

1. The Overview

The Town of York began because the threat of an American attack on Upper Canada created a need for a new capital. Lieutenant Governor John Graves Simcoe chose the site because it provided a secure location for the capital to grow. The population expanded over the next several years as soldiers, government officials, tradespeople and merchants came to build the town, increase their wealth and pursue business opportunities.

Simcoe knew that the town would only be safe if he ordered soldiers to build a fort to take advantage of the natural harbour created by, what is today, the Toronto Islands (*see 1793 map*). The harbour ensured that the only way for American troops to approach the town was by water and from the west, so Simcoe decided to locate the new Town of York some distance to the east of the entrance to the harbour. To secure the approach to the harbour he had soldiers build a Garrison (Fort York) right at the western entrance of the harbour. Simcoe was very concerned about a naval attack because the Americans were only 50 km away across Lake Ontario. Fort York's closest support was other British forts located on the Upper Great Lakes (Lake Huron, Lake Michigan, Lake Superior). The only way to send supplies between forts was via the Toronto Passage (a portage trail along the Humber River). To make the transfer of supplies easier between the Upper and Lower Great Lakes, Simcoe planned for soldiers to build a road (Yonge Street) to connect Lake Ontario with Lake Simcoe.

While the soldiers built Fort York and Yonge street, government officials and their families began to settle in the town. They had to move from Newark, the first capital of Upper Canada (now called Niagara-on-the-Lake) to keep their government jobs. They did not want to leave their comfortable homes in fashionable Newark for the "wilderness" of the Town of York. To encourage them to move to the new capital, Simcoe offered the officials a free building lot inside the town (one acre in size) AND a 100 acre *park lot* to the north of the town. (An acre is about HALF the size of football field; 100 acres is about the size of 50 football fields!) Simcoe also offered the government officials the chance to buy more land in the park lots at a cost of one shilling an acre (about 25 cents). The availability of inexpensive land and continued employment allowed these government officials to become some of the wealthiest people in the colony. The last names of some of the government people who came to Simcoe's York were Russell, Scadding, Willcocks, Jarvis, McGill, Shaw, Macauley and Denison (their names survive to this day as familiar street names).

Government employees (soldiers and officials) were not the only ones to come to the Town of York. The new town needed skilled individuals such as builders and business people who would operate stores and provide services, so trades people and business entrepreneurs were attracted to the new town. Most came from England, but some came from other parts of Europe, particularly Germany. Life was challenging in the new town for everyone. For the "government elite", life was not what they were used to in England but they still kept many of their traditions. They wanted fine china, tea, spices and special furniture or goods from England (and Europe) plus sugar and other items from the West Indies. Their desire for "luxury" items meant the Town of York became a regular stop for boats bringing these goods. The needs of the "upper classes" combined with those of the "common folk" meant that there was great opportunity for entrepreneurs. Farmers' Markets sprang up and small businesses were established to serve the little town. The economic opportunities created by the expansion of the town improved the conditions of many new residents and encouraged others to come and seek their fortunes.

2. Signs of Growth

- Fort York built at western entrance to the harbour (to protect the Town of York)
- Yonge Street planned and under construction (eases the transportation of supplies between British forts)
- land was cleared and “roads” were built according to Simcoe’s town plan (10 blocks)
- Parliament Building one of the first buildings constructed; it was constructed of wood and not very “impressive”
- land in the town was divided into 1 acre building lots; these lots were for the homes of government people
- land north of the town divided into 100 acre lots (*park lots*) and given to government officials
- boats began travelling to the Town of York’s harbour to bring supplies and people
- tradespeople, merchants and entrepreneurs began arriving, attracted by opportunity

3. Reasons for Growth

- **site / situation advantages:**
 - protected harbour and flat land good for building
 - lots of mature trees (timber for building)
 - rivers & lake (fresh water; fish; transportation)
 - good farmland nearby
 - other settlements nearby
- **political / military reasons:**
 - site selected by John Graves Simcoe as “the best place” for the new capital of Upper Canada
 - Garrison (Fort York) located at harbour entrance to protect York from American attack
 - Garrison also a naval base to protect other British settlements on Lake Ontario
 - soldiers responsible for much of the construction in and around York
 - government officials had to move to York to keep their jobs
- **economic reasons:**
 - soldiers could improve their social status by serving in the army and receiving land when they retired
 - government officials and their families given free land and had well paying jobs
 - tradespeople and “entrepreneurs” came seeking business opportunities and a better life
 - the success of the first settlers created opportunities for more people to come

1. The Overview

The years between 1793 and 1815 saw the Town of York's population nearly triple in size. This expansion was largely due to government planning, the success of early entrepreneurs and the economic boom created by the War of 1812 against the United States of America.

