1880 liquor licenses were allowed but they were limited to two taverns, for a \$175 fee each per year, and two shops, with a fee of \$100 each. By 1886, three taverns were granted licenses for a fee of \$400, though Parkdale never allowed any more licenses than the minimum required by provincial statute.

One of the first hotels in Parkdale was at its eastern boundary. In August 1879, William Edward Cornell was granted a lease for the southwest corner of Queen and Dufferin streets, on the condition he build a 30-room hotel there by year end. (This may have been conceived as being a summer hotel for around the same time, Cornell was also given a 25-year lease for the lakeside corner of lot 31, conditional on his erecting a wharf there.)

By December 1879, the Union Hotel stood on the site of Cornell's hotel lease. It was probably so named because of its proximity to the Northern Railway's "union" station which had opened the previous year. Robert Moor ran the rough-cast hotel along with the Union Hall, a large frame building immediately west. As well as being a hotelier, Moor was Parkdale's first poundkeeper in 1879. In its early years, the Union Hotel sometimes attracted a rather rough trade. One drunken brawl on Christmas Eve 1879 resulted in Moor being knocked unconscious, and the ruffians "making free use of the liquors in the bar."²⁶ Both the hotel and the hall burned to the ground on 27 May 1880. By July 1880, Moor was constructing a second larger brick Union Hotel on

MTLB PC 1615



the site. James Dwyer was proprietor from about 1881 to 1886. By 1887, Mrs. Rosanna Bloomberg (possibly Robert Moor's remarried widow) had taken over, and ran the Union Hotel until about 1895. Thereafter the hotel stood vacant for several years, and then the site was used by a variety of manufacturers. The structure no longer stands.

Another prominent hotel was at Parkdale's western entrance. In 1882, Thomas E. Scholes, proprietor of Scholes Hotel at Queen and Dundas, purchased a lot at the junction of King and Queen streets, and announced he would build a "first class summer hotel"²⁷ on the site. An 1885 publication reported that Scholes' "large hotel at Parkdale (plans by Mr. James Davis) ... only opened in December last, and at the present time an addition of

fifty rooms is being made to it."²⁸ Scholes called his establishment the Park Hotel, but during the 1890s his involvement was sporadic and it became known as the Sunnyside Hotel. By the turn of the century, it was the Ocean House and operated by John Kane. John Edward Laxton became proprietor about 1908, and he ran it for many years. The building still stands, although it is no longer a hotel and its appearance is somewhat altered.

The only other hotel in Parkdale proper before 1889 was the Parkdale Hotel, located on the north side of Queen between Dufferin and Brockton Road. On 23 September 1880, it and several adjacent buildings caught fire and burned down. Although Herman Timms, the hotel proprietor, had insurance for only half its \$4,000 value, the hotel was rebuilt, and in

*When this postcard was issued in about 1900, John Kane operated the **Ocean House**, a hotel at the southeast corner of Queen and King streets. In 1882, the **Toronto Mail** described the site as "excellent, as it commands a splendid view of Lake Ontario and the Humber River."²¹ The landmark building still stands although it is no longer a hotel and the cupola has been removed.*

1882 its new proprietor, John Parker, was granted a tavern license. An 1887 advertisement noted its other features: "Street cars run past the door. Good accommodation for travellers. Excellent stabling." The hotel had several managers during the 1880s: Toronto directories list six different names. It too still stands, and remains a hotel.

Although not in Parkdale proper, the Gladstone Hotel, at the northeast corner of Queen Street and Gladstone Avenue, was built during Parkdale's decade as an independent municipality and marked its eastern entrance. In 1879, a hotel and bowling alley was under construction on the site, and Parkdale Council tried unsuccessfully to prevent it obtaining a liquor license. In 1880 it was known as Brady's Hotel, but by 1881 Susanna Robinson, a widow with 13 children, was proprietress and it was called the Gladstone House. An 1885 publication noted she had "accommodation in busy times for fifty guests,"²⁹ and two years later it was advertised as a "\$1 Per Day House - Business Men and Travelling Public Take Notice - Finest Brands of Wines, Liquors and Cigars. Bass Ale and Guinness Stout." In 1889, architect G. M. Miller drew plans for a new hotel for the site featuring a cupola (since removed) on the southwest corner and terra cotta exterior decorations. The three-storey hotel was to be renamed Robson House but it continued to be called Gladstone. It still operates as a hotel and was restored in 1988.

INDUSTRY

In the early 1880s, Parkdale Council passed several bylaws to discourage factories within the village boundaries. This

was in keeping with the community being founded partly as a refuge from Toronto industry. "Parkdale ... is the last place to procure a bonus for any mercantile or manufacturing venture. Its residents desire nothing but 'flowers and a rural home'"³⁰ commented one Parkdale councillor in early 1880, after Council refused a cotton manufacturer's request. Bylaw 43, passed in 1880, prevented manufacturers causing fires or using steam power within 300 feet of another building. Bylaw 105, passed in 1882, in response to a request to erect a glucose factory on Dufferin Street, prohibited "any manufactory such as a slaughterhouse, gas works, tannery, distillery, etc. producing large volumes of smoke or excessive noise."³¹

At every turn, Parkdale Council did its best to discourage factories within the municipality's boundaries. In February 1880, a Mr. Harvey requested a bonus for a woollen factory, but was never heard of again after being informed he would have to pay all legal and other expenses incurred in submitting a bylaw to accomplish this. Apparently, builder James Stewart operated the only factory during Parkdale's early days, and in 1882 he was not only supplying local needs but also shipping dressed lumber as far away as Manitoba.

Before long, though, Parkdale caught the industrializing fever sweeping through central Canada and revised its anti-factory stance. An 1885 publication noted, "Of late manufacturing enterprise has been developed, and the population is increasing rapidly."³² In April 1883, Parkdale repealed all its previous "dangerous trade and nuisance" bylaws, although only for the area north of Queen Street, paving the

way for more industries in the municipality. At the same time, Council passed a very restrictive bylaw which prevented any industry creating an offensive smell such as a slaughterhouse, glue or glucose factory, and required anyone wishing to use steam power to get permission from the municipality. Penalties for violation increased from a maximum of \$20 to \$50.

Parkdale soon viewed most such requests favourably though. In 1884, for example, the J. J. Wright Electric Co. was given permission "to erect a frame building for the manufacture of Electric Light carbons,"³³ but was not allowed to use steam power. The next year, however, William Abercrombie was permitted to use steam power in his planing mill on Clark Street, as were the Good Shepherd Sisters for their laundry. Council even began to give generous municipal tax exemptions to firms willing to locate there. In 1883, the Toronto Stove and Manufacturing Company, the Gutta Percha and Rubber Company, and the Parkdale Lumber Manufacturing and Building Company were exempted from taxation for ten years.

Despite all this, Parkdale did not develop a large industrial base, partly because only a few choice lots adjacent to the railway tracks were available, and partly because Council continued to be sensitive to the concerns of local residents. In July 1887, for example, it agreed that "Mr Dunning be not allowed to operate his canning factory until he presents a petition signed by the property owners in the immediate vicinity in favour of the same."³⁴

The Toronto Stove Manufacturing Company established in Parkdale in 1884

on the west side of Dufferin Street just south of Queen. In about 1889, the Toronto Radiator Manufacturing Company moved from Niagara Street and took over the five-acre property. By 1892, about 100 skilled workers were employed at the factory. In 1893 it bought the adjacent property. E. J. Lennox, architect of Toronto's old city hall and Casa Loma, designed several additions to the complex between 1896 and 1911.

