

BLOOR STREET STUDY HISTORIC CONTEXT STATEMENT

MAY 28, 2021



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*Cover Image: 1923 Bloor St. level crossing, train and traffic looking East.
City of Toronto Archives: File 1266 Item 0216.*

1.0 HISTORIC CONTEXT STATEMENT

1.1 INDIGENOUS PEOPLES & TREATY 13 (TORONTO PURCHASE)¹

For time immemorial, Toronto has been home to Indigenous peoples. Small groups of Indigenous peoples first moved across this land, hunting and gathering the food they needed according to the seasons. Waterways and the lake were vital sources of fresh water and nourishment, and their shorelines and nearby areas were important sites for gathering, trading, hunting, fishing, and ceremonies.

Over millennia, Indigenous peoples in the Toronto area adapted to changing environmental conditions, developing and acquiring new technologies as they did so, including the bow and arrow. After agriculture was introduced to what is now Southern Ontario, corn, beans and squash became important food sources, shaping the way of life of those who farmed them. In the area of today's City of Toronto, ancestors of the Huron-Wendat Nation developed year-round villages surrounded by fields of crops.

These villages were connected to well-established paths which were part of local and long-distance trail networks, including the Carrying Place trails on the Don, Rouge and Humber rivers that connected Lake Ontario to Georgian Bay. By the late 1500s, the Huron-Wendat Nation had concentrated its villages away from Lake Ontario, in the Georgian Bay area. Following contact with French explorers and missionaries in the early 1600s, the Huron-Wendat Nation was devastated by disease transmitted by European contact. In the mid-1600s, the Huron-Wendat Nation was dispersed from southern Ontario by the Haudenosaunee Confederacy. The Seneca Nation, a member of the Haudenosaunee Confederacy, then occupied villages on the Carrying Place trails on the Humber and Rouge Rivers from approximately the 1660s to the 1680s, after which they returned to the south shore of Lake Ontario. Anishinaabe peoples then inhabited a vast territory which included the Toronto area. To the west of Toronto, the Anishinaabe people became known as the Mississaugas of the Credit. To the east, they became known as the Chippewas of Beausoleil, Georgina Island and Rama and the Mississaugas of Alderville, Curve Lake, Hiawatha, Scugog Island.

In 1787, as the British began to prepare for an influx of colonists into the area following the American Revolution, the British Crown negotiated Treaty 13 with the Mississaugas of the Credit First Nation to obtain title to the land. The flawed and controversial agreement was

¹ The text for this section was supplied by City of Toronto, Heritage Planning and informed by an interview with Indigenous historian and ancestral knowledge keeper, Philip Cote.

renegotiated in 1805. In 2010, the Government of Canada settled the Toronto Purchase Claim with the Mississaugas of the Credit.

The City of Toronto remains the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. Toronto is also covered by Treaty 13 signed with the Mississaugas of the Credit, and the Williams Treaties signed with multiple Mississaugas and Chippewa bands.

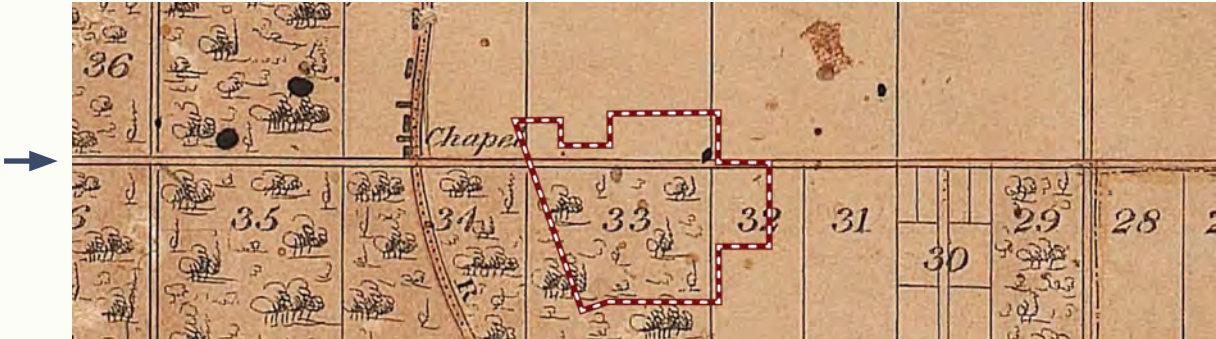
Themes and Existing Built Form
<p>Theme: Indigenous Peoples</p> <p>Contribution to Existing Built Form: There are no identified Indigenous transportation routes within the study area.</p>

1.2 THE ORGANIZATION OF EUROPEAN SETTLEMENT - TOWNSHIPS, CONCESSIONS AND LOTS - 1790s-1840s

Following negotiation of the Toronto Purchase, British Parliament created Upper Canada and appointed John Graves Simcoe Lieutenant-Governor. Upper Canada was divided into a series of counties which were further surveyed into townships, concessions and lots. Toronto was surveyed into park lots (100 acres) between Queen and Bloor streets and township or farm lots (200 acres) north of Bloor Street. These lots, including Concession 1, Lot 32 and 33 within the study area, were granted to retired soldiers and high ranking bureaucrats, many of whom were friends and associates of Simcoe.

One of these was Lieutenant-Colonel David Shank who served with Simcoe in the Queen’s Rangers during the American Revolution. In March 1797, Shank was patented Concession 1, Township Lot 33.² Park lot 32 was patented to Alexander McDonnell in December 1798 and Concession 2, Township Lot 33 was patented to John McGill in July 1809. During this period, Dundas Street (outside study area) was established by Simcoe as a military road in the 1790s and became an important transportation route. Bloor Street, an early concession road became the northern boundary of Toronto upon incorporation in 1834. The western boundary was set at Dufferin Street, putting the study area just outside city limits (Figure 1).

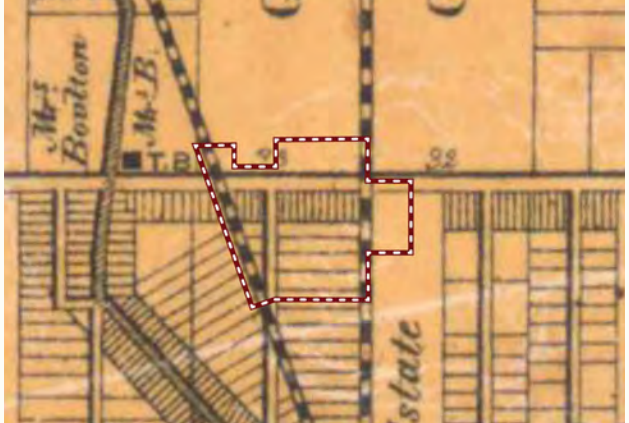
² Shank was also granted Township Lot 34 in 1798.

Themes and Existing Built Form: 1790s-1840s	
Theme: Urban Environment	
Sub theme: Mapping & Surveying	
Contribution to Existing Built Form: The route of Bloor Street as a major concession road.	
	
