

**Flooding, North Toronto, 29 March, 1916.** *City of Toronto Archives*

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## Fall Programme

*Mark your calendars...*



**Wednesday, 25 September, 7:30 p.m.**

### HOME LIFE DURING WORLD WAR II IN TORONTO

In 1940 the Williamson family welcomed two English war guests into their North Toronto home. With photos and illustrations **Mary Williamson** will draw from the weekly letters to the boys' family written by her mother and published as *Just a Larger Family* (Wilfrid Laurier University Press, 2011). Marie's letters detail holiday celebrations, church and school, food shortages and rationing, air raid precautions, and an endless variety of games and sports.

**Wednesday, 30 October, 7:30 p.m.**

### OF BREAD WAGONS AND STREET CARS

The experience of childhood in North Toronto has changed since the 1940s and 1950s. Bruce Lumsden will share photos and read some popular pieces about his childhood. Jon Tobin will present his paintings of Toronto street scenes. Copies of the chapbook, *Toronto, Toronto*, (Stonegarden Studios, 2012) including both their works will be available for purchase. [www.stonegardenstudios.ca](http://www.stonegardenstudios.ca)

**Wednesday, 27 November, 7:30 p.m.**

*To be announced...*

*Save the date...*

## Fall Walk

**Sunday, 20 October, 2:00 p.m.**

*More information in the next Newsletter...*

The Society meets at the Northern District Library, 40 Orchard View Boulevard (one block north of Eglinton, just west of Yonge) at 7:30 pm on the last Wednesday of each month from September to November & January to May. Programmes are free and are open to the public. Our co-sponsor is the Northern District Branch of the Toronto Public Library.

## IN MEMORIAM

### Donald Frederick Duncan (1939-2013)

Donald Duncan died on January 21. He was a longtime and valued member of the North Toronto Historical Society who served in the positions of Treasurer, Secretary, and most recently, as a Director. Born and raised in North Toronto, Donald attended Eglinton Public School and North Toronto Collegiate. He had a life-long association with Church of the Transfiguration where he served as Warden, Treasurer, and custodian of Historical Documents. On several occasions over the years he spoke to our society on the history of the Duncan family in Davisville, which extended back five generations into the 19th century.



From his youth, Donald was active in the Scout movement, receiving the award of Queen's Scout in 1956 and later serving as a camp counsellor and cub master. In his teaching career of thirty-three years he taught mainly with the North York Board of Education.

Donald Duncan was a gentle and dedicated man who will be greatly missed. Our condolences to his sister Linda Smith and other family members.

### Marjerie Janetta Fritz (1917-2013)

Marjerie Fritz died on March 14 in her 96th year. She was a longtime member of the North Toronto Historical Society and regularly attended our monthly meetings, until January 2013. For many years, prior to her move to a retirement residence, she came early as a volunteer to set up refreshments.



Marjerie was the recipient of a number of awards for exceptional community service, including the Confederation Medal (1992) and the Queen's Silver Jubilee Medal (2003). Among the organizations she served were the Canadian Red Cross/Canadian Blood Services clinics, the Canadian Cancer Society, Blythwood Baptist Church Out-of-the-Cold, SPRINT, and the Anne Johnston Heath Centre. According to her wishes, burial was in Peterborough where she grew up in a farm family.

Our thanks to Leonard Swartz for bringing Marjerie out to our meetings. We extend our sympathy to her family and friends.



#### Annual General Meeting

of the North Toronto Historical Society was held on 22 February, 2012. Directors elected: Hilary Dawson, Alex Grenzebach, Lynda Moon, Bill Ramsay, Doug Campbell.

*(See back page for contact information.)*

#### Receive the *NTHS UPDATER* by email!

Would you like us to remind you of upcoming meetings and heritage events with an electronic newsletter?

Email me at [alexg@alumni.uwaterloo.ca](mailto:alexg@alumni.uwaterloo.ca) and I will add you to the distribution list. *We will not give out your email address.*

**Alex. Grenzebach**

## U of T to Refurbish Old Knox College

Long neglected, the 1875 Knox College building at 1 Spadina Crescent is to be transformed into the new home of the Daniels Faculty of Architecture, Landscape & Design. The heritage building will be incorporated into the design of Nader Tehrani and Katie Faulkner of the Boston-based firm NADAAA.

Story and pictures:  
<http://tinyurl.com/obh4k7d>

## Happy 100th, Leaside!

In 1819, Englishman John Lea settled on the 200 acres of Lot 13, Concession 3 in York Township East (south of Eglinton between Bayview and Leslie). On 23 April, 1913, the Town of Leaside was incorporated: it comprised 1,025 acres of land, and 43 inhabitants. The town motto was "Stability and Wisdom of Purpose." In 1967, Leaside became part of East York.

April and May of this year saw various celebrations of this auspicious event. See the *Leaside 100* website for history, stories, and pictures:  
<http://leaside100.ca/>



The house on the left (now 210 Sutherland Drive), was built about 1909 by James Lea, grandson of Leaside's founder. When it became a nursery school in the 1940s it was known as "The Wendy House."  
*Photo taken 1 Jan. 1955: TPL*

### MORE ABOUT LEASIDE

Jane Pitfield, *Leaside*. Toronto: Natural Heritage/Dundurn, 1999.

## Top Ten Endangered Places

The Heritage Canada Foundation issues an annual list of endangered heritage places. Ontario sites on the list are:

**Hamilton**, 24 & 28 King Street East, Gore Park (1876 & 1874). Threatened with demolition despite recommendation for designation by the Municipal Heritage Committee, with support from the Architectural Conservancy of Ontario. A deal between council and the developer retains the facades of numbers 18-22, and sacrifices 24 and 28.