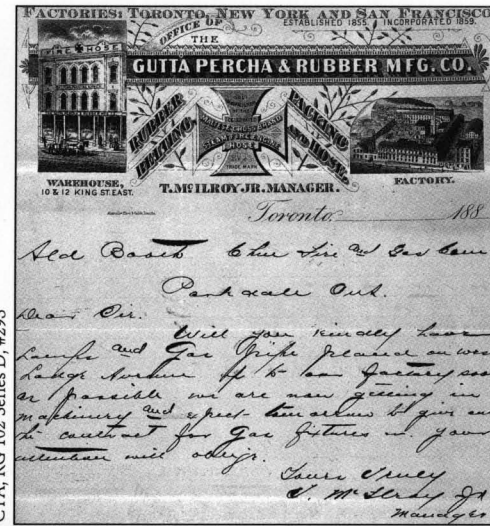
In 1884, the Gutta Percha and Rubber Manufacturing Company began to erect a large factory at Parkdale on the east side of West Lodge Avenue just below the railway tracks. A contemporary publication noted it was to "give employment to about one hundred men."³⁵ The company, with warehouses in New York, Portland, and downtown Toronto, and factories in Brooklyn and San Francisco, was said to do "perhaps the largest business of the kind in the world." Parkdale was most anxious to have this industry. In September 1883 it gave the company a ten-year tax exemption and a special water rate. In August 1884 it agreed to supply Gutta Percha with gas, and two years later, at the company's request, it expended \$1,300 to increase the water pressure on West Lodge Avenue. But the relationship soured somewhat after Parkdale refused Gutta Percha's 1887 request for reduced water rates and the company put in its own well. Council was annoyed enough to award a fire hose contract in 1888 to another firm outside Parkdale. Before closing the factory in about 1960, Gutta Percha was manufacturing industrial rubber products such as belting, hose, packings, and moulded goods, and automotive accessories.

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Apartments now stand on the site.

"The lumber industry is certainly not discarded in Parkdale, for there are several firms engaged in that line of business,"³⁶ claimed an 1886 book, *Industries of Canada*. The Parkdale Lumber, Manufacturing and Building Company was the largest, with an office on Queen Street, and a two-storey, 65- by 100-foot factory at the top of West Lodge Avenue. James Stewart, the company president, had acquired the one-acre property from John Gray by 1883. There the firm made house builders' supplies such as mouldings, sash, blinds, doors, and shelving, and produced lumber, lath, and shingles for the wholesale and

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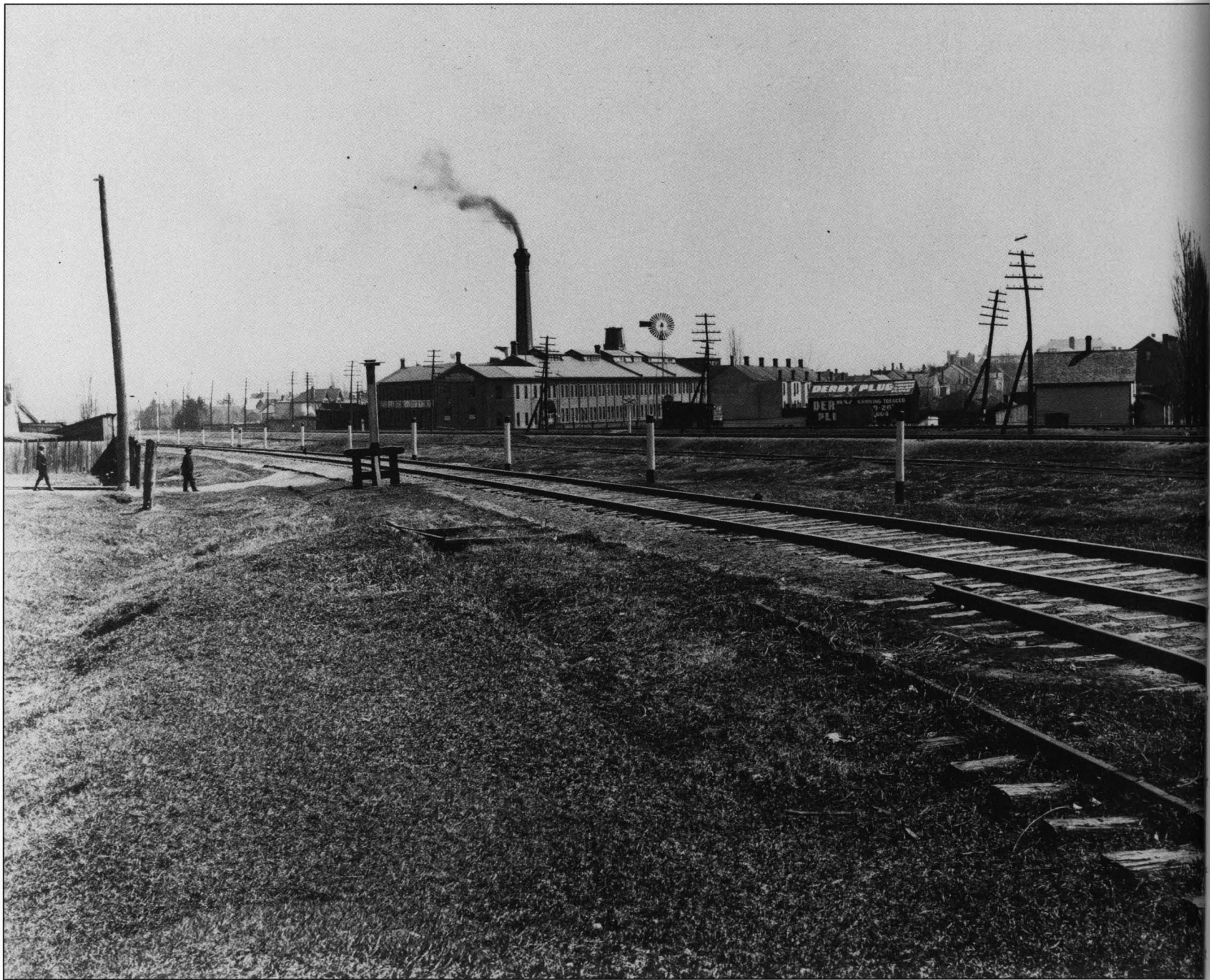


About the time of this 1885 invoice, Gutta Percha advertised itself as "the only rubber factory in Ontario" and as producing "Rubber Clothing, Horse Clothing, Carriage Cloth, Organ Cloth, Linen and Cotton Hose, Stair Matting, Gaskets, etc."²²



This early 1900s view of the interior of Gutta Percha & Rubber Manufacturing Company shows a group of employees posed in front of a rack for rubber shoes. By the 1930s, all sorts of rubber footwear was produced at the factory as well as rubber household and automobile products, and industrial belting and hoses.

The Gutta Percha & Rubber Manufacturing Company, seen in this 1899 view looking southeast from the Lansdowne Avenue railway crossing, located in Parkdale in 1883. Fifty years later, the company claimed it "had inaugurated the manufacture of rubber products" in the province, and was (in 1934) "the largest all-Canadian rubber company."²³ The factory closed about 1960 and apartments stand on the West Lodge Avenue site.



