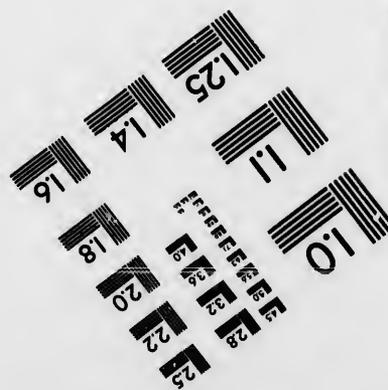
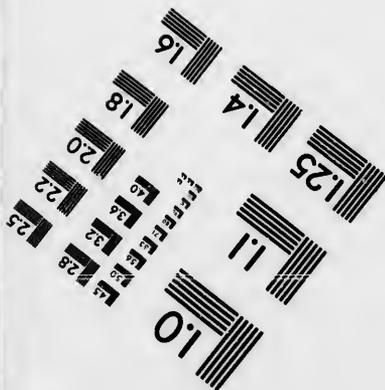
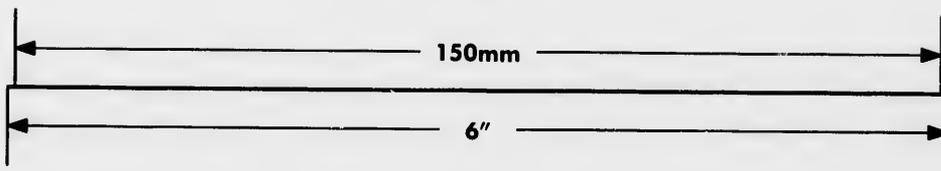
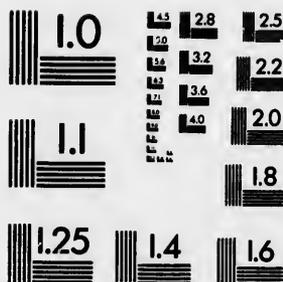
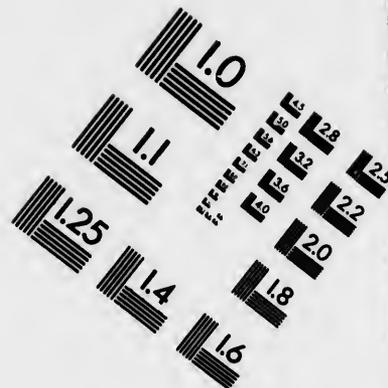
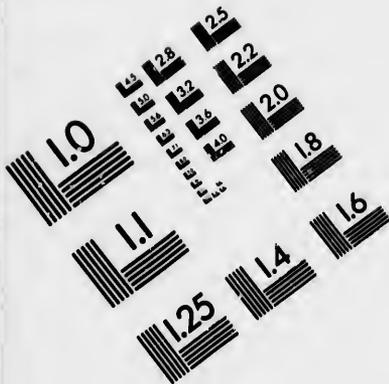


