

REPORT ON A COMPREHENSIVE
PLAN FOR SYSTEMATIC CIVIC
IMPROVEMENTS IN TORONTO

Toronto Guild of Civic Art
1909

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AN OPEN SPACE IN THE HEART OF A CITY

A FOREWORD

IN the following pages the plans and purposes of the Guild of Civic Art for the improvement and beautifying of Toronto are partially suggested and outlined. The work divides itself naturally into two branches, namely, the radial road projects, and those which have relation to the connection of our various squares and parks by boulevards, driveways and parkways. The sea wall on which the citizens voted recently is a cardinal and important section of the improvements in which the Guild chiefly concerns itself. Although the by-law was defeated, it may be regarded as a mere temporary delay. It is too meritorious a project to fail of ultimate realization.

Torontonians used to say that Toronto was destined to be a great city. We employ the present tense now. It IS a great city. When the population of a community rises to 350,000, adds 15,000 souls yearly to its numbers and erects ten or twelve million dollars worth of buildings every twelve months, it has joined the ranks of the great cities.

Without any stretch of meaning it can be said of Toronto, as the Psalmist said of Jerusalem, that it is beautiful for situation. There is no Mount Zion within our gates, but the bay, lake and island, the ravines to the north, and the valleys of the Don and Humber, furnish ideal raw material for the landscape designer.

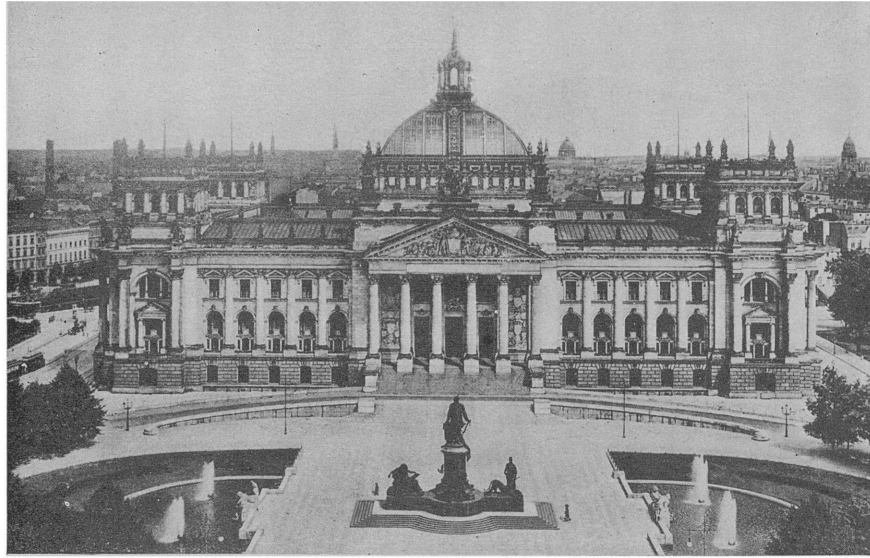


A GREAT CITY SQUARE

It will be the feeling of all who give any thought to the matter that in Toronto we are at the parting of the ways with reference to what the future aspect of the city is to be. For a city of its size it is remarkable how impermanent much of its business section is. It does not need a prophet to predict that the next ten or fifteen years will see radical changes in streets and structures. In Chicago the great fire enabled the citizens of that city to recast its lines, and a community of spacious streets arose out of the ashes. Baltimore has converted a similar disaster into permanent beauties. It should not need a disaster to awake our citizens to the possibilities of civic improvement. It is with the hope that some thought may be bestowed on this question that the present booklet is issued.

"Once to every man and nation comes the moment to decide," said Lowell of a time of crisis. That time has come for Torontonians with respect to the setting, so to speak, of their city. They should act with far-sightedness, confidence and a wise boldness.

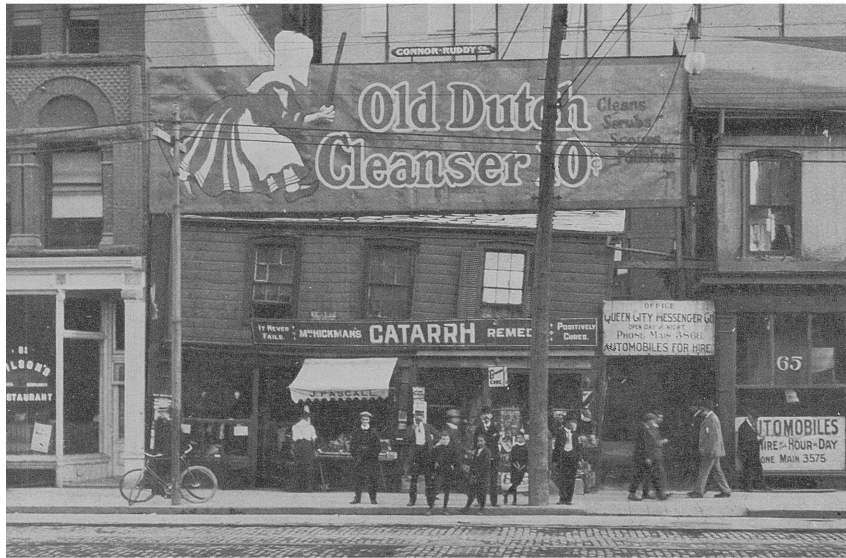
JOHN A. EWAN.



FORMAL SETTINGS ENHANCE MONUMENTAL BUILDINGS

HISTORIC

THE cities of the middle ages that persisted into modern times found their former physical development very hampering to their modern needs. The ancient wall no longer served as a defence against modern warfare, and the boundaries that it enclosed no longer gave space for the rapidly developing commerce and increase of population caused by steam power transportation both by land and water. The greater number of these cities became more or less transformed by slow degrees, assisted now and again by fires and the entry of railroads beyond their ancient boundaries, until Paris in 1853 adopted an extensive scheme of re-planning, which being persistently kept up has maintained her in her supremacy as the most beautiful city of Europe. Vienna in 1857 undertook extensive re-planning and like Paris utilized the space occupied by the old city walls on which to build the boulevards and thoroughfares. Berlin and Brussels have also by systematic and constant improvements kept pace with the modern spirit of city development. Many of the smaller cities of Germany have extensive powers over the property within their boundaries and enforce enlightened regulations to prevent congestion of population and obtain rapid transportation, pure water and moderate rents.

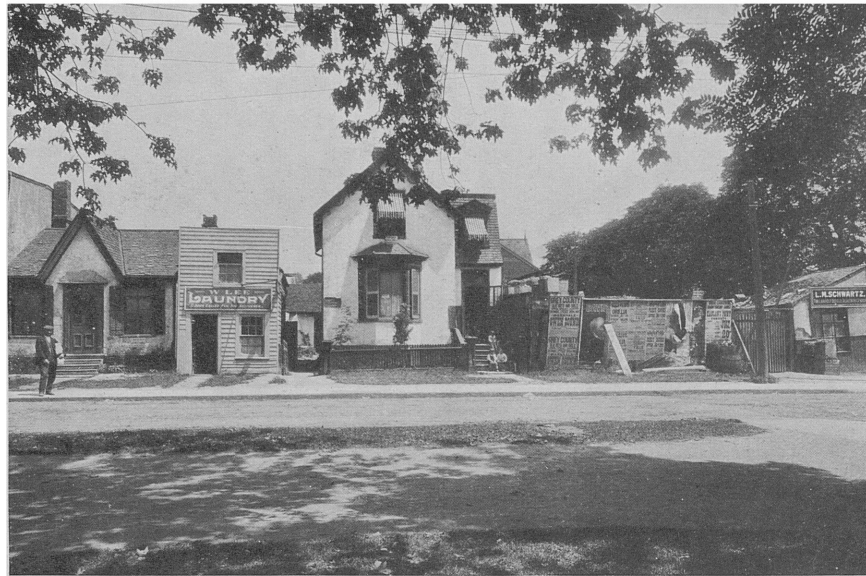


A CENTRAL PART OF OUR CITY IN NEED OF IMPROVEMENT

The European method of extending thoroughfares or parkways is to purchase not only the property needed for the roadway but also that which will front on the new thoroughfare, and then sell the new frontage, which usually reimburses the cost of the improvement. In the instance of the Kingsway, London, some twenty million dollars was spent and at the date of opening the street for traffic (when all the property had not yet been disposed of), the revenue derived from sales and leases of the property was fifteen thousand dollars a year in excess of what was required to carry the sinking fund.

Frankfort-on-the-Main has successfully carried out what is spoken of as a redistribution of property. That is, certain areas of the city that do not fit in with the modern city plan have been re-planned by the civic authorities, old streets have been obliterated and new ones formed in accordance with modern ideas, and the property redistributed to the former owners to the mutual benefit of all parties concerned.

American cities, while not burdened with the historic legacies of their European sisters, were until the last twenty years so heedless of anything but commercial gain, that they simply grew, proud only of their numerical strength, until all the evils of city life developed. Now a wave of civic improvement is passing over the country, striving hard against the difficulties that have become enormous. New York in certain quarters has a population per acre of one thousand people; Chicago,



FRONTING ON TORONTO'S ONLY PARKWAY

Boston and Cleveland four hundred against a European standard of two hundred and forty. Pittsburgh's maximum density is not given, but its death rate per thousand inhabitants averaged since 1898 one hundred and thirty, while New York's is 18.2, Chicago 27.3 and Boston 24.5 against London 11.7, Vienna 5.2 and Berlin 4.2.

Civic Improvement and City Planning are the remedies for the evils of the congestion of population in cities. That it is now recognized as such, on this side of the Atlantic, is evidenced by the statement of the American Civic Association, that thirty-nine American cities are now adopting, to a greater or less degree, a systematic plan for future development. To provide for wide continuous business thoroughfares, parks, parkways, playgrounds, aquatic sports, pure water, sanitary sewage disposal, rapid transit, clean streets, underground wires, curtailment of sign and noise nuisances, building laws for structural, sanitary and fire safety and tenement laws to restrict the congestion of population, enormous expenditures are being undertaken.

