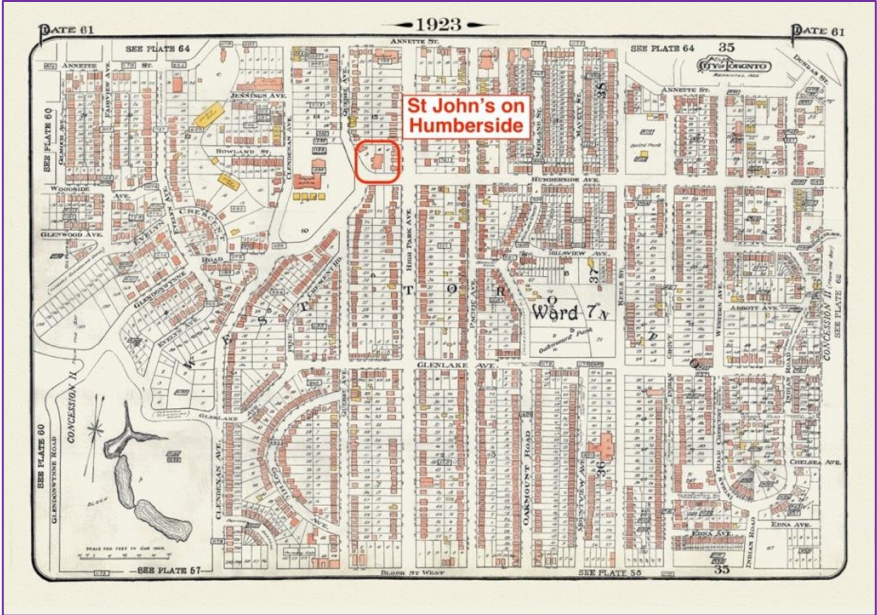


WHY WE ARE WHERE WE ARE



The history of St. John's, like the Junction area, has been shaped by its development as a transportation hub, first as a confluence of trails for the Indigenous community



St. John's 2nd church behind sign, Dundas & St. John's Rd., 1923

In 1881, St. John's parish began on a small property where Dundas St. met Louisa (later St. John's Rd) amidst a network of railway and streetcar tracks and industries

After WWI, it was clear that St. John's initial life on Dundas St. had reached its limit as population growth was shifting south. The street railway now extended to High Park, and West Toronto Junction and Bloor West Village became new Toronto suburbs

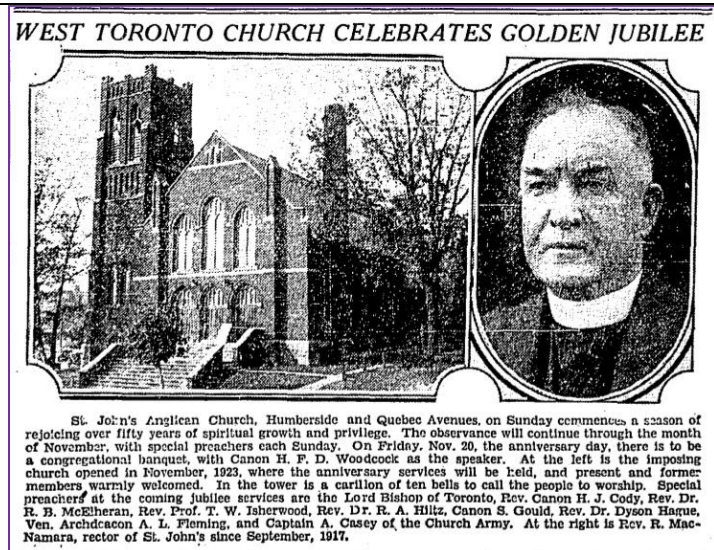
Then in 1923, St. John's built its 3rd church on the increasingly busy Humberside Ave., not long after the TTC launched its first bus route, the #1 "Humberside / Annette" which ran from Humberside and Dundas to High Park Ave, past the church site and north to Annette and west to Runnymede



Waiting for the #1 bus, Humberside & Dundas St., 1923

Between 1921 and 1931, when St. John's celebrated its 50th, Toronto's population had grown from 522,000 to 627,000, with much of that growth based in west Toronto

St. John's had clearly evolved from a suburban congregation into a busy city church



The Globe, Oct. 30, 1931, p. 13