

AN ABRIDGED HISTORY
OF THE TOWNSHIP OF SCARBOROUGH

scarborough



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Robert R. Bonis,

SCARBOROUGH BEFORE THE WHITE SETTLERS.

In 1656 Toronto first appears on a map by Sanson. The spelling here is Tarantou. This name originally was given for the area from Toronto Bay to Lake Simcoe. Various spellings are found, Oronto being one of them. The origin of the name is generally attributed to Chief Atironta of the Arendaronon Indians. The meaning is uncertain but the most accepted translation is "Place of Meeting", others are "Trees in the Water", "Between the Lakes", and "Lake Opening". There are scholars now however of the opinion that the name may have been derived from Chief D²Arontal of the Hurons. There is a French map of 1673 showing Lake Simcoe called Taronto.

In 1670 Galinee recorded that the Indian Village at the mouth of the Rouge River was the starting point for the trip to what is now known as Lake Simcoe. During the 1680's when La Salle and Father Hennepin were making their trips along Lake Ontario to the Carrying Place on the Humber, and portaging to Lake Simcoe and the Upper Lakes, there were many Iroquois villages in the area now known as Scarborough. The Indian trail appears to have followed along the ridge between the branches of Highland Creek. The French were very ruthless in attacking the Iroquois and they gradually withdrew. Fifty years later, Algonquin tribes from the north called the Mississaugas settled in villages along the lakeshore from the Rouge River to Niagara, and it was one of these villages at the lower end of the Carrying Place that became known as York (and later Toronto). By 1730 much of the fur trade had been taken by the British to Oswego, and the fort at York was abandoned.

In Scarborough probably some of the first inhabitants were people of an early woodland culture. Recent archaeological research indicates more extensive occupations in later times by people of Iroquoian origin. They are thought to have come from the Upper Ohio valley, migrating over many years through south-western Ontario and eventually northwards to the vicinity of Georgian Bay.

In 1956 a primitive mass burial was uncovered at Tabor Hill at the north-east corner of Lawrence Avenue and Bellamy Road. Actually there were two burial pits or ossuaries here, in which the bones of an estimated five hundred people were deposited. It was a custom among the Iroquoian people to hold a "Feast of the Dead" every ten years, at which the bones of the departed were gathered together and deposited in a common pit. A plaque on Tabor Hill now marks this spot.

The finding of an ossuary usually indicates the presence of a village site nearby. This was located shortly afterwards on a branch of the Highland Creek where it crosses Brimley Road, just west of Bendale. The site was on the William Thomson farm, and was excavated in the Fall of 1956. From studying the types of pottery and other artifacts recovered, it is possible to arrive at a date around 1250 A.D. for this site.

Shelters in Indian villages were longhouses covered with bark on a framework of light poles. These structures varied greatly in size and usually housed several families. Central fires provided warmth and cooking facilities, and here were fired the decorated pots made from local clays. Pottery and bone artifacts from the Elliott site are on display at the Agincourt Collegiate Institute.

The early people existed largely by hunting and fishing, moving frequently in search of game. Nets of root fibres, weighted with stone sinkers, were used for fishing and fish hooks were made of bone or native copper. Arrows were usually tipped with flint points which had been chipped to shape. Many fragments of clay pipes, some elaborately decorated, indicate the use of tobacco. Amongst these people 57% of deaths occurred before the age of twenty years, and the average life expectancy beyond that age was only ten years more. We are indebted to the Indians for the canoe, the toboggan and the snowshoe.

In 1750 another fort was built at the mouth of the Humber. This proved inadequate, and a larger and better equipped fort was built by the Marquis de la Jonquiere and was named after Antoine Louis Rouille, minister of the Marine in Paris. This fort stood at the foot of the present Dufferin Street, and in 1878 what was left was levelled and became part of the Exhibition Grounds.

In 1787 the Toronto Purchase was negotiated. The Mississauga tribe handed over about one third of the present York County to the Crown. Scarborough was too far out in the wilds to be included in the cessions of the Toronto area to the British.

Scarborough was known as Glasgow by 1791. In this year it was surveyed by Augustus Jones, whose axemen built a rugged pioneer cabin on the top of the bluffs. This cabin still stands, and can be seen today on the grounds of the Guild Inn, south of Kingston Road just north of Eglinton. This land on the lakeshore was taken free from the Crown in 1805, by the secretary of Upper Canada's first Law Society, Donald McLean, who later died in the defense of Fort York in 1812.

In 1793 Lieutenant Governor Simcoe's wife records that when she and her husband were out in a surveyors boat, the bluffs of the shoreline east of Toronto reminded her of Scarborough, England. Shortly afterwards the name Glasgow was dropped and this area became known as Scarborough.

THE FIRST WHITE SETTLERS.

David Thomson and his wife Mary Glendenning, Scarborough's first white settlers, arrived in 1796. After clearing the land of trees and bush they built a log cabin with a large fireplace on a site not far from the present Scarborough General Hospital.

David and Mary Thomson were born in Westerkirk, Dumfries, Scotland. Their first years here were very hard. David Thomson, a stonemason by trade, still worked during the week in Toronto, leaving his wife and their children alone in the wilderness. Resourceful Mary, the only white woman for miles around, raised eleven children, often having to protect her home from bears, wolves and other wild animals that roamed the Scarborough forests. Gradually other pioneer families came and settled in Scarborough and all of the Thomson children married into these families with the exception of their last child, Helen. When Mary Thomson died she left behind her over one hundred descendants.

David Thomson, a strong Presbyterian, donated land for a church-yard on what is now St. Andrew's Road, Bendale. The first church in Scarborough was erected here in 1819. It was a frame building about 30' x 40', with plain board pews, and a stairway built on the outside leading to a gallery that gave additional seating. It was in 1817 that the first minister, Rev. William Jenkins arrived and organised the first Presbyterian congregation, St. Andrew's, in response to the pleas made by the inhabitants of Scarborough. Later a brick church replaced the old frame one. This was built just east of the church-yard where David and Mary Thomson are buried. There is a monument there to the memory of these two courageous people and their original gravestones are embedded in it.

Although the original log cabin has long since disappeared, several of the old family homes can still be seen on St. Andrew's Road. On the corner of St. Andrew's and Brimley Roads for example is a lovely old stone house that was built in 1848. Here lives Belle Davidson, a great granddaughter of David and Mary Thomson. Mrs. Davidson was the first lady resident of Scarborough to become a doctor of medicine. The Thomsons were followed by many other brave pioneers, David's friend James Elliott and his brother Andrew Thomson, William Knowles (a blacksmith who built the first Smithy in Scarborough), James Kennedy (after whom Kennedy Road is named), Charles Annis, Isaac Chester, William Cornell, Archibald Glendinning, Thomas Patterson, Stephen Pherrill (who is believed to have built the first brick house in Scarborough), and many more too numerous to mention.

FIRST RESIDENT DOCTOR.

Dr. R.D. Hamilton was the first resident doctor in Scarborough. He was rather an eccentric Scotsman, who lived alone and never even kept a horse. When he was needed, he had to be called for and returned home. He believed strongly in bleeding and purgatives. He was quite a writer, mostly on medical subjects, but under the name of Guy Pollock he wrote political articles in the city papers. He died in 1857 and was buried in St. Andrew's graveyard by his request twelve feet underground.

FARM AND HOMES OF RURAL SCARBOROUGH.

When the first settlers came, they tried to choose an area with good soil and a water supply for their homes and animals. They usually put their buildings in the centre of their farm land in order to live closer to their work, and be able to watch any livestock they might have. Near the house they planted things that needed protection from birds and animals.

The first big job was clearing the land of trees and bush and the building of a cabin. The first ones were usually made from logs, with one room and a loft in the upper part reached by a ladder, and generally a large stone fireplace at one end. The furniture was simple and homemade, with rope beds for the adults. The children usually slept on hard boards, beds which folded up and became benches, or trundle beds which slid under the big bed during the day. There were few windows. To begin with these just had wooden shutters that closed at night and in the winter, since glass was scarce and expensive. Cellars were made for the storage of food.

After the first few years squared timber replaced the round logs, the barns being much the same, made of logs with a peaked roof covered with split cedar shakes or sod. Inside there would be stalls for the animals.

The clearing of the land was always a problem and took a great deal of work. Sometimes the trees were girdled; this meant chopping the trunk of the tree all around so that in time the tree would die, but it was dangerous as the trees fell in a tangle and at different times and were a hazard for livestock. Fields had to be cleared and the best way was chopping the trees down one at a time. As a space was cleared brush and smaller limbs from the trees were burned. With the coming of more settlers this work was accomplished by having a "Bee" when a group of neighbours would come and help. The women and children would provide the food and often quilted while the men did the heavy labour. In the evening, the men with their work done would turn loose the oxen and after giving them food and water, would wash and revived by food and drink they would be ready for the evenings entertainment that usually followed such bees. A fiddler would turn up, and sounds of dancing and singing would go on late into the night.

As time passed and the farmers had more money they built larger and better homes for their families. Now it was more desirable to live nearer the road. The log houses and barns were deserted, or sometimes used for storage of grain and tools.

Houses became more ornate and better finished and people now began to build also in brick and stone. Fancy frame houses were built with intricate mouldings. Some lovely examples of early stone homes can still be seen in Scarborough: 'Springfield', a farm house built in 1840 by James Thomson on St. Andrew's Road just west of McCowan Road; 'Bonese', built in 1848 on St. Andrew's Road at the corner of Brimley; the Annis home, built in 1867 by Jeremiah Annis on Kingston Road just north of Eglinton Avenue (now the Pickin' Chicken Restaurant); the Purdie house on Markham Road just north of the 401 Highway (now a Nursery School). An example of a brick-built house is the Kennedy home on Kennedy Road at Finch Avenue. This shows how some homes were enlarged by building directly on to the old home. It was originally one storey high and its thick walls were packed with mud. The brick house was built in 1851, and was only connected to the old home by a door. The brick home of Russell Pearson at Neilson Road and Finch Avenue was built around 1850, the bricks being made right in front of where the house stands. At L'Amoreaux there are two adobe-built houses on the corners of Warden and Finch Avenues. One was built about 1845 by Isaac Christie, and the other was built around 1860 by Henry Mason. Numerous other old homes of historical interest are to be seen all over Scarborough.

FARM EQUIPMENT.

During the first years implements used on the farm were quite primitive. Settlers had to change their ideas and adapt themselves to the circumstances of a new country. The old plough and drag, the reaping hook and scythe, the flail and other methods became despised as aids to the farm. Horses came into general use instead of oxen. Iron ploughs were imported from Scotland, and copies of them were made here. Blacksmiths began to vie with

each other in turning out the lightest, most wide-spreading, and most serviceable harrows; the cradle displaced the hook, while lighter waggons and more comfortable sleighs took the place of the more cumbersome vehicles that had been previously used.

Next came machinery. The first reaper (the 'Hussey'), was brought into Scarborough by Martin Snider in 1851 from New York. Self-rakers were brought from Rochester in 1854. The self-binder came later in about 1883. John Morgan, the pioneer introducer here of the mower, purchased a machine known as the 'Kirby' made by Massey in Newcastle in 1851. Peter Pilkey (said to be the first tanner), and Hugh Elliott were among the first to run 'buzzers' in Scarborough. The first separators were imported from Rochester. The steam threshing machine came in 1879, costing David Beldam \$1,216. Scarborough was justifiably proud of her farms. Kelvin Grove Farm for example won the gold medal and sweepstakes prize awarded by the Provincial Government both in 1883 and 1886. The Scarborough Agricultural Society was formed in 1844. Ploughing matches were very popular and the first seems to have been held on the farm of R. Stobo around 1830. Scarborough men always won a high percentage of the prizes.

FENCES.

The first fences were sometimes of poles or cedar logs split into rails. Fences were necessary, first as pens to protect the animals at night, but later to protect the grain fields and keep animals out. If the soil was sandy it made stump fences easier to build. The stumps of pine trees and other kinds with a flat close to the surface root system, were pulled up and dragged into rows that made a very effective barrier to wandering livestock. The rail fences were of many types; early ones were rails built up in a zig-zag line that could wander over rough ground around boulders or other obstacles.

MILLS.

Mills were built quite early in Scarborough. William Cornell, who took up land here in 1799, was the builder of the first grist-mill and saw-mill in the Township. He brought the mill stones all the way from Kingston on his sled and paid for them with a span of young colts. He also set out the first orchard in Scarborough in 1802. Through the years many mills came and went; up to twenty-four or twenty-five saw-mills at one time have been in operation in the Township. There have been grist-mills, chopping-mills, flour-mills, cider-mills, woollen and carding-mills, and water-mills, some of which survived to be run by steam power.

Also in Scarborough we had blacksmiths, waggon-makers, harness-makers, axe-makers, plough-makers, wheelwrights, shoemakers, weavers, tailors, brickmakers, tanners and a company that sold seed potatoes.

SHIPS AND SHIP BUILDING.

The small excellent harbours at the mouths of the Highland Creek and the Rouge River, along with the abundance of timber in the Township, caused these places during the first half of the 1800's to be selected as ship-building yards. In 1820 a Captain Hadley built a schooner named the 'Duke of York' on the Rouge. During the winter of 1825-26, Joseph Dennis built here for a Captain Richardson a fine steamer called the 'Canada' which was successfully launched in June 1826.

Thomas Adams, a carpenter and captain built in partnership with John Allen a sailing vessel called the 'Mary Ann' at the mouth of the Highland Creek in 1834. The last boat to be built in the Township appears to have been in 1843. William Cornell was a captain and arrived in Scarborough from across the lake on his schooner, where his family continued to live aboard at the foot of the bluffs until their home had been built. He transported grain, potatoes, etc., from Scarborough to Oswego. He lost both his vessel and cargo during the War of 1812 when it appears to have been seized as a war-prize.