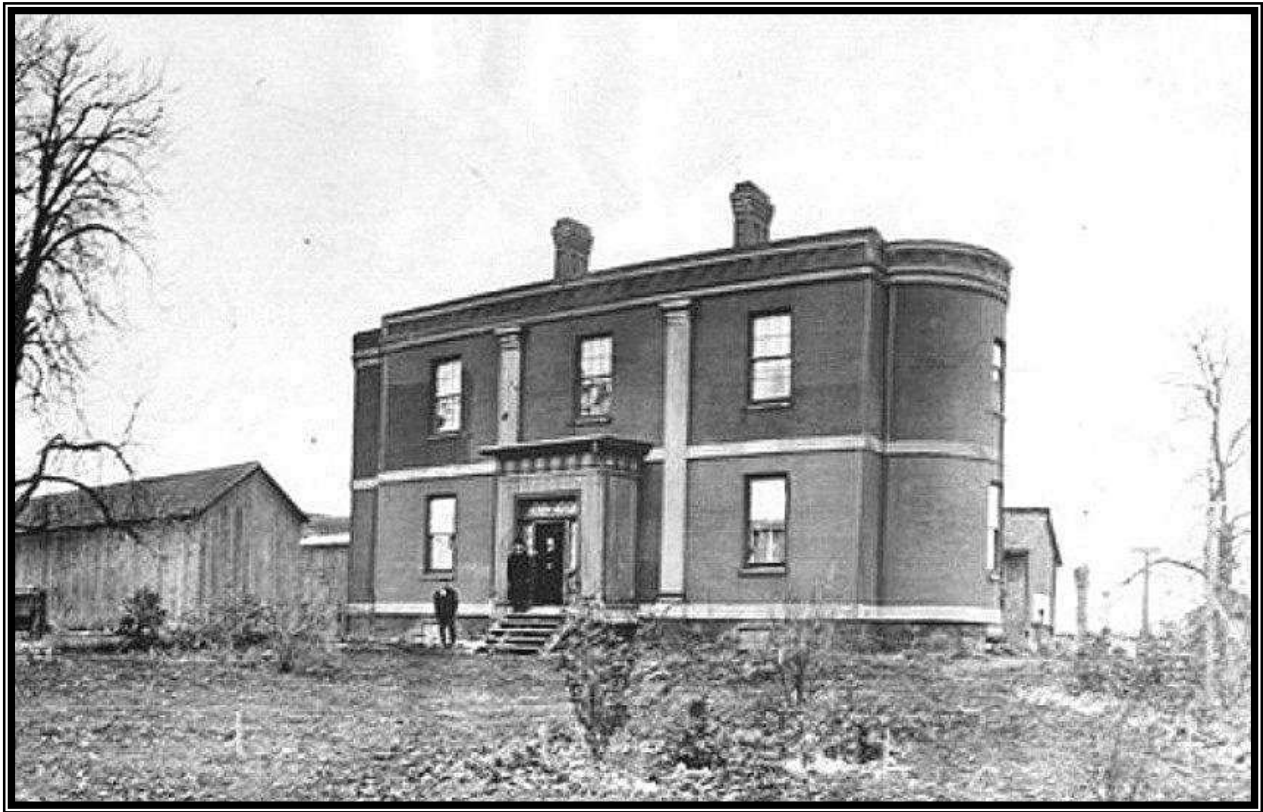
18-28 King Street East, Hamilton in 1892 and today (inset)

**Amherst Island**, an important natural and heritage landscape, is the proposed site for an industrial wind turbine plant.

**Kingston** Collegiate Vocational Institute threatened with closure. Founded in 1792 (current location from 1892), it is considered the earliest secondary school in Ontario.

**Clarington**, POW Camp 30, 2020 Lamb's Road. Built in 1925 as a reformatory, in WW2 it became a German POW camp. The last intact POW camp in Canada, it has been listed by the Municipality of Clarington on its Register of Properties of Cultural Heritage Value or Interest. However, the property is too big for the municipality to maintain without assistance. In the meantime, it has fallen victim to vandalism.

For the full stories see:  
<http://tinyurl.com/lq6ywrw>



**Kingsland, the Lawrence House**

On November 5, 2012, an article appeared in the *Toronto Star* as part of the paper's ongoing coverage of the fight to save Postal Station K. The article featured the photo above, with the caption "The Post Office site on Yonge St. once housed the historic Montgomery's Tavern, seen here in 1929." Because Montgomery's Tavern was destroyed in December 1837 and this photo bore no resemblance to Oulcott's Hotel which stood on the site in 1929 or to John Montgomery's house "The Willows", I sent an email to the *Star* Public Editor questioning the identity of the photo. After a flurry of emails, my query eventually reached the *Star* Librarian who discovered that the photo had been incorrectly identified in the files for decades. It had appeared originally in a 1929 article in the *Star* on the Rebellion of 1837, where it was described as "Lawrence Castle of the Lawrences of Lawrence Park." The 1929 article quoted from a letter written by John Lawrence in December 1837 and included recollections by his son Samuel Lawrence (who I suspect provided the photo to the *Star*).

What a find! This house was acquired by the Lawrences when they purchased Lot 5 east of

Yonge in 1865. Originally known as "Kingsland", it was build for Samuel Huson from a design attributed to John Howard (ca 1838). The house stood at the top of present-day Lymptstone Avenue and was described by Henry Scadding in *Toronto of Old* (1873): "On high land to the right some way off, an English-looking mansion of bricks with circular ends....This was Kingsland, the home of Mr. Huson, an immigrant from the West Indies." The house also appeared in early plans for the Lawrence Park subdivision (1909-10) and was demolished when Lawrence Crescent was developed. Years ago I interviewed several early residents of the area including Charlotte Erichsen-Brown, daughter of Wilfrid Servington Dinnick, the developer of Lawrence Park, but was I not able to gather further information on the house.

The late Don Ritchie searched unsuccessfully for a photo of Kingsland to include in his book *North Toronto* (Boston Mills Press, 1992). He gave as an example instead (p. 51) a Howard house of similar design built for William Drummond. Don would have been thrilled with this discovery!

## Winter Lecture Series

JANUARY: David Crombie

### *North Toronto, Then & Now*

Our first speaker of 2013 was former Toronto Mayor and long-time North Toronto resident David Crombie. Mr. Crombie is an Officer of the Order of Canada, and also has the distinction of being Northern District Library's first borrower in 1975. His presentation looked at the factors that affected the little Town of North Toronto, and the growth of the City of Toronto.

In 1889, the hamlets of Davisville and Eglinton merged to attain the official status of Village of North Toronto. Extending its boundaries to include Bedford Park, the village was elevated to the Town of North Toronto in 1890. It rapidly grew into a dormitory suburb, and there were problems with providing adequate water and sewage. In addition, there were insufficient funds for improving roads and transportation. On 15 December, 1912, the Town of North Toronto was annexed to the City of Toronto.

