

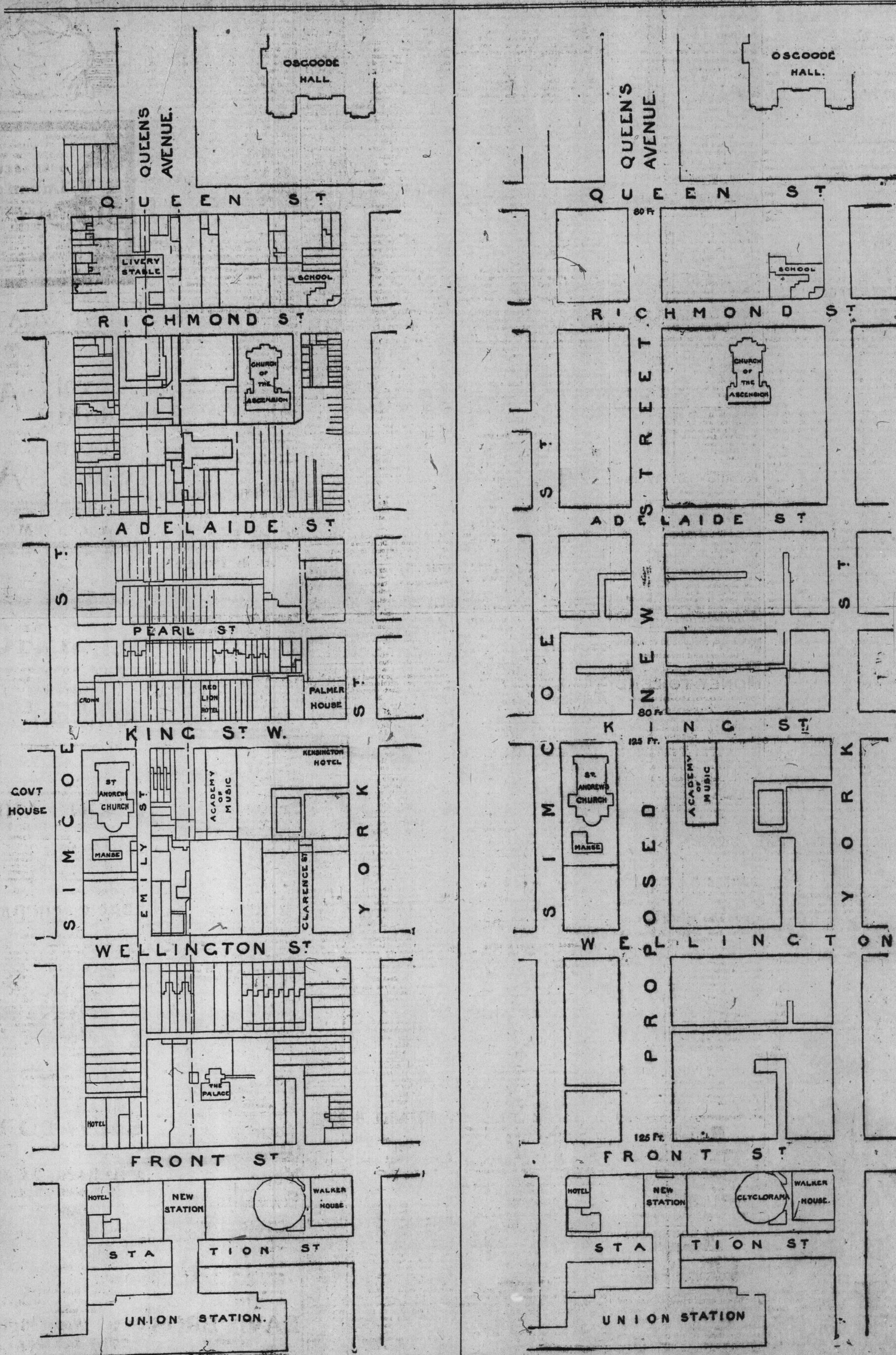
# THE NEW AVENUE

From the Union Station to the Parliament Buildings.

AS IT NOW IS.

(The dotted line shows where the new street will be.)

AS IT MIGHT BE.



## THE NEXT IMPROVEMENT.

A GRAND BOULEVARD RUNNING NORTH AND SOUTH.

List of the Property That Would Be Taken In—Who the Property Owners Are—Many Citizens Favor the Extension—It Could Be Done on the Local Improvement Plan.

The World is this morning enabled to present a plan showing the proposed extension of Queen-street-avenue south to the Union Station, and, for the purpose of comparison, a second drawing, giving the present arrangement of the streets in that neighborhood.

It is the unanimous opinion of all those who have given the matter the slightest thought and consideration, that the proposed extension is a most desirable improvement. Often has it been remarked that first impressions are lasting impressions. If that be true, then the stranger who comes within our gates at the present time will leave with but a poor opinion of the Queen City. For the approaches to the central railway station would not very well be more ugly, barren and unimproving.

The time has come when the business interests of Toronto demand that a change shall be made. A new station is now being built and will shortly be completed. The city should do something to make the surroundings in keeping with the structure at present being raised. The main entrance to the new station will be on the south side of Front-street, at a point exactly facing the new Parliament buildings, and west of the present station. The extension of Queen-street-avenue to the new station would be a most desirable improvement. It is an easy matter to extend the thoroughfare to its original width, 125 feet.