The capital of the United States had the unusual advantage of being built to a plan, and while for a time this was lost sight of, the Washington Improvement Commission re-established this hundred-year-old plan as the best possible and an immense impulse in improvements has followed. Not the least of these is the new railroad depot, admitted to be the finest on the continent. Its construction was brought about by negotiations



A EUROPEAN EXAMPLE

and concessions entered into by the Commission and the Railway Company. Cleveland is building a civic centre fronting on the lake, providing for boat landings and railroad depot, and placing some eight civic buildings of monumental proportions on a wide mall running from the lake front to the business centre of the city.

Perhaps the most suggestive instance for Toronto is Baltimore, which was visited by a great fire during the year Toronto suffered from a like disaster. Baltimore then raised \$30,000,000 for widening streets, constructing docks, sewers, fire engine houses and schools, annexing new territory, procuring a park system and paving streets. Toronto's similar opportunity for improvements was allowed to pass with nothing further than a special \$300,000 high-pressure water system for fire protection.

The Kingsway, London, has been instanced as an improvement that was a good monetary investment. Central Park, New York, affords another as shown by the following from the New York Park Association report of 1882.

"The amount collected (in taxes) in twenty-five years on the property of the three wards (the wards contiguous to Central Park) over and above the ordinary increase in the tax value of the real estate in the rest of



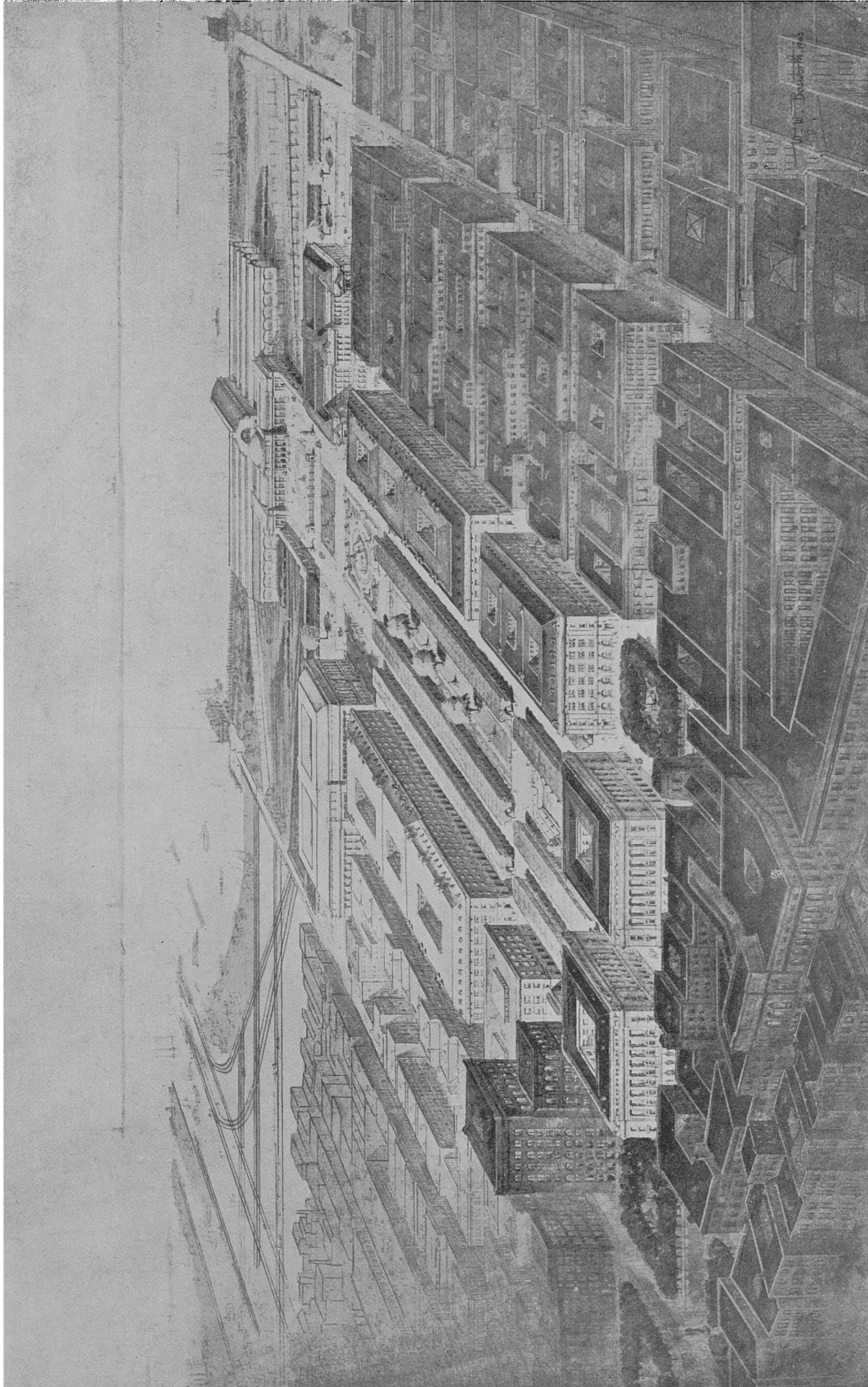
WHERE THE BUSINESS DISTRICT AND PARK SYSTEM MEET

the city, was \$65,000,000, or about \$21,000,000 more than the aggregate expense attending and following the establishment of the park up to the present year. Regarding the whole transaction in the light of a real estate speculation alone, the city has \$21,000,000 in cash over and above the outlay, and acquired in addition thereto land valued at \$200,000,000."

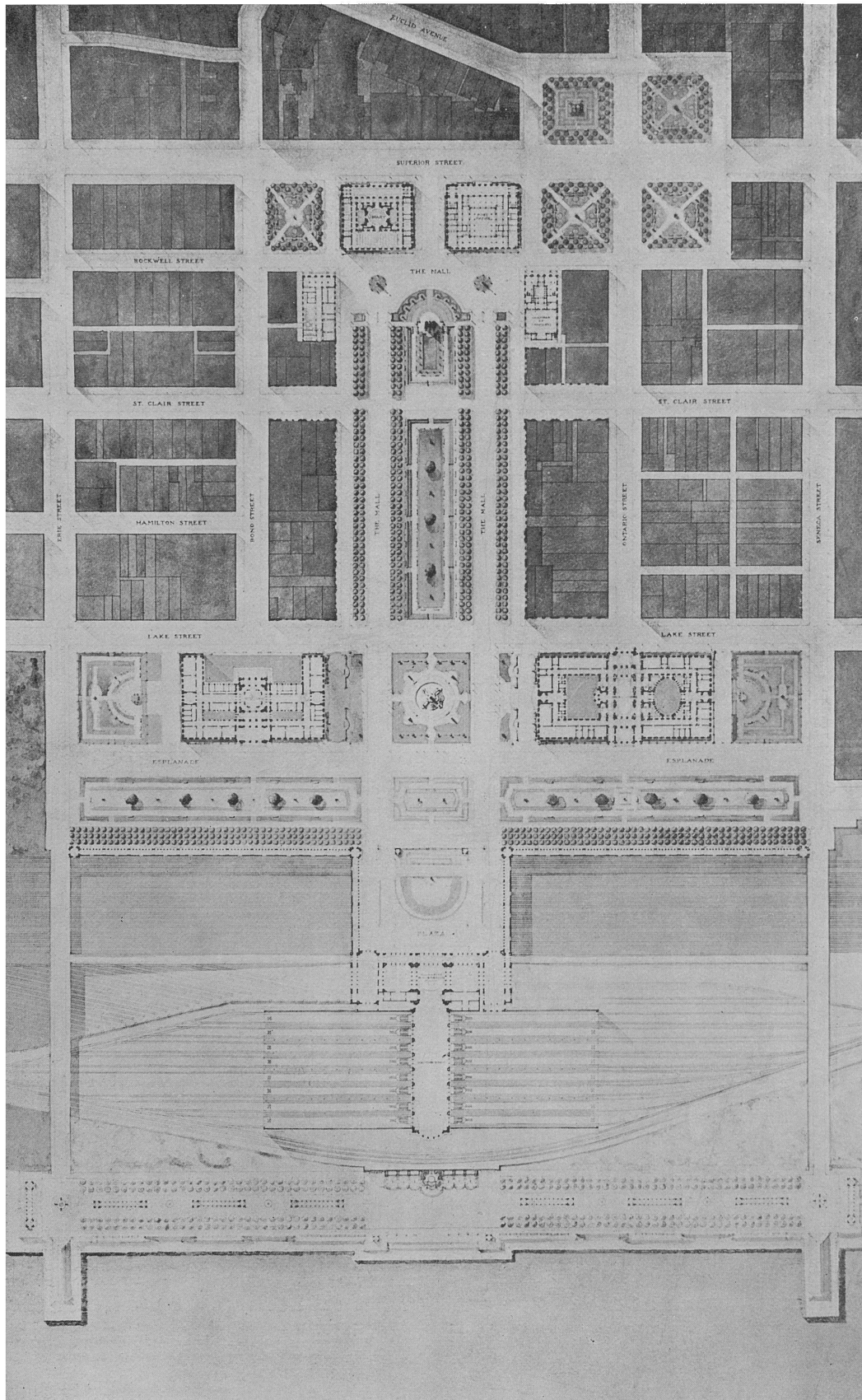
The Boston Metropolitan Park Commission by buying land adjacent to proposed parks was enabled to reap the profit of the improvement to real estate consequent on the establishment of the parks. Property bought and improved at a cost of fifteen cents a square foot was sold as high as fifty-five cents and property bought and improved at fifty-five cents was sold at from three dollars and fifty cents to five dollars.

Cities little thought of in this country are surpassing all others in civic improvement. Mexico is undertaking an expenditure of \$100,000,000 on civic improvements, while Buenos Ayres is spending \$70,000,000. It has already built one thoroughfare through the city from water front to water front equipped in the most modern manner and is said to be the best lighted thoroughfare in the world.