Three major factors contributed to this urban growth: railways, industry and a population explosion. Railways were responsible for massive social change starting in the mid-nineteenth century, as they collapsed time and space, allowing people to move greater distances more easily. Transportation hubs developed, along with a new urban economy. Industries in Toronto expanded, demanding more factory workers, and encouraging immigration. As the population grew, so did the demand for better services, leading to debates about whether infrastructure should be funded by the private sector, or from the public purse.

This was the period of the social gospel, with many promoting the philosophy that public resources should be shared. This influential movement also believed in temperance, resulting in North

Toronto's Oulcott's Hotel (and many similar establishments) becoming "dry" in 1908. This was the time when the Lord's Day Act (passed in 1906) meant that all businesses (and city playgrounds!) were closed on Sundays. Socially conscious businessmen formed The Guild of Civic Art, which believed that Toronto's slums should be replaced, that high-density areas should be well equipped with parks and playgrounds, that the city needed improved infrastructure, and that municipal construction should have aesthetically pleasing architecture. Works Commissioner R. C. Harris followed these principles to some extent.



#### **Oulcott's Temperance Hotel, 1909.**

Yonge Street looking north. Oulcott's Hotel was between Montgomery and Helendale. The building served as Postal Station K from 1914 until it was demolished in 1936. The North Toronto Town Hall can be seen in the background. CTA

Having given the context for North Toronto's joining the City of Toronto, Mr. Crombie went on to describe major influences on Toronto's growth in the next hundred years.

The First World War imposed a "strong pause" on progress and development, even in Canada. Initial enthusiasm for the war rapidly waned as the reality of the conflict set in. Among the countless casualties was David Crombie's own grandfather,

*North Toronto continues on page 6*



**Crests of North Toronto 1890-1912; City of Toronto 1834-1997; Metro 1953-1997; City of Toronto from 1998**

killed at Vimy Ridge. Then in 1918, Toronto had to wage its own war against the deadly Spanish flu.

After the war, civic improvements and development revived. (In North Toronto, after the wartime hiatus, construction began anew in Lawrence Park and other subdivisions.) More houses were built with garages, as the automobile changed the city. The 1920s saw the innovations of air travel, the radio, movies and the telephone. Having achieved the right to vote, women became more organised in their demand for equal rights in other spheres.

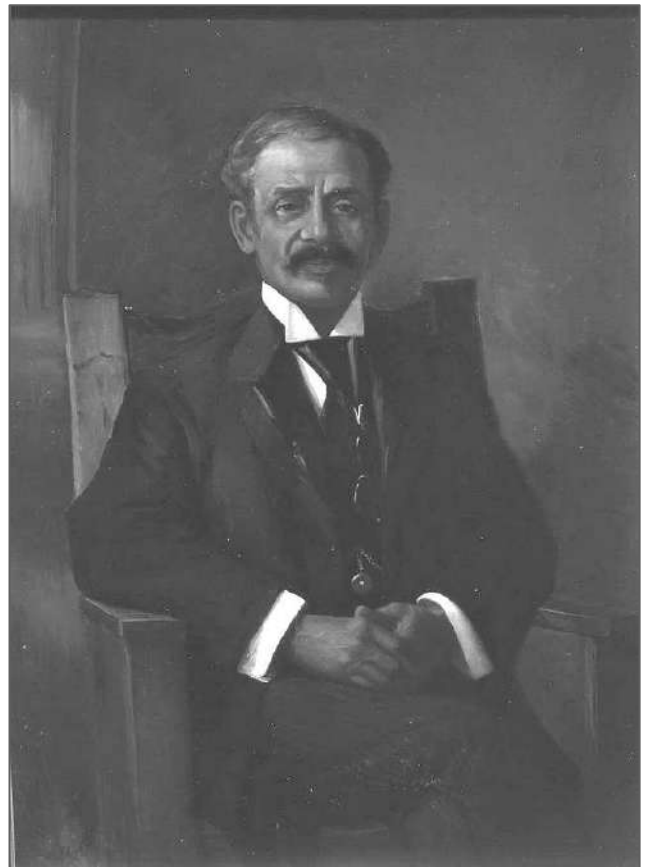
This optimistic period soon descended into the Depression, with unemployment and soup kitchens, and then the Second World War. The post-war period saw a determination to build a thriving, mixed economy. The needs of Baby Boomers led to changes in housing policies to enable everyone to own a home. The new population explosion led to suburban growth and demand for schools and other services.

In 1954, the establishment of Metropolitan Toronto allowed the amalgamation of some formerly-separate services, such as the police. The 1970s reform movement rejected the American model of suburbs and throughways. Under the mayoralty of Mr. Crombie, height restrictions for new developments helped preserve the character of Toronto's neighbourhoods.

In 1998, the six Metro municipalities were amalgamated into the City of Toronto. While this was promoted as a cost-saving initiative, the downloading of services formerly funded by the provincial government made any savings negligible.

Today, the city's top priority is economic development, and the encouragement of innovation and entrepreneurship. Transit and public recreational spaces are also important issues. In 2013, a reliable "public realm" allows us to take such services as schools for granted.

Mr. Crombie concluded that the fundamental principles of city planning have changed little in 100 years.



**William Peyton Hubbard, Toronto's first Black elected politician.** Hubbard was an Alderman from 1894 to 1914, served on the Board of Control, and was Acting Mayor. An eloquent speaker, he was nick-named "the Cicero of Council." He believed passionately in the public ownership of utilities, in order to ensure reliable quality and rates. Supported by his friend, Sir Adam Beck, Hubbard championed the establishment of the Toronto Hydro Electric System, despite the opposition of Toronto businessmen and some members of council.



**North Toronto Book-Store, July 1922.**

*CTA*

**FEBRUARY: Wayne Kelly**  
***The Black Military Experience  
in Early Ontario***

People of colour were present at many of the major conflicts in colonial North America, yet all too often their participation was omitted from the historic record. Military historian Wayne Kelly used the few sources available to show how the military attitude to men of African descent changed in nineteenth-century Canada.