Thomas Adams was a captain of an American sailing-vessel during the War of 1812. He was driven for refuge into the Highland Creek, and there fearing his cargo of guns, ammunition and brass kettles might be seized he threw everything overboard.

EARLY ROADS.

Little is known about the two old trails in Scarborough that have now disappeared. One known as the Old Ridge Road is believed to have run roughly east and west, following the trail from the east used by Indians and traders. The other was a north and south trail towards the Markham area. This route was travelled by early settlers and David Thomson is said to have built his cabin near it. It was later improved with logs through the swampy areas, becoming a corduroy road.

DANFORTH ROAD: The first road to be built through the Township was Danforth Road. An old road of historic interest, this was part of a Provincial highway. When it was cut through the forest in 1799, it began at the end of King's Street in the little town of York near the mouth of the River Don.

Going eastwards through the woods, it eventually turned up the present Kingston Road and entered the Township at Victoria Park Avenue. Asa Danforth, a recent immigrant, was given a contract to cut this road from York to the Bay of Quinte, a distance of 120 miles. This undertaking was looked forward to by all, as during the winter when ice closed the lake to navigation communications between York and Kingston became virtually impossible.

KINGSTON ROAD: While the building of the Danforth Road gave David Thomson and settlers on their bush farms three miles inland better access to the Town of York than the old Indian Trail, William Cornell and other settlers along the lake got little benefit from it.

In 1801 William Cornell and Levi Annis cut out the new 'Front Road' or 'Cornwell Road'. At first just a trail through the woods near the lake, it wound westwards from the foot of Markham Road to join the Danforth Road where it entered the Township of Scarborough. It went eastward through West Hill, descended into the Highland Creek Valley, ascended the steep east hill and then followed the line of the present Highway #2 to the Rouge River. In winter, sleighs could operate quite well on these old roads, but in spring with all the mud they were almost impassable and very dangerous. Even in summer one could travel with any kind of comfort only on horseback, and transportation by boat long remained preferable.

In 1833 the long agitation for road improvement finally stirred the legislature into action, and the building of a new plankway along Kingston Road aroused general enthusiasm. Toll Gates were put up near Washington Church (Kingston Road and Eglinton) and at Norway Village. The popularity of the planked Kingston Road didn't last long however. The payment of tolls soon proved irksome to many farmers, and men and waggons often found a way around the toll gate. By 1846 the tolls were insufficient even to pay the interest on the debentures issued to finance the construction of the road. Finally in 1865 after many private attempts at ownership and maintenance, York County purchased three of Scarborough's roads.

The lot and concession lines were so well spaced in Scarborough that the trails farmers made alongside their properties developed into the roads we now have, some maintaining the names of the pioneer settlers, (i.e. Kennedy Road, McCowan Road, Neilson Road, etc.).

CHURCHES.

ST. ANDREW'S CHURCH, BENDALE: The first church in Scarborough was St. Andrew's Presbyterian at Bendale, built in 1819. This frame building was replaced in 1849 by a brick church. In 1834 the first Temperance Society in Scarborough was formed at St. Andrew's. In the church-yard of St. Andrew's Church there are many headstones with the names of the old pioneers, and a monument to these founders of Scarborough has been erected there.

ST. MARGARET'S CHURCH, WEST HILL: In 1833 St. Margaret's Anglican Church was built. This was the second church built in the Township. In 1896, Scarborough's Centennial year, this old building was reported still in excellent repair. Unfortunately in the spring of 1904 a fire sweeping through the long grass and weeds crossed the graveyard and burnt the old church to the ground. But in 1905 the building of a new church had already been started. This very lovely little church still stands on Lawrence Avenue in West Hill.

ZION UNITED CHURCH, WEXFORD: In 1842 Anthony Twaddle sold a quarter of an acre of land in Wexford to the church for eight shillings. A chapel seating fifty people was erected on it at a cost of \$185. This Primitive Methodist Chapel was called Twaddles' Chapel, in 1857 it was renamed Parsonage Church. A new church was built in 1876 and Twaddles' Chapel was torn down. In 1883 when the Primitive and Wesleyan Methodists united and Parsonage Church was sold to the Presbyterians, the congregation were expected to attend the Wesleyan church nearby on Victoria Park Avenue. The Methodist congregation

decided to stay with their church, now renamed Zion Presbyterian Church, and all became Presbyterians. This old church had its name changed once again at the time of Church Union in 1925, when it became Zion United, as it is today.

ST. JUDE'S CHURCH, WEXFORD: In 1848 St. Jude's Anglican Church was opened on Victoria Park Avenue. This is the oldest Anglican church still standing in Scarborough. The steeple, specially made in Toronto, was brought out on a special skid bob sleigh in 1847. The building is hand hewn and the axe marks can be seen on the main timbers.

ST. JOSEPH'S CHURCH, HIGHLAND CREEK: St. Joseph's Roman Catholic Church was built at Highland Creek in 1854. It was left by Father Proulx free from debt to his scattered flock in Scarborough.

There were many more interesting old churches built in Scarborough, some of which are still standing and well worth visiting.

POST OFFICES.

The first post office opened in the Township at Scarboro Village in 1830. It first stood on the corner of Eglinton and Markham Road, and later moved to the north-east corner of Eglinton and Kingston Road. The first postmaster was Peter Secor. He held this position until 1838 when owing to his sympathies with Mackenzie he was replaced.

In 1853 the Ellesmere Post Office was established, with Archibald Glendinning as post-master. Archibald Glendinning was active in the affairs of his time, and amongst other things was a major in the Militia, heading his company in the Yonge Street skirmish of 1837. His granddaughter Lissa Glendinning was the first Presbyterian deaconess ever ordained in Canada.

The following is a list of the early post offices, dates of establishment, and the first postmasters.

PLACE	DATE	POSTMASTER
Agincourt	June 1, 1858	John Hill
Armadale	April 1, 1869	Robert Harrington
Bendale	April 1, 1878	William Forfar
Brown's Corners	September 1, 1888	David Brown
Danforth	April 1, 1859	Henry Hogarth
Ellesmere	June 1, 1853	A. Glendinning
Highland Creek	July 6, 1852	Chamberlain
Malvern	November 1, 1856	David Brown
Scarboro Village	no official record	
Scarboro Junction	July 1, 1873	George Taylor
West Hill	June 1, 1879	John Richardson
Wexford	March 1, 1865	J.T. McBeath
Woburn	July 6, 1852	Thos. Dowsell.

SCHOOLS.

Early days of school in Scarborough were not easy for teacher or pupil. Schools were open five days one week and six the next, but in 1860 the alternate Saturday classes were abolished. The first schools were small and cramped, being usually about 26' x 18' and heated only by an open fireplace. The ink was often buried at night to prevent freezing. After 1850 new and larger schools were built in brick and surrounded by playgrounds. The first school in Scarborough was held in the home of James Elliott, and taught by a man named Pocock in 1805. In 1847 the Township was divided into 12 School Sections, and a school was built in each one.

TOWNSHIP COUNCIL.

The first Township council met at Dowswell's Tavern on Markham Road at Woburn in January of 1850, with Peter Secor as reeve. Up to 1867 the councillors chose their own reeves, but since then they have always been elected by the residents of Scarborough at the polls.

THE SCARBOROUGH CENTENNIAL YEAR.

In 1896 Scarborough held its Centennial Celebrations. The first difficult hundred years had been passed and Thanksgiving services were held at St. Andrew's Church, Bendale. The descendants of the pioneers, wishing to leave some lasting memorial of this year, decided to erect a new building for the Bendale Library. This library, housed in an old frame building, had been organised in 1834, and had continued as a purely private subscription library until 1878 when it was incorporated as a Mechanics' Institute under the Ontario Act. The Centennial building closed only a few years ago after the opening of the new Bendale Library on McCowan Road. The old memorial building still stands beside St. Andrew's Church.

SCARBOROUGH ENTERS A NEW AGE, 1896 - 1945.

For another twenty-five years after the 1896 Centennial celebrations, the bare weathered hall at Woburn, rented from the owner of the Inn for \$10.00 a year, continued to serve as the centre of Scarborough's municipal life. In 1922 the Council Chambers were moved to rooms above the bank at the north-east corner of the Kingston Road and Birchcliff Avenue. Scarborough remained largely a township of farms and villages, and the population even declined still further to the low figure of 3,426 in 1910, before beginning its rise to 10,528 in the year in which it began to turn its back upon its rural past and to look toward its suburban residential and industrial future.

But forerunners of the new age of science and industry into which Scarborough was destined to enter were already appearing as the township began its second century. By 1898 its gray gravel roads were alive every weekend with cyclists from the city, who had acquired some of the one million marvellous new "Safety Bicycles" with pneumatic rubber tires which were manufactured in North America that year. The old Halfway House, on the north-west corner of the Kingston Road and Midland Avenue, to which William Weller's Royal Mail Coaches had once thundered in from east and west over the highway's four-inch pine planks in the '40's, was now a popular summer rendezvous for members of the bicycle clubs, which were all the rage in Toronto.

Soon after the bicycle another new modern means of transportation came to Scarborough, the electric railway. In 1898 the Toronto Railway laid its rails along the Kingston Road from Blantyre Avenue to the Hunt Club. By 1905 its successor, the Toronto and York Radial Company, had completed an extension of the line to West Hill; and more and more people of southern Scarborough began to travel to and from the city on the trolley cars.

About the same time Alexander Graham Bell's wonderful invention, the telephone, also came to the township. In 1903 the Bell Telephone Company opened an exchange in Agincourt in the general store of W.A. Kennedy; and not long thereafter The Scarborough Independent Telephone Company began to provide service to its subscribers, with an exchange at Malvern.

In these opening years of the twentieth century, there also appeared on the roads of Scarborough another modern invention - the automobile. This was soon to play an important part in revolutionizing the life of suburban community. In 1903 there were only 220 motor vehicles registered in Canada, all in Ontario. But in 1908 Henry Ford brought out his first Model T Ford. Cars multiplied rapidly on the roads of Scarborough and elsewhere in Ontario; and by 1913 there were 54,380 motor vehicles registered in Canada.

The Township Council had to recognize the new age of motor travel and deal with the dust problem; and in the year 1910 we find items in the Township accounts connected with the oiling of the Kingston Road.

In the years preceding 1910 a certain amount of subdividing of the original 100 acre farm lots of Scarborough had been taking place in various parts of the Township. A map of the Township published by the Ontario Directory and Map Company in 1910 shows numerous small lots with plan numbers on them in the south west corner of Scarborough, south of St. Clair Avenue and west of Kennedy Road. In the Highland Creek and West Hill area, and about Scarboro Village, Scarboro Junction, Wexford, Agincourt, Malvern, and other little crossroads communities, some land had been broken up into market gardens and a few residential lots. But, with the exception of these subdivisions and small holdings, practically all of the rest of Scarborough was still in large unbroken farm lots.

From the year 1910 onwards until the outbreak of World War 1 in 1914, references in the Minutes of the Township Council to plans of new subdivisions submitted for approval begin to multiply rapidly. Some of these dealt with small market garden acreages, but most

of them were plans of subdivisions with small residential lots, chiefly in south western Scarborough. Here new streets began to be built up with homes just outside the city limits in the Birch Cliff area, and the population of the township grew to 5,321 in 1915; and by 1921 it was 11,746.

As the suburbanization of south western Scarborough got under way, the Township Council found itself faced increasingly with new problems. It became necessary to develop some rules governing the acceptance of plans of new subdivisions; and in May, 1913, the Council adopted its first brief set of subdivision regulations. There were also demands for new roads and schools, and conveniences and services hitherto unheard of in rural Scarborough - sidewalks, hydro electric power, street lights and water mains.

In 1910 it was found necessary to establish a new school section, No.13, and build a new school. In 1911 the Township Council began negotiations with the City of Toronto for the extension of its water mains into the south western corner of the township. That same summer the Township built a sidewalk on Queen Street for some of its new suburban residents, and the Township and the residents of Agincourt shared the cost of building a four foot sidewalk on the north side of Sheppard Avenue between the Grand Trunk and the Canadian Pacific tracks.

In the year 1909 the Toronto Electric Light Company began to extend its lines beyond the city limits into the south west corner of Scarborough and installed its first three "Tungsten street lamps" in the township. In 1912 it further extended its wires and undertook to supply the territory adjacent to the Kingston Road as far east as West Hill. Negotiations between the Township Council and the Ontario Hydro Commission, begun in 1911, finally bore fruit in 1916, when on December 20th the Council assembled at Woburn finally passed a by-law authorizing the Reeve and Clerk to sign an agreement with the Commission for the supply of electric power. Shortly afterwards the work of installation began, and in the early months of 1917 the first Hydro current was at work in the Township, both in south west Scarborough and in Agincourt.

In 1920, by a vote of the electors of the Township, it was decided to place the management of the Hydro Electric system in the hands of a Public Utilities Commission, which was elected at the same time. Two years later the Commission took over from the City of Toronto the undertakings of the old Toronto Electric Light Company, and assumed complete responsibility for the sale and distribution of electrical energy in the Township, thereby increasing the number of its consumers from 1,433 in 1922 to 2,749 in 1923. As the population of the Township increased, the Public Utilities Commission kept pace with the growing need for electrical power, and by 1931 it had a Hydro distribution system of 72 lineal miles, servicing 4,580 consumers and 1,001 street lights.