CTA, DPW 14, vol. 2-66

retail markets. These products were transported throughout Ontario from a CPR siding on the factory grounds. In 1886 it employed "in this factory 50 hands" and eight more at its West Toronto Junction branch.

The railways were the other major employers of Parkdale's residents, but there were several large factories just beyond its borders also providing jobs. During the 1880s, the old Garrison

Reserve developed industrially. By mid-decade, the John Inglis business had 100 employees, John Abell some 200 men at his engine and machine works, and the Massey Manufacturing Company 400 workers. The Ontario Bolt Works factory, located west of Parkdale on the shores of Humber Bay in ca. 1882, manufactured bolts, nails, rivets, spikes, hinges, and other fastenings. By the early 1890s, it employed 150 to 200 people.

LIBRARY SERVICE

The Parkdale Library Association and Mechanics' Institute was formed in November 1880 with grand visions of providing "reading and recreation rooms ... as well as classes of instruction."³⁷ Parkdale's citizens supported libraries for, as the *Parkdale Register* noted, "There is a great deal of literary, artistic and scientific culture in Parkdale, and the tastes of the community demanding intelligent gratification will cause the establishment of this



*The Toronto Radiator Manufacturing Company is shown in this 7 November 1894 view looking south down Dufferin Street from the subway at Queen. An 1892 publication described its operations: "The premises at Toronto cover some five acres of ground in buildings and yards. The main factory is a splendid four storey brick building, 230 x 510 feet in dimensions. The company have the largest and most complete plant for radiator work to be found on the continent, and they are sole makers in Canada of the Safford patent."*²⁴

The Parkdale Library Association and Mechanics' Institute used the schoolhouse of St. Mark's Anglican Church for a library and reading room from 1881 to 1888. The small roughcast building is seen to the left of the main church in this ca. 1880 view. Reverend Charles L. Ingles, rector of St. Mark's from 1879, was a trustee on the first library board.



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and kindred institutions."³⁸

One year later, on 1 November 1881, the library formally opened in the schoolhouse of St. Mark's Church. The Institute provided its 47 members with 147 books, "papers, as well as domestic and foreign magazines and reviews."³⁹ In the next ten years, the book collection grew to 1,819 volumes, and the number of periodical and newspaper titles increased from 12 to 21. After an early increase, membership remained at about 100. Evening classes and lectures were given sporadically.

A \$2 subscription fee was charged to members, although this was reduced to \$1 by 1883 in an attempt to increase membership. The Mechanics' Institute was

aided by yearly grants of usually about \$200 from the Ontario government. Parkdale Council also provided annual grants which fluctuated between \$200 and \$500. Some citizens also donated money and books.

For several years, John A. Wismer acted as librarian. This was obviously a part-time position, for Wismer was also principal of Parkdale Public School and later commercial master and director of physical education at Parkdale High School. Miss S. J. Brooks was hired as assistant librarian in ca. 1886. In 1887, \$180 was spent on salaries.

In March 1888, the Mechanics' Institute moved to larger quarters, taking

over the old council chambers and two adjacent rooms in the former town hall. The Parkdale *Times* reported that ladies could reach the circulating library without having to go through the free reading room, and books could be signed out every evening. Unlike the free city library, a borrower could examine books before charging them out.⁴⁰ In 1888, 3,418 volumes were borrowed.

On 21 December 1888, the Parkdale Mechanics' Institute wrote to the Toronto Public Library Board (TPL) suggesting that once annexation occurred, the city board take over the Institute for a branch library. On 26 April 1889, just after annexation, Institute members resolved to transfer all its books and furniture to TPL on the condition that a free reading room with book delivery would be maintained in the new St. Alban's Ward. TPL was clearly in a dilemma. On the one hand, board policy was "not to increase the number of smaller branches, but to have a large reading room nearly as extensive as now at the central library."⁴¹ On the other hand, it did not want to lose Parkdale's donation, or incur the ire of the local community. The Board's Library Committee arrived at a compromise solution, and on 10 May 1889 recommended that Parkdale's terms be met, but only temporarily. The large room of the Parkdale Mechanics' Institute should be rented on a monthly tenancy and fitted up in a temporary manner. It also suggested that Miss Brooks be engaged temporarily to manage the branch at a salary of \$25 a month, her duties to include cleaning. It was agreed that Miss Brooks could be replaced with a month's notice. The committee went on to recommend that the new branch have a

telephone connection with the central library and a daily delivery of books.

Parkdale residents must have felt betrayed when less than a year later TPL's fifth branch, supplied with the entire Parkdale Mechanics' Institute collection of books and furniture, opened near but not in St. Alban's Ward. Dundas Street Branch was located in rented space on present day Ossington Avenue (then Dundas) just

north of Queen. It operated from 25 January 1890 until 1909, when a new branch library opened at the southeast corner of Queen and Lisgar streets. One of many of similar design, the latter building was funded using part of a \$350,000 grant given by American steel magnate Andrew Carnegie to TPL in 1903 for a new central library and three branches.

The promised library in the former

town of Parkdale did not open until 1964, when Parkdale Branch replaced the Queen and Lisgar Branch. (The latter building is now the Beatrice Lillie Health Centre.) Interestingly, the present library's location on the southeast corner of Queen and Cowan is exactly between the two sites of the Parkdale Mechanics' Institute.



*After annexation, Toronto Public Library Board took over the Parkdale Library Association and Mechanics' Institute. Before long, its collections and furniture were transferred to the new **Dundas Street Branch**, which TPL operated from 25 January 1890 until 1909. The branch, shown here in 1901, was located on the west side of Dundas Street (now Ossington Avenue) just north of Queen Street West.*

ORIGIN OF PARKDALE STREET NAMES



Lord Dufferin



John Henry Dunn

Abbs: Thomas Abbs, a farmer, leased property in broken front lot 32 by 1871. The first services of Parkdale Methodist Church were held in the parlour of Abbs' house on Queen Street near the Brockton Road in the mid-1870s. In 1879, he was a grocer on Queen Street and an unsuccessful candidate for reeve of Parkdale. During the 1880s, Robert Abbs, probably Thomas's son, was a general grocer, flour, feed, and provision dealer on Queen Street in Parkdale.

Beaty: John Beaty (1825-1908), a customs house officer, paid \$3,972 in 1873 for most of the subdivided lots in the western part of Dunn's lands, i.e. the property west of Dowling, south of Queen to the water's edge. Over the years, he sold many of these lots for substantial profits. In 1879, he gave Parkdale a right-of-way through his property for the extension of King Street. In 1880 the Crown granted him the 50-acre water lot in front of broken front lot 34 and part of lot 33. The 1884 Toronto directory lists his house on the south side of Queen Street West. See Triller

Brock: James Brock (d. 1833), of Guernsey, England, was granted broken front lots 31 and 32, and park lot 30 by the Crown in 1812. Apparently his cousin was Sir Isaac Brock (1769-1812), administrator of Upper Canada, who was killed at the Battle of Queenston Heights. Present day Brock Avenue was first laid out as a road allowance in an 1850 subdivision plan of park lot 30, then owned by his widow, Lucy Brock, of Three Rivers, Quebec. At that time the street was known as Brockton Road.

Brockton: The village of Brockton began along Dundas Street, west of today's Dufferin Street, in the 1850s. Brockton was an incorporated vil-

lage from 3 March 1881 until its annexation to Toronto on 25 March 1884.