J. P. HYNES.



LOOKING TOWARD THE LAKE OVER CLEVELAND'S COURT OF HONOR



PLAN OF CLEVELAND'S COURT OF HONOR



AN EXAMPLE OF A VIADUCT

A PLAN FOR TORONTO

THE following interesting report was read at the last Annual Meeting of the Guild of Civic Art by Mr. W. A. Langton, chairman of the Plan Committee, who has given a great deal of time and thought to the matter:—

In presenting this printed copy of the Plan of Improvements to Toronto it seems desirable to sum up and record the purpose of the Plan.

If Toronto were being now settled for the first time, with a certainty of a population such as we have now, and under the influence of the ideas which prevail now as to the importance of planning cities properly, it is certain that the first thing that would be thought of would be a good plan. An alternative proposition to let the place grow without plan, would meet with no favour.

We may therefore start with the assumption that a work that will give to the city plan, even now, some of the lines and spaces, that should have been laid down upon it in the first place, is a work of supreme importance to the city.

The first thing that suggests itself, in this connection, is such a pair of thoroughfares as are shown on the plan connecting the centre of the city with the north west and north east districts.



WHAT OTHER CITIES ARE DOING

The gridiron plan, on a large scale, means a waste of time in going from the centre of the city to its corners, which applied to all the coming and going of one day in such a city as Toronto must amount to something enormous.

In an estimate of the cost of these roads the saving in time to the population of the city, regarded as a body of workers, might well have a place; but we have confined our investigations to the evidence of concrete returns; and base our expectation upon the experience of other towns—where such roads have been run, and where the purchase of a roadway has been accompanied by the purchasing of the building sites on each side of it—that the new frontages developed will be not less in extent than the old frontages absorbed by the work, and will have a greater value. Experience shows that in thickly populated and commercial parts of a city, where at first sight the cost of purchase seems to prohibit change, such roads pay well. We can see for ourselves that in outlying parts of the city, where land is cheap because it is distant from the centre, our roads would bring with them increase in land values that would make them pay. An extensive purchase of land, which, by the very fact of its being made, enhances the value of the land pur-



AN EXAMPLE OF SPACIOUSNESS

chased, is a business opportunity from which there would be no hanging back in the commercial world, and there is no reason why the citizens of Toronto should be afraid of it.

The beginning and ending of these thoroughfares seem therefore to offer a prospect of paying for themselves and something more.

There is an intermediate portion, in the parts which have decayed as residential property and have not yet arrived at commercial importance, where there may be some doubt about the expenditure upon the road being recouped by the sale of building lots. But the other portions, where profit is possible, may be made to carry this deficiency, for fortunately the only ultimate profit required on the work is the advantage to the city of having the roads to use.

How great this advantage will be, when all possibilities are considered, it is hard to over-estimate. Improvements which would be thought out of the question in connection with the old streets, seem not at all impossible as part of the all-new work of these thoroughfares. The process of constructing the road will go part way, for instance, in the operations necessary to make a shallow subway. It is time that lines of this kind were considered for Toronto. It is necessary to be beforehand in providing proper means of traffic; not to wait until congestion hampers



A DIGNIFIED SETTING IN CONFINED SPACE

us, or till our method is too slow for the distances to be covered. Our method is, as a matter of fact, too slow now; the difficulty is already upon us; and here, in new thoroughfares to be constructed, is an opportunity that meets the difficulty half way.

Even with express lines only on the surface of these diagonal roads, (which are calculated for four tracks), Toronto would be a much pleasanter and more profitable place to live in, on the score of ease of intercommunication between its distant parts. And as for beauty—it is easy to imagine how much variety will be introduced into our uninteresting street plan when every street north of Queen Street is crossed by one of the diagonals, making pleasant irregularities, striking building sites, small open spaces, places for monuments, fountains, and seats under trees. And, wherever there is a junction of street cars which makes a large space necessary, natural squares or circles will be opened up, to form landmarks and places of distinction with which Toronto will become associated in the minds of its inhabitants and in the recollections of those who visit it. We all delight, when we travel, in such features in other towns. We could, however, hardly open them up in our own town for the sake of having them. Indeed, artificial creations of the kind



AN EXAMPLE OF A DOUBLE VISTA

would have none of the charm of those which have arisen naturally, to meet the requirements of convenience or necessity. But here, in the junctions of diagonal roads with the old rectangular system, is the natural occasion for many features of the kind, introducing beauty into the street plan of the city. Of other features it may be said that they add beauty to Toronto; but of these, that they will make Toronto beautiful.

It seems obvious that if these roads are to be carried out without burdening the tax payer the work must not be undertaken in a hesitating manner, or with fluctuating policy. The undertaking has this much of the speculation character about it that its financial success depends upon returns, and the sooner and more completely the condition of returns is reached the better.

When we consider the conditions of this work and the fact that it must be financed independently of the ordinary civic resources and processes, it seems obvious that the example of other towns in appointing a special commission for work of this kind is an example that should be followed by Toronto.



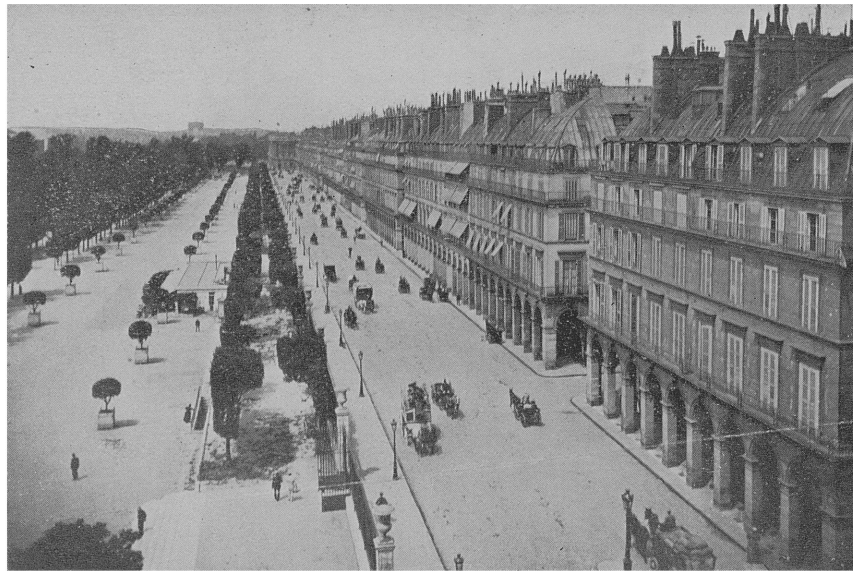
THE DIGNITY OF HARMONY

The experience of other towns is equally strong in favour of a Commission to acquire the land for the other two classes of improvement shown in our plan, viz.: the parks and playgrounds.

A continuous body with a continuous policy, devoted entirely to this one purpose, with a certain appropriation to handle, and able to employ expert advice, ought to be able to buy judiciously, to develop skilfully (so as to get some return for frontages here also), and to deal with foresight, so as to carry out combinations such as are shown on our plan.

The system of parks and playgrounds is broad enough to supply the needs of all parts of the city as those needs develop; but all parts of the system are not wanted at once. The plan is a scheme to work to. It can only be carried out by degrees; and it is not hard to imagine the difficulties that will beset those persons who truly and impartially try to work out a plan of this kind for the best interests of the public; and the need there will be of a strong and independent commission to carry it out properly.

We have every hope that there will be both parks and playgrounds sufficient provided in time. There is a playground association formed, the membership of which includes women; and I think experience shows that this argues well for accomplishment in that work. And everybody

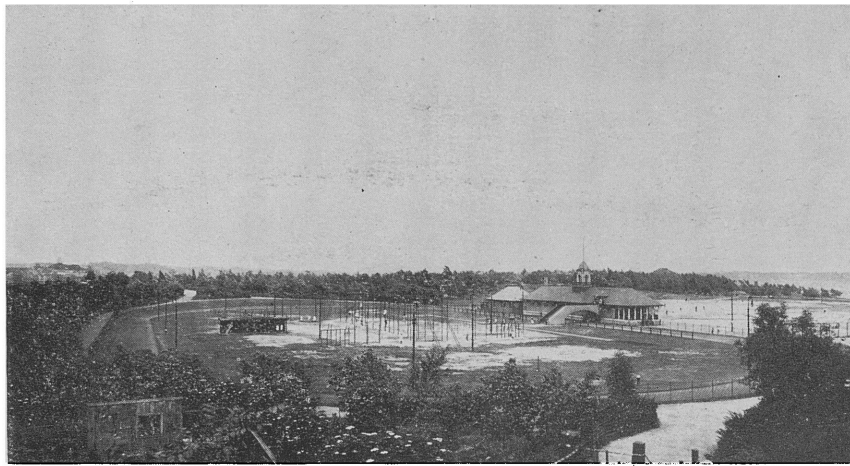


A BOULEVARD AND ARCADED SIDEWALK

wants parks. The desire for parks is a characteristic of this generation. We may hope to see them supplied in some measure according to our plan, even if the plan is not formally adopted by the city. But there is much more in the systematic arrangement of the parks than, I think, will be generally perceived. I should not like to leave the question of the parks and parkways without a word in favour of our arrangement of them, as opposed to fragmentary purchases apart from a well considered scheme.

If the diagonal roads will make a city of Toronto—and I think only those who have actually worked upon their plan appreciate the beauty and dignity they will bring to the internal area of the city—the parks are the feature of the plan which most bring out the character given to the city by its site.

Toronto has a character which in spite of the absence of imposing natural features is definite and pleasing. It is a place that has many attractions and that can be made very delightful to live in, if its attractive points are recognized and developed. The lake shore, the Island, the rivers Don and Humber, the ridge, the numerous ravines, the facilities for outings both by land and water which make the city such a pleasant abode in summer, all these are features which can easily be spoiled for want of timely recognition and incorporation in an inviolable plan. There is no beautiful feature in Toronto so salient but that it could be obliterated by speculative building or by such undue commercialism as the establishment of a smelter where there is no real occasion to establish it.