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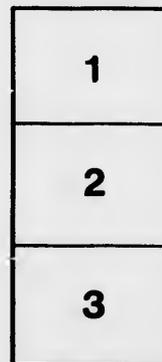
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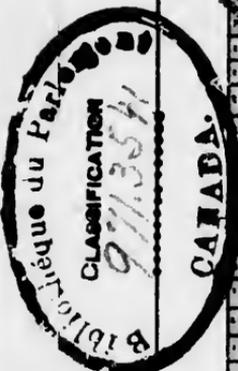
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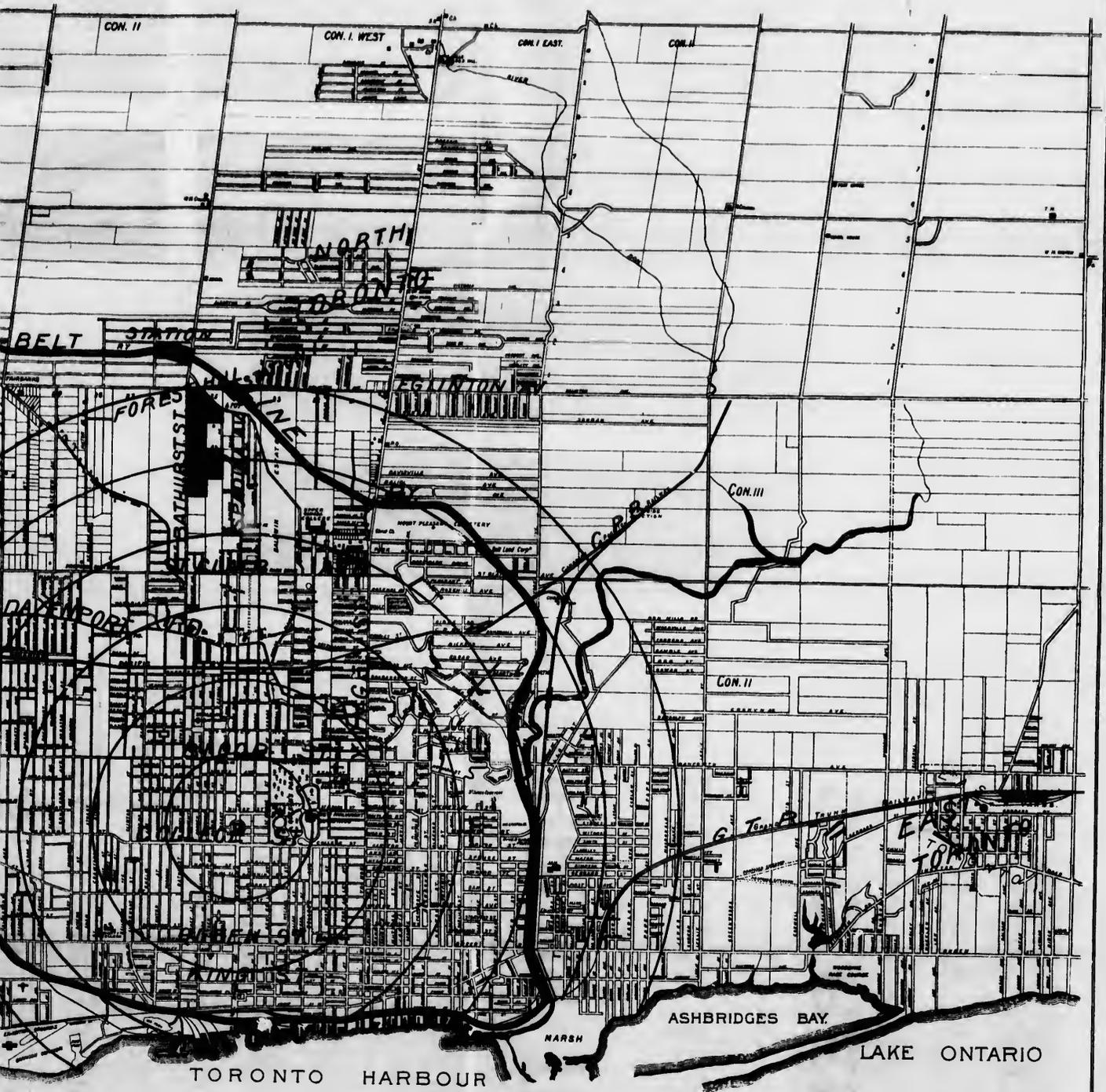
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MAP OF TORONTO.



