

concentration on the south side of Dundas Street (Brock 2009: 2). Brockton was incorporated as a village in 1881, and was annexed by the City of Toronto in 1885 (Brock 2009: 2).

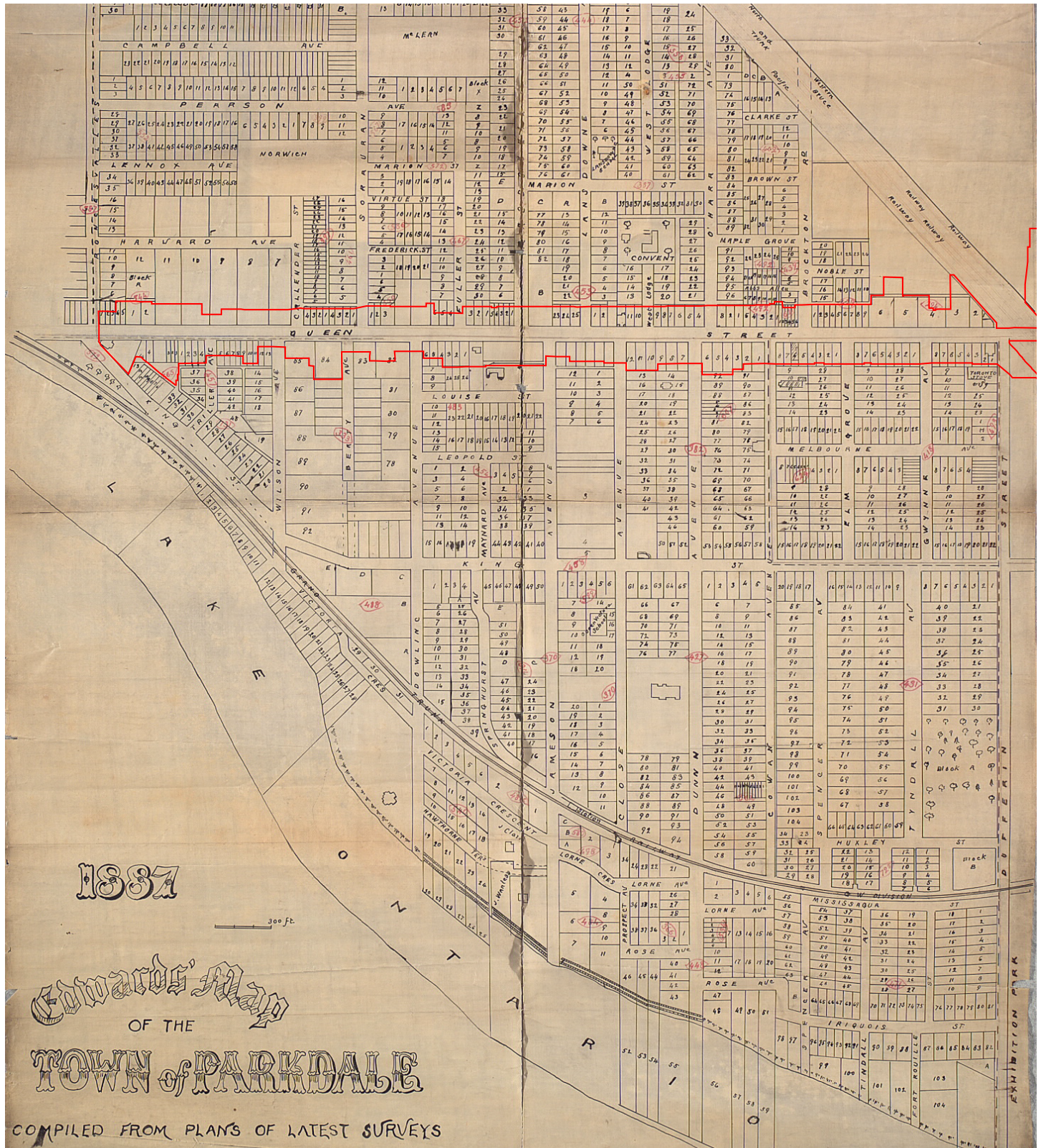


Figure 15 (Map of the Town of Parkdale, 1887, Edwards)

MID-CENTURY DEVELOPMENT ALONG QUEEN STREET – INSTITUTIONS, RAILWAYS, AND INDUSTRY

In 1850, Queen Street West, west of Bathurst Street, was characterized by agricultural properties and wood lots, despite an increased business in brewing at Garrison Creek. This was due, in large part, to the Military Reserve south of Queen Street which was owned by the British government until 1856 when ownership was transferred to the government of Upper Canada. The Reserve land was subdivided in the 1830s and the section east of Garrison Creek was sold to developers (Harston 2005: 25) (Figure 11). By 1858, Boulton’s Map of Toronto, indicates that Queen Street West east of Niagara Street had been surveyed and had undergone significant development by that time (Figure 19). The Military Reserve lands west of Garrison Creek remained generally undeveloped until the middle of the nineteenth century. This large parcel provided an opportunity to create a variety of institutions on public land between Queen Street West and Fort York.