A SUPERVISED PLAYGROUND, AN ESSENTIAL FEATURE OF EVERY PARK

We have kept in view as far as possible, in drawing this plan, the characteristic features of the place, and have endeavored to incorporate them in the plan, so as to preserve and indeed develop them, and thus to develop the natural character we have and make of Toronto not just a beautiful city, beautiful in a conventional way, after the model of some other city, but to bring out its own beauty. It is character in a town that makes the dwellers in it love it. Toronto should bring to the minds of those who live in it something which is lovely and pleasant in its own way; so that, when we have been away and are returning homewards, we may feel that, though it is good to see other cities, we are glad to get back to Toronto.

I have said nothing about the waterfront, which forms the fourth division of our plan—the other three being the diagonal thoroughfare, the park system and the playgrounds. There is unfortunately nothing definite to be said about it at the present time, until the railway problem is settled.

Our original scheme, apart from the driveways on the lake shore beyond the region of commercial activity, arranged for the recovery of that portion between Yonge and York streets; enough to provide for safe and agreeable access to the steamboat service, which forms so large a portion of the attractiveness of Toronto in summer; and also to provide a breathing place which would be free from traffic.

More ambitious suggestions have been made, which point at any rate to public interest in the problem, and we hope that the water entrance which ought to be one of the attractive features of Toronto, will ultimately be worthy of a beautiful city.

W. A. LANGTON.



ANOTHER VIEW OF AN INSHORE WATERWAY

THE PARK SYSTEM

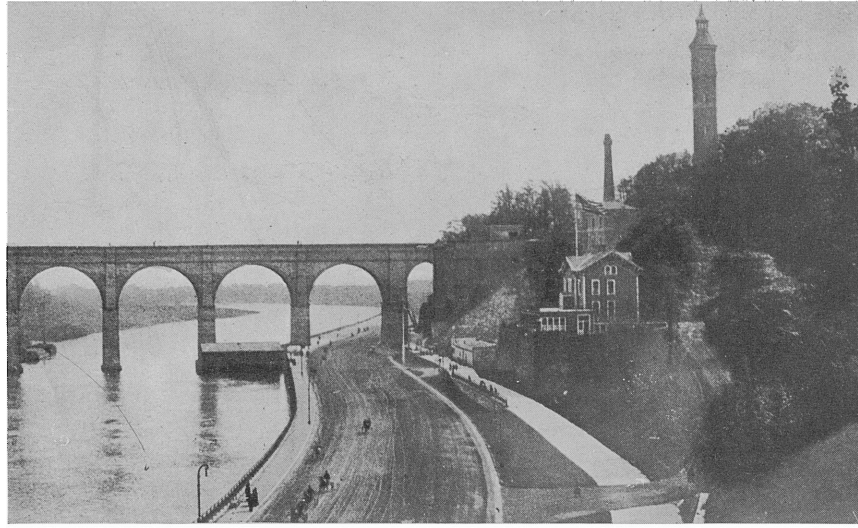
THE plan of the city which the following paragraphs elucidate was prepared by the Guild with great care and at considerable expense and presented to the city. It now hangs in the east staircase corridor of the City Hall, and has attracted the attention of hundreds of citizens visiting the Hall. It has undoubtedly had a high educational value. A reduced representation of it accompanies this booklet.

The Park System consists of a practically continuous chain of parks and parkways surrounding the city, linked by boulevards with the existing parks. The system may be traced on the map as follows:

Starting on the water front at the Old Fort, the Garrison Common, Exhibition Park and the property recently acquired by the city immediately west of this, gives a continuous park system on the water front to the Humber River, and may be incorporated with High Park on the southern front of that property.

Both sides of the Humber River are reserved for parks as far north as the Military Grounds on the east side, when the reservation is continued on the west side only until passing the Lambton Golf Course it turns east through the Black Creek Ravine.

Rising to the higher level at Prospect Cemetery, which it crosses, it continues east to the Ravine, which runs south east and intersects Poplar Plains Road, on this road it turns northward to join Avenue Road, at which point one arm runs north, dividing so as to pass on each side of Upper Canada College, and then continues north to a large park above Eglinton Ave.

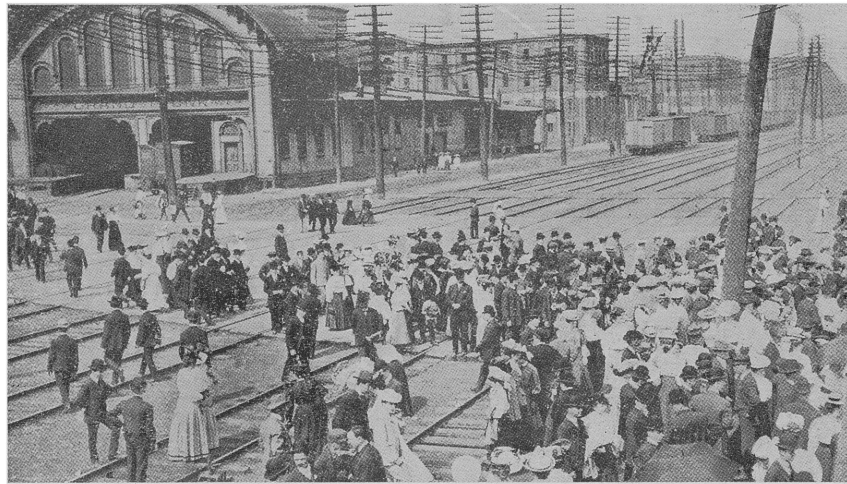


A RIVERSIDE DRIVE, BOTH USEFUL AND BEAUTIFUL

From Avenue Road the main parkway continues east, south of St. Michael's Cemetery, and connects with Reservoir Park, where it again turns north and after skirting the southerly boundary of Mount Pleasant Cemetery in an easterly direction, turns south east, and after crossing the C.P.R. tracks, enters the Don Valley through which it continues until reaching Riverdale Park. Rising then to the higher level it skirts the east and south banks of the eastern branch of the Don, widening into a large park reservation on leaving the river and following a ravine until due north of Norway Hill it drops south, joins the Kingston Road and continues on it to the Scarboro Cliffs at the foot of the sixth concession east of Yonge Street, where a park reservation is suggested.

From the Scarboro Park the parkway turns westerly along the cliff overlooking the lake and descending with the bank passes through Balmy and Kew Beaches to Woodbine Park. Here the parkway returns to the city by one of the minor connecting parkways, to be mentioned later, while the park reservation continues on the lake front south of Ashbridge's Bay to the Island, of which the greater part is included, and which extends almost to the point of starting.

The Queen's Park, as the heart of the inner park system, is made the point from which parkways run south via Queen Street Avenue, west via Wilcox Street and continuations which may be traced to High Park, north through Hoskin Avenue, to St. George Street, and thence to the outer park system at Poplar Plains Road and east via Wellesley Street to Riverdale Park. The west side of the city is divided by another parkway, which, connecting with the outer park system, east of Prospect Cemetery, runs down Dufferin Street, then east along the brow of Wells'



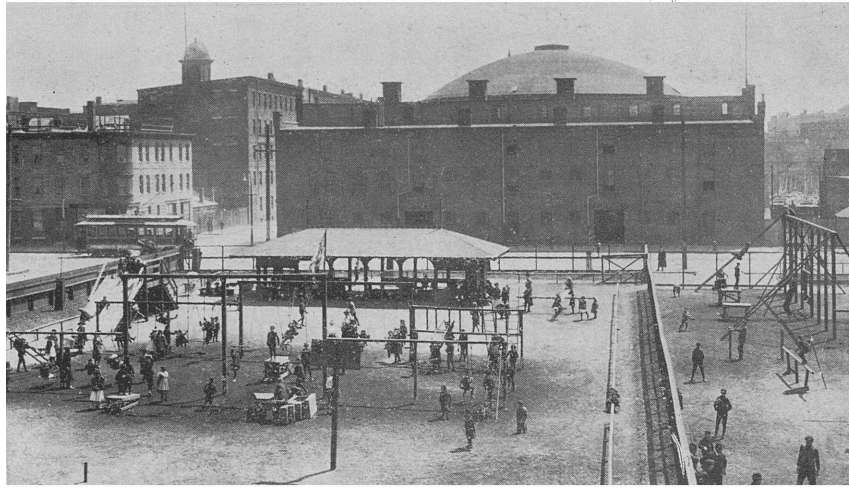
ONE SPOT IN TORONTO IN IMPERATIVE NEED OF IMPROVEMENT

Hill and south through Christie Street, continues south through the Trinity College Ravine and Stanley Park to the Exhibition Park, which it enters by a bridge over the railway tracks. To the east this parkway is continued through Wellington Place to Clarence Square.

From Riverdale Park the present Rosedale Ravine drives run to the north west, the south one terminating in Ramsden Park and the north one in Reservoir Park. A parkway runs south through the Don speedway and on to the park reservation south of Ashbridge's Bay and east through Gerrard Street to connect with the outer parkway at the Norway Hill, and at Coxwell Avenue, has a branch running south through the ravine at Small's Pond, which connects with Woodbine Park.

The diagonal thoroughfares are indicated by red lines on the plan. The western one starts at the intersection of Queen and Simcoe Streets and runs north westerly to Grange Avenue and McCaul Street, thence westerly on Grange Avenue to Beverley Street and thence north westerly again, crossing Spadina Avenue near St. Patrick Street, Bathurst Street at the intersection of College Street, Bloor Street at Dovercourt Road, and Royce Avenue at Dundas Street, on which it continues to St. Clair Avenue at Lambton.

The eastern one starts at the intersection of Queen and Church Streets and runs north easterly, crossing Carlton Street at the intersection of Parliament Street, and continuing to the intersection of Wellesley and Sumach Streets, where it crosses the Don Valley on a viaduct, reaching the eastern side of the ravine at Danforth Avenue, then easterly along Danforth Avenue to Pape Avenue, and thence north easterly again to Woodbine Avenue at the north easterly park reservation.