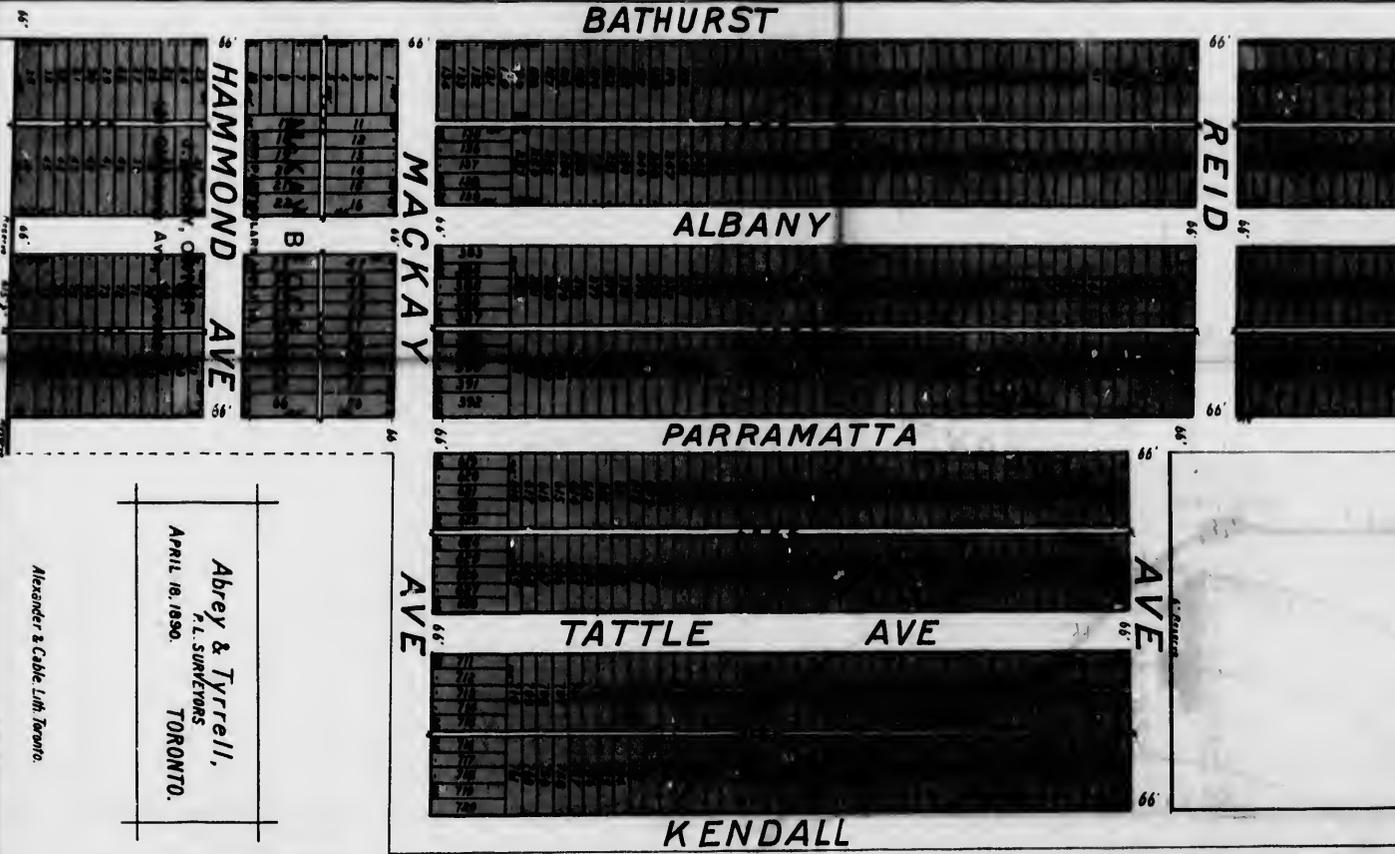
Hill Property.

LOTS FOR SALE IN THIS PROPERTY
BY **D.D. REID**, OWNER,

393 ~~343~~ QUEEN ST. W. TORONTO.

CIRCLES 1/2 MILE APART.

TELEPHONE N^o 1945



Abrey & Tyrrell,
 F.L. SURVEYORS
 TORONTO.
 APRIL 18, 1890.

Alexander & Cable, Lith. Toronto.

Eglinton Avenue, 350 yards from
 station on Bathurst St. and 500
 yards from the new Upper Can-
 ada College Buildings.

J. D. Edgar, Esq., M.P., President of the Belt Line
 R.R. Co., states that at Forest Hill, where the elevation is
 330 feet, Niagara Falls and Caledon Hill can be seen on a
 clear day.