<p>Detail from J.O. Browne's 1851 map of York Township showing the study area with related park / farm lots. A purple arrow indicates the concession road that would become Bloor Street (City of Toronto Archives).</p>	

1.3 RAILWAY DEVELOPMENT 1850s - 1870s

Construction of the railways shaped the study area and surroundings more than the original lot surveys. Between 1853 and 1884, five railway lines were constructed forming the triangle shape which gave the Junction Triangle community its name (Figures 2 & 3). In 1853, the north-south Ontario, Simcoe & Huron Union Railroad (OSHR) was completed between Toronto and Barrie. It was followed by three other north-south routes located to its west - the Grand Trunk Railway (GTR, 1856), the Toronto, Grey & Bruce Railway (TGBR, 1871) and the Credit Valley Railway (CVR, 1879). The east-west Ontario & Quebec Railway (OQR, 1884) joined the CVR to the northwest of the study area. The lines later became part of Canada's two national railway systems - Canadian Pacific Railway (composed of TGBR, CVR and OQR) and Canadian National Railway (composed of OSHR and GTR). These railway lines are subsequently referred to in this report as the CPR Corridor and CNR Corridor.

By the 1870s, the study area was part of Brockton Village, a postal village centered along Dundas Street about 5 km from Toronto. The City Directory only lists 20 individuals in the village in 1870 with the majority being employed in agriculture (cattle-driver, farmer, market gardener) or as a proprietor (inn, hotel or tavern). Brockton was incorporated in 1880 with a population of about 700 and shortly after annexed to the City of Toronto in 1884. The study area is located at the north west periphery of the historic Brockton Village, but at the time of annexation was predominantly rural in character (Figure 4). It featured residential and agricultural buildings scattered along Bloor Street, with most of the study area yet to be subdivided into building lots. The study area north of Bloor Street was annexed to the City of Toronto in 1888, as part of a much larger parcel.

Themes and Existing Built Form: 1850s-1870s	
<p>Theme: Transportation Networks Sub theme: Railways</p> <p>Contribution to Existing Built Form: The location of both railway corridors, which serve as a key organizing principle for built form in the study area.</p>	 <p>Detail from Tremaine's 1860 plan of York County, with purple arrows indicating the location of the two railway corridors (University of Toronto Map & Data Library).</p>
<p>Theme: Governance and Civic Administration Sub theme: Brockton Village</p> <p>Contribution to Existing Built Form: No lasting impacts on existing built form date from this period.</p>	

1.4 BLOCK AND SUBDIVISION PLANS - 1880s - 1890s

The preceding wave of railway construction led to a surge in land subdivision as developers anticipated industrial development along the rail corridors and corresponding suburban growth. As a result of this uncoordinated process, the study area evolved more in relation to the CPR and CNR corridors than Bloor Street.

Consistent with this pattern several fundamental subdivision plans were registered in the study area in the 1880s, creating building lots and establishing many of the study area's street and block patterns. Perth Avenue (originally Churchill Avenue)³ and Symington Street were laid out north of Bloor Street in 1887, with most building lots (including those along Bloor Street) having 50' frontages. That same year the area was served by the GTR's short-lived Suburban service, which included a station at Bloor Street.⁴ An 1887 advertisement for this subdivision on the Shedden Farm emphasized the area's railway service, underscoring the important relationship between the railways and suburban development at the time (Figure 5).⁵

A second plan extended both streets somewhat awkwardly south of Bloor Street in 1888, again

3 Registered plans M-23 (1887) and M-44 (1888) include the name Churchill Avenue, however the 1890 Fire Insurance Atlas shows it had been replaced by Perth Avenue.

4 "Grand Trunk Railway," *The Globe*, June 24, 1887, p. 6.

5 "Bloor Street West," *The Globe*, May 14, 1887, p. 6. The advertisement includes a 'Suburban Station' footprint located immediately northeast of the CPR corridor crossing Bloor Street.

with building lots of 50' frontages (Figure 6). Here both streets were angled to run parallel with the rail corridor adjacent to the west. At the study area's east end narrow building lots were first laid out along Malton Avenue by 1890 (see Figure 9), and then on the Griffin properties to the east by 1893 (Figure 7). These areas were both adjacent to the railway line however and were never developed residentially. Development on Perth and Sterling (originally Symington) streets south of Bloor Street quickly followed subdivision, with roughly 20 dwellings built by 1890 (Figure 8). The depression of the 1890s however brought about a pause in the area's development, which also corresponded to the end of the GTR's Suburban service in 1895.

Houses from this period reflect the Bay and Gable types and variations characteristic of late-19th century Toronto. By 1894 industrialist James Lochrie had constructed a large detached residence on his site fronting onto the south side of Bloor Street. The house contrasts the modest dwellings on Perth and Sterling streets, being of brick and sandstone construction with an elaborate style similar to contemporary dwellings in the affluent Annex neighbourhood several kilometers further east.

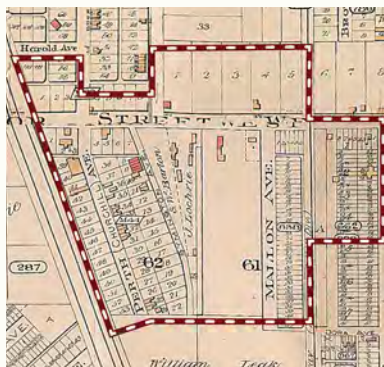
This timing and sparse level of development was consistent with similarly subdivided blocks immediately north and east of the study area. Further north and west were entirely unbuilt subdivisions tracts, beyond which was the burgeoning town of West Toronto Junction. Land immediately south and west of the study area remained unsubdivided, perhaps anticipating industrial tenants along the adjacent railways (Figure 9).

Themes and Existing Built Form: 1880s-1890s

Theme: Urban Environment
Sub theme: Land Division and Subdivision

Contribution to Existing Built Form:

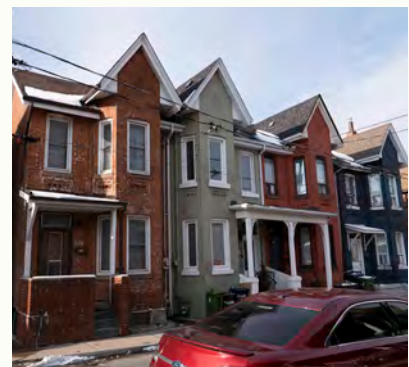
- Defining street and block patterns;
- James Lochrie's detached dwelling on the south side of Bloor Street; and
- Roughly a dozen dwellings on Perth and Sterling streets, including detached and terraced forms.



1899 fire insurance plan showing the area's defining street and block patterns with early development (Toronto Public Library).



Prominent dwelling built by industrialist James Lochrie in 1894 at 1411 Bloor Street (CBCollective 2020).



A collection of four Bay and Gable houses built c.1890 at 270-276 Sterling Road (CBCollective 2020).

1.5 INDUSTRY & MANUFACTURING RISE 1900s - 1930s

In the early 1900s a number of factors led to a pattern of industrial decentralization in Toronto, characterized by companies investing in new facilities along railway lines outside the traditional downtown manufacturing core. A first wave of industrial development saw nearly a dozen new factories built along the CPR and CNR corridors between Dundas and Dupont streets by 1910, with more following into the 1920s (Figures 10, 11 & 12). The trend hastened the development of the study area, and resulted in a concentration of industrial development within its east side. One of these early businesses was the James Lochrie Rope Manufacturer which occupied the south side of Bloor Street in the study area as early as 1884 with Lochrie's residence on the same site.⁶ By 1896, the business at 1403 Bloor Street was identified as Lochrie Rope and Bicycle.