On the north side of Queen Street to the east of Blue Bell Village and west of Garrison Creek, a Royal Charter by Queen Victoria granted the creation of a new, Anglican college by John Strachan, the first Anglican Bishop of Toronto (Dendy 1978: 158). Strachan was irate over the secularization of the existing King’s College and wanted a college with a strong, overt allegiance to the Church of England. The twenty-acre site, formerly part of the “Gore Vale” estate (Park Lot 22), was purchased by the Bishop in 1850. The new college was

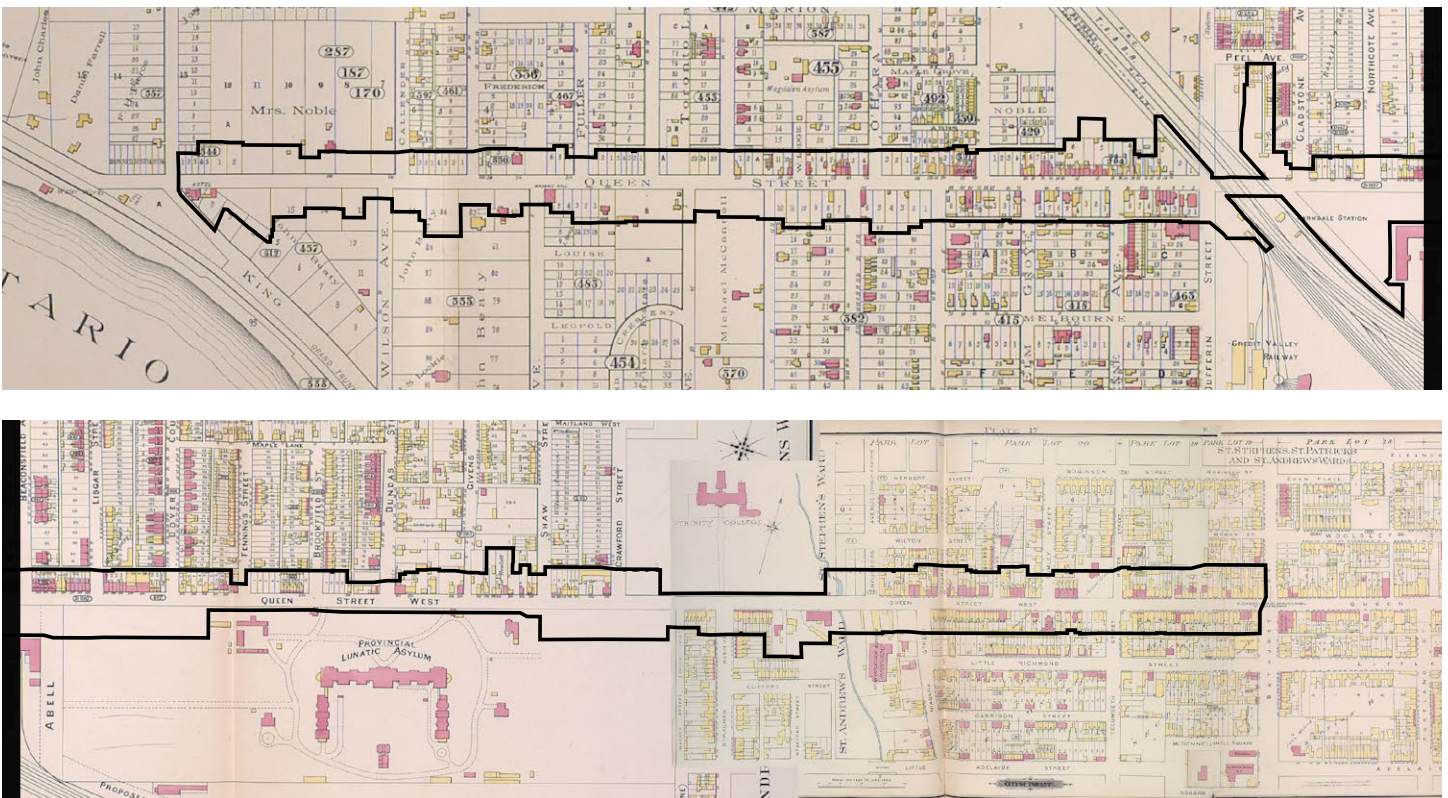


Figure 16 (Goad’s Fire Insurance Plan of the City of Toronto, 1884, Charles E. Goad, Plates 17, 18, 21 and 34)

designed as a quadrangle in the Gothic style by architect Kivas Tully in 1851-52. It was a substantial, two-storey white brick building with cut Ohio stone embellishments. The roof line was broken by a central bell tower, and a series of chimneys, turrets and pinnacles (Figure 20). It contained classrooms, a chapel, library, museum, office space for professors, and a student residence. Due to financial restraints, only part of the building was constructed in 1852. Although plans for expansion were discussed in 1858, the college was not expanded until 1876-77, when convocation hall was constructed, and in 1883, when the chapel was added. Both were designed by architect Frank Darling. West and east wings were added in 1889-90 and 1894, respectively (Figure 21).

