



# NORTH TORONTO HISTORICAL SOCIETY

# NEWSLETTER

North Toronto Town Hall

VOL. 39 NO. 1

SPRING 2015



Glen Grove Avenue, 1908

CTA

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Soudan Avenue, 29 March 1916 CTA

**SEED OATS**  
**CHOICE QUALITY.**  
**50 Cents Bushel.**  
**P. McINTOSH & SON**  
 109 Cottingham Street,  
 C.P.R. Tracks. - - North Toronto.



## Spring Programme

*Join us at 7:10 for refreshments.*



*PLEASE NOTE CHANGE FROM ADVERTISED PROGRAMME*

**Wednesday, 29 April, 7:30 p.m.**

### OLD CITY HALL: A PRIVATE TOUR

Our much-loved third City Hall has been restored over the past 20 years: its beautiful carved stone details are vivid once again, and much of the interior is as lavish as when the building opened in 1899. Architectural historian **Marta O'Brien** received rarely granted permission to photograph the amazing interior spaces and features, and will share her images.

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

*To be announced...*

*Check website for details*

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



West side of Yonge Street, south of Craighurst, 1935

### Annual General Meeting

of the North Toronto Historical Society was held on 25 February, 2015. Directors elected: Doug Campbell, Hilary Dawson, Brian Dunfield, Alex Grenzebach and Lynda Moon.

*(See back page for contact information.)*

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.

## Heritage News

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### Library & Archives Canada

Those of us who rely on access to our nation's archives for our research have been frustrated by cuts to service caused by the slashing of LAC's budget over the past six years. Our national library withdrew from the Inter-Library Loan system in 2013, although it has not bothered to take down its "Loans to Other Institutions" webpage. Not an insurmountable problem, perhaps to us in Ontario, but devastating to researchers in, say St. John's, or Yellowknife.

Even more worrying, in 2009 LAC announced a freeze on acquisitions. This means that documents of national significance offered in the open market have been lost to Canada. But recently LAC purchased important items from the Winkworth Collection, including paintings on birchbark by Mrs. Simcoe.



By *Gloucester Pool (on the Severn River)*, painting on birchbark by Mrs. Simcoe. A recent acquisition by Library & Archives Canada.



Yonge St. looking southwest from CPR station, 1920  
See *100 Years Ago*, p.6

### New Head of Heritage Toronto

The new Executive Director of Heritage Toronto is Francisco Alvarez. For the past thirteen years, Mr. Alvarez has worked at the Royal Ontario Museum. He has also served on many arts organisations in Toronto.

### Heritage Toronto Award Nominations

Nominations now accepted for Heritage Toronto Awards in the categories of new books, short publications, architecture and craftsmanship, media, and community heritage volunteer efforts. Deadline 15 May, 2015; awards will be presented in October. More information and forms at [heritagetoronto.ca](http://heritagetoronto.ca)

### Do You Live in a Century House?

Heritage Toronto has extended its Plaques & Markers Programme. Torontonians living in houses that are 100+ years old are invited to apply for a Century House Plaque. The enamel plaques double as a street address number. Forms are available at the HT website: [heritagetoronto.ca](http://heritagetoronto.ca)

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### History Online

- *Inside Toronto* online now has a history section. *The Toronto Time Capsule* has articles on local history, heritage news and genealogy. <http://tinyurl.com/nac35gh>
- *ActiveHistory.ca: History Matters* has articles, book reviews, podcasts. Canada's First World War: A Centennial Series on ActiveHistory.ca: history, memory, and legacy of the First World War <http://activehistory.ca>

### Built Heritage and Planning Online

- △ Subscribe to Catherine Nasmith's *Built Heritage News*. <http://www.builtheritagenews.ca/>
- △ *Own Your City*: the official blog of the Chief Planner of the City of Toronto. <http://ownyourcity.ca>

## FINANCE AT LARGE

By WELLINGTON JEFFERS, Financial Editor

**Do You Know Who Wants to Run Toronto?  
Do You Want Rapid Transit, Express Highways?  
Then Tomorrow Vote as You Like, but Vote**

*Globe & Mail*, 31 Dec. 1945  
See *Boomtown Subway*, p. 3

## Winter Lecture Series

JANUARY: Jay Young

### *Boomtown Subway*

#### *How Toronto Built Rapid Transit in the Automobile Age*

Toronto's first subway was ahead of the trend in North America in the mid-20th century, when other large municipalities were building expressways. The prominence of rapid transit in the City's expansion plans, and its ability to build subways, distinguished Toronto from most other North American cities after World War 2.