The earliest instances of Black men in European armies were as musicians, from the 1700s. Seen as an exotic addition to parades, they were often dressed “in the Turkish fashion,” wearing turbans, feathers and other embellishments. The tradition continued, with North American regiments having Black



drummers and trumpeters. One such person was “Black Barney”, a trumpeter in the Queen’s Rangers, commanded by John Graves Simcoe during the American Revolution. Barney was credited with saving his unit when he alerted them to approaching enemy cavalry.

In the American Revolution (and later during the War of 1812), race was used as a weapon. Both the British and Americans promised freedom to slaves who deserted their masters and changed sides. After the war, United Empire Loyalists of both African and European descent settled in British North America.

A number of these Black Loyalists took leadership roles at the outbreak of the War of 1812. In Upper Canada, American Revolution veteran Richard Pierpoint petitioned for a unit of “men of colour” to collectively defend the country where they had found freedom. Pierpoint’s petition was turned down at first, but eventually a Coloured Corps was raised. It was commanded by a white officer, Robert Runchey. Wayne pointed out that under army rules, commissioned officers were educated and fairly wealthy: they were most commonly English, rather than Irish or Scottish. It is therefore not surprising that commissioned officers of the

Coloured Corps followed this tradition. Although perhaps segregated by choice, the Coloured Corps stood alongside other companies on the battlefield. They served at Queenston Heights, Stoney Creek, and Fort George. For much of the war, members of the Coloured Corps worked as artificers or pioneers: they were responsible for the construction of Fort Mississauga (now in Niagara-on-the-Lake). An officer in the Engineer Department described these men as “expert axemen”

There were also soldiers of colour in other units. The entire pioneer company of the 104<sup>th</sup> Regiment (New Brunswick Fencibles) was said to be Black. Generally, it seems that in British North America, soldiers of colour were relegated to service positions, as well as being musicians. In contrast, Black soldiers in the 5<sup>th</sup> West Indies Regiment (which fought at the Battle of New Orleans in 1815), received the same uniforms, duties, pay and accommodation as white soldiers.



**Fort Mississauga, Niagara-on-the-Lake, built by the Coloured Corps in 1814.** *Photo: HD*

After the War of 1812, most veterans received land grants of 200 acres near their homes. However, veterans of colour, such as Richard Pierpoint, usually received only 100 acres, and often in remote areas. A defence initiative involved government grants in the Oro area of Simcoe County being given to African Canadian veterans. It was thought that these proven soldiers could defend the strategic route between Georgian Bay and York, if necessary. However, these were wilderness lots in an isolated area, with no support system: several veterans did not take up their land.

In the 1820s and 1830s, the population of African Canadians in Upper Canada grew. In the spring of 1837, the Moseby Affair saw Black residents of the

***Black Military continues on page 8***



**Battersby's March, from York to Burlington Heights, July 1813. Artist John Kuna**

Battersby's own regiment was the Glengarry Light Infantry. For this campaign, he also had a number of Voltigeurs, as well as pioneers from the 104th Regiment. Front centre is a Black Pioneer, wearing his leather apron and carrying an axe and a bill hook. This is Islington's latest mural, and is found on the north side of the CIBC at 4914 Dundas W, at Burnhamthorpe.

Niagara area rise in protest when an attempt was made to extradite Solomon Moseby, a freedom-seeker from Kentucky. When a riot ensued, several Black men were imprisoned. An unverified story is that they were released to join a Coloured Corps raised in 1837-8 to assist against the Upper Canada Rebellion. African Canadians were fiercely anti-republican, and strong supporters of the Crown. Josiah Henson (credited with being Harriet Beecher Stowe's inspiration for Uncle Tom), led the 2nd Essex Company of Coloured Volunteers in defending against an American invasion across the Detroit River. The British knew that Black freemen would never desert, and Coloured Corps continued to be used to police the border through the 1840s. When there was violence among the navvies building the Welland Canal, a Coloured Corps was used for policing and strike-breaking. (There was also a belief that people of African descent were naturally immune to "swamp fever" – malaria.) In

1850, the Coloured Corps was disbanded as the idea of segregated units was waning.

Men of colour continued to give sterling military service. William Hall of Nova Scotia was in the Royal Navy. (The Navy had never been segregated.) He was the first Black person to be awarded the Victoria Cross, for his service at the Siege of Lucknow, during the Indian Mutiny (1857). Chatham, Ontario physician Martin Delany was the only Black officer to attain the rank of major in the Union Army during the American Civil War. (He was one of several African Canadians who served.)

Despite this record of loyalty and courage, African Canadians were rejected for service in the World War 1 Canadian Expeditionary Force. The racist attitudes of the day could not accept that Black soldiers were capable of fighting alongside white soldiers. Like Richard Pierpoint a century before, their petitions to serve their country were turned down. Eventually, they were allowed to enlist in a segregated unit: the No. 2 Construction Battalion raised in Nova Scotia recruited African Canadians from all over the country. This was the last of Canada's segregated units.



**No. 2 Construction Battalion, November 1916**

Read about Canada's last segregated battalion in: Dr. Calvin W. Ruck, *The Black Battalion, 1916-1920: Canada's Best Kept Military Secret*. Halifax, NS: Nimbus Pub Ltd; 1987

To read some of the shocking *documents* that led to the formation of this segregated unit:  
<http://ns1758.ca/ruck/combat2a.html>

**Honour Before Glory**

Anthony Sherwood wrote and produced a one hour docudrama based largely on the diary of his great uncle, Captain William White, the battalion's chaplain.

<http://anthonysherwood.com/portfolio-item/honour-before-glory/>

**MARCH: Marta O'Brien**

## ***The Architecture & History of Forest Hill*** *by Marta O'Brien*

Once known as "Spadina Heights," Forest Hill became a village which developed a distinctive character based on good schools, a great location on high ground near the city, and fine architecture.

Annexation to the City of Toronto was first suggested in 1912, but the City refused because it had just annexed several large areas (including North Toronto). A petition signed by 75% of eligible householders resulted in Forest Hill becoming a village in 1924. The 2,100 residents had access to approximately ten shops, but no gas station or bank within their borders. The village council met in various rented spaces until a municipal building was completed 38 years later. Forest Hill finally became part of Toronto in 1967.

Forest Hill's house architecture is very conservative. The original houses were primarily in three architectural styles: Tudor Revival, Georgian Revival, and English Cottage Style. Even in the 21st century, traditional styles and elements remain popular.