The college federated with the University of Toronto in 1903, and construction of the present Trinity College on the main campus was undertaken, though the college did not fully vacate the site until 1925. The land was purchased by the City in 1912, and during the late 1920s the main building was used by the Kiwanis Club as an athletic facility. The chapel was destroyed by fire in 1929, and most of the remaining buildings were demolished in 1955-56. The St. Hilda's College building, gateposts and railings were spared demolition. The site of the former Trinity College forms the nucleus of Trinity-Bellwoods Park today (Dendy 1978; THA: MPLS #117).

On the south side of Queen Street, on axis with the southern end of Dundas Street, west of the Garrison Creek, the construction of the Provincial Lunatic Asylum complete in 1850 was seen as a further deterrent to development on the north side of Queen Street. In 1839, the British Government authorized the creation of a Provincial Lunatic Asylum to be housed on 50 acres of former Military Reserve land on the south side of Queen Street West, just west of Garrison Creek. The first asylum building was designed by architect John George Howard in 1840, with subsequent additions designed between 1844 and 1858, and construction of the primary structure undertaken between 1846 and 1850 (Dendy 1978: 165). Howard traveled to the United States in 1844 to study newly constructed asylum structures in New York State, Massachusetts and Pennsylvania. Work on the central five-storey, cut stone building commenced on the site in 1846. The first part of the structure was completed by 1850 and contained residential rooms, three chapels, a ballroom for exercise and socialization of the patients, running water, steam heat, a ventilation system, and accommodation for staff (Figure 18 and Figure 21). Wings were added to the building by architect Kivas Tully between 1866 and 1869. Additional buildings were constructed on the property during the twentieth century. By the 1970s public perceptions of the Victorian institution had become negative, leading to the eventual demolition of the