Toronto's first public transportation on Yonge Street was Burt Williams' horse-drawn omnibus, which ran between Yorkville and St. Lawrence Market. In 1861, entrepreneurs established the Toronto Street Railway Company (using horse-drawn streetcars), and secured a 30 year franchise from council. In 1891, council tried operating the system themselves, but soon handed it over to a new private Toronto Railway Company, who completed its electrification. The new consortium was reluctant to service newly annexed communities like North Toronto, so the City established a number of municipally-owned Civic Railways to cover the expanded area.

The population of the city grew rapidly in the early 20th century, particularly in areas where street railway services provided good access to jobs downtown. In 1921, the various street railway systems within the city were merged, and the Toronto Transportation Commission was born. By 1927 the suburban and radial systems were added.

From as early as 1909, the idea of a subway system had been floated, but it was not until WW2 that it was considered seriously. The Depression had reduced car ownership, and increased the need for public transportation. The halt in civilian automobile production in 1942 and the rationing of gasoline and rubber meant an unprecedented number of Torontonians used transit to get to and from wartime jobs. This prompted serious discussion about building underground transit lines below Yonge St., and under Queen St. This period marks the beginning of urban planning in Toronto, as the Planning Board proposed various designs for

highways and subways. The inclusion of subways in the discussion was due, in part, to the lauded reputation of the TTC, and its seat on (and ability to sway) the City's new Planning Board.

In 1945, consultants hired by the City recommended a heavy rail system on Yonge St. as most economical for carrying large numbers of riders. Queen Street would remain a streetcar route with an underground section in the downtown. As usual, the plan foundered on the question of who should pay. The high ridership of the war years had resulted in a surplus at the TTC to cover 80% of the cost of the proposal, but 20% of the funding would need to come from taxpayers. The city refused. The federal government promised funding, but the money never arrived. Finally, it was decided to take the problem to the people. On 1 Jan. 1946, the subway plans were put to the voters, who overwhelmingly approved.

Construction of the Yonge Street track began with a ground breaking ceremony on 8 September, 1949. Because of the high cost of acquiring buildings, the "cut-and-cover" technique was used, excavating in the centre of the roadway. This caused massive disruption downtown from 1949 to 1954. TTC Commissioners acknowledged this, but promoted the subway as a public technology: an infrastructure that belonged to all Torontonians and would benefit all residents. The Yonge subway from Union Station to Eglinton was officially opened on 30 March, 1954. By the late 1950s, Metro Toronto had begun to expand the system,



**Ground breaking for Yonge Subway construction, 8 Sept 1949. Yonge & Wellington Streets. CTA**

*Boomtown Subway continues on page 4*

*Boomtown Subway continued from page 3*

which would reach its suburbs by 1968. There was strong support of a “balanced” transportation network that included both subways and expressways. Even Frederick Gardiner, Metro’s first chairman and ardent advocate for expressways, voiced this in 1956: “You simply cannot provide sufficient highways and parking space to accommodate every person who desires to drive his motor vehicle downtown and back each day.” He concluded that “\$1 spent on rapid transit is worth \$5 spent on more arterial highways and parking facilities.” Despite opposition from some suburban municipalities, in 1958 Metro Council made a landmark decision to contribute more than half of the \$200 million required to extend rapid transit. In 1963, another downtown subway opened under University Ave., connecting with the Yonge line at Union Station. Three years later, an east-west route began operation along Bloor St. and Danforth Ave.

From the 1940s, the TTC and other civic officials promoted the subway as public technology for the greater good of all residents. It was seen as the more efficient way to travel about the city, and combated traffic congestion. However, the 1960s brought community activism and concerns about neighbourhood protection. At a time when citizens successfully defeated the Spadina Expressway, attitudes to the city’s right to expropriate land changed. Citizens wanted subways, but were critical of the ways in which government officials selected alignments and construction methods. Ironically, the same ideas that had led to protests against expressways and promotion of transit also influenced residents to contest the negative consequences of subways on the urban fabric.

This change in public attitudes persists to this day. Coupled with perennial problems with funding for city infrastructure, it has limited subway construction in the City. From 1950-1970, 54 kms of subway were constructed, but only 19 kms have been built since.

