

26 April 2021

**Submitted To:**

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**Submitted By:**

Adam Wynne: [adam.g.wynne@gmail.com](mailto:adam.g.wynne@gmail.com)

**20 Lower Spadina Avenue, Toronto – Heritage Property Nomination:**

I am writing to your offices to nominate 20 Lower Spadina Avenue, Toronto for a Heritage Property Nomination and to subsequently advocate for this property to be Listed on the municipal *City of Toronto Heritage Register* and/or Designated under the provincial *Ontario Heritage Act*.<sup>1</sup>

**Indigenous Land Acknowledgement:**

*“We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.”*

(City of Toronto 2019)

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<sup>1</sup> I would like to express sincere appreciation and thanks to Mark Rumas of the *PortsToronto Archives* for his assistance in locating historical information, photographs, and records pertaining to 20 Lower Spadina Avenue, Toronto.

## 20 Lower Spadina Avenue, Toronto:

20 Lower Spadina Avenue is a 2-to-3 storey office building located at the southwest corner of Lower Spadina Avenue and Lakeshore Boulevard West in Toronto. 20 Lower Spadina Avenue was completed in July/August 1919 and originally served as the offices of the *Dominion Shipbuilding Company Limited* (Dominion Shipbuilding Company Limited 1919, Dominion Shipbuilding Company Limited 1919, Toronto Harbour Commissioners 1919, Rumas 2020) (see Appendix A, Figures 20-22). The building has significant associative and historical value through originally being home to the offices of the *Dominion Shipbuilding Company Limited*. 20 Lower Spadina Avenue marked the “chief entry” point to the *Dominion Shipbuilding Company Limited* shipyards (Dominion Shipbuilding Company Limited 1919). The *Dominion Shipbuilding Company Limited* – also known as the *Dominion Shipbuilding and Repair Company* – was formed in 1917 by Christoffer Hannevig (1884-1950) (The Globe (Toronto) 1917, 8, United States Court of Federal Claims 1959, 18, Moir 2008, 14, Rumas 2020). Christoffer Hannevig was a Norwegian financier who purchased the *Thor Iron Works* in Toronto with capital investment of \$2 million<sup>2</sup> contributed by several investors, including *J. P. Morgan & Company* of New York City (The Globe (Toronto) 1918, 7, Moir 2008, 14).<sup>3</sup> <sup>4</sup> The *Dominion Shipbuilding Company Limited* occupied the former

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<sup>2</sup> Adjusted for inflation, this figure equates to approximately \$41.3 million in 2021.

<sup>3</sup> Interestingly, while separated by several decades, the former *Thor Iron Works* was only a short distance away from the site of the *Little Norway Training Camp* during World War 2 (The Historical Marker Database 2021). The *Little Norway Training Camp* was established on 10 November 1940 as a training base for Norwegian air force recruits that had escaped Nazi occupied Norway (The Historical Marker Database 2021). The Toronto training camp site was in proximity to the Toronto Island Airport which was the base of its flight operations (The Historical Marker Database 2021). The training camp – which trained more than 2000 personnel during World War II – was moved to Muskoka in 1942 (The Historical Marker Database 2021). The former *Little Norway Training Camp* site in Toronto is now the site of Little Norway Park (659 Queens Quay West, Toronto).

<sup>4</sup> Christoffer Hannevig was also connected to the *Newfoundland Shipbuilding Company Limited*; the *Jefferson Insurance Company*; the *Liberty Marine Insurance Company*; and the *North Atlantic Insurance Company* (United States Court of Federal Claims 1959, 18). Hannevig was noted to have created a business empire during World War I, but had serious financial problems after the United States requisitioned 27 of his ships for wartime use in 1917 (House of Representatives (United States Congress) 1944, 23). Of the 27 ships that were requisitioned by the United States for wartime use, Hannevig did not receive compensation for 18 of them (House of Representatives (United States Congress) 1944, 23). Subsequently, all of the above-mentioned of Hannevig’s business ventures – alongside the *Dominion Shipbuilding Company Limited* – had gone into insolvency by 1921 (United States Court of Federal Claims 1959, 18).

site of the *Thor Iron Works*, which was situated on approximately 15 acres along the waterfront between Bathurst Street and Spadina Avenue that was leased from the *Toronto Harbour Commission* (The Globe (Toronto) 1917, 8, Moir 2008, 14). As of 1917, two thirds of the shipyard site was still underwater and slated for land reclamation by the *Toronto Harbour Commission* (Moir 2008, 14). Harsh winter weather coupled with a catastrophic fire that destroyed part of the former *Thor Iron Works* shipyard in April 1918 delayed initial operations of the *Dominion Shipbuilding Company Limited* (The Globe (Toronto) 1918, Moir 2008, 15). Notably, shipbuilding was considered “one of the fields of industry that can be depended upon to absorb a considerable portion of labour that is being released from strictly war business” in the years following World War I (The Globe (Toronto) 1918, 11, Moir 2008, 16). Planning for the postwar economies and industries of Toronto was specifically noted to have been one of the contributing factors for the *Dominion Shipbuilding Company Limited* specifically selecting and purchasing the site of the *Thor Iron Works* near the foot of Spadina Avenue. (The Globe (Toronto) 1917, 8, The Globe (Toronto) 1918, 11).<sup>5</sup> As of July 1919, the *Dominion Shipbuilding Company Limited* employed at least 1500 individuals (Dominion Shipbuilding Company Limited 1919). By June 1920, the *Dominion Shipbuilding Company Limited* had constructed seven ocean-going freighters (The Globe (Toronto) 1920, 8).<sup>6 7 8</sup> Despite this, the *Dominion Shipbuilding Company Limited* was a short-lived, yet important post-World War I venture. The company went into bankruptcy, insolvency, and liquidation in July 1920 (The Globe (Toronto) 1920, 8,

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<sup>5</sup> By 1918, Christoffer Hannevig had also announced plans to construct a shipyard in New Jersey near New York City to construct ships for Norwegian shipping interests (The Globe (Toronto) 1918, 12). This American site was operated under the name *Christoffer Hannevig Inc.* and the vessels sailed under the Norwegian flag (The Globe (Toronto) 1918, 12).

<sup>6</sup> The *Dominion Shipbuilding Company Limited* had previously reported building 4 ocean going freighters in a 5-month period in March 1919 (The Globe (Toronto) 1919, 9).

<sup>7</sup> The seventh ocean-going freighter constructed by the *Dominion Shipbuilding Company Limited* was the *Gonzaba*, which was constructed for the *Gulf Navigation Company* of New Orleans (The Globe (Toronto) 1920, 8)

<sup>8</sup> Further research is required to discern if the *Dominion Shipbuilding Company Limited* had constructed other vessels by this point in time too.