The problem of a public water supply for the new homes in south west Scarborough, which had at first been solved by procuring water from the City of Toronto, was met in 1920 by the new Public Utilities Commission, which purchased 18 acres of land on the lake front at the foot of Kennedy Road, constructed a water works there, erected a 90,000 gallon steel

water tower ninety feet high on Ezard Street, and laid mains to service water area No.1. Water was turned on in this area, which extended from the lakeshore on the south to 150 feet north of St. Clair Avenue, and from the city limits to 150 feet east of Kennedy Road, on November 23rd, 1921. From time to time as the suburban population grew in south western Scarborough new water areas were established; and by 1931 there were six such areas with 58 miles of mains and 614 fire hydrants, extending as far east as Brimley Road and as far north as Eglinton Avenue in the vicinity of Midland Avenue.

While these public utilities of water and electrical power were being thus developed, the educational facilities of the township were likewise being improved and expanded. In the year 1913 the building of three new schools was undertaken - in S.S. No.12 in south western Scarborough, in old S.S. No.9 in Scarboro Village, and in a new school section, No.14, in Agincourt, which had just been incorporated into a Police Village.

The building of the Agincourt school not only provided more convenient accommodation for the public school pupils of the village, who previously had to walk an average of two miles to the old Ellesmere and other nearby schools. It also provided the opportunity and incentive to begin secondary education in Scarborough. With great foresight those who planned the school erected a building with four rooms; but the first year there were enough pupils to occupy only two of them. Accordingly a Continuation School was started in the additional rooms for the benefit of the local students who were being sent to Markham to high school. Beginning with only Grade 9 by 1920 this Agincourt school was providing a complete secondary education up to Junior Matriculation.

Meanwhile, the number of students from south west Scarborough attending the nearby city Collegiate on Malvern Avenue was increasing rapidly. In 1919 the Toronto Board of Education notified the Township Council that they felt the time had come when Scarborough should provide its own secondary school. Accordingly, that year a High School District was formed in southern Scarborough and a Board of Trustees was appointed. The actual construction of the High School was delayed, however, until 1922.

That year a seven acre site was purchased for \$14,000 from the Pherrill estate at the junction of the Kingston Road and St. Clair Avenue, and the corner stone of Scarborough's first High School was laid on June 29th. The school opened in temporary accommodation in the basement of what is now the first United Church, Birch Cliff, with Mr. R.H. King as principal, three other teachers, and 116 students. The classes in the overcrowded church basement, however, soon came to an end, and on November 11th, 1922, the teachers and pupils moved into the new High School. Here the school flourished and grew year by year, enlarged from time to time by the construction of additions; and by 1962, now known as the R.H. King Collegiate, it had 1,770 students in academic, commercial and technical courses and a staff of 84 teachers.

In this period the educational facilities in the Township were also being expanded by the establishment of a new public library in Agincourt. Starting in 1918 with a small collection of books in a vacant room in the public school, the Board in 1925 canvassed the community for funds and built an attractive library on Midland Avenue, which by 1955 had developed an excellent collection of some 7,000 volumes.

New churches were also established as the suburban population of Scarborough grew in the period between 1910 and 1930 - the Church of the Epiphany, Scarboro Junction; St. Nicholas, Birch Cliff, in 1912; St. Timothy's, Agincourt, in 1919; St. Crispin's, Scarboro Bluffs, in 1922; The Church of the Incarnation at Victoria Park and Danforth Avenues in 1922; St. Simon's, Highland Creek, in 1923; St. Bede's, Regent Heights, in 1924; the present First United Church on Warden Avenue, Birch Cliff; the Birch Cliff Heights and Scarboro Junction United Churches; St. Paul's United Church, Scarboro Bluffs; and others.

For a dozen years following the end of the First World War in 1918, the suburbanization of southern Scarborough and the building boom went steadily on. By 1925 the population had increased to 15,783, and in 1930 it was 18,351, of which about 15,000 could be classed as urban. Then as the great economic depression of the thirties set in, the march of progress in Scarborough came to a halt. By December, 1932, the Township had become so financially embarrassed it could not meet the principal payments due on its debentures, and made application for help to the Ontario Municipal Board, which thereupon appointed a Committee of Supervisors to take charge of its affairs. In 1932 only 53.3% of the taxes levied could be collected. There was a steadily increasing number of Scarborough residents on relief; and in 1934 there were 5,473, or more than 25% of the Township's total population of 21,356. Accordingly, as the years of the depression went on, the Township found itself in possession of more and more non-revenue producing properties, which had been seized for non-payment of taxes. Municipal services had to be strictly limited, improvements to roads and schools postponed.

Just as the hard and bitter experiences of the depression were coming to an end for many Scarborough residents and other Canadians, the Second World War broke out in September, 1939, and blasted the hopes and plans of hosts of prospective young homemakers. The Township's population grew but little, increasing only from 23,274 in 1940 to 25,482 in 1945. Many of the young men and women left to serve in the armed forces; and by March, 1944, when the Township published its Honour Roll, we recorded "with pride and gratitude the names of the sons and daughters of the Township of Scarborough who are serving in the armed forces for King and Country" to the number of 2,099.

Of the civilians who remained at home, many, both women and men, worked in the hastily erected munitions plant on Eglinton Avenue known as G.E.CO., in the shell filling plant a few miles east of Scarborough at Ajax, and in other factories in the Toronto area which throughout the war sent forth shells, guns, aircraft parts, and other supplies to the battlefronts of the world.

THE GIANT NEW COMMUNITY, 1945 - 1962.

With the close of the War in 1945, the return from overseas and marriage of men of the Armed Forces, and the influx into Canada of hosts of immigrants from Europe, Scarborough opened a new and amazing chapter in her history. During the next seventeen years farm after farm was quickly devoured by the Bulldozers of subdividers; row upon row of closely-packed houses took possession of the former wide fields; great factories sprang up in green pastures.

Scarborough became Ontario's fifth largest municipality and one of the great industrial and commercial centres of Canada. Another 200,000 people were added to its population. By 1950 the Township had 48,146 residents; 110,286 by 1955; 198,724 by 1960; 227,000 by 1962; and still the tide of young homemakers continued to flow in. During the ten year period from 1951 to 1960 the Township issued permits for buildings with a total value of \$593,328,706; and of this amount 78.5% was for houses and apartments.

It was soon realized that municipal expenses could not be met by taxes on residential assessment alone, and that the Township must make a determined effort to attract more industries. In 1948 only 7.5% of the total value of the building permits issued in the Township was for commercial and industrial construction. Accordingly, the Council, under the leadership of Reeve Oliver E. Crockford, in 1948 purchased from the Dominion Government the 225 acres of land and 145 buildings on Eglinton Avenue which had been used by the General Engineering Company during the war as a munitions plant.

The following year the Council began to convert this property into an industrial site. Fourteen of the buildings were retained for municipal use, four being remodeled to accommodate the Council Chambers and Township offices, which were moved from Birch Cliff. Of the remainder, some were sold, others leased for industrial and commercial purposes. Then, almost overnight, the quiet farmlands along Eglinton Avenue from Victoria Park Avenue eastward were transformed into the great industrial complex of the Golden Mile. One modern plant after another sprang up with beautiful buildings in park-like surroundings. The value of industrial construction permits leapt up to 26.3% of the total for the year 1950, and to 46% in 1951; and for the ten year period from 1951 - 1960 amounted to \$115,018,100 or 19.3% of the total.

By 1960 upwards of 500 industries had been established in Scarborough; and work had begun on the development of a new 1,000 acre successor to the Golden Mile, Progress Avenue Industrial Park, located immediately south of the great modern four-lane Highway 401, which now ran across the Township north of Ellesmere Avenue.

While both the population and industries of Scarborough thus grew at phenomenal speed, retail commercial enterprises kept pace with the needs of her young families for food, clothing, household furnishings and all the things once provided by the City's great department stores and shops, and established more convenient modern sources of supply within the Township. At the western end of the Golden Mile were built the great Eglinton Square Shopping Centres; and soon there sprang up at strategic crossroads numerous other shopping plazas. Some were comparatively modest neighbourhood centres, others like the great Cedarbrae Plaza at the junction of the Markham Road and Lawrence Avenue were composed of dozens of small shops, large grocerias, and even great department stores fronting on vast areas of pavement capable of parking hundreds of cars.

To meet the needs of municipal services in this great new urban community, expanding by the addition of an average of 15,000 new citizens every year, the organization of the Township had to be completely modernized. Old departments had to be enlarged tremendously and new ones developed. To accommodate these a two storey modern municipal office building was

erected on Eglinton Avenue and was opened on September 29th, 1956. But within four years it was found necessary to build a four storey addition at the rear, which was officially opened by Reeve Albert M. Campbell on May 12th, 1962.

The establishment on January 1st, 1954, of the Municipality of Metropolitan Toronto united Scarborough and twelve other municipalities in the Toronto area for certain purposes under a common government. The Township was relieved of some of its responsibilities, such as arterial roads, capital expenditures for schools, waterworks, sewage disposal and police; but the bulk of the burden of expanding municipal services had still to be borne by the local authorities during all this period of growth. As subdivision after subdivision was developed, the Township Works Department became responsible for the construction and maintenance of an ever increasing number of new streets, sewers, and sidewalks. By 1960 the Township had, in addition to over 51 miles of Metropolitan Roads and 14 miles of Queen's Highways, some 534 miles of local roads and streets, 578 miles of storm and sanitary sewers, and 370 miles of sidewalks; and engineering costs amounted to \$3,780,985 for the year.

The collection of garbage, once confined to the closely built-up south western corner of Scarborough, had to be extended more and more widely, until it reached as far east as Highland Creek. Sewers also replaced septic tanks in all new subdivisions and in many older areas, as far east as West Hill and as far north as Agincourt.

To perform its many functions in connection with road construction and maintenance, both winter and summer, street cleaning, garbage disposal, etc., the Works Department had to build up a large fleet of trucks, graders, and other equipment, and provide for their accommodation and servicing. After using yards and buildings in the old G.E.Co area for some years, the Department built the more adequate facilities known as the Ellesmere Yard, which was opened on June 25th, 1960, at a cost of \$493,181, to serve as the nerve centre of its operating force.

The Scarborough Public Utilities Commission also expanded its facilities enormously in this period. By the end of 1951 its water mains reached as far north as Agincourt, and they were extended eastward along the Kingston Road to West Hill in 1952-53. By 1956 the original capacity of the waterworks had been increased twentyfold. The Commission now had developed a Hydro plant valued at \$17,647,636, with 41 sub-stations supplying power to 59,815 domestic, commercial and industrial consumers, and servicing 11,064 street lights. Its overcrowded headquarters at 1666 Kingston Road was replaced in 1953 by a beautiful and spacious modern building, erected at the corner of Kingston Road and Birchmount Avenue.

Prior to the Second World War, protection by the Fire Department was largely confined to the water areas of south west Scarborough, where a small staff of firemen were stationed in the Township's solitary No. 1 Fire Hall on Birchmount Road. However, in July, 1945, the citizens of the West Hill - Highland Creek area voted \$10,000 for building and equipping a new Fire Hall, No. 2, on Morrish Road, and a Volunteer Fire Brigade of fifteen members was organized.

As the post-war building boom developed and the water mains were extended, it became possible for the Fire Department to give more effective protection, with professional firemen and modern equipment, to the Township as a whole. No.3 Fire Hall was established at G.E.CO, No. 4 on Dorset Road, No. 5 on Midland Avenue at Agincourt, and No. 6 at Ellesmere Avenue and Birchmount Road, and on the Markham Road, near the site of the old village of Woburn, a seventh station was opened in a fine modern building designed to serve as both a regular Fire Hall and the headquarters of all administration.

In rural times the activities of the Township Board of Health, which was established in 1884, were very limited. When the suburbanization of south west Scarborough was just beginning, in 1913 its staff consisted of a Medical Officer of Health who for his occasional services received an annual salary of \$40, a sanitary inspector who received \$36.25, and a secretary who was paid \$15.50. But in Scarborough's post-World War II period of intensive urban development the Board of Health, under the leadership of Dr. C.D. Farquharson as M.O.H., began to assume ever wider responsibilities for safeguarding the health of the residents of the Township, both old and young. The Board initiated school health services; thirteen Child Health Centres with clinics for pre-school children; preventive dental examinations for children; pre-natal classes; a Geriatrics Clinic; home visits by nurses; special treatment for crippled children; tuberculosis control through X-ray examinations; and a comprehensive system of sanitary inspections of dairies, restaurants, bakeries and other food plants, and swimming pools.

Above all, the Board developed a vigorous programme of immunization against diphtheria, tetanus, whooping cough, smallpox and poliomyelitis. In 1960 some 39,000 inoculations were given and all of these diseases had been virtually eliminated.

In February, 1956, the medical resources of the Township were greatly reinforced by the opening of the Scarborough General Hospital, the fruit of the enterprise and devotion of the Roman Catholic order of The Sisters of Misericorde, aided by generous provincial and Township grants and the support of numerous private subscribers.

Of all the challenges which had to be met as the flood of young families poured into the new subdivisions of Scarborough, perhaps the greatest was that which confronted those responsible for the development of the schools. The new streets everywhere swarmed with baby carriages and children. By 1962 some 42.5% of the Township's population was under 19 years of age and only 3.6% of Scarborough's citizens were over 64. To deal with this tremendous educational problem, the school system had to be progressively centralized, modernized and expanded. Prior to 1944 there were in the Township sixteen public school sections and two union school sections, each an independent unit with a three-man Board of Trustees. In these sections there were altogether about one hundred classrooms, having some 3,600 pupils, with teachers who received an average salary of \$1,000 a year.

