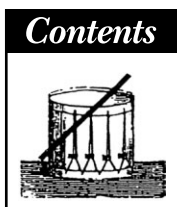


# The Fife and Drum

The Newsletter of the Friends of Fort York and Garrison Common

June 2007



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## Fort York Welcomes You To The Neighbourhood

This extra issue of *The Fife & Drum* has been prepared specially for the residents of the buildings at 219 and 231 Fort York Boulevard, to welcome you to the neighbourhood. It includes articles of interest that have appeared in regular issues over the last couple of years.

Let us introduce ourselves: we are the Friends of Fort York, Fort York Management Board and staff at the site, which is operated by Toronto Culture. The fort itself has stood here in its present form since 1814 when it was rebuilt after being destroyed by US forces following the Battle of York. Today the Fort York National Historic Site encompasses some 43 acres and includes part of the battlefield west of the ramparts, Victoria Memorial Square at Wellington and Portland streets, and an area stretching under and east of the Bathurst Bridge to where Garrison Creek used to enter Lake Ontario and the fort's ravine battery stood.

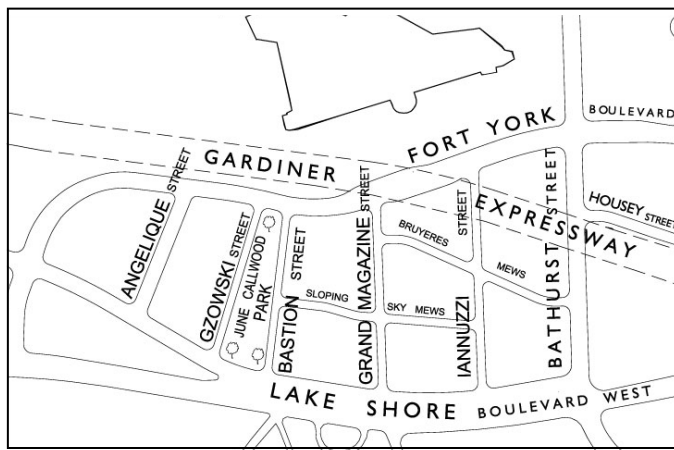
Formal planning of the Fort York Neighbourhood began in 1994 when the industrial lands that surrounded the fort on the south and east were rezoned to high-density residential uses. The Friends of Fort York came together that same year as an independent champion for the fort. Since then, they have initiated and been involved in a wide variety of community-building and design exercises, including street-naming, defending the scale of the open space under the Bathurst Street bridge, and massing studies for buildings on Blocks 32 and 36 on the east side of Bathurst Street. The Friends, Management Board and site staff have co-operated to develop and publish two landmark reports: *Fort York: Setting It Right* (2000) and *Fort York: Adding New Buildings* (2005). These documents and a great deal more information on the fort are available at <[www.fortyork.ca](http://www.fortyork.ca)>

**The next regular issue of this newsletter comes out in mid-July, and if you'd like to be added to the electronic mailing list to receive a complimentary copy on a quarterly basis, please send your name, e-mail and street addresses to us at <[fofy@sympatico.ca](mailto:fofy@sympatico.ca)>.**

## Names Chosen for Streets and Park in FY Neighbourhood

On February 16, 2005, City Council approved seven new names for streets in the Fort York neighbourhood. This brought to an end a process that began almost two years earlier when a committee of landowners in the area, city staff and Friends of Fort York met for the first time to bring forward streetnames having a special resonance there. Over the course of a dozen meetings more than seventy suggestions were considered, most of which were passed over because they lacked enough significance or duplicated the names of other Toronto streets. However, before any recommendations could go before Council, they had to be acceptable first to the Fire, Police and Emergency Medical Services people.

An effort was made to strike a balance between recognizing some of the fort's defensive features and honouring people who played important parts in its history. The seven names Council approved are Angelique, Bastion, Bruyeres, Grand Magazine, Gzowski, Iannuzzi, and Sloping Sky. (see plan) The reason for suggesting **Bastion** Street is obvious; it is in a line with the fort's southwest bastion. Similarly, **Grand Magazine** Street recalls the powder magazine in the south ramparts that was blown up by the retreating British forces in 1813. The explosion resulted in the death of many American soldiers along with their leader, General Zebulon Pike. A leading native ally of the British at the Battle of York was the Mississauga warrior **Sloping Sky** whose native name was Nawahjeghezhegwabe. **Angelique** Givens is recalled as being fearless in confronting the American troops in 1813 as they plundered her house of its contents including the clothing of her seven children. When the fort was rebuilt in 1814 Lt.-Col. Ralph **Bruyeres**, a military engineer, oversaw its design. Gzowski Street honours both Peter Gzowski, the late broadcaster, and his ancestor, Sir Casimir **Gzowski**, a Polish emigre who constructed one of Ontario's first railways from a terminus south of Fort York to Georgetown, Guelph and beyond. For many years Gzowski's Wharf was a feature on the waterfront there. The seventh streetname honours