Close: Patrick G. Close was alderman for St. Lawrence Ward, 1873-78 and 1880, president of Toronto city council, 1877, and a member of the court of revision, 1897-1900. In 1876, Close and Eliza Anne Gwynne divided into building lots the section of broken front lot 31 bounded by Queen, King, Cowan, and Dufferin, creating streets such as Cowan, Melbourne, Gwynne, and Greig (now Elm Grove).

Dowling: Possibly named after a Colonel Dowling, who apparently married the daughter of John Henry Dunn and the sister of Lieutenant Alexander Roberts Dunn. Dowling Avenue was so named by the Maynard estate executors in their 1879 subdivision of broken front lots 32 and 33. See Dunn

Dufferin: Named for Marquis of Dufferin and Ava, Frederick Temple Blackwood (1826-1902), governor-general of Canada, 1872-78.

Dundas: Sir Henry Dundas (1742-1811), first Viscount Melville, was British Home Secretary, 1791-94, when colonial affairs were administered by the Home Office. With Yonge Street, it was one of the first roads laid out and named by John Graves Simcoe.

Dunn: John Henry Dunn (1792?-1854), office holder, politician, businessman, and militia officer, was receiver-general of Upper Canada from 1820 to 1843. At one time, Dunn owned most the land south of today's Queen Street to Lake Ontario in what became Parkdale. In 1822, he paid £200 for the eastern 50 acres of broken front lot 32, and in 1833 he purchased the adjoining western 20 acres of broken front lot 31. These properties extended from the present Cowan Avenue west to today's Close Avenue.

In 1840, Dunn acquired about 60 acres in broken front lots 33 and 34, the land between today's Dunn Avenue and the junction of Queen and King streets. His son, Lieutenant Alexander Roberts Dunn (1833-1868), was the first Canadian-born recipient of the Victoria Cross, awarded for his valour on 25 October 1854 in the charge of the Light Brigade during the Battle of Balaclava in the Crimean War. In 1858, he inherited his father's lands in what became Parkdale, but apparently neither ever lived there. In 1873, the Dunn estate subdivided the properties naming, among others, Dunn Avenue. See Dowling, Wilson.

Fermanagh: A county in Ireland, birthplace of Colonel Walter O'Hara who owned property in the vicinity. See O'Hara.

Fort Rouille: The French fort located at the foot of present-day Dufferin Street, 1750-59. So named by Eliza Ann Gwynne in her ca. 1884 subdivision of broken front lot 31.

Frankish: Charles Frankish, a bookseller, was a councillor on the Parkdale Village Council from 1879 to 1881, and its reeve in 1882 and 1883, resigning 2 April 1883. A book in the village's corporation seal represented Frankish's occupation.

Fuller: Valancy England Fuller purchased four acres in the vicinity in 1878. His father was Thomas Brock Fuller (1810-1884), appointed first Bishop of Niagara in 1875.

Galley: Edward Galley, alderman for St. Thomas's Ward, 1885-87, was a contractor and builder. The 1884 *Goad's Atlas* shows him owning property on the west side of Poplar, north of Pearson Avenue. An 1885 Toronto history noted "Altogether he has erected nearly one thousand buildings, upwards forty of which he owns."

Gardiner Expressway: Frederick Goldwin Gardiner (1895-1983) was the first chairman of Metropolitan Toronto Council in 1954. The expressway, on which construction began in 1955, was so named in 1957. Gardiner attended Parkdale Collegiate prior to 1914.

Geoffrey: Geoffrey O'Hara was a son of Colonel Walter O'Hara. He worked for the Provincial Insurance Company in Toronto, and lived with his father until the latter's death. See O'Hara.

Greig (now Elm Grove): George Greig was president of the Toronto House Building Association in 1876, developer of this property.

Gwynne: William Charles Gwynne (1806-1875), physician and educator, bought the east 113.75 acres of lot 31 in the broken front in 1833. The property was bounded by today's Dufferin Street, Cowan Avenue, Queen Street, and Lake Ontario. Gwynne Avenue was so named by his daughter and heir, Eliza Anne Gwynne, and Patrick Close in their 1876 subdivision of the section of broken front lot 31 between Queen and King streets. See Huxley, Spencer, Tyndall.

Harvard: Possibly the university of that name.

Howard Park: John George Howard (1803-1890), architect, surveyor, civil engineer and artist, bequeathed his 165-acre estate, High Park, and his home, Colborne Lodge, to the city of Toronto in 1873.

Huxley (now Springhurst): Thomas Henry Huxley (1825-1895), English physician, biologist, teacher, and philosopher, had a lifelong friendship with John Tyndall. He was admired by Dr. William Gwynne, and the street was so named by Eliza Anne Gwynne in her 1877 subdivision of broken front lot 31. See Gwynne, Spencer, Tyndall.

Jameson: Robert Sympson Jameson (1796?-1854), lawyer, judge, politician, and office holder, was attorney-general of Upper Canada

1833-37 and vice-chancellor of the province's Court of Chancery 1837-50. He was the estranged husband of Anna Brownell Jameson, noted author of such books as *Winter Studies and Summer Rambles in Canada* and *Characteristics of Women*, who resided in York 1836-37. In 1845, Jameson bought seven acres on the south side of Queen Street at the west limit of broken front lot 32, and in 1847 he acquired an additional three acres "on the west side of Avenue Road," i.e. Dowling Avenue. Jameson Avenue was listed in Nason's 1871 directory. The present Lansdowne Avenue was called Jameson Avenue North until 1883. See Lansdowne, Maynard

King: One of the streets laid out by Lieutenant-Governor Simcoe in 1793, and named after King George III. The name was changed to Palace as early as 1797. The present King Street was formerly Duke and was extended through the Village of Parkdale in 1879.

Lake Shore: Named for its geographic location along the edge of Lake Ontario. The original Lake Shore Road was opened in 1805. Construction on the present Lake Shore Boulevard West, then called Marginal Boulevard Driveway, began in 1919.

Lansdowne: Henry Charles Keith Petty-Fitzmaurice, 5th Marquis of Lansdowne (1845-1927), was governor-general of Canada from 1883 to 1888. The street was so named on 23 May 1883 by Parkdale Council bylaw 138. Formerly Jameson Avenue North. See Jameson

Laxton: John Laxton (1848-1923), the English-born managing director of Consumers Gas Company, moved to Parkdale in the late 1880s, where he lived on Queen Street West. He served on the high school board for Parkdale in 1889 and, after annexation, for the Toronto Collegiate Institute Board continuously from 3 June 1890 to the end of 1903. Laxton was an inventor of several lighting improvements and a combination gas-coal stove, and an owner of race horses. From ca. 1908, his son, John

Edward Laxton, was the proprietor of the Ocean House, a hotel on the south side of Queen Street West at the junction of King Street and Roncesvalles Avenue.

Leopold: Perhaps named for Leopold of Saxe-Coburg, who married Charlotte Augusta, only daughter of George IV, in 1816.

Lynd: Adam M. Lynd, a physician, graduated from University of Toronto in 1875 and then became a resident physician at Toronto General Hospital. Before coming to Parkdale in ca. 1879, he practised medicine in Bond Head, Simcoe County. Dr. Lynd served on the Parkdale School Board from 1881 to 1883, and was mayor of Parkdale in 1886, 1887, and 1888.