**Bill Dawson**

**MORE SUBWAY HISTORY**

*Jay’s thesis:*

<http://tinyurl.com/lpdug5w>

[https://www.ttc.ca/About\\_the\\_TTC/History/index.jsp](https://www.ttc.ca/About_the_TTC/History/index.jsp)

<http://transit.toronto.on.ca/>

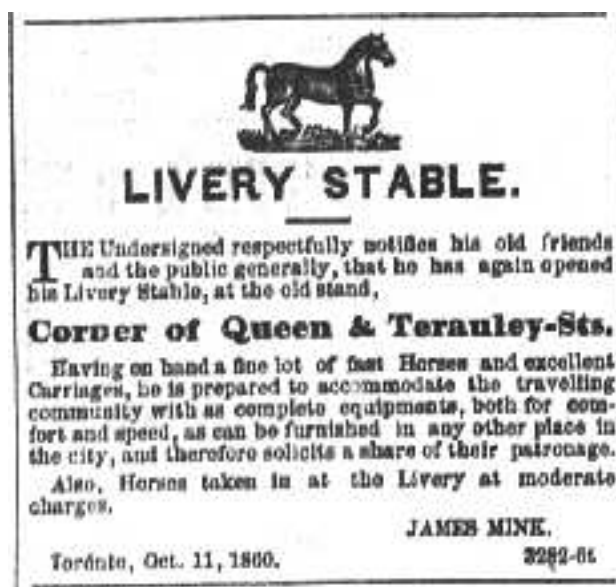


**FEBRUARY: Guylaine Pétrin**

***Mary Mink: the Making of a Myth***

The tale of Toronto black businessman James Mink’s search for a white husband for his daughter has been told and retold for a century and a half. When Guylaine Pétrin investigated, she found that contemporary documents tell a very different story.

A recent version of the tale was the 1995 movie, “Captive Heart: the James Mink Story.” It claimed to be “based on historical records.” In it, James Mink advertises for a white husband for his mixed-race daughter, Mary. The fortunate suitor, white American William Johnson, weds Mary then sells her into slavery in the US. Mink and his wife have to run the gauntlet of American prejudice to track down and save their daughter. Another version of the story names a Yorkshire cabman, James Andrews, as the swindling husband. Guylaine was determined uncover the truth about Mary Mink.



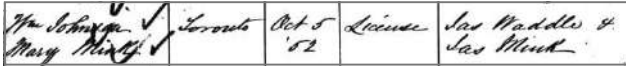
James Mink was, indeed, a black businessman who lived in Toronto from about 1845 to his death in 1868, and is listed in city directories. He owned a successful hotel and livery stable, and also had a farm in Riverdale. He was living on this farm with his wife Eliza when the 1861 census was taken. He is buried in the Necropolis.

Guylaine pointed out that nineteenth-century men are much easier to research than women, who were rarely acknowledged on their own account, rarely paid taxes, and are rarely listed in directories.

*Mary Mink continues on page 5*

*Mary Mink* continued from page 4

Fortunately, Mary Mink had married in October, 1852, and three different records verify this: the Home District Marriage Register, and announcements in both the Toronto *Globe*, and the Methodist *Christian Guardian*. These records show that Mary, daughter of James Mink, married William Johnson.



**Marriage of Mary Mink to William Johnson, 5 Oct. 1852, by Wesleyan Methodist minister Rev. Henry Wilkinson. Home District Marriage Register.**

Knowing that Mary was now Mrs. Mary Johnson, Guylaine found her in the 1861 census living on Terauley Street, where her father had his livery stables. The enumerator recorded both Mary and William Johnson as “Colored.” They had a 6 year old son, William.

Having discovered that Mary Mink lived quietly in Toronto with her black husband and son, Guylaine was curious about the origin of the sensational story. She found it first in the *Chicago Times* of 30 June, 1880. After a lengthy narration, the writer summarised the main points: “The daughter of wealth, the slave, the pauper.” It claimed that “Minnie” Mink had recently died in a hovel in Chicago. Newspapers across North America reprinted the same story with sordid embellishments. It was even in the *Toronto Mail*. Names of the characters varied, dates were inconsistent, and locations were downright wrong. One account had the Minks owning a mansion in Richmond Hill, but Guylaine could find no land records to substantiate that: it was probably confusion about Mink’s hotel in Toronto, the Mansion House.