James Lochrie immigrated to Canada from Scotland in 1845 and was one of the early business owners in Brockton Village, providing nautical rope to the shipping vessels of Lake Ontario. Lochrie moved into the bicycle business in the mid-1890s, when he began to manufacture his Antelope Bicycle. Lochrie was likely taking advantage of the cycling boom which occurred at the end of the 19th century. Lochrie continued his bicycle business into the first decade of the 20th century even after bicycling had fallen out of fashion. By 1918, Lochrie's business on Bloor Street was listed as producing ammunition. Lochrie was still living at 1411 Bloor Street west in 1930, the year of his death (Figure 13).

In 1906, the Canadian Fairbanks-Morse Company, purchased 8 acres of property in the study area for \$500,000.⁷ The company manufactured and distributed scales, engines, pumps, motors, valves, machinery, mill supplies, steam and water fittings (Figure 14). They established a large manufacturing complex between Symington Avenue and the CNR Corridor (original OHSR line) adding a prominent warehouse building fronting Bloor Street in 1910 (Figure 15). Through the 1910s and 1920s they continued expanding to the southern study area boundary at Sterling Avenue, making it a dominant property within the study area (Figure 16). Other industries developed east of the CNR Corridor, including a coal yard, stone cutting yard, a curled hair factory and foundries for a steel radiator factory. By c1900 a greenhouse was built across the street from the Fairbanks-Morse site, though it was replaced by the substantial Hancock Planing Mill before long (Figures 17 & 18). By 1914 spur lines serviced the operations on both sides of the CNR Corridor. Industrial facilities were also built south of the study area, with diverse operations including pickle, cutlery, chocolate, biscuit factories, a foundry, and lithographer by 1914. The landmark Tower Automotive Building was built in 1919.

Neighbourhood development resumed in the study area's western portion in the 1900s, following the end of the depression and corresponding with industrial growth. The Perth - Sterling area south of Bloor developed contemporarily with surrounding areas to be thoroughly built out by 1914. Dwellings were predominantly duplex or terraced house forms, modest in size and of wood or masonry construction.

At the same time Bloor Street west of the Fairbanks-Morse and Hancock Planing Mill sites had been built out with brick dwellings interspersed with brick mixed-use buildings (Figure

6 *Toronto City Directory for 1884* (Toronto: R.L. Polk, 1884), p. 727. This remained true in 1889, *Toronto City Directory for 1889*, p. 43.

7 "The Canadian Fairbanks-Morse Co. Limited," *The Winnipeg Tribune*, September 25, 1915, page 59.

19). Residential buildings fronting onto Bloor Street existed in other stretches of the street, sometimes in entire blocks. Within the study area, uses on Bloor Street were also affected by the rail corridors, and so included a mix of industrial, commercial and residential buildings.

The blocks immediately east of the CPR Corridor attracted industrial and supporting uses, including a planing mill, foundry, and storage yards for coal, wood and hay (Figure 20). As Toronto grew and Bloor Street emerged as a key link to growing areas further west, the CPR and CNR corridor crossings proved a considerable hindrance and hazard to local life and productivity. These railways ultimately prevented a continuous streetcar route through the area until subways eliminated both level crossings in 1925 (Figure 21).⁸

The influence of manufacturing and industry can be seen in the occupations of study area residents. A review of the residents of Perth Avenue (primarily male heads of households) from the 1921 personal census, reveals that their occupations were primarily in industrial fields with many employed as labourers at foundries, the CPR shops, lumber and brick yards.⁹ Although it is not possible to connect most of these individuals to specific enterprises within the study area (either through the census or city directories), the census does reveal the industry and manufacturing sector as the major driver of economic activity during this period. The census also identifies that an overwhelming number of these residents were of British origin, primarily from England but with some from Ireland and Scotland. Almost half of the residents had immigrated to Canada, and the majority of those immigrated between 1910 and 1920.

8 Toronto Railway Company service ran west on Bloor Street to Lansdowne Avenue by 1898, and Toronto Civic Railway service ran west from Dundas Street by 1916, but a gap in service between Dundas and Lansdowne streets existed until the level crossings were eliminated.

9 The history of industrial workers was noted as significant by many members of the Heritage Focus Group. To facilitate further research into this topic, the 1921 census records pertaining to Perth Avenue and Sterling Road are included as an appendix to this CHRA report. These are Library and Archives Canada, 1921 Census of Canada. District 113 Parkdale, Sub district 86, Perth Avenue, p. 1-5. Images e003025387, 88, 89, 90, 91 and Sterling Avenue, p. 1. Image e003025391.

Themes and Existing Built Form: 1900s-1930s

Theme: Economic Activity
Sub theme: Industry & Manufacturing

Contribution to Existing Built Form:

- Large parcels of land consolidated for industrial uses; and
- Remnant industrial buildings east and west of the CNR Corridor.



The factory building at 284 St. Helens Avenue is used as residential lofts today (CBCollective 2020).



A collection of factory structures at 221 Sterling Road (CBCollective 2020).

Themes and Existing Built Form: 1900s-1930s

Theme: Urban Environment
Sub themes: Residential Development; Commercial Development

Contribution to Existing Built Form:

- Dwellings on Perth and Sterling streets, primarily duplex and terraced forms;
- Detached dwelling on the south side of Bloor Street; and
- Dwellings and mixed-use buildings on Bloor Street.



Rows of dwellings from the early 1900s at 228-238 Sterling Road (CBCollective 2020).



A pair of mixed-use buildings at 1419-1421 Bloor Street at the intersection with Sterling Road (CBCollective 2020).

1.6 INDUSTRY & MANUFACTURING CHANGE 1940s - 1980s

Industry and manufacturing remained significant economic activities in the study area, although different companies came to occupy the industrial buildings constructed at the beginning of the century. By the mid-1940s for instance, the Fairbanks-Morse complex had been taken over by other businesses including Moloney Electrical Co. Transformers (who occupied the property until the 1980s), J.H. Lock Refrigeration Machines, Freuhauf Trailor, Canada Food Products and Imperial Woodworking.¹⁰ Industries on St. Helen's Avenue included millwork, dies, castings and clothing production. This remained the case until the 1980s (Figures 22 & 23).

The cultural composition of the area began to change in the 1960s with census data from 1961 offering insight.¹¹ It should be noted that these findings pertain to the census tract which is larger than the study area. Of the 6000 residents in the census tract, more than half (3400+) were born in Canada. The next largest group (2000+) were born in Europe, followed by the UK (500+), the Commonwealth (70), Asia (65) and Scandinavia (15).¹² Given that Canada was the place of birth for most residents, it is not surprising that English was the language spoken by the majority of residents (3500+). While more than 25 other languages were spoken by residents, 20 of these were spoken by fewer than 100 residents. While the area was home to a diversity of people, it does not appear to be either a reception or migration area for any specific cultural community in the early 1960s.

In 1963, Perth and Sterling streets were connected at the south end of the block. This involved the demolition of several dwellings at the south end of Perth Avenue, and its extension east to meet Sterling Road.

The 1980s saw significant environmental concerns in the area. While these pertained primarily to industries located north of the study area, it highlighted the dangers of residential and industrial properties in proximity, and often adjacent, to each other.