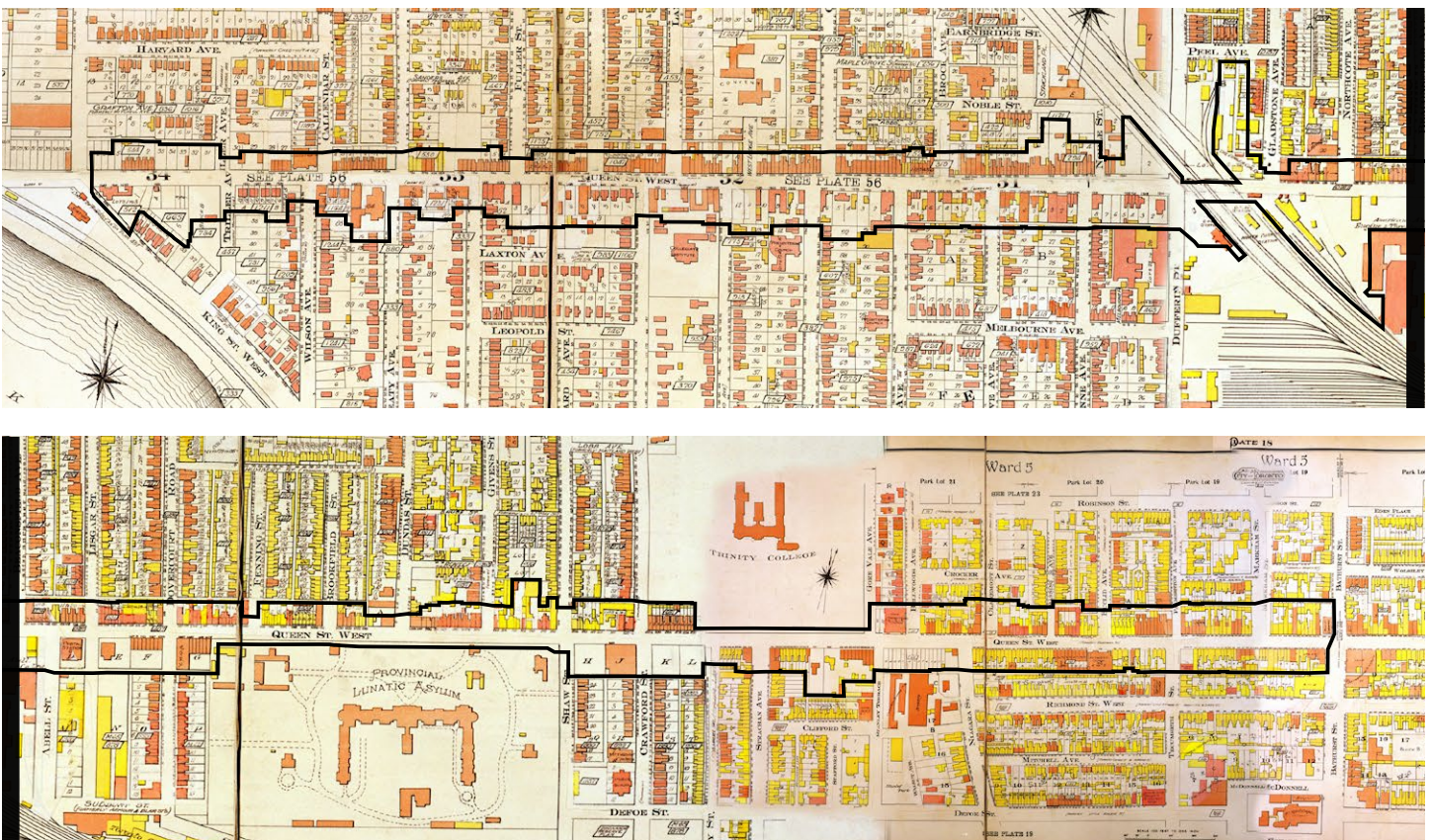


Figure 17 (Goad's Fire Insurance Plan of the City of Toronto, Charles E. Goad, 1913, Plates 17, 18, 21 and 53)



Figure 18 (William Nathaniel Wesbroom, *City of Toronto Bird's Eye View, 1886*)

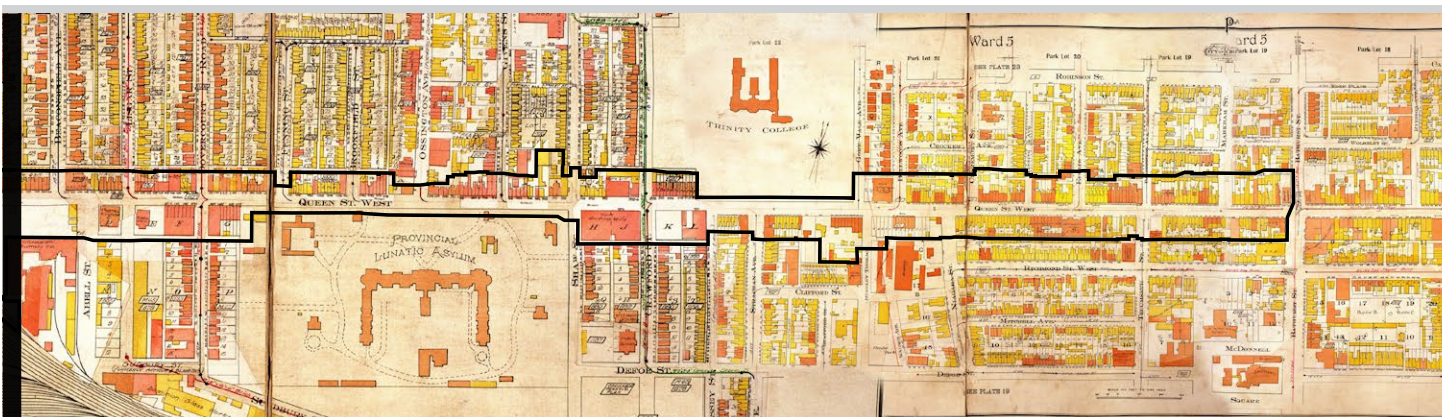
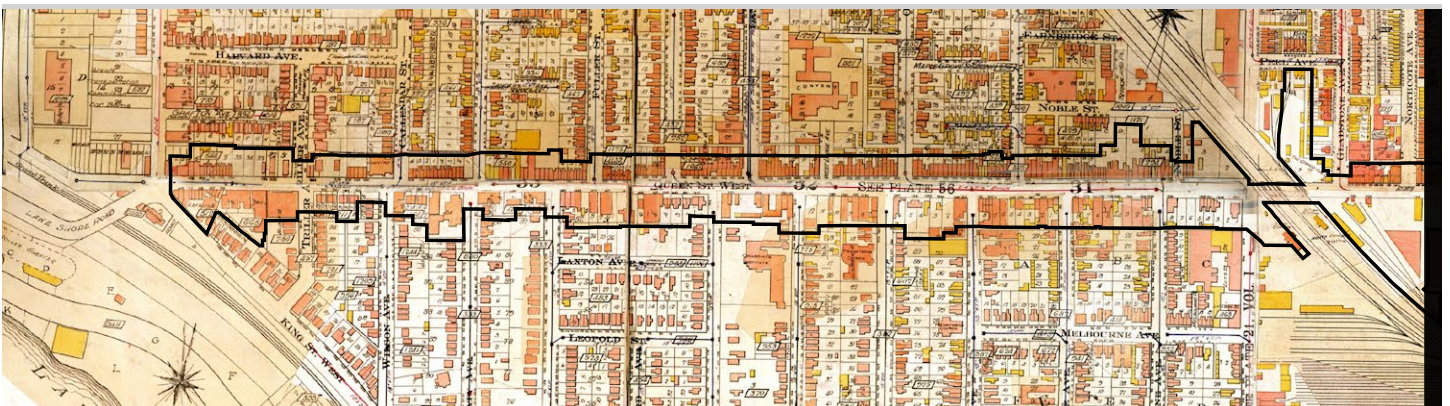