By looking at newspapers at the opposite end of the political spectrum from those quoted, Guylaine found rebuttals. The *Chicago Tribune* shot down the *Times* story, saying that the “very commonplace colored woman of questionable repute” who had died was Nellie Jones, not Mary Mink. Toronto’s *Evening Telegram* not only refuted the articles, but gave additional information that Guylaine was able to verify: James Mink’s daughter and her husband William Johnson lived in Toronto for some years on Terauley Street; the Johnsons moved to Niagara

Falls, where William worked as a waiter at the Cataract Hotel; they moved to Milwaukee, where William was a waiter at the Plankinton House. Mary died in Milwaukee about 1875. Finally, the *Telegram* dismissed the whole story as “a huge myth and a gross libel on the Mink family.”

The 1880s accounts referred to this as “an old story,” or “an antiquated tale.” Guylaine had found the real Mary Mink, and established that the advertising-for-a-husband tale was false. Now she wanted to track down its origin. She found it in *Blackwood’s Magazine* (Edinburgh) in 1860, written by literary critic and third-rate novelist W.E. Aytoun. Extremely right wing, Aytoun used satire and ridicule to put down ideas he found objectionable, like the abolition of American slavery. Aytoun’s story ridicules both the abolitionists and the black community in Toronto with a salacious tale of the tricking of a foolish black livery stable owner and his unprepossessing daughter by an American slave-trader. While the fictitious names of the characters are typical of the racist minstrel shows of the time, the details clearly refer to the Mink family.

To return to “the real Mary Mink”, Guylaine quoted from a memoir written by Agnes Dunbar Chamberlain. Agnes recalled an Emancipation Day parade in Toronto, where members of the black community celebrated the abolition of slavery in the British colonies:

**In the first carriage drawn by the eight horses was [James] Mink...This was the only time I ever saw [Mary] in her father’s carriage, dressed most gorgeously, and she really was a very handsome woman.**



Carriage on Sherbourne Street, 1888 TRL

**MARCH: Alex Grenzebach  
Lawrence Park: the Garden Suburb—  
Past, Present and Future**

*Will appear in the next Newsletter...*

# 100 Years Ago

Articles and advertisements from The Globe and the Toronto Star, 1915, available on the Toronto Public Library website with your TPL card.

In January, 1915, the North Toronto branch of the Women's Patriotic League sent "several consignments of woolen comforts" to soldiers. On North Toronto Bandage Day, women brought old linen and cotton fabric to the branch office in the YMCA building at the corner of Albertus and Yonge. Instructions were given on making dressings and bandages for Red Cross hospitals in France. By the beginning of April, the group had sent over 5,000 yards of bandages and more than 1,000 absorbent dressings, as well as socks, towels and tray cloths.

**SKATING RINKS**

**AURA LEE RINK**  
Blythwood Road, North Toronto.  
**Band Carnival Tuesday Evening**  
**January 26th**  
Under the auspices of the Ladies' Patriotic Society.  
Admission 25c. Those in costume free. 6-1-3

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**AURA LEE RINK**  
Blythwood Road, North Toronto.  
**BAND CARNIVAL TO-NIGHT.**  
Under the auspices of the Ladies' Patriotic Society.  
Admission 25c. Those in costume free.

22 Jan.—Seven hundred people, gaily and fantastically clad, skated together at Aura Lee Country Club this week, when the Woman's Patriotic League of North Toronto held a carnival. Supper in the clubhouse on Blythwood road finished a jolly evening most satisfactorily.

"MADE IN CANADA"

**Ford Runabout**  
**Price \$540**

Your neighbor drives a Ford—why don't you? We are selling more Fords in Canada this year than ever before—because Canadians demand the best in motor car service at the lowest possible cost. The "Made in Canada" Ford is a necessity—not a luxury.

Touring Car \$590; Town Car price on application. Prices F.O.B. Ford, Ontario. All Ford cars are fully equipped, including electric headlights. No cars sold unequipped. Buyers of Ford cars will share in our profits if we sell 30,000 cars between August 1, 1914, and August 1, 1915.

*Ford Motor Company*  
OF CANADA, LIMITED  
165-167 DUFONT STREET, TORONTO

**Ford**

CP completed improvements to their North Toronto station, which included a new illuminated sign, and a well-lit entrance. It was proving popular with both private and business people, as it allowed them to avoid the congestion of Union Station.

**CANADIAN PACIFIC**

From North Toronto To  
**Montreal and Ottawa**

Lv. North Toronto daily... 10.00 p.m.  
Ar. Montreal daily ..... 7.35 a.m.  
Ar. Ottawa daily ..... 7.39 a.m.


Electric-lighted compartment and standard sleeping cars Toronto to Montreal, electric-lighted standard sleeping car Toronto to Ottawa.