In the early 1940's the public school inspector for Scarborough, Mr. H.A. Halbert, initiated a movement to unite these small school sections to form Township School Areas, each with a Board of five Trustees, which would be better able to meet Scarborough's modern education needs. In 1944 Area 1 was formed by the union of School Sections 10, 12, 13 and 15 in south west Scarborough, in which there were then eight schools. In 1945 Area 2 was

formed by uniting Sections 7, 16, 9 and 8, with their five schools - Highland Creek, West Hill, Scarboro Village, Kitchener Park and Hough on Eglinton Avenue. The new area boards then proceeded to deal effectively with the problem of overcrowding and the need for more accommodation in various districts. New schools were built with modern well-lighted classrooms, small auditoriums, and facilities for manual training and household science. Teachers' salaries were equalized and improved through the adoption of regular schedules. By the end of 1953 there were thirty-two public schools with 13,227 pupils and 356 teachers in the Township.

When the Metropolitan Toronto Act came into force in 1954, all the public and secondary schools of Scarborough were united under one Board of Education. Mr. R.H. King, Principal of the Scarborough High School since its establishment in 1922, was appointed Director of Education; and under his able leadership the new Board continued the improvement and expansion of the Township's educational system. New public school classrooms were built at the rate of about a hundred a year; and in some years over \$3,500,000 was spent on the construction of accommodation for public school pupils. By September, 1962, there were seventy-four public schools in operation in Scarborough, each having an average of about sixteen classrooms, with 43,580 pupils and 1,362 teachers.

To provide for the crowds of students seeking secondary education, a series of large new schools also had to be constructed and often extended by later additions. The Winston Churchill Collegiate on Lawrence Avenue west of Kennedy Road was opened in September, 1954, the West Hill Collegiate on Morningside Avenue in 1955, the W.A. Porter Collegiate on Fairfax Crescent in the Warden Avenue - St. Clair district in 1958, the David and Mary Thomson Collegiate on Lawrence Avenue in 1959. Then in 1960 the Board's most ambitious venture in secondary education, the huge Cedarbrae School, was built at a cost of over \$3,500,000 on the hillside overlooking the site of Peter Secor's grist mill of 1830, on the west side of the Markham Road. And in September, 1962, Scarborough's eighth Collegiate, also planned as a composite secondary school, was opened on Midland Avenue. The eight secondary schools now had an enrollment of 11,470 students and a staff of 526 teachers; the construction of the Bendale Vocational School on Midland Avenue and Woburn Collegiate on Ellesmere Avenue was under way; and sites for secondary schools at Wexford, in Guildwood Village, and elsewhere had been acquired, often at fabulous costs. A very large proportion of the taxes levied by the Township, over 45% - amounting to \$12,062,773 in the year 1962, was devoted to the education of the youth of Scarborough.

While the public and secondary schools of Scarborough were being thus spectacularly expanded in the swiftly growing community, the development of their natural allies, public libraries, was long neglected. In 1953 the Township still had only the three little Association Libraries established long ago at Bendale, Highland Creek, and Agincourt, which were supported by the annual \$1.00 fees of their 250 members, small provincial grants, and tiny Township grants of \$35.00 each a year, and whose combined expenditures amounted to only \$839. They had built up excellent collections of books through the years - 9,665, 1,936, and 5,859 volumes respectively. But the areas they served were limited in extent, and most of the newcomers in the Township were either unaware of their existence or too far away to patronize them.

In July, 1955, however, as the result of a vigorous campaign by a thoroughly representative Committee for the Promotion of Public Library Service in Scarborough, the Council appointed a Township Library Board, which was given a founding grant of \$50,000 and proceeded to develop a township-wide library service. Temporary library quarters were obtained in an old G.E.CO building beside the municipal offices on Eglinton Avenue, four professional librarians and other staff were engaged, large numbers of new books were purchased and prepared for circulation, improvements were made to the three existing libraries, and a new branch known as the Golden Mile was opened in an old war plant room with sagging floor about 14 by 22 feet. In order to provide a library service for all parts of the Township impartially without delay, a large modern bookmobile was procured, and in February, 1956 it began its daily travels through the Township with about 1,800 books for adults and children on its shelves, making eighteen different stops a week.

The mobile library service proved a great success, and in June, 1957, a second and larger bookmobile was put into service; and in October, 1958, a huge third vehicle of the tractor trailer type went on the road. That year the three Bookmobiles, with a total of 31,214 books in their collection, covered thirty-seven stops and circulated the impressive total of 551,128 volumes amongst their 27,904 members.

After three strenuous years of pioneering in the development of a Township library system, mainly mobile, the Board proceeded to erect new permanent buildings in strategic locations. The McGregor Park Library on Lawrence Avenue west of Kennedy Road was opened on February 21st, 1960, and by the end of 1962 it had built up an excellent collection of about 30,000 volumes and a large patronage both for its books and for the motion picture films which it circulated as a member of the Metropolitan Film Pool. The little red brick Bendale Library of 1896 was replaced by a modern library opened in May, 1961, on a new site half a mile south of the old one, at the junction of Danforth Road and McCowan. With an initial stock of 10,000 books and an ultimate capacity of 40,000, the new Bendale Library by the autumn of 1962 was circulating over 7,300 volumes a week.

In September, 1962, the sixth branch in the Township Library system, the Florence Nightingale Taylor Memorial Library, with shelving for about 10,000 volumes, was opened in a large former residence at the corner of the Kingston Road and Warden Avenue, to the great delight of residents of the Birch Cliff area. The taxpayers of the Township now contributed to the support of the public library system some \$393,536 a year, a book stock of over 165,000 volumes had been built up, and the total circulation through the Township-wide library system amounted to over one and a half million books a year.

At the beginning of the same year in which the Public Library Board commenced its labours, 1955, another important new Township Board, the Recreation and Parks Commission, also began a vigorous programme to provide the giant new community of Scarborough with ampler open spaces and better recreational facilities. The Commission found they had fallen heir to 292 acres of parkland, much of it still in an underdeveloped state. Half of it had been acquired only within the past two years. Only six small parks, with a combined area of about fifty acres, predated the Second World War - Scarborough Bluffs Park and Tott's Park, established in 1911; Crescentwood, Regent and Sandown in 1913; Kitchener in 1914; and Highview in 1936. In the five years following the close of the war, five small parks were acquired, chiefly through the enterprise of local community organizations such as the West

Hill - Highland Creek Lions Club, which purchased Heron Park in 1946 and built there a large community centre, completed in 1955.

Then, as the building boom in Scarborough got into full stride, the Township Council awoke to the need for a definite policy of providing parks for the swelling tide of population in the new urban community; and in the four years following 1950 twenty-eight parks and parkettes were established, including the 65 acre Adams Park on the Pickering Town Line.

This heritage of parkland the new Recreation and Parks Commission proceeded to develop and add to year by year. By the autumn of 1962 it held and maintained for the people of Scarborough some 98 parks, parkettes, playfields, playgrounds, woods and ravines, with a total area of over 738 acres. Outstanding among these was the 46 acre Thomson Memorial Park, where a Museum was established in a century-old house by the Historical Society in August of that year. A mile down the creek, thirty-one acres of valley land near the Markham Road, were also developed into another beautiful park, Cedar Brook, and its former golf club house was converted into a community centre.

During this period, the Metropolitan Toronto and Region Conservation Authority also purchased hundreds of acres of picturesque Highland Creek Valley land, and developed the Morningside area and the Colonel Danforth area into beautiful parkland.

By 1962 the Scarborough Recreation and Parks Commission had in operation four strategically located community centres designed as multipurpose units to provide for recreation the whole year round - at Agincourt, Heron Park, McGregor Park, and Clairlea. In summer, their outdoor pools provided opportunities for recreational swimming and a swimming instruction programme for 25,000 children; and in winter their artificial ice rinks made possible several months of pleasure skating and hockey league games. Using the gymnasium, indoor swimming pool and other facilities of the public and secondary schools and community halls, the Recreation Department also organized a rich and varied fall and winter recreation programme for Scarborough citizens of all ages.

Finally, the work of the Township Planning Board, first set up in 1946, deserves special mention as of great significance and enduring worth. After years of intensive study, in 1956 it completed the Township of Scarborough Official Land Use Plan for guiding the growth of the giant new community over the next twenty years. After acceptance by the Council, it was officially approved by the Minister of Planning and Development on December 18th, 1957. The first of its kind in Ontario, the plan was kept flexible, making provision for successive and more intensive studies and plans to guide the development of each community within the township, and permitting minor amendments to suit the needs of any expanding area at the time of actual development. Within the framework of the Official Plan it is believed the Township will grow in a systematic and orderly fashion; a proper balance between industrial and residential development will be maintained. Convenient and healthful neighbourhoods and communities will be developed; our heritage of beauty in the Highland Creek Valley along the Bluffs and elsewhere will be preserved; and a great new Scarborough will be born which will be the joy and pride of all her citizens.

THE SCHOOLS OF EARLY SCARBOROUGH

In the pioneer period in Scarborough provision for the education of the township's children was left almost entirely to the initiative of the settlers themselves. There was no regular system of state aid.

Lieutenant Governor Simcoe, soon after coming to Upper Canada in 1792, recognized the need for schools, and in a letter to the Home Secretary, Henry Dundas, he suggested that two schoolmasters be sent to Canada, one for Kingston and one for Niagara. He also recommended that the Government should set apart certain portions of the lands of the Crown in the province to provide a Fund for establishing District Grammar Schools, and ultimately for the founding of a College.

However, no schoolmasters arrived; and it was not until 1797 that the Duke of Portland, the new Home Secretary, authorized the setting apart of 540,000 acres of land for the purpose of providing an endowment for the Grammar Schools and College. Then the Government of the day would neither take action itself nor permit anybody else to do anything about the establishing of the schools.

Accordingly, the first schools in Upper Canada were small private ones maintained by fees paid by the parents of the pupils and by private subscriptions. In the town of York perhaps the earliest such school was conducted from 1798 to 1801 by William Cooper, who apparently confined his instruction to reading, writing, arithmetic, and grammar. This school was attended by the children of the leading families and of almost all the tavern keepers in York and one black boy, a son of Peter Russell's slave.

In 1803 Dr. William W. Baldwin opened a Classical School offering more advanced educational facilities for twelve sons of some of the Gentlemen of the Town. The terms were "for each boy eight Guineas per annum, to be paid quarterly; one Guinea entrance, and one cord of Wood to be supplied by each Boy on opening of the School". For four or five years Dr. Baldwin carried on this school in his residence in addition to his medical and legal practice.

Primary education continued to be provided in York by a succession of small dame schools and short-lived schools conducted by male teachers in homes and taverns. In 1805 a group of parents united to hire Alexander Wm. Carson to teach their children in a house belonging to William Jarvis on Duke Street, at a salary of \$15 a month, plus board and lodging, liquors excepted. For this he agreed to instruct a maximum of 25 children in "the art of spelling, reading, writing and arithmetic", five and a half days a week from eight to five during the summer, and from nine to four in the winter.

Though too busy with their bush farm labours to give much attention to the education of their children in their first years of settlement, in 1805 some of the pioneer parents of Scarborough likewise engaged a teacher, an Englishman named Pocock. This first school in the township he conducted in the house of James Elliot, on Lot 22, Concession D (a little to the east of the site of the present Bendale Library at Danforth Road and McCowan).

In 1807 the Legislature of Upper Canada, in response to the protests and petitions of electors, laid down for the first time the principle that it was the duty of the country to provide for the elementary education of its youth. An Act was passed providing for the establishment of a series of Public Schools - adopting the English nomenclature - in each of the eight districts into which the Province was divided. One school was authorized for each district, and the sum of £100 was to be paid to the master appointed in charge. However, although the Legislature had approved the principle of elementary schools, those which it actually authorized and caused to be established were not primary schools but High or Grammar Schools for senior pupils. Such was the School opened on June 1st, 1807, in York, with the Rev. George O'Kill Stuart, first rector of St. James' Church as teacher. No provision was made for the elementary schools which should prepare the pupils necessary to feed the Grammar School system.

Moreover, it was soon found that in spite of the Government grants the fees asked by the teachers of these district Grammar Schools were so high that only comparatively rich and influential parents could afford to send their children to them. No assistance was given to parents of the middle and poorer classes with the education of their children, and no thought was given to primary education. The House of Assembly made repeated efforts to amend the Act; but the Legislative Council, which represented the privileged and office-bearing classes, persistently refused to permit it to be changed.

Finally, however, in 1816 the Common School Act was passed, opening the way for establishing primary schools. Under the Act the people were to meet together in any township to make arrangements for establishing common schools and the election of a board of trustees, "fit and discreet persons" who were to "examine into the moral character and capacity of any person willing to become a teacher", and make the appointment. The Act provided for a government grant of not more than twenty-five pounds for each school having twenty or more pupils. But the provision of the balance of the teacher's salary, a schoolhouse, and its maintenance was left to the local people to make up by subscriptions and fees.

Quickly taking advantage of the Act, the people of Scarborough (who then numbered only about 300) by the end of 1817 had built two little log schools. The first was erected on the Thomson's Springfield Farm near the site of the present St. Andrew's Church, and the second in the L^lAmoreaux settlement in the north west corner of the township. Then as new settlers came to swell the population in the 1820's, four more log schools were built - one on the Danforth Road near Midland in 1823, one at Ellesmere Avenue and Midland in 1823 or '24, one on Pharmacy Avenue south of Eglinton in 1824, and one in the east end of the Township on the Kingston Road at Meadowvale.

The further increase of the population of the Township from 1,135 in 1830 to 2,750 in 1842 led to the erection of yet more log schools - in northern Scarborough at Finch and Brimley in 1830, and at Finch and Markham Road in 1836; in Scarborough Village at Markham Road and Eglinton; at Warden and Eglinton in 1835; and in the Wexford area at Lawrence and Warden in 1838. In this period the first frame schools also appeared in the township. A plain square building of plank was put up in 1832 in the West Hill district on the Fishery Road, and one of frame was erected a few years later near Gates' Tavern on the Kingston Road east of Bellamy.