United States Court of Federal Claims 1959, 18, Rumas 2020).<sup>9</sup> The *Dominion Shipbuilding Company Limited* provided three reasons for liquidation: “insufficient capital; labour and management; and the inability of the company to collect its debts” (The Globe (Toronto) 1920, 8). Christoffer Hannevig and *Hannevig & Company* were named as the chief debtors in subsequent legal proceedings (The Globe (Toronto) 1920, 8).<sup>10</sup> The bankruptcy and insolvency situation also resulted in a protest by the unionized workers of the shipyard that eventually evolved into a significant legal and political case (The Globe (Toronto) 1920, 8, The Globe (Toronto) 1920, 8, The Globe (Toronto) 1921, 6). This protest and case arose due to suspended operations and reduced and/or unpaid wages as a result of the *Dominion Shipbuilding Company Limited* going bankrupt; as well as a failure of the *Dominion Shipbuilding Company Limited* and the Canadian Government to meet promises that were made during World War I for postwar employment of soldiers at the shipyards (The Globe (Toronto) 1920, 8, The Globe (Toronto) 1920, 8, The Globe (Toronto) 1920, 8, The Globe (Toronto) 1921, 6).<sup>11</sup> The union and workers were additionally concerned that workers from outside the company and/or Toronto would be brought into Toronto to complete half-finished vessels and outstanding contracts at the *Dominion Shipbuilding Company Limited* shipyards (The Globe (Toronto) 1920, 8). By August 1920, around 1/3<sup>rd</sup> of the 800 mechanics formerly employed by the *Dominion Shipbuilding Company Limited* had been placed in other positions in their trade in Toronto and elsewhere in Ontario through actions undertaken by their union (The Globe (Toronto) 1920, 9, The Globe (Toronto) 1920, 15). In November 1920, Toronto City Council authorized the Transportation Commission to hire some of the 20 000 unemployed men in the City of Toronto to “commence work on

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<sup>9</sup> Shortly before this, in April 1920, the *Metal Trades Union* was negotiating a wage increase for metalworkers at the *Dominion Shipbuilding Company Limited* (The Globe (Toronto) 1920, 9). The *Dominion Shipbuilding Company Limited* proposed increasing the wages of their metalworkers by 10% to 85¢ per hour, whereas the union was requesting a wage of \$1 per hour (The Globe (Toronto) 1920, 9).

<sup>10</sup> Interestingly, in January 1919 Christoffer Hannevig publicly stated that shipbuilding in the United States was a “stupendous farce” when compared to British shipyards, although his opinion on shipbuilding in Canada was not discussed during this interview (The Globe (Toronto) 1919, 13).

<sup>11</sup> The *Dominion Shipbuilding Company* also purchased victory bonds during World War I (The Toronto Daily Star 1918, 16). A message from Sir B. Edmund Walker (1848-1924) — that the *Dominion Shipbuilding Company* sponsored — about establishing a peace trade in postwar Toronto — published a day after the Armistice of 11 November 1918 — has been included in Appendix A, Figure 25. During this time, Sir Walker was the President of the *Canadian Bank of Commerce*.

the ships [...] lying in the yards of the *Dominion Shipbuilding Company*” (The Globe (Toronto) 1920, 6). Later, in December 1920, workers were brought in from the *Collingwood Shipbuilding Company* in Collingwood and the *Henry Hope Company* in Peterborough to finish 2 partially completed government vessels that were at the *Dominion Shipbuilding Company* shipyard while the *Local 128* of the *Iron Shipbuilders’ Union* picketed outside (The Globe (Toronto) 1920, 17, The Globe (Toronto) 1920, 6). Interestingly, despite going into liquidation in 1920, the *Dominion Shipbuilding Company Limited* shipyard continued to produce ships for existing contracts through June 1921, albeit these later contracts were completed by workers of the *Collingwood Shipbuilding Company* (The Globe (Toronto) 1921, 6, The Globe (Toronto) 1921, 9).<sup>12</sup>

The site of 20 Lower Spadina Avenue was originally part of the Toronto Harbour and was infilled between 1917 and 1919 (Rumas 2020). Until the late 1970s or early 1980s, 20 Lower Spadina Avenue sat directly on the waterfront near the head of the Spadina Avenue slip and wharf (see Appendix A, Figures 16 & 17). Land infill projects during the late 20<sup>th</sup> century resulted in the building becoming cut off from the waterfront, where it is now situated approximately 80 meters north of the shoreline (see Appendix A, Figures 18 & 19). 20 Lower Spadina Avenue is one of a declining number of buildings in downtown Toronto which have direct historic association with Toronto’s maritime industries and port-related activities. As such, 20 Lower Spadina Avenue would benefit from protections afforded by Heritage Status as to ensure this important historic property is not eventually lost to demolition. The *PortsToronto Archives* have also kindly assisted in identifying other uses of the 20 Lower Spadina Avenue building after 1920/1921, which included uses by *Roger Miller and Sons* – contractors (circa. 1927/1928); *Kilmer, Gibson and van Nostrand Limited* – contractors (circa. 1929/1930); and *Toronto Elevator Ltd.* – a grain elevators company (circa. 1938) (City of Toronto Directory 1928, 778, City of Toronto Directory 1930, 853, City of Toronto

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<sup>12</sup> Further research is required to discern whether a formal and/or legal settlement was ever reached between representatives of the defunct *Dominion Shipbuilding Company Limited* and their former employees.

Directory 1939, 1435, Rumas 2020).<sup>13</sup> Historical imagery indicated that the building originally had at least 1 dormer window as of 1922; with the others having been added on by 1947 (see Appendix A, Figures 11 & 16). Later maritime uses of the former *Dominion Shipbuilding Company Limited* shipyard area included the manufacturing of allied minesweepers during World War 2 for the *Dufferin Shipbuilding Company Ltd.*; the *Toronto Drydock Company Ltd.*; the *Toronto Shipbuilding Company*; and *Redfern Construction Company* (Pritchard 2006). In the 1990s, 20 Lower Spadina Avenue was flagged by the Toronto Historical Board as having “significant heritage value but [was] not Designated” (City of Toronto Archives 2021) or Listed at this point in time. As of 1997, the building was tenanted by *Galerie Céline Allard* – a local art gallery (Jordan 1997, C11). As of the early 2000s, the 20 Lower Spadina Avenue building was owned by the Corporation of the City of Toronto (Toronto City Clerk 2003). The 20 Lower Spadina Avenue building is presently – as of 2021 – tenanted by the *Centre Francophone de Toronto (Centre Francophone du Grand Toronto)* and the *Broad Reach Foundation for Youth Leaders* (Centre Francophone du Grand Toronto 2021, Broad Reach Foundation for Youth Leaders 2021).

**TO Built Database Entry Link:**

[https://acotoronto.ca/show\\_building.php?BuildingID=13475](https://acotoronto.ca/show_building.php?BuildingID=13475)

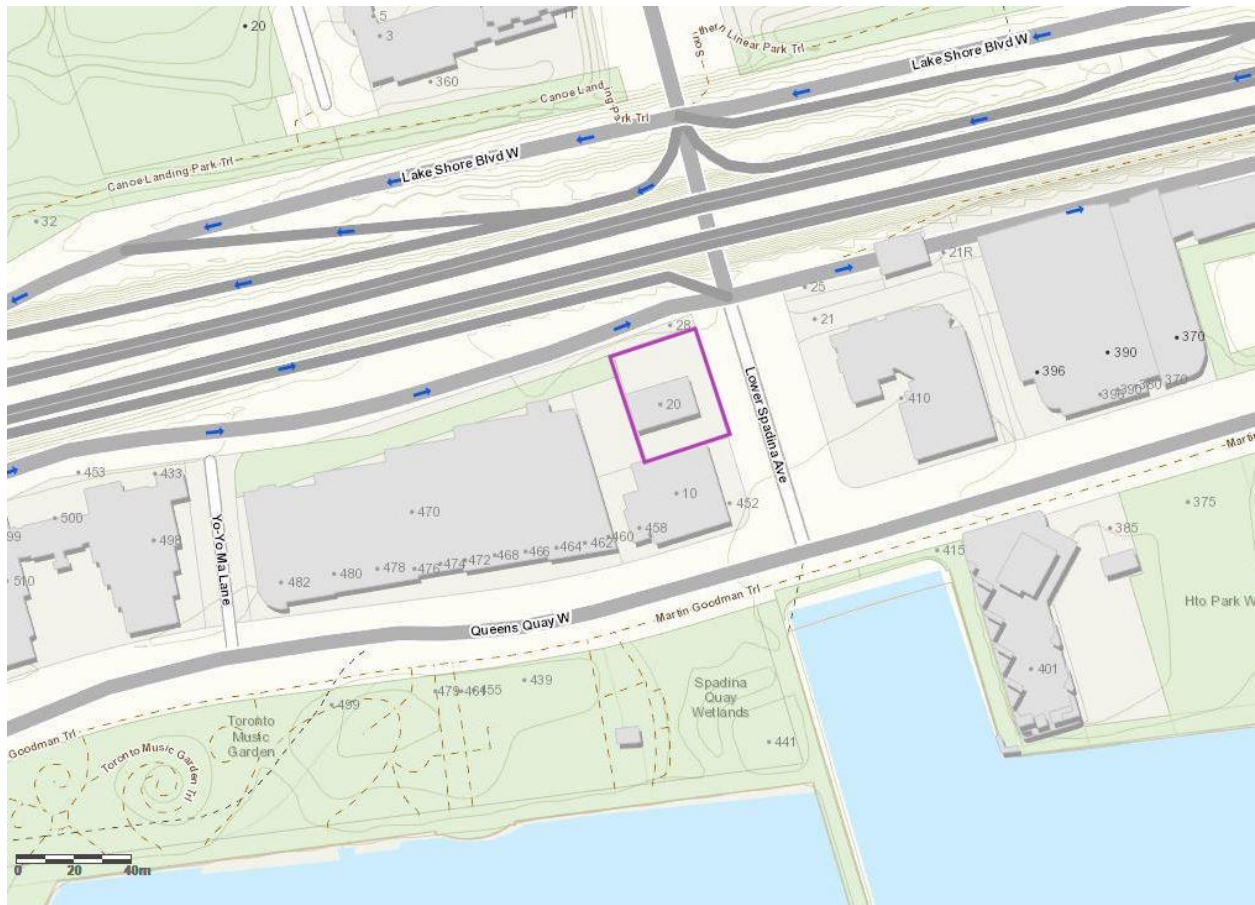
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<sup>13</sup> Further research is required to discern precise dates for these historical uses; as well as additional historical uses of 20 Lower Spadina Avenue.