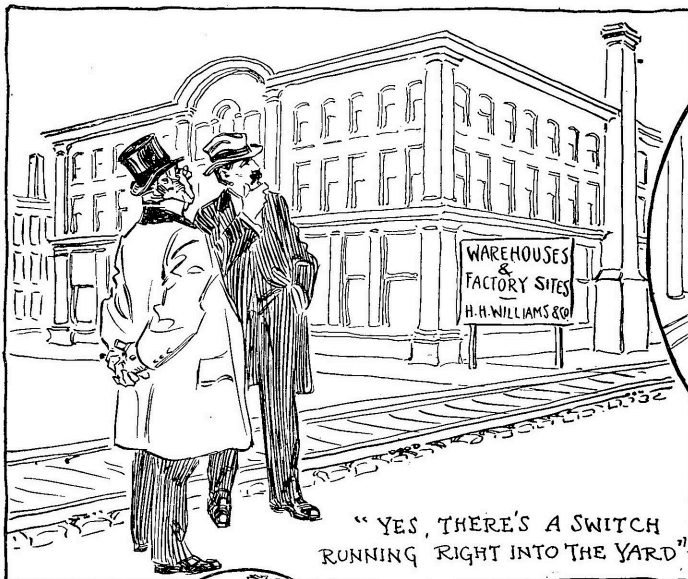
ANOTHER SUPERVISED PLAYGROUND, A REQUISITE OF EVERY CONGESTED DISTRICT

The diagonal thoroughfares should be from one hundred to one hundred and twenty-five feet wide. This would give a twenty to twenty-five foot sidewalk on either side and space so that three lines of vehicles, all going the same direction, would have ample room between the sidewalks and the track allowance. This would permit a vehicle to stand at the curb and room for two other vehicles to pass each other between it and the track allowance, one being slow, heavy cartage, and the other quick traffic. The track allowance should be ample to allow for wide cars with poles for trolley lines and lighting in the centre of the devil strip.

CONCLUSION

THE officers of the Guild are conscious that this by no means sets forth the whole programme at which its members aim. There is the question of widening existing streets, which yields to no other in importance and urgency. In the spring of the year the Guild induced the Mayor and Council to appoint a Civic Improvement Committee composed partly of members of the Council and partly of citizens, with Sir William Meredith as chairman. The Committee immediately addressed itself to the question of street widening, taking Yonge Street as calling for immediate action.

It would be a great help if every public-spirited citizen would conceive it his duty to take a measure of interest in the ennobling and beautifying of the city he lives in, and, as its last word on this page, the Guild would call on every one to do his share so far as lies in his power to work not only for a greater Toronto, but also for a more comely, a more spacious and a more inspiring Toronto.



"YES, THERE'S A SWITCH
RUNNING RIGHT INTO THE YARD"

HOUSES
FOR
SALE



"DON'T YOU THINK
WE COULD BUY
IT, DEAR?"

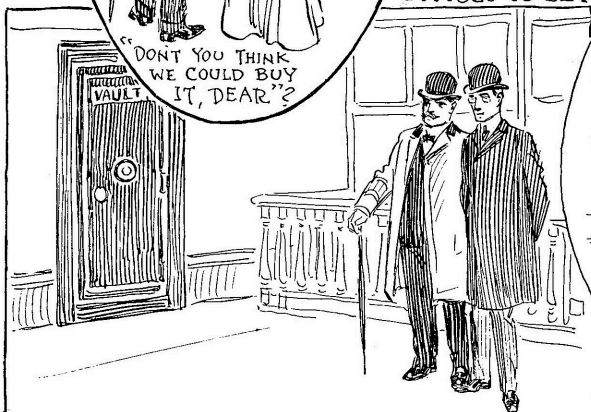
IF YOU WANT TO
BUY
SELL OR
RENT

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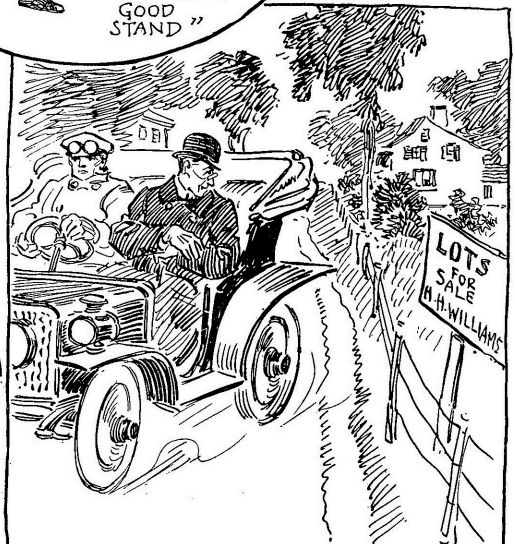
OFFICES TO LET



"WE'LL JUST PUT THE
STENOGRAPHER'S DESK OVER THERE"



"THIS OUGHT
TO BE A
GOOD
STAND"



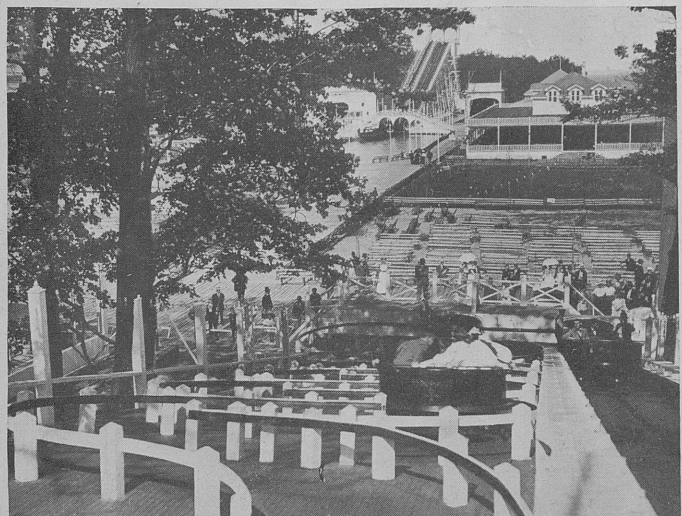
"THIS IS GOING
TO BE A FINE
RESIDENTIAL
NEIGHBORHOOD"

C. W. JEFFERYS



"OH! WHAT LOVELY
BIG CUPBOARDS"

HOUSES TO LET



SCENES IN AND AROUND SCARBOROUGH BEACH
Reached by the Toronto Street Railway

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Assets : \$8,143,485

CAPITAL (subscribed) \$2,500,000

CAPITAL (paid-up) \$1,500,000

RESERVE FUND, \$1,150,000

3½%

PAID ON DEPOSITS CALCULATED
ON DAILY BALANCES

4%

PAID ON SIXTY DAY DEBENTURES
A TRUSTEE INVESTMENT

NATIONAL TRUST COMPANY

LIMITED

18-22 King Street East, Toronto

CAPITAL, PAID UP	\$1,000,000.00
RESERVE	550,000.00

BOARD OF DIRECTORS

PRESIDENT—J. W. Flavelle

VICE-PRESIDENTS—Z. A. Lash, K.C., E. R. Wood and W. T. White

Hon. Mr. Justice Britton
Chester D. Massey
Cawthra Mulock
H. M. Molson, Montreal
H. H. Fudger
William Mackenzie

Hon. Geo. A. Cox
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E. W. Cox
A. E. Kemp
J. H. Plummer

ESTABLISHED 1867

THE CANADIAN BANK OF COMMERCE

HEAD OFFICE
TORONTO

Capital \$10,000,000

Rest \$6,000,000

B. E. WALKER, President

A. LAIRD, General Manager

BRANCHES IN TORONTO

MAIN OFFICE, 21-25 KING ST. WEST (Cor. Jordan St.)	-	{ M. MORRIS, Manager CHAS. CAMBIE, Ass't. Manager
796-798 YONGE ST. (Cor. Bloor St.)	- - - -	JAS. BRYDON, Manager
744 QUEEN ST. EAST (Cor. Grant St.)	- - - -	J. M. HEDLEY, Manager
144-148 KING ST. EAST (Market Branch)	- - - -	T. A. CHISHOLM, Manager
245 CARLTON ST. (Cor. Parliament St.)	- - - -	A. H. CREASE, Manager
1331 QUEEN ST. WEST (Parkdale Branch)	- - - -	W. A. COOKE, Manager
588-590 QUEEN ST. WEST, (Cor. Bathurst St.)	- - - -	E. M. PLAYTER, Manager
268 COLLEGE ST. (Cor. Spadina Ave.)	- - - -	H. F. D. SEWELL, Manager
450 YONGE ST. (Cor. College St.)	- - - -	G. C. T. PEMBERTON, Manager
197-199 YONGE ST. (Yonge and Queen Branch)	- - - -	H. C. RAE, Manager

A GENERAL BANKING BUSINESS TRANSACTED AT ALL BRANCHES

ÆMILIUS JARVIS C. E. A. GOLDMAN
A. D. MORROW

Æmilius Jarvis & Co.

(MEMBERS TORONTO STOCK EXCHANGE)

BANKERS and BROKERS

INVESTMENT
SECURITIES
A SPECIALTY

McKINNON BLDG.
TORONTO, CAN.

6 PRINCE'S ST.
LONDON, ENG.

ESTABLISHED 1864

E. R. C. Clarkson & Sons

TRUSTEES, RECEIVERS
FINANCIAL AGENTS

Toronto



AGENCIES AT
MONTREAL WINNIPEG VANCOUVER

DARLING AND PEARSON

FRANK DARLING

JOHN A. PEARSON

ARCHITECTS



Imperial Bank Building
2 Leader Lane

Members of the Ontario Association of Architects.

GORMALY TILT & CO.