The situation of the cut. The World proposes that the property lying between Queen and Front-streets shall be cut through, making a clear thoroughfare to the Parliament Buildings. The present width of Queen's-avenue is 25 feet. In order to leave room for a street in Simcoe-street, it is proposed to make the new street from Queen to King-streets 80 feet wide. From King-street south to Front-street, the extension of Queen-street-avenue would be an easy matter to extend the thoroughfare to its original width, 125 feet.

From Queen to King-streets the land space between Simcoe-street and the new thoroughfare will be 175 feet, and between King-street and Front-street that amount will be lessened by 45 feet. Assessment Commissioner Maughan has been instructed by the Board of Works to provide a list of the property and the value of the same, that will have to be taken over to allow of the cut. Mr. Maughan has not yet prepared his report, but from the books of the assessment office The World has prepared a complete list of the property that will come in the route. Here it is:

Property to be Taken Over.  
Queen-street, south side—Land Security Co., \$22,900.  
Richmond-street, north side—Land Security Co., \$3385; Richard Hazard, \$3200; Henry Northcote, \$1550; total \$10,135.  
Richmond-street, south side—Estate of Thomas Mulholland, W. Burns lessee, \$4510; Estate of Thomas Mulholland, \$4845; Alfred Jones, \$400; total \$9755.  
Rear of Simcoe-street, between Adelaide and Richmond—W. W. Vickers, about \$100; J. J. Vickers, about \$800; William McNeill, \$200; total \$2100.  
Adelaide-street, north side—J. J. Vickers, \$14,100.  
Adelaide-street, south side—J. H. Hyman, including injuries to buildings, \$4000; Maggie Compton, \$4000; total \$8000.  
Pearl-street, north side—J. E. Berkeley Smith, \$2650; George A. Stinson, \$1730; A. H. Howell, \$800; William McKie, \$2500; Alexander Mitchell, \$3804; Pearl-street, south side—William McKie, \$2500; Alexander Mitchell, \$3804; total \$4500.  
King-street, north side—J. W. Langmuir, \$12,200; Dr. J. E. Graham, \$6800; Rev. B. G. Sutherland, \$7000; Helen Crawford, \$5820; total \$31,600.  
King-street, south side—Edmund B. Oler, \$19,825.  
Simcoe-terrace—Estate of John Flaken, \$15,600.  
Emily-street, east side—Dr. J. Thorburn, \$3050; Robert K. Sproule, \$2620; John Andrew Walker, \$4296; E. H. Oler, \$1440; total \$12,206.  
Wellington-street, north side—James Thorburn, \$36,400; George Hardy, \$11,000.  
Wellington-street, south side—Harriet Hastings, \$2550; J. T. B. Stinson, \$2250; Sarah McKie, \$2250; H. W. McKie, \$2350; Daniel B. Stevens, \$7388; total \$16,788.  
Front-street, north side—Hon. John Carling, \$32,500.  
It will be seen that the grand total amounts to \$256,502.

A Valuable Advertisement.  
There is little doubt that if such a street were opened it would soon become one of the most important arteries in the city and a centre of business. As an advertisement for Toronto it would be of incalculable value.

The presence of a roadway 125 feet wide immediately facing every person leaving the railway station, with a magnificent block of stone buildings at its extreme end, would give the visitor a very high impression of the city, which from a business standpoint could not but be beneficial.

It would create about 4000 feet of new frontage on what probably would become the best business street in the city, passing through what is now practically dead property; and buildings to the extent of several million dollars would in a very short time be erected. As an offset to the cost of opening the street, it must be taken into account that the assessment values will be greatly increased. It will create four very valuable corners at the junction with King-street, and also in Front, Wellington, Adelaide, Richmond and Queen-streets.

Aid Burns Strongly Favors It.  
Aid Burns is very strongly in favor of the proposed improvement. "I would not," said he to The World, "care to advocate it if it was to be an expense on the ratepayer, but it seems to me that such a street would soon become a hub of interest and value of the city. The property would be greatly enhanced in value. At the present time half of it in the neighborhood is buried. The manufacturing prospects of Toronto appear very favorable just now. We have had a number of inquiries from firms desirous of locating here and in some instances we have written inviting them to come and inspect our city. The impression on the minds of such people, when on leaving the railway station, they find a broad thoroughfare with fine buildings and offices, and everything in good shape, would certainly be most favorable and lasting. We must keep abreast of the times. Around the station now there is nothing to show the wealth and importance of the city. This should be looked at once."

Aid Sheppard is also of the opinion that the proposed extension will be a desirable improvement, and provided it does not cost the city too large an amount of money will advocate the adoption of the scheme.  
Both City Engineer Keating and Assistant City Engineer Rust are in favor of the improvement.

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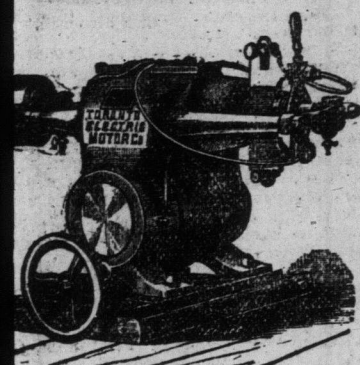
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