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AN HISTORICAL SUMMARY OF THE  
ADMINISTRATION OF THE BOROUGH  
OF NORTH YORK

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AN HISTORICAL SUMMARY OF THE  
ADMINISTRATION OF THE BOROUGH  
OF NORTH YORK

Compiled by the Public Information Office, December 31, 1968



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NORTH YORK - GEOGRAPHICALLY

North York is the second largest municipality in Metropolitan Toronto and the third largest in Canada. It is one of the six municipalities which comprise the Metropolitan Area. Its 69.44 square miles is bounded on the north by the Townships of Vaughan and Markham; on the east by the Borough of Scarborough; on the south by the Borough of East York, the City of Toronto and the Borough of York, and on the west by the Borough of Etobicoke, the Borough of York and the Humber River.

Its 44,442 acres is mostly rolling country with an elevation variance of 150 feet. It is relatively well treed and has a clay sub-soil with no mineral content. Large green belt areas are located along both branches of the Don River, the Black Creek, Wilket's Creek and the Humber River. It encompasses nine golf clubs and more than one hundred parks.

Both major Canadian railways serve the municipality. Highways 400, 11 and the Macdonald-Cartier Freeway (formerly Highway 401), as well as a network of Metropolitan arterial roads provide north-south, east-west routes for vehicular traffic.

Its social structure is integrated and well balanced with no slums. There is a preponderance of medium type homes with some in the higher income bracket.

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THE EARLY DAYS

The present counties of York, Ontario and Peel were known as the Home District to early settlers in the Toronto Region. Town or township meetings were held in Upper Canada long before they were legalized by statute in 1793. After that date the Magistrates (Justices of the Peace in Quarter Sessions), appointed for life, were required to call such meetings once a year (March, and by 1910 - January), for the election of officers and the settlement of what animals should have free commons and what should constitute a legal fence. The officers - town clerk, assessors, collectors, overseers of highways, pathmasters, fence viewers, poundkeepers and town wardens were elected to carry out laws enacted by the Upper Canada Legislature. Except for the question of animals and fences, these officers could perform no legislative functions. The two town wardens constituted a corporation to represent the Township, with power to sue and defend on behalf of the inhabitants, but they, and all the other officers were responsible to the Justices in Quarter Sessions.



The first recorded meeting in York County was held on March 4, 1799. It included the Townships of York, Markham and Vaughan and the wardens, assessors and overseers of highways were elected for all three as a unit. Separate poundkeepers, pathmasters and fence viewers were, however, elected for separate areas, such as the "Circles of the Don and Humber", specified sections of Yonge Street and the German settlement of Markham. The Town of York seems to have been included with the Township to begin with, but by 1804 it had been separated.

In the beginning, the Magistrates and the settlers were bound together by a strong bond of interest, and public opinion was adhered to by the Magistrates. After the War of 1812, this happy feeling was less and less apparent. Complaints of incompetence, selfishness and high-handedness became much more frequent. By 1830, the population of the Home District had reached 17,020 with 3,127 in York Township and 2,860 in the Town of York. Finally on March 6, 1834, York became the City of Toronto and acquired its municipal status by special legislature.

In 1841, because the county had outgrown the system of Justices of the Peace, the District Councils Act transferred to a district Council, elected directly by those qualified to vote in the Townships, all the powers of the courts of Quarter Sessions, in relation to roads, bridges and other public works, to schools, to the expense of the administration of justice and payment of Township officers, and to the collection of taxes for these purposes.

Franklin Jackes, a baker, whose shop opposite the market on King Street, specialized in fancy buns and a figured gingerbread, represented York Township. Mr. Jackes built Castlefield, the first two-storey house in the county and moved there in 1836. Castlefield Avenue was originally the roadway from Yonge Street to Mr. Jackes residence.

The District Councils Act was apparently regarded as a temporary measure. In 1843 an attempt was made to replace it with an Act providing for the incorporation of municipalities. The legislation was delayed by opposition, however, until 1849 when the Baldwin Municipal Act was passed and a system of municipalities set up similar to our present system under the Act and put into operation in 1850. York Township became part of the newly created County of York, later divided into the Counties of York, Ontario and Peel.

Franklin Jackes became the first Reeve, and meetings were held in the Eglinton hotels - The Prospect House, John Miller's Hotel, and Charles McBride's Hotel. However, William Tyrrell, living in Weston, was the outstanding figure for the first thirty years.

The first railways in Upper Canada ran through Toronto and West York, northward to Allandale and Collingwood.



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The O.S. and H.R., which became the Northern in 1851, ran north between Dufferin and Keele Streets and aided greatly in the western development. This was the day of the small village located at cross-roads, consisting of a blacksmith's shop, a saw mill, a tavern, a general store and a church. By 1874, the Township extended for seven concessions west of Yonge Street and four concessions east.

Henry Duncan, who built a house on the Don Mills Road from brick made on the farm, dominated the second era. York Township East was Mr. Duncan's special care, but few members of Council had a more intimate knowledge of the Township as a whole. He arbitrated disputes as to bridges, line fences, sales, neighbourhood and family undertakings, matters of inheritance etc. He conveyed to the Township the right of way through his farm to extend the Don Independent Road to the York Mills Road. Mr. Duncan served for sixteen years as a member of Council and two periods as Reeve, one for eight years and later for five.

Arthur L. Willson from Willowdale, served as Reeve from 1888-1889. Mr. Willson had served as Clerk and Treasurer of York Township from 1866-1880 when he resigned due to differences of opinion with Reeve Henry Duncan. This led to a separation of the offices of Clerk and Treasurer.

S. Thomas Humberstone, a pottery owner in York Mills and Newtonbrook, became Reeve in 1890-1893, having served on Council for four years. Later, William Sylvester who operated a farm and dairy at York Mills, served as Reeve (1903-1904).

In 1896, the County Council transferred the roads to the local municipalities. This resulted in roads of varied quality according to the Township, town or village through which they passed. George Stewart Henry of Oriole entered the York Township Council in 1903 and was in public life until he resigned as Premier of Ontario in 1934. In 1910, Mr. Henry, as Reeve, proposed to York County Council that the main roads of the electoral districts of East and West York be formed into a county roads systems with a uniform standard of construction. A joint meeting of a County Council committee, of which Mr. Henry was a member, representatives of Toronto City Council, the Toronto Board of Trade and the Ontario Motor City League recommended that the city, county and province each contribute one third the cost "of constructing permanent roadways within the County of York". City and County agreed to the proposal which was ratified by the Legislature. In 1916 a county wide system was adopted. The name of the representative body was changed from York Highway Commission to Toronto and York Roads Commission with Edgar A. James as the first Engineer. Out of these efforts grew what is known as the Suburban Roads System of the Province.



Thomas Griffith, whose family had lived since 1820 in a settlement north of Weston known as Grouse Hill, became a member of Council in 1910, and Reeve in 1915, holding the position until 1918. He was the last of the rural and farm holding Reeves in York Township.

From 1919-1922 Frederick H. Miller, head of a family florist business, became Reeve. Interests centered around urban problems - sidewalks, streets, lighting, waterworks and sewage etc. North York was all that was left of the rural land. Owing to the density of population in the urban portion of York, the rural residents had no representation on the Municipal Council despite the fact that they were paying nearly twenty-three per cent of the taxes collected by the Township of York.

In 1921 a Committee was formed to divide the rural from the urban portion of the Township of York. The Private Bills Committee of the Ontario Legislature heard the application in 1921, but some opposition from a number of farmers in the area south of the proposed boundary caused the Bills Committee to hold the Private Bill over for one year to permit the parties concerned time to adjust the boundary lines so that these farms might be included in the proposed new Township.

The Bill was passed by the Legislature on June 13, 1922 and the Township of North York was incorporated as a separate municipality on July 18th of the same year.

The signatures of the five citizens which appear on the Private Bill presented to Premier Ernest C. Drury were those of Roy D. Risebrough, James Muirhead, W. J. Buchanan, John Brummel and W. C. Snider. Others who assisted were; John Cooper, George and John McKenzie and Sam Wilkinson.

At its inception, the population of North York was less than 6,000 with the assessed value of property about \$7,500,000.00. A five-man Council was elected and organized to conduct municipal business on August 12, 1922. It was comprised of R. F. Hicks, James Muirhead, W. G. Scrace, O. D. Bales and W. J. Buchanan.

Initially, elections were held for the office of Reeve and first, second and third Deputy-Reeves as well as the office of Councillor. In 1926, By-law No. 317 to divide the municipality into three wards for election purposes was voted upon by the electorate with 1,184 favouring the change while 231 registered opposition. Following the plebiscite elections to Council were for a Reeve, a Deputy-Reeve for each of the three wards and a Councillor for Ward Two, the most populated area of the Township.



R. F. Hicks held the office of Reeve for the first formative years 1922-1926. At this time there were two newspapers supplying news to the residents, the "North Yonge Advertiser" and the "Richmond Hill Liberal". The "Enterprise", a weekly newspaper, was first published on November 11, 1926. According to the "Richmond Hill Liberal" on September 23, 1926, a complaint was made to the North York Council regarding the Watt aeroplane operation on Sundays in an airfield at the end of Avenue Road, where the Macdonald-Cartier Freeway is located at present. Many people used to watch the planes and it was felt that it should not be a Sunday pastime, and that steps should be taken to stop it.

During this same year, land for York Cemetery was acquired on the west side of Yonge Street on the original Sheppard property, and the house of Michael Sheppard, built after he was pardoned for his reformer activities in the Rebellion of 1837, became the home of the cemetery caretaker.

In 1954 the number of Council members was increased to eight to provide greater representation by population. Ward One was represented by a Deputy-Reeve and one Councillor with Wards Two and Three having a Deputy-Reeve and two Councillors from each Ward. This combination formed a nine-man Council, four more than heretofore.

By a plebiscite held December 6, 1954, from a total of 70,623 electors, the residents of North York approved By-law No. 9593, which divided North York into eight wards for election purposes, with one Councillor and School Trustee to be elected from each Ward. The Reeve and two Hydro Commissioners continued to be elected on the popular vote throughout the municipality.

On December 5, 1955, the electors approved By-law No. 10496, which provided for a two-year term of office for all elected representatives.

The Board of Education Trustees were also elected on a Ward basis. This system operated during 1954 and 1955 and was replaced by the eight-ward system in operation until December 31, 1964. On September 9, 1963, Council passed By-law No. 18178 which divided the Township into twelve wards for election purposes, to become effective January 1, 1965. Ontario Municipal Board approval of Township By-law No. 19011 passed on June 29, 1964, provided for a four-member Board of Control to be elected by general vote and to become effective on January 1, 1965. Four former Councillors elected to the first Board of Control were G. G. Hurlburt, I. A. Paisley, F. E. Watson and B. H. Hall.



The passing of the Municipality of Metropolitan Toronto Amendment Act 1966 (Bill 81) in the Ontario Legislature on May 18, 1966 provided for the division of Metropolitan Toronto into an area comprising six municipalities in place of the previous thirteen as of January 1, 1967. The boundaries of North York were unchanged but the designation of Borough replaced that of Township; the title of Reeve was changed to Mayor and Ward Councillors became Aldermen. The Bill also provided for a 3-year term of office for members of Council, the Board of Education and the Hydro Commission. North York retains the same Provincial grant benefits under the new system.

North York is represented on the Metro Council by the Mayor, the four members of the Board of Control and one Alderman.

Council meetings were first held in the Brown School (then S.S. # 4 on Yonge Street at Ellerslie Avenue where the Provincial Judge's Court now stands) and later in the residence of Rev. T. W. Pickett, which had formerly been the Golden Lion Hotel, prominent during the Rebellion of Upper Canada in 1837, situated at the south-west corner of Yonge Street and Sheppard Avenue.

On September 15, 1922 an office was opened in the Harrington block of stores on the east side of Yonge Street just north of Sheppard Avenue. A fire in the building on February 20, 1923, destroyed some Township records and plans were begun immediately for the construction of a Municipal Office building. A site was purchased at Yonge Street and Empress Avenue with an 86 foot frontage by a depth of 125 feet to a lane.

Murray Brown was commissioned to design the proposed structure. He also designed the Seal of the Corporation which was approved by Council on July 16, 1923. The words "Progress With Economy" surround an ornamental shield on which are emblazoned the Canadian beaver, a full wheat sheaf and scales.