10 It appears that Fairbanks-Morse moved its factory to Sherbrooke, Quebec by the early 1940s. Advertisement "Fairbanks-Morse Stoker," *Toronto Star*, September 2, 1941, p. 7.

11 University of Toronto Libraries, Map and Data Library. 1961 Census of Canada. Population file - male (POP110-MG1) and Population file - female (POP110-MGA).

12 Commonwealth (Australia, India, Pakistan, South Africa, West Indies); Scandinavia (Denmark, Iceland, Norway, Sweden); Europe (Austria, Belgium, Czechoslovakia; Finland, France, Germany Greece, Hungary, Iceland, Italy, Netherlands, Poland, Ireland, Roumania, USSR, Switzerland, Yugoslavia); Asia (China, Japan); United Kingdom (England, Scotland, Wales, Northern Ireland).

Themes and Existing Built Form: 1940s-1980s

Theme: Economic Activity
Sub theme: Industry & Manufacturing

Contribution to Existing Built Form:

- Remnant industrial buildings east of CPR Corridor and at Value Village site; and
- Infill tower development at Bloor and Perth streets.



Infill mid-rise residential building at 120 Perth Avenue (CBCollective 2020).

1.7 INDUSTRY DECLINE AND RESIDENTIAL REDEVELOPMENT - 1990s - PRESENT

By the late 20th century many of Toronto’s industrial operations were in decline, and the large sites left behind by closures created opportunities for new uses or redevelopment. This change had a large impact on the study area, with its high proportion of industrial uses adjacent to the two railway corridors. The post-industrial transformation manifested in both adaptive re-use of the extant building stock, and large scale infill development taking advantage of the very large industrial parcels preceding them.

The first large scale infill developments date to the 1980s, and continued through the 1990s and beyond with townhomes and residential towers built on the generous sites (Figure 24). The pattern is ongoing with several development applications in process for parcels adjacent the railway corridor on Perth Avenue. In other cases adaptive reuse has reanimated former industrial sites with a diverse array of uses including rental, industrial and commercial lofts; condominium lofts; retail; and a church.

Themes and Existing Built Form: 1990s-present

Theme: Urban Environment

Sub theme: Large scale Redevelopment

Contribution to Existing Built Form:

- Additions and renovations related to adaptive reuse of remnant industrial buildings; and
- Infill townhouse and tower developments on former large industrial parcels.



Infill townhouses at 1386-1400 Bloor Street make use of a large formerly industrial site (CBCollective 2020).



Former industrial buildings were adapted into a place of worship in 2000 at 56 Perth Avenue (CBCollective 2020).

2.0 FIGURES

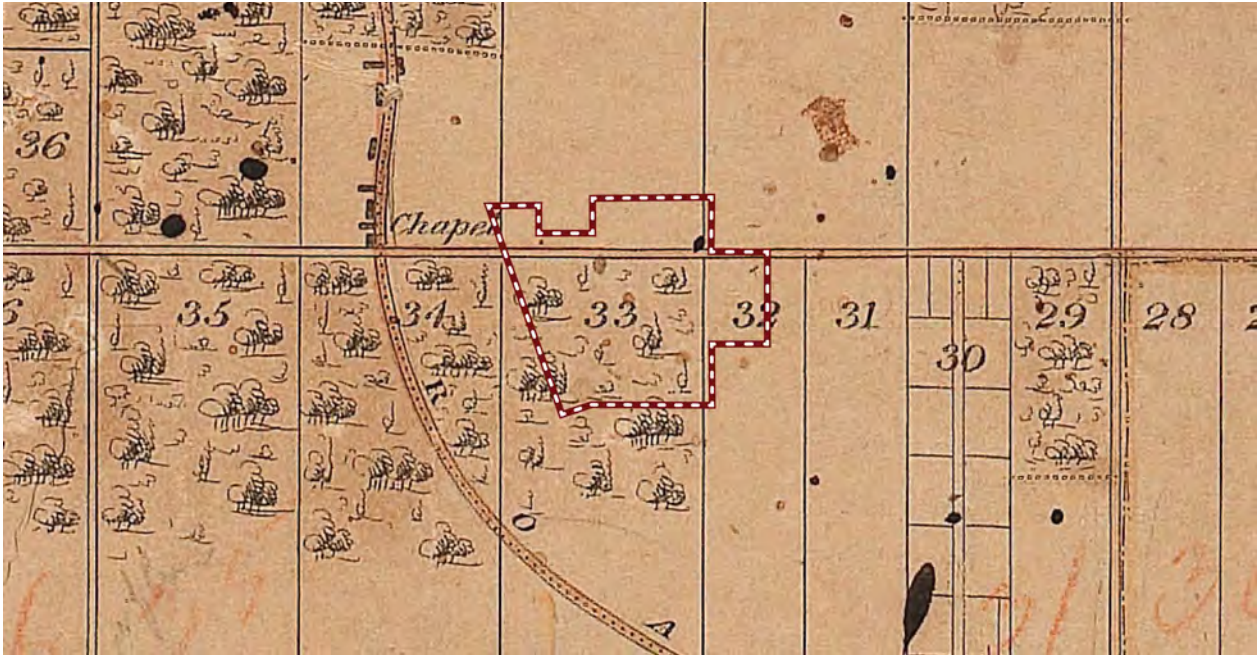


Figure 1: 1851 J.O. Browne plan of York Township with study area outlined in red the arrangement of park and farm lots are seen, as is the concession road (Bloor Street) passing through the upper portion (City of Toronto Archives).