The log schools of early Scarborough were of the most primitive kind. The logs, if of pine, were hewed flat on two sides, but if hardwood they were generally left round, the spaces between the logs being chinked and plastered. The buildings were small and cramped, sometimes only 16 by 18 feet and seldom more than 18 by 24, with one door, a big open fireplace at one end, and desks facing the wall on the other three sides. There were long hewn benches without backs for seats; and similar benches placed crosswise in the centre of the room furnished seats for the smaller children. For these there were no desks, those luxuries being reserved for pupils in writing and arithmetic.

Such schools were described by an early writer as "rough, cold, dark and dismal, with but two windows of six panes of six by nine each". In later buildings light was admitted through long windows, usually two panes high and ten or twelve panes long, the sashes sliding past each other for purposes of ventilation. In winter wood for the fireplace, or for the big box stove which later replaced it, was supplied by the parents, who were required to bring a quarter of a cord per pupil. At night the ink was often buried in a hole beneath the floor to prevent it from freezing.

There were no blackboards, maps or pictures on the chinked log walls. Slates were used for ciphering. Writing paper was scarce and expensive. Goose quills were used for pens, which the teacher made and mended at least twice a day (for steel pens did not come into general use until about 1850). There was a miscellaneous collection of First Books or Primers and spelling books, which made it very difficult to form classes; and in reading the only text books were the Bible and the English Reader. Hume and Smollett's History of England, Walkingame's Arithmetic, Lennie's or Murray's Grammar, and a Geography and Atlas were used by the more advanced classes; but these two last subjects received comparatively little attention. Emphasis was placed

mainly on instruction in the three R's, Reading, Writing, and Arithmetic, and on the memorization of verses of Scripture, selections from the most eminent authors, and (in some Presbyterian settlements) the Shorter Catechism.

The schools were open five days a week and also on alternate Saturdays until 1860, when Saturday classes were abolished. The teachers were usually Old Countrymen, often Scotsmen and old soldiers, whose primary qualifications were considered to be unquestioned loyalty to the Crown and willingness to take the oath of allegiance and the ability to enforce their authority by free use of a blue beech rod. Children early began to share the chores of the farm and their school attendance was inclined to be rather irregular. Discipline was usually the teacher's major problem, especially when the little schoolroom was crowded with big country boys in the winter months.

A typical agreement between the school trustees and a teacher in 1819 read:

"R - L - doth engage to keep a regular school, for the term of seven months from the first day of November next, at the rate of two pounds ten shillings per month; and he further doth agree to teach reading, writing, and arithmetic; to keep regular hours, keep good order in school, as far as his abilities will allow, see that the children go orderly from school to their respective homes.

And we the undersigned do agree to pay R - L - the sum of the above named ten dollars per month for the time above mentioned; and supply the same with wood fitted for the fire. And further, to wash, mend, lodge and victual him for the time of keeping the said school."

Often, however, the teacher was promised no stated salary. In addition to receiving free board from the families represented at the school in turn, he was paid a rate per pupil (commonly 3s.9d. or 75 cents per quarter). The more pupils he had, of course, the more pay he received; and thus the schoolhouse was situated where the largest attendance could be obtained.

By mid-century a well organized school system provided the children of all parts of Scarborough with an opportunity of obtaining a good elementary education. In 1847, the year following the appointment of Upper Canada's first Council of Public Instruction, headed by Dr. Egerton Ryerson as Chief Superintendent of Schools, the Township of Scarborough was divided into eleven school sections. Each of these sections was now provided with a one room public school, situated within what was then considered a reasonable walking distance for its pupils, that is, up to about two miles from home.

Some buildings were inherited from the previous period, such as the plank schoolhouse built in 1836 by "Uncle Tommy Adams" of Port Union in S.S. No. 11, and the frame school of S.S. No. 6, which stood north of the village of Woburn on Ellesmere Avenue west of Markham Road. Others were newly constructed little frame schools - No. 8, built a little east of "Hough's Corners" at Eglinton and Birchmount Avenues at a cost of \$280 in 1846; No. 5 erected west of the Ellesmere and Kennedy crossroads in 1847; No. 3, constructed in 1851 at the south west corner of Finch Avenue and Neilson Road; and No. 7 at West Hill, which (now converted into a private residence) still stands today beside Melville Presbyterian Church on the Old Kingston Road.

In 1848 the progressive school trustees of the L'Amoreaux settlement put up the first brick schoolhouse in the Township, S.S. No. 1, at the corner of Finch and Birchmount Avenues. The next year the more conservative farmers of S.S. No. 2 built at Finch and McCowan a new log schoolhouse, but it was the last to be used in the Township. When it was burnt down two years later, a fine brick school was erected in 1853.

After the division of the Township into school sections in 1847, trustees were empowered to make a school free and provide for its expenses by general taxation of all rateable property in the section. For a long time great difference of opinion prevailed as to the relative merits of free schools versus rate-bill schools; and at the annual school meeting of the ratepayers the question as to which system should be adopted was often discussed very heatedly with varying results from year to year.

Thus it is recorded in faded brown ink on the yellowed pages of the old account book of S.S. No. 7, West Hill, where William Steele taught, for one hundred pounds a year, a daily average of forty-seven pupils out of the one hundred and thirty-five children of school age in the section, that in 1857 the school was free. In 1858 the rate bill party apparently drummed up enough conservative voters to win the day. But at the annual meeting which crowded the little schoolhouse on the 12th of January, 1859, William Heron and Donald Stephenson's motion "that school be supported by Rate Bill" (25 cents per month per pupil) was lost; and the motion by Eli Shackleton, seconded by John Wilson and John Walsh, "that the school shall be supported by Direct Taxation, or have the school Free for 1859," was carried triumphantly by a majority of 10 votes. Gradually the opposition to the free system ceased throughout the township and the province, and all the public schools of Ontario were finally declared free by law.

The names of many of the men who taught the lively boys and girls of back-woods Scarborough, and ruled their crowded, uncomfortable and ill-equipped log classrooms with an ever ready rod, are still on record. In most cases little is known of their personal history, save that they moved on almost yearly from one schoolhouse to another across Scarborough, receiving less money for their services than a farm labourer for his.

Their academic qualifications were not high, and they had no professional training, for the provincial Normal School, originally instituted in 1839, did not become an effective source of supply of trained teachers until after its permanent establishment in Toronto in 1846. But despite their handicaps, the old-time teachers succeeded to a fair extent in giving their pupils a good elementary education; and most of the children of the early settlers at least learned how to read and write. From the marriage register of St. Margaret's Church, West Hill, we learn that at mid century about 82 per cent of the young adults of Scarborough could do so. Of fifty-two couples married in the ten year period from 1844 to 1853, only eight grooms and nineteen brides had to sign their names with an X, and nine out of ninety-five witnesses did likewise.

Of the first teachers of the township, the only one to make any definite mark on the pages of history was Thomas Appleton, a Yorkshireman and a Methodist who came to Upper Canada in 1819, and began to teach school in Scarborough the same year. He remained here for only twelve months, and in 1820 he was appointed to take charge of the Common School in York, which had been erected at the north west corner of Jarvis and Adelaide streets by public subscription two years previously. Here this able and popular teacher quickly built up a very flourishing school. However, after eighteen months he and the school trustees, Jesse Ketchum, Jordan Post, and Dr. T.D. Morrison, came into collision with the Rev. Dr. Strachan, rector of St. James' Anglican Church and an Executive Councillor, who was now virtually head of the educational system of the province. Dr. Strachan demanded, in the name of Lieutenant Governor Maitland but quite illegally, that the trustees turn over the schoolhouse to a Mr. Joseph Spragg, whom he had brought over from England to conduct a Church of England school on the Bell or monitorial system. The trustees refused to discharge Mr. Appleton, and Dr. Strachan then proceeded to starve out this excellent teacher by arranging to have his government grant withdrawn. All their protests were unavailing, and Dr. Strachan's nominee and a new Board of Trustees appointed by the government took over the school.

But the ousted schoolmaster maintained his claim for remuneration; and supported by numerous citizens of York, he persistently fought on for years to obtain justice. Finally in 1828 the House of Assembly appointed a Committee of the House to consider the whole matter; and its report, signed by Wm. Lyon Mackenzie and others, recommended "that eighty-five pounds, four shillings be paid to Thomas Appleton, teacher of the Common School of this place, in the years 1822-1827, for public moneys due to him, and withheld by the Board of Education, and for the interest accruing thereon." Thus we have the valiant Mr. Appleton, the one time Scarborough schoolmaster, to thank for rousing the Reformers to fight Dr. Strachan's scheme for forcing state supported Church of England schools on Upper Canada, and for initiating the long battle which ended in the establishment of a system of non-sectarian public schools in the province.

Another early Scarborough teacher, whose career was less colourful than that of Thomas Appleton, but whose name was remembered by pioneer families long after others were forgotten, was John Tabor (often also spelt Taber). He taught in the second schoolhouse in S.S. No. 6, a little building of hewed logs, with a door and two windows in the

side and a fireplace in the end, which stood at the corner of St. Andrew's graveyard; and old men in 1896 told tales of how they played hide-and-seek among the tomb stones when they went to school there. The private register kept by the Rev. William Jenkins, minister of St. Andrew's, records John Tabor's marriage to Sarah Pherril on Oct. 9, 1828; and they lived on a fifty acre farm lot nearby at the south west corner of Lawrence Avenue and Brimley. He also taught for some years in the 1830's in a log school on the Danforth Road near Midland Avenue, and owned about 140 acres of land on the east side of Brimley south of Eglinton. In 1836 we find him listed as one of the captains of the 3rd Regiment of East York or Scarboro militia; and his sons after him maintained the patriotic traditions of the family. The Scarboro Volunteer Rifle Company was organized in 1861 largely through the efforts of Lieutenant Russell Tabor; and he and Private William Tabor were active members of the Company when it rushed to the Niagara front to repel the Fenian raid in 1866.

In 1843 there came to Scarborough a Scottish schoolmaster of outstanding character and scholarship, James Russell. He was a graduate of the University of Edinburgh, widely read in history, science, literature, and theology, and learned in Greek and Hebrew. When he taught in the log school at Ellesmere and Midland Avenues he was humorously dubbed "Knight of the Birch Rod at Squaw Village", this crossroads being so called because one family living there consisted in part of nine lively young women of swarthy complexion, and another household across the road also had numerous daughters.

Mr. Russell lived near the Rouge River, and for many years he walked over six miles, morning and night, to and from his school at Ellesmere. A loyal Presbyterian, he also walked a similar distance to and from St. Andrew's Church every Sunday. He was a highly esteemed member of that congregation for forty-seven years, and after his retirement from active life he spent hours each day reading alternately the Hebrew, Greek, and English Bibles.

Of all the teachers of backwoods and rural Scarborough, undoubtedly the best known are John Muir and his famous son, Alexander, author of the patriotic song "The Maple Leaf Forever". John Muir with his wife and three year old boy came from Lesmahagow, Lanarkshire, Scotland, to Upper Canada in 1833. He taught for many years in various places in Scarborough, including the old log school of S.S. No. 1 at L¹Amoreaux, the first Ellesmere school, and the frame Woburn school on Ellesmere Avenue. Alexander obtained his early education in his father's school, and in 1847 when he was seventeen years of age he went on to attend Queen's College at Kingston. Here he received the degree of B.A. in April, 1851.

Following in his father's footsteps, he began to teach in the schools of rural Scarborough in 1853, spending a year or two each in S.S. No. 1 and S. S. No. 3 on Finch Avenue, in the Woburn School, and finally in the Hough School on Eglinton Avenue in 1858 and '59. He then left Scarborough to teach in the one room school of Leslieville, then a small rural community on Queen Street east of the Don River; and while there he wrote his popular patriotic song in 1867. He concluded his teaching career as principal of Gladstone Avenue Public School, Toronto, from 1890 to 1906, the year of his death.

John Ross Robertson's "Landmarks of Toronto" devotes ninety pages to Alexander Muir, and he was evidently a schoolmaster of extraordinary ability, far in advance of his time. A big athletic Scotchman who could clear over six feet at the high jump, a champion at quoits, and of great physical strength, he had excellent qualifications for applying the creed of many an old-time schoolmaster, "No larnin' without lickin'." But Alexander Muir had no need to thresh his pupils, and ruled by love and understanding and the interesting character of his teaching rather than by fear. He could read a boy's mind as an open book, and dealt with each pupil according to his individual needs. Sessions in his school-room were never dull, and truancies were rare. If a boy missed a day he was sure to be sorry for it when he returned.

One of his rural pupils wrote of him:

"Alexander Muir's method of teaching was his own. He followed no monotonous stereotyped form, and that was the charm. Children loved to go to school because he made them love him by his kind and entertaining disposition. Some days he would treat us to some chemical experiments, as for instance, one cold day in winter when the old box stove would be red hot, he would explain to the wondering scholars how salt and snow would freeze on a chair by the stove.

"Another time he would send several boys outside on the road to dance and kick up, while inside he would with the camera and a ray of light through the keyhole of the school door show the amazed scholars on the white wall beyond the figures of their dancing playmates outside. The wonders of animal magnetism would be illustrated by some experiment, or how electricity could be generated by friction and attract bits of torn paper, etc., to it. These experiments the children would practice at home, to the wonder of their friends and parents, so that Alexander Muir not only taught a school but a whole country-side.

"And at our games and sports Mr. Muir always took part, relating for our emulation deeds of jumping and running done by some wonderful person, and as the fame of his own prowess was the proud possession of every scholar, small wonder that in our eyes he was a wonderful man, and the little red schoolhouse enchanted land."