Macdonell: Alexander McDonell (1796-1842) was the Scots-born second son of Allan McDonell of Collachie and brother of Angus McDonell. During the American Revolution he served in Butler's Rangers. He was Sheriff of the Home District from 1792 to 1805 and represented Glengarry in the House of Assembly 1800-12, 1820-23. In 1798, he was granted park lot 32, a 100-acre property which extended from today's Queen Street to Bloor Street in the vicinity of the present Macdonell Avenue. While the family name has been spelled variously as McDonell, McDonnell, and Macdonell, the current street spelling of Macdonell was first used on an 1879 subdivision plan of park lot 32.

Marion: Marian Murray O'Hara (1810?-?) was the English-born wife of Colonel Walter O'Hara. While the Toronto Home Building Association spelled the street 'Marian' in its 1875 plan of park lot 31 (the form of name also used in the Dictionary of Canadian Biography), subsequent subdivision plans used 'Marion', the form of spelling used for the street today. See O'Hara.

Maynard: Reverend George Maynard (1805-1878) was an eccentric master of classics, then mathematics, at Upper Canada College from 1836 to 1856. Concurrently, he also served as curate at St. James Cathedral under Bishop



Robert Sympson Jameson



Marquis of Lansdowne



John Laxton



George Maynard

Strachan, and later at St. Paul's Church, Bloor Street. After his resignation from the college, he conducted a private boys' school on Simcoe Street for a short time. In 1854, Maynard and his wife, Emma, received property on Queen Street under the will of Robert Sympson Jameson. In 1871, Maynard lived on Jameson Avenue. The street was so named by the executors of the Maynard estate in their 1879 subdivision of broken front lots 32 and 33. See Jameson

Melbourne: Possibly called after William Lamb, second Viscount Melbourne (1779-1848), and a favourite of Queen Victoria. So named by Eliza Anne Gwynne and Patrick Close in their 1876 subdivision of broken front lot 31.

Northern: So named after its location, running north from the Northern Railway. The Northern Railway Company was originally the Ontario, Simcoe and Huron Union Railroad, and in 1879 the NoR became known as the Northern & Northwestern Railway. In 1853, the company's line from Toronto to Machell's Corners (Aurora) was the first to cross today's Parkdale. The railway was absorbed by the Grand Trunk Railway in 1888.

O'Hara: Walter O'Hara (1789?-1874), soldier, was born in Ireland, served in the Peninsular War, and came to Canada in 1826. He was assistant adjutant general of the Upper Canada militia with the rank of colonel from 1827 to 1846. O'Hara bought park lot 31 (100 acres) in 1831, and farm lots 33 and 34 (210 acres each) in 1840. The street was so named by the Toronto House Building Association in its 1875 subdivision of park lot 31. See Constance, Fermanagh, Geoffrey, Marion, Roncesvalles, Sorauren, West Lodge.

Pearson: The Pearson Brothers were real estate brokers who developed the Parkdale area. The firm was organized in 1872 and consisted of Charles and John F. Pearson.

Peel: Sir Robert Peel (1788-1850) was the prime minister of England, 1841-45.



Adam Wilson

Queen: Named after Queen Victoria (1819-1901) about 1843. Queen Street was formerly Lot Street because of the park lots abutting it and extending north to Bloor Street. Lot Street became the northern limit of the town of York in 1797 as it grew beyond the original boundary of Duke.

Roncesvalles: The street was named for the battle in Spain in 1813 by Colonel Walter O'Hara, who fought there, in his 1856 subdivision of park lots 33 and 34. See O'Hara.

Sorauren: The street was named after the battle in Spain in 1815 by Colonel Walter O'Hara, who fought there, in his 1856 subdivision of park lots 33 and 34. See O'Hara.

Spencer: Herbert Spencer (1820-1903) was an English philosopher who achieved an influential synthesis of knowledge, advocating the pre-eminence of the individual over society and of science over religion. He was admired by Dr. William Gwynne, and the street was so named by Eliza Anne Gwynne in her 1877 subdivision of broken front lot 31. See Gwynne, Huxley, Tyndall

Springhurst: Springhurst was the residence of Joseph Spragge (1775-1848), who was born in Canterbury and came to Canada in 1820 as master of the Central School in York (Toronto). In 1824, Spragge acquired the westerly 50 acres of lot 32 in the broken front. His property went south of present-day Queen Street to Lake Ontario. Springhurst, which stood on today's Jameson Avenue, was sold in 1868 to Robert Nelson Gooch, an insurance agent, who so named the street in his 1887 subdivision of broken front lot 32.

Triller: Jeanette Melinda Triller (1835-1892), was the wife of John Beaty. See Beaty.

Tyndall: John Tyndall (1820-1893), British natural philosopher best known for his researches on radiant heat, had a lifelong friendship with Thomas Henry Huxley. Tyndall was admired by Dr. William Gwynne, and the street was so

named by Eliza Anne Gwynne in her 1877 subdivision of broken front lot 31. See Gwynne, Huxley, Spencer

West Lodge: West Lodge was the residence of Colonel Walter O'Hara. Built in the 1830s, it stood at the head of West Lodge Avenue until its demolition in the late 1950s. The street was so named by the Toronto House Building Association in its 1875 subdivision of park lot 31. See O'Hara

Wilson: Sir Adam Wilson (1814-1891) was a lawyer, politician, and judge. From 1840 to 1849, he was in law partnership with Robert Baldwin. He sat on Toronto City Council as alderman (1855) and mayor (1859-60), the first to be elected by direct popular vote. Wilson became representative of North York in the Legislative Assembly in 1860, and from 1862 to 1863 was solicitor-general. In 1863, he was appointed a judge of the Court of Queen's Bench, made chief justice of the Court of Common Pleas in 1878, and became chief justice of the Court of Queen's Bench from 1884 until his retirement in 1887, when he was created knight bachelor. Wilson was an executor and trustee of the will of John Henry Dunn, and the Dunn Estate so named the street in its 1873 subdivision of broken front lot 31, 32, 33, and 34. See Dunn.

Wright: John Joseph Wright (1847-1922), general manager of the Toronto Electric Light Company for many years beginning in the 1880s, lived at 14 Gwynne Avenue. In 1883 he was engaged, along with Charles Van Depoele, by the Toronto Industrial Exhibition to work on an electric railway for demonstration at that year's fair. Real success came in 1885 with the invention of an underrunning trolley pole which picked up electric current from the overhead wires, the system still used by streetcars. Wright ran an electrical business in Parkdale in the 1880s, and was on Parkdale's town council in 1886. In 1891, he was the first president of the Canadian Electrical Association.