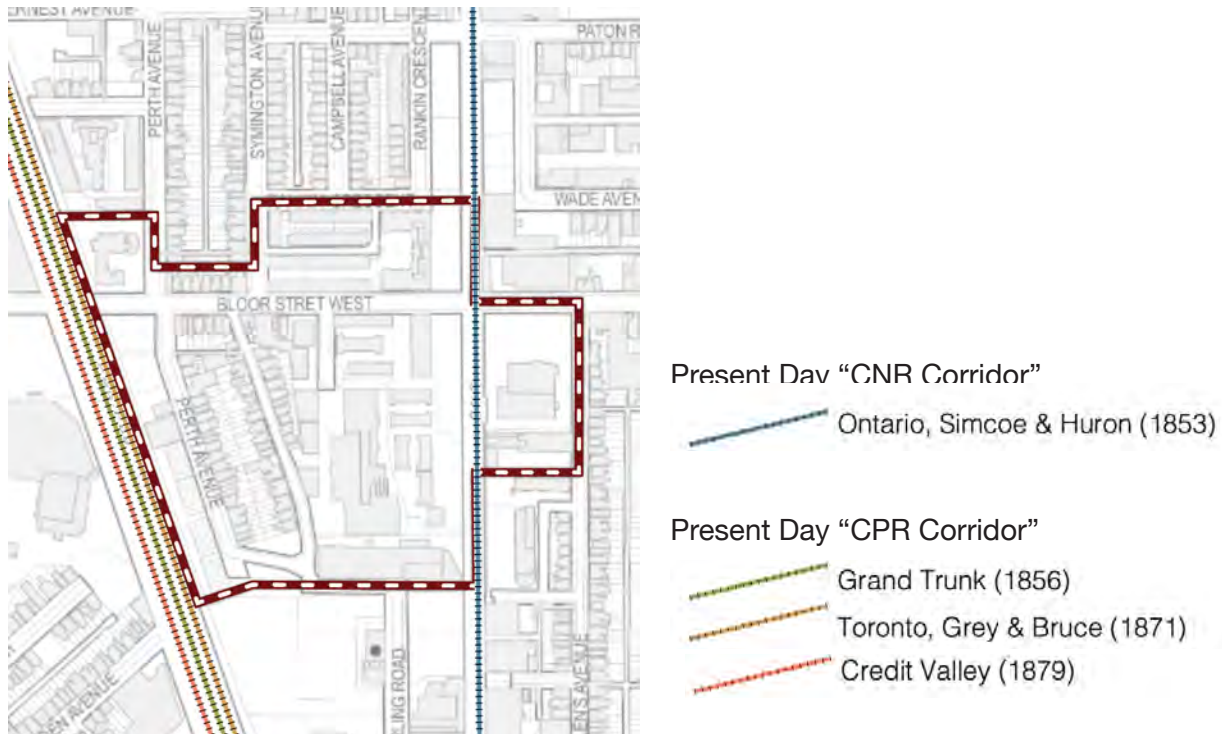


Figure 2: Map showing railways in and adjacent to study area, with dates of construction (City of Toronto, CBCollective 2020).



Figure 3: 1868 Gehle and Hassard military reconnaissance sketch with study area showing sparse development along the concession road (Bloor Street) at the time (*Library and Archives Canada*).

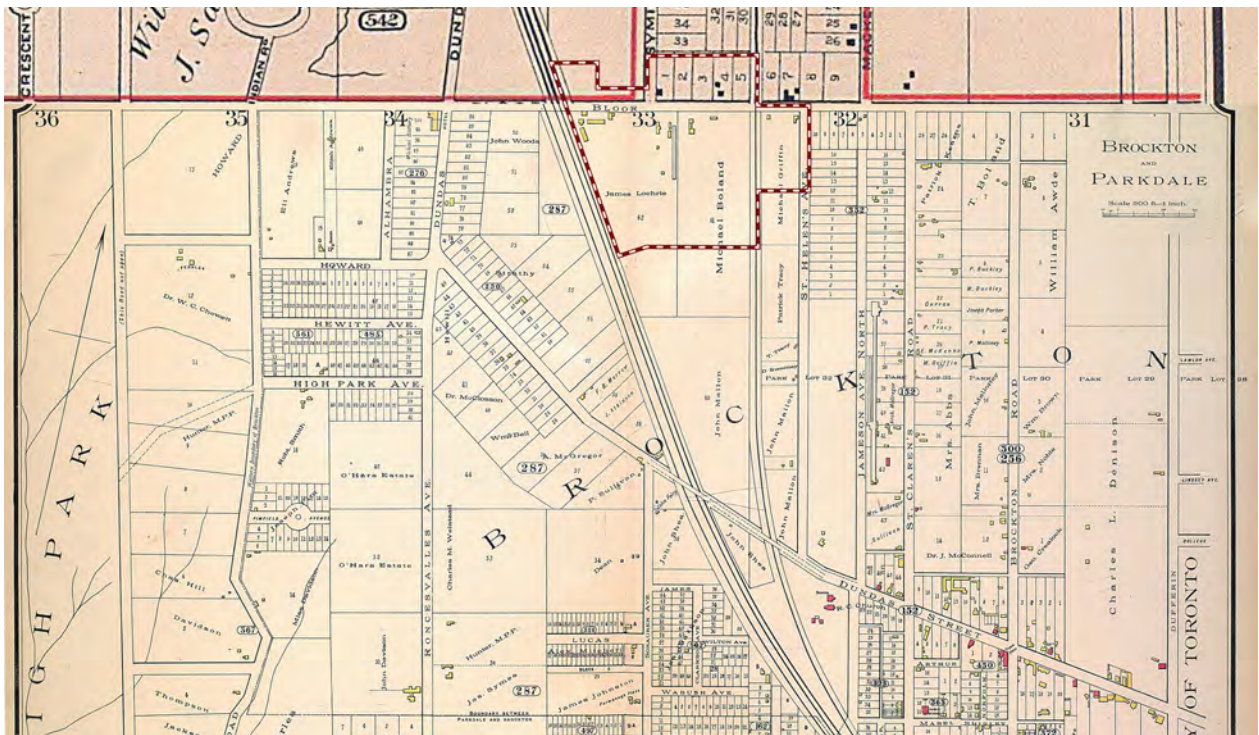


Figure 4: Composite of plates from 1884 Fire Insurance Atlas, showing the study area (outlined in red) in the northeast portion of Brockton Village. Note the typically urban form characterizing the village centre at Dundas Street and Brockton Avenue, compared with the rural form of the study area (*City of Toronto Archives*).