Fort York Neighbourhood

Context Plan

Source: Online  
by WITTINGTON PROPERTIES LIMITED  
Project No. 91081  
2005-04-15

quadrang

Dan **Iannuzzi** who died in 2004. He founded of the *Corriere Canadese* and Ethnic Press Association of Ontario as well the pioneering multilingual TV station CFMT (now OMNI) Channel 47 located at Bathurst Street and Lakeshore Blvd.

In a separate motion Council also agreed that the extension of Fort York Boulevard to be built this year between Bathurst and Spadina would be called **Fort York Boulevard** rather than Bremner Boulevard, its name from Spadina through York Street.

But perhaps the happiest recommendation coming from the committee and approved by Council was to name the important axial park linking the fort with Lakeshore Boulevard after **June Callwood**, the journalist and social activist, who said she was delighted to know her name would be attached to a place where children will play. The Friends have established a fund in June's honour for the improvement of this park beyond the Parks Departments's usual standards.

[From *Fife & Drum*, May 2005]

## Part of Queen's Wharf Uncovered

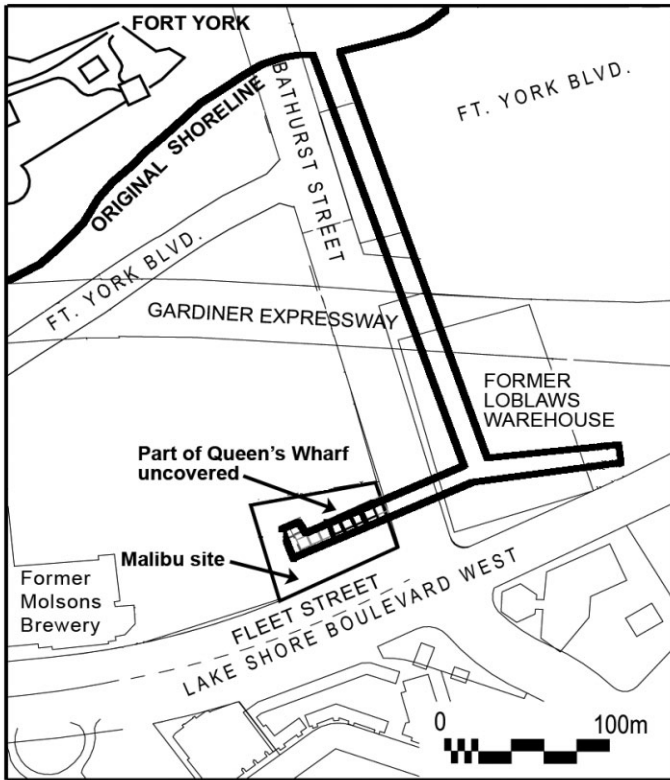
by David Robertson

Senior Archaeologist, Archaeological Services Inc

In March, 2006, construction excavations undertaken as part of the Malibu condominium development at the northwest corner of Bathurst and Fleet Streets in the Fort York Neighbourhood uncovered substantial portions of the pierhead of the Queen's Wharf. Archaeological Services Inc., a Toronto cultural resource management firm, was brought in to document these remains, which were part of 1853-56 and 1863 extensions to the original pier of 1833, most of which lies under the former Loblaw's warehouse east of Bathurst Street. This southerly section of the wharf remained in operation until the early twentieth century and was subject to frequent modifications and expansion.

Each of the three cribs uncovered was 42 ft. deep from north to south and 21 ft. running east and west. It consisted of a central cell 21 feet square flanked on the north and south by smaller cells measuring 10 ft. 6 in. by 21 feet. Standing a maximum of ten feet high, the cribs were formed of eleven courses of 11 inch-square white pine timbers. These were set directly on leveled clay and ballasted with granite cobbles and blocks. Distances of three inches to almost two feet separated one crib from the next. The gaps between them were filled with densely packed lengths of roundwood poles, scrap lumber and other debris.