## Appendix A – Maps, Photographs, and Resources:

Additional, Downloadable, and Higher Quality versions of maps, photographs, and resources are available in this Google Album:

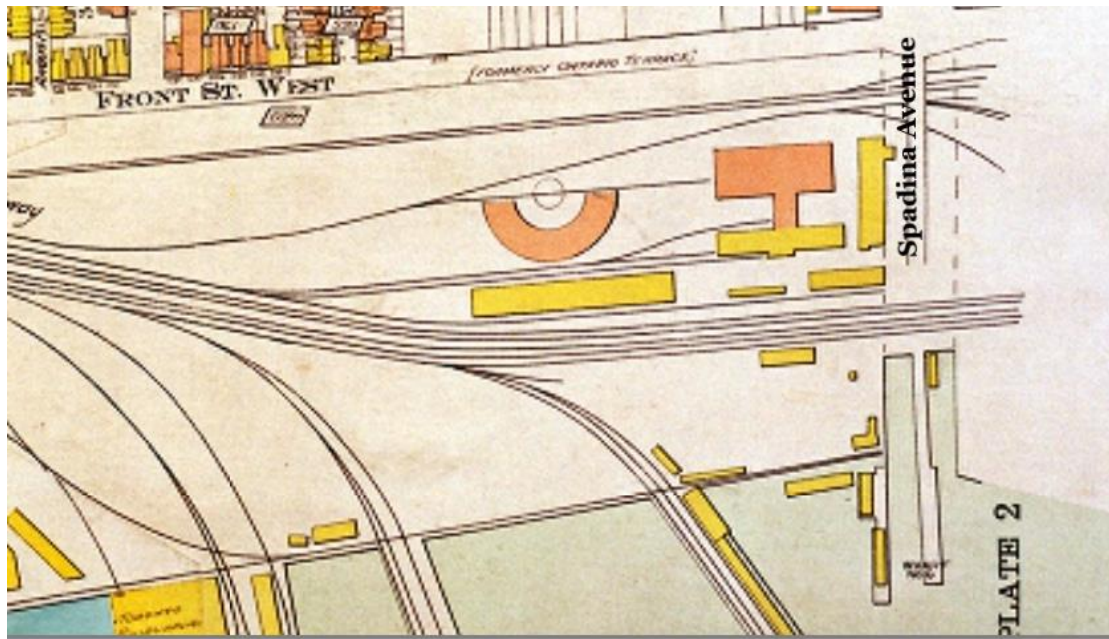
<https://drive.google.com/drive/folders/1ukLKFoyOGPzraA1gveVhQBeY9skkjh-3?usp=sharing>



**Appendix A, Figure 1**

**Above:** The location of 20 Lower Spadina Avenue, Toronto – highlighted in purple.

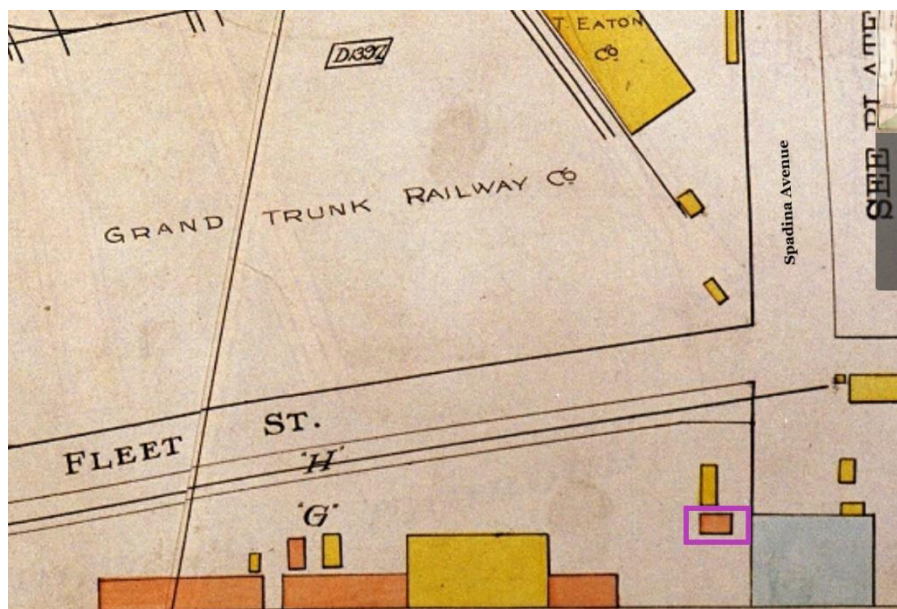
**Source:** City of Toronto Interactive Map (annotated by Adam Wynne).