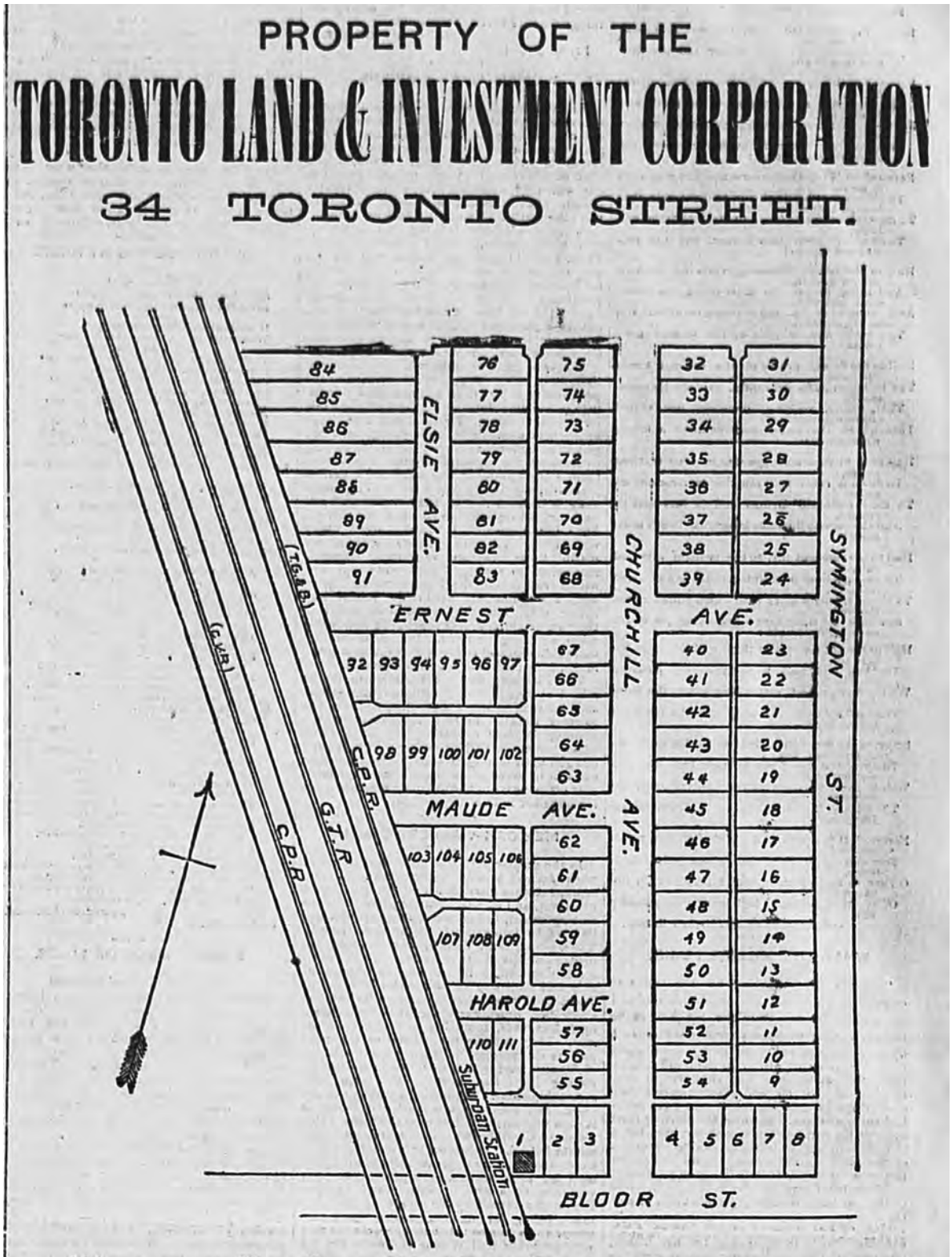


Figure 5: Detail of 1887 newspaper advertisement for building lots northwest of Bloor and Symington streets (subdivided by Registered Plan M-23 that same year), boasting frequent railway service to central Toronto via the GTR's Suburban service. The Suburban line was serving Bloor Street by 1887 but ceased running by the mid 1890s (*The Globe*, May 14, 1887).

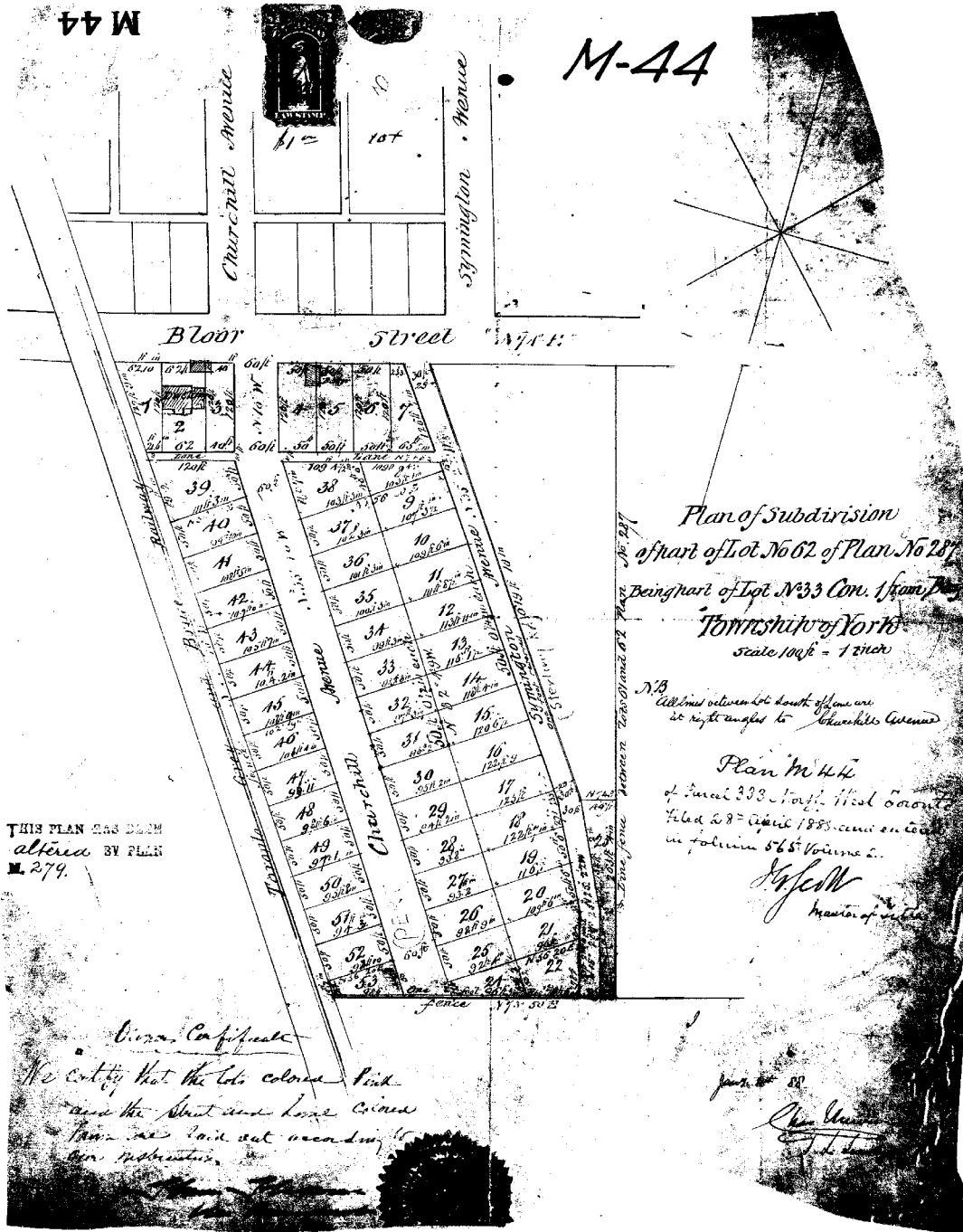


Figure 6: Registered Plan M-44 showing the subdivision of lands southeast of Bloor Street, angled to run parallel to the CPR rail line. Lots from the subdivision plan on the north side of Bloor Street is visible (Accessed at: Onland.ca).



Figure 7: c.1901 photograph looking east on Bloor Street over CNR corridor, with buildings associated with the Griffin Estate at right. The Griffin lands were subdivided with residential lots by 1893 but would eventually be developed industrially to take advantage of the railway line (*City of Toronto Archives: s0376_f10003_it0024*).



Figure 8: c.1901 photograph looking southeast from the CPR corridor. The first residential buildings associated with suburban development can be seen behind the agricultural building at centre, with 73 Perth Avenue visible directly to its left (*City of Toronto Archives: s0376_f10003_it0021*).

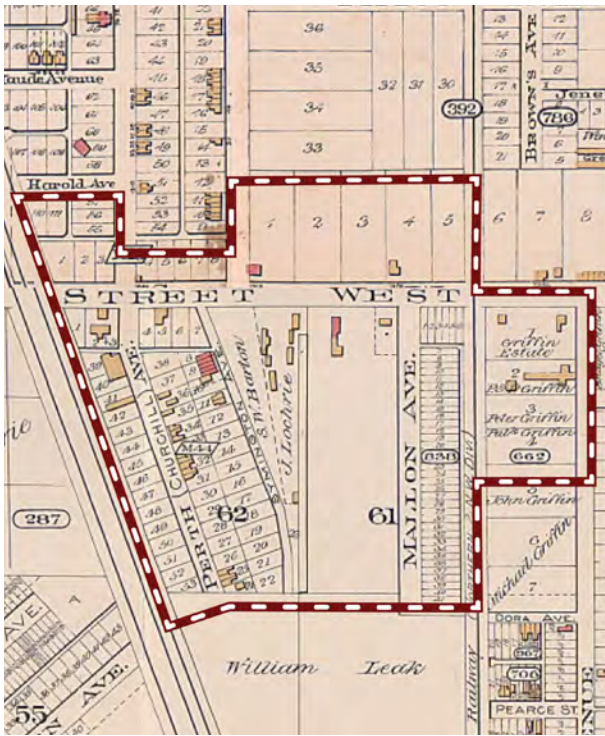


Figure 9: 1890 Fire Insurance Atlas showing the residential subdivisions and initial build out (*Toronto Public Library*).