John Joseph Wright

APPENDIX B

PARKDALE'S ELECTED OFFICIALS, 1879-1889

1879	Reeve Councillors	John Gray, Jr. James B. Davis Udney A. Walker Charles Frankish Joseph Norwich	1885	Reeve Deputy Reeve Councillors	Hugh McMath George S. Booth William C. Beddome John Clark Ed Terry	1888	Mayor Reeve Deputy Reeves Councillors	¿ Ingham George Tait Thomas Gander Adam M. Lynd Edward Terry Benjamin Goodman James Gowanlock William P. Atkinson George Sinclair George Tait William Bateson Thomas Babe Thomas Willoughby William C. Hewish George G. Miles Joseph J. Threlkeld Thomas Gander William G. Hall George Edwards
1880	Reeve Councillors	John Gray, Jr. James B. Davis Udney A. Walker Charles Frankish Joseph Norwich	1886	Mayor Reeve Deputy Reeves Councillors	Adam M. Lynd Hugh McMath Ed Terry Thomas A. Thompson J. Sturgeon Stewart John Joseph Wright Jonas Coxhead William P. Atkinson William R. Burns E. McKinlay H. C. Stevens James Gowanlock Henry J. Hill William Rankin Thomas Rankin Thomas Gander George Edwards	1889	Mayor Reeve Deputy Reeves Councillors	George S. Booth Isaac Lennox William P. Atkinson James Gowanlock Benjamin Goodman George Edwards Joseph J. Threlkeld Thomas Willoughby Thomas Babe George Tait (Albert W.¿) Dodd George W. Mingay J. J. Ward John P. Lawless ¿ Howard ¿ McLachlan
1881	Reeve Councillors	John Gray, Jr. John Thompson Udney A. Walker Charles Frankish Thomas Coles	1887	Mayor Reeve Deputy Reeves Councillors	Adam M. Lynd Isaac Lennox James Stewart Thomas A. Thompson J. Sturgeon Stewart Benjamin Goodman Jonas Coxhead William P. Atkinson George Sinclair George Edwards Jonas Coxhead James Gowanlock Edward J. Mussen			
1882	Reeve Councillors	Charles Frankish John Thompson Udney A. Walker Thomas Tait Joseph Norwich						
1883	Reeve Deputy Reeve Councillors	Charles Frankish (resigned 2 April) William Hamilton (elected April) William P. Atkinson Thomas A. Thompson George S. Booth William C. Beddome						
1884	Reeve Deputy Reeve Councillors	Hugh McMath George S. Booth William C. Beddome Isaac Lennox Ed Terry						

Part I: Development of Parkdale to 1889

- ¹ *The Parkdale Register* (Toronto: Bengough, Moore & Bengough, 1881), 3.
- ² *Ibid.*, [1]
- ³ *Ibid.*, 4.
- ⁴ Donald A. Brown, *Fort Rouille Excavation Summer 1982* (Toronto: Learnx Press, August 1988), 86.
- ⁵ Elizabeth Simcoe, *The Diary of Mrs John Graves Simcoe, Wife of the First Lieutenant-Governor of the Province of Upper Canada, 1792-6*. With notes and a biography by J. Ross Robertson, (Toronto: William Briggs, 1911), 183, 191.
- ⁶ Edith G. Firth, ed., *The Town of York 1793-1815; a collection of documents of Early Toronto* (Toronto: University of Toronto Press, 1962), 52.
- ⁷ Simcoe, *Diary*, 196, 200.
- ⁸ Firth, *Town of York*, 1: 51.
- ⁹ *Upper Canada Gazette*, 4 Aug. 1804, 1.
- ¹⁰ Henry Scadding, *Toronto of Old* (Toronto: Oxford University Press, 1966), 269-70.
- ¹¹ Home District Council, Minutes, 12 Aug. 1842.
- ¹² *Toronto Mail*, 5 Mar. 1889.
- ¹³ W. H. Smith, *Canada: Past, Present, and Future*, 2 vols. (Toronto: Thomas Maclear, 1851-2) 2: 745-6.
- ¹⁴ James Randle Nason, *Nason's East and West Ridings of the County of York, or Townships of Etobicoke, Markham, Scarboro', Vaughan and York* (Toronto, 1871), 93 passim.
- ¹⁵ The Toronto House Building Association used this spelling in its 1875 subdivision plan. Subsequent plans and current usage spell the street "Marion", as will this book hereafter.
- ¹⁶ *Parkdale Register*, [1].
- ¹⁷ *Cyclopedia of Canadian Biography*, 2 vols. (Toronto: Rose Publishing Co., 1886), 1: 50.
- ¹⁸ *Parkdale Register*, [1].
- ¹⁹ County of York Council, Minutes, 26 Nov. 1875.
- ²⁰ *Illustrated Historical Atlas of the County of York* (Toronto: Peter Martin Associates, 1968), xiii.
- ²¹ C. Pelham Mulvany, *Toronto: Past and Present; A Handbook of the City* (Toronto: W.E. Caiger, 1884), 257.
- ²² *Parkdale Register*, 14.
- ²³ *Toronto Mail*, 8 June 1878.
- ²⁴ Toronto Council, *Minutes*, 24 June 1878, 186-7. [hereafter called TCM]
- ²⁵ *Parkdale Register*, 2.
- ²⁶ *Toronto Star*, 15 Sept. 1979.
- ²⁷ *Toronto Globe*, 27 June 1878.
- ²⁸ "Parkdale - John on the Warpath," *Grip*, 22 Dec. 1877.
- ²⁹ Parkdale Library Local History Collection, A. G. Gowanlock, letter to T. A. Reed, 8 May 1929. Gowanlock was an auditor for Parkdale's first council, later its deputy-reeve, and editor of the *Parkdale Times*.
- ³⁰ Parkdale Council Bylaw [hereafter called PCB] 102, 17 Apr. 1882.
- ³¹ Rosemary J. Threlfall, "Toronto Annexations, 1883 to 1893," University of Toronto, Master of Arts Research paper, June 1984.
- ³² Ontario, Executive Council, *Journal*, 22 Sept. 1885, 457-9.
- ³³ PCB, no. 18, 28 May 1879; also *Globe*, 30 May 1879.
- ³⁴ Parkdale Council, Minutes [hereafter cited as PCM]. 26 Apr. 1979.
- ³⁵ PCM, 16 June 1880.
- ³⁶ PCM, 13 Apr. 1881.
- ³⁷ *Toronto Mail*, 17 Apr. 1880.
- ³⁸ *Toronto Mail*, 31 July 1882.
- ³⁹ *Toronto Mail*, 27 Dec. 1879.
- ⁴⁰ *Toronto Globe*, 20 Aug. 1879.
- ⁴¹ Ontario, Laws Statutes, etc., *An Act Respecting Water and Gas Works at Parkdale*, 44 Vic, ch. 44, 344.
- ⁴² *Toronto World*, 13 Oct. 1888.
- ⁴³ West Toronto Junction Council Minutes, 23 Aug. 1888.
- ⁴⁴ *Parkdale Register*, 5
- ⁴⁵ *Toronto Mail*, 5 Apr. 1880.
- ⁴⁶ *Toronto Mail*, 28 Feb. 1880.
- ⁴⁷ PCM, 1 Sept 1884.
- ⁴⁸ *Toronto Mail*, 19 May 1879.
- ⁴⁹ *Toronto Mail*, 23 Apr. 1880.
- ⁵⁰ PCM, 19 Sept. 1887.
- ⁵¹ PCM, 31 Oct. 1887.
- ⁵² *Toronto Globe*, 8 Aug. 1879.
- ⁵³ *Toronto Mail*, 25 Sept. 1888.
- ⁵⁴ *Toronto Mail*, 26 Jan. 1880.
- ⁵⁵ Ontario, Laws, statutes, etc. *An Act Respecting the City of Toronto and the Village of Parkdale*, 46 Vic. ch 45, 424 passim.
- ⁵⁶ TCM, Report to Council, 17 July 1883.
- ⁵⁷ *Toronto Mail*, 13 Oct. 1888.
- ⁵⁸ PCB, no. 161, 3 Dec 1883.
- ⁵⁹ TCM, Committee of Public Works Report, 17 Sept. 1883.
- ⁶⁰ *Toronto Mail*, 27 Sept. 1888.
- ⁶¹ *Toronto Mail*, 18 Dec. 1888.
- ⁶² *Toronto Mail*, 19 Dec. 1888.
- ⁶³ *Toronto Mail*, 19 Feb. 1889.
- ⁶⁴ PCM, 21 Mar. 1881.
- ⁶⁵ PCM, 13 Apr. 1885.
- ⁶⁶ PCM, 27 Apr. 1885.
- ⁶⁷ PCM, 13 Apr. 1885.
- ⁶⁸ "Johnson, Theresa Mary (Gowanlock)," *Dictionary of Canadian Biography* (Toronto: University of Toronto Press) 12: 478.
- ⁶⁹ PCM, 21 Dec. 1885.
- ⁷⁰ PCM, 19 Apr. 1886.
- ⁷¹ *Parkdale Times*, 14 Sept. 1888.
- ⁷² *Toronto Mail*, 19 May 1879.
- ⁷³ *Toronto Globe*, 13 Feb. 1879.
- ⁷⁴ Mulvany, *Toronto*, 257.
- ⁷⁵ For a list of extant copies of Parkdale newspapers see J. Brian Gilchrist, *Inventory of Ontario Newspapers 1793-1986*, (Toronto: Micromedia, 1987); for a historical summary see Judi