Members Standard Stock & Mining Exchange

Stock Brokers and
Investment Agents

SPECIALTIES: COBALTS
AND NEW YORKS

32-34 Adelaide St. E.
T O R O N T O

SIR HENRY PELLATT NORMAN MACRAE
REGINALD PELLATT

PELLATT —AND— PELLATT

(Members Toronto Stock Exchange)

Stock Brokers and Financial Agents
401 Traders Bank Building, TORONTO

ORDERS EXECUTED IN
**ALL BONDS, STOCKS
AND COBALT STOCKS**

DIRECT WIRE TO
W. H. GOADBY & CO.
NEW YORK

ESTABLISHED 1841

R. G. DUN & CO.

W. C. MATTHEWS
GENERAL MANAGER FOR CANADA

205 OFFICES IN ALL
PARTS OF THE WORLD

THE TORONTO GENERAL TRUSTS CORPORATION

— ACTS AS —
EXECUTOR, TRUSTEE, ADMINISTRATOR, ETC.

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Vice-Presidents: HON. S. C. WOOD W. H. BEATTY

JOHN L. BLAIKIE
W. R. BROCK
HAMILTON CASSELS, K.C.
SIR WILLIAM MORTIMER
CLARK, K.C.
HON. W. C. EDWARDS
HON. J. J. FOY, K.C., M.P.P.
HON. J. M. GIBSON, K.C.

A. C. HARDY
SIR ÆMILIUS IRVING, K.C.
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SAMUEL NORDHEIMER
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J. G. SCOTT, K.C.
B. E. WALKER
D. R. WILKIE
FREDERICK WYLD

Paid-Up Capital \$1,000,000 - Reserve Fund \$450,000

TORONTO

OTTAWA

WINNIPEG

ESTABLISHED 1882

INCORPORATED 1885

THE TRADERS BANK OF CANADA

CAPITAL AND SURPLUS - \$ 6,350,000
TOTAL ASSETS - - \$34,000,000

Our eighty branches and other extensive connections enable us to offer a splendid service to the business man.



Collections promptly made—Negotiable paper discounted—Exchange bought and sold—Money transmitted by Draft, Money Order or Telegraph Transfer.

The Bank for the People

FIVE BRANCHES: Yonge and Colborne Sts.,
Yonge and Bloor Sts. Avenue Road, cor. Davenport.
King and Spadina Ave. Queen and Broadview Ave.

THE STERLING BANK OF CANADA

HEAD OFFICE
TORONTO

BRANCHES IN TORONTO

MAIN OFFICE - Cor. King and Bay Sts.
Adelaide Street - Cor. Adelaide and Simcoe Sts.
College Street - Cor. College and Grace Sts.
Parkdale - Cor. Queen and Close Ave.
West Toronto - Cor. Dundas and Keele Sts.

CANADA LIFE ASSURANCE COMPANY

GROWTH OF THE COMPANY

Year	Income	Assets	Business in Force
1878	\$ 698,482	\$ 3,348,702	\$ 18,603,975
1888	1,691,379	8,954,064	43,975,251
1898	3,005,298	20,038,817	75,234,240
1908	5,336,042	36,713,115	120,629,360

GEO. A. COX
President

Eastern Ontario Branch

HERBERT C. COX
Manager

THE RELIANCE LOAN AND SAVINGS CO. OF ONTARIO

HEAD OFFICE - TORONTO
Branches: Ayr, Chatham and Oshawa

The funds of the Reliance ARE LOANED ON FIRST MORTGAGES ON IMPROVED REAL ESTATE, AND ON MUNICIPAL DEBENTURES AND BONDS, BUT NOT ON STOCKS OF ANY DESCRIPTION, EXCEPT THAT OF THIS COMPANY.

INTEREST ON DEPOSITS PAID

4 TIMES A YEAR AT 3 $\frac{1}{2}$ PER CENT. per annum

and allowed from date of deposit to date of withdrawal. Money can be withdrawn by cheque.

DEPOSIT RECEIPTS

4 PER CENT. per annum allowed on deposit receipts issued for twelve months or longer. Interest paid by cheque half-yearly.

DEBENTURES

5 PER CENT. per annum interest allowed on Debentures issued for five years. Interest coupons paid half-yearly.

THERE IS NO BETTER SECURITY.

J. BLACKLOCK - - General Manager

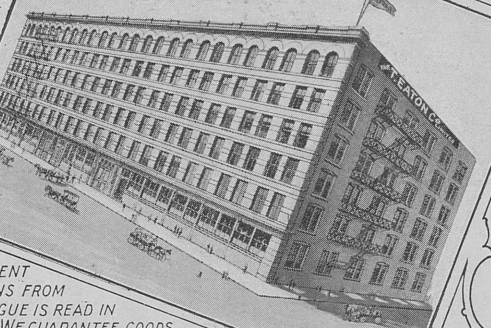
THE T. EATON CO^o LIMITED.

TORONTO AND WINNIPEG.

WINNIPEG STORE. 10 ACRES FLOOR SPACE 1800 EMPLOYEES

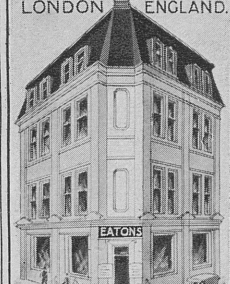


N^o 2 FACTORY. TORONTO.



OUR
MAIL ORDER DEPARTMENT
IS PATRONISED BY CANADIANS FROM
ATLANTIC TO PACIFIC OUR CATALOGUE IS READ IN
PRACTICALLY EVERY HOME IN CANADA. WE GUARANTEE GOODS
SATISFACTORY OR MONEY REFUNDED INCLUDING TRANSPORTATION CHARGES

BUYING OFFICE
LONDON ENGLAND.

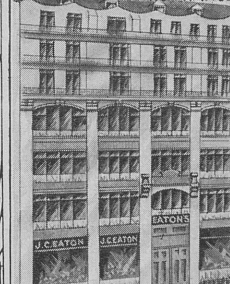


7 WARWICK LANE &
WARWICK SQUARE E.C.

TORONTO STORE AND FACTORIES
25 ACRES FLOOR SPACE 7000 EMPLOYEES



BUYING OFFICE
PARIS FRANCE



103 RUE REAUMUR.

MAIL ORDER BUILDING TORONTO.



OSHAWA FACTORY.

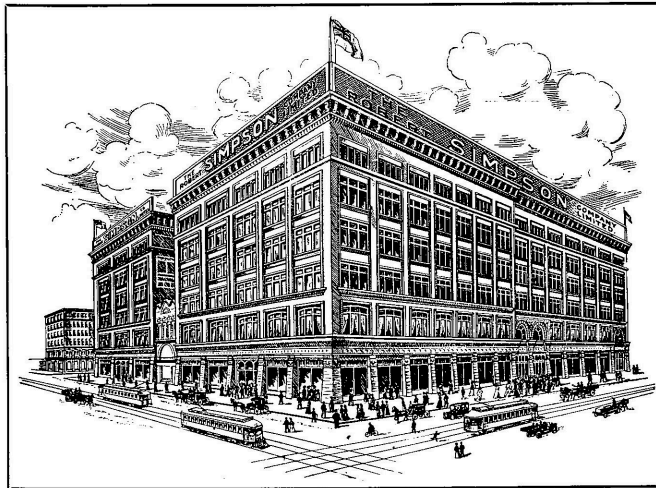


THE LARGEST MERCHANDISING ORGANIZATION
OF ITS KIND IN THE BRITISH EMPIRE.

The Handsomest Retail Building in Canada

Toronto Visitors are always welcome to use the conveniences of this Store and make it their headquarters while in town

BOUNDED by
Yonge Street on
the East, Queen
Street on the North
James Street on the
West, Richmond
Street on the South



LENGTH 319.6 ft.
Breadth 210 ft.
Height 6 storeys
Basement and Sub-
Basement 137.6 ft.
Area over 11 acres
Steel Frame Fire-
proof Construction
16 Elevators

THE ROBERT **SIMPSON** COMPANY LIMITED
TORONTO

TO THE WHOLESALE AND RETAIL MERCHANTS OF THE CITY OF TORONTO



THE rate charged for gas by the Consumers' Gas Company of Toronto, is very low—75c. net per thousand cubic feet. There are, however, so many inferior and imperfect gas lighting fixtures and burners in use in the City, and particularly in business places, that consumers are not getting the fullest benefit of the low price of gas.

With a desire to increase the efficiency of its service and to furnish to the consumers the very best and most approved appliances, the Directors of the Company have undertaken to supply a complete modern lighting system, on such terms as will enable the business community to secure the highest efficiency at the lowest possible cost. A special department has been organized for the purpose of carrying out this plan, and a corps of specially trained men will solicit business, demonstrate the advantage of the system and give full explanation regarding it.

It will not take much argument to convince the average business man of the advantage to him of adopting the proposition which will be made by these solicitors on behalf of the Gas Company.

With improved appliances, efficiently maintained by the Company, and an ample supply of gas of good quality, consumers will find their lighting bills a profitable investment rather than a vexatious expense. There is no other lighting system, at present offered to the public, which furnishes equal efficiency at anything like the cost of gas.

Consumers' Gas Company of Toronto

OFFICES: 19 TORONTO ST.

APPLIANCE BRANCH: 45 ADELAIDE ST. EAST

ESTABLISHED 1853

W. A. Murray & Co.

Limited



Importers and Retailers
OF HIGH CLASS
DRY GOODS

We carry exclusive lines from all
the well known European centres.

17-31 KING STREET EAST
TORONTO

Garments of Style and Quality



“Northway
Garments”

have earned for themselves an
enviable reputation by reason
of their distinctive styles and
uniform high grades of work-
manship and cloths. There's
a “fit” to the coats and a “hang” to the skirts of these
garments that marks them as “something different
from the ordinary kind.”