The native beaver (*Castor Canadensis*) is a fitting emblem of an industrious people; the wheat denoting the prosperity of the people and the fertility of the land. The scales are indicative of justice and square dealing.

The Crest of the Corporation was adopted by By-law No.103, enacted and passed on December 3, 1923. The said By-law No. 103 provided that the Crest of the Township shall be described as follows:

1. A Shield showing a sheaf of grain and scales, surmounted by a beaver on crown, and border of maple leaves on the right and left hand sides, the whole surrounded with the words "Progress With Economy".
2. That the Clerk shall have prepared a drawing of the Crest and the Crest shall form part of the Corporate Seal and shall be used on all stationery of importance.





The \$35,000.00 Municipal Building was opened on December 19, 1923, and provided ample accommodation for the staff required at that time. The Council Chamber, which was located on the second floor, became a community meeting place and was rented to local organizations and lodges.

Immediately following the formation of the Township, a Board of Health was formed and a water supply system for the Yonge Street area was considered to be of paramount importance. A pumping station and filtration plant was installed on the East Branch of the Don River and a reservoir tower was constructed at Bayview and Sheppard Avenues to augment the water pressure.

Also in 1923, to provide a hydro service for the Yonge Street area, the lines of the Toronto and York Radial Railways (Metropolitan Division) were taken over and extended to serve this most populated area of the new municipality. The Hydro was at first operated by the Council but on December 7, 1923 a Commission was created to administer the Hydro and provision was made for the election of members to the Commission.

The new Township began to develop during the era of prosperity in the late 1920's. Many land subdivisions became widely separated communities in various parts of the municipality. To give each community the services required, without burdening the Township at large, was sometimes well nigh impossible, but remembering the initial reasons for secession from York Township, the Council overcame much of this difficulty by creating areas and levying the cost of purely local services upon the areas concerned.

With the continued growth of suburban development, it became necessary to enlarge and combine certain areas and types of municipal operation. New legislation was essential from time to time since the Municipal Act did not provide for urban development in a Township.

In 1928 the first Township School area in Ontario was formed. It was composed of School Section 3, 4 and 5, being York Mills, Willowdale and Newtonbrook. The Councils of that day believed that the old system of rural school boards was not suitable for areas which were no longer rural in character. In the same year a High School District was formed and plans were made for the construction of Earl Haig High School, the Township's first Secondary School. It was built at a cost of \$190,000.00 with construction commencing in 1929.

Trustees elected to the first School Area Board included G. R. Goulding, R. E. Bales, P. J. Vigrass, W. Cox and F. E. Odium. Those appointed to the first High School Board were; O. D. Bales, W. C. Spracklin, R. H. MacDonald, J. V. Batchelor, G. R. Goulding and J. Cruickshanks.



An epochal event in 1929 was the opening of the four-lane, high-level Hoggs Hollow bridge over the West Branch of the Don River. The new highway and bridge, built by the Province of Ontario, was listed as Highway 11A and provided access to Yonge Boulevard and Avenue Road in the Armour Heights area. It relieved traffic congestion on Yonge Street which was a two-lane highway through Hoggs Hollow at that time.

The construction of Highway 401, across the Township (completed in several stages - Yonge Street to Weston Road in 1952; Yonge Street to Bayview Avenue in 1955; and Bayview easterly in 1956) and the erection of a second four-lane bridge immediately north of the original structure (opened in 1961) provided immediate relief for traffic movement in a rapidly developing municipality. Construction began in 1963 on a multi-million dollar project to provide for twelve lanes of through and service road traffic across the municipality. Highway 401 was subsequently re-named the Macdonald-Cartier Freeway in 1965.

The section of the Macdonald-Cartier Freeway between Highway 400 and Avenue Road was opened in late 1966 and through 1967, construction proceeded on the section from Highway 400 and the western boundary of the Borough, and from Avenue Road to the eastern boundary of the Borough. It is expected that most of the work on these two sections will be completed during 1968.

The opening of the Toronto-Barrie Highway in December, 1951, later known as Highway 400, west of Jane Street, as a four-lane route to the north was another factor in the relief of traffic congestion on one of the Province's earliest thoroughfares.

Under By-law No. 978, passed by Council on April 11, 1930, the Corporation was empowered to raise \$240,000.00 by debentures to meet the cost of the high-level bridge over the Don Ravine from the north end of McLaren Avenue to Bayview Street. Construction of the bridge began in 1929 under Construction By-law No. 714 dated January 21, 1929. Bayview Heights Limited, a company interested in developing that portion of North York, north of the Don River Ravine, provided \$40,000.00 towards the cost of the bridge. Owners of the land adjacent to the bridge were charged a special levy to meet the balance of the cost over fifteen years. The assessment of the area was set at \$10,256,386.51. The estimated lifetime of the bridge was fifty years. At the time of construction North York's total existing debenture debt was \$939,819.70.

In 1959 construction began on a three-lane, high-level bridge over the Don River immediately to the east of the original structure to obviate the traffic congestion on Bayview Avenue. The \$800,000.00 bridge ordered by the Metropolitan Toronto Council, was opened to traffic in 1961. Since the former two-lane bridge construction in 1929 did not meet the traffic requirements of the '60's, Metro ordered a three-lane replacement for southbound traffic at a cost of \$525,000.00. This was opened to traffic in 1962. On June 17, 1963 the \$1,500,000.00 high-level bridge on Sheppard Avenue West over the West Branch of the Don River was opened.



During the depression of the '30's, development stopped and the municipality was forced to take over a large number of properties for arrears of taxes.

In 1931-32 Yonge Street was developed into a four-lane arterial roadway with a single line of street car tracks dividing the north and south lanes. The dark green radial cars had been removed from service and a bright red, much shorter double-end trolley replaced them. This service was operated by the T.T.C., on a much improved schedule.

In 1934, the first Weed Inspector was introduced. This has since developed into an important post, as proved when no appointment was made in 1942, and the Department of Agriculture sent a communication requesting that such an appointment be made. The Weed Inspector is responsible for the eradication of noxious weeds in the Borough, operating within the confines of the Weed Control Act of Ontario. Throughout the weed cutting period, additional staff is employed to meet the seasonal requirements.

In 1935 on February 1st, North York was made subject to Part III of the Department of Municipal Affairs Act because the municipality had defaulted on the debenture principal and interest payment to the bond holders. The Township was removed from supervision on July 25, 1941, at which time the full contractual obligation to the debenture holders was met by the municipality.

During World War II, many new residents, who were employed in war plants, came to live in North York. Following the War the serious shortage of homes created a building development unparalleled in Canada.

From a population of 6,303 in 1923 the population has steadily increased by more than a city annually since 1949 (see Appendix "A"). North York is presently the second largest municipality in the Province of Ontario, being exceeded only by the City of Toronto. In assessment it is in second place to Toronto among Ontario municipalities (see Appendix "A" for assessment growth and debenture debt).

In 1946 Deputy-Reeve W. I. Hearst proposed to Council that a Planning Board be appointed in an attempt to control the subdivision of farm land and to provide safeguards for those purchasing homes in the municipality. Dr. George B. Langford, who was the first Deputy Minister of Planning and Development, and a resident of the Township, was the first Chairman of the Planning Board. Other members were R. E. Bales and D. M. Springer with N. G. S. Ingram as the Council representative. Board members and a small staff worked unceasingly to provide an Official Plan for the Township.



With the aid of Dr. E. G. Faludi, Planning Consultant, a zoning by-law was prepared and approved by the Ontario Municipal Board and passed by Council in June, 1952. North York was one of the few municipalities to have such comprehensive legislation, controlling the use of residential, commercial and industrial lands. An important feature was the protection of the Don and Humber Valley lands for green belt areas.

Also in 1952 Council appointed members for Civil Defence and women as School Guards to assist children crossing the street. As of 1957 school crossing guards were placed under the jurisdiction of the Metropolitan Toronto Police Department.

The tremendous expansion of residential, commercial and industrial development continually taking place is almost beyond imagination. It has brought with it the ramifications of the operation of a large city. An outstanding example of what is taking place in the Borough is the development of Don Mills, the first community development project in Canada planned to include industry, shopping, housing and full facilities for community activities. Covering nearly 3,000 acres of rolling wooded land, the heart of the community lies adjacent to Don Mills Road and Lawrence Avenue East. The overall plan of this development includes homes and apartment suites ranging from the modest to the luxurious.

A second project is the Flemingdon Park Development, a \$100,000,000.00 complex which is self-contained on an 125 acre site south of Eglinton Avenue, east of Don Mills Road which includes industry, shopping, housing and high rise apartment buildings.

#### DON MILLS

Don Mills, until 1954, was definitely a farm area. In 1793 Governor Simcoe advertised free lots to new settlers. These usually contained 200 acres and there were five to a concession. To qualify for a land grant a man had to prove that he was a professing Christian, capable of manual labor, and a law abiding citizen of the country in which he last resided.

Before obtaining the final deed to the land, the settler had to promise that certain duties would be carried out over the first few specified years of ownership. These included clearing the land, making it fit for cultivation, fencing ten acres, and building a house at least 16 x 20 feet of logs or frame with a shingle roof, and cutting down all timber in front of the whole width of the lot, 33 feet of which were to be cleared smooth and left for half of the public road.

In 1799 York Township Council passed a resolution that all fences were to be 5½ feet high and that no hogs above three months old were to run at large.





Before 1910 in the area east of Yonge Street there were many complaints about granting large areas to absentee owners. It retarded settlement in that area.

In the early years the outstanding man was Alexander Milne, born in Forfarshire, Scotland in 1777, who immigrated to the U.S. in 1801, and came to Canada in 1817. He established himself on 500 acres of land in Don Mills covering the area west of Leslie and Lawrence and over to the Don River. His original home, built over 100 years ago during the days of his prosperity, still stands in the Edwards Gardens even though it has been remodelled and enlarged. Beside it is the old well and the original barn, renovated to accommodate the Hideaway, a complete snack bar and conveniences.

In 1800 Alexander Milne married Jane Gibson, also of Forfarshire and a relation of David Gibson of Willowdale. She died in 1835 leaving seven children. Mr. Milne again married, his second wife being Mrs. Ann Rirk.

William Milne, the eldest son, was born in Scotland in 1801, and always assisted his father with his business. He married Jane Weatherstone, a native of Berwick-on-Tweed, and they had five sons and four daughters. Alexander W. Milne, William's eldest son, was born on the old homestead in 1837. After going into his father's business, he continued it after his father's death in 1881.

In 1827, Mr. Milne erected a three-storey mill on a tributary of the west branch of the Don River, or Milne's Creek which flows through the Edwards Gardens. The two lower floors were used for carding and pulling wool, and the upper storey was used as a saw mill. After operating for five years he realized there was an insufficient supply of water to turn the paddle wheel, and in 1832 he was forced to move to a new location on the east Don River where Lawrence Avenue East now crosses the Don.

This second woollen mill was a long rambling single storey building, with a saw mill on the opposite side of the Don River. In 1877 Alexander Milne died and the following year misfortune again hit the family. During the great flood of 1878 the saw mill, the logs in the mill pond and the woollen mill were swept away.

A third mill was erected on the old site by Alexander W. Milne. It was a massively built structure, 80 feet long, 50 feet wide and 40 feet high, three full storeys and a basement with casements well above the ground. This mill site in the east Don Valley became known as Milne's Hollow and developed into a very picturesque setting. By 1850 there were a considerable number of buildings including a terrace of cottages, a store and a shed where buggies, carriages, sleighs, hay-racks, wagons and wooden cisterns were manufactured. Here, droves of sheep were washed in the Don before shearing, and wool was seen drying on the tender boards near the drying shed across the road from the mill.



The woollen mill which manufactured rolls, yarns, cloths, flannels and blankets, closed in the early 1900's during the proprietorship of Charles Milne, and in 1946 was finally demolished for the bricks which it contained.

Don Mills also played its part during the Revolution of 1837. Peter Mathews, one of the rebel leaders, had been sent, with about 200 men, to keep the guard at the Don Bridge busy and occupied. When word came that the main body of the insurgents had been beaten at Gallows Hill, Mathews and his party, after marching east about four miles along the Kingston Road, scattered in order to work their way back to Yonge Street.