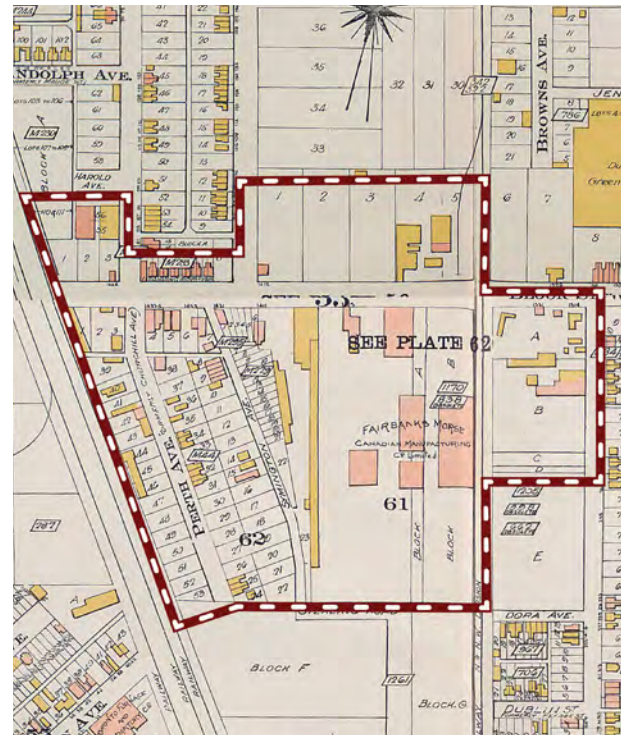


Figure 10: 1910 Fire Insurance Atlas showing continued residential development and significant industrial growth of the 1900s (*University of Toronto Map & Data Library*).

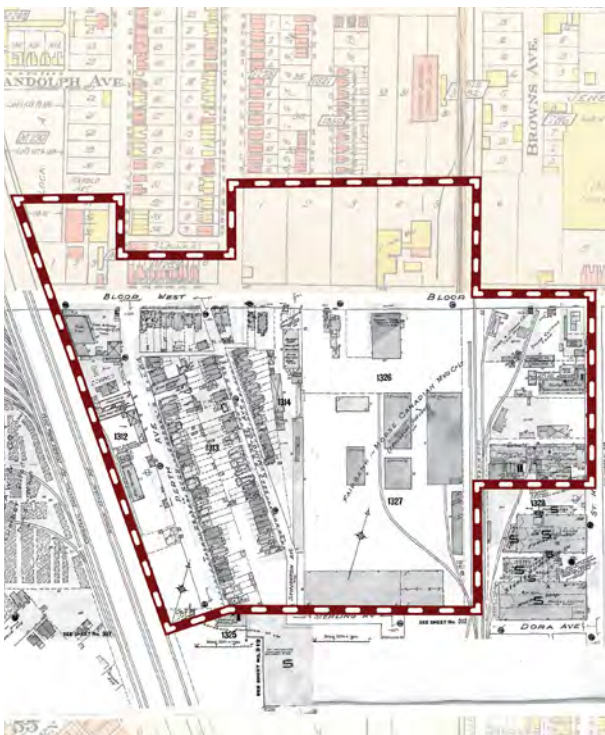


Figure 11: 1914 Fire Insurance Plan showing the continued build-out and industrial expansion south of Bloor Street (*University of Toronto Map & Data Library*).

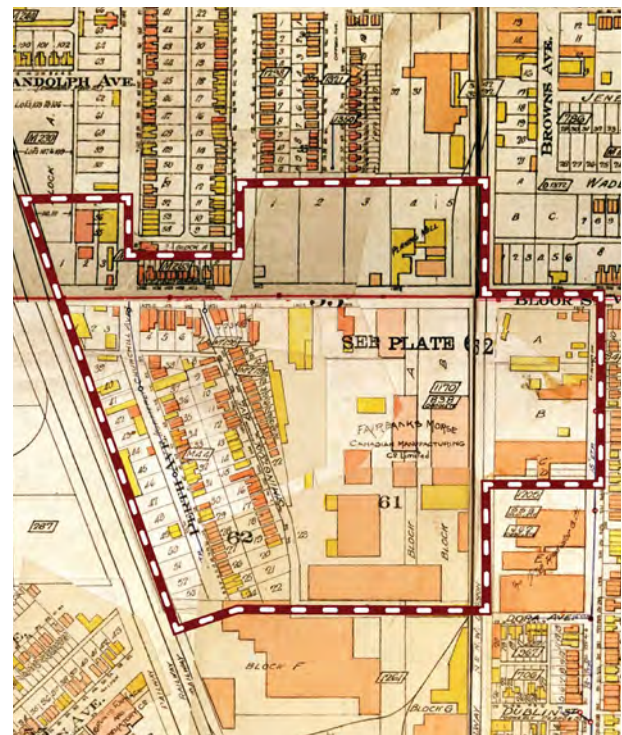


Figure 12: 1924 Fire Insurance Atlas showing the area's built extents by the mid-1920s (*University of Toronto Map & Data Library*).



Figure 13: c.1901 photograph looking northwest from a roof nearby 1391 Bloor Street. The house associated with James Lochrie at 1411 Bloor Street is visible at left (*City of Toronto Archives: s0376_f10003_it0025*).



Figure 14: A Canadian Fairbanks Morse exhibit displaying the range of goods produced by the company, 1912 (*LAC, William James Topley, PA-010422*).



Figure 15: 1923 photograph of the Fairbanks Morse warehouse on the south side of Bloor Street, with a dwelling and mixed-use building seen to the west (*City of Toronto Archives: s0372_ss0003_it0502*).



Figure 16: View of the Canadian Fairbanks Morse factory looking northwest, c1914. Note the railway tracks at the bottom right of the photograph (*LAC, Dept. of National Defence, PA-024502*).



Figure 17: c.1891 photograph showing the greenhouse complex northwest of the Bloor Street and the CNR corridor that preceded the planing mill (*City of Toronto Archives: s0376_f10003_it0022*).



Figure 18: 1935 photograph looking northeast at the Hancock Lumber Company's planing mill facility, with CNR corridor's subway at right (*City of Toronto Archives: s0372_ss0003_it1383*).



Figure 19: 1934 photograph showing the built character of Bloor Street west of the industrial facilities (*City of Toronto Archives: s0071_it10162*).



Figure 20: 1923 photograph showing industries east of the CPR corridor, including coal yards at centre-right. The railways' level crossings constituted a constant impediment to traffic through the area along Bloor Street (*City of Toronto Archives: f1266_it0216*).



Figure 21: 1925 photograph looking east from the new CPR corridor subway at the parade celebrating the removal of both level crossings (*City of Toronto Archives: f1266_it6057*).