In terms of their overall construction the cribs are comparable with small variations in design and technique to similar structures of the period on the waterfront, such as the Esplanade (which has been documented at several places) and at Gooderham & Worts distillery.



*Editor's Note: Urban Tree Salvage, a Scarborough-based company, has acquired some pine beams from the Queen's Wharf and is taking orders for lumber cut from them. Call UTS's Marketing Manager, Melissa Neist (647-438-7516) or visit its website [www.urbantreesalvage.com](http://www.urbantreesalvage.com)*

*[From Fife & Drum, June 2006]*

## Public Art Chosen for West Harbour City

On May 12 the jury of curators met to select the winning entry in a competition to provide public art for Phase One of West Harbour City (see *Fife & Drum*, v. 10, no. 1, February 2006). Their choice was Nestor Kruger's design for a decorative frieze of mosaic-glass tiles to be applied to the third level on all frontages except those along Sloping Sky Mews. The frieze is in a lovely pattern of water lilies echoing the lake. Stepping back from it, the white lilies take on the form of the fifty-five constellations of the northern hemisphere. In the view of the artist, in the same way we navigate by the stars, people entering or leaving of the city will use West Harbour City, which has a prominent location, as a reference or navigational point.

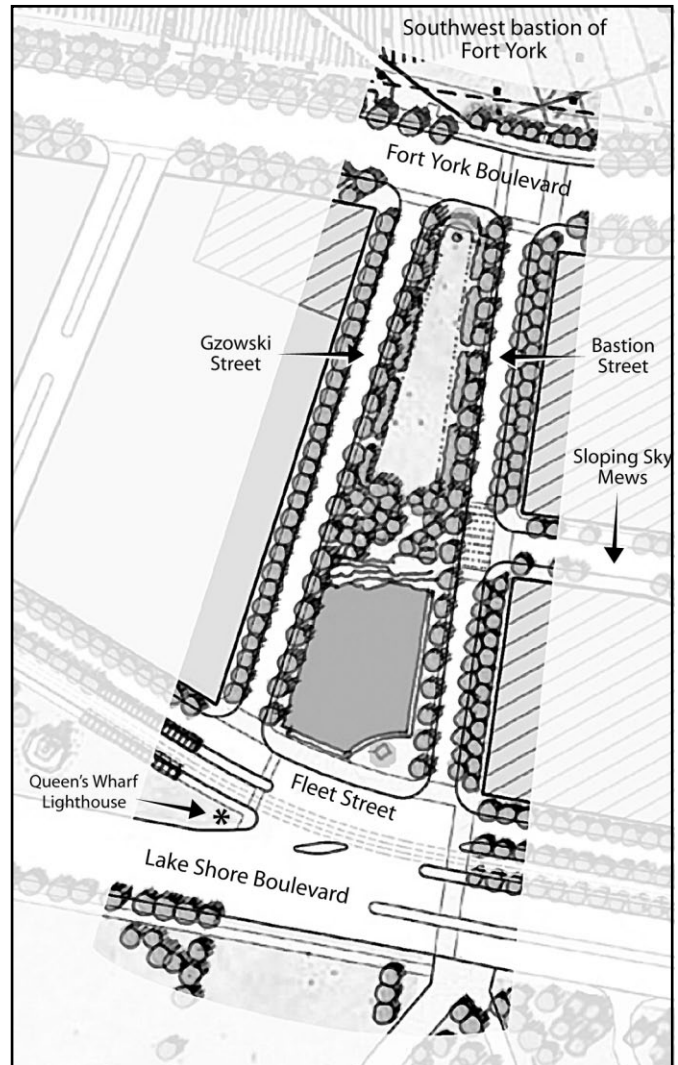
Born in Montreal in 1965, Nestor Kruger studied at the Ontario College of Art and Design and now makes his home in Toronto. A founding member of the city's Founding Disorders collective, he has exhibited at Toronto's Mercer Union, the Eye Level Gallery in Halifax, Southern Exposure in San Francisco, and in a group exhibition in Lyon, France.

*[From Fife & Drum, June 2006]*

## June Callwood (1924-2007)

The many tributes prompted by June Callwood's death on April 14 are witnesses to her having been a very remarkable person. A few years from now people in the Fort York Neighbourhood will be privileged to have in their midst a striking reminder of her constructive compassion when the city park named in her honour is completed south of Fort York. The site for the park was dedicated in July, 2005, by Mayor Miller and Councillor Pantalone in the presence of June and her family. At her urging the park will be designed to suit particularly the very young and the elderly. (See *Fife & Drum*, August 2005 at <[www.fortyork.ca](http://www.fortyork.ca)>) The former Molsons Brewery on the Fleet Street end of the park site is being demolished currently, and CBM cement plant that straddles the northern part will be gone no later than August, 2009. At that point the public roads that flank the park between Fleet and Fort York Blvd., will be opened and the Parks department can set to work to develop this special space.