TORRENS' TITLE

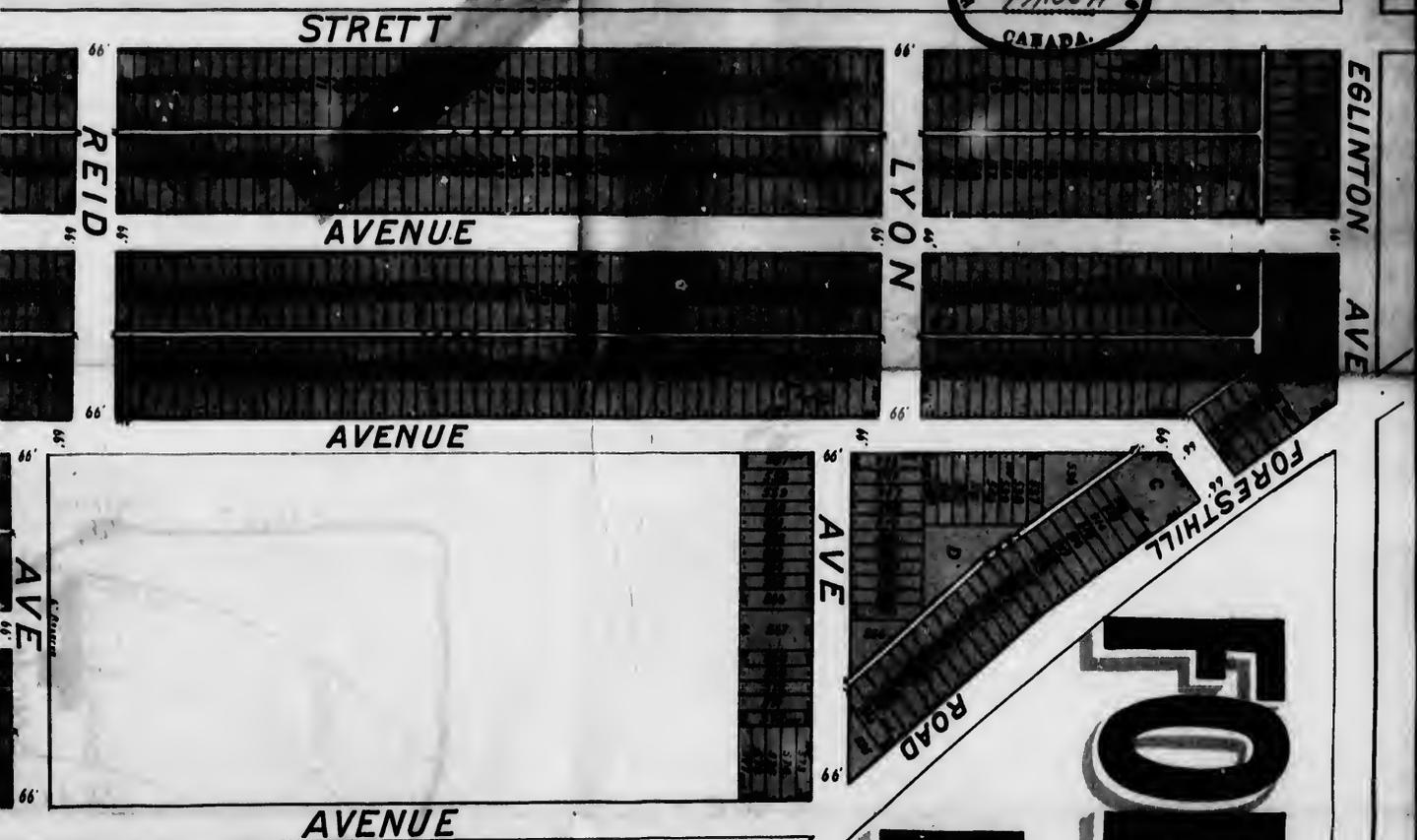
TERMS EASY

APPLY TO

D. D. REID
 PROPRIETOR
 393 QUEEN ST. WEST
 TORONTO



1870



FOREST HILL PROPERTY.