John Northway & Son
LIMITED

240 YONGE STREET, TORONTO



FINE GARMENTS
FOR MEN

THE LOWNDES COMPANY LIMITED

142-144 West Front Street
TORONTO

== KAY'S ==
FINE FURNISHINGS



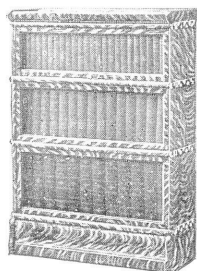
The best in Carpets, Rugs, Furniture, Draperies, Wall
Papers and Pottery. We carry large assortments.

JOHN KAY COMPANY Limited
36 and 38 KING STREET WEST

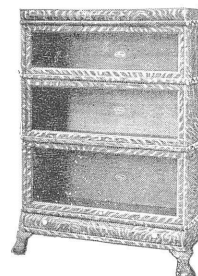
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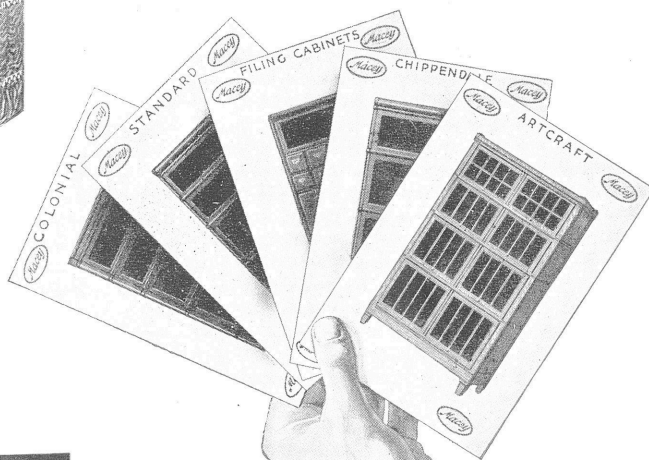
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STANDARD



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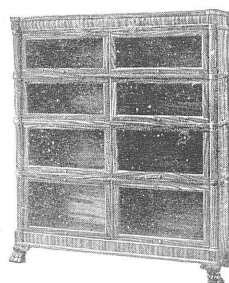


WRITE
FOR OUR
MACEY
BOOKLET

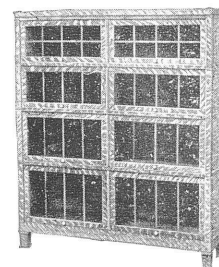
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COLONIAL

"INTER-INTER"
CABINETS

ARTCRAFT

TORONTO

CANADA FURNITURE MANUFACTURERS
LIMITED

CANADA

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DIAMOND
HALL



ESTABLISHED
1854



“LOVERS OF THE BEAUTIFUL”

will find a most exclusive assortment of artistic articles at Diamond Hall, for the adornment of the home. Nothing can give a greater degree of finish, or more appearance of good taste to a perfectly appointed home than the presence of a few distinctive pieces of Marble or Bronze Statuary.

A FEW OF THE MOST NOTED IN OUR COLLECTION

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“Venus de Milo”	-	\$20.00, \$30.00
“Marguerita”	-	\$45.00
“Victory”	-	\$20.00
“Wagner”	-	\$25.00
“Greek Model”	-	\$20.00
Others from \$10.00 up		

BRONZES

“Indian Fighters” (Kauba)	-	\$200.00
“The Smoker” (Muller)	-	\$25.00
“Mater Dei”	-	\$25.00
“Thesius and the Centaur”	-	\$75.00
“The Horses” (Gornik)	-	\$200.00
Others from \$3.50 up		

RYRIE BROS. LIMITED

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134-136-138 YONGE STREET, TORONTO

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ARTISTIC
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HANGERS
POSTERS
ALL KINDS OF
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SPECIALTIES
& NOVELTIES

EMBOSSD
SHOW CARDS,
LABELS,
HIGH CLASS
COLORWORK
OF EVERY
DESCRIPTION.
STOCK CERTIFICATES,
BONDS,
DEBENTURES.



THE ROYAL ALEXANDRA THEATRE, TORONTO

ROLPH AND CLARK

LIMITED

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We have Every
Facility for the
Production of both
Color and
Commercial
Lithography of the
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DESIGNS SUBMITTED FOR APPROVAL.

SAMPLES AND QUOTATIONS CHEERFULLY FURNISHED.

Corner Simcoe and Pearl Streets, - TORONTO.

CHRISTIE'S BISCUITS ARE THE BEST

EVERY particular housewife in Canada says Christie's Biscuits are so much superior to the next best that there is no comparison.

Christie's Biscuits are baked by specialists who know how, in the cleanest and most modern biscuit factory in the Dominion.

Every pound of flour entering into our bakes is the best milled—we blend the best brands, then sift and test our blend. Every ounce of raw material is analyzed by several inspectors. Pure, fresh butter, new, sweet milk, delicious cream and fresh eggs—all mixed with our special blend of flour in the Christie scientific way yields that unvarying flavor—that crisp, delicious and lasting goodness which has made

CHRISTIE'S BISCUITS

the joy of every housewife in Canada. Indeed you do not know biscuit goodness until you have enjoyed Christie's.

SOLD IN BULK, BY THE
POUND, OR IN MOISTURE
and DUST-PROOF PACKAGES

Christie, Brown & Co.
Ltd., TORONTO



THE CHRISTIE GIRL — She is representative of the 300 girls in spotless white, employed in the Christie factory. They are supplied with two uniforms a week, and these, with handkerchiefs, towels, etc., are laundered on the premises.

THE paper used in this publication is
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or color work, being guaranteed free from tendency
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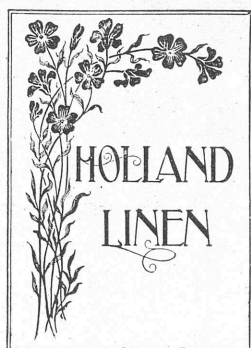
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UNION SCHOOL SECTION No. 1, CLINTON TOWNSHIP
COUNTY OF LINCOLN, JORDAN HARBOUR P. O.

Similar results may be obtained in any school section with a small expenditure of money and of gratifying labor of pupils and teacher.

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This label on every box

A Dainty Paper for Dainty
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ASK YOUR STATIONER FOR IT

SILVER GOODS

We are manufacturers of a large and attractive line of high grade Silverware



We carry in stock a complete assortment of

CABINETS OF CUTLERY FOR PRESENTATION PURPOSES

both in Plated Ware and Sterling Silver. Cuts showing our PRIZE CUPS, TROPHIES and SHIELDS appropriate for any sport will be furnished on application.

Standard Silver Co.
LIMITED
33 to 41 Hayter St., TORONTO



"SPECIALISTS IN HOMEFURNISHING"

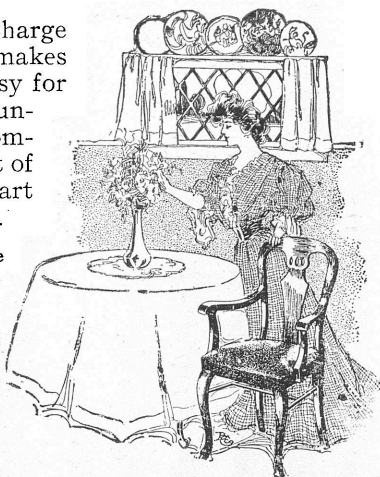
Everything for the Comfort and
Tasteful Beautifying of the
Home is Sold in This Store

Our liberal "Charge Account" plan makes it extremely easy for those about to undertake the complete equipment of a home or any part of the furnishing.

Credit that is simple
and dignified.

The Adams
Furniture
Company,
Limited

CITY HALL SQUARE

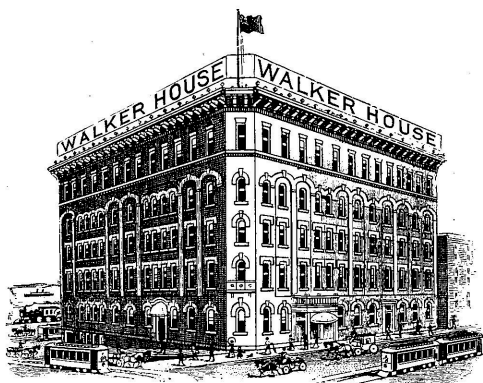


... THE ...

WM. DAVIESCO.
LIMITED

Retail Provisions Stores

24 Queen West	College and Ossington Avenue
454 Spadina Avenue	1117 Yonge
230 Queen West	College and Bathurst
400 Queen West	171 Avenue Road
562 Queen West	179 McCaul
730 Queen West	Arthur and Euclid Av.
1090 Queen West	Denison and St. Patrick
1402 Queen West	Gerrard and Broadview Avenue
300 Queen East	King and Sackville
772 Queen East	10 Dundas West, West
Bloor and Yonge	Toronto
444 Yonge	Main and Gerrard, East
Bloor and Dovercourt Road	Toronto
Dundas and Brock Av.	102 Queen East
533 Manning Avenue	219 Sorauren Avenue
485 Parliament	Dupont and Spadina Rd.
St. Lawrence Market	523 Front East
Bloor and Bathurst	



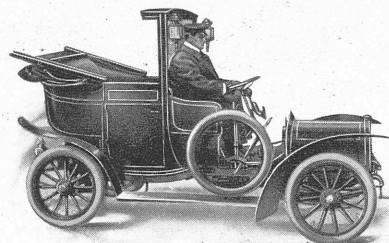
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Has been entirely refitted and refurnished. For completeness, comfort and convenience, it is surpassed by none and equalled by few of Toronto's hotels. Situated at York and Front Sts., it is within a minute's walk of trains and boats and within a short distance of the theatre and shopping districts.