Lieutenant Governor John Graves Simcoe (who founded York in 1793) believed that towns should be planned carefully, so he appointed Peter Russell to draw up a new plan for York in 1796. He also hired an American, Asa Danforth, to build a road (Kingston Road) to connect York to Kingston. Simcoe and his family returned home to England that same year to govern Upper Canada from a distance, but Russell's plan still went forward. The plan extended the northern limit of York to Lot Street (now Queen Street) and the western boundary to Peter Street (a street Mr. Russell named after himself). This was referred to as the "New Town". He did not plan for very much expansion to the east because of the mosquito infested swamps and marshes of the Don River. The new "Kingston Road", however, was built to the east. This route connected the growing Town of York to Kingston and other settlements expanding along the northern shore of Lake Ontario.

With the new plan in place and Kingston Road being built, the Town of York began to grow! The increase in population was matched by an increase in new buildings and businesses. In the early part of the 1800s, Russell built a jail at the corner of King Street and Toronto Street. One block to the east, St. James' Church was built. The first church in the town, it was the place of worship for the British government officials (all the government people and soldiers belonged to the Anglican Church or "Church of England" as it was then called). People who did not belong to the Anglican Church did not have meeting places of their own and gathered at each other's homes for services. Other buildings connected with the growth of business in York were constructed during this period: a market at the foot of Jarvis Street (at Front Street), Jordan's Hotel (at King and Berkeley Streets), Jesse Ketchum's tannery on Adelaide Street, and Joseph Cawthra's Apothecary Shop (today it would be called a pharmacy or drugstore) at King and Yonge Streets. As more buildings were constructed and businesses were established, the town seemed a little bit less of a wilderness and more people (especially young people) were willing to move there.

Another significant building was the lighthouse built in 1808 on the sand peninsula across from Fort York that protected the Toronto harbour. This turned out to be good planning as Britain and the United States went to war with each other in 1812. Wars are often good for the economy and this was the case in York; more British troops were stationed at the Fort so more food and services were needed. The soldiers also came into town during their free time to spend money benefitting local businesses. This business helped the town grow. However, the war also brought bloodshed to York! On April 27, 1813, 14 American warships were spotted out on the Lake, approaching Fort York. The Americans captured the Fort, but the British, to stop the Americans getting their supplies, set fire to their own storehouse. Angered by this, the Americans headed east and raided the town. They looted the stores along King Street, raided homes and stole the mace from the Parliament Buildings (the mace is the large carved stick that is carried when a session of parliament opens). Then, they set fire to the Parliament buildings. (Later in the war, when the British attacked Washington they set fire to the U.S. President's mansion. The outside of the walls were charred. To hide the burn marks they were covered with whitewash. Ever since, the President's house in Washington has been known as "The White House"). By 1815 the war was over and the Town of York was rebuilding. While the war was costly in some ways, there were benefits to the little town as rebuilding created jobs and other economic opportunities. The people of York had defended their town to the best of their ability. They were proud of themselves and their community. There was a new spirit of optimism!