**Lawren Harris House, 2 Ava Cres. 1930.**

*Photo: Marta O'Brien*

Painter Lawren Harris had his architect, Alexandra Biriukova, build him a unique Art Deco house in 1930. (Sadly, no one else would hire a female architect; Ms. Biriukova switched to nursing.) Another famous Forest Hill resident was Morden Neilson, son of the Neilson Chocolates founder. His 1932 house at 99 Old Forest Hill Rd.

is set back in the foliage and resembles an old English cottage.

A very high proportion of original Forest Hill houses were designed by architects instead of builders or designers. The village had many by-laws regarding house design, and from 1936 to 1963 a Board of Architects ensured that house designs were consistent with the character of the village. By 1962, over 350 zoning laws regulated residential building.

Forest Hill became known for education. Prestigious Upper Canada College moved here from downtown in 1891, and Bishop Strachan Collegiate followed in 1915. In the public sector, Forest Hill Collegiate and Junior High School were added in 1935. A 1949 survey revealed that 35% of Forest Hill adults had attended university – a remarkable statistic in those days.

There are many handsome apartment buildings in Forest Hill. Many along Lonsdale and Spadina were built in the 1920s with Tudor Revival details such as half-timbering and stucco. Later, Streamlined Moderne buildings were erected; Roycroft (1939 John L. Hoare Jr.) and Crofton (1940, same architect) are great examples, at 707 and 717 Eglinton West. Both buildings feature a horizontal emphasis, rounded balconies, and wrap-around windows. After 1948, more apartment buildings were allowed on the north side of Eglinton.

Grace Church on the Hill was designed by Eden Smith and completed in 1912. The church is in the Second Gothic Revival style, characterized by an overall horizontal volume, rough-faced dark stone, and smooth stone trim. Timothy Eaton Memorial Church (1909-14, Wickson & Gregg) is named for the devout Methodist and head of the retail empire. It's in the same architectural style and has a 100ft/30.5m-tall tower with a carillon of 21 bells.

Wealthy Jewish Torontonians began to move into Forest Hill from Kensington Market beginning in the 1930s, and the neighbourhood continues to have a large Jewish community. There are two fine synagogues. Holy Blossom Synagogue (1936-37, Chapman & Oxley, Maurice D. Klein) hints at the traditional Romanesque Revival style, and is executed in reinforced concrete. The Beth Tzedec

*Forest Hill continues on page 10*

*Forest Hill* continued from page 9

Congregation building (1955, Peter Dickinson) has a more contemporary form.

The Belt Line Railway was a private line started in July 1892 through forest and farmland around Toronto, including Forest Hill. Unfortunately, this transit source failed – largely due to cost. Some tracks were dismantled; others were used for freight trains. Today the Belt Line Trail is enjoyed by walkers and cyclists.

During the 1920s, a few industries (including coal and lumber yards) began to locate along the railway tracks. Interestingly, Forest Hill residents decided in a 1931 referendum to pay higher taxes rather than allow industry in their village. Several industries were bought by the village and occupied as municipal offices and a high school; others were purchased by private developers. It took almost 30 years to buy all the industries, and the last one decided to leave in 1960.

It's a shame that so many of the lovely period-revival Forest Hill houses – designed by some of our most important architects – have been demolished. Important early 20th-century architect Eden Smith designed approximately 20 houses in Forest Hill, and another 15 just outside its borders. At least half have been demolished. To add insult to injury, the replacement homes often use a mish-mash of elements from various architectural styles and lack the fine proportions and materials of the originals. I'm puzzled by Forest Hill residents' reluctance to protect their built heritage when this has been so successful in areas such as Rosedale and Wychwood Park. What would the Board of Architects think?



**Grey Gables, 140 Forest Hill Rd., 1926**

*Photo: Marta O'Brien*

## *Spring Lecture Series*

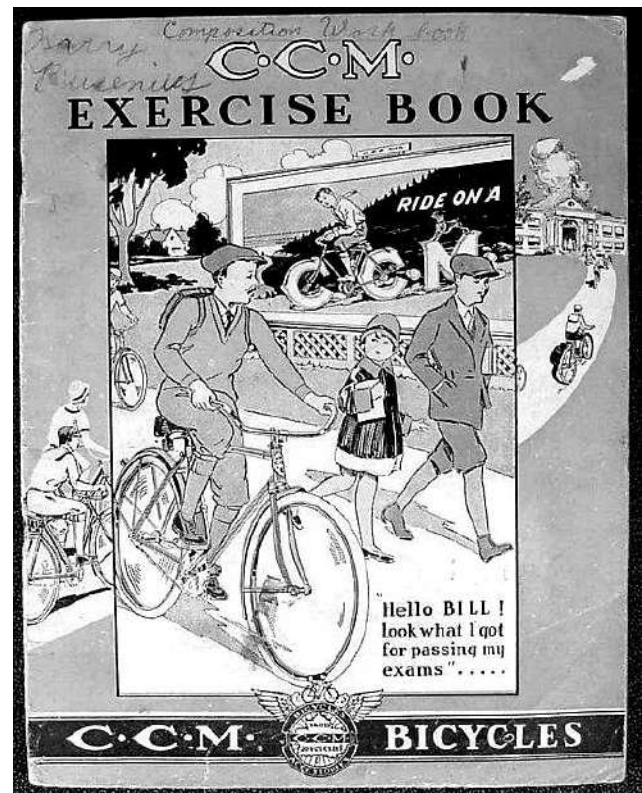
**APRIL: John McKenty**

### ***Canada Cycle & Motor: the CCM Story***

As John McKenty was researching the history of the James Brothers' Hardware store in his home town of Perth, he realised that CCM bikes and skates were an important part of their inventory. So began his exploration of the history of the Canada Cycle & Motor Company.

John started his presentation with a brief history of the bicycle. The nineteenth century saw it develop from the foot-powered "hobby-horse" to the high-wheeled "Penny Farthing." Requiring energy and agility, these early bikes were only suitable for athletic young men. In the 1880s, J.K. Starley of Coventry (UK) designed a "safety bicycle," considered a suitable vehicle for ladies. It was chain-driven, and the rider was closer to the ground than on its competitors.