Situated between St. Clair and Eglinton Avenues, Bathurst St. and Spadina Road, south of the

BELT LINE R.R.

now in course of construction, and about 200 yards from station on Eglinton Avenue, 350 yards from station on Bathurst St., and 500 yards from the new Upper Can-

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JAMES MURR

STRETT

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PROSPECTIVE VIEW
OF
TORONTO.

Belt Line R. R.
NORTH TORONTO,

AND

Forest Hill.

By D. D. REID.

Toronto:
JAMES MURRAY & Co., PRINTERS, 26 & 28 FRONT ST. WEST.
1890.

A PROSPECTIVE VIEW OF TORONTO.

ONE of the chief studies of every true citizen is the growth and development of the city in which he was born, or where he has spent the greater part of his life. The position of importance which any great commercial centre may eventually hold is due almost entirely to the individual energy of its citizens, and if they fail to take a large hearted interest in all that concerns the present and future welfare of their own city, they are indeed unworthy of the name of citizen. For, as Emerson tells us—"To accomplish anything excellent, the will must work for catholic and universal ends."

"Unless above himself he can
Erect himself, how poor a thing is man!"

One of the most pleasing features connected with the rapid growth of Toronto is the increasing regard for its future prosperity which dominates the minds of its citizens. Those who see in the future of this great city, wide capabilities of its usefulness and the ultimate realization of all their brightest hopes are the true friends of its inhabitants. For there are many ways in which, both as a community and as individuals, we may aid in helping forward the general growth and advancement of our city; to do which it is not necessary to be a member of the City Council or be prominent in public affairs: improvements in a neighborhood or street are often brought about by the

enterprising efforts of one or more private individuals. Men of the highest public spirit recognize this important fact, that to assume a pessimistic attitude with regard to the future of their city is a sure way of hindering its progress. There have always been in every great community a small handful of growlers, or conservative obstructionists—men, who have gone through life continually looking upon the dark side of the picture—and whatever city they may hail from, they distinguish themselves by opposing all healthy reform and every movement started for the welfare of humanity. But their voice soon becomes very feeble, until at last it is drowned by the enthusiastic energy of those who are wide awake to the real and best interests of their city.

Population and Geographical Position of Toronto.

Toronto is undoubtedly fast becoming in every respect a great city; with a unique geographical position, it has all the conditions necessary for the maintenance of a large population.

It has been recently said: "The best method of supporting the theory that Toronto will continue to develop rapidly for many years to come is, perhaps, to tell what has been her rate of growth, and show that the causes which occasioned it are still, and must continue to be active, with regularly increasing force, until her tributary country is fully developed. Three years ago a conservative estimate gave her a population of nearly 123,000, the increase in the preceding six years having been about 63,000, or at the rate of 10,500 per year. Toronto now has 215,000 inhabitants."

A writer to the *Empire* has well said that "Toronto's progress is a wonder and an astonishment to all; we are as certain to have a population of half a million when we pass out of the present century, as that the sun will rise and set every day. The president of the greatest railroad in the world tells us that in less than twenty years Toronto's population will be 1,000,000."

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It is an undoubted fact that Toronto's resources are greater for building up a mighty centre of commerce than those of any other community on the great chain of Lakes. With prospects of a future so prodigious, we have no hesitation in saying that Toronto is destined eventually to become the Chicago of Ontario. Already she stands as a type of the modern commercial city, exhibiting a vigorous and well developed municipal life; meeting questions of industrial and commercial interest with prompt and intelligent consideration.

It is pretty evident that the city is rapidly growing north, and we fully believe that the suburbs of Toronto must extend in that direction. The population has trebled in ten years; why should it not double in the next ten? The *World* of April 19th, 1890, gives it that "Toronto has increased in population for the last ten years at the rate of about 12,000 a year, and is increasing now at an accelerated proportion; some place must be found for these people to live; they won't object to the suburbs providing some of those places. Toronto's population increased 20,000 last year, not counting the increase by the annexation of Parkdale. At twenty-five persons to the acre, which is about the average, 800 acres additional would be necessary to give sites for homes for this one year's increase." With such a rapid growth in numbers, there must of necessity be a corresponding extension in area.