2. Signs of Growth

- Peter Russell's new Plan for the Town of York expands boundaries to the west and north of the original 10 block town
- Asa Danforth contracted to build a road east to Kingston to improve the transportation of goods to other towns
- in 1808 a new lighthouse was built on the peninsula (today the Toronto Islands) across from Fort York
- Town of York now had a jail, a church, about 20 stores, and 117 one-story frame houses
- population nearly triples between 1793 and 1815

3. Reasons for Growth

- **site /situation advantages:**
 - new lighthouse made access to town of York's harbour safer for shipping; helps secure town from American attack
 - expansion of "New Town" to the north and west is away from the swamps at the mouth of the Don River to the east
- **political / military reasons:**
 - War of 1812 meant that more soldiers came to Fort York to protect the town
 - soldiers visited the town during their free time for food, drink, clothes, entertainment; this created business opportunities and jobs!
- **economic reasons:**
 - improved transportation
 - the success of early entrepreneurs allows them to hire more employees and encourages others to start new businesses
 - rebuilding town after the War of 1812 ended created new jobs and economic opportunities
 - the construction of St. James' Church and public buildings like the jail made the Town of York a more attractive place to live

1. The Overview

After 1815, the population of the Town of York had grown ten fold, so in 1834 it became a city. The new City of Toronto had many new services and factories that made it a more attractive place to work and live. The prosperity of Toronto, however, was not evenly shared. In the first city election, ordinary working people elected William Lyon Mackenzie (a Reformer) as Mayor to oppose the families of the rich government officials who had settled in the Town of York in its early days.

In Toronto, people with money used new services to make their lives easier. One could journey to Kingston (along the completed Kingston Road) by catching the stagecoach at the Coffin Building (named because of its unusual shape) at the intersection of Front and Market Streets. Toronto also had regular mail service, although you had to go to the post office on Frederick Street to pick up letters. The city also began collecting garbage in the 1820s. Several new buildings were constructed in the “New Town” north and west of the original settlement, including the first real hospital on King Street, near Peter Street and a new Parliament Building at Front and Simcoe Streets. The “Third Parliament Building” replaced the Second that had burned down in 1820 (Americans had burned the First Parliament Building during the War of 1812).

To serve the financial needs of the growing population, the Bank of Upper Canada opened in 1822. There had been a debate as to whether the bank should open in Kingston or in the Town of York. By selecting the Town of York, the town's importance as a financial centre was established. The bank played an important role financing new commercial activity and this activity helped the future city to grow. The bank was also one of the town's first brick buildings. Located near the corner of Adelaide and Frederick Streets, the building is still there. Thanks to the Bank of Upper Canada, business and industry also flourished in the town. The market area along King Street now had specialty shops. Besides businessmen, there were also enterprising women; some were lace makers, dressmakers, spinners and weavers. There were also women who were nurses, mid-wives and several who founded private girls' schools. As farms developed outside the town, grist mills were needed to grind grain into flour. One of the largest windmills was built by William Gooderham and James Worts by Lake Ontario (near the Don River, east of Parliament Street). The windmill became an important landmark in Toronto. All of these businesses encouraged the growth of York by providing jobs for people moving to the capital.

As the wealthy people (nicknamed the “Family Compact” by Reformers) became richer they built large homes on their large properties (*park lots*) that were now part of the City of Toronto. By 1834, however, there were many ordinary, working people in Toronto and life was not easy for them. They worked long hours in the city's factories. They lived in small log cabins or little wood frame houses. They used oiled paper instead of glass for windows and only had a few pieces of simple furniture. In many of these homes, meals were cooked in open fireplaces. A slum developed in the area around Queen and Yonge Streets (called Macaulay Town) and as the town spread to the east, housing for the working classes was built in the area of the Don River's swamps and marshes. Cholera epidemics (caused by polluted water) hit the city and affected the working class first. Over 200 people died in 1831 and over 750 died in 1834 when the epidemic struck again. The champion of the middle and working classes was William Lyon Mackenzie. A Reformer, journalist and founder of the newspaper “The Colonial Advocate”, he arrived in York in 1820. His newspaper constantly criticized the members of the Family Compact. On March 6, 1834, the Town of York became the City of Toronto and William Lyon Mackenzie became the first mayor. He designed a crest for the new city and was responsible for the city's motto: “Industry, Intelligence, Integrity”. Mackenzie's year as mayor was not particularly successful and when he left office, many of the problems faced by the working class still existed. It seemed that Toronto was growing too quickly.