**Appendix A, Figure 2**

**Above:** The foot of Spadina Avenue in 1913. 20 Lower Spadina Avenue was not yet built at this point in time.

**Source:** Fire Insurance Plans, 1913 Edition, Plate 19.

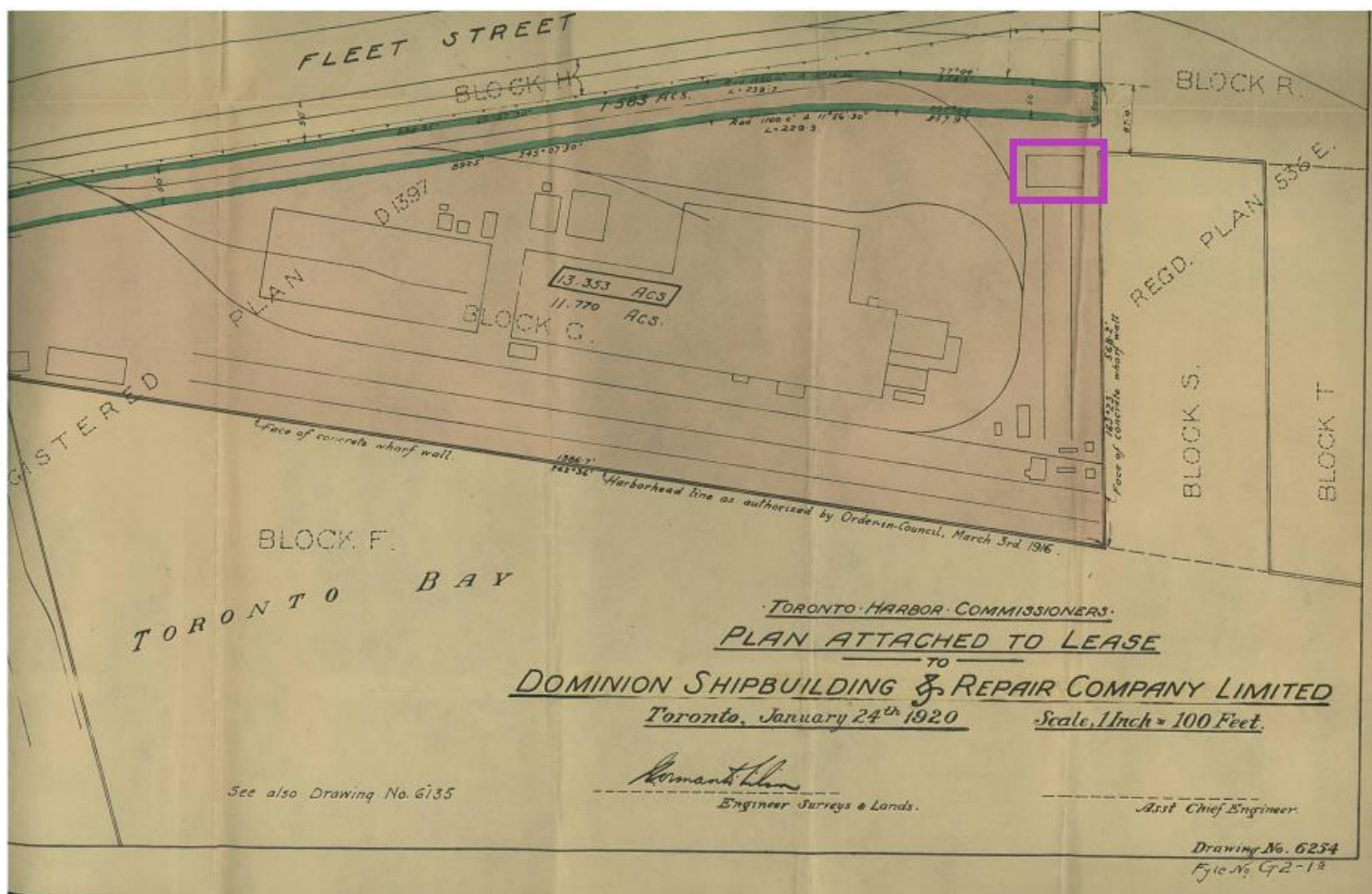


**Appendix A, Figure 3**

**Above:** The location of 20 Lower Spadina Avenue, Toronto – highlighted in purple.

**Source:** Fire Insurance Plans, 1924 Edition, Plate 19 – annotated by Adam Wynne.





#### Appendix A, Figure 4

**Above:** The location of 20 Lower Spadina Avenue on a January 1920 map depicting lands leased to the *Dominion Shipbuilding & Repair Company Limited*.

**Source:** Courtesy of PortsToronto Archives.



**Appendix A, Figure 5**

**Above:** The east and north elevation of 20 Lower Spadina Avenue on 18 April 2021.

**Source:** Photograph by Adam Wynne.



**Appendix A, Figure 6**

**Above:** The east and north elevation of 20 Lower Spadina Avenue on 18 April 2021.

**Source:** Photograph by Adam Wynne.



**Appendix A, Figure 7**

**Above:** 20 Lower Spadina Avenue and surrounding properties on 18 April 2021.

**Source:** Photograph by Adam Wynne.



**Appendix A, Figure 8**

**Above:** The east and south elevation of 20 Lower Spadina Avenue, Toronto on 18 April 2021.

**Source:** Photograph by Adam Wynne.



**Appendix A, Figure 9**

**Above:** The north elevation of 20 Lower Spadina Avenue, Toronto on 18 April 2021.

**Source:** Photograph by Adam Wynne.



**Appendix A, Figure 10**

**Above:** The east elevation of 20 Lower Spadina Avenue on 18 April 2021. Note the proximity of the Gardiner Expressway to the north (right) side of the image.

