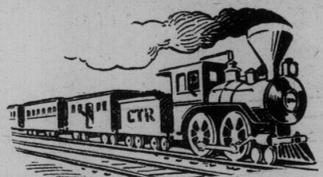


## Sixty Years of Railway Development in Toronto



**From First Crude Stations To Huge Palace Planned For Construction This Year Is a Far Cry—This Year Sees Railways Deep Into Biggest Program of Improvements in City's History.**

**T**HE GROWTH of the railways in Toronto really represents the growth of the city. A real estate man, who has been selling residential property for the last forty years, dated the phenomenal growth of Toronto from the day that the Canadian Pacific Railway ran its first train into the city. For twenty years



THE UNION STATION, TORONTO, IN 1859. THIS SKETCH (FROM THE JOHN ROSS ROBERTSON COLLECTION) IS IN STARTLING CONTRAST TO RAILWAY SCENES TODAY, OR THE GREAT MARBLE STATION PLANNED FOR THIS CITY.



THE OLD GREAT WESTERN STATION AT THE FOOT OF YONGE STREET (NOW THE WHOLESALE FRUIT MARKET). WHEN ONE OF THE BIG LONDON ILLUSTRATED PAPERS REPRODUCED THIS SAME PICTURE YEARS AGO, IT CALLED THE STATION THE FINEST IN THE WORLD. THAT WAS EARLY IN STEAM RAILROAD DEVELOPMENT.

before that day in 1887, Toronto had steam road facilities, but the growth was nothing remarkable. The C. P. R. made Toronto the commercial gateway to the New Canada.

The modern railroad is a breaker and maker of cities. It has had as much to do with the development of a city as all other forces combined. With the growth of the manufacturing and commercial interests in Toronto, the railroads have also spread out their octopus-like arms, taking into their possession first one district and then another, increasing their holdings and their rights until now hundreds of acres within the city limits and even greater areas on the outskirts have been acquired for their own purposes.

Probably at no time in the history of the city has this increase in railroad interests been more apparent than it is at present. Within the last few years the public have seen first one well-known landmark and then another demolished, to make way for the growing demand for transportation. The present huge holdings compare remarkably with the few odd acres of yards on the bay front that half a century ago represented the sum total of railroad interests here.

Huge schemes, involving many millions of dollars, are now under way in the north, east, and south parts of the city, while contemplated improvements by the Canadian Pacific and Canadian Northern amount to as much more.

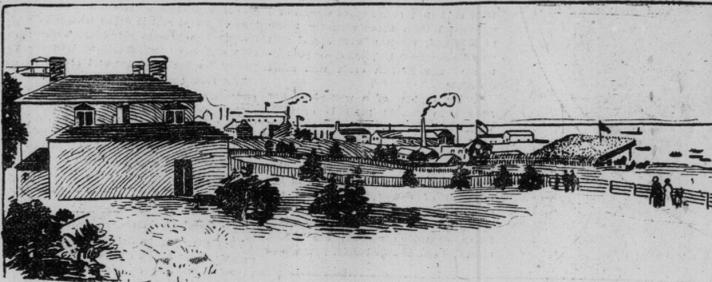
**T**HE FIRST big move made by the railroads was in 1871, when the present Union Station, at that time one of the largest on the continent, was erected. Since that time the Canadian Pacific, and then the Canadian Northern, have acquired first one and then another section for costly improvement.

The value of the property owned by the railroads in and around Toronto is now well over \$50,000,000. The Canadian Pacific is the largest taxpayer in the City of Toronto.

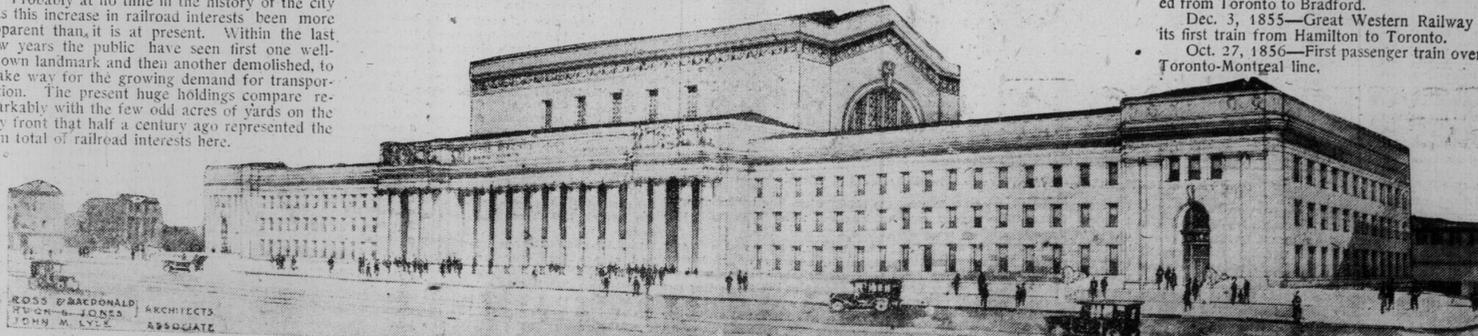
The freight sheds of the Canadian Pacific on King street,