2. Signs of Growth

- Town of York incorporates as the City of Toronto in 1834
- City of Toronto had over 100 stores and over 1000 houses
- stagecoaches ran to Kingston along Kingston Road
- mail service began
- garbage pick up began (before the 1820s garbage was dumped in Lake Ontario, ditches, streets, and in the woods)
- Bank of Upper Canada opened in 1822
- small industry began to develop:
 - Peter Freland built a soap factory at Yonge and Front Street
 - Fred Dutcher had a plough manufacturing company, his 80 workers turned a ton of iron a day into farm tools
 - also a steam engine factory, a leather manufacturer and a carriage works
- the “Family Compact” built estates on the park lots: e.g. the Denison’s “Bellevue”; the Boulton’s “The Grange”; the Jarvis’ “Rosedale”
- Chief Justice Campbell built an elegant home in town; a large brick house on Adelaide Street
- many people lived in slums (with poor sanitation and polluted water)
- many people of the working classes died in cholera epidemics (1831 and 1834)

3. Reasons for Growth

- **site /situation advantages:**
 - flat land near the waterfront is an ideal place for factories to develop
- **political / military reasons:**
 - City of Toronto remains the capital of Upper Canada despite competition from Kingston
 - years of peace with the United States means economic growth is not interrupted by war
- **economic reasons:**
 - Bank of Upper Canada locates in the Town of York in 1822 making it the financial centre of Upper Canada
 - Bank of Upper Canada provides loans to people to build factories and other businesses
 - manufacturing begins, new jobs attract people to the town

1. The Overview

The years between 1834 and 1867 were eventful ones. Despite a political uprising in the late 1830s that led to the loss of Toronto's position as a capital city, during the 1840s, 50s, and 60s large investments in public services combined with an industrial revolution and famine in Ireland caused a major expansion of the city's population and economic power.

In 1837, William Lyon Mackenzie, the first mayor of the city, and his supporters, the Reformers, marched on Toronto. Although the small battle between the members of the Family Compact and the Reformers took place well outside the city limits (just north of present day Yonge Street and Eglinton Avenue), it was enough to stir up the city's residents. Two of the rebels were tried and hung for their part in the rebellion and Mackenzie fled Upper Canada, unable to return for many years. However, other political events did more to change Toronto. In 1841, the Union Act combined Upper and Lower Canada into a single province and called for the establishment of a new national capital. Toronto's old rival, Kingston, was chosen because it was between Quebec City and Toronto. Even though Toronto was no longer the capital of Upper Canada (which no longer existed), the courts, land agencies and government offices stayed in Toronto and the city took on a new status as a kind of "unofficial" provincial capital!

In the 1840s, 50s and 60s a number of public services were established or improved. Roads were enhanced and so was the harbour. Other improvements came with the founding of the Consumers Gas Company and better water service. A new City Hall was built at the corner of Jarvis and Front Streets. The first "free school", was established in 1848 by Mr. Enoch Turner who paid to educate the children of his employees. A year earlier, the newly established Toronto Board of Education had begun opening "public schools", but they were not considered "free" because families paid for them through their taxes. The establishment of schools and the development of the public school system led to the building of the first Teachers' College in Toronto. Called "the Normal School", its doors were opened in 1847. Other changes included the introduction of horse drawn streetcars in 1861 (the city was getting too large to easily get around on foot), the building of a new General Hospital on Gerrard Street and the establishment of two large park areas: Allan Gardens and Queen's Park. This period also saw the railways come to Toronto; the first line was built in 1851 to connect Toronto to Barrie and Collingwood (a ship building centre). Over the next 15 years, many more rail lines were built.

The expansion of the railways helped Toronto grow as a business capital, but also started Toronto on its way to being an industrial centre. Building the railways created a demand for iron and the Toronto Rolling Mills filled the need. This facility, near the mouth of the Don River, produced railway iron as well as tons of manufactured nails each year. Close by was another growing industry; the Gooderham and Worts Distillery made alcohol for a thirsty city.