In rural Scarborough the maintenance of the roads and bridges long remained the primary interest of the Township Council, but in the eyes of many teachers and parents of large families the continued improvement of schools was of equal importance. In 1850 Miss Dorothy Campbell became teacher of S.S. No. 11, and through her efforts "a more commodious and more satisfactory building of stone" was erected in 1860 on Lot 1, Concession 1, just west of the Pickering Townline. Known as "The Stone School", it was described in 1896 as "finished in modern style, and equipped with maps, charts and globes", and was valued at \$1,200. It continued in use until replaced by the modern Centennial Road School in 1946, and was eventually demolished to make way for the 401 Highway intersection at the Rouge Hills.

In 1861 the ratepayers of the Scarboro Village area were also persuaded that the schoolhouse which was good enough for them in their youth was not good enough for their children (although some childless or elderly taxpayers still thought otherwise). The trustees of S.S. No.9 purchased a new site in the Village for \$400 and erected a fine brick building at a cost of \$1,400. In 1863 two other sections followed their example. For \$1,900 S.S. No.8 replaced its \$280 frame schoolhouse of 1846 with a more substantial and spacious building of brick, "Hough School", which stood on Eglinton Avenue east of Birchmount till 1958. S.S. No.6 built on Ellesmere Avenue east of Markham Road the Woburn red brick school, with yellow brick facings at the corners and about the gothic arched windows and doors - torn down only recently in 1963 to make way for the new Woburn Collegiate.

Then two more brick schools were built to testify to the concern for education and the spirit of progress abroad in rural Scarborough about the time the Dominion of Canada was born. On September 18th, 1867, the trustees of S.S. No. 1 resolved "that the sum of \$800 be raised by school rates towards building a new school house"; and thus originated the L'Amoreaux public school, which, modernized and enlarged, is still in use at the corner of Finch Avenue and Birchmount Road. In 1872 S.S. No.3 built, at a cost of \$2,500, the present C.H. Berner School on Finch Avenue at Neilson Road, where Mr. G.M. Jacques then taught for a salary of \$356 a year. In the school section's account book it is also recorded that the one acre site cost \$250, John Snowball was paid \$300 for fifty-thousand bricks, David Thomson \$16.26 for a fence around the school grounds, J. Fergusson \$11.50 for a pump, and A.B. Ramer \$68.20 for school furniture. Due to an increasing enrolment, about 1880 the gallery was added to take care of the extra pupils. This took the form of a railed platform at the back of the high ceilinged room, and from such an elevated vantage point the fun-loving big farm boys who occupied the back seats of the school during the winter months must have had an excellent opportunity to harrass the teacher on the ground floor. The gallery was removed in the 1890's, but traces of it are still to be seen in the modernized school which is in use today. The driving shed which was used to accommodate the horses of some children who once rode or drove to school from their farm homes remained in the school grounds until about 1950.

In 1870 the weather-beaten little schoolhouse squatting beside the Kingston Road at the top of the West Hill above the Highland Creek valley was found no longer adequate for the accommodation of the pupils of S.S. No.7. A new site in the valley itself, conveniently situated for children coming from both sides of the Creek, was purchased for \$100 and levelled at the cost of \$70. One Book of School Architecture was purchased by the trustees for 60 cents, but after some preliminary study they wisely decided they also needed an architect, whom they engaged for a fee of \$30. Contractor Flint then undertook the construction of a large frame schoolhouse with tall church-like windows, belfry, and gallery at the back of the room, and for his work he received altogether \$1,374.25. Sundry other items included a school bell, \$25.00; seats and Master's desk, \$234.00; chair, \$4.00; iron for stove pipes, \$1.10; zinc, \$1.13; stove, etc., \$21.66. Jeremiah Francisco received "for building fence" \$26.88, and "for building backhouse" \$12.10. Sawmiller William Milne was also paid \$8.90 for lumber for this rural sanitary convenience.

The total capital expenditure for the fine new schoolhouse and its equipment amounted to about \$2,000, and the trustees were undoubtedly proud of having achieved so much for so modest an expenditure. The auditors of S.S. No.7 for the year 1870, S.Closson and John Richardson, felt that they deserved commendation, and wrote in the account book:

"We may add that we consider the business of our section to have been carefully and judiciously managed and to reflect the highest credit upon our Board of Trustees - & we should hope our School prospects will be very pleasing & satisfactory to the section at large."

That year the number of children from five to sixteen years of age in the school section was 184; and the total number of inhabitants was 554, old and young. The salary of the teacher, Cranswick Craven, had now risen from the sum of \$303 paid him in 1864 to \$400 per annum. Apparently there was no system of regular monthly salary payments. He received various small amounts in cash at irregular intervals, and had to wait until the farmers paid their taxes in late autumn to collect the greater part of his salary at the end of the year. The schoolmaster's salary in S.S. No.7 continued to improve in the next decade, and from 1878 to 1882 Mr. W.S. Armstrong was paid at the rate of \$500 a year. This income he supplemented by acting also as school janitor, and in 1880 he was paid \$24 "for sweeping & lighting fires".

The assistant teachers whom it became necessary to employ in S.S. No.7 from 1874 onwards were paid pitifully small salaries. That year Richard Closson, "for three months assistant teacher", received \$30 for his services; and his successor, Miss Maggie Hewitt, was paid at the rate of \$11 a month. Eventually the trustees increased the salary of the assistant teacher to \$20 a month in 1878, but that remained the prevalent rate of pay for many years. In 1883 Inspector James Hodgson reported that the average salary of a female teacher in Scarborough was \$234.00 a year, and that of a male was \$422.56.

The other expenses connected with the maintenance of a rural school such as S.S. No. 7 were in keeping with the teachers' modest salaries. For the old school on the West Hill in the 1860's, the Trustees' total annual expenditures (including the teacher's salary) usually amounted to between three and four hundred dollars. Typical items in their accounts were: "Corn broom 25 cents, writing paper .20, 4 cords of wood \$10.00, cutting 6 cords of wood & stacking \$3.70, one new Pail .20, 1 tin cup .04, cleaning stove pipes .50, painting blackboard .75, whitewash brush .45, cleaning schoolhouse .50, repairing water closet \$1.50, making poker for stove .38, banking schoolhouse \$1.00; lock, butts, screws for desk .60; glass and putty .57 (a frequently recurring entry), school prizes \$10.00 (a rare item).

After the building of the new schoolhouse in the valley in 1870 the expenses of the school section increased considerably. The accounts now contained such big items as "Interest on \$1,200 Debentures \$114.00," and "Lifting first Debenture \$200". Entries connected with regular janitorial service (though of a very limited kind) also began to appear in the accounts for the first time: "Keeping fires in School House \$4.00, lighting fire \$3.00". In 1874 the trustees decided to try using coal to keep the fires on overnight in the schoolhouse, and on Feb. 9 they purchased "2525 lb. coal @ \$7.50 per ton \$9.47", and "1 coal scuttle \$1.40". That year they also paid "John Donnelly digging well \$15.60" and had a pump installed. The pump was a marked improvement over the old oaken bucket and rope which had served earlier generations of schoolchildren, but it was not long before it showed signs of becoming temperamental under the abuse it suffered in the schoolyard. Entries such as "Paid W. Camps for fixing the pump \$1.00" occur at fairly frequent intervals - in fact three times within two months in 1879. The hard-worked school bell also seemed to vie with the pump for attention. Such entries as "Paid for bell rope and fixing the bell .60", and "Paid John Collins for fixing pump and bell .75" are quite numerous.

But still more frequent and eloquent of the vigour of youth are the entries which tell of boisterous children's games in the schoolyard and of the baseballs, chestnuts, marbles, snowballs, and other missiles which often whizzed about the schoolhouse, both within and without: "Paid John Elliott for 8 lights of glass \$1.20; 3-1/2 lb putty .25." Occasionally there is a corresponding entry under Receipts: "Cash from 3 children for breaking windows .75"; but apparently in most cases the Trustees had to foot the entire bill for breakages. The culprits either escaped identification, were found innocent of evil, or paid for their misdeeds with a thrashing at the hands of the schoolmaster.

Most of the thrifty people of rural Scarborough abhorred debt of any kind, and the Trustees of S.S. No.7 got rid of the \$1,600 debt and the 6% interest charges incurred through the building of the new schoolhouse as quickly as possible. It is true they had to almost double the local school taxes for a few years, but liberality in the support of education was growing in Scarborough, and in December, 1876, they proudly paid off the last of the school debentures. The finances of the school section then returned to normal, and for the next two decades the education of the children of the West Hill-Highland Creek area cost the rate-payers of S.S. No.7 about \$550 a year in taxes. In addition to this local assessment, the Trustees also received \$75.00 a year in interest from the old Clergy Reserve Fund, a municipal grant from the County which usually amounted to around \$60.00, and a Legislative grant averaging about \$63.00.

Education now ranked first among the claims made upon the taxpayers of the Township. The County clerk's returns to the Provincial Secretary for Scarborough for the year 1877 report that \$5,602 was raised in taxes for the support of the Township's eleven schools and \$681 was received from Government grants. Taxes collected for all other municipal purposes amounted to \$10,350, of which \$3,490 was expended on roads and bridges.

The marked improvement in the schools throughout the Township was not only a source of pride to the local trustees, teachers and parents. It also gave great satisfaction to the County Inspectors, into whose hands the administration of school matters had been put in 1871, and who played no small part in bringing in the new era of education in Ontario. Mr. James Hodgson, Inspector for the County of South York, was very happy to be able to

report on June 11th, 1883, that he found in Scarborough six schools which ranked in the First Class, four in the Second Class, and one in the Third. The professional qualifications of the teachers were also improving. In Scarborough there were now four teachers who had a Normal School training, and seven held Second Class Provincial Certificates. In his report the following year Inspector Hodgson further commended the teachers:

"It has been to myself a source of unfeigned pleasure to witness the earnestness manifested by the teachers generally in their school work, and the increasing efficiency exhibited by them in the discharge of their onerous duties."

The Inspector was greatly concerned, however, about the irregular attendance of many of the pupils. Since 1871 a section of the School Act required the attendance at school of all children between seven and thirteen years of age for a period of at least a hundred days each year. This enactment, unhappily, was not very strictly enforced, especially in rural districts. In 1882 the average daily attendance of pupils enrolled in the schools of Scarborough was 523 or only 45%, the same as in all the Province. This was an improvement over the daily average of 37% which prevailed in the schools of York County in 1871, but the situation was still far from satisfactory. Of the 8,753 pupils of all ages on the registers of the rural schools of South York, 2,308 or over 26% attended less than 100 days or 20 school weeks a year, 2,241 or 25% attended 100 days, 1,856 or 21% attended 150 days, 1,916 or a little over 21% attended a full forty weeks, and only 432 or 5% attended every day during the year. "Of all the drawbacks affecting the success of our public schools," reported Mr. Hodgson, "irregular attendance is the greatest, and seems to be the most difficult to be grappled with."

The text books in use in the public schools, according to the Ontario Minister of Education in 1881, had now reached a generally satisfactory condition. In 1868 Canadian readers had taken the place of the Irish National Readers which had been used for over twenty years previously. However, the want still existed of a good school history of Canada, "which would present in an interesting and narrative form such incidents of Canadian history as each child should know of his native land, inciting him in turn to imitate and become worthy of those Canadians whose brave deeds and energetic lives are to be found recorded there."

There was yet one more deficiency in the educational system of rural Scarborough which was destined to remain unremedied until the Township had advanced well into the twentieth century. No local provision was made for secondary education until the opening of the Agincourt Continuation School in 1915 and the Scarboro High School in 1922. Many of the people of Scarborough doubtless regarded any education beyond the Third or Fourth Book of the public school as quite unnecessary for a successful life as a farmer, tradesman, or housewife. Some parents, however, were more ambitious for their children, and a good many bright Scarborough boys and girls, still zealous for knowledge after they had answered the call of their country school bell for the last time, managed to proceed further with their education elsewhere.

In 1858 there was established in the Village of Markham, a Grammar School, which in 1871 became the Markham High School and developed into a very flourishing institution. By 1879 its 54 pupils had outgrown the original building and a new brick High School, containing four large airy schoolrooms, was built at a cost of \$1,642. To this seat of learning came many of the graduates of Scarborough's public schools, who, having passed the High School entrance examination which was instituted in 1871, sought some higher education. Some travelled considerable distances daily to Markham, in all kinds of weather, but a good many boarded in homes in the village while attending the High School. Other Scarborough students, especially those from the southern part of the Township, obtained their Secondary education at the Toronto Collegiate Institute.

OLD SCARBOROUGH ROADS

Curving eastwards in a great arc across the southern half of Scarborough is an old road of great historic interest, the first to be built through the Township and part of a pioneer provincial highway, Danforth Road. When it was first cut through the forest in the year 1799, it began at the end of King's Street in the little town of York near the mouth of the River Don. Proceeding eastwards through the towering pine and oak beyond the river, it eventually turned up the present Kingston Road and entered the Township of Scarborough at Victoria Park Avenue. Now, that part of it which bears the name Danforth Road commences a short distance beyond that point at Danforth Avenue, and meanders out in a north-easterly direction past new industrial plants of steel and glass and the endless rows of closely-packed brick bungalows of Scarborough's modern subdivisions, sometimes still narrow and winding, sometimes now a street so wide and straight and treeless that no vestige of its ancient character remains.

But after crossing the Markham Road at Woburn under the new name of Painted Post Road and passing Ellesmere Avenue and its new subdivisions, it plunges down a steep hill, crosses one of the branches of Highland Creek, and leaves modern Scarborough behind. It is itself again, the narrow winding road, thirty-three feet wide, lined with great maple and pine trees, which Asa Danforth and his axemen carved out of the forest long ago; and thence pursues its unhurried way past quiet fields and woods, orchards, old barns and farmhouses, for a mile or two.