Mathews found shelter at John Milne's house. A neighbor named Johnston, seeing strangers at the Milne's gathered a crowd of Tory friends and brought Mathews out of the house. They took him to Toronto on December 14th and received the reward offered for his capture as one of the ring leaders of the rebellion. Mathews was found guilty and executed with Samuel Lount on April 12, 1838.

Roads were very scarce in this area. In 1850 a plank road led from Toronto to Don Mills and after building the Grand Trunk Railway in 1856, the Don and the Danforth Road was built.

Don Mills had two other mills besides the Milne Mills. By 1852 Hunter's saw mill was north of York Mills Road, west of the Don between Leslie and Woodbine, and Gray's grist and saw mill was south of York Mills Road off Don Mills Road west of Woodbine.

Education was also present in 1853, on the north-east corner of Don Mills Road and Lawrence, a school was erected at the cost of \$84.00.

Henry Duncan, a hard working conservative, was the outstanding figure in Don Mills and York Township during the latter part of the 19th century. He entered the Council in 1870, and served as Reeve from 1879-1886, a period in which suburban communities left York Township and became incorporated villages, and again in 1898-1902, when the Township's financial position was his great concern.

Henry, the son of William Duncan, was born in 1833 on his father's farm in West York. He was married to Miss Betsy J. McGinn in 1861 and received from his father a farm of two hundred acres in East York. Seven years later he built a house on the Don Mills Road from brick made on the farm. York Township East was his special care, but few members of York Township Council had a more intimate knowledge of the Township as a whole. He arbitrated disputes as to bridges, line fences, sales, neighborhood and family undertakings, matters of inheritance etc. He also conveyed to the Township of York the right of way through his farm to extend the Don Independent Road to the York Mills Road.



The Donland farm comprised the land from the present hydro line on the east of Don Mills Road to just south of Lawrence, east to Woodbine and west of Don Mills Road where International Business Machines and other industry is located today. It was obtained as Crown land in 1850 and opened for settlement by Taylor Brothers in 1851. On Don Mills Road at the crossing of the C.P.R. lines, are to be seen the barns of the farm and the red brick dwelling, the original George Taylor house of Donlands farm. A pine belt originally adjoined the farm and when it was first cleared, they cut down a white pine which yielded 5,000 board feet of lumber and the tree was hollow 12 feet from the ground.

Mr. W. F. (Billy) MacLean took over part of Donlands in 1904 and gradually extended his holdings to 900 acres including the Milne property and in 1922 R. J. Fleming took over the farm.

Don Mills remained a farmland until 1954 when the "Don Mills Development" complex was initiated.

Yorkdale Shopping Centre, located at the Macdonald-Cartier Freeway and Dufferin Street is one of the largest shopping complexes of its kind, if not the largest in Canada. Completed on February 26, 1964 it is comprised of 92 stores situated on 80 acres of land and was built at a cost of \$40,000,000.00.

Nearly ninety-five per cent of the people residing in the Borough moved to North York since the end of World War II, the majority since 1951. Their homes are built on what was formerly farm lands and they are pioneers in urban development. It is evident that the newcomers are more than willing to support the old-timers in maintaining high standards of living. Many local improvements are obtained by petitions of the ratepayers who indicate whether or not they are willing to be taxed for such improvements. In democratic fashion the majority rules. Such expenses are not included on the tax bills unless the majority of the residents who will benefit by the improvements have signified their agreement in writing. Where it is necessary for services to be installed to complete a "pattern" installation, Council has the authority to pass a Declaratory By-law and charge the cost against properties abutting the work.



As North York grew in population so the requirements of its residents increased. From the rural school section red brick school house form of education the municipality passed through successive stages by the formation of First, Second and Third Township School areas, each including a number of rural school sections to finally a Board of Education, which encompassed the entire Township. The Board adopted the tri-level system of education on a seven to two vote of the Trustees on June 28, 1956.

During the years of rapid growth it was almost impossible to keep pace with the demand for essential services such as watermains, storm and sanitary sewers, roads, sidewalks, street lighting etc., but with the formation of the Metropolitan Toronto form of government in 1954, North York was relieved of some of the major capital expenditures and has benefitted immeasurably by an increased water supply to 60,000,000 gallon capacity daily as well as by the installation of large trunk sewers, disposal units and arterial roads.

Similarly, the staff required to process municipal affairs, was increased so that an addition to the original Municipal Building was constructed in 1948 at a cost of \$35,100.00. When it became evident that the additional premises were insufficient, a five-acre site was purchased on the west side of Yonge Street, approximately one-half mile north of Sheppard Avenue for such a building.

Designed by Sproat and Rolph on Modern Georgian lines, the first section of the Municipal Building was constructed by W. B. Sullivan Construction Limited at a cost of \$600,000.00. It was ready for occupancy on March 10, 1956. A wing was constructed in 1958 and 1959 by the Foundation Company of Canada at a cost of \$400,000.00. A second wing was added by the Wilkinson Company in 1961 at a cost of \$450,000.00 which included the installation of an air conditioning system for the entire building. A third addition was built in 1965 by Engineering Associates to accommodate the Data Processing Department and offices for the Members of the Board of Control. The expenditure for this addition was \$170,000.00. The total investment in the Municipal Building, including equipment, sewer construction and accessories etc., amounted to \$1,970,000.00. The 83,000 square foot "H" shaped structure was financed from the sale of Township owned lands and properties with the exception of a debenture issue in 1961 of \$325,000.00.

The North York and Weston Family Service Centre was established in 1956 with Mrs. Iola Brookbanks as President.

In the same year, the Edwards Gardens, originally the old Milne property in Don Mills, was taken over by the Parks Department and later by Metropolitan Toronto. Fire partially destroyed the original homestead in November, 1962.





A 24-hour daily municipal switchboard service became a reality in 1957. Parking meters placed on Yonge Street and Avenue Road the same year took in over \$3,300.00 in their first six weeks of operation. The money accruing from the meters helps to provide for a series of municipally operated public parking lots, the first of which was established on Kingsdale Avenue near Yonge Street in the Willowdale area. Others have been located at Avenue Road and Woburn Avenue and Brooke Avenue west of Avenue Road and on the west side of Yonge Street at Betty Ann Drive.

On June 23, 1958 the Federal Government opened a new Post Office in Willowdale, on the Yonge Street frontage of the old Gibson property just north of Park Home Avenue and in front of the Gibson House. David Gibson had originally suggested the name of Willowdale for the postal area. The original letter from the Post Office Department, Quebec, dated March 28, 1833 to "David Gibson, Esquire, Willow Dale, near York Mills" designating "Willow Dale" as a Post Office is suitably framed and among the archives at the Post Office.

The first suburban branch of the Children's Aid Society of Metropolitan Toronto was opened in 1959 on Yonge Street at Hounslow Avenue, adjacent to York Cottage, the original home of Abraham Johnson. York Cottage served as a childrens shelter under York County jurisdiction from 1935 until 1956.

A two-acre site on Yonge Street, south of Highway 401, was donated by the Township for the Rotary School for Mentally Retarded Children. The project was the work of the Rotary Clubs of Armour Heights, Downsview, Eglinton, Forest Hill and Willowdale. The building cost \$103,000.00 and had six classrooms and a large multi-purpose room for childrens' and parents' activities. Seventy pupils enrolled when it opened in November, 1959 with Miss Kimi Takimoto, former Vice-Principal of the Association's City School as Principal.

The opening of the Public Library in July, 1959 was a further addition to the North York Civic Centre. On the west side of Yonge Street, north of Burnett Avenue stands the Municipal Building, the Memorial Community Hall, the Memorial Swimming Pool, the Public Library and the Post Office, the Provincial Judge's Court (formerly called Magistrate's Court), the Family Service Centre and the Children's Aid Society. On the east side of Yonge Street are the Police Station and the Fire Department Headquarters Station.

#### NORTH YORK COUNCIL

North York's seventeen-man Council is composed of the Mayor, a four-member Board of Control and twelve Aldermen, one from each of the twelve Wards. It is the governing body of the municipal corporation and upon it rests the responsibility for carrying out the duties and for exercising the powers of the Corporation.



Council members are elected for a three-year term of office. The Mayor and Controllers are elected by a general vote of all the electors in the municipality while the Aldermen are elected by the electors of the Ward which each represents.

The Board of Control is really an executive committee of the Council. Its duties are assigned to it by statute and include among others, the preparation of the annual estimates, the calling of tenders and awarding contracts, the nominations of all heads and subheads of departments and other permanent employees, and the suspension or dismissal of department heads. The Council is not permitted to appropriate any sum not provided for by the estimates, as certified by the Board to the Council, without a two-thirds vote of the Council, nor may it vary the action of the Board with respect to tenders except by a like vote. The Council may not make appointments to the permanent staff in the absence of a nomination from the Board nor reinstate a department head dismissed by the Board except on a two-thirds vote. The Council may assign such additional duties to the Board as it deems expedient.

When meeting by themselves, they constitute the Board of Control, but they also sit with the Aldermen as part of the Borough Council.

The actions of Council take the form of by-laws or resolutions. The statutes require that action be by by-law in some instances and by resolution in others. Municipal by-laws must comply with statutory requirements. A resolution is an expression of the decision or wishes of the Council which has been submitted to Council in the form of a motion and which has been adopted by a majority vote.

Council's main activities fall into two groups, legislative and administrative. The legislative activities consist of passing by-laws for the benefit or protection of the people of the municipality, or by by-laws necessary to conduct the Corporation's affairs. The administrative activities include the carrying out of the responsibilities and duties of the Corporation and the control and direction of the operation of public services.

Committees of Council, comprised of three Aldermen, carry on specific duties of administration and submit reports to Council for ratification and the passing of the necessary by-laws and resolutions.

Council meetings are generally held the first and third Mondays of the month in the Council Chamber of the Municipal Building. Certain Committees meet weekly, others on a bi-weekly basis or at the call of the Chairman and are held in the Committee rooms on the second floor.



THE RELATIONSHIP BETWEEN METROPOLITAN TORONTO  
AND AREA MUNICIPAL GOVERNMENTS

This section deals with the relationship between local governments in the area municipalities located within the Metropolitan Toronto Area and within the Metropolitan Corporation itself, and in particular the extent to which powers are vested in the Council of the Municipality of Metropolitan Toronto. It also sets forth in general terms the powers which remain vested in the Councils of the area municipalities which are exercised without the approval of the Metropolitan Corporation.

In the year 1953 the Legislature of the Province of Ontario enacted the Municipality of Metropolitan Toronto Act, 1953, which constituted "the inhabitants of the Metropolitan Area as a body corporate under the name of 'The Municipality of Metropolitan Toronto'". By this enactment, a separate corporate entity was created with certain powers under which it could function. At that time the Metropolitan Area consisted of thirteen area municipalities, i.e., the Townships of North York, Etobicoke, Scarborough, York and East York; the towns of Leaside, Mimico, New Toronto and Weston; the villages of Long Branch, Forest Hill and Swansea and the City of Toronto.

The creation of Metropolitan Toronto did not divest the thirteen area municipalities of all the powers that each formerly possessed. What did take place was the creation of a new municipality composed of a federation of the thirteen area municipalities, each of which continued to function with somewhat reduced but nevertheless substantial powers and responsibilities which existed before the federation came into being.

From 1953 until the year 1966 the Metropolitan Corporation and its constituent area municipalities continued to function in much the same fashion with minor changes to legislation over the years. One significant change was in the year 1957 when on the 1st day of January of that year all police forces were amalgamated into one body known as the Metropolitan Toronto Police Force.

In the year 1963, some ten years after the establishment of the Metropolitan Corporation, the government of Ontario appointed H. Carl Goldenberg, O.B.E., Q.C., as a Commissioner designating him as the Royal Commission on Metropolitan Toronto "to enquire into and to report upon the status and organization of the Municipality of Metropolitan Toronto and other matters related thereto". After public hearings and the submission of briefs, the report of the Commission was published under date of June 10, 1965.

A number of important and far reaching recommendations were embodied in the Commission's report dealing with the future of Metropolitan Toronto but for the sake of brevity, these are not dealt with here.