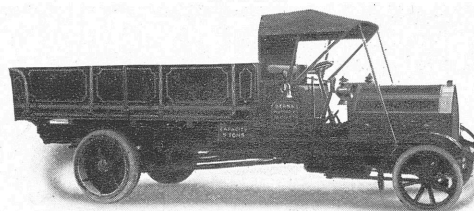
GEO. WRIGHT & Co.
Proprietors

Toronto

will be made beautiful by
its Parkways
and kept beautiful by its
Taxicabs and Commercial Motors



TAXICAB



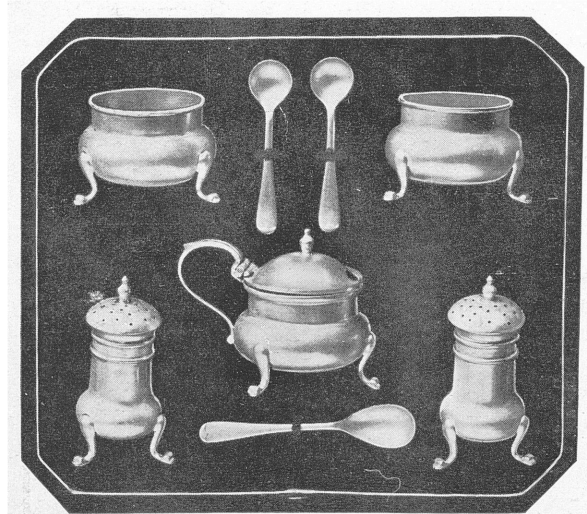
5-TON LORRY

Berna Motors & Taxicabs, Ltd.

Silverware Manufactured by

THE TORONTO SILVER PLATE COMPANY, Limited

IS ABSOLUTELY GUARANTEED
AS TO QUALITY



No. 760—James II. Salt, Pepper and Mustard Set

Factories and Salesrooms: West King Street
TORONTO, CANADA

E. G. GOODERHAM • Managing Director

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Tanners of Leather

AND MANUFACTURERS OF THE BEST

Stretched Belts

Made for both
dry and wet
places. Tell us
your require-
ments and get
our prices.

**THE BEARDMORE
BELTING CO., Limited**
TORONTO, ONT. MONTREAL, QUE.

THE MINERAL SPRINGS LIMITED, TORONTO

“REAL CLASS”

That distinctive, perfect degree of QUALITY which makes a man or a product stand out alone in unmatched excellence—that quality which, in beverages, has given a few foreign producers great repute—THAT is the quality which marks the output of just ONE Canadian producer of beverages. You will find that output everywhere they sell products that have “real class.” Just ask for

YORK SPRINGS

For Surety of Purity
Bottled at the Springs

BEVERAGES Sold by Every Dealer
Worth Your Patronage

York Springs Water (Still—a natural water of certified purity.)

York Sparks (York Springs Water, lightly charged with purified carbonic gas.)

York Soda (York Springs Water, doubly charged.)

York Ginger Ale (three kinds, all delicious—Sweet, Aromatic and Dry).

York Sarsaparilla (fragrant and beneficial).

York Potash Water (the excellent stomach corrective).

York Aperientis (the perfect laxative, mild and tonic).

THE MINERAL SPRINGS LIMITED, TORONTO

City Dairy

MILK —AND— CREAM

Good Enough for Babies

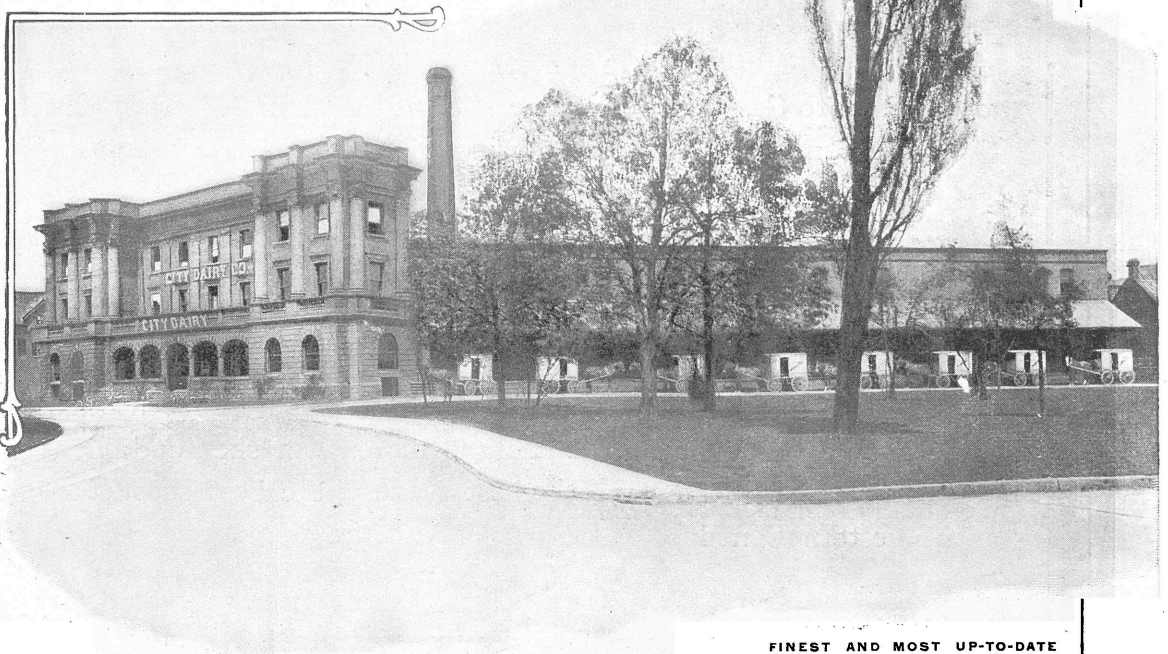
Without a chemical analysis and bacteriological examination it is impossible to judge the quality of milk. Therefore buy from dairies of proved integrity only.

“Beware of being offered too much for your money,—some things are too cheap in quality to be anything but dear in price.”

City Dairy
Co., Limited

Spadina Crescent

Phone College 2040



FINEST AND MOST UP-TO-DATE
DAIRY BUILDING IN CANADA

THE TRAVEL THAT COUNTS



IS THE TRAVEL THAT BRINGS NEW
EXPERIENCES TO THE TRAVELLER

THE crowd seldom know where the best places are. Your best experiences are enjoyed away from the beaten track. Canada is rich in the travel that counts, and richest in the territories served by the six railways of the Canadian Northern System.

(1) The magnificent Atlantic shore of Nova Scotia, with its towns and villages that had no railway communication till the Halifax and South Western Railway was completed in 1906.

(2) The exquisite remote valleys of Cape Breton Island, approached by the Inverness Railway.

(3) The Saguenay, Lake St. John, the Upper St. Maurice, the Laurentians, the St. Lawrence, and the Ottawa Valley—the really picturesque sections of Habitant Quebec, are traversed by the Quebec and Lake St. John, and the Canadian Northern Quebec Railways.

(4) Muskoka, the hinterland of Georgian Bay, the country beyond Sellwood to Gowganda, the new silver district in Northern Ontario, served by the Canadian Northern Ontario Railway.

(5) The Superior Divide, from Port Arthur to Lake of the Woods, along the route the explorers of the seventeenth, eighteenth and nineteenth centuries followed, when searching for the Western Sea, and over which Lord Wolseley's expedition in 1870, to quell the Riel Rebellion, travelled in boats.

(6) The best countries in the three Prairie Provinces, including the Saskatchewan Valley, in which are more than six hundred miles of Canadian Northern Railway,—the best scenery, the best sport, the best service, in Western Canada.

- EXISTING PARKS AND PARKWAYS
- PROPOSED PARKS AND PARKWAYS
- PROPOSED PLAYGROUNDS
- EXISTING LANDMARKS

TORONTO GUILD OF CIVIC ART

PLAN OF IMPROVEMENTS
TO THE

CITY OF TORONTO

1909



PROPOSED PARKS

- | | |
|---------------------|-----------------------|
| 1 Humber Valley | 8 Poplar Plains Glen |
| 2 and 4 Black Creek | 9 Eglinton Heights |
| 3 High Park | 10 Water Front |
| 5 Humber Bay | 11 Sugar Loaf Hill |
| 6 Dufferin Ridge | 12 York |
| 7 Beatrice | 13 Scarborough Bluffs |

PROPOSED PLAYGROUNDS

	ACRES		ACRES
1 Annette and Elizabeth	12.85	15 Agnes and Elizabeth	4.25
2 High Park North	14.69	16 Reservoir	12.62
3 High Park South	17.50	17 Maitland and Alexander	3.80
4 Humberston and Keele	11.47	18 Duchess and Sherbourne	5.51
5 Royce and Perth	4.70	19 Ontario and Bleecker	7.23
6 Pearson and Sorauren	10.8	20 Parliament	9.47
7 Empress Cres. and Dowling	9.8	21 Wilton and Sackville	6.88
8 Bloor and Dufferin	8.08	22 Queen and Sumach	4.82
9 College and Grace	5.7	23 Queen and Carlaw	4.82
10 Alexandra	5.7	24 Danforth and Fourth	19.28
11 Bloor and Borden	3.8	25 Gerrard and Greenwood	12.85
12 Pumping Station	9.8	26 Danforth and Salmon	20.66
13 Baldwin and Huron	4.2	27 Gerrard and Limit	5.00
14 Richmond and Peter	4.82	28 Lakeview and City Limit	5.74

EXISTING PARKS

	ACRES		ACRES
1 High Park	375	16 St. Patrick Square	1/2
2 Carlton Park	2	17 Queen's Park	35
3 Exhibition Park	264	18 Ramsden Park	17 1/2
4 Dufferin Grove	11	19 Ketchum Park	4
5 Dovercourt Park	6	20 Cottingham Park	1 1/4
6 Christie St. Park	17 1/2	21 Harbour Square	2
7 Bellwoods Park	15	22 Reservoir Park	50
8 Stanley Park	14	23 Allan Gardens	10 1/2
9 Palmerston Square	2	24 Moss Park	1 1/4
10 Victoria Square	2 1/2	25 St. Lawrence Square	1
11 Alexandra Park	7	26 Riverdale Park	166
12 St. Alban's Square	1	27 Simcoe Park	150
13 Kendal Square	1	28 Leslie Grove	2
14 St. Andrew Square	2 1/4	29 Kew Beach Park	22
15 Clarence Square	2 1/4	30 Island Park	389