The success of industry in Toronto and the jobs it created made the city particularly attractive to the thousands of desperate (and poor) Irish immigrants coming to Canada seeking a better life because of the severe hardships created by the Irish Potato Famine. In the early 1850s, it was not unusual to have 300 - 600 people arrive each day. This rapid growth in population put a great strain on housing and other city services. For the first time, the city formally expanded to the east. The swamps and marshes near the Don River were drained and small cottages were built to house the newcomers. Toronto in 1867 also had a growing middle class. The wealthy built large mansions; the middle class lived in attractive row houses in the downtown area (many of these buildings are still part of our city today). As fireworks lit up the night sky on July 1st 1867 to mark Confederation and the birth of the Dominion of Canada, Toronto was a leading financial and industrial hub.

2. Signs of Growth

- new City Hall built of brick and stone (a multipurpose building, it also housed a police station, a jail and a market)
- 1849 Fire made way for other stone and brick buildings such as:
 - St. James' Cathedral (located at King and Church streets, an Anglican church still in use today)
 - St. Lawrence Hall (used as a town meeting place and concert hall, today a unique banquet hall)
- roads and harbour improved
- gas lights on the streets and in the factories and homes of people who could afford them (gas lights can still be seen on King street near Jarvis)
- public education paid for with taxes only (Toronto Board of Education established in 1847)
- railway comes to Toronto
- large scale industry relying on machinery begins to expand in the city:
 - Toronto Rolling Mills and the St. Lawrence Foundry, Engine Works and Machine Shop
 - Gooderham and Worts Distillery and the Enoch Turner Brewery
 - cabinet and chair factories
 - shoe making factories
 - tobacco processing factories
- swamps and marshes near the Don River drained and developed for housing new immigrants (mainly the Irish)
- three universities and a growing number of private and public schools

3. Reasons for Growth

- **site /situation advantages:**
 - factories built on flat areas near the lake
 - ideal for receiving raw materials by ship and transporting finished goods by rail
- **political / military reasons:**
 - new trade agreements with the USA meant goods could move through the USA on their way to Britain and Europe
 - despite losing its title of "Capital of Upper Canada", Toronto keeps the courts, land agencies and government offices
 - creation of public schools made Toronto a more attractive place to live for families with children
- **economic reasons:**
 - gas lights allow factory employees to work longer hours
 - railways make the transportation of materials and manufactured goods faster and less expensive
 - heavy industry (manufacturing) expands, new jobs attract people to the town, particularly new immigrants

1. The Overview

The industrial revolution reached Toronto during the 1850s and 60s, but exploded between 1867 and 1902. The jobs created in the factories (and stores that sold the goods) attracted even more people to the city. The growing population relied on new technologies, growing city services and expanded city boundaries to make life more comfortable.

Toronto's growth as an industrial centre happened quickly. In 1871, there were 531 manufacturing companies employing 9 400 people. Twenty years later the variety of industries decreased, but the number of people they employed grew to 42 515. Small companies based in towns outside Toronto, like Hart Massey's agricultural machinery factory, moved to Toronto and built large industrial plants. Local manufacturers began producing goods that had up until this time been imported. Toronto became a centre of diversified and speciality manufacturing including furniture making, publishing and piano building! All of these manufactured goods needed to be sold to a growing population. To meet this need within the city and beyond, two gentlemen, Timothy Eaton and Robert Simpson, opened large department stores across from each other at the corner of Queen and Yonge Streets. The Eaton's store opened in 1869 with Simpson's following in 1872. The lure of jobs in both factories and stores pulled people to the city and the population continued to grow. Some people came from Great Britain but young people from other parts of Ontario and Canada came as well.

The growing population looked to advances in technology to make the city more "livable". One of the most significant advances in building construction was the invention of the cast iron frame and later, the steel frame; this meant that buildings could be built taller. As a result, buildings at the turn of the century were much taller than earlier buildings. Perhaps more significant than the use of steel in construction was the "electrification" of the city. The new taller buildings could now rely on electric elevators, businesses could now communicate by (electric) telephone and the horse drawn streetcar was replaced by the electric streetcar. The streetcar was a particularly important invention as Toronto's boundaries were expanding and it was no longer possible to easily walk from one end of the city to the other.