About the same time in the village of Newcastle, Ontario, Daniel Massey's manufacturing company merged with A. Harris & Son of Brantford. Daniel's grandson, Walter Massey, added bicycles to the farm equipment the



*CCM Story continues on page 11*

*CCM Story continued from page 10*

company made, producing Massey's "Silver Ribbon" line of bicycles.

In the beginning, bicycles were marketed to adults. However, with the dawn of the automobile there was a serious decline in sales. Faced with the same trend south of the border, the American Bicycle Company merged a number of small manufacturers, and made a move to take over the Canadian market.

In defence, Massey and associates merged the five biggest bicycle companies in Canada, and so the Canadian Cycle and Motor Co. was born. The General Manager was Tommy Russell, a cyclist himself. Marketing targeted children, with school scribblers and blotters bearing the CCM message.

Russell also decided to get on the auto bandwagon, and established the Russell Motor Car Co. in 1904. However, in the face of the stiff competition of the Model T Ford, the Russell car was dropped in 1916.



In 1905, CCM started producing skates in order to keep the workforce employed all year. "Automobile skates" used the gimmick of being made from car steel. The first skates had to be attached by the customer to his own boots. When the Bauer Company started adding blades to their boots in the late 1920s, CCM developed "matched sets" of blades with Tackaberry boots. These soon became

#### MORE ABOUT CCM

John McKenty, *Canada Cycle & Motor: the CCM Story.*

Online: [www.vintageccm.com](http://www.vintageccm.com)

*1918 CCM Bicycle Wholesale Catalogue*

<http://archive.org/details/bicycleaccrepair00canauoft>

Online exhibit—*Backcheck: Hockey for Kids*

<http://www.collectionscanada.gc.ca/hockey/kids/index-e.html>



the preferred skates of professional hockey players, and "Tack" skates continued as a premier skate until 2006.

Under Russell's leadership, the company thrived. He reinvested some of the profits into the business, and a new state-of-the-art plant was built on Lawrence Avenue West in Weston in 1916. His death in 1940 was a blow to the company. By the 1970s, some of the equipment was run down or out-dated, and labour disputes had caused production disruptions, which lost CCM its market share. By December 1982, the company went into receivership. Although ProCycle of Quebec bought the CCM name, they had no other interest in the company. The factory was demolished soon after.

#### MIKE'S BIKES

Pictured are two vintage bicycles from Michael Barry's collection. Many thanks to him for bringing them to our meeting.

See more of Mike's bikes:

<http://www.bikespecialties.com/site/vintage.html>



**1949 CCM Ladies Bicycle with Balloon Tires**

*Photo: Alex. Grenzsbach*



**1951 CCM Flyer**

*Photo: Alex. Grenzsbach*

**MARCH: Peter Dmytrasz, Edith George  
& Fran Moscall**

***Heritage Trees:  
Preserving Our Natural Roots***

Toronto is well-endowed with trees, and in the heat of the summer they provide welcome shade and a cooling influence on our streets. They are also part of our natural heritage, and a link to human events that occurred decades – even centuries – ago.

Arborist Peter Dmytrasz described the background to the heritage tree initiative of the Ontario Urban Forest Council (OUFC). The OUFC was concerned about the effect of development and encroachment on both individual trees and remnants of old growth forest. Discussions about the heritage value of trees, and how to protect them, led to the creation of the Ontario Heritage Tree Alliance (OHTA).

OHTA has developed a toolkit (*Securing the Future of Heritage Trees: A Protection Toolkit for Communities*) to help groups identify and evaluate the natural, cultural and heritage significance of trees in their community. Some municipalities already have heritage tree designation. For those that don't, the toolkit outlines the process for community groups to lobby to establish a designation for heritage trees. (While Toronto protects trees on construction sites - <http://www.toronto.ca/trees/pdfs/TreeProtSpecs.pdf> - Council has not yet embraced the idea of the designation of heritage trees.) Ideally, heritage recognition is first at the municipal level, before submitting to the province.

The toolkit describes how to identify, and then nominate, a heritage tree, using "Instruments to Assess Heritage Value." A Rating Chart has five categories: Social (historical and cultural significance); Rarity (globally and locally - for instance, black spruce is very common in northern Ontario, but is rare in the GTA); Prominence (size and age); Integrity (condition, and anticipated longevity); Appearance (shape and structure). Each is assessed on a scale of 1 to 4.

Self-confessed tree-hugger (and Advisor to the OUFC) Edith George explained the use of this



**Edith George with her case-study Red Oak**

rating chart using the example of a favourite tree: a red oak located in a residential area in Toronto. With a diameter of 1.6 m and a height of 24 m, it dominates the small urban property. The owner had asked Edith's help in protecting the oak as a heritage tree, and so began a journey back in time that took Edith to the shade of the young oak, when it marked the First Nations portage that became known as the Toronto Carrying Place Trail. Brebeuf and Simcoe walked past this tree. It was there when the land was settled by Irish pioneers, and was subsequently sold and subdivided. Edith has researched the families connected with the property (and therefore the tree), such as the Gardiner family, four of whom received the Order of Canada.

First Nations elders who were consulted in the development of this toolkit expressed their belief in trees as storytellers, connecting us with our past.



**Edith's majestic case-study tree on Coral Gable Drive, just east of the Humber River.**

*Heritage Trees continues on page 13*

*Heritage Trees* continued from page 12

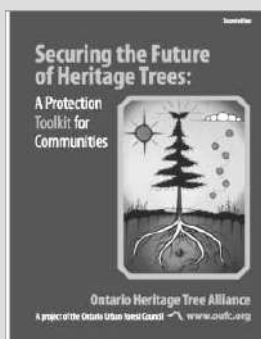
Edith is working hard to help the trees tell their tales!

Fran Moscall, director and project coordinator for the Ontario Heritage Tree Alliance, emphasised the importance of completing all the categories of the evaluation forms in the toolkit, and particularly of researching cultural and historical connections, before submitting an application for a tree's designation. She hoped that historical societies would be able to help with this.

NTHS President Lynda Moon suggested that old photographs, such as those taken while Lawrence Park was being built, may be helpful in identifying heritage trees. As we enjoy the cool shade on our residential streets, let's keep a look-out for these ancient community guardians.

#### PRESERVING HERITAGE TREES

***Securing the Future of Heritage Trees: A Protection Toolkit for Communities.*** Toronto: Ontario Urban Forest Council, 2011.