Figure 19 (Goad's Fire Insurance Plan of the City of Toronto, 1924, Wilson & Bunnell, Plates 17, 18, 21 and 56)



Figure 20 (Trinity College, c.1856, Digital Archive, Toronto Public Library)

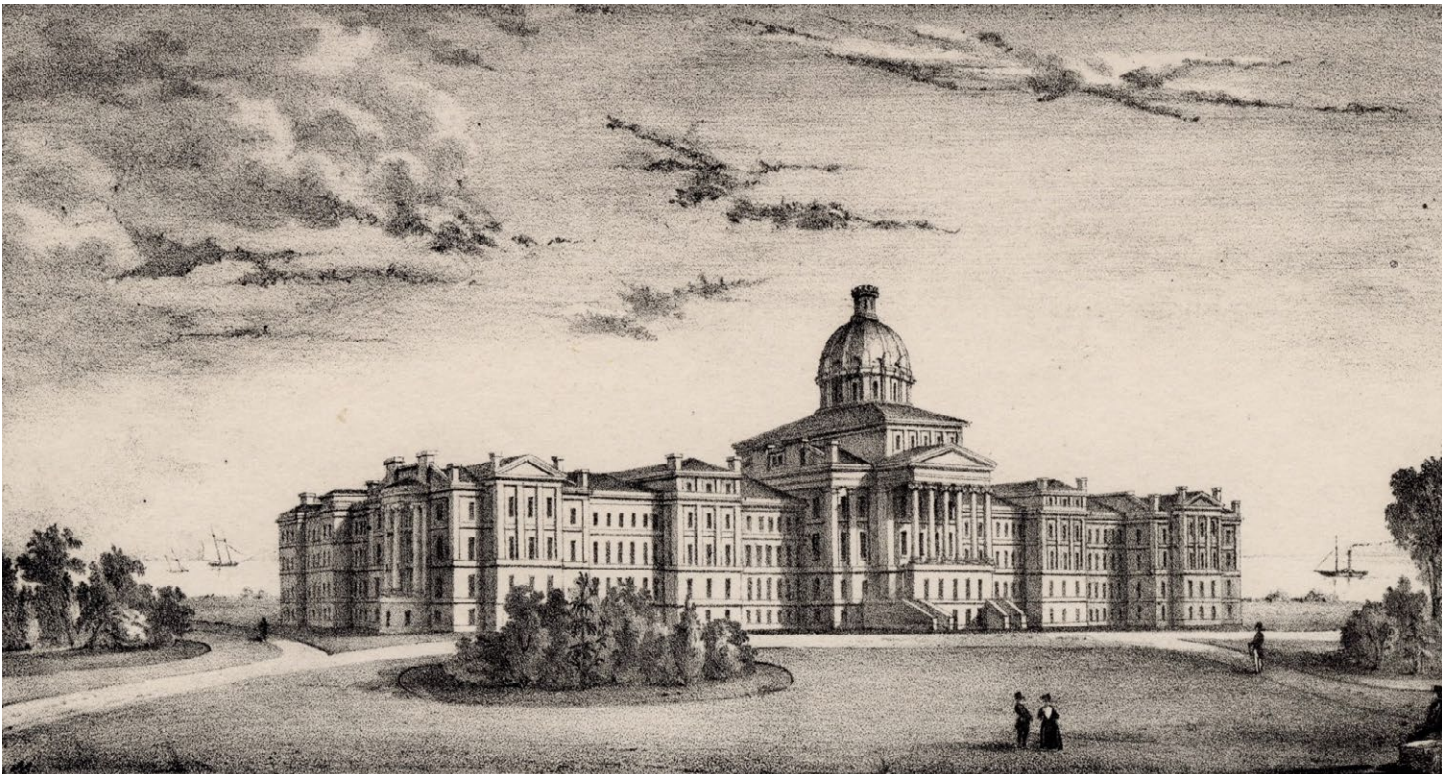


Figure 21 (Lunatic Asylum, 1849, Digital Archive, Toronto Public Library)

nineteenth-century structures in 1975-76 (Dendy 1978: 165-167). All that remains of the original buildings are two storage buildings at the south of the property (c. 1888) and the brick wall built by the inmates that partially outlines the perimeter (City of Toronto By-law 085-97 designated the property under Part IV, Section 29 of the Ontario Heritage Act in 1997).