*[From Fife & Drum, April 2007]*



This is a conceptual plan showing where Callwood Park will be located, and how it might be developed. (duToit Allsopp Hillier, Toronto)

# Rebuilding the Bathurst Street Bridge

by Stephen Otto

Since our founding in 1994, the Friends of Fort York have always made a priority of long term planning for the lands within and around the Fort York National Historic Site. Thus it was when, after much study and discussion, *Fort York: Setting It Right* was published in June, 2000, it identified the pathway connections under Bathurst Street as important for city-building and for linking the fort to the east side of Bathurst, where the former Garrison Creek once entered Lake Ontario.

Again a year later, the wide, cathedral-like area under the Bathurst Bridge was seen as a vital link in the landmark report, *Fort York and Garrison Common Parks and Open Space Plan*, prepared for the City's Policy & Development, Planning and Culture divisions, with input from the Friends. Both reports were warmly received and endorsed by City Council.

Finally, the continuity of the historic site under the bridge was recognized by the Government of Canada in designating the bounds of Fort York in 2003, and by Toronto City Council in 2004 in passing a bylaw enlarging the boundaries of the municipal Heritage District at Fort York to coincide with those of the national site.

The Bathurst Bridge itself seemed an enduring fixture in the landscape, the northern steel-truss portion having been built in 1903 to span the Humber and moved to its present vicinity in 1916; the southern steelplate and concrete section dating from 1929-30 and having been designed to carry Bathurst Street, newly-extended between Front and Fleet, over the tracks into the rail yards. As of 2004 neither part of the bridge was near the end of its structural life, though maintenance on both--CN looks after the steel-truss; the City the steel-and-concrete viaduct--was wanting.

Therefore, it was with surprise and concern that we learned in June, 2005, that an Environmental Assessment (EA) Review aimed at extending Fort York Blvd. a few blocks east of Bathurst (it had been completed from Bathurst to Lakeshore Blvd. in 2002) was to be expanded to look into rebuilding the southern section of the Bathurst Bridge.

The bridge-rebuilding was proposed by the TTC as a corollary of its providing streetcar service along Fort York Blvd. in fulfillment of the City's Official Plan. To permit streetcars to turn 90 degrees at Bathurst, the intersection there would need to be rebuilt to a more level configuration, which would lead in turn to a lowering of the south end of the bridge and a decrease in vertical clearance underneath from 4.6 metres (15 ft +) to 3.1 metres (10 ft. +). As well, the bridge deck would be widened by half as much again from 20m. to 30m. to allow for dedicated transit lanes. If steps weren't taken to mitigate such changes, we believed

future pedestrian and cycling paths below the bridge might be neither pleasant nor secure.

While the Friends would prefer bus service on Fort York Blvd. because it would better serve visitors to the fort and not require rebuilding either the intersection or bridge, we reckoned our modest resources were better spent where our interests are vital, rather than in trying to reverse the Official Plan or the TTC's preference for streetcars. Hence, we chose to concentrate on (1) protecting the significant archaeological resources under and adjacent to the bridge; (2) ensuring good sightlines and generous headroom there for safe passage by pedestrians and cyclists; and (3) requiring excellence in the design of any new bridge, since it will lie almost entirely within the National Historic Site and municipal Heritage Conservation District.

The headroom issue goes to the heart of whether or not pedestrians' interests are taken seriously by the City. Travel surveys it undertook in 2001 among residents of the Kings and Waterfront neighbourhoods showed a remarkable 44-45% of them walked to work in the downtown while only 32-33% took transit and 2% used a bicycle. Transit and private cars came into their own when people had to travel further afield. The Friends believe a large proportion of the 7500 residents projected to live in the Fort York Neighbourhood will choose to walk to destinations in the city core. Moreover, for many years yet the only primary schools serving the area will be east of Bathurst Street and children walking to school may use the underpass to avoid crossing at grade. Both foot-commuters and kids deserve their walks to be safe and pleasant experiences.