In the year 1966, the Provincial Legislature enacted the Municipality of Metropolitan Toronto Amendment Act, 1966, which drastically altered the composition of the Metropolitan Toronto Area. The amending legislation also provided for a reconstitution of the Metropolitan Council and an alteration in the duties and responsibilities of the Metropolitan Corporation and in the area municipalities and undoubtedly must be considered as the most important piece of legislation affecting the Metropolitan Area since its creation.

Under the amending act, certain municipalities were amalgamated with others and the number reduced to six, i.e., the Boroughs of North York, Etobicoke, Scarborough, East York and York and the City of Toronto. By the same amending act the Metropolitan Corporation was made responsible for the provision of certain services which had previously been the responsibility of the individual municipalities. One of the most important changes was the reconstitution of the Metropolitan Council, providing for membership as follows:

The Borough of North York	-	6 members
The Borough of Etobicoke	-	4 members
The Borough of Scarborough	-	5 members
The Borough of East York	-	2 members
The Borough of York	-	3 members
The City of Toronto	-	12 members

Since the establishment of the Metropolitan form of government in the year 1953, various legislative changes over the years have resulted in certain responsibilities becoming solely within the purview of the Metropolitan Corporation while others have become shared between Metropolitan Toronto and the area municipalities, while others, of course, remain solely a local responsibility. Briefly, these are as follows:

M	Arterial Roads
E	Assessment (including Courts of Revision
T	Borrowing
R	Business Licensing
O	Courts
	Emergency Services (not including Police and Fire)
	Health and Welfare Assistance
L	Homes for the Aged
E	Libraries (Regional)
V	Police
E	Parks and Conservation (Regional)
L	Sewage Disposal (Maintenance and Treatment)
	Waste Disposal (not including collection)
	Water Supply (main trunks and treatment)
	Welfare Assistance (Statutory)
S	Educational Financing
H	Hospital Grants
A	Housing
R	Planning
E	Redevelopment
D	Traffic Regulation





L Building Inspection  
O Canine Control  
C Education  
A Electricity Distribution  
L Fire Protection  
Libraries  
L Plumbing Inspection  
E Planning and Development  
V Parks and Recreation  
E Public Health  
L Road Building and Maintenance  
Sewers (Storm and Sanitary)  
Tax Collection  
Traffic Regulation  
Water Distribution  
Zoning Administration

Some mention should be made at this point of the degree of local autonomy which still remains with each individual area municipality, notwithstanding the functions which are carried out by the Metropolitan Corporation.

The individual municipalities continue to elect their own respective municipal councils, boards and commissions. For example, the Council of this municipality is composed of a Mayor and a four-member Board of Control elected at large over the whole of the municipality, as well as one member of Council for each of its twelve wards, elected on a ward basis, constituting in all a seventeen-man Council. The local Board of Education is composed of one Trustee elected from each of the twelve wards with two members who are appointed by the Metropolitan Toronto Separate School Board. In this municipality the supply and distribution of Hydro-Electric power is under the jurisdiction of a three-man Commission composed of two members elected at large over the whole of the municipality, with the Mayor acting as a member ex officio. The Municipal Council, of course, appoints other bodies: e.g., Public Library Board, Planning Board, Board of Management of Community Hall etc. From the above it will be appreciated that each municipality still retains some degree of local autonomy within its own boundaries, with services being either a "Metro", "Shared" or "Local" responsibility.

#### THE BOARD OF EDUCATION

The Board of Education was established by the Municipality of Metropolitan Toronto Act in 1953, and assumed authority for all public and secondary education in the Township on January 1, 1954. The years since 1954 have been significant ones in the development of the educational system. Growth has been spectacular. During this period the school system has surpassed in size those of Ottawa and Hamilton to become the second largest in Ontario.

At that time, the population of the Township was 110,311, today it is nearly 450,000. The explosive nature of this population increase was, of course, reflected in the rapid growth of the educational system.



When the first Board of Education assumed office it had jurisdiction over two secondary schools and forty-five public schools, employing a total of seven hundred and twenty-eight teachers and providing accommodation for an enrolment of 23,271. In 1954, expenditures for the Board of Education totalled \$4,854,000.00. The Board's revenue comes from the Province of Ontario, Metropolitan School Board and the Borough. Its expenditures include Teachers salaries, Instructional supplies, Administration, Plant Operation, Transportation, Capital Outlays, Debenture Costs and Tuition Fees etc. Effective January 1, 1965, the Board of Education was composed of fourteen members, twelve Trustees elected by Public School Supporters and two representatives appointed from the Metropolitan Toronto Separate School system. The Board elects its own Chairman annually from among the Trustees.

The Board presently operates in excess of 150 public schools, junior high schools, secondary and vocational schools accommodating nearly 100,000 students.

In addition to the schools operated under the Borough of North York Board of Education there are 28 schools under the Metropolitan Toronto Separate School Board located in North York, with two additional schools proposed for 1969, 23 schools under the jurisdiction of the Board of Jewish Education and approximately 35 private schools and three colleges.

York University now occupies two campuses within the Borough of North York; the 96-acre Glendon Campus at Bayview and Lawrence Avenues and the 600-acre multi-faculty campus at Keele Street and Steeles Avenue. Total enrolment since the University's inception approximately four years ago has grown to roughly 6,000 full-time and 7,000 part-time degree students for a total of 13,000 of whom 32 per cent come from North York. By 1975 enrolment will be doubled.

University of Toronto's Department of Aerospace Studies is also situated in North York at Dufferin Street just south of Steeles Avenue. It is one of the three of its kind in the world. The University also has located in the Borough, Connaught Medical Research Laboratories on Steeles Avenue, just east of Dufferin Street. This Medical Research Laboratory is recognized throughout the world both for the effectiveness of its products and its contributions to medical research in the field of public health.

#### NORTH YORK HYDRO-ELECTRIC COMMISSION

Prior to 1922 North York's initial supply of electrical power was provided from the Toronto and York Metropolitan Radial lines, with the service extended to serve the Yonge Street area. Hydro supply was under Council's jurisdiction until December 7, 1923, when a Public Utilities Commission was formed with Thomas Jackson as Superintendent, James Bathgate the Treasurer and H. D. Goode the Secretary. The first two Commissioners were F. Danby and R. Risebrough. Before the Commission could start operations, it was necessary to purchase the transmission lines which were privately owned by the consumers.



In 1925 the first Hydro building was constructed at a cost of \$3,650.00, on a 40 foot lot located at the north-east corner of Empress Avenue and Yonge Street. It was used as a warehouse for equipment. On July 21st of that year, the Commission purchased a team of horses and a wagon with E. Kelly in charge of the operation. The first truck was purchased in 1928.

The contract for the first office building, situated at the north-east corner of Empress Avenue and Yonge Street was let in May, 1929 at an approximate cost of \$20,000.00. The cornerstone for this building was laid on July 20th by C. A. McGuire, Ex-Mayor of the City of Toronto and Vice-Chairman of the Ontario Hydro Electric Commission and the building was officially opened on November 12th of the same year.

The Commission opened its \$365,000.00 Engineering Building on Goddard Street in February, 1955. The building provides office, warehouse and garage facilities. In April, 1960 the Hydro opened its Eastern Operational Centre on Scarsdale Road at a cost of \$140,000.00. It provides warehouse facilities, office space and a truck storage depot. The Western Operational Centre, a one acre site at Emery was purchased in 1960 providing similar facilities plus a service building. In December 1956 the Hydro Offices were moved into the former Municipal Building at 5145 Yonge Street. In 1964 construction began on a \$1,139,000.00 Hydro Building at 5800 Yonge Street, deemed necessary to meet the needs of an ever-expanding system. The new building was occupied on March 8, 1965.

North York Hydro installed its first underground distribution system in 1958 to serve a small subdivision of high class residences on Valleyanna Drive. The project was subsidized by the subdivider and added to the aesthetic appearance of the area. In 1961, the Hydro Commission adopted a general policy to encourage subdividers to install the underground system in new subdivisions at their own expense.

In 1961 the Hydro also began the 13,800 volt distribution system in three separate virtually undeveloped geographic areas. The Township was amongst the first to adopt this system because of its greater capabilities, better voltage and because it requires fewer substations to operate.

North York Hydro purchases its power from Ontario Hydro but initially did not serve all of the Township. Some areas were served by adjacent municipalities but as the power lines were extended the system finally included the entire municipality.

North York's \$30,000,000.00 hydro system and plant, which distributes electric power to over 100,000 consumers, is administered by a three-man Commission comprised of two Commissioners elected every three years and the Mayor. The duties of the Commission as set out in



Provincial Legislation are to distribute electric power and to collect for its retail sale within the boundaries of the municipality. The Commission is also required to maintain an efficient distribution system to meet present day requirements. Additions and improvements to plant are partially financed out of funds from resale rates and through funds from the Borough through the sale of debentures. Hydro rates are set by the Ontario Power Commission and are based on the cost of obtaining power, its distribution to consumers and the interest charged on debentures issued as well as retirement of the debentures in a specified period.

## TRANSPORTATION

Public transportation at the inception of the Township in 1922 consisted of a Radial line operation on Yonge Street under the jurisdiction of the Metropolitan Division Toronto and York Radial Railway. The line was one of the assets of the recently formed Toronto Transportation Commission set up in 1921 to co-ordinate transportation within the City Limits. The long black or dark green double-end street cars, built somewhat like a railway coach, were comfortable, heated electrically and complete with a smoking compartment. The schedule of operation left something to be desired, since a 40-minute or one-hour wait in the bitter weather was not looked upon with any degree of pleasure.

The system operated from the City to Jackson's Point, carrying passengers, freight, mail and newspapers en route. Switches were placed at intervals with sidings to the various industries which allowed the unloading of the freight without interrupting regular service.

It was also used extensively by organizations planning summer picnic excursions, and provided a commuting need from Jackson's Point, Sutton, Queensville, Sharon, Newmarket, Aurora, Schomberg, Bond Lake, Richmond Hill, Langstaff, Thornhill and Willowdale etc., to the City. The shriek of the whistle across the many open fields along the way was often an eerie sound to the uninitiated.

When the operators of the system decided to discontinue the service north of Richmond Hill in 1931 due to a decline in revenue, the Townships of North York, Markham and Vaughan and the Village of Richmond Hill entered into an agreement to continue the service under a joint ownership with North York assuming 55 per cent, Markham and Vaughan Townships 11 per cent and the Village of Richmond Hill 23 per cent of the cost of operation. An area was created within the Township extending from the City Limits to Steeles Avenue between Bathurst Street and Bayview Avenue to meet the cost of the T.T.C. operated service. Taxpayers within the area met any financial losses on the system by a direct tax levy. Similarly, such taxpayers enjoyed a reduction in the mill rate during the years the line showed a profit. On October 10, 1948 the street cars were removed from service and a diesel bus line was installed.





On December 1, 1938 a second transportation area was formed when the T.T.C. Bathurst Rush Hour Bus Service was put into operation. This service operated from Bathurst Street and St. Clair Avenue to Glencairn Avenue and Dufferin Street, to meet a growing need in a new area of development.

As North York increased in population, following World War II, and more land was subdivided for residential development, private bus companies operated transportation routes throughout parts of the municipality. When the Metropolitan Toronto form of government was adopted under Bill "80" all public transportation was taken over by the Toronto Transit Commission which was given the sole franchise to operate public commuting services within the Metropolitan Area.

### CLERK'S DEPARTMENT

The Clerk's Department is, in effect, the secretariat of the municipality. It provides Council with information, records Council and Committee meetings, prepares agendas, by-laws and resolutions as directed by Council. It compiles the necessary information for elections, voters' lists, arranges for polling subdivisions, deputy returning officers and poll clerks during municipal elections and records nominations for office as well as vital statistics within the Borough. As a non-operating department, the Clerk's Office has a close liaison with Council and all other departments.

Frank G. Hassard was Acting-Clerk at North York's formation, until the appointment of Herbert D. Goode as the Township's first Clerk in 1922. Upon his retirement in 1944, due to sudden illness, Frank H. Brown, Township Treasurer, became Acting-Clerk until the appointment in 1946 of Albert G. Standing the present Clerk-Administrator, who was employed by North York on August 5, 1935. Earl Roberts was named Deputy-Clerk in 1947.