**Source:** Photograph by Adam Wynne.

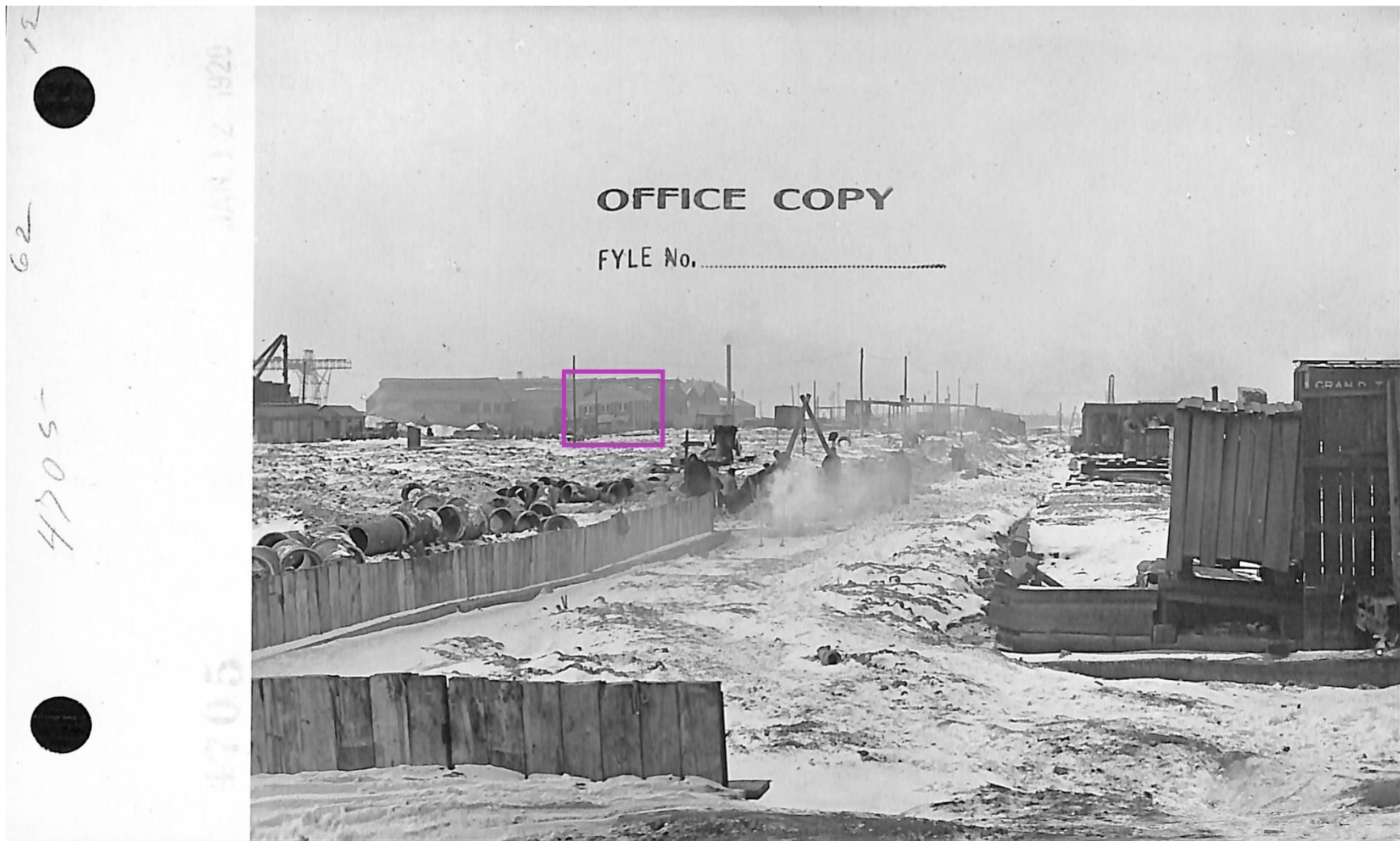


**Appendix A, Figure 11**

**Above:** 20 Lower Spadina Avenue (left side of image near the cranes) and surrounding shipyards on 9 June 1922.

**Source:** Courtesy of *PortsToronto Archive*.

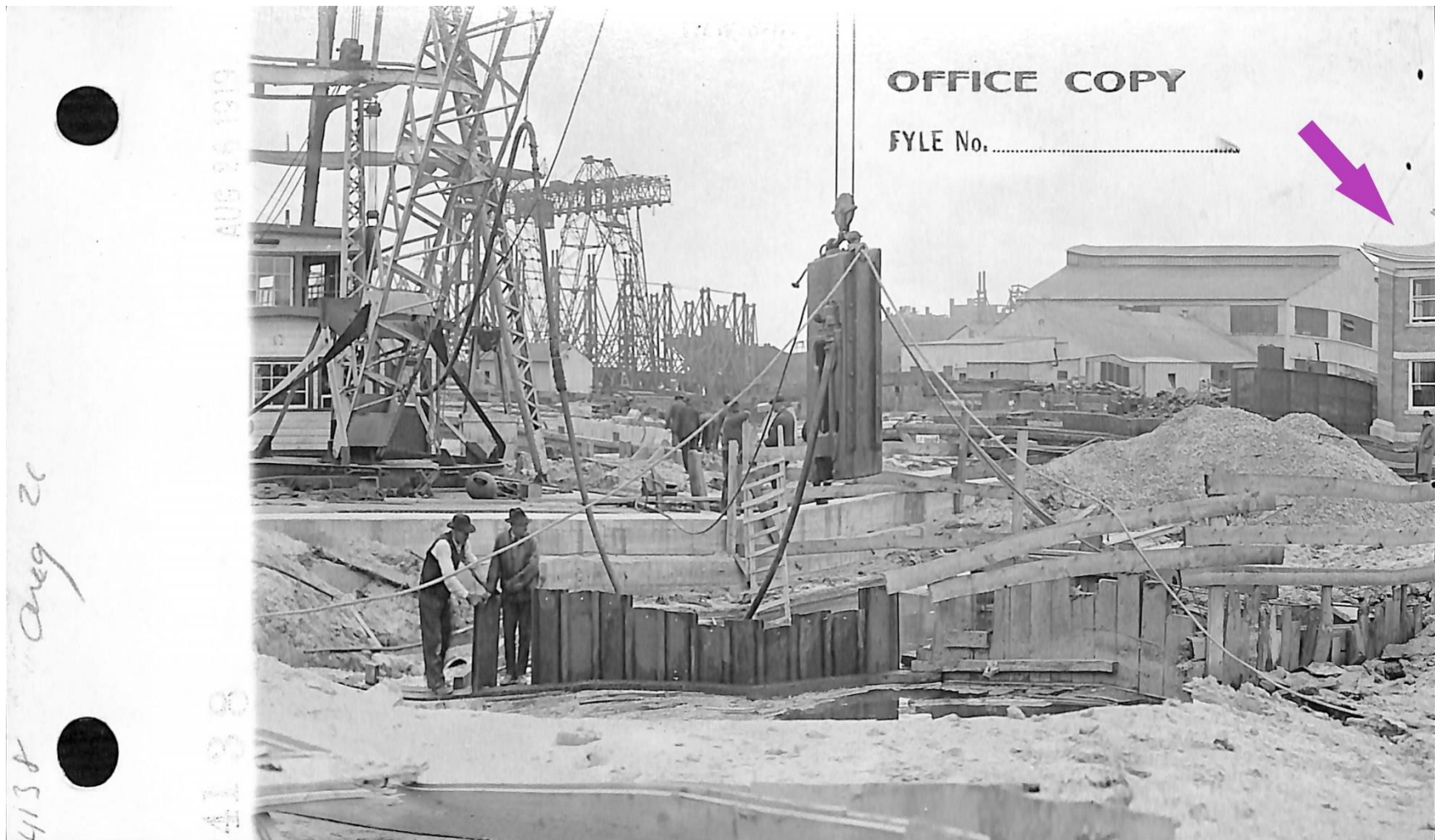




**Appendix A, Figure 12**

**Above:** 20 Lower Spadina Avenue and surrounding environments on 12 January 1920.

**Source:** Courtesy of *PortsToronto Archive*. Image annotated by Adam Wynne.



**Appendix A, Figure 13**

**Above:** Vicinity of 20 Lower Spadina Avenue on 26 August 1919. 20 Lower Spadina Avenue is partially visible on the right-hand side of the image.

**Source:** Courtesy of *PortsToronto Archive*. Image annotated by Adam Wynne.



**Appendix A, Figure 14**

**Above:** The vicinity of 20 Lower Spadina Avenue (not yet built) in April 1919.

**Source:** Courtesy of *PortsToronto Archive*



**Appendix A, Figure 15**

**Above:** The *Dominion Shipbuilding Company Limited* shipyards in the 1920s.

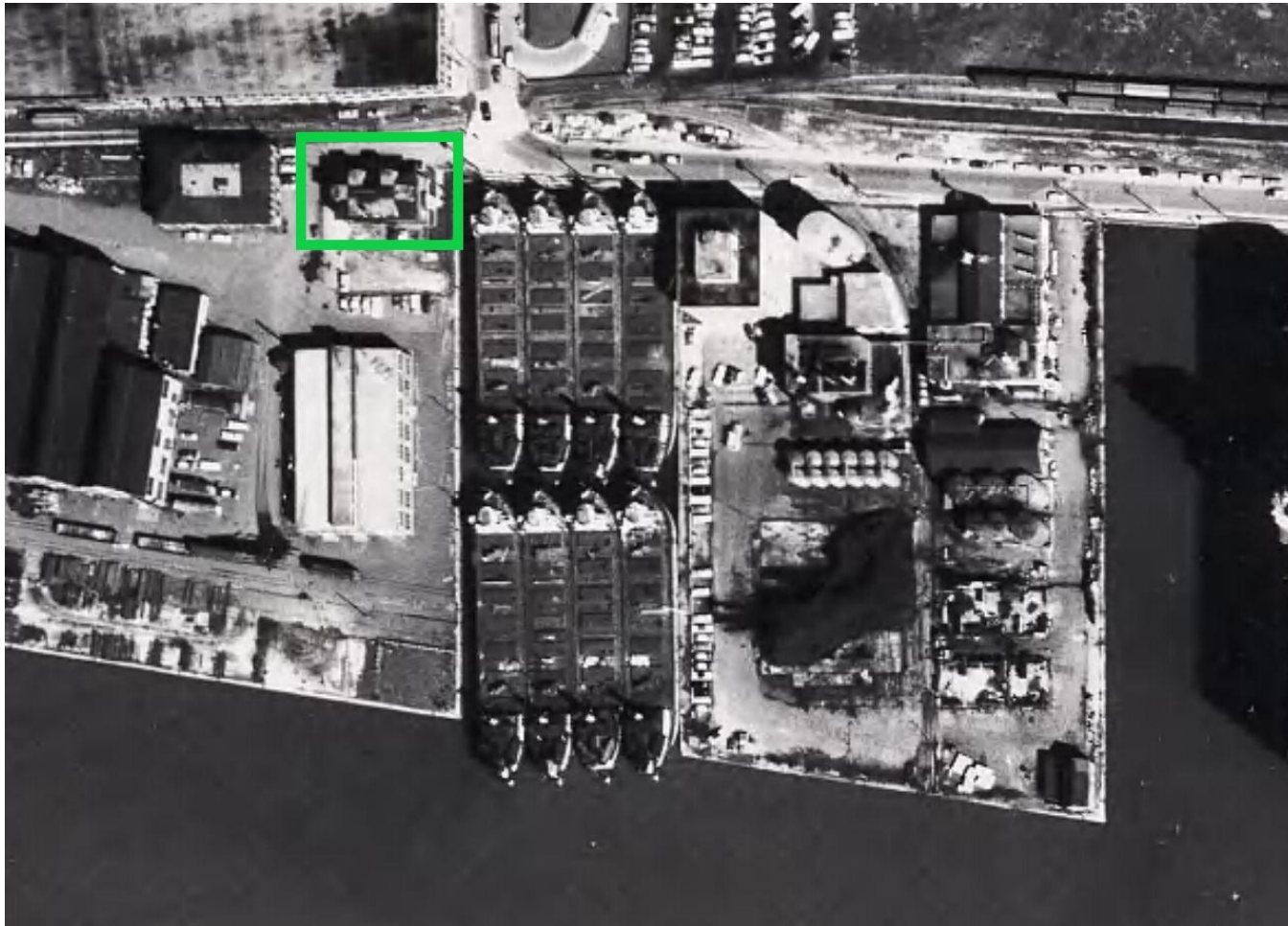
**Source:** Toronto Public Library Digital Archive.