Given TTC operating requirements, the only options to maintain the present 4.6 metres (15 feet) of headroom at the south end of the bridge are either to remove some of the sterile fill overlying the archaeological resources we expect to find there, or to design a lighter, structurally more progressive bridge than might be built otherwise, or both. The TTC has supported investigating how much fill might be removed under the south end of the bridge by funding archaeological test trenching, due to get underway this Fall. And when the City comes to design the bridge in detail, perhaps in 2007, the Friends will be advised by Prof. Paul Gauvreau, the present NRC Chair in Design Engineering in the Urban Environment at the U of T.

Meeting on Sept. 11 the City's Works Committee adopted and sent to Council for its approval the EA Study Report supporting a Preferred Option. The Report acknowledged a new bridge would affect views to and from the fort and that a wider and lower structure would impact on the future pedestrian-cyclist link beneath the bridge. But it went on to say, "Consideration will be given to the aesthetics of the bridge and its impacts on the heritage and cultural landscape in the detailed design phase," scheduled to occur in 2007.

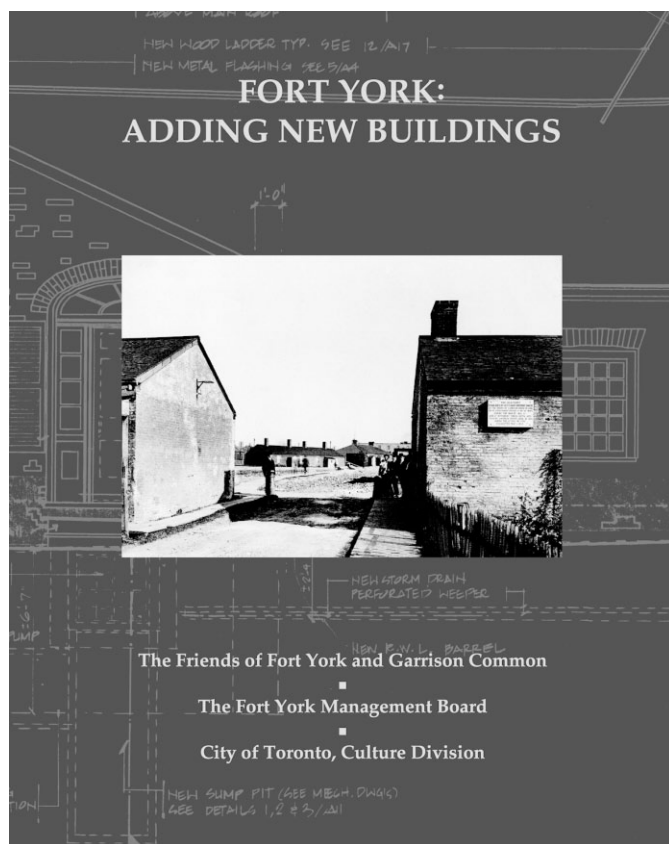
Happily, the Works Committee went further, and passed unanimously two important, modifying motions. The first,

recommended by the Council-appointed Roundtable on a Beautiful City, required the proposed design of the new bridge to be reviewed by a three person panel including the Chief Planner and the Administrator of Fort York for appropriateness to its historic location, suitable aesthetic considerations, and the degree to which it enhances pedestrian and bicycle connections. The second motion the Committee adopted was based on a request from the city's Pedestrian Committee. It directed senior City and TTC staff to consult with the Friends of Fort York and others throughout the design process to examine all possible ways to maximize vertical clearance under the bridge and, in addition, to create a safe, functional and attractive environment for pedestrians and cyclists.

We'll keep you posted as plans for the new bridge become clearer.

*[From Fife & Drum, Sept. 2006]*

## ***Fort York: Adding New Buildings is Published!***



In mid-June, just in time for the annual meeting of the Friends of Fort York, *Fort York: Adding New Buildings*, a long-awaited report recommending a long-term plan for the capital expansion at the fort, was published by the City's Culture Division, the Fort York Management Board and the Friends. The product of a large Working Group that began meeting in

June, 2000, the report proposes new buildings be constructed to meet the fort's space needs as visitation increases. It differs from some earlier studies, however, by suggesting several buildings be built, rather than only one or two, and that many of these new buildings be within the ramparts as replicas of those that once stood there. The Working Group advocated this course after it recognized that the new space required was nearly equal in size to the total area of all existing buildings at the fort. If it were provided in only one or two structures, they would overwhelm the fort's ensemble of small-scale early 19th century buildings.