### SWITCHBOARD

The Switchboard operation is under the jurisdiction of the Clerk's Department. There are four day operators and one night operator to keep the Switchboard functioning 24 hours a day, seven days a week. It has 31 incoming direct telephone lines and 231 extensions. It also controls a paging service by which employees may be summoned from anywhere on the premises.

### PUBLIC INFORMATION OFFICE

This office, which is also under the jurisdiction of the Clerk's Department, was instituted on August 31, 1959 with Bertram A. Long appointed as the first Public Information Officer. The duties of the office consist of providing an information service to the public, assisting Council, Boards and Departments to effectively communicate with the public regarding municipal projects, programs etc.



It prepares and distributes bulletins, brochures, pamphlets, as approved and authorized by Council. Arranges public functions - dinners, receptions etc. Receives and records complaints and endeavors to find a satisfactory solution where possible. Issues notification to residents regarding local improvement works to be undertaken. It is responsible for conducting tours of the Municipal Building. Maintains an annually updated Historical Summary of the Borough of North York Administration. Prepares and distributes annually an Internal Telephone Directory for use throughout the building. Produces photographs for municipal records and takes photos of Borough staff.

Mr. Long resigned in January, 1967 and was succeeded by Robert F. J. Shannon in May of that year.

### TREASURY DEPARTMENT

James A. Bathgate was the first Treasurer and Tax Collector, appointed by Council in 1922. At his retirement in June, 1931 he was succeeded by Frank H. Brown, his cashier and Deputy-Treasurer since 1923. Mr. Brown also served as Acting-Clerk from December 1, 1944 to May, 1946, and was named Finance Commissioner in January, 1951. He was also Assessment Commissioner from 1951 until December, 1953 when the assessing of property in the Township was taken over by the Greater Toronto Assessment Board and later by Metro.

The function of the Treasury Department is to assemble and correlate financial estimates for the annual tax levy in co-operation with the operating departments. The Finance Commissioner prepares and submits to Council the estimates of the various departments as well as computes and extends the annual tax amounts in the current tax roll, based on mill rates and levies determined by the Tax Levying By-law.

The Tax Section of the Department also prepares and mails the current tax bills to the assessed owners as shown on the Tax Roll, and receives and records tax payments as they are made by the taxpayers or their agents.

The Treasury Department also prepares and forwards for presentation to Council, lists of expenditures (Money By-laws) as approved by the various Borough Departments, and following approval, prepares and mails or delivers cheques covering the authorized payments.

It also records all financial transactions and carries on Borough business with the Corporation's bankers, as well as recording and providing safe-keeping facilities for such bonds and guarantees as may be lodged with the Administration.

Another function is to prepare, negotiate and forward to the Metropolitan Treasury, such documents and other relevant material which may be necessary to provide for approval the temporary financing and ultimate debenturing of Capital Expenditures.



It also makes periodic financial reports to Council and/or the Committees of Council, setting forth the expenditures and commitments to date as compared with the yearly budget appropriation.

In September, 1960 with the establishment of a Works Department, following Council's adoption of the Stevenson and Kellogg Consultant Engineers Report on the integration of services, the Waterworks Accounts Section of the former Waterworks Department was placed under the jurisdiction of the Treasury Department. On January 1, 1962 the former Engineering Accounts Section became a part of the Treasury Department operation along with the Local Improvement Section, formerly of the Clerk's Department.

Mr. Brown retired in December, 1967, after forty-four years service with the municipality. Mr. Robert H. Davie, who had previously been the Director of Accounting and Organization for the Borough from April, 1961 to December, 1966, was appointed Treasurer effective October, 1967.

#### DATA PROCESSING SECTION

A data processing section became an adjunct of the Treasury Department early in 1964 and on May 1st, the first Borough water bills were computed by this method. On January 1, 1965, employee payroll cheques became an integral part of the procedure with other areas of useage under consideration. Equipment used is a Univac 9300 Computer with four tapes. It prints and reads cards at 600 per minute. William E. Bates is Director of Data Processing.

#### PAY OFFICE

The Pay Office, an addition to the Treasury Department, was established in 1954 to prepare payrolls, remit employees deductions to the designated authorities, enrol employees in the various benefit plans and maintain records of absenteeism and employees income. The increased number of municipal employees during the past decade created a need for the setting up of a separate office to adequately and efficiently take care of such matters.

#### SUPPLY DEPARTMENT

Prior to August, 1954, when the Purchasing Department became an integral part of the operation of the municipality, the purchasing of supplies and equipment was carried out by the Department Heads and Deputies.

Accompanying the explosive growth of North York, was the need to implement and expedite the procurement of goods and services and the operation of a stores centre for frequently used items of stationery and some items of building maintenance products.

It was an adjunct of the Treasury Department, with which it, of necessity, had close liaison. Certain technical items for the operation and maintenance of the Waterworks system, Roads and Parks Departments continued to be purchased by the Department Heads concerned.



The appointment by Council on June 26, 1961, of Norman W. Johnston as Manager of Supply was the initial step in the reorganization of the Purchasing Department and the re-naming to the Supply Department thus consolidating and centralizing the the procurement and effective control of all goods, services and equipment.

The Supply Department consists of two divisions, Purchasing and Municipal Stores and Control, both under the jurisdiction of the Manager of Supply who is required to report to the Mayor and Council through a Committee of Council. The Purchasing Division, Stationery Stores and Inventory Control is located in the Municipal Building at 5000 Yonge Street, Willowdale. The Central Municipal Stores are part of the Works Building on Finch Avenue West near Dufferin Street.

#### DEPARTMENT OF PUBLIC HEALTH

The Department of Public Health, under a Local Board of Health, was formed at the Township's inception in 1922. Members of the first Board of Health were Reeve R. F. Hicks, Frank G. Hassard and Dr. Carl E. Hill, the first Medical Officer of Health.

The work of the Department is carried on under a three-point program: 1. Public Health Nursing; 2. Water and Sewage Control, Food Control, Communicable Disease Control and Environmental Sanitation; 3. School Dental Service.

#### FOOD

Since North York is now an urban municipality, the food supply comes from large food distributors, slaughterhouses, wholesale markets etc., located mostly in the Metropolitan area. Distribution is through the many outlets located in strip shopping areas, corner stores and shopping centres.

In 1939 a plebiscite decreed that a Dental Service would be installed in schools in the First Township School area.

The statutory duties of the Department are set by the Ontario Public Health Act, augmented by local by-laws which designate some duties and responsibilities. Its function is to protect the health of the public from a community and environmental standpoint.

Dr. Carl E. Hill retired in September, 1965 and was succeeded by Dr. Brian Russell.

A branch office for the Public Health Nursing Division was opened in September, 1967 to serve the western area of the Borough and is located in the Crang Plaza at Jane Street and Wilson Avenue.





## PUBLIC WORKS DEPARTMENT

When North York was formed, this department was known as the Roads Department under the direction of Ben Ross, Roads Superintendent. He later became the Relief Administrator during the depression years. In 1927 Gordon H. Baker, P. Eng., was appointed Township Engineer, combining the operation of the Roads, Waterworks and Engineering offices under one department. E. L. Sanderson, P. Eng., who later became Township Engineer, was appointed in 1928 to assist Mr. Baker as the municipality began to develop.

Also in 1928, the Township purchased its first pieces of mechanical equipment, a caterpillar tractor and a leaning wheel grader. This caused some concern to the rural residents who, after the haying season and the fall ploughing, used to haul gravel by team for road construction purposes. The twice-a-year operation was considered to be entirely inadequate to meet the needs at that time.

The Roads Department became a separate entity under the supervision of R. O. Wright in 1939 with the waterworks, sewers and engineering operation under the jurisdiction of the Township Engineer.

Following Council's decision to incorporate all maintenance work in September, 1960 under a Works Department, Mr. Wright was appointed Commissioner of Works. The former Roads Department, the sewer and water services installation section of the former Waterworks Department, garbage collection, incinerator operation, janitorial service and building and equipment maintenance along with sewer maintenance was integrated into one operation. Integration of the departments concerned proceeded under a planned schedule of operations so as not to interfere with normal municipal operation. In 1961, a Works Building was constructed on Finch Avenue, west of Dufferin Street for the purpose of storing material, equipment and trucks. A service garage for preventive maintenance of vehicles was included on the site. The number of District Township Yards was increased to six as part of the overall implementation of the Stevenson-Kellogg Management Consultant Engineers Report adopted by Council in September, 1960. These yards are located at the following districts: Ingram, Oriole, Emery, Finch, Norton and Bermondsey.

## GARBAGE

Garbage in the Borough is collected from residences generally on a twice-a-week pick-up basis. From commercial establishments - more frequently. The collection of all table waste, refuse etc., with the exception of ashes, garden refuse and a limited amount of other materials, is conveyed by truck to the Metro Incinerator on Ingram Drive, just east of Keele Street and on Chesswood Drive, just west of Dufferin Street, where it is burnt on a daily basis. The ashes, garden refuse etc., is dumped at a sanitary land fill operation and covered with earth each day. Sanitary land fill operations frequently provide a means to fill in a ravine and sometimes become park or playing field sites of the future.



Due to the ill health of Mr. Wright, Brian Ruddy, P. Eng., was appointed Commissioner of Works in January, 1963, with the former Commissioner of Works retaining the position of Superintendent of Operations until his death in October, 1964.

In September, 1965 Council approved the integration of the Works and Engineering Departments under the heading of the Public Works Department with Brian Ruddy, P. Eng., as Commissioner.

### INCINERATION

The disposal of waste is a major problem in most municipalities, with North York no exception to the rule.

Following the introduction of garbage collection in 1933, waste material was dumped into a hole and burned on parks property west of Bathurst Street in the Don River Valley. A neighbour's suit against the Corporation resulted in the discontinuance of this practice and the building of an incinerator on Lawrence Avenue, west of Keele Street at a cost of \$20,500.00 which had a disposal capacity of 30 tons of waste daily.

The Councils of the day were severely criticized by their choice of possible incinerator sites and on several occasions were forced to abandon proposed areas due to the loud protestations from residents up to a mile from the suggested locations.

The cost of garbage collection was levied over the areas served until 1957, after which such collection was paid from the general levy.

Since York Township was also facing a similar problem, North York purchased 75 acres from the Parsons family, east of Keele Street and immediately north of the York-North York boundary and built an incinerator as a joint project at a cost of \$750,000.00 on a ten-acre site. It was opened in December, 1951 and had a disposal capacity of 480 tons of waste daily. The balance of the property was zoned for industrial purposes, serviced and sold at a profit which in effect reduced the cost of the incinerator to Township residents.

Additions and renovations to the original structure, including the installation of automatic draft controls, have boosted the capacity of the incinerator to approximately 100,000 tons annually.

The Joint Incinerator Board, comprised of a Council member from each Township was responsible for the operation of the plant. Incineration was placed under the jurisdiction of the Works Department in September, 1960 and under the Public Works Department in 1966.

The Joint Incinerator Board was dissolved in December, 1966. The disposal of waste became a Metropolitan Toronto responsibility on January 1, 1967.



## SERVICE GARAGE

With the evolution of the mechanical age and the gradual transition from horsedrawn vehicles and equipment to motorized units, it became necessary to consider the establishment of a municipally operated garage if the number of trucks for various purposes were to be kept in constant operation. North York had come a long way from its first team, plus a dray and a sleigh, under the slogan "Progress With Economy".

In the formative years of the Township, the mechanical equipment was serviced at independently operated garages throughout the municipality, or if the occasion warranted it, blacksmiths made repairs and alterations whenever required.

In 1948, an efficient garage to meet the needs of a 27-unit mixed fleet of trucks, street sweepers, graders, flushers, snow removal units etc., was established on Norton Avenue in the centre of a large parking and storage lot. The concrete block building, 110' x 80', contained a grease lift, pressure greasing equipment, overhead chainfall hoist and other miscellaneous devices for operating a service garage.

Efficient records are kept for all mechanical units by Thomas E. Wiltshire, the first Garage Superintendent. Two eight-hour shifts daily are required to keep pace with the maintenance problems of the many mechanical units in operation. The Service Garage was assumed by the Works Department in September, 1960. In September, 1962 the Garage was re-located in the Finch Avenue West District Works Yard. The Norton Avenue building became a District Works Yard.