**For WINNIPEG**  
**And VANCOUVER**  
Leave Toronto 10.20 p.m. daily.

**ATTRACTIVE TOURS TO**  
**PACIFIC COAST POINTS**

Particulars from Canadian Pacific Ticket Agents, or write M. G. Murphy, District Passenger Agent, corner King and Yonge Streets, Toronto.

**The Well-known North Toronto Grocer**



**G. F. Grinyer,**  
of 2264 Yonge Street  
has this to say about Krumbles.  
"Soon after the Krumbles advertising began to appear in Toronto papers there were many of my customers who were very anxious to buy this new breakfast food. I received so many enquiries for Krumbles that I ordered a case on trial. This was quickly disposed of and I was compelled to order more. My customers who have tried Krumbles tell me that it is a very enjoyable food."

**Krumbles**


has a peculiar richness and flavor. The Durum wheat, of which it is made, is the hardest, "meatiest" wheat known, and also is famous for the delicious taste which it possesses when properly prepared.

KRUMBLES is an ideal food for winter or summer. It contains more nourishment than beefsteak, there is no waste and it is ready cooked and ready to eat. It is packed Waxtite, which keeps it fresh and crisp in any kind of weather for any length of time.

You can get a big package of KRUMBLES for 13c, or you can get two packages for 25c.

Look for the Signatures

*W. K. Kellogg*  
W. K. KELLOGG CEREAL CO.  
TORONTO



In March, North Toronto phone rates were reduced to be in line with "the older part of the city."

21 April—Mayor Church warned North Toronto Conservatives that a general election was coming like a thief in the night.

In May, council urged the purging of all German street names from the city. Wilhelm Street (west of Mount Pleasant, between Heath and Moore) became Cornish Road.

In the same vein, a citizen wanted the word "kindergarten" to be abolished for ever in Canada, and was shocked that the university continued to offer German classes.

15 May—The ranges in the basement of the John Fisher School have been completed and will be ready for the four corps of the Toronto Military Training Association of North Toronto on Monday.

**Do you have family stories about World War 1 in North Toronto?**



What was life like here on the home front? Do you know the story of a North Toronto veteran?

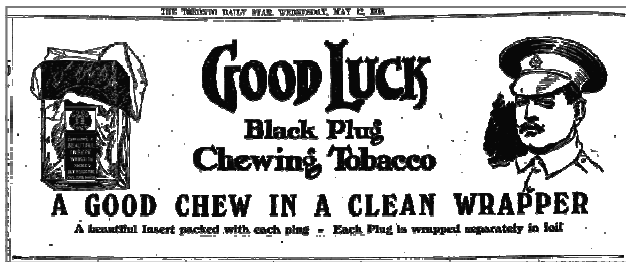
Contribute your stories to *North Toronto Memories*, an occasional series written by you, our members.

Please email your stories to dawsonbh@rogers.com, or mail to 283 Deloraine Avenue, Toronto M5M 2B2.

**Frisky Aeroplane  
"Musses Up" Onion Bed**

25 May—Capt. E.L. Janney, who has a private aviation park in North Toronto, landed in a backyard off Bedford Park avenue about 4 o'clock in the afternoon. The aeroplane was about 200 feet up when the engine stopped. Capt. Janney volplaned, landing in the little garden to the rear of Mr. S. Davey's residence. A chicken coop was damaged and an onion bed "mussed up." Janney was uninjured, but the aeroplane was badly smashed. With the aid of four of his "students" Capt. Janney pulled the machine out of the garden.

E.L. Janney was an automechanic and salesman who fell in love with flight. At the first opportunity, he joined the British Royal Flying Corps, then returned to Canada to train men for a Canadian squadron. He had big ideas, but no official backing. His Lawrence Park Flying School does not seem to have continued into 1916.



**50 Years Ago**

by Alex. Grenzebach will return in the next issue.

**North Toronto Memories: World War 1**

North Toronto friends Percy Jones and William Brassey enlisted together in August 1914. They fought together at Langemarck (northeast of Ypres) in April, 1915. At dawn on the 22nd, the first poison gas was released by the enemy and drifted towards the Canadian lines. On 25 April, Lance-Corporal Jones wrote to his mother at 27 Keewatin Ave., saying that he was "ill in hospital." Mrs. Jones believed that he had gas poisoning.