The report laid out a four-phased implementation plan driven by the goal of giving the public full access to all the fort's War of 1812 buildings by removing all administrative, curatorial, visitor-service and behind-the-scenes functions there today, and by putting the displaced activities in new buildings scattered around the site.

But *Adding New Buildings* was also far-reaching in the range of related issues it explored. It follows on from two previous benchmark reports, *Fort York: Setting It Right* (2000) and the *Fort York and Garrison Common Parks and Open Space Design and Implementation Plan* (2001). Both earlier documents were endorsed by City Council, so it is hoped when this latest report is presented to Council in the early Fall, it too will be looked on with favour.

The graphic design of *Adding New Buildings* was entrusted to Tempest Design, with which Friends' board member Ted Smolak has an affiliation, and we are delighted with the result. Copies have been mailed to all members of the Friends of Fort York, but additional ones may be had *gratis* by dropping by the fort and asking at The Canteen.

*[From Fife & Drum, August 2005]*

## ***Celebrating the Bicentennial of the War of 1812***

On April 5, 2007, the Ontario Legislature gave unanimous passage to a resolution to commemorate the bicentennial of the War of 1812 put forward by Julia Munro, MPP for York North. Munro who is Opposition critic for Culture said, "The War of 1812 is one of the defining moments in Ontario's history. Establishing an independent commission to co-ordinate Ontario's commemorations will let historical groups and local communities play an important part in planning our celebrations."

The resolution directs the government to establish a commission whose members include representatives of Ontario communities that are the sites of battles or other significant events of the war as well as groups dedicated to the preservation of Canada's military history and heritage. The commission would work with Ontarians, the federal government and US governments to co-ordinate the commemorations. *[From Fife & Drum, April 2007]*

*News From*

# *The Birthplace of Toronto*

*Contributions from the Staff at the Fort*

## Site-work Update

*by David O'Hara, Site Administrator*

### Site Improvements

In 2006, the first phase of improvements to the landscape along the fort's south ramparts was completed, including walkways, seeding under the Gardiner Expressway and our new entry drive. This coming year additional landscaping will take place in the parking lot area. The next phase will be to add interpretive elements along the south edge of the fort to mark the original shoreline and other key features. Now that conservation work has been completed on six of the fort's cannons, our focus will shift to looking at options for replacing the two wooden traversing platforms and gun carriages.

**[murmur] at Fort York** will be launched in this June.

[murmur] is a unique approach to capturing and recording stories about special places and making them available on the spot using cell phone technology. Narratives about Fort York and the surrounding area are being collected at present. This initiative will reach out in particular to people walking past the site, thereby broadening its overall audience. For more information check [www.murmurtoronto.ca](http://www.murmurtoronto.ca)

### Wellhead Reconstruction

The reconstruction of the fort's wellhead is scheduled for completion this Spring when the existing stone parapet will be removed and replaced with a timber deck and canopy. Abandoned and filled-in during in the early 20th century, the well was rediscovered in 1956. The reconstruction is based on photographs, historic military plans and artistic depictions of a contemporary well. The wellhead will be fabricated by Chris Laverton in the off-site workshops of the City's Culture Division. It will incorporate wood salvaged from the 1850s part of the Queen's Wharf excavated last Spring during the construction of a condominium at Fleet and Bathurst Streets

### Heritage Conservation District Plan

Among the many projects to be undertaken at Fort York in 2007 is an update to our Heritage Conservation District Plan. The original plan was developed in 1985 when Fort York was designated a Heritage Conservation District (HCD) under the Ontario Heritage Act. Since then the City of Toronto has acquired six additional parcels of land around the fort,

which has allowed an expansion of the district to include archaeological and heritage features not covered by the original designation. New boundaries for the district were established by bylaw in 2004 to coincide with the limits of the Fort York National Historic Site adopted by the federal government. With the 1985 study as a starting point, consultants will be retained to work with the fort's staff to update the HCD Plan.

## An Interesting Watercolour Of Fort York's East Entrance

*by Carl Benn, PhD, Chief Curator, City of Toronto Museums and Heritage Services*

Much of our understanding of Fort York comes from artworks produced in the past. For instance, they often capture architectural and landscaping details, which provide information that cannot be gleaned from written documents, archaeological research, and material culture studies. Thus they form part of the matrix of sources we use to enhance our appreciation of the fort's story. One such image is a watercolour of the east end of the fort, donated to the old Toronto Historical Board in the 1960s by someone whose ancestors had connections to the British army. However, the link between the donor's family and the artist – H.R. Smith – is not clear, so we need to do more research on who Smith was and whether he or she had a military connection.