## WATERWORKS DEPARTMENT

North York residents obtained water from various sources prior to and following the formation of the municipality. Many of the rural residents and some of the suburban property owners maintained wells on their land. With the establishment of a filtration plant and pumping station on the East Branch of the Don River at Oriole, and the construction of a tower reservoir at Bayview and Sheppard Avenues (the highest point in the area) a water supply system was installed which served the Yonge Street district for some years. This tower, which had become a well known landmark, was removed by Metropolitan Toronto in 1960. Continued growth necessitated a search for other sources of supply. In 1939, North York's first deep well was drilled on Leslie Street, just south of Steeles Avenue. It tapped an underground stream and provided 1,000,000 gallons of water daily. Continued growth again created the need for further exploration and a second deep well was drilled on Leslie Street, north of Steeles Avenue in Markham Township in 1945. This added a further million gallons of water daily.

A third well was drilled in 1947 on the German Mills Creek in Markham Township to help meet the growing need and a reservoir built on Hendon Avenue just west of Yonge Street.



A second reservoir tower was built in the Bathurst-Wilson area to stabilize water pressure in that part of the Township. A reservoir on Wilson Avenue, west of Keele Street continued the water pressure stabilization to the west side of the municipality. A fourth deep well on Sheppard Avenue West and the Don River brought the daily capacity to well over 5,000,000 gallons, insufficient for the needs of such a rapidly growing suburban area.

With the formation of the Metropolitan Area in 1954, North York experienced relief in capital expenditures for trunk watermains and Metro assumed all water production processes, filtration plants, towers and reservoirs and proceeded to install a system of trunk mains which supplies the entire Borough with water from Lake Ontario to the extent of 60,000,000 gallons daily.

North York takes delivery of its daily water supply at strategic intervals from the Metro system so that all the residents are supplied and a stabilized pressure is maintained.

In 1958 the problem of water during the summer months for green lawns and gardens was finally settled and no further restrictions were imposed. Since the early 1950's, due to the vast expansion and development, water had become very scarce and people were allowed to water their lawns and gardens on certain evenings at specific times, for instance, in the York Mills area it was twice-a-week after 10 p.m. Those were the evenings one had to stay home, put out the hose while it was still light, turn on the water at 10 p.m., and then change the position of the hose at intervals before going to bed.

The water supply for residents of the Borough of North York is brought from Lake Ontario through intake pipes about a mile offshore. It is pumped into filtration plants, two in the Borough of Scarborough at the foot of Victoria Park Avenue and one at Toronto Island. In the filtration plants the water is purified and chlorinated. The water that is used in North York comes mainly from the R. C. Harris plant at the southerly end of Victoria Park Avenue. It is pumped across the City of Toronto in a tunnel to Parkside Drive, thence northerly to the Caledonia-Lawrence Reservoir. From that point it is pumped to its ultimate destination - the homes and industries in the Borough. The procurement and purification of water is the responsibility of Metropolitan Toronto as is the installation of the trunk watermains and pumping stations. The Borough of North York is responsible for the smaller sub-trunks and street watermains, as well as the service installations to residences, industrial and commercial establishments. The daily water capacity for North York is 60,000,000 gallons.

According to Resolution No.231, dated April 2, 1923, John Mills was appointed Water Superintendent. The department continued its operations as an adjunct to the Engineering Department.

The Department was responsible for the installation of sanitary and storm sewer service connections until September, 1960 when a Resolution of Council allocated the Accounts Section to the Treasury Department. The water and sewer service installations and maintenance became a part of the Public Works Department function.





## LEGAL DEPARTMENT

Thomas Urquhart, an ex-Mayor of the City of Toronto conducted North York's legal requirements following the Township's inception in 1922, as well as representing the group of citizens who sought secession from York Township. He was employed on a fee basis. The second Township Solicitor was C. F. Moore, Q.C., who later became Solicitor for Metropolitan Toronto. In October, 1953, W. S. Rogers, Q.C., became the third Solicitor to head the department which acts on instruction from Council and represents the municipality on all phases of activity where legal requirements are indicated.

## REAL ESTATE DEPARTMENT

The Real Estate Department, originally known as the Property Department, was, in effect, an adjunct to the Legal Department at its inception in 1957. The section was to take care of enquiries with respect to the sale and evaluation of Township owned lands and to accept tenders for such land when marketable. The first incumbent, G. R. Foster, appointed Real Estate Appraiser in 1956, appraised all types of property for various purposes such as in proposed plans of subdivision when 5% is required for municipal purposes, when land is to be acquired for easements re pipelines etc., and when expropriation proceedings are contemplated.

Another phase of the Department's operation is the sale by public tender of Borough owned land and properties. Since 1955, large sums have been realized annually from these transactions. The greater part of the present Municipal Building was built entirely from accumulated funds from the sale of Borough owned property. A million dollar storm drainage program in the Newtonbrook West area was paid for from the land which was reclaimed because of the project.

D. J. Seward, A.A.C.I., was appointed Supervisor of Real Estate in July, 1961, and re-named Director of Real Estate in January, 1962.

## BUILDING DEPARTMENT

The North York Building Department was formed late in 1922, under the direction of Alic W. Terry, the Township's first full time employee. He combined the duties of Sanitary and Weed Inspector and School Attendance Officer with this operation in its initial stages. He also served as Relief Officer, Dog Tax Collector and Chief Assessor.

In 1935, James R. Garlick, who had been appointed a Relief Inspector three years previously was named to assist Mr. Terry. In 1937 when Mr. Terry received an appointment to the Assessment Department, Mr. Garlick became the Chief Building Inspector. In 1938 the Building by-laws of the municipality were revised which, with subsequent revision, have become the most complete in the Metropolitan Toronto area, and were adopted in toto by the Townships of Scarborough and East York, and in part by the Township of Etobicoke and other municipalities in Canada and the United States. A Sign By-law was also instituted.



With the adoption of the Stevenson-Kellogg Consultant Engineers Report by Council on June 15, 1959, the present Building Department operation incorporated the Plumbing Department and the Zoning Section of the Planning Department.

The Building Department is concerned with the inspection and approval of building plans and specifications, the implementation of the Building Code and various municipal by-laws governing construction and sign installations in the municipality. It is a revenue producing operation derived from the permit fees charged. It carries out inspections on each building permit issued to make certain that such construction complies with the by-laws of the Corporation. S. G. Beckett, P. Eng., was appointed Building Commissioner on August 1, 1959.

From 1922 until December 31, 1967 more than 77,349 building permits were issued for a total of \$2,024,530,258.00.

#### PLUMBING DEPARTMENT

The Plumbing Department, another revenue producing department, was founded shortly after the formation of North York, with John Mills appointed as the first Inspector. As the Township developed, so the duties of the department increased. W. A. Willis succeeded Mr. Mills upon his retirement on April 1, 1950.

The Plumbing Department, now a part of the Building Department, is responsible for examining plumbing and drainage installations in new construction to ensure that such installations are in compliance with the necessary Borough by-laws.

From February 1, 1923 until December 31, 1967, the Plumbing Department has issued 169,251 permits for plumbing installations, drains, septic tanks (until 1952) and fuel oil and flammable liquids.

#### WELFARE DEPARTMENT

In the formative years of North York, welfare was not the major concern that it became in the depression. It was originally taken care of by A. W. Terry from 1922 to 1930 among his other duties. B. Ross held the title of Relief Administrator from 1930 to March, 1936. 1935 was an outstanding year when nearly 1,000 families were obtaining relief under a Township operated plan.

The Ontario Government assumed the cost of relief administration in 1935 and continues to control the program by paying 80 per cent of the cost.

Relief administration in the '30's was not an enviable occupation. With almost a fifth of the population requiring assistance, the investigators were required to meet and solve many dire situations with the little that was available for such purposes. The present District Administrator is G. Romanson and his offices are located at 5740 Yonge Street. Welfare administration came under the jurisdiction of Metropolitan Toronto on January 1, 1967.



## ENGINEERING DEPARTMENT

The appointment in 1927 of Gordon H. Baker, P. Eng., as Township Engineer indicated the need at that time for professional assistance of a permanent nature as part of the policy of the operation of a municipality such as North York. Prior to 1927 consulting engineers were employed on a project basis only. Mr. Baker took over control of the Roads and Waterworks Department and directed the combined operation until a Council Resolution in 1927 created the Engineering Department and defined its duties.

E. L. Sanderson, P. Eng., was employed by North York in 1928 to assist Mr. Baker. He became the Township Engineer following Mr. Baker's resignation in 1956 to accept the position of North York's first Industrial Commissioner.

The department was comprised of the following sections, each under the direction of a qualified section head: Administration, Drafting, Water and Drainage, Roads and Sidewalk Construction, Survey, Works Inspection, Subdivision Design and Building Permit Approvals.

Sewer and watermain maintenance became a part of the Works Department operation in September, 1960.

In September, 1965, the Engineering and Works Departments were integrated to form the Public Works Department. Mr. Sanderson was named Co-Ordinating Engineer for Special Projects until he retired in December, 1966.

## FIRE DEPARTMENT

Fire protection was provided by a volunteer fire brigade organized in 1923 under Chief W. J. Nelson, father of the Borough's present Chief. The names of the original volunteers are clouded in obscurity since few records remain of those early days. They were mostly businessmen and public spirited citizens.

The fire fighting equipment consisted of one Model T Ford truck fitted with hose and chemical tanks and four hose hand reels located at strategic positions near built up areas. The first truck was housed at the Pioneer Garage, 4890 Yonge Street. The hand reels were located at Drewry Avenue and Yonge Street, Lillian Street near Steeles Avenue, Glencairn Avenue and Dufferin Street and on Bedford Park Avenue near Ledbury Street.

Ivan M. Nelson, the present Chief, was himself a volunteer at the age of 14, and has been an active member since that time.

Chief W. J. Nelson remained as leader of the volunteer brigade until his retirement in 1931. He was succeeded by Harry Ryder, with Murray Evans appointed as Deputy-Chief. Because of his considerable experience and interest in fire-fighting, Council offered the position of Chief to Ivan Nelson following the death of Mr. Ryder in 1935.



The department continued to be operated on a volunteer basis until 1941, when the development and growth of the Township indicated the need for a full-time operation with permanent staff complement.

On January 1, 1942, the first Fire Station was opened at 5125 Yonge Street, with a five-man permanent force and two pumper trucks, a 1926 Reo and a 1936 Bickle. Volunteers augmented the regular staff which was comprised of Deputy-Chief William Ballantyne, Messrs. Charles Prowse, Charles Dawson and Frank Bennett (former volunteers) as well as the Chief.

It is perhaps interesting to note that Chief Nelson enjoyed the signal honor of being the youngest Chief of any permanent force Fire Department in Canada.

During the war years development in the Department was slow. One of the pumpers was retired from service in 1943, and Chief Nelson and his staff built a pumper around a second-hand truck chassis because it was impossible to obtain new equipment. By the end of 1949 there were 21 members on the permanent force and vehicles were fitted with mobile telephones to allow greater mobility of operation.

The tremendous development of both residential and industrial areas in the Township following World War II indicated that the fire-fighting service had to expand if it was to provide adequate protection. The population of North York had jumped to 90,000 and showed no sign of tapering off.

The first major step in the Department's expansion program was brought about in 1952 with the construction of a second Fire Station on Lawrence Avenue, just east of Bathurst Street.

The following year a new pumper was designed by Chief Nelson and built under his supervision. This permitted retirement of the oldest piece of equipment from active service. About this time, the mobile telephones were removed from all vehicles and replaced with three-way radio units. These were deemed more suitable for emergency work.

Two new Fire Stations were begun in 1955, the Number 4 Station on Jane Street, north of Wilson Avenue, and the Number 5 Station on Bond Avenue at Don Mills Road and the Headquarters Station on Yonge Street had to be enlarged to provide accommodation for offices and increased personnel. The expansion was imperative due to the unprecedented growth of homes and industries.

The two new halls were ready for occupancy by July, 1956, with the additional to the Headquarters Hall finished by June of the same year. A one hundred foot aerial ladder truck was added to the equipment to keep pace with the ever increasing number of taller buildings that were being built.