Other institutions later joined the Provincial Asylum on the former Garrison Reserve grounds and included the Crystal Palace located on the Agricultural Show Grounds (1858), the Central Prison (1877) and the Mercer Reformatory for Women (1880).

Along with the development of public institutions, the 1850s also saw the arrival of the railways which had an additional significant impact on the growth and development of Queen Street West. The Northern Railway, known as the Grand Trunk Railway by 1859 and the Toronto Grey and Bruce Railway cut diagonally across the Garrison Reserve from its north-west corner to the south-east beginning with the Ontario, Simcoe and Huron Railway in 1853. The Toronto and Guelph Railway (T&G), which was purchased by the Grand Trunk Railway (GTR) prior to completion, was

opened in 1856. Fifteen years later, in 1871, the Toronto, Grey, and Bruce Railway (TG&B) paralleled the line. The line was paralleled again by the Credit Valley Railway (CVR) in 1879 from Parkdale to West Toronto (UMA 2009: 3). The CVR and the TG&B merged into the Canadian Pacific (CP) in 1884, though not before the CVR had produced substantial rail infrastructure to create the Parkdale Railway Yard, which included sheds, shops, a roundhouse and the Parkdale Station (Figure 25).

For many years, Parkdale was the last stop before Union Station on these lines and a popular area for vacationing as it was close to both High Park and the lakeshore. Residents and travelers were able to access the trains in the area as early as 1856 using a wooden station building constructed by the Canadian Northern Railway (CNR) on the east side of the tracks, close to the current corner of Queen and Sudbury streets. A second station was opened on the west side of the rail corridor in 1879. The Parkdale Yard was constructed to the south of the stations, which were named "Parkdale North." The name was changed to "Parkdale" in the 1910s and the stations were closed in the 1970s due to a lack of use. Both buildings were demolished by 1977 (torontohistory.net).



Figure 22 (Postcard of Royal Templar Headquarters, originally Queen and Dovercourt YMCA, 1914)



Figure 23 (Queen Street West Subway, looking west, c.1899, City of Toronto Archives, Series 376, File 2, Item 1)



Figure 24 (1496 Queen Street West, c. 1910, Sunnyside Historical Society)

The Parkdale station stop, located at the south-east corner of Queen and Dufferin Street caused the adjacent area to be ripe for the location of industries, hotels and residential development (Figure 14). On the south side of Queen Street, the John Abell Company, in the early 1880s and the Toronto Glass Works, 1894, were amongst the earliest industries resulting in the subdivision of the adjacent land for residential development with the following streets Abell, Lisgar and Dover. Other industries located on the south side of Queen Street included the York Knitting Mills at 993 Queen Street West and the Patterson Chocolate Factory at 955 Queen Street West which were built in the early 20th century.

The construction of the railroads led to increased development west of Bathurst Street by the late nineteenth century. The population of Queen Street West between Bathurst Street and the Provincial Lunatic Asylum grew rapidly, with a particular expansion of commercial and residential properties in two periods, between 1887 and 1891 as well as between 1899 and 1907 (Harstone 2005: 36-39). The result was a general uniformity of commercial buildings on Queen Street West as well as a relatively architecturally homogenous residential neighbourhood flanking the street. Typical buildings from this era on Queen Street West featured brick construction and a three-storey scale, with the lower floor dedicated to commercial use and the upper floors used for either commercial or residential. An example of this is the James Crocker Block (1887-1891), on the designated heritage property at 652-672 Queen Street West, is a local landmark as one of the longest contiguous rows of commercial buildings in Toronto that reflects the massing, material, and use common in a nineteenth-century, urban commercial streetscape typical of this period of growth and settlement of Queen Street West in the late nineteenth century.

On the north side of Queen Street, east of Dufferin, in response to the arrival of the railways, Lots 27 and 28 were surveyed and streets such as Gladstone Avenue, Northcote Avenue, Beaconsfield Avenue and Lisgar Street provided the structure for a new neighbourhood. The land on the north side of Queen Street West was surveyed with long lots with their narrow ends facing Queen and laneways behind on the north. Part of the commercial development that followed on the north side of Queen Street West included the construction of hotels. The railways brought visitors with a need for accommodations and entertainment. Many of those who arrived disembarked at the Parkdale Station, whether as visitors, commercial travelers or vendors at the Canadian National Exhibition, lodged at the Gladstone Hotel (1889-90), located on the north side of Queen Street West, opposite the Parkdale Station. The hotel, which is a designated heritage property, was designed by George

Miller and built for Nixon and Susanna Robinson, who also owned hotels at Kleinberg and Yorkville (City of Toronto By-law 136-2005 designated the property under Part IV, Section 29 of the Ontario Heritage Act in 2005). Nixon died before the completion of the building, leaving Susanna to run the business with her 13 children. To the east, on the corner of Queen Street West and Beaconsfield Avenue, the Drake Hotel (first opened in 1885), originally D.A. Small's Hotel, and underscores the importance of the business generated by the railways in the area.