The watercolour probably was an amateur effort, but was executed skilfully, and retains its freshness and deep colours because it has not been exposed to much light. Although the exact age of the picture is uncertain, a photograph of the east gate from 1885 helps us place the watercolour chronologically. The photo clearly is earlier because it includes more of the upright palisades from the refortification of the site during the Anglo-American tensions of the 1860s than does H.R. Smith's interpretation. Yet, the rest of the details are similar enough to imply that the watercolour could not be much later because, if many years had passed since 1885, the wooden fencing and other features would have deteriorated more than is visible in the watercolour. It also does not show changes introduced to the area in 1898, so it likely post-dates 1885 by a few years but pre-dates 1898.

While the 1885 photograph has more documentary value than the watercolour, the latter gives us a better idea of what colours the buildings were painted. Smith's artwork also provides insights on some of the more obscure details of the photograph. Therefore, these two images in their differing media combine nicely to enhance our understanding of the fort in the late 1800s. The pairing also reminds us of some of the limitations in documentary art – especially for the pre-camera era where we have nothing to compare to artists' impressions – because we can see how an artist romanticizes, shortens distances, and makes other adjustments in creating an image. Thus this watercolour and the photograph serve as warnings on how documentary art, like written and other sources, has its limitations, as well as its possibilities, in telling us about Fort York's past.

This appealing watercolour (complete with a contented-looking cow), never has been illustrated before. Therefore, we plan to put it in the new guidebook for Fort York, which will come out later in 2006. In that publication H.R. Smith's watercolour will represent a pleasing contrast to the presentation of the 1885 photograph in our 'big' history of the site, *Historic Fort York, 1793-1993*, published at the time of the fort's bicentennial thirteen years ago.

*[From Fife & Drum, June 2006]*



*Watercolour of the east gate of Fort York by H.R. Smith, c.1888-1897, City of Toronto Museums and Heritage Services, 1967.3.19B.*



*Photograph of the east end of Fort York, 1885, Toronto Public Library, T-11637.*

## A History of the Canadian Fencibles, 1803-1816

*By David Juliusson*

In British Army parlance of the 19th century, Fencible Regiments were units raised in Scotland, Ireland or the colonies who were stationed locally to free up the regular army so it could be sent elsewhere. Led by officers from the Regular Force, Fencibles were paid and trained as regulars. During the War of 1812, five such regiments served in Canada: the New Brunswick and Nova Scotia Regiments, the Canadian Fencibles, Glengarries and Royal Newfoundlanders. Only the last three saw action in Upper Canada.

The Canadian Fencibles had an inauspicious beginning. In 1803, the Passenger Act was passed limiting the number of emigrants a ship could carry, thereby frustrating thousands of Scots, most of them Highlanders, who wanted to leave for North America. Colonel Thomas Peter was given orders to recruit among them for defenses in the Canadas. When 700 men had signed on, they and their 1500 dependents were marched out of the Highlands in driving rain. Along the way they were mocked for their ragtag appearance—none had been given uniforms—and when they got to their destination in late June, 1804, they were inadequately supplied and housed. Another of their grievances was that none of their officers spoke their Gaelic language.

A short time later a rumour spread that the Regiment had been sold to the East India Company, which seemed to be confirmed when the unit was ordered to the Isle of Wight, the normal embarking point for India Minor. Disturbances among the recruits broke out that culminated in rioting. In response, the War Office ordered the Canadian Fencibles disbanded but kept on the Establishment List.

The regimental officers and sergeants then were transferred to the Canadas to start recruiting anew. Initially, they were met with mistrust by French Canadians, because the recruiters were unable to speak French, and by Scots settlers who were more likely to join the Glengarries. But the promotion of Canadian officers coupled with hard economic times fostered the regiment's growth. By November 1808 the army list shows 24 sergeants, 22 drummers and 411 rank and file. As of June 1812 there were 700 men on strength.

A Return for the Canadian Fencibles made in 1810 provides an interesting insight into the unit's composition: 58% were Canadian-born, most of them French-speaking, 10% were Scottish, 8% Irish, and 19% foreign. A majority of the foreign-born were American, but others hailed from Prussia, Finland, Bermuda and South America. Sixteen of the 29 sergeants were Scottish, 6 were Canadian, 5 foreign and 2 Irish.