On March 15, 1959 the Number 6 Station was opened on Bayview Avenue at York Mills Road. In 1960 the Number 7 Station on Bermondsey Road, south of Eglinton Avenue went into operation, followed by the Number 8 Station on Lawrence Avenue West at Amesbury Park in 1962. In 1964 the Number 3 Volunteer Brigade in the Humber Summit area was disbanded and the new Number 3 Station on Finch Avenue West at Weston Road was opened on October 4, 1964.

In April of 1968 the Administrative offices of the Fire Department, along with the Fire Prevention Bureau, were moved into the Municipal Building at 5000 Yonge Street and occupy office space on the basement level.

Two new Fire Stations are presently under construction - the Number 9 Station at Finch Avenue and Seneca Street and the Number 10 Station on Keele Street, just north of Finch Avenue.

#### PARKS AND RECREATION DEPARTMENT

In 1950, a Recreation Commission was established with a grant of \$5,500.00 during the first year of operation. H. Moreland was named the Director of Recreation.

Under the Planning Act of 1946 approved by the Ontario Legislature, municipalities were given the power to require a subdivider to deed 5% of his land holdings for municipal purposes, which has been generally interpreted for parks and playground use. Prior to this period, recreation was carried on throughout North York by service clubs or other civic minded groups on vacant properties, school grounds or the several parcels of land squired.

In April, 1954, Council undertook to provide for a form of administration to be responsible to a Committee and Council for the establishment, operation and performance of the necessary areas in the operation of parks and playgrounds. For this purpose Council appointed a Commissioner of Parks and Playgrounds. The newly formed department commenced operations from a building located on Stewart Smith Drive, which had been purchased by the Township from C.M.H.C. (Wartime Housing). The allotted budget was \$37,000.00.

As a result of expanding operations, Council, in the early part of 1955 approved the construction of a Parks Administrative and Service Depot at 140 Bentworth Avenue at a cost of \$49,999.00 on a parcel of land having an area of approximately 1½ acres.

In the Spring of 1956, when the first wing of the new Municipal Building was completed, the office activities of the Commissioner of Parks and Playgrounds, together with attendant clerical functions, were re-located in the new premises. During the period July-August, 1957, steps were taken by Council to provide for the merger of Parks and Recreation activities. The Recreation Section which, at that time, was operating from the Board of Education Administration Building on Almore Avenue was re-located in the Municipal Building.



Council named D. W. Snow, a Township employee since 1947, as Commissioner of Parks and Recreation to head the new department which was to co-ordinate the use of all facilities and to acquire, maintain and develop land for parks purposes and develop a recreation program for a rapidly increasing population.

A continuing process of development is an annual phase of operations for the Parks and Recreation Department as subdividers subscribe 5% of development lands for Borough use. The Department is responsible for the operation and maintenance of seven arenas, 10 swimming pools, a number of natural and artificial ice rinks and more than 100 parks.

#### PERSONNEL DEPARTMENT

The Personnel Department is responsible to Council for the recruitment, selection and promotion of staff, salary and wage administration, employee records, employee accident prevention program and all workmen's compensation matters for the municipality.

The Corporation has approximately 1,592 permanent employees, augmented by the employment of nearly 649 casual staff for the construction season and for the various recreation programs. It has collective agreements with four of its organized employee groups. The Director of Personnel and Labour Relations prepares wages and salary surveys and acts as an advisor to Council during negotiations of the various collective agreements.

The Personnel Department came into existence on June 13, 1955 and was headed by John Sheehan as the first Personnel Officer. In October, 1956, Thomas Murphy succeeded Mr. Sheehan and in July, 1962 was appointed Director of Personnel and Labour Relations.

#### BY-LAW ENFORCEMENT DEPARTMENT

The By-law Enforcement Department was put into operation in March, 1955 with D. Matthews as the By-law Enforcement Officer. Harold Amer, the current incumbent, is responsible for investigating infringements of Borough by-laws, laying charges when required, issuing licenses for dogs, dry cleaning establishments and Christmas Tree lots. The office also processes applications for Metro licenses.

#### DOG POUND

North York's first Dog Pound located at the north-east corner of Glendora Avenue and Yonge Street was founded early in the '30's under the supervision of G. C. Charlton, Poundkeeper. It was subsequently moved to the McCrimmon property on Sheppard Avenue East, near the present location of St. Gabriel's Church and later moved to the west side of Dufferin Street near the present DeHaviland Driving Range.



The Pound is presently located at 54 Ingram Drive and is under the supervision of W. Doherty. The building was constructed during the latter part of 1957 and early 1958 and was officially opened on May 24th. There are 36 separate cages in which dogs may be kept and sufficient area to allow for additional accommodation if the need arises.

Normally the Pound is open to the public from 8 a.m. to 5:30 p.m. daily, Monday to Friday, and from 8:00 a.m. to 4:30 p.m. on Saturday. The impounded animals are fed and attended to on Sundays. When a dog has been impounded every effort to contact the owner is made. Before a dog is released to the owner it must be licensed. (A Pound Fee of \$5.00 is charged). Every effort is made to find a suitable home for the animal if not claimed within 96 hours. These dogs may be purchased for a nominal sum. Before a dog is sold it is inoculated against rabies by a local veterinarian. Four radio equipped trucks are used for canine control in the municipality.

#### DEPARTMENT OF PLANNING AND DEVELOPMENT

The Planning Act of 1946 approved by the Ontario Legislature, resulted in the formation of the North York Planning Board on September 25, 1946. R. E. Bales, a former Reeve, was appointed for three years with Donald M. Springer appointed for a two-year term and Dr. G. B. Langford a one-year term. In January, 1947 Deputy-Reeve Norman G. S. Ingram was appointed as Council representative to the Board. He continued to represent Council until his death in 1951.

The Department of Planning and Development, headed by John K. Curtis, P. Eng., is under the direction of the Planning Board, which is comprised of the Mayor as Member Ex-Officio, four members of Council appointed annually and six other persons who are not employed by a municipality or local board. Appointments are made by Council for a three-year term of office on a staggered system.

The first Secretary-Treasurer was Gordon H. Baker, P. Eng., with W. F. McAdam as the first Planning Director.

It is the responsibility of the Board and the Department to assist Council in formulating a land development policy and to process applications for development in conformation to the policy, to the end that when natural growth takes place, the needs of the ultimate community are taken care of by provision of services, municipal and otherwise, that will, in the final analysis be required. Such development includes shopping centres, industrial properties, warehousing, family type housing, low cost housing, rental and luxury housing as well as institutional growth.

In detail, the Department of Planning and Development processes applications for plans of subdivision, it co-ordinates the needs of independent Boards and agencies such as the Board of Education, Library Board, Parks and Recreation Commission, Department of Highways, Traffic etc., which often involves several levels of government. It endeavours to determine the best use which may be made of land and zones accordingly. It processes independent applications for zoning amendments.



The Department also plans for the development of special areas and prepares area studies on an overall Borough picture, in order that planning is kept reasonably flexible. It also keeps a record of such development.

An Industrial Department was formed in 1956 to encourage and expedite the construction and development of industrial plants in the various industrial areas.

Former Township Engineer, Gordon H. Baker, P. Eng., was appointed North York's first Industrial Commissioner. It was his duty to endeavour to expedite to the various departments, the subdivision procedure for industrial areas so that the building permits could be issued with a minimum of delay. Mr. Baker retired as Industrial Commissioner on December 31, 1966.

During 1967, the industrial phase of operations was absorbed into the Planning Department which was subsequently re-named Department of Planning and Development. Mr. Donald Newman was appointed as the first Development Officer.

#### COMMITTEE OF ADJUSTMENT

The Committee of Adjustment was part of the Planning Board until August 27, 1957 when it was established as a separate Committee, with the adoption by Council of By-law No. 12421. The members of the first Committee were Messrs. Fred W. Kemp, Q.C., Campbell C. Holmes, Donald D. Aldcorn, K. A. Gariepy and J. Coleman. Appointments to the Committee of Adjustment are approved by the Minister of Planning and Development.

It is the Committee's function to consider minor variances to the Borough Zoning By-law No. 7625, which may be considered an unnecessary hardship to individual property owners. It is also empowered to consider and extend non-conforming uses of property under By-law No. 7625 as well as deal with the definition of general terms.

#### MAYOR'S OFFICE

At the inception of the Township in 1922, the head of the municipality was known as the Reeve and was not provided with a separate office from which to conduct Township affairs. Under George H. Mitchell's regime, a special office, solely for the use of the Chief Magistrate (or Reeve) was established. The first Secretary to the Reeve was appointed in 1953. E. Hughes of the Clerk's Department, was appointed Executive Assistant to the Reeve (now Mayor) on September 30, 1965.

Under the Borough system, effective January 1, 1967, the elected head of the Borough of North York was re-named Mayor of the municipality.

#### TRAFFIC CONTROL

In April, 1958, Council, recognizing the need for a specific office to direct and control vehicular movement within the municipality appointed S. R. Cole as Traffic Co-Ordinator. The explosive growth of North York and Metro bringing with it tremendously increased motor vehicle registration,

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indicated the absolute necessity for a planned development of facilities for, and proper control of motor vehicle traffic on Township roads.

In addition to co-operating with the Engineering, Roads and Planning Departments in matters concerning the safe movement of traffic, and the safety of pedestrians, the Traffic Co-Ordinator provides liaison with the traffic authorities in Metropolitan Toronto and area municipalities so that uniform controls and regulations can be maintained throughout Metro.

The installation of all types of traffic control are now based on studies and investigations by the Traffic Department. These installations include traffic signals, all types of traffic signs, street lighting, road widening, pedestrian crossovers and various types of road markings, heretofore taken care of by the heads of several departments.

Pedestrian crossover signs went into use throughout the Metropolitan area on September 15, 1958. Posts at the side of the road, and finally white lines drawn on the streets marked the area, but they were difficult to detect in winter months. Crossover accidents decreased when the yellow overhead lights were placed in the centre of the road to increase the public's awareness of crossings.

In June, 1966 Mr. Cole was re-named Director of Traffic Operations.

The Director of Traffic Operations is also responsible for recommendations for construction of a sidewalk program as capital expenditures for such a program permit.

It is the function of the office to record accident statistics which are used considerably in traffic studies, recommend Traffic by-laws and maintain proper street signs. The Department also operates a sign making shop at the Oriole District Works Yard which produces all the street signs and traffic control signs installed in the Borough.

#### POLICE DEPARTMENT

The North York Police Department was comprised of one constable in 1922, with the appointment of Roy D. Risebrough, who later became the first Chief of the Township Police Department. He also served as School Attendance Officer and Sanitary and Milk Inspector, as well as protecting the 6,000 residents of the municipality.

Sergeant Robert Wilson became North York's second officer in 1923, followed by Percy Smithson in 1926, Hector Hawkins in 1928 and John Harrison in 1930. The latter was named Deputy-Chief in 1946 and following Mr. Risebrough's resignation when the Police Departments of the thirteen area municipalities which comprise Metropolitan Toronto were amalgamated in January, 1957, Mr. Harrison was named District Chief.

From 1922 until 1931, the police office was located in the Municipal Building at 5145 Yonge Street, adjacent to the Council Chamber. In the latter year, the Department occupied premises in the North York Hydro Building at 5151 Yonge Street until it took over the remainder of the lease held by the Royal Bank of Canada on the premises at 5270 Yonge Street at the north-west corner of Eglerslie Avenue.



John McGarry was employed as the first Clerk of the Department in 1932, and was succeeded by Maurice Richardson in 1937. When the latter was appointed as a constable in 1939, the duties of the Clerk were assumed by Earle Brown.

On January 7, 1950, the first Police Building was opened at the corner of Princess Avenue and Yonge Street. The building cost in the neighbourhood of \$70,000.00 and provided ample office space, garage facilities and a cell block.

Rented store space on Mattson Road at the Crang Shopping Plaza was occupied in the spring of 1954, and in December of that year a third Police Station was opened with the occupation by the North York Department of the Dairy Building at Donalda Farm.

The Police Building on Sanderling Place, Don Mills was built by North York to replace the quarters in the Dairy Building and was assumed by Metro when the Police Departments were amalgamated and occupied in 1957. The North York Department was comprised of nearly 200 men at that time.