Toronto's growing population meant that there was an increased demand for housing. To meet the demand, the city's boundaries expanded through a series of annexations. Some of the former *park lots* were subdivided into building lots (the first "subdivisions") and the city experienced a building boom. One example was the subdivision of "Bellevue", the property of the Denison family (today's Kensington Market). In the late 1870s and 80s brick row houses were built for Toronto's growing population of British people working in various trades. The skilled bricklayers who came to Canada from England and the high quality bricks that were produced in Toronto because of its rich clay deposits meant that many new row houses had interesting patterns of brickwork. Many of these buildings also had one or two stained glass windows! This style of house is still seen in many parts of Toronto and is a reminder of this period in Toronto's history. While row housing was the norm for Toronto's growing middle class, Toronto's wealthy industrialists were building large mansions in the area just outside the boundaries of the city (this was the area called the "city liberties"). Many of these homes were built in a grand style called Richardson Romanesque - a style made popular in the United States. This was also the style architect E.J. Lennox chose for Toronto's new City Hall (opened in 1899).

For the poorer residents of Toronto, life was hard. The simple frame cottages they lived in were getting older and Toronto's slums got worse. To meet rising social needs there was now a Waterworks Commission (to maintain the water supply), a Public Health Department, an expanded hospital and more schools, including the introduction of kindergarten classes in 1892. The city also had two new parks: High Park (the bequest of John Howard) and Riverdale Park.

2. Signs of Growth

- over 42 000 people were working in factories that made everything from cigarettes to pianos
- thousands more worked in stores and other service professions a large city needs (today, the Eaton Centre is located on the site of the first Eaton store and The Bay is where Simpson's was)
- taller, stronger buildings made of cast iron and later steel
- electrification of buildings and streetcars
- by the turn of the century the telephone was an essential part of business (home use was still just for the upper classes)
- roads were "paved" with cedar blocks and later with a new innovation, asphalt
- city boundaries expanded by "Annexing" (taking over) smaller towns on the borders of Toronto, such as:
 - 1883 Yorkville
 - 1884 Brockton and Riverdale
 - 1888 Seaton Village
 - 1889 Parkdale
- *park lots* were subdivided and sold to build houses
- new larger City Hall (built in the Richardson Romanesque style)
- expanded city services (Water Works, Public Health, Hospitals, Schools and Parks)

3. Reasons for Growth

- **site /situation advantages:**
 - nearness of smaller towns made the expansion of the city easier through "annexations" (see above)
- **political / military reasons:**
 - expanded city services improved the health of Toronto's citizens; people living longer kept population from dropping
- **economic reasons:**
 - the city's prominence as a financial centre increased with the growth of industry
 - new jobs in manufacturing attracted people to the city from Britain, other parts of Canada and other parts of Ontario
 - growth in population created a demand for housing, services and goods and even more people to provide them
 - skilled immigrants from Europe made beautiful buildings that made Toronto attractive
 - electricity makes business more efficient through better, cheaper, cleaner, safer lighting and improved communication

1. The Overview

From 1902 to the late 1920s Toronto enjoyed steady growth (even through World War I) due to a solid demand for manufactured goods and a steady supply of new immigrants to make them. The growing population needed space to live, so the city's boundaries expanded and new types of housing were built. Funded by increasing property taxes, new and expanded city services improved the lives of Torontonians, but by 1934 (five years into a world wide economic depression) it was clear that the city was in trouble.

The city grew quickly during the early 1900s due to the large number of people emigrating from Britain, Europe (mainly Italy) and Eastern Europe (mainly Jews escaping religious persecution) to Canada. Attracted by the promise of jobs in Toronto's manufacturing industries, thousands arrived seeking a better life. During the First World War, Toronto became a centre for aviation as planes were manufactured 24 hours a day at the Toronto Aerospace Company (at Dufferin and Lappin Streets). The Gooderham and Worts distillery began making acetone, an ingredient in explosives, and the Massey-Harris company turned from farm implements to munitions. In addition, the textile industry (based around the Queen and Spadina area) made uniforms, blankets and other goods for the war effort. When the war ended, Toronto experienced a time of unprecedented prosperity. Immigration increased again and for the first time, Toronto began to be a little less British.