Then, turning in a southerly direction, it follows high on its eastern banks the curves of the deep Highland Creek valley. Proceeding past the neat garden homes of the Village of Highland Creek, under the name of Military Trail, across the great four-lane highway which is its distant daughter, the old road assumes the dignified but historically inaccurate title of "Colonel" Danforth Trail. But it still retains the humble characteristics of Mr. Asa Danforth's narrow pioneer road, and thus winds on through some of Scarborough's loveliest gardens toward Lake Ontario and Port Union in the south-eastern corner of the Township.

The story of the building of the Danforth Road is told in considerable detail in documents relating to the administration of the government of Upper Canada during the term of office of Lieutenant-Governor John Graves Simcoe and the Honourable Peter Russell, President of the Executive Council.

Soon after his arrival at York in 1793, Governor Simcoe made plans for opening up a great highway across the Province of Upper Canada from Kingston to La Tranche River, now the Thames. That year he ordered Captain Smith and one hundred men to cut the first section of this road through the forest westward from the head of Lake Ontario toward the present site of London on the Thames, naming it Dundas Street after Henry Dundas, Secretary of State in the Imperial Government. Then in 1795 he ordered the Surveyor General, D. W. Smith, to make preparations for beginning the eastern section of the road.

Accordingly, surveyor Augustus Jones was instructed: "Open a horse path from York to Bay of Quinte, as a groundwork for the continuation of Dundas Street; you will proceed upon this work as soon as you have completed the survey westward of the River Nen (Rouge).

In tracing this road you will have a general regard to the situations for its crossing the creeks, which His Excellency conceives will be about two concessions distant from the lake, in the several townships leading off and on that concession line as a base or direction according to the nature of the ground, creeks, etc., so as to make the whole as near a right line as the curve of the lake will admit - and should you find any difficulties to this object, in your progress, you must be guided by existing circumstances on the spot, having special regard to the principal view, namely of continuing Dundas Street toward Lower Canada by the shortest and at the same time most eligible route."

When Simcoe left Canada in September, 1796, this work had not yet been begun. In accordance with his instructions, the Queen's Rangers had commenced on January 4th of that year to cut out Yonge Street from York to Lake Simcoe. But apart from this road, the new capital of Upper Canada still had none connecting it with other settlements. Whenever navigation of Lake Ontario was interrupted by foul weather or closed by ice, York was practically cut off from the outside world. In winter this isolation continued for several months, broken only by the welcome arrival of occasional messengers who ploughed their way with difficulty through the deep drifts of snow which blocked the narrow Indian trails and infrequent bridle paths.

Thus in May, 1793, the Honourable Peter Russell, the administrator of the Province following Simcoe's departure, wrote:

"The isolated situation of York, surrounded either by water or an unsettled Country, makes me anxious to open roads with as little delay as possible, for communication with the Head of the Lake on one side and the Bay of Quinte on the other; that we may facilitate the supplies of Provisions from those Quarters, and thereby lessen the enormous Prices of them, to which the Civil Officers and every other Person whose business calls him to the seat of Government, are exposed."

The members of the Legislative Assembly who met at York early that summer were equally concerned about the province's lack of roads. They devoted much of their session to discussing ways and means of carrying out Simcoe's plan for a provincial highway, and sent to Russell the draft of a report "representing the propriety and necessity of raising a Fund from the Waste Lands of the Crown to be at the disposal of parliament for the purpose of accomplishing this most desirable end and of completing a Great Highway throughout the Province." Russell, in proroguing the Legislature on July 5th, then replied:

"I look forward with an anxious hope to seeing the roads to the Capital in such a state of improvement as admit of assembling the Legislature in Winter, when more time might be spared to your parliamentary duties without materially interfering with your other occupations."

No action was taken, however, until the Executive Council on the 8th of January, 1799, passed a resolution praying the President to take some steps to remedy "the present wretched state of the means of communication between the several parts of this Province with each other and with the seat of Government." Then on March 26th proposals were presented from Asa Danforth, a recent immigrant from the State of New York settled at Presque Isle, offering to make a road from the town of York to the Bay of Quinte. The Council received them with the utmost pleasure, and on April 9th unanimously approved them, amended to read as follows:

"The proposals of Mr. Asa Danforth for opening a Road from York to the mouth of the River Trent, thirty-three feet wide -

Labour to be completed as follows:

To be Surveyed and Marked at the expence of Government - Mr. Danforth will then proceed to cutting and clearing the said Road, taking care to cut sixteen Feet and a half, within the thirty three Feet, smooth, and cut even to the ground, and as near the centre of the Road as the ground will admit, and that the Bridges, and Causeways, shall be made in such way and manner, as shall be allowed sufficient, taking care to place the Buttments and String pieces a proper height to prevent the high water from taking the covering off; the Bridges and Causeways to be the same width of the cleared part of the Road, or sixteen Feet and a half wide, and such places as are sidling, and such as are too steep for passing are to be ploughed down a proper space for Slay or Carriage to pass; and that the above labour shall be done by the first day of July 1800. The Road shall be passable to Smith's Creek (Port Hope) by the first day of January next.

Labour and expence calculated as follows:

Twenty two dollars and a half for each acre said Road shall contained (i.e., \$90. a mile).

Payments in the following manner:

When ten miles shall have been inspected, receive payment for five. When twenty miles are completed, receive payment for ten miles - and when the Road shall be finished to Smith's Creek, receive payment for one half that distance, the remainder when the whole is completed."

To raise a fund for the payment of this road, the Executive Council directed that the Townships of Dereham and Norwich in the County of Norfolk be surveyed with as much expedition as possible and sold.

The Council also ordered that Danforth "may be supplied with four Grind stones out of the King's Store for this service"; and "to encourage labourers to act honestly under the Petitioner in making the Road . . . the Petitioner shall be permitted to recommend at the close of the work such of the labourers as have been employed on this service for Locations of 200 Acres each . . . provided that his recommendation do not exceed

forty in the whole."

At its meeting of April 13th the Council approved the agreement between Danforth and the Government for opening the road; then "the map describing Dundas Street from York to the Trent having at the same time been laid before the Board by the Surveyor General-

And it having been observed that its course appears to run in many parts over wet grounds and Ravines -

Resolved that a discretionary power be given to the Surveyor General to direct his Deputy who shall have the tracing of this Road, to deviate occasionally from the present course of the street wherever he finds that by such a deviation he can carry the Road thro' drier and better ground....

The Surveyor is also directed to take an additional Deputy into his employ for this particular service, and to cause the ground between York and Duffin's Creek to be immediately explored that the Road may be run from the end of King's Street thither to where it joins Dundas Street in the Second Concession of Pickering by the best course that can be discovered according to the nature of the ground it has to pass over."

Accordingly, surveyor John Stegman began this work and early in June reported:

"The distance from this town to Duffin's Creek has been carefully chained and mile posts erected, and the greater part of the said road is on a pine ridge and a favourable situation for a highway excepting a few hills which were impossible to avoid."

Thus at sunrise one summer morning, when most of the little town of York's sixty households beside Toronto Bay were already astir, Asa Danforth led his axemen and teams of Oxen eastward along King's Street, and on June 5th, 1799, he started cutting his thirty-three foot road through the forest beyond the Don River. By the 26th of July he had hewn his way through the pines and hardwoods of Scarborough and Pickering Townships, and asked the Executive Council that £100 Currency be advanced to him on account, stating that "he has cut and completed near thirty miles of the Road from the Town of York Eastward.

News of the undertaking was received with whole-hearted approval throughout the Province. The Canadian Constellation, a newspaper which had begun to appear at Niagara, commented in its issue of August 2nd:

"The wilderness from York to the Bay of Quinte is 120 miles; a road of this distance through it is contracted out by Government to Mr. Asa Danforth to be cut and completed by the first of July next; and which, when completed will open a communication round the Lake by land from this town with the Bay, Kingston, etc. Hitherto in the season of winter our intercourse with that part of the Province has been almost totally interrupted. Mr. Danforth has already made forty miles of excellent road and procured men to the number sufficient for doing the whole extent by the settling in of winter."

The Niagara editor was rather too optimistic concerning the expected date of completion of the road, however. By January only about half of the work had been finished, and then the depth of snow and inclemency of the weather prevented Danforth from carrying on. On May 3rd he resumed his operations, but on May 26th he petitioned the Executive Council for an extension of the time given him "as it will be necessary to make some alterations in cutting around some hills, and make amendments on the road partly done last season."

Apparently the Council had sent out William Chewett to inspect the work done on the road, and he had found some cause for complaint. He reported:

"The hill on the east side of the River Nen (Rouge), which is the most difficult to pass on the whole of the communication, the contractor has taken as much pains as lay in his power to make good, but with all that he has done, or can do, it is too steep. I saw a loaded ox sled go down with ease, but there was from 16 to 18 inches of snow on the ground. To go up this hill in my opinion, carriages must unload, and when the said hill is covered with a glare of ice, I doubt much whether oxen, or horses to carriages could either go up or down, yet I am induced to think that chain across the runners of a sled, or a wheel stopped by a chain might answer. I therefore conclude it to be a good Winter Road, as a loaded sled drawn by oxen may travel from 16 to 17 miles per day, that a sled with horses from 35 to 40 miles per day, that is to say from the break of day to the parting thereof.

..... But with regard to a summer road for wheel carriages going Post.....in my humble opinion nothing can effect that but a good settlement thereon to keep the road in constant repair, by cutting out the fallen logs, timber, and brush which will grow up at every stump and in every part of the road."

Danforth fully shared the views of Chewett concerning the maintenance of the road, and had already petitioned the Council on Nov. 11th, 1799, to consider a proposal for establishing settlers along it:

"Your Memorialist perceives that the expences of the Government will in a short time be thrown away and its intentions wholly defeated, by reason of the want of inhabitants upon the road. And your Memorialist has reason to think from the many large tracts of land that have been taken up in the different Townships, there are likely to be but few settlers on the road. Your Memorialist therefore takes the liberty of proposing what he thinks will be a means of avoiding this Evil. And will undertake to Settle at least ten good industrious men in Each Township, who shall each be obliged to keep a tenth part of the road open and in good repair.

That each person shall clear and fence five acres of land, and Erect thereon a log house at least 16 feet square, that for the accommodation of travellers this winter he will undertake to keep in two or three fires, in such places as it shall please your Excellency to appoint. And that in each Township he will undertake to place a person of decency for the accommodation of Gentlemen passing that way.

.....Your Memorialist having fifty or sixty persons whom he can put on the

land without delay, he will be ready to keep the road from all impediment, as soon as your Memorialist has compleated his Contract."

Despite Asa Danforth's offer to "take upon himself the trouble and expence attending this settlement", the Council unfortunately failed to recommend acceptance of his proposals. Most of this highly desirable land along the road had already been granted, often in large blocks, to non-resident government officers and favourites; and the government was unwilling to give the reserved lots lying along the road to Danforth's settlers. So from the very beginning the maintenance of the road was neglected, as there were only four settlers on the road in 63 miles.

On the 19th of December, 1800, Danforth reported to the Council that the road from the Town of York to the River Trent was now completed, and recommended forty men who had been employed by him on the said road for the promised grant of 200 acres of land each. The Council, however, deferred fulfilment of this pledge "until Mr. Danforth has completed his undertaking"; and he had considerable difficulty in collecting payment for his work.

Complaints about the road kept coming in, and a committee of three was set up to investigate its condition. In October, 1802, the committee reported that Danforth had not fulfilled his contract satisfactorily and that it would cost £2,100 to repair the road. The crossing of the Rouge River had been hazardous from the beginning, Alexander Perry, Quartermaster Sergeant of the Queen's Rangers, having been drowned there on December 11, 1800; and the committee now reported:

"The east end of the bridge over the River Nen or Rouge, the string pieces having failed, will soon be impassable."

"The eastern hill of the aforesaid bridge, the upper part of the logwork having been bunt by the late fire in the woods, will in a short time be impassable."

"The communication in many places from the 18th mile post (five miles west of Duffin's Creek) to the Trent is almost impassable, being overgrown with brushwood and brambles, and many trees which have fallen since it was first opened except where it is settled."

Outside of the Thomson settlement in Scarborough, there were still only three settlers in the first thirty miles of road east of York - Palmer at the 10th mile post, Jones at the 12th, and Munger near the 23rd; and it was this lack of settlers to maintain the road that was mainly responsible for its rapid deterioration. Danforth, however, seems to have been made the scapegoat charged with the failure of the road to become the great provincial highway of the government's dreams. He returned to the United States, a disappointed and embittered man; and there he published a pamphlet complaining of the unjust treatment he had received at the hands of the government of Upper Canada.

THE KINGSTON ROAD

While the building of the Danforth Road gave David Thomson and his brothers on their bush farms three miles back from Scarborough Bluffs more ready access to the Town of York than the Indian trail which preceded it, William Cornell and other settlers along the lake front derived little benefit from it immediately. Accordingly, in 1801, Cornell and Levi Annis cut out the new "Front" or "Cornwell Road". At first a mere trail through the woods near the lake, it wound westward from Cornell's log cabin on the bluffs east of the foot of the present Markham Road to join the Danforth Road where it entered the Township of Scarborough. East of his home it meandered through the present St. Margaret's Churchyard and past Melville Church, West Hill, descended into the Highland Creek valley, climbed the steep East Hill, and followed the line of the present No. 2 highway to the Rouge River.