**Appendix A, Figure 16**

**Above:** The foot of Spadina Avenue in 1947. 20 Lower Spadina Avenue has been highlighted in green. Note the building's location directly on the waterfront.

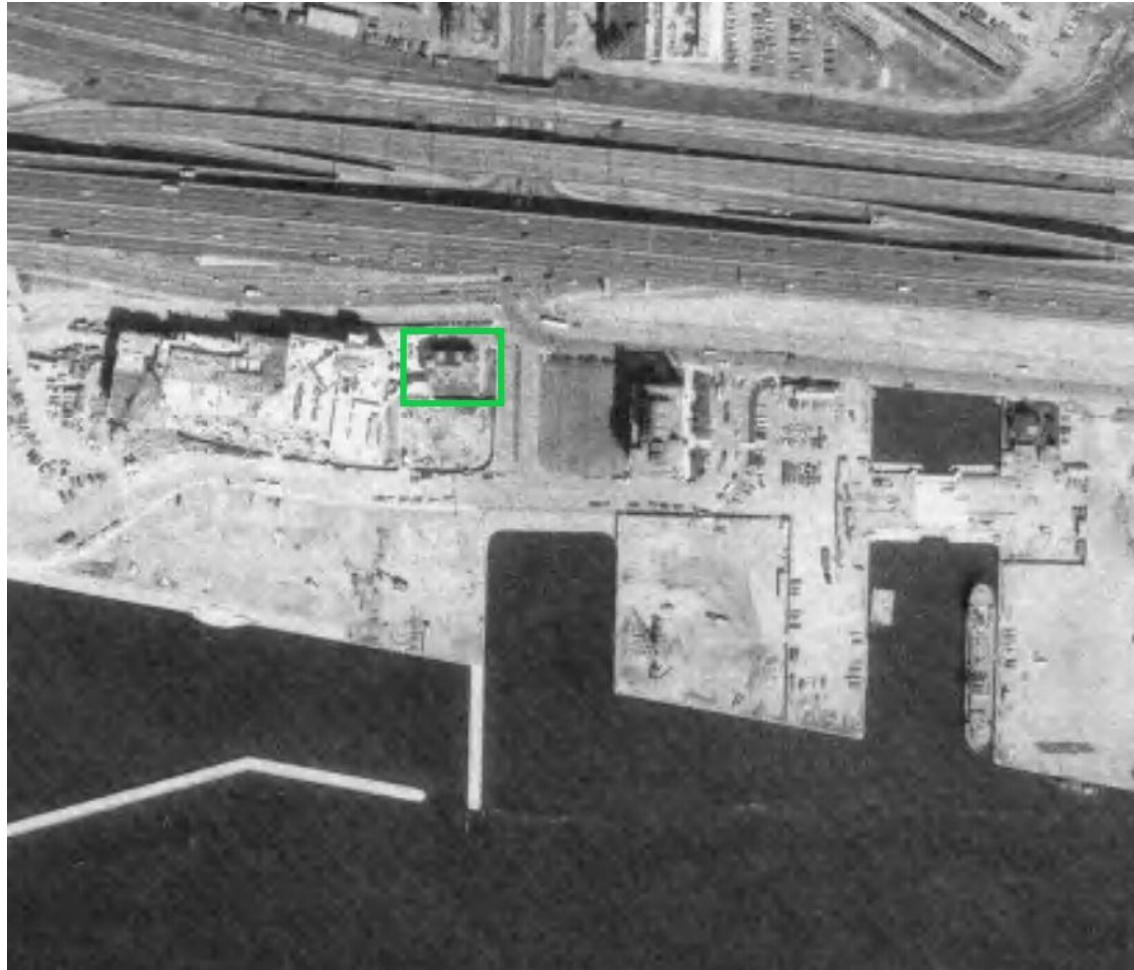
**Source:** City of Toronto Aerial Photographs Collection. Annotated by Adam Wynne.



**Appendix A, Figure 17**

**Above:** The foot of Spadina Avenue in 1960. 20 Lower Spadina Avenue has been highlighted in green. Note the building's location directly on the waterfront.

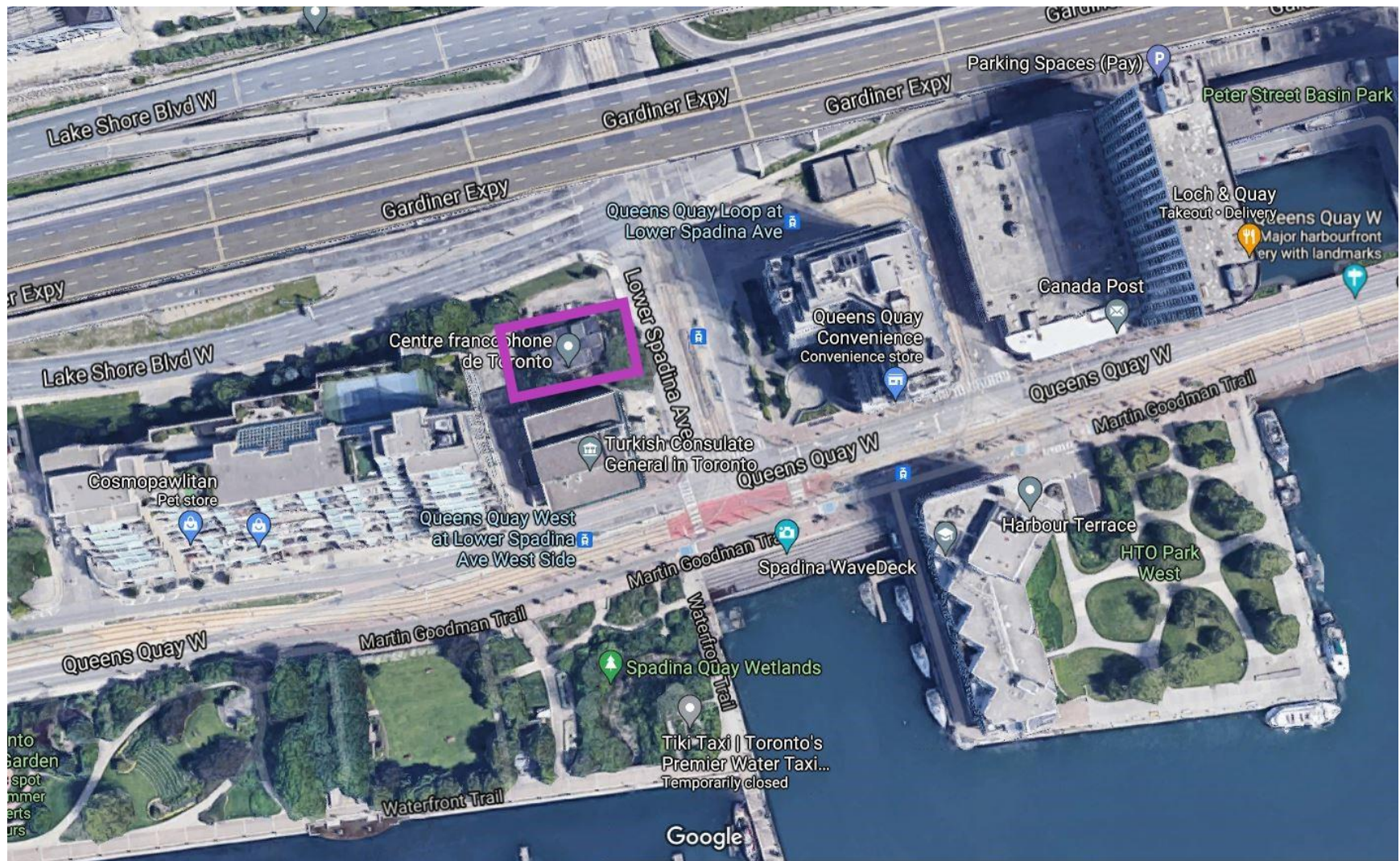
**Source:** City of Toronto Aerial Photographs Collection. Annotated by Adam Wynne.