<http://tinyurl.com/n36e69j>  
Price: \$45 + \$12 Shipping and Handling  
Cheques payable to the Ontario Urban Forest Council, 1523 Warden Avenue, Units 23 and 25, Toronto, M1R 4Z8  
Please email to arrange shipping.

For more information, contact: [info@oufc.org](mailto:info@oufc.org)

*As well as the evaluation instruments described above, this comprehensive book has suggestions for initiating a heritage designation and protection programme, with ideas for engaging the public and strategies for promoting community participation. It includes advice on tackling The System using advocacy and political leverage rather than confrontation. It even has possible wording for a municipal by-law to designate and protect heritage trees!*

*There is much in this toolkit that will help any community group hoping to effect change.*

*This book also includes case studies and success stories; and heritage designations and protected trees around the world.*

Downloadable nomination package available here—but the book is best!  
<http://tinyurl.com/mb6zmq7>

***North Toronto Memories.*** More in an occasional series written by *you*, our members.

Thanks to member **Alan J. Cooper** for sharing his stories in this edition.

Please email your memories to [dawsonbh@rogers.com](mailto:dawsonbh@rogers.com), or mail to 283 Deloraine Avenue, Toronto M5M 2B2.

#### ***North Toronto Memories*** *by Alan J. Cooper*

I am a third generation North Torontonion and have lived here all of my 65 years. My childhood home was a big one at Millwood and Acacia (#39) opposite the northwest corner of Davisville Park. I skated on its natural ice rink at the age of one and played hockey on there by the age of 7. I learned to ride a bike in Mount Pleasant Cemetery.

The house is still there and was my father's and grandfather's house, built for him in 1926. All four of its giant elms came down in 1960 with Dutch Elm Disease.

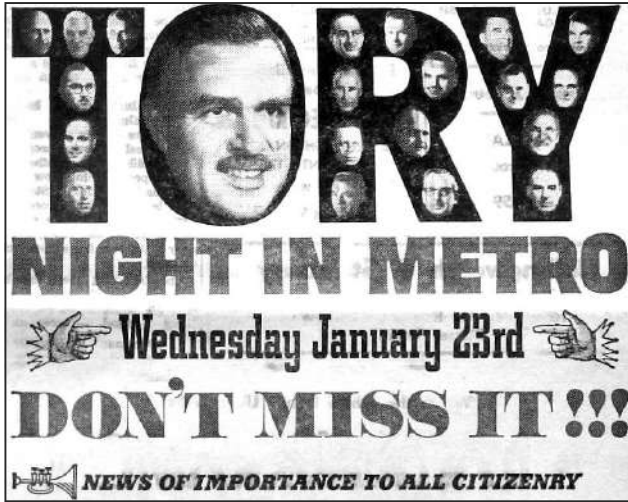
When I was very young (Dec 8, 1947 to about 1952), Acacia Road's hill was brick as was Wilfrid Avenue, the quietist street in North Toronto. The milkman home-delivered and he had a team of horses: Donland's Dairy. The butcher store on Mount Pleasant had sawdust on the floor; two sweet old ladies had a bakery with fantastic doughnuts; Emm's Variety daughter became a TV star in *Chez Helene*. We tobogganed at the Church of the Transfiguration (so high that all the water ran away from it during Hurricane Hazel).



**Southeast corner Hillsdale and Mount Pleasant,  
23 Nov 1931.** CTA

## 50 Years Ago

Items from the North Toronto Herald, 1963, contributed by Alex. Grenzebach. The Herald is available at Northern District Library.



Prime Minister Diefenbaker dissolved the 25th Parliament and announced a general election for April 8. The *Herald* boasted that “Eglinton is a Number One prestige Riding” and that the “Eglinton electorate is made up of many prominent people, people conscious of the problems and opportunities and challenges of public life.” The *Herald* stated that “another bout of political paralysis at Ottawa after April 8 could have shattering implications for Canada.”

Donald Fleming, who had represented Eglinton Riding as MP since 1945, announced that he was retiring “for personal reasons.”

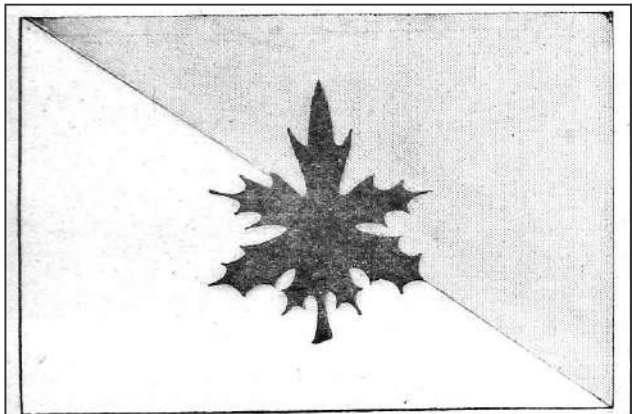
<p><b>SCOTTY THOMSON</b>          O. A. SERVICE STATION          YONGE and HILLSDALE          (2 short blocks South of Eglinton)          Phone HU. 9-1261</p> <p>NEW LOW PRICE ON          7.50 x 14 (installed)  <b>TIRES \$12.95</b></p> <p>LUBRICATE for SAFETY          OUR Best Chain Lubrication Service          includes —          FREE 10 POINT SAFETY INSPECTION          FREE PICK-UP — DELIVERY</p>	<p>CLASS "A" CERTIFIED MECHANIC          * Motor Tune-Up * Brake Service          * Mufflers Installed</p> <p>ATLAS TIRES          and BATTERIES</p> <p><b>ESSO</b></p> <p><b>KNOWLES'</b>          ESSO SERVICE          1025 MT. PLEASANT HU. 3-5566          (at Sherwood)</p>	<p><b>POOLE'S</b>          SERVICE STATION</p> <p>WHITE ROSE</p> <p>FEATURING 20 POINT CHECK          FOR TROUBLE FREE DRIVING *          * FREE PICK UP AND DELIVERY *          MT. PLEASANT &amp; KEEWATIN HU. 5-3818</p> <p><b>NORMAN &amp; WIETZES</b>          HILLMAN &amp; ALPINE          DEALER</p> <p>British Auto Repairs          Mt. Pleasant &amp; Broadway          Haddon 3-1101-2 Service Station</p>
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Liberal Mitchell Sharp “scored an overwhelming victory in Eglinton federal riding Monday.” He won all but 15 of the riding's 200 polls. He was expected to be the next Trade and Commerce Minister.