which displaced the old Government House, are already assessed at one million dollars, and they are not yet half completed; the property south of King street, from Simcoe to Spadina avenue, has largely been acquired by the company for future use. Plans are ready in Montreal for the new joint C. N. R.-C. P. R. North Toronto station, that, when completed, will cost over a million dollars. The grade separation of the north side tracks from Dufferin street to the Rosedale ravine, is now nearing completion. Property all along the route of this north side line has been purchased as an investment, and will be resold later for industrial purposes. The erection of a six-track trestle by the C. P. R. and Canadian Northern over the Rosedale ravine will carry the lines to Leaside, where improvements costing several million dollars will be carried out. The Canadian Pacific controls the stock-carrying business into Toronto, something which has in the last few years reached enormous proportions, and has meant the building of new yards for the handling of the extra traffic in West Toronto.

The C. N. R., in addition to the erection of a 10 story office building, which it will put up for its head office in the near future, has recently bought

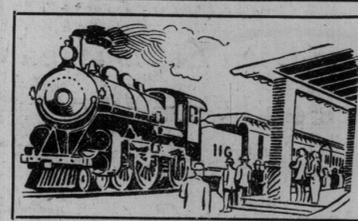


THE WATERFRONT AS IT LOOKED BEFORE THE ENCROACHMENT OF THE RAILROADS. THE SKETCH SHOWS THE SPOT, SIMCOE AND FRONT STREETS, WHERE LADY ELGIN TURNED THE SOD FOR THE FIRST TERMINAL IN TORONTO ON OCTOBER 15TH, 1851.



ROSS & MACDONALD ARCHITECTS  
TUNNEY & JONES  
JOHN W. LYLE ASSOCIATE

TORONTO'S DREAM FOR TEN LONG YEARS WILL SOON COME TRUE. THIS THREE MILLION DOLLAR STRUCTURE HAS BEEN ORDERED STARTED ON THIS SUMMER AND THE RAILWAYS AT LAST APPEAR WILLING TO MAKE GOOD THEIR PROMISES.



**Railroad's Interests in Toronto Have Grown Enormously in Last Decade—Now Have Fifty Millions Invested in Property and Equipment to Handle Business Originating Here.**

large yard areas in the east, at the foot of Cherry street, and has established extensive freight sheds. The Leaside five-million-dollar proposition will mean the erection of car sheds and machine shops for the hub of the entire transcontinental system. In order to obtain an entrance into the city for the Western Ontario division of the line, the company have planned to bore a tunnel over a mile long, to carry their trains to the North Toronto station.

The entire south edge of the city, from Bathurst street to the Don, is now more or less controlled by the railroads, altho the recent acquisitions of the Harbor Commissioners have added to the interests of the city. The actual area in and around Toronto owned and leased by



TORONTO'S PRESENT UNION STATION IN USE ABOUT FORTY YEARS.

the railroads would be hard to estimate, but the land and property necessary to handle the business carried by the 300 trains that pass in and out of Toronto every day would pale into insignificance even the most optimistic estimate of the men who lived when Indians swarmed the platform of the first Union Station.

Some of the dates that marked Toronto's early leaps to railway greatness are:

Oct. 15, 1851—Lady Elgin turned first sod for the Northern Railway.

April 16, 1853—Toronto Locomotive Works completed the "Toronto," first locomotive built in Canada.

June 13, 1853—The Northern Railway opened from Toronto to Bradford.

Dec. 3, 1855—Great Western Railway ran its first train from Hamilton to Toronto.

Oct. 27, 1856—First passenger train over the Toronto-Montreal line.