Although it has been said that the city proper is capable of sustaining a population of 1,000,000 we very much doubt whether this could be accomplished without excessive over-crowding, resulting in a state of things similar to those under which Glasgow suffered some years ago. We quote Mr. Albert Shaw's article in the *Century Magazine* for March, 1890. "Originally the 'closes' and lanes of the city were not at all objectionable. The houses were of moderate height, and unbuilt spaces were attached to many of the dwellings, and promoted ventilation; now, however, in those localities almost every spare inch of ground has been built upon, until room cannot be

found to lay down an ash pit. Houses, too, which were only intended to accommodate single families have been increased in height and are found tenanted by separate families in every apartment, until they appear to teem with inhabitants. A worse state was disclosed by an inspection of some of the more recently erected houses for the working classes. Tenements of great height are ranged on either side of narrow lanes with no back-yard space, and are divided from top to bottom into numberless small dwellings, all crowded with occupants. . . . Occupation of cellars and sunk flats as dwelling houses is largely in the increase." . . . "It had become constantly more apparent that drastic measures must be taken with the old part of the city. Nothing short of very extensive demolitions could remedy the evil. There were practically no streets at all; but only a system of 'wynds, vennels, and closes,' permeating an almost solid mass of tenement houses."

Shortly after the extension of Glasgow's boundaries in 1846, and the consequent reorganization of the municipal government, public attention was forcibly drawn to the frightfully crowded and unsanitary condition of the central parts of the city. The success which had followed the city's brave efforts to enlarge and deepen the tiny Clyde into a great ocean highway had been attended with a most extraordinary development of industries in the Clyde valley, and growth of urban population. The more fortunate classes moved out of their old homes in the central district of the city to the handsome West End suburbs. The business core shifted somewhat also, and the old buildings were packed with an operative class which Glasgow's new prosperity had drawn by scores of thousands from the Highlands and from Ireland. The people lived for the most part in single room apartments, and in unwholesome conditions which will not be readily comprehended by future generations. Epidemics, originating in these filthy and over-crowded quarters, invaded the homes of the better classes, and self-protection made some measures of reform a necessity. It was resolved by the town council to set aside \$150,000

for the acquisition of property in some of the worst neighborhoods; but while a considerable investment was made in condemned tenement structures, the work of building others on the same bad models was going on apace. At length a committee was appointed to make inquiry and report to the council upon the sanitary laws and arrangements of the large cities and towns of the kingdom.

As laid before Parliament, in 1865, the scheme covered an area of 88 acres, which then contained a population of 51,294; the average mortality of the area for some years past being 38.64, with epidemic diseases the cause of 36 per cent. of the deaths. The average density was nearly 600 to the acre, and in various parts of the district it exceeded 1,000—the total inhabitancy of the city then being 423,723, covering an area of 5,063 acres, and showing therefore an average density of eighty-three as contrasted with 583 in the area to be dealt with. The financial side of the scheme looked plausible. The initial outlay was estimated at about \$7,250,000, and it was expected that the re-sale of building-sites would pay back all but \$750,000. A new park was to be made at a cost of \$200,000, and the paving and sewerage of three or four miles of new-made streets was estimated at \$325,000. For all the advantages of improved streets, improved health, and improved general appearance of the town the rate-payers were not to be charged at all dearly.

The council committee which carried out the improvements acquired some further powers and did more than was originally contemplated. Besides purchasing the 88 acres and some other small areas in the crowded parts of the city, they acquired and laid out in streets and squares for workingmen's residences two estates known as "Overnewton" and "Oatlands." They also formed an important open space, the "Cathedral Square," in a densely populated neighborhood, and carried out other large enterprises not at first in the list. Their operations were very vigorous from 1869 to 1876, and were coincident with, if not directly the cause of, much house-building and real estate speculation in Glasgow.