Under the Metropolitan Toronto system, three divisions served the North York area; Division 31, Sheppard Avenue West, Downsview, Division 32, 5101 Yonge Street, Willowdale and Division 33, Sanderling Place, Don Mills. In a redivision of Metropolitan Toronto Police Districts in 1964, Districts 12 and 53 also serve sections of the municipality.

#### NORTH YORK PUBLIC LIBRARY

The history of the North York Public Library had its beginning in 1940, when a survey was undertaken to discover the need for library service in the Township. Mrs. A. N. Martin and Charles H. Browne of the Queen Mary (McKee Avenue) Home and School Association were assisted in this project by Dr. C. E. Sanderson, Chief Librarian of the Toronto Public Libraries and Angus Mowat, Director, Public Library Service, Ontario Department of Education. Bookmobile service was recommended but World War II with its gas rationing and manpower shortage necessitated postponement of the idea.

In 1945, Rev. George Kelly, Minister of Newtonbrook United Church and Mrs. W. W. Allison were appointed by the Central Community Council to arrange for boxes of books from the Provincial Travelling Libraries Branch to be deposited with the Willowdale United Church Library. Ladies of Home and School Associations volunteered their services and the library was open one night a week.

After the War, a Building Committee was appointed by Council to arrange for the erection of the Memorial Community Hall with space provided for library purposes. Accordingly, when the building was opened in May, 1950, a room was available, a library committee was chosen, a municipal grant of \$1,807.00 was received and Mrs. Clara E. Haldenby, a professional librarian was appointed on a part-time basis. The Committee arranged a Theatre Night at the Willow Theatre to raise funds and publicize a drive for donated books and volunteers typed catalogue cards and assisted with the processing



so that the library could open on September 30th. Shortly thereafter, the Committee realized that the Library did not comply with the Public Libraries Act and steps were taken to organize an Association Library effective January 1, 1951. The Board consisted of Mrs. W. W. Allison, Chairman, Peter Torrance, Vice-Chairman, George M. Lummis, Secretary, W. W. Allison, Treasurer, G. Ward Gordon, Mrs. A. W. Jones, Mrs. A. N. Martin, J. S. MacKenzie, Mrs. J. Collis, Mrs. W. H. Stewart and S. J. Kelner.

In 1953 a Library Planning Commission was established to assist in the development of a Township-wide service. Those who served on the 1953-54 Commission were Mrs. W. W. Allison, Chairman, Saul Cowan, Vice-Chairman, Mrs. G. R. R. Pettigrew, Secretary (Members of the Association Library Board) and Miss C. Anderson, Mrs. Wm. Beattie, Hugh Black, Mrs. H. M. Brownlee, Norman C. Goodhead, T. J. Graham, M.P.P., S. J. Kelner, F. W. Kemp, Q.C., Mrs. J. F. Mahon, Irving Paisley and A. P. Upshall. A new survey was undertaken and the following recommendations were made to Council; increased financial support from the general levy; purchase of a bookmobile to service thirteen areas; purchase of a portable for a Children's Library from the North York Board of Education; and the appointment of a Public Library Board. On July 27, 1954 a Bookmobile Service was inaugurated serving residents in thirteen outlying areas.

In February, 1955 Council established a Public Library Board which was faced with the considerable task of creating a library system for the fourth largest municipality in Ontario. In November, W. L. Graff, B. A., B.L.S., was appointed Chief Librarian. Those who served on the first Board were R. J. Stanbury, Chairman, Wm. L. Graff, Secretary-Treasurer, Reeve F. J. McMahon (1955-56), Reeve Vernon M. Singer (1957-58), Mrs. W. W. Allison, Mrs. F. A. Pryal and Lloyd Sawyer.

During 1956 the Library Board and the Township Council planned the construction of a main Library Building and the purchases of two or three branch sites. Land was acquired for the main library at Yonge Street and Park Home Avenue and for branches in Don Mills, Downsview and Lawrence Plaza, but construction plans were postponed when capital expenditures of the municipalities were limited by the Metropolitan Toronto Council.

In April, the administration, ordering, cataloguing and processing departments (now Technical Service departments) and Bookmobile stock occupied space in the H. H. Gibson House which formerly housed the Township Engineering Department. During that year a small reference collection was added to the Adult Library in the Memorial Community Hall.

By March, 1958, plans for a Main Library Building were completed and capital expenditures were available. On October 15th, the cornerstone was laid for the new building and on July 8, 1959 it was opened to the public.

On October 18, 1959 the main building of the North York Public Library was officially opened and named the Gladys Allison Building. Dr. W. m. Kay Lamb, the National Librarian of Canada was the guest speaker and many interested citizens attended.



On November 14, 1961 the Don Mills Branch Library was opened at 888 Lawrence Avenue East. A \$160,000.00 second stage extension was begun on December 16, 1963 and completed early in 1964.

On January 23, 1962 the Bathurst Heights Branch Library opened at 3170 Bathurst Street and on March 6, 1962 the Downsview Branch opened at 2793 Keele Street. An extension to the Downsview Branch was opened in April, 1965.

Four more branch libraries went into operation during 1966 and 1967 at the following locations: Centennial Branch, 578 Finch Avenue West, Bayview Branch, 2901 Bayview Avenue, Victoria Village Branch, 184 Sloane Avenue, Yorkdale Branch, Yorkdale Shopping Centre, Dufferin and Macdonald-Cartier Freeway.

Additional branches now in operation are Woodview Park, 16-18 Bradstock Road, Weston, Amesbury Park, 1565 Lawrence Avenue West, Toronto 15 and Black Creek Branch as well as the Brookbanks Branch at 210 Brookbanks Drive, Don Mills. A new branch is presently under construction on the south side of Finch Avenue between Keele and Jane Streets and is expected to open in 1969.

#### NORTH YORK MARKET

In 1930, from the liquidation sale of the Metropolitan Railway assets, North York purchased the car barns at the City Limits and renovated the buildings to serve as a Township market. It was an integral part of the way of life prior to shopping centres. The purchase price was set at \$62,600.00 and on July 8, 1931 Council passed By-law No. 1444 to establish and regulate the operation of a market for producers, gardeners and farmers desiring to retail produce, all of which was to be produced in Canada, with 75% of the produce offered for sale produced by the vendor. W. G. Scrace, a former Deputy-Reeve, was named Market Superintendent.

On December 15, 1952, by By-law No. 8133, the market was sold for Mr. Frank Baillie for \$250,000.00 which funds were used to build the first part of the present Municipal Building.

#### PARKING AUTHORITY

The Parking Authority was established by By-law No. 11344 on June 4, 1956 and was comprised of Chairman Kenneth Burn, Wm. C. Ball and Armand Deslauriers. It was formed to study parking conditions on a Township-wide basis and to correlate the parking requirements of commercial development. It also conducted studies of commuter parking areas as well as considered the establishment of several parking lots, the need for which had been indicated by such studies.

The 1959 members of the Authority were A. Deslauriers, Chairman, Wm. C. Ball and David C. Vanek. The Parking Authority was dissolved by Council in September, 1960 with the duties of the Authority being relegated to the Traffic, Fire and Licensing Committee of Council.





## COMMUNITY HALL BOARD OF MANAGEMENT

In 1945 the residents of part of Ward Two, in an area bounded by Steeles Avenue, Bayview Avenue, Bathurst Street and York Mills Road, agreed by plebiscite to the financing up to \$70,000.00 of a Memorial Community Hall, to be built at 5090 Yonge Street on the frontage of the York Cemetery property. A Building Committee was formed, comprised of Mrs. A. N. Martin, Mrs. W. W. Allison, Rev. A. W. Jones, R. S. Rackham, Ellis Galbraith and Reeve George H. Mitchell.

Upon completion of the first unit in 1950, the keys were handed to the Board of Management appointed by Council which included Mrs. A. G. Dobson, Harold Thurston and George Lummis to operate the building. In 1952, the Board of Management was enlarged to five members including a Council representative.

It is used as a meeting place for a service club, the North York Branch of the Red Cross Society, lodges and associations, and was used for the hearing of Traffic Act Violations, by-law infringements and Ontario Provincial Police traffic infractions, prior to the opening of the new Magistrate's Court in July, 1960. For several years it was the circulation centre for the North York Public Library.

## NORTH YORK SAFETY COUNCIL

The North York Safety Council is one of the later developments in municipal services adopted by the Borough Council. It is comprised of a group of citizens for the purpose of reviewing all matters of safety with a view to keeping the public better informed on safety measures and methods currently in use for their protection and longevity.

The Council is to maintain contact with the citizens and municipal and Metropolitan Toronto agencies to correlate practices such as bicycle roadshows safety laws, driver education programs, pedestrian regulations etc., for the general welfare of residents. The first Safety Council was comprised of George S. Blair, Max Solomon, Fred D. Blayney, J. T. Haynes, Norman Turner, Phillip Kommit, D. Wakely, Lorne Cecil and Henry Turman. The present Chairman is Mrs. Helen Adamson.

## PROVINCIAL JUDGE'S COURT

Prior to 1927, Traffic Act violators and Criminal Code miscreants were required to appear in court at 57 Adelaide Street East, Toronto and at Newmarket to answer charges. For many residents this meant an extra financial burden and loss of time. With the fantastic growth experienced following World War II it was necessary in 1947 to open a Magistrate's Court in Willowdale. The name "Magistrate's Court" was changed when the operation of the Courts was taken over by the Province of Ontario on December 2, 1968, and they are now known as Provincial Judge's Courts. Court was first held in the North York Memorial Community Hall, with Magistrate O. S. Hollingrake presiding.



In 1952 to keep pace with the increased number of cases on the various dockets, it was necessary to purchase the Brown School (formerly known as School Section #4 and the Yonge Street School) from the First Township School Area to provide more extensive quarters.

In July, 1960 the first session of the Magistrate's Court was held in the new premises at the rear of the old school, which was later razed to augment parking facilities. The Court House was designed by Sproat and Rolph and constructed at a cost of \$355,824.00 by D. H. Hahn.



APPENDIX "A"

ELECTED REPRESENTATIVES - 1967-68-69

BOROUGH COUNCIL

MAYOR

James D. Service

BOARD OF CONTROL

G. G. Hurlburt, P. Eng.  
F. E. Watson

B. H. Hall  
P. Hunt

ALDERMEN

Ward

1. J. D. Booth  
2. J. A. Gould  
3. R. F. Yuill  
4. P. Godfrey  
5. M. H. Chusid  
6. J. A. McGivern

Ward

7. I. M. Rogers, Q.C.  
8. W. G. Cassels, Q. C.  
9. K. A. Lund  
10. H. A. Black, Q.C.  
11. W. Sutherland  
12. J. R. Williams

HYDRO COMMISSION

A. K. Meen, Q.C.

J. R. Dunn

BOROUGH OF NORTH YORK REEVES AND MAYORS - 1922-1968

1922-26 R. F. Hicks  
1927-28 W. W. Anderson  
1929-30 J. Muirhead  
1931-33 G. B. Elliott  
1934-40 R. E. Bales  
1941-49 G. H. Mitchell

1950-52 N. A. Boylen  
1953-56 F. J. McMahon  
1957-58 V. M. Singer  
1959-64 N. C. Goodhead  
1965-68 J. D. Service

POPULATION

1923	6,303	1954	130,766	1961	260,319	1968	425,016
1925	8,375	1955	148,258	1962	279,323		
1930	11,006	1956	165,544	1963	303,577		
1935	14,600	1957	182,942	1964	331,113		
1940	20,382	1958	200,185	1965	359,721		
1945	26,432	1959	228,374	1966	382,792		
1950	62,646	1960	247,764	1967	411,517		

ASSESSMENT ( BEFORE REVISION)

1955	336,096,302.00	1964	852,289,312.00
1960	601,274,590.00	1965	920,669,315.00
1961	653,884,885.00	1966	992,977,075.00
1962	714,039,354.00	1967	969,291,781.00
1963	789,281,534.00	1968	1,150,415,566.00



DEBENTURE DEBT

1955	26,128,717.98	- Gross	1964	73,041,199.00	- Gross
1960	58,546,835.50	- Gross	1965	72,146,962.00	- Gross
1961	62,944,643.75	- Gross	1966	69,940,980.00	- Gross
1962	66,196,208.69	- Gross	1967	48,791,252.51	- Gross
1963	67,829,504.53	- Gross	1968	45,589,595.00	- Gross