The regiment served with distinction in various roles throughout the ensuing war. In 1812 one company served as Marines on the St. Lawrence flotillas. A second company acted as militia administrators, instructors and artificers and assisted the Royal Artillery. In 1813 Canadian Fencibles participated in the Lake Champlain campaigns and in the defense of Montreal. The Light Company distinguished itself at the Battle of Chateauguay. At Chrysler's Farm, another company sustained thirty-five percent casualties in charging the enemy guns. At LaColle, when the Grenadiers were ordered to relieve the garrison, they twice charged the hostile guns.

In 1814, the Canadian Fencibles were posted to Upper Canada. Some of the men did garrison duty at Kingston, while small detachments fought at Chippewa and in the Niagara campaigns. Late in the year both the Canadian Fencibles and the Glengarries were ordered to Fort York to serve as the new garrison, which is where they were when the war ended. On 15 April 1815 the York Gazette reported, "Lieut. General Sir George Murray reviewed the battalion of Canadian Fencibles now doing duty here and was pleased to express his approbation of their steady discipline and soldier-like appearance".



*Courtesy of Victor Suthren, Parks Canada*

After the regiment was disbanded at Montreal in 1816, many of the men returned to their homes in Lower Canada. But others sought land grants in Upper Canada, particularly in the townships near the Perth Military settlement in what is now Lanark County. Captains William Marshall and Josias Taylor, Lieuts. Benjamin De Lisle and Noah Freer, Sergt. William Matheson and Privates Joseph Legary and Louis Grenier are known to have been among these settlers.

*[From Fife & Drum, February 2006]*

# 2007 Upcoming Events Historic Fort York

*Compiled by Melanie Garrison*

## JUNE

### Summer Launch Weekend as part of *Luminato Toronto Festival of Arts & Creativity*

**Fri. June 8 to Sun. June 10, 2007.**

Fort York National Historic Site kicks-off its summer programming season with FREE admission to three special events that celebrate the birthplace of modern Toronto in unique and creative ways. Please call ahead to confirm individual event running times. 416-392-6907

### **Fri. June 8, 2007 – Afternoon to evening**

The fort is proud to host *Booked!* as part of Harbourfront Centre's Carnivalissima celebration. Select authors will be on-site to share their work through select readings and discussion. Don't miss this chance to have unparalleled access to some of the newest and best writers on the scene. *Booked!* is presented in partnership with Harbourfront Centre Literary Department. FREE.

### **Sat. June 9 to Sun. June 10, 2007**

**[murmur] Fort York** - Join us for the launch of this unique audio documentary archive project that captures and records the essence of some of Toronto's special places and makes them available to visitors at their leisure using cell phone technology. FREE.

### **Fri. June 8 and Sat. June 9 - Evenings** **FORT YORK : The Play – A Crate Production**

Get an exclusive behind-the-scenes look and see selected scene performances of Dora-nominated Crate Production's newest endeavour *FORT YORK: The Play*, a site-based creative presentation that animates Fort York on the eve of the Battle of York fought on April 27, 1813. FREE.

### **Friends of Fort York, Annual Georgian Mess Dinner** **Thurs. June 14, 2007**

To purchase tickets, go to [www.fortyork.ca](http://www.fortyork.ca) or contact the Friends at Toronto's First Post Office, 260 Adelaide St. E., P.O. Box 183, Toronto, ON, M5A 1N1

### **Ontario Model Soldier Society** **Sat. June 16, 2007, 10 a.m. to 5 p.m.**

45th Annual Show and Competition. This is the largest model soldier show in Canada. See [www.omss.ca](http://www.omss.ca) for further details.  
*Free with regular admission.*

## JULY

### **Canada Day** **Sun. July 1st 2007, 10:00 a.m. to 5:00 p.m.**

Tours, kids' drill, military music.  
*Regular admission rates apply*

### **Fort York Ongoing Summer Programming** **Daily throughout July, 10 a.m. to 5 p.m.**

Thrill to the booming of the cannon, the firing of muskets, the vibrant colours of the uniformed guard and the lively music of fife and drum. These are the sights and sounds of Fort York this summer. Visitors will enjoy hourly demonstrations of military music, drill, musketry and artillery performed by students representing the Canadian Fencible Regiment that was garrisoned at the fort at the end of the War of 1812. Highlights include the cannon firing at 12:30 p.m. and the music of the Fort York Drums (a fife & drum corps) in the afternoons.

*Regular admission rates apply*

 **TORONTO Culture**  
[www.toronto.ca/culture](http://www.toronto.ca/culture)

  
**HISTORIC FORT YORK**  
THE BIRTHPLACE OF TORONTO