Chambers, *Struggle: The Story of the Parkdale Citizen* (Toronto, 1977).

⁷⁶ A later boating club was the Parkdale Canoe Club which formally organized in 1905, and soon also included hockey, baseball and rugby. In 1935 the financially-beleaguered club and clubhouse were taken over by the newly-formed Boulevard Club, which operates out of the same location on Lake Ontario today.

⁷⁷ K. M. Lizars. *The Valley of the Humber*, 1615-1913 (Toronto, 1913), 60.

⁷⁸ Mulvany, *Toronto*, 257.

⁷⁹ PCM, 24 Nov. 1884.

⁸⁰ *Toronto Mail*, 12 Feb. 1889.

⁸¹ TCM, 9 Oct. 1882.

⁸² *Toronto Mail*, 20 Oct. 1888.

⁸³ *Toronto Mail*, 3 June 1882.

⁸⁴ PCM, 21 May 1885.

⁸⁵ PCM, 18 Jan. 1886.

⁸⁶ *Toronto Globe*, 16 Feb. 1886.

⁸⁷ PCM, 18 June 1886.

⁸⁸ TCM, Executive Committee Report, 2 July 1886.

⁸⁹ PCM, 16 Apr. 1888.

⁹⁰ *Toronto World*, 2 Oct. 1888.

⁹¹ *Parkdale Times*, 16 Mar. 1888.

⁹² *Toronto World*, 29 Oct. 1888.

⁹³ *Toronto World*, 16 Oct. 1888.

⁹⁴ *Ibid.*

⁹⁵ Archives of Ontario, Irving Papers, Petition.

⁹⁶ *Toronto Mail*, 2 Dec. 1889.

Part II: Highlights

¹ Sister Maryan, "The Work of the Congregation of the Good Shepherd Sisters in Toronto, 1875-1973," *York Pioneer*, 1974, 46.

² *The Dictionary of Canadian Biography*, 8: 821-22 spells the name as "Spragg" although most sources use the spelling "Spragge."

³ Scadding, *Toronto of Old*, 109.

⁴ *Toronto Mail*, 5 Aug. 1880.

⁵ Private papers held by Kent Rawson dispute that Langley, Langley & Burke designed St. Mark's Church, and attribute the building to architect Herbert G. Paull.

⁶ Robertson, *Landmarks of Toronto*, 4: 593.

⁷ Erskine United Church has had a rather complicated history since 1925. Its building at Roncesvalles and Wright avenues burned down and was rebuilt in 1927-8. Erskine amalgamated with North Parkdale United Church to form Emanuel United Church in 1960; Emanuel joined with Howard Park United Church to form Emanuel Howard Park United Church in 1969. The 1928 Erskine building has been retained by both amalgamated congregations.

⁸ *Toronto Mail*, 9 Jan. 1882.

⁹ *Toronto Mail*, 27 Sept. 1888.

¹⁰ Parkdale High School Board, letter to Minister of Education, 15 Dec. 1888.

¹¹ *Parkdale Centennial 1888-1988* [Toronto: Parkdale Collegiate Institute, 1988], 7.

¹² *History of Toronto and County of York*, 1885, 1: 326.

¹³ *Globe*, 19 Sept. 1879.

¹⁴ quoted by Barbara Lazenby Craig and Ronald K. MacLeod, *A Separate and Special Place; An Appreciative History of Toronto's Queen Elizabeth Hospital on the Occasion of its 100th Anniversary* (Toronto: Queen Elizabeth Hospital, 1984), 23.

¹⁵ PCM, 4 May 1885.

¹⁶ Craig and MacLeod, *A Separate and Special Place*, 26.

¹⁷ PCM, 1 Nov. 1886.

¹⁸ PCM, 18 Aug. 1880.

¹⁹ *Parkdale Register*, 8.

²⁰ PCM, 1 Feb. 1886.

²¹ PCM, 9 Nov. 1885.

²² PCM, 29 Sept. 1886.

²³ *Parkdale Times*, 9 Sept 1887.

²⁴ PCM, 20 Feb. 1888.

²⁵ *Toronto Mail*, 23 June 1930.

²⁶ *Toronto Mail*, 27 Dec. 1879.

²⁷ *Toronto Mail*, 28 July 1882.

²⁸ *History of Toronto and County of York Ontario*, 1885, 1: 486

²⁹ *Ibid.*

³⁰ *Toronto Mail*, 10 Jan. 1880.

³¹ *Toronto Mail*, 16 June 1882.

³² *History of Toronto and County of York Ontario*, 1885, 1: 87.

³³ PCM, 16 June 1884.

³⁴ PCM, 11 July 1887.

³⁵ *History of Toronto and County of York Ontario*, 1885, 1: 506.

³⁶ *Industries of Canada; Historical and Commercial Sketches of Toronto and Environs ...* (Toronto: M. G. Bixby, 1886), 102.

³⁷ *Toronto Mail*, 17 Nov. 1880.

³⁸ *Parkdale Register*, 14.

³⁹ *Toronto Mail*, 3 Nov. 1881.

⁴⁰ *Parkdale Times*, 9 March 1888.

⁴¹ Toronto Public Library Board, Minutes, 29 Apr. 1889.

Captions

¹ *Cyclopedia of Canadian Biography*, 485-6.

² Parkdale United Church, *Sixty Years of Service 1878-1938* (Toronto, 1938), 5.

³ *Parkdale Register*, 26.

⁴ *Parkdale Times*, Jubilee edition, 24 June 1887, 8.

⁵ *Ibid.*

⁶ Mulvany, *Toronto: Past and Present*, 257.

⁷ *Parkdale News and West York Gazette*, 9 June 1887.

⁸ *Toronto Mail*, 11 Mar. 1882.

⁹ *Cyclopedia of Canadian Biography*, 458-6.

¹⁰ *Ibid.*

¹¹ *Parkdale Register*, 14.

¹² William Canniff, *The Medical Profession in Upper Canada 1793-1850*, (Toronto, 1894), 405.

¹³ *Robertson's Landmarks of Toronto*, 3: 13.

¹⁴ *Ibid.*, 4: 269.

¹⁵ *Toronto Mail*, 2 Dec. 1889.

¹⁶ *Robertson's Landmarks of Toronto*, 4: 379.

¹⁷ Ontario, Minister of Education, *Annual Report*, 1886.

¹⁸ *Parkdale Times*, Jubilee Edition, 24 June 1887, 14.