The waves of immigration created a demand for housing in the city. Older areas became home to newcomers while more established families moved to the fringe of the city and the new "suburbs," created through the process of annexation. The city's boundaries stretched in all directions taking on the "upside down T" shape that identified the City of Toronto until amalgamation in 1997. The expansion of streetcar lines into these suburbs led to the development of the "streetcar house". This style of house, usually semi-detached, is very common in all parts of Toronto developed between 1900 and 1930. Growth in the city also brought about a need for more apartments. By the 1930s there were over 20 000 units in the city; many of these low-rise brick buildings survive to this day. The centre of the city also began to look different as the first office towers were built downtown. These buildings, demonstrating Toronto's financial strength, would dominate the skyline until the skyscrapers of the 1960s replaced many of them.

The expansion of housing benefited the city's tax base as more houses meant more tax dollars for city services. The new Toronto Housing Commission, responding to the poor condition of houses in the older parts of the city, set new housing standards and built the city's first public housing units. This was also the time when Toronto's large technical and commercial high schools were built, as the age to leave school was raised from 14 to 16. New neighbourhoods began to demand schools, police stations and fire halls, but construction was not limited to these structures. The Bloor Viaduct (bridge) over the Don Valley was a major feat of engineering. Without the bridge the city could not have expanded fully to the east. Changes were also taking place at the waterfront. The establishment of the Toronto Harbour Commission in 1911 introduced the first plan for the waterfront. Considered quite innovative, it called for an extensive reclamation of land and the building of new quays to improve shipping. Had the reclamation not taken place, the CN Tower and Skydome would be sitting in the lake instead of on landfill!

On March 6, 1934, Toronto celebrated the 100th Anniversary of the incorporation of the City of Toronto. Although there were celebrations, the city was in the midst of the Great Depression (sparked by the Stock Market crash in 1929). Times were tough - about one person in three was without a job. There was no social safety net: no unemployment insurance, no family allowance, no medical plan and no welfare. The city provided vouchers for food and fuel for the most needy. Churches ran soup kitchens and many of Toronto's larger homes were divided into flats as people could no longer afford their upkeep. Many people would struggle until the economy improved with the outbreak of World War II in 1939.

2. Signs of Growth

- population increases to 665 000
- industry continues to expand, particularly during the war years
- European immigrants from places other than Britain begin coming to Toronto looking for a better life
- city boundaries expand by “Annexing” (taking over) smaller towns on the borders of Toronto
 - 1909 West Toronto Junction (including Carlton and Davenport), Wychwood, Bracondale, East Toronto, Midway
 - 1910 Earlscourt, Dovercourt, Moore Park
- many new streetcar lines built
 - led to the growth of small commercial strips along their routes to serve local needs (these “neighbourhood shopping areas” survive to this day)
 - semi-detached “streetcar houses” become common
- elegant office towers built downtown (most are still part of today’s city; today, some of these buildings, especially around King and Yonge, are becoming exclusive condos)
- new and improved city services:
 - Toronto Housing Commission, Schools, Police stations, Fire halls, Public Bathing areas and Pools
- new Toronto Harbour Commission plans and rebuilds Toronto’s waterfront
 - soil etc. (landfill) dumped into the lake to create more land for development
- cars became more common and roads are widened
- Bloor Viaduct is completed making getting across the Don Valley much easier (planners of the Bloor Viaduct had the foresight to include a place for trains to pass underneath the road section; years later their wisdom made it easy to open the Bloor- Danforth subway line)

3. Reasons for Growth

- **site /situation advantages:**
 - nearness of smaller towns made the expansion of the city easier through “annexations” (see above)
- **political / military reasons:**
 - Torontonians fought in World War I, but the war wasn’t fought in Toronto
 - involvement in the war effort creates all the economic advantages of a war with few of the disadvantages
 - expansion of city services makes Toronto a more attractive place to live
- **economic reasons:**
 - the city’s prominence as a financial centre increased with the growth of industry
 - new jobs in manufacturing attract people to the city from Britain and other parts of Europe
 - growth in population created a demand for housing, services and goods and even more people to provide them
 - development of the roads and transit system (including the Bloor Viaduct) makes it easier for employees to get to their jobs, even if they don’t live downtown
 - harbour and road improvements make it easier to import materials and export manufactured goods