

FINANCES OF THE CITY OF TORONTO.

TORONTO 2ND CITY IN CANADA; ITS DEVELOPMENT FROM A SMALL TOWN 70 YEARS AGO; GRADUAL ENLARGEMENT AS SUCCESSIVE TRANSPORTATION FACILITIES, AS CANALS AND RAILWAYS, WERE ESTABLISHED; THE SITUATION OF THE PORT, ITS BUSINESS; EFFECT OF REAL ESTATE BONUS; DEBENTURE DEBT; FOR WHAT PURPOSES INCURRED; WHEN DEBENTURES MATURE; TOTAL DEBT OF TORONTO; ASSESSMENTS, TAXES, ETC., ETC.

The city of Toronto ranks as the second city of Canada in population, and in the extent of its trade. It has passed through several times of extreme depression of a local origin, which were the reaction from periods during which an over sanguine spirit so possessed the community as to lead to speculating in land and house building, which on several occasions ran its wild course then collapsed and caused general financial distress. Through these dark times the city passed and in spite of civic extravagances its credit was maintained.

In 1834 Toronto was a small town of 9,254 inhabitants. In that year it was incorporated. In 1844 the population rose to 18,420. It was then very isolated, there being no railway, and no communication with this port, and so was cut off from ocean navigation, save by road. A large portion of Ontario was then unsettled. In 1848 the St. Lawrence canals were opened; in 1850 a line from Toronto to Bradford was built; in 1852 the Grand Trunk Railway was commenced; in 1854 the Great Western line was opened, and in 1856 Montreal and Toronto were connected by railway.

The development caused by these lines of communication being opened is shown by the population being more than doubled in a few years after the canal system was opened, and as the Grand Trunk, the Great Western, the Northern, the narrow gauge lines came severally into operation, the population and business of Toronto rapidly increased. The sudden accession of business caused a real estate boom to break out which had more disastrous results than the later one.

The traffic of the port is confined to that of inland waters, as the harbour is too far inland, the channel too narrow and shallow, and the navigation much too slow to allow of ocean going vessels passing up to Toronto. A very heavy trade, however, is represented by the shipping of Toronto, no fewer than 3,164 vessels with a total registered tonnage of 1,165,289 tons, having entered that port in 1903. The Custom House revenue in that year was, \$7,672,871.

The table accompanying this shows the extraordinary expansion of the assessment of real estate caused by the boom that raged from 1889 to 1895, when the assessment of real estate rose over 98 per cent.

In 1895 the boom began to collapse and the assessment of real estate went down from \$137,787,088, as it stood in 1893, to \$112,647,132 in 1899, a shrinkage in 6 years of \$25,139,956, although hundreds of new houses had been erected, as well as scores of stores, and many costly buildings, and thousand of acres of land added to the city area, while the population had been rapidly increasing.

The population of Toronto to-day is stated to be 240,000, which gives \$525 as the average assessed value of real estate per head, as compared with \$725 per head in 1893.

From the detailed statement of the general debenture debt of the city of Toronto at the end of 1904, with which we have been favoured by Mr. R. T. Coady, City Treasurer, we have compiled the following condensed statement showing the several purposes for which debentures were issued, the years in which they fall due, and the amount current bearing various rates of interest. We present also a table showing the annual assessments on realty, personalty, the rate of taxation per mills on the dollar, and other financial details of the municipality of Toronto.

The purposes for which debentures were issued are stated as follows:—

	\$
Water works.....	5,639,013
Public schools and collegiate institutes.....	2,014,917
Separate schools.....	47,696
Railway aid.....	1,143,717
New city and county buildings.....	2,344,992
Esplanade.....	977,896
Don River improvements.....	699,991
Public Library.....	60,946
Exhibition Park.....	283,600
Drill shed, cattle and other markets.....	361,589
Subways and sewers.....	744,710
Parks, hospitals, jails, etc.....	399,917
City's share of local improvements.....	847,170
Miscellaneous works and grants.....	1,356,860
Total gross debt.....	\$16,322,914

In addition to above, general consolidated loan debentures amounting to \$678,000 have been authorized but not negotiated, making the total issued an authorized debt \$17,000,915.

The debentures fall due in years as follows:—

1906.	1908.	1909.	1910.
\$899,846	\$ 6,250	\$ 24,000	\$ 50,000
1913.	1914.	1917	1919.
\$167,000	\$ 5,000	\$ 88,101	\$ 594,674
1921.	1922.	1923.	1924.
\$163,957	\$157,914	\$ 152,798	\$ 168,508
1925.	1928.	1929.	1930.
\$864,003	\$828,480	\$8,889,036	\$ 251,980
1931.	1932.	1942-3.	1944.
\$498,143	\$216,540	\$ 390,500	\$ 1,658,558

RATES OF INTEREST.

Issues bearing interest at 6 %.....	1,002,148
" " 5 %.....	786,413
" " 4½%.....	2,300
" " 4 %.....	2,455,761
" " 3½.....	12,076,292

City of Toronto, total debt..... \$16,322,914

Toronto has somewhat of the spread out character of "the City of magnificent distances." It forms a striking contrast to Montreal in regard to