¹⁹ Adam, *Toronto Old and New*, 125.

²⁰ *History of Toronto and County of York*, I: 326

²¹ *Toronto Mail*, 28 July. 1882.

²² *Toronto City Directory*, 1888, 1216.

²³ *Toronto Year Book*, Toronto: Municipal Intelligence Bureau, [1934], 145.

²⁴ "The Toronto Radiator Manufacturing Co. (Ltd.)," *Dominion Illustrated*, (Toronto), Special issue (1892), 37.

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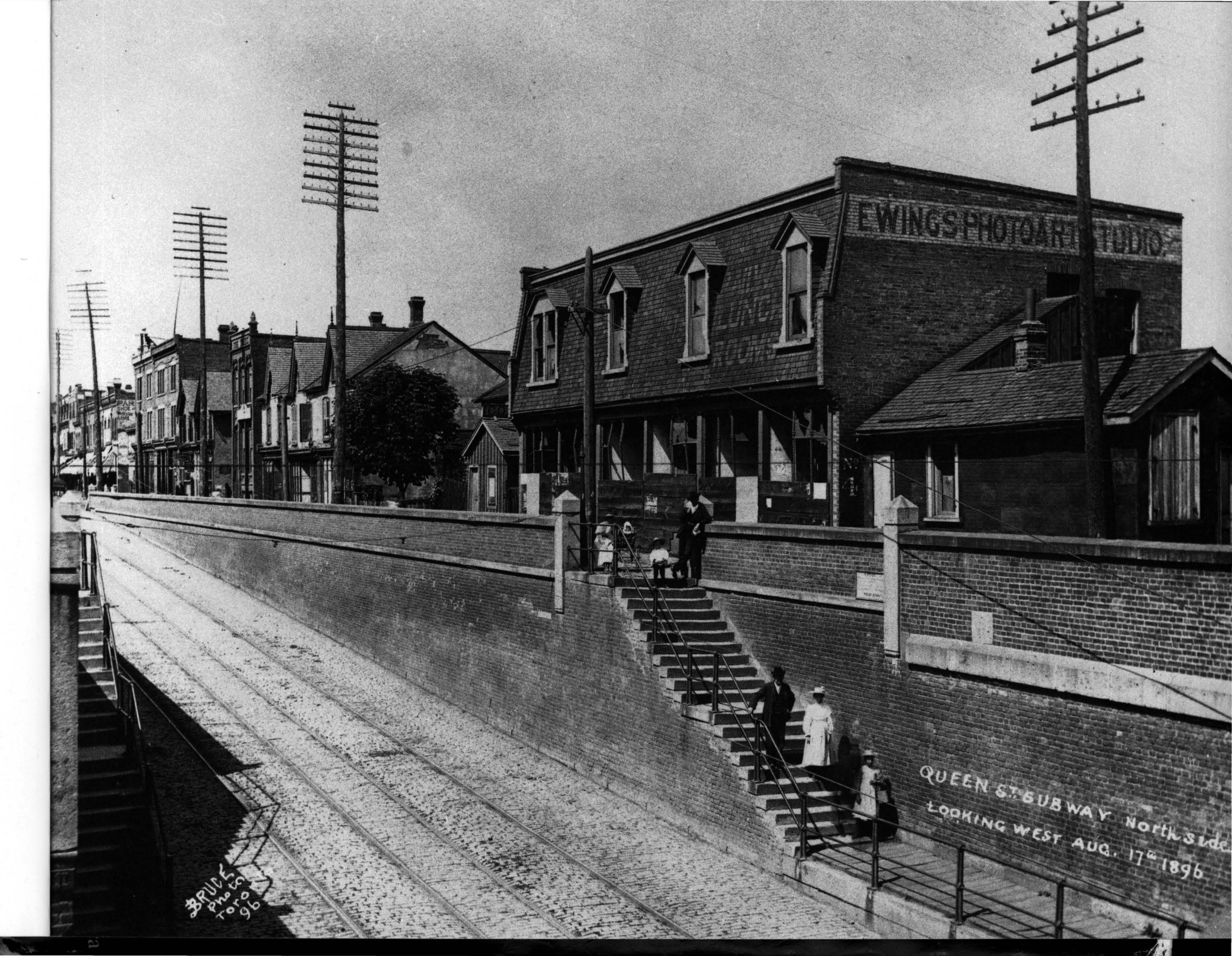
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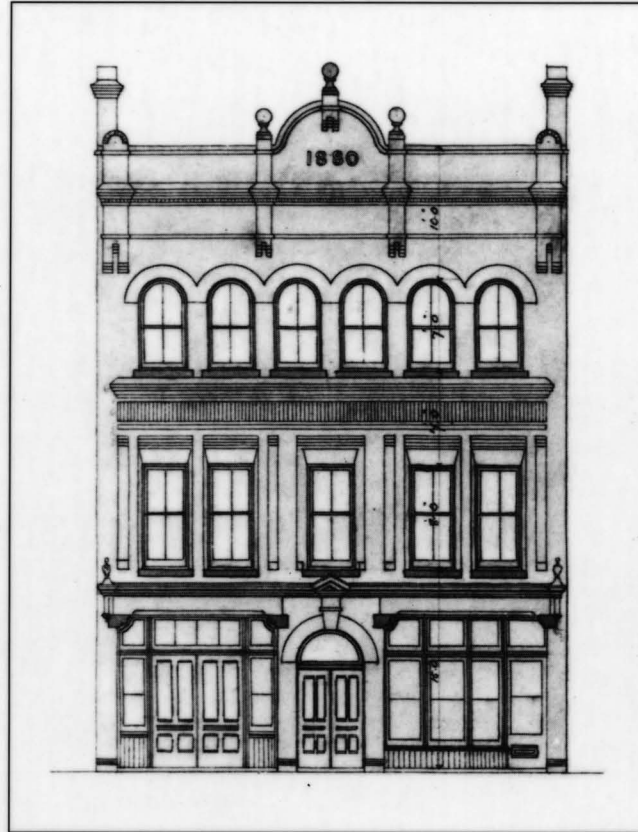


EWINGS PHOTOGRAPH STUDIO

QUEEN ST. SUBWAY North Side
LOOKING WEST AUG. 17th 1896

APRIL
Photo
Toronto
96

Parkdale Town Hall, 1880.



The streets are regular, are kept in good repair, and are ornamented with young trees. The law to prevent cattle and hogs from running at large is very stringent ... Every means of improvement that enlightened judgement can suggest, and judicious management effect, is employed to give Parkdale a deserved preeminence among the villages of the Dominion.

The Parkdale Register, 1881

Parkdale in Pictures traces the formative years of a city neighbourhood which has retained a character and flavour of its own for well over a century, despite annexation in 1889 with Toronto.

Thoroughly researched, the book documents this unique area from its origins as an Indian portage route and French fur trading fort, through early British settlements, the laying of roads, railroads,

and subdivisions, to its formation as a separate village, then town. It concludes with Parkdale's emergence as a Toronto neighbourhood. The book focuses on the personalities that shaped Parkdale during its formative years and the lasting legacies of its decade as an independent municipality from 1879 to 1889.

The book is illustrated with more than 50 pictures, including contemporary photographs, maps, drawings, and paintings. Most have never been published before. The origins of 45 Parkdale street names are provided in a separate section.

Parkdale in Pictures is an entertaining and informative local history of an important community in what some historians call a city of communities.

About the Authors

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