One of the consequences of the increased population was the pollution of Garrison Creek as most residents used it as an open sewer. The community surrounding the creek called upon the City to address the problem and in 1884, Mayor Arthur Radcliffe Boswell admitted publicly that Garrison Creek must be drained as it had become unhealthy and bothersome to those living near it (Brace 1993: 123). As a result, the first Garrison Sewer was built in 1885 to bury Garrison Creek between College Street and the lake shore. The project was the largest of its kind performed in Toronto at the time and was plagued by mismanagement, allegations of corruption, and questionable craftsmanship (Brace 1993: 141). The ravine was partially filled in by Trinity College in 1907 in a planned expansion project that never came to fruition. A gradual filling of the Garrison Creek Ravine from south of Bloor Street to Stanley Park occurred in the early twentieth century and in 1912 the sewer system was improved to create the Garrison Creek Sewer that is presently in use.

Settlement spread westward along Queen Street West beyond Dufferin Street during the nineteenth century to the Village of Brockton (see above) and the Village of Parkdale (Figure 15). Unlike Brockton, Parkdale offered close proximity to the lake, good drinking water, and ample land upon which to build stately residences (Korwin



Figure 25 (North Parkdale CPR Station, c.1898)

1978: 5-6). By the mid-nineteenth century, most of what would become Parkdale was under cultivation. By the 1870s a substantial cluster of stately residences were built immediately west of Dufferin Street and south of Queen Street, forming the core of Village of Parkdale and plans were put forward for the entire area by 1875 (Whitzman 2009: 75). Much of the land south of Queen Street West, between Dufferin and Roncesvalles, was purchased by the Toronto House Building Association in 1875 and partitioned into large, suburban lots upon which were built large, stately homes (Whitzman 2009: 77).

At its inception, Parkdale was marketed as a healthy and beautiful place to live, “exceedingly picturesque,” according to promotional literature, “being surrounded by a landscape that possesses all the varying attractions afforded by the beautiful Lake Ontario” (Whitzman 2009: 76). The name Parkdale, possibly a blend of “Rosedale” and “High Park,” was chosen to emphasize the desirable character of the area and make a clear distinction from Brockton to the north (Whitzman 2009: 77). The Association’s plan to sell these to Toronto’s wealthy Anglo-Saxon families was a success, and by the last decade of the nineteenth century the lots were sold into private ownership. This settlement pattern is a marked contrast to the lots north of Queen Street West, which reflected the more modest homes built for the burgeoning middle class.

When the area was incorporated as the Village of Parkdale in 1878, smaller businesses had begun to develop on the surveyed lot along Queen Street west of Dufferin Street. While the majority of these lots remained vacant along Queen Street West when Parkdale was annexed by the City of Toronto in 1889, approximately half the lots between Dufferin Street and Roncesvalles Avenue were developed by the 1890s (Figure 15). The three-storey building at 1291 Queen Street West, for example, was constructed in 1892 for an insurance agent and subsequently leased to a carriage making business (City of Toronto By-Law 455-96 designated the property under Part IV, Section 29 of the Ontario Heritage Act in 1996). Small businesses and mixed-use residential and commercial properties increased in the late nineteenth and early twentieth centuries, resulting in a densely populated streetscape by 1913 (Figure 17).

After its incorporation in 1878, Parkdale quickly enacted laws to ensure that the bucolic, suburban quality of the settlement was retained; such as the law to prevent cattle and hogs from running wild in the street and destroying local trees and roads (Korwin 1978: 8). For the wealthy, Parkdale offered a respite from Toronto’s crowded and busy urban lots and poor drinking water. According to its promoters, the suburb instead provided lake breezes, and consequently the area was “not subject to malarial influences and is uncommonly healthy” (Whitzman 2009:

76). Development along Queen Street west of the railway had begun in earnest by 1884, with approximately 75% of the lots along Queen Street between Dufferin and Lansdowne streets occupied by buildings (Figure 25). However, few buildings had been constructed west of Lansdowne at this time, with approximately 25% of lots along Queen Street occupied.

A secondary school, Parkdale Collegiate, was established in 1888 and housed briefly at the former Masonic Lodge building located at the corner of Dowling and Queen streets (Korwin 1978: 25). The school was the second multi-roomed secondary school in the city and was well attended. However, the building was soon overcrowded and a new facility was built in 1889 on Jameson Street, just south of Queen Street West.