### NORTH TORONTO CITIZENS' COMMITTEE TAKES A CLOSE LOOK AT LIBRARY ISSUE



The planned closing of St. Clement's Library has aroused the Ward 9 Citizens' Committee. Mothers of local school children and interested persons attended a recent Board of Control and Library Board meeting. The library board had stated it might have to curtail services unless an increased grant was provided.



CANADIAN FLAG. This flag, or one very much like it, will probably wave over Canadian soil within two years. New government of Lester Pearson is committed to bringing in distinctive Canadian flag and Union Jack will likely be left out in deference to Quebec cry for all-Canadian design. Design like one above was runner-up to Union Jack in parliamentary study.

50 Years Ago continues on page 15

50 Years Ago continued from page 14

In a column entitled "Toronto's Explosive Raccoon Population," Charles Sauriol revealed that, many years previously, the author Ernest Thompson Seaton had predicted "that raccoons would disappear from our local valleys." How wrong he was!

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dash, lock-up light. Mileage: 4,300 miles.  
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brakes, padded dash, lock-up light,  
radio, four speed, side mirror. Mileage:  
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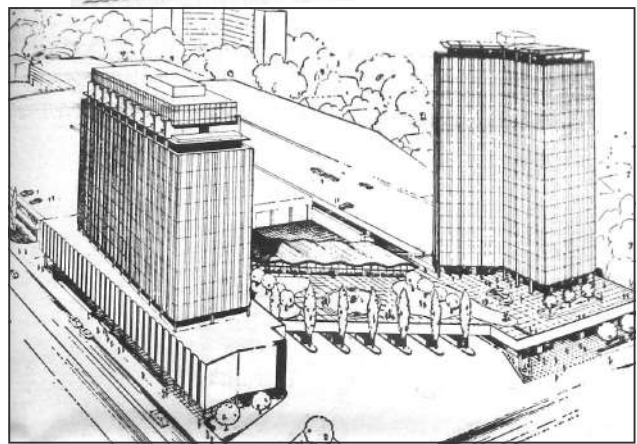
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The first phase of the Canada Square development at the south-west corner of Yonge and Eglinton was to be opened in April, with the Foundation Company of Canada as its main tenant. A high rise apartment tower over the bus platforms was also planned. [The building to the right was never erected.]

# Heritage Calendar

## Looking...

**Market Gallery**, South St. Lawrence Market, 95 Front Street East

[http://www.toronto.ca/culture/the\\_market\\_gallery/](http://www.toronto.ca/culture/the_market_gallery/)  
416-392-7604

9 March to 14 Sept 2013

***Building a City: People, Places and Life in Toronto, 1845-1899***

**City of Toronto Archives**, 255 Spadina Road Toronto, Ontario M5R 2V3

<http://www.toronto.ca/archives/#street>  
416-397-5000

27 June 2013 to May 2014

***Life on the Grid: 100 Years of Street Photography in Toronto***



## Biking...

**Toronto Vintage Bicycle Show**

<http://www.communitybicyclenetwork.org>

Sunday, 28 July, 2013

Trinity-Bellwoods Park

The Community Bicycle Network is excited to announce the **2nd Annual Toronto Vintage Bicycle Show** at Trinity Bellwoods Park. Last year's event was a wonderful success with people from all over the community sharing their passion for cycling history and vintage cycles. The event is free for people to attend and show off their bicycles. Fees are required if you wish to sell merchandise.

[info@communitybicyclenetwork.org](mailto:info@communitybicyclenetwork.org)

**Toronto Laneways**

[http://www.graemeparry.com/Site/Toronto\\_Laneways.html](http://www.graemeparry.com/Site/Toronto_Laneways.html)

Take your bike for a guided tour of Toronto's alleys and laneways, and discover hidden gems from vibrant modern graffiti to 19th century workers' cottages.

[info@graemeparry.com](mailto:info@graemeparry.com)



## Walking...

**Heritage Toronto**

<http://heritagetoronto.org/programs/tours/>  
416-338-1338

Guided walks continue to 6 Oct. 2013.

Brochure available.

**ROMwalks**

<http://tinyurl.com/nyzxwcq>

416-586-8097

40 free walks of 11 neighbourhoods to 20 Oct. 2013.

Brochure available.

**Citywalks** with architectural historian Marta O'Brien

<http://www.citywalks.ca/index.html>

416 699-9838



**Toronto Field Naturalists**

<http://www.torontofieldnaturalists.org/v-walks.htm>

Their many walks include:

Sun. 4 Aug 2:00 pm **Burke Brook**

Leader: Janet Langdon. Start: TTC stop at Bayview Ave and Sunnydene Cres just south of Blythwood Rd. We'll end near Lawrence Ave and Yonge St.

Tues. 27 Aug 6:45 pm **Glendon Ravine & Sunnybrook Park**

Leader: Nancy Dengler. Start: southeast corner of Yonge St and Lawrence Ave E in front of Locke Library. Circular walk.

Weds. 28 Aug 10:00 am **Glendon Ravine & Sunnybrook Park**

Leader: Tom Atkinson. Start: Lawrence Ave E and Bayview Ave (the Glendon Campus bus stop). Ending at Edwards Gardens.

Sat. 31 Aug 10:00 am **Glendon Ravine**

Leader: Nancy Dengler. Start: southeast corner of Bayview Ave and Lawrence Ave E. Circular walk.

We welcome contributions from members: heritage events and achievements, brief articles and photographs of local history interest.



**Submissions for the next Newsletter by**

**10 Sept to [dawsonbh@rogers.com](mailto:dawsonbh@rogers.com) or call 416-481-6622.**

## North Toronto Historical Society

An affiliate of the Ontario Historical Society, and a non-profit charitable organization.

% 129 Blythwood Road, Toronto, Ontario M4N 1A5

[www.northtorontohistoricalsociety.org](http://www.northtorontohistoricalsociety.org)

*Annual Memberships:* Seniors & Students \$5, Adults \$7, Families \$10

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*Membership Co-ordinator:* \*Alex Grenzebach, 416-483-8475

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