The Danforth Road through Scarborough was still considered officially "Dundas Street"; and special permission had to be obtained to allow the road commissioners to apply funds voted by the Legislature in 1814 for "Dundas Street" to the "Cornwell Road". But between 1815 and 1816 this winding "Front Road" was straightened and improved and became the main highway through the Township. East of Scarborough this great Kingston Road followed the Danforth Road in some parts, but it was in general nearer the lake shore. By the beginning of 1817 it was completed all the way to Kingston and went on to Montreal.

It was now possible for the first time to carry on long distance land transportation in Upper Canada. In January, 1817, Samuel Purdy began the operation of the first stage line over the Kingston Road, leaving David Brown's Inn, Kingston, every Monday, and York, every Thursday. The fare for this three-day trip by sleigh was \$18. at first, but was reduced to \$10. the second winter. At the opening of navigation on Lake Ontario the service was suspended.

But although stage sleighs operated successfully over the route during the winter, stage waggons that ventured along this and other roadways in summer had a rough time of it. The corduroy roads by which they passed over swampy places are thus described by an early writer:

"Whole hecatombs of trees are sacrificed to form a corrugated causeway of their round trunks, laid side by side, over which wagons can be slowly dragged or bumped, any attempt at speed being checked by immediate symptoms of dissolution in the vehicle."

If not constantly maintained, these rough roads often degenerated into a series of mudholes. A traveller along the Kingston Road east of York in July, 1827, Captain Basil Hall, vividly describes its terrible condition:

"The horrible corduroy roads again made their appearance in a more formidable shape by the addition of deep, inky holes, which almost swallowed up the fore-wheels of the waggon, and bathed its hinder axle-tree. The jogging and plunging to which we were now exposed, and the occasional bang when the vehicle reached the bottom of one of these abysses, were so new and remarkable in the history of our travels that we tried to make a good joke of them."

When Captain Hall came to the Rouge River he found the bridge had been washed out by a flood. He had to be ferried across by a boy in a canoe, the frightened horse was pulled across under protest, and the carriage was hauled through the stream with the aid of the horse and some chains. "We reached our sleeping place," observed Captain Hall, "fatigued to the last gasp."

Such was travel by wheeled vehicles along the Kingston Road in pioneer days. Even in midsummer one could travel with any degree of comfort only by horseback. And transportation by boat on Lake Ontario long remained preferable.

In the summer of 1830, William Weller, one of the most famous stage owners, appeared on the Kingston Road operating an improved type of coach twice a week between York and the Carrying Place on the Bay of Quinte, where connection was made with a steamship to Prescott. He advertised that the road had been repaired and his stage line fitted out with good horses, new carriages, and careful drivers. Significantly, however, the stage accepted baggage only at the owner's risk, and it still jogged and plunged along the Kingston Road through Scarborough at only two to three miles an hour.

The next winter Weller increased the number of stages on the Kingston Road and announced:

"Montreal, Kingston, and York Mail Stages, five times a week. Leaves Montreal, Kingston, and York every day except Saturdays and Sundays at 4 o'clock a.m. and arrives the following days. All baggage at the owner's risk. Fare from Kingston to York \$6.00, baggage 40 lbs. and under free."

But the Kingston Road and the two other roads leading into the town of York, Yonge Street and Dundas Street, remained in such a deplorable condition that in January, 1833, THE CANADIAN CORRESPONDENT of York reported:

"The state of our roads is so universally bad that is almost physically impossible for the farmers to bring their produce to town."

The agitation for road improvement which had been carried on vigorously by the citizens of York for some years now at length stirred the legislature to action. On February 2nd, 1833, a resolution calling for the issue of debentures to the amount of £ 10,000 for macadamizing "the three approaches to the Town of York" was presented before the Assembly, and on February 8th a bill enacting the principles of the resolution was passed. The Act provided for the raising of £ 10,000 on the credit of the tolls to be collected from the users of the roads, and five prominent citizens, Messrs. Jesse Ketchum, D'Arcy Boulton, Jr., Charles Coxwell Small, George Denison and Charles

Thompson, were appointed trustees to supervise the project and erect the toll gates. Of the total amount, Yonge Street was to receive £4,000, Dundas Street £1,500, and the Kingston Road £2,000, while the remaining £2,500 was to be divided at the discretion of the trustees, as needed.

The trustees immediately ran into a serious problem. No one would buy the debentures required for the money to build the roads, as they were secured only by the tolls. However, these public-spirited men personally "entered into Bonds, which they did to secure the holders against every contingency"; the money was raised, and the work on the York Roads proceeded.

Their first undertaking, the building of a mile of road along Yonge Street in accordance with the new technique of the Scottish engineer, John Loudon McAdam, proved thoroughly disillusioning. While the mile of Yonge Street which contractor James Cull macadamized, twenty feet wide and with broken stone ten inches deep, merited the description, "the best piece of road in North America", the cost soared far beyond the original estimate of £1,188. It was soon discovered that in Upper Canada a mile of macadamized road, under the best conditions, would cost between £3,000 and £4,000. Whatever the cost, once the project was started, the government felt forced to go ahead with it. The tolls required to recover the money already invested could not be collected until a much larger section of road was completed. So more money was borrowed by the trustees, £35,000 in 1836 and £100,000 in 1837, and the macadamizing of Yonge Street proceeded at the staggering cost of £3,710 per mile.

Witnessing this colossal expenditures, the trustees set up for the Eastern or Kingston Road in 1836 decided to attempt to reduce construction costs by building a plank road instead of macadamizing. Planking, they claimed, would cost only £525 per mile. They then proceeded to lay their sixteen foot wide plankway of stout four-inch pine planks, spiked to sleepers, out along the Kingston Road for eighteen miles from Toronto to the Rouge Hill, and in 1839 set up toll gates there, at Washington Church, and at Norway Village. The advantages of the plank road over the macadamized, however, were not as real as they appeared. The original cost proved to be £1,050 rather than £525 a mile as the trustees supposed. A contemporary engineer, Thomas Roy, in 1841 observed in his "Principles and Practice of Road Making" that after some years the planks heaved and broke and became dangerous for horses. At such a time it was not practical to repair the surface, and it was necessary to replank the road completely every eight years at a cost of £800 a mile. Over twenty-four years, the total cost of a mile of plank road would be £3,450, considerably more than the actual cost per mile of the macadamized West York Road (Dundas Street).

At first, however, the building of the new plankway along the Kingston Road was received with general enthusiasm. William Weller could now advertise in 1841:

"From the first of May next and during the summer months...GOOD FOUR HORSE COACHES (entirely new) with steady, experienced drivers, going through Belleville to Toronto in twenty-four hours, and from Cobourg to Toronto by day light. Reduced fares: Belleville to Toronto...120 miles...£1. 0. 0."

With allowances for stops to change horses etc., a speed of about six miles an hour was maintained over the whole route; and on the plank road through Scarborough the coaches, drawn by their four spirited horses, thundered along in truly gallant style. William Weller could also boast that in the winter of 1840, when Governor General Poulett Thomson wished to make a hurried trip from Toronto to Montreal to reprieve a condemned murderer he had personally driven His Excellency in a sleigh the entire 375 miles to that city in 35 hours and 40 minutes, thereby winning a £1,000 wager in addition to the £100 fee and an engraved gold watch given him by the Governor.

Scarborough farmers living in the vicinity of the Kingston Road could now readily haul their waggon or sleigh loads of produce to market in Toronto the year round. As both local and long distance travel increased, the numerous inns and taverns along the road did a thriving business. One of the most famous of these was the large frame inn built by Jonathan Gates, who had settled in 1815 on 300 acres of land east of the great gully which goes down to the lake south of the present Bellamy Road. It was described by the English traveller William Brown, in 1849 as "a splendid tavern just ten miles from the City Hall upon the plank road in Kingston Street He grows everything upon his own farm that is consumed in his own house except groceries. He catches as much fish as serves his tables all the year round, and makes as much sugar from his own maple grove as he wants, and kills his own mutton, beef and pork." Two miles westward was another noted inn, the Half-Way House, which still stands on the north-west corner of the Kingston Road and Midland Avenue. It appears on Tremain's map of 1860 as "A. Thompson's Half-Way House", and was later owned by the Crew family. It was not only a stage stop half way to Dunbarton and popular with thirsty travellers; with its huge ball room in the upper storey, it was long a social centre for dances, sleighing parties, and other gatherings.

The popularity of the planked Kingston Road did not last long however. The payment of toll soon proved irksome to many farmers, and men and waggons often found a way around the toll gate. By 1846 the tolls were insufficient even to pay the interest on the debentures issued to finance the construction of the road. On the Kingston Road that year the annual interest was £ 1,218 but the toll revenues were only £ 669, barely half the interest; and the situation was even more depressing on the two other York Roads.

The provincial government was persuaded to take over the York Roads; but the Province was no more successful than the trustees in solving the problem of securing enough revenue from the tolls to maintain them in good repair. A Committee of the Home District Council, appointed to investigate the roads found that to December, 1848, the average annual income was £ 7,788 and the average expenditure £ 9,313, or a yearly loss of £ 1,525. Eventually, after prolonged haggling with the Home District Council and its successor, the York County Council, in October, 1850, the government sold the three roads by auction to the private company formed by James Beaty, a Toronto leather merchant, for £75,100.

For the first two years of Beaty's ownership the income from his roads increased at the rate of 10% per annum, and they looked like a profitable investment. But soon the opening of the Ontario, Simcoe and Huron Railroad in 1853 drained off a large part of the traffic from Yonge Street; and the opening of the Grand Trunk Railway from Montreal to Toronto in October 1856 drew off the traffic from the Kingston Road. Receipts from tolls steadily declined; Beaty began to default in his interest payments; and in 1863 the government resumed the York Roads. Finally, on April 4th, 1865, York County purchased the three York Roads for \$72,500.00, less than a fifth of the price of 1850.

For the next thirty years the County continued to collect the tolls of the Kingston and other York Roads. The Markham and Scarborough Plank Road Company had also laid down planking on the Markham Road, from the Kingston Road to Stouffville, in 1850, and for many years it collected tolls at the gates placed at Scarborough Village and the second concession (Ellesmere Avenue). The Danforth Road Company, organized at a meeting of wealthy farmers and men of business at Bell's Tavern in Scarboro in March, 1851, likewise had planked part of the Danforth Road in the western part of the Township, and continued to collect tolls on it until November 1st, 1879, when it was abandoned by the company and shortly after assumed by the Township. The system of tolls survived in Scarboro and the rest of York County long after other methods of maintaining roads had been found successful elsewhere, and was only abolished altogether in 1896.

Then, at last, on March 29th, 1897, the Scarborough Township Council minutes record that it was "moved that Deputy-Reeve Jackson and W.A. Heron, Esq., be appointed commissioners to sell or dispose of the toll-house and gate on the Kingston Road on Lot 17"; the toll-gate was sold for \$17.50; and a new age of travel came to Scarborough.

In 1897 the Kingston Road had long been in summer a gray gravel roadway, along which teams of heavy Clydesdale horses hauled creaking loads of hay and squealing pigs to market in the city, and waggons piled with bags of grain to Helliwell's mill at Highland Creek. On Sundays its dust was stirred by the procession of smart buggies and democrats filled with farmers' families in their best attire going to St. Joseph's, Centennial, Melville, St. Margaret's, Washington, and high-spired Christ Church for worship. Now every weekend it was gay with girls and young men pedalling out from the city into the country on the marvellous new "Safety Bicycles" with pneumatic tires which were all the rage; and the Half-Way House was a popular rendezvous for members of bicycle clubs.

Then in 1898 another new means of transportation came to the Kingston Road, the electric railway. The Toronto Railway Company began to extend its steel rails out into Scarborough along the Kingston Road, first to the Hunt Club, then in 1901 to the Half-Way House; and in 1905 its successor, the Toronto and York Radial Company, completed the line to West Hill.

Soon after the people of southern Scarborough exchanged their horses and buggies in favour of the speedier all-weather radial cars for trips to the city, yet another challenge to the slow-paced old regime appeared. The first motor cars began to putt-putt along the

Kingston Road in clouds of dust at the amazing speed of ten and fifteen miles an hour, while terrified horses plunged and snorted as they passed by. Then in 1908 Henry Ford brought out his first Model T Ford, automobiles multiplied rapidly, and motoring, once the adventurous hobby of the few, became a practical means of transportation for the many.

The new age of motor travel brought many changes to the old Kingston Road. As early as 1910 the dust problem was proving vexatious to travellers and local residents alike, and we find the Scarborough Township Council taking steps to have the road oiled. During the period between 1913 and 1918 the number of motor vehicles registered in Canada increased from 54,380 to half a million, and the inadequacy of gravel roads for heavy motor traffic was soon discovered. The construction of modern asphalt motor roads was initiated in Ontario with the building of the Toronto-Hamilton Highway in 1917 - 20; and in the early 1920's the Kingston Road, and large mileages of other important roads in the Province, were taken over by the Ontario Department of Public Highways and paved.

Then, as the volume and speed of motor traffic continued to increase, in 1936-1937 the Kingston Road was widened and improved beyond recognition from Kennedy Road eastward to Highland Creek. The old road, which had begun as Cornell's narrow trail winding through the woods above the bluffs along the lake front of Scarborough, became a magnificent modern four-lane dual highway, along which traffic sped at 50 miles an hour. A few years later, with the building of a second high-level bridge across the Highland Creek valley and the opening of an extension to the top of the Rouge Hill, it became linked with the new super highway 401. And as this great modern road progresses across Ontario some five hundred miles from the Quebec border to the Detroit River, today the dream of Governor Simcoe is being fulfilled beyond his fondest imagining, and the work of Asa Danforth and the pioneer builders of Dundas Street and the Kingston Road is at last completed.