In comparing the growth and expansion of other great cities, such as Liverpool, England, and Chicago, United States, we are bound to deny an assertion recently made, with reference to Toronto, that land which is now staked out in lots, intersected by avenues and streets, will in twenty years time be used only as market gardens. It has also been erroneously stated that Toronto contains as many as six thousand vacant houses, but a digest of the returns lately taken, prove that there is at the most but one vacant house to every 100 population, or ten to every 1,000. It is well known that in all large cities there are a considerable number of vacant houses; old houses in which nobody cares to live, houses under repair, and new houses not yet rented for the first time. The Detroit city council recently passed a resolution in which it was declared, that for a city to continue in a progressive and politically healthy state, there should be from fifteen to twenty per cent. vacant houses, "and that building should be encouraged to that extent." To accommodate the natural increase and influx of a large city like Toronto we require at least 7,000 new houses annually. The erection of the new Parliament buildings and Court house—at a cost considerably over \$2,000,000—must necessarily employ large numbers of men, many of whom will have come from outside towns with their wives and families, and they must require houses, or purchase homesteads of their own.

A City of Commercial Enterprise.

It was for many years supposed that Montreal would always hold the right to claim herself the monetary centre of the country, since it was in that city that Canadian commerce was first carried on, steadily developed, and eventually maintained an unrivalled pre-eminence in financial affairs. But we hope to show clearly that the position which Montreal now holds is quite a secondary one when compared with our present outlook.

Conclusive evidence will be found in the following quotation of statistics as to the truth of our assertion.

Toronto's loaning Capital.....	\$46,231,200
Montreal's loaning Capital.....	5,818,089
Money centered in Toronto.....	65,228,206
Money centered in Montreal.....	44,455,422

The Toronto *World* of March 22, 1890, states:—

"According to the Postmaster Generals' report, the Toronto post office does a larger business than any other post office in the Dominion and this one fact goes a long way towards proving the commercial supremacy of the Queen City. The post office doing the next largest business is that of Montreal, but the transactions of the two offices show a distinct advantage in Toronto's favor. The gross postal revenue of the Toronto post office for the year ending July 1889, was \$318,741.21, and that of Montreal \$272,526.97, a difference in favor of Toronto of over \$35,000. The Toronto postal system does also by far the largest money order business in the Dominion."

In an address entitled "Links of Union between Canada and Australia" given by J. Castell Hoskins, F.R.C.I. he makes the following statements: "I material development Australia is in some respects ahead of Canada, in others, far behind her. During the last twenty years we have in this country broadened and improved our commercial facilities until we have one of the most splendid lines of water communication upon the face of the globe. We have connected all the provinces and peoples of the Dominion by lines of railway, which have increased from 2,500, to 12,000 miles in extent; we have developed our industrial enterprises, increased our deposits in banks and other financial institutions from 38,000,000 to 182,000,000 and our total trade from 130 to 200 millions of dollars. The moral, the intellectual, the social history of our people has been onward and upward. The growth of the press, the growth of the educational facilities, the diffusion of knowledge as to our natural resources, and the development of a feeling of confidence in our future has been very marked."

Turning to Australia we find that 50 years ago there was a population of 143,000; land under cultiv-

ation amounting to 181,000 acres, and sheep number-3,500,000. To day there is a population of $3\frac{1}{2}$ millions, 8,000,000 acres of land under cultivation, and 96,000,000 sheep in the country. At the former date the exports were valued at \$6,500 000, and are now worth \$270,000,000, while the imports have risen from 10,000,000 to 320,000,000 of dollars. The deposits in the banks have risen to upwards of 400,000,000, and the miles of railway to 9,500. The total amount of gold raised *prior* to 1887 has been estimated at 1,580,000,000, while the private wealth of Australia—aside from Crown lands—is placed by the Government statistics of New South Wales at \$6,000,000. Such figures demonstrate the immense progress of the country, and enable us to realize how the Australians are able to bear an aggregate national debt of *830,000,000 without difficulty*, while we grumble at a debt of less than *300,000,000* with a far larger population. The great difficulty in Australia has always been the lack of water, and the internal development of the country, aside from its mines, cannot proceed without a constant expenditure upon works of irrigation. When this great problem has been effectually disposed of we expect to see the Island Continent enter upon a career of, if possible, still greater prosperity. In other ways the progress of the people has been wonderful. The wool of the country does much towards supplying the wants of the world, while it produces wheat, beef and mutton enough to feed the inhabitants of an empire, and promises to rival France in the production of wine, and Spain in the growth of oranges." * * *