**Appendix A, Figure 18**

**Above:** The foot of Spadina Avenue in 1985. 20 Lower Spadina Avenue has been highlighted in green. By this point in time, part of the Spadina Avenue slip and wharf had been infilled and 20 Lower Spadina Avenue was no longer situated directly on the waterfront.

**Source:** City of Toronto Aerial Photographs Collection. Annotated by Adam Wynne.



**Appendix A, Figure 19**

**Above:** Satellite Imagery of 20 Lower Spadina Avenue and vicinity circa. 2020/2021. 20 Lower Spadina Avenue is highlighted in purple.

**Source:** Google Maps – Sattelite Imagery. Annotated by Adam Wynne.



Additional Accommodation  
Dominion Shipbuilding Co.

April 21, 1919

Mr. J. R. Wainwright,  
Ass't. Chief Engineer.

Dear Sir:-

Attention Mr. N. D. Wilson  
-and- Mr. Geo. T. Clark

With further reference to your letter of the 11th of March re the above. I have carefully considered the suggestion contained therein and, to my mind, we have at present just two things before us:-

(1) To construct a breakwater that will divert the roll from West and South West winds through the Western Channel and to so construct it (if possible) that it will help to break up a S&E. wind and thus give the Dominion Shipbuilding Company better protection on the Southerly face.

(2) To construct this work, if possible, so that it will ultimately form a part of a further development work at a later date in the vicinity of Bathurst Street.

I have marked <sup>on</sup> print which I have numbered 1, a pencil sketch for breakwater that might ultimately be added to such as A.B.C. This will give the Dominion Shipbuilding Company a certain amount of protection and also protect, to a considerable extent, our dock property to the West of Bathurst Street partly occupied at present by the Port Arthur Construction Company. We could construct A.B. to begin with, then B.C., and later, if found desirable follow somewhat lines as suggested to the North of A.B.C. Please look this over and discuss with me later.

Please also have plan prepared along lines of exchanging property with the Dom. Shipbuilding Co. at the N.E. corner of their leasehold near Spadina Avenue, and give them portion of property north of the slip for their office building, that is so that it may be featured on axis of Spadina Avenue.

I have spoken to Mr. Dahlgren in a general way and he seems quite favorably disposed, so please have sketch prepared of just what you would like to have done and see Mr. Dahlgren.

CHIEF ENGINEER & MANAGER.

### Appendix A, Figure 20

**Above:** 21 April 1919 correspondence between the *Dominion Shipbuilding Company Limited* and the *Toronto Harbour Commission* re: proposed office building for the *Dominion Shipbuilding Company Limited*. The referenced office building later became known as 20 Lower Spadina Avenue.

**Source:** Courtesy of *PortsToronto Archives*.

Form No. 149

## TORONTO HARBOR COMMISSIONERS

INTER-DEPARTMENT  
CORRESPONDENCE June, 7, 1919.

In reply please refer to *SUBJECT*:

RE ADDITIONAL LAND FOR DOMINION SHIPBUILDING CO.

Mr. James R. Wainwright,  
Asst. Chief Engineer,  
Office.

Attention --- Mr. E. L. Cousins.

Dear Sir:-

Relative to your letter of the 21st April with regard to additional accommodation for the Dominion Shipbuilding Co., I had a long talk with Mr. Townsend on Thursday, the 29th May with regard to this matter. Although Mr. Dalgren was engaged at the time Mr. Townsend discussed with him the matters talked over with him and later in the day phoned me that Mr. Dalgren's opinions were identical with his own, which were as follows:-

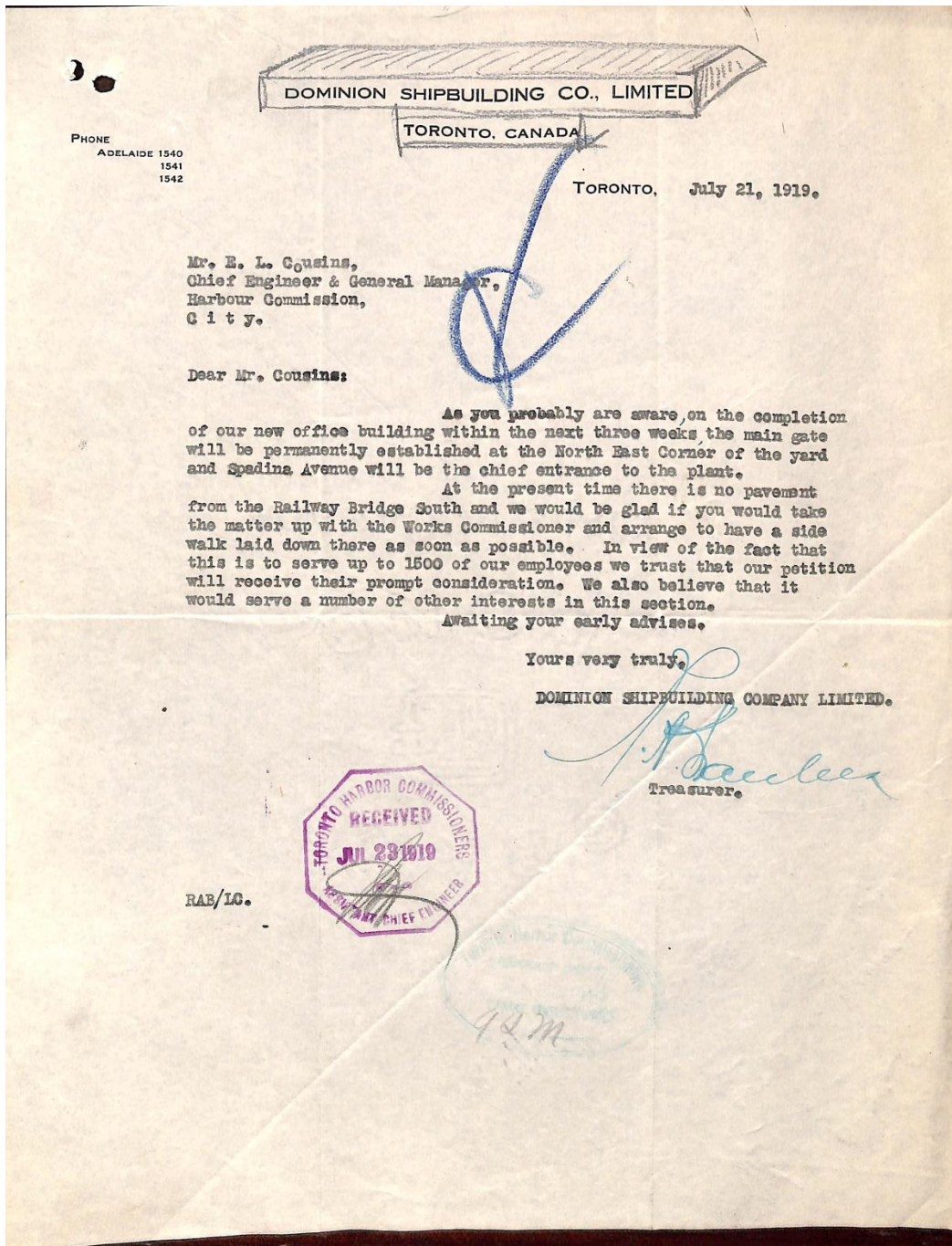
- 1.- That the Dominion Shipbuilding Company have sufficient wharf accommodation, as it is not likely that all their ways will be occupied at the one time.
- 2.- That while there are certain odd days in the season that it is impossible to work on the ships on account of the roll from the Channel or across the Bay, yet these occasions are few and do not warrant any great expenditure to overcome same, at any rate not at this time.
- 3.- That they have ample room ~~and~~ inside their fence. In fact they will be quite prepared to give up an additional 50 foot strip along the North limit, without any additional area in compensation, provided the whole matter be taken as a straight business proposition; in other words the rental reduced.
- 4.- For the same reason they do not desire any land at the head of Spadina Avenue Slip. Their Office building is proposed to be 40 x 70 feet, with its north wall in line with the north wall of the Slip.
- 5.- The only place they might require better facilities