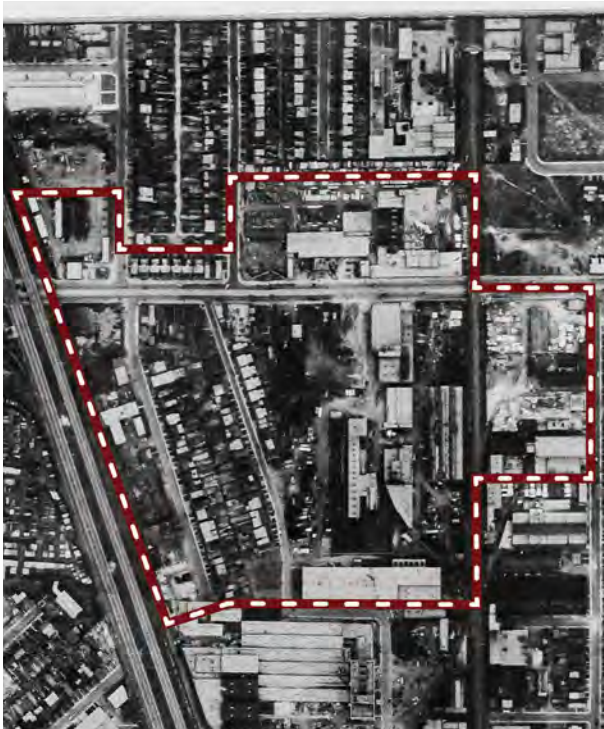


Figure 22: 1947 aerial photograph showing the build extents and character of the study area following the Second World War (*City of Toronto Archives: s0012_f11947_it0018e*).

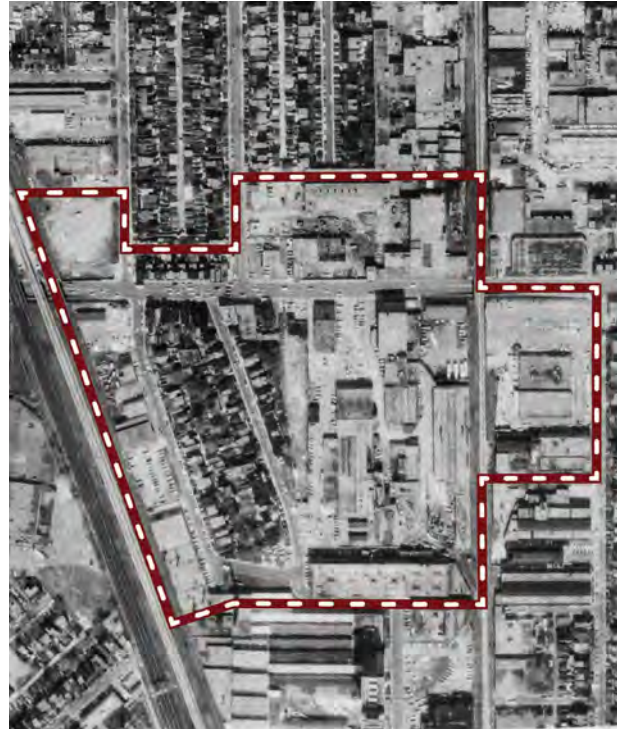


Figure 23: 1983 aerial showing signs of industrial decline at where Bloor intersects St. Helens Avenue and at Perth Street (*City of Toronto Archives: s0012_f11983_it0048h*).

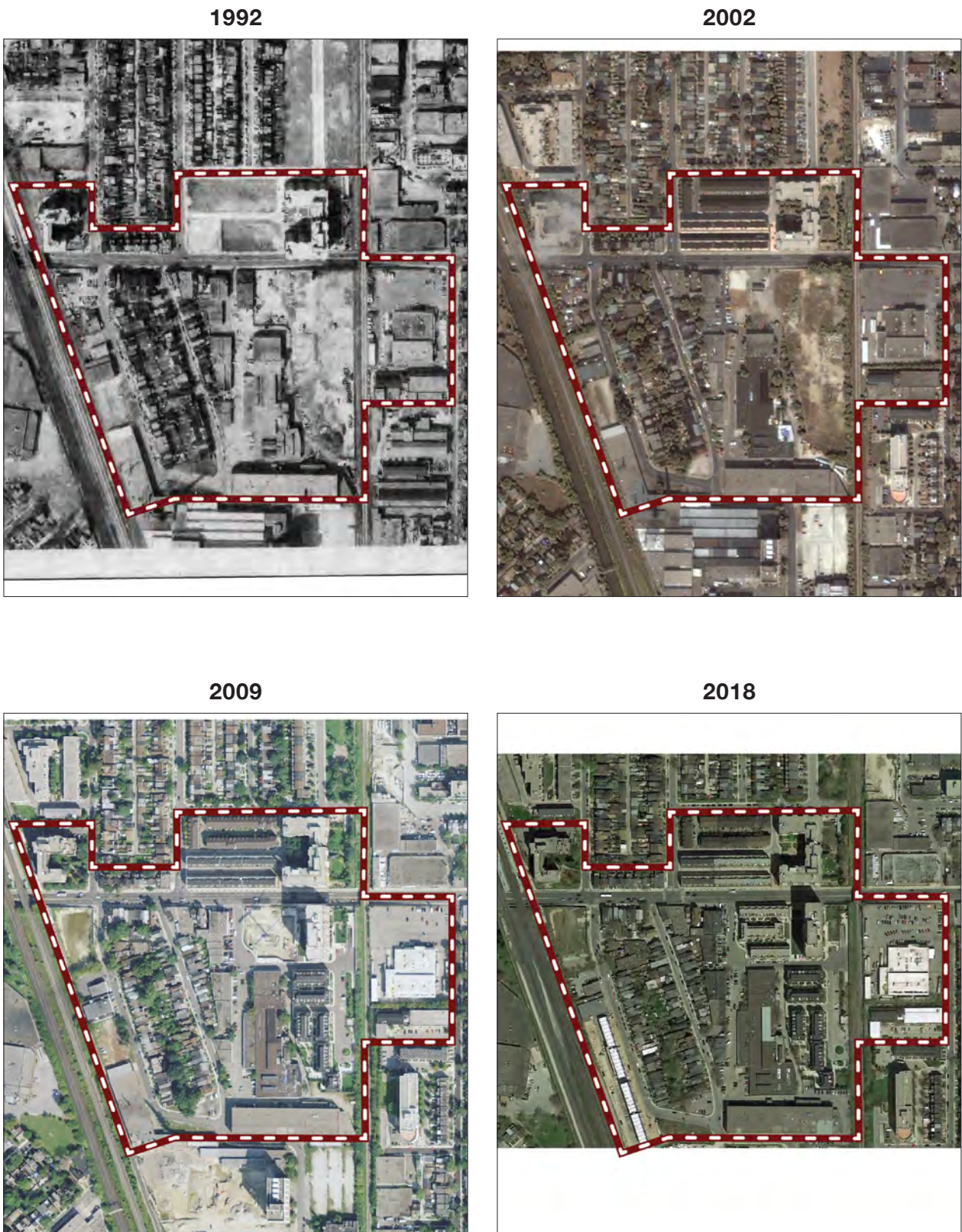


Figure 24: Series of aerial photographs showing the transformative nature of infill developments on former industrial sites in the 1990s, 2000s, and 2010s (*City of Toronto Archives: Series 12, various*).