Talk of annexation by the City of Toronto began almost from the date of Parkdale’s incorporation. The topic was debated over the next decade, with some public meetings on the subject almost erupting into violence (Korwin 1978: 10). While financial benefits were cited as reasons to join Toronto, those who rallied against annexation were argued that the low taxes, moral integrity, and bucolic nature of the village would be lost if it went through. The preservation of the waterfront, and the health and picturesque qualities it contributed, was paramount. (Whitzman 2009: 87). Due to mounting debts, Parkdale succumbed to pressure from the City of Toronto and was officially annexed in 1889. Queen Street between Dufferin and Roncesvalles was steadily developed over the next two decades, with the construction of predominantly brick commercial buildings, resulting in nearly all surveyed lots occupied on Queen Street West between Bathurst Street and Roncesvalles Avenue by 1924 (Figure 19).

One of the consequences of increased development and increased population was increased rail and road traffic which created numerous delays and accidents in the second half of the nineteenth-century at the intersection of roads and railways at Dufferin and Queen. To address this problem, the Village of Parkdale funded the construction of the original Queen Street Subway by 1889 to eliminate the congestion caused by the level crossing (Golder 2011: 7). Subways were generally cheaper than bridges and were thus often favoured when grade separations were undertaken. Upon annexation by the City of Toronto, the structure, which was comprised of brick piers, was deemed inadequate due to the increased traffic on Queen Street West. The existing Queen Street West Subway was completed in 1897 and is comprised of a group of single-span, steel girder bridges resting on cut limestone abutments (Figure 23). The subway was designed by E.H. Keating, who worked as a City Engineer, and was built by W.C. Grant and Co with steel fabricated by the Hamilton

Bridge Works Co. The structure has undergone at least two rehabilitations by Canadian Pacific in 1930 and Canadian National in 1977 (UMA 2009: 15). Once completed, the Toronto Railway Company attempted to reinstate service along Queen Street only to find that there was not enough clearance to run their cars underneath the subway. Construction began again to remove a further 10.5 inches from the road bed (Golder 2011: 4). The Queen Street West Subway, and more specifically the railways that it carries over the street, continues to be a boundary separating the Trinity-Bellwoods area and Parkdale.

TWENTIETH CENTURY SOCIAL AND COMMERCIAL CHANGE

Urbanization along Queen Street West in the early twentieth century caused many residents from the Trinity-Bellwoods and Parkdale areas to move to suburban locations (Korwin 1978: 54). The area's suburban character had been eroded after the annexation of Parkdale by the City and had almost completely disappeared by the middle of the twentieth century. As a result, many families relocated to suburban neighbourhoods outside the City limits. This large-scale relocation resulted in plunging property prices and coinciding with this migration, residents from various socio-linguistic communities began to settle in the area. In particular, a substantial Polish community began to form west of Bathurst during the 1940s (Korwin 1978: 56).

Polish settlement in Toronto began at the end of the nineteenth century. Most immigrants had come to escape persecution or financial crises in Poland and, when they arrived, settled primarily in the vicinity of Queen Street West and Spadina Avenue. Increasing numbers of Polish refugees to the area during and after the Second World War pushed settlement west along Queen Street, resulting in a rapid change in the character of the area during the middle of the twentieth century. Polish businesses began to occupy storefronts along Queen Street West from east of Trinity-Bellwoods Park to Roncesvalles Avenue and served both the local community as well as customers throughout the city (Korwin 1978: 56-57). In the mid-twentieth century the John Farr House, located at 905 Queen Street West, and the adjacent John Cornell House previously located at 899 Queen Street West, were purchased by the Polish National Union and used as a community centre (Toronto Historical Board 1990: 1-2). To the west, the former YMCA Branch, located at the corner of Dovercourt Road and Queen Street West, was also purchased by the Polish National Union and became home to the Polish Voice, a weekly newspaper covering issues important to Polish Canadians.

Throughout the twentieth century, broad social, cultural, and political forces played a role in shaping the community. Approximately 500 Parkdale residents enlisted in with the Canadian military at the onset of The Great War, resulting in the death of 91 of members of the community. The Second World War saw the enlistment of 750 residents, of whom 71 perished (Toronto District School Board).

More immediate social change was precipitated by the provincial government's decision to enact an outpatient policy for the mental health facility located on the grounds of the former Provincial Lunatic Asylum. During the 1970s a large number of patients were released from the facility and settled in the low-rent apartment building and boarding houses, particularly in South Parkdale which generally became known for crime, drugs, and poverty from the 1970s (Dear and Wolch 1987: 108-109). Renamed The Canadian



Figure 26 (Queen Street West looking east from Brock Avenue, 1918, Digital Archive, Toronto Public Library)