Private Brassey's letter to his family at 517 Balliol St. was published in the Globe on 19 May, 1915:

We saw some guns that had been left, but the order came that our company was to shift the Germans on our left out of their trenches. We extended out about 150 yards in front of them and off we went. Golly how their rifles did go and our fellows too. They just went down in twos and threes at every stride. However, we got there, but there was only one or two of them left, and believe me they did not last long, the others beat it as fast as they could go, and they can go some, too.

We kept on going, and only after there was a dozen of us left did we retire for a hundred yards to dig ourselves in, just as the day was breaking. Perhaps you can understand how grateful we were for having been preserved. I know I said my prayers half a dozen times, and so did everybody, for, as we looked around, I will never forget it. Just as the day broke we could see our officers laid out, and the moaning and crying was horrible. There were poor lads staggering and falling over their dead mates, besides several horses which would run around, then stop and sniff the air and gallop off again.

William Brassey was killed in action in France on 27 Sept. 1918, and buried at Ontario Cemetery, Sains-les-Marquion. The young stone-cutter from Cheshire was 24 years old.

**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 and I will add you to the distribution list. *We will not give out your email address.*

Alex. Grenzebach

# Heritage Calendar

## 16th Annual Doors Open Toronto

In honour of the upcoming Toronto 2015 Pan American/Parapan American Games, this year's theme is Sports, Recreation and Leisure. See inside private and public recreational sites, ranging from aquatic centres to athletics stadiums, including the Goldring Centre for High Performance Sport and the Toronto Track and Field Centre, which will serve as athlete training and warm-up facilities during the Games.

**DATES:** Sat. 23 May—Sun. 24 May, 2015

## Jane's Walks 2015

<http://tinyurl.com/n59a9h5>

Select Ward 25 to get to **Lawrence Park - the garden suburb**, the walk with Lynda Moon and Alex Grenzebach.

**DATE:** Sat. May 2, at 1:30, starting at Locke Library.

## Citywalks and Talks with Marta O'Brien

<http://www.citywalks.ca/lectures--courses.html>

8-session non-credit courses at

University of Toronto School of Continuing Studies:  
[www.learn.utoronto.ca](http://www.learn.utoronto.ca) 416-978-2400)

**Toronto's Neighbourhood Architecture**

**DATES & TIMES:** Tuesdays, 6:30 pm- 8:30 pm, 5 May to 23 June, 2015

**FEE:**\$325      **COURSE CODE:** SCS 2438-004

**Architecture: All Around Us**

This course will help you to really see the architecture around you, and to express why you love or loathe a structure. We'll examine the use of ornament, materials, scale, and other elements. One class is a walking tour.

**DATES & TIMES:** Thursdays, 10:00 am-12:00 pm,  
7 May to 25 June 25, 2015

**FEE:** \$325      **COURSE CODE:** SCS 2591-003

Free Toronto Public Library talks by Marta

**21st-Century Architecture: Not Just Condos**

**DATE & TIME:** Wed. 13 May, 6:30, Forest Hill TPL

**Parkdale: the "Flowery Suburb"**

**DATE & TIME:** 17 June 6:30, Parkdale TPL

## Royal Ontario Museum

European Galleries, Level 3

<https://www.rom.on.ca/en>

416-586-8000

**Around 1914:**

**Design in a New Age**

Looks at innovation and experimentation in design at a time when Europe was plunged into the Great War. (The year, too, that the ROM opened.) Artists struggled to reconcile quality with mass production, and to make use of new materials made available with technology. Examples by Charles Rennie Mackintosh (chair right), Louis Comfort Tiffany, Georg Jensen and many others.

**DATES:** to 12 Oct., 2015



## Bata Shoe Museum

<http://www.batashoemuseum.ca/>

416-979-7799

**Standing Tall: the Curious History of Men in Heels**



**Elton John, 1970s**

From privileged rulers to hyper-sexualized rock stars this provocative exhibition will explore the history of men in heels from the early 1600s to today, delving into the use and meanings of heeled footwear in men's dress over the last four hundred years.

**DATES:** from 8 May, 2015

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



**Submissions for the next Newsletter by 15 June 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

### 2014 Executive (\*Directors)

*President & Programmes:* \*Lynda Moon

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

*Newsletter Editor:* \*Hilary Dawson

*Treasurer:* Bill Dawson

*Members-at-large:* \*Doug Campbell, \*Brian Dunfield, Ken Pon

*Past President:* John Hutchinson

*Publicity:*

*Secretary:* Flo Morson

*Research:* Hilary Dawson

*Walks:*