#### Appendix A, Figure 21

**Above:** 7 June 1919 correspondence between the *Dominion Shipbuilding Company Limited* and the *Toronto Harbour Commissioners* re: additional land for the *Dominion Shipbuilding Company Limited*.

The referenced office building later became known as 20 Lower Spadina Avenue.

**Source:** Courtesy of *PortsToronto Archives*.



### Appendix A, Figure 22

**Above:** 21 July 1919 correspondence between the *Dominion Shipbuilding Company Limited* and the *Toronto Harbour Commissioners* re: pending completion of the *Dominion Shipbuilding Company Limited* office building at the foot of Spadina Avenue. The referenced office building later became known as 20 Lower Spadina Avenue.

**Source:** Courtesy of *PortsToronto Archives*.



**Appendix A, Figure 23**



**Appendix A, Figure 24**

**Appendix A, Figures 23 & 24**

**Above:** Photographs of Christoffer Hannevig (1884-1950) – founder of the *Dominion Shipbuilding Company Limited*. The date of Figure 18 is unknown, whereas Figure 19 is from 1917.

**Source:** *Geni* genealogy website (Figure 18) and *Norwegian Biographical Lexicon* (Figure 19).

THE TORONTO DAILY STAR, TUESDAY, NOVEMBER 12, 1918.

## A Message to the Workers of Toronto

FROM  
**Sir Edmund Walker**

WE must at once get ready for making the merchandise of reconstruction and for a vast peace trade at home and in foreign countries.

Almost everything necessary for man's comfort is needed in large quantities. We have still to feed large armies, countless prisoners and the peoples of Europe in allied countries.

To this has now been added Central Europe, which has been short of food for a long time, and will be seeking a meal three times a day.

Ships will be wanted in every port, and we shall build many of them for other countries; railroad engines and cars, agricultural machinery, electrical and traction machinery, lumber, steel and any transportable building material, and many other things will be needed from us in the rebuilding of the devastated parts of Belgium, France, and Serbia.

in our own country we, as individuals, are short of almost everything. We need more houses, and thousands of homes need repairs. Many farm improvements have been awaiting peace and the finding of labour; every house in Canada, with most trifling exceptions, is short of domestic help; every business establishment, be it a bank or a small shop, needs more employees; we need things made of leather, wool and cotton for personal apparel; there is, indeed, scarcely any object of consumption or temporary or permanent use in which we have not stinted ourselves during the war, and which we shall not now wish to secure.

But we have a difficult job to step over from war conditions to these happy peace conditions, and if we are to do it successfully we need to save every dollar and lend it to the Government in order that Canada may be able again to spend or to lend the money necessary to create the new forms of labor which will take the place of what is now being done in munition factories.

Every dollar we lend is invested in the safest security that any Government ever issued, and if trouble comes to any of these buyers, the Victory Bond he owns, whether entirely paid for or not, will be the most easily saleable of anything he possesses.

Remember, then, that we should save every possible dollar, and there do not wish to do this for our own sake we should do it for the sake of our country.

**Otherwise, we are unworthy of a share in the credit which has come to Canada in this war.**

**Lend Your Money to Your Country      Buy Victory Bonds to the Utmost**

EMPLOYER—Post This Up in a Conspicuous Place in Your Office, Shop, Factory or Store

This space contributed to the success of the Victory Loan by Dominion Shipbuilding Company, Limited

**Peace is in Sight**

MANY will think that when our boys can stop the fighting which has saved the world for us, we also can relax our efforts in everything connected with the war, but exactly the opposite will be the case in many things for the next year or more.

The Government will need this Victory Loan more now that peace is assured than if war continued.

The return of the soldiers to civil life must be so arranged that those employed in munition factories may find other work, and during this time the cost of the army will still be large.

When the munition factories close down a vast number of men and women will have to seek other work. This will in time be found, but the Dominion and Provincial Governments and many municipalities will find it necessary to aid the situation by starting many public works which are badly needed for the future productivity of the country.

This will need money on a large scale.

The period of reconstruction will try the ability of our leaders, and will be one of great difficulty, but if we at home have anything like the courage and national spirit displayed by our soldiers we can find a place for every soldier and every munition worker in work useful to Canada and with good pay to the worker.

But we must not lessen the pace of our activity, and this Victory Loan should show by its large oversubscription that we understand what is before us and propose to live up to our reputation, both as soldiers and as munition workers, which this war has made for us.

### Appendix A, Figure 25

**Above:** "A Message to the Workers of Toronto" – This sponsored message from Sir B. Edmund Walker (1848-1924) about the importance of building a peacetime economy in Canada was published 1-day after the 11 November 1918 Armistice. At this time, Sir Walker was the President of the Canadian Bank of Commerce. This message was sponsored by victory bonds purchased by the *Dominion Shipbuilding Company Limited*. This type of promise later came up in the legal and political case that emerged when the *Dominion Shipbuilding Company* declared bankruptcy, insolvency, and liquidation in 1920.

**Source:** *The Toronto Daily Star*, 12 November 1918.

## Appendix B – Sources:

I would like to express sincere appreciation and thanks to Mark Rumas of the *PortsToronto Archives* for his assistance in locating historical information, photographs, and records pertaining to 20 Lower Spadina Avenue, Toronto.

The City of Toronto Interactive Map, Google Maps, and Google Streetview were examined for map-related information.

Goad's Fire Insurance Plans were examined for various years between 1884 and 1924.

Aerial photographs of the City of Toronto were examined for various years between 1947 and 1969.

The City of Toronto Directories were consulted for various years between 1890 and 1969.

The Globe / The Globe and Mail and Toronto Star historical article databases were examined via the Toronto Public Library's system.

The City of Toronto Archives and Toronto Public Library's Digital Archives were examined for historical photos of the subject site and surrounding area.

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