"One of the most remarkable points in Australian progress is the rise of these great cities. "Marvellous" Melbourne as it is so often called, with its 400,000, of a population, (why should we not have "Marvellous" Toronto?) its splendid buildings and great capitalists, its broad streets, and the massive, solid appearance of its architecture is one of the most remarkable instances of urban progress which can anywhere be found. Then we find Sydney, the capital of New South Wales, the oldest of the Australian cities, with the English

appearance and magnificent buildings of granite; Adelaide, the capital of South Australia, and the "sweetest city of the hemisphere" as it has been frequently called, and in all of them we see a population which appears to be characterized by a restless energy more in keeping with the habits of the denizens of Chicago or San Francisco than those which one would suppose to be possessed by residents in a hot and tropical climate, such as that of Australia. As an illustration of values, I might say that sales of city property have been recently made in Melbourne at ten to fifteen thousand dollars a foot—and this is the thirty-seventh year of its history."

Such testimony as this is of the highest importance, and fully to be relied upon.

Building and Real Estate.

The building which is likely to take place during the next few years is certain to consist mainly of private dwellings. Numbers of families which only a short time ago helped to swell the population of surrounding country places, have now settled down in our midst, not merely as tenants of other people's property, but as sole proprietors of homes and lots of their own.

We may without doubt presume that prices of Toronto 'real estate' will continue to advance, for there never was a period when investments in Toronto property bid fair to rise with greater certainty than at the present time. Noting then the rapid increase in value of real estate in the city and suburbs of Toronto, we need hardly say that all who are of a thrifty and far seeing judgment will avail themselves of present facilities for securing what, in a few years, will be attainable only by men of considerable wealth.

As in the case of individuals, we find men, who, having once become rich, are able, even in times of extreme depression, to add fortune upon fortune; and while others are unable to pull through the "hard times" without becoming bankrupt, the rich man continues to prosper, and secure a good rate of inter-

est. So with communities, we find the same principle exists. Toronto, which is now the most prosperous city in the Dominion, would be able, under pressure of very bad times "to stand—financially—four square to all the winds that blow," while smaller and less prosperous towns would fall, and become burdened with debt; but when cities grow as large as Toronto they absorb all the best talent and capital of the smaller, and less important towns. As civilization advances centralization increases.

The most reliable indication of a city's growth may be found in the assessed valuation of its property. We find that the total assessed valuation was—

in 1886.....	\$72,715,533
in 1889.....	113,063,075
in 1890 it is.....	137,230,774

A rough estimate of the amount invested in buildings will prove still further the advance being made.

1886.....	\$1,500,000
1887.....	3,000,000
1888.....	2,500,000
1889.....	4,000,000

Millions of dollars are being spent upon the magnificent new Parliament Buildings, the erection of which has stimulated the building trade considerably.

A City of Universities.

Toronto is the fortunate possessor of a university within the walls of which the highest educational training may be received. In the whole of the great continent of America there is not a university which may be said to rank higher than that of Toronto. Students from all parts of the United States and Canada have thronged to this centre of light and learning; and every year the love and veneration which is felt for this noble institution grows stronger within the heart of every patriotic citizen, the truth of which was clearly manifested at the time of the recent fire.

We have also Trinity and McMaster Universities,

both of them flourishing Theological Colleges. A School of Veterinary Science, a School of Dentistry, a School of Pharmacy, Colleges of Music, and various Business Colleges. The students connected with the above Universities and Colleges, comprise, alone, a population of about 4,000.

First-class schools are situated in all parts of the city, where children may receive a thorough education in the necessary branches of knowledge; and for those who have not enjoyed the advantages of a good education in early life. Night schools have also been established, which we are glad to find are greatly appreciated; the registered attendance of these schools being 1,236.

Thus we see that the facilities for education in our city are not only numerous, but excellent in every respect. Institutions which are built for purposes so noble as the cultivation and enlightenment of men's minds, must give to any city a tone of superior dignity and strength. The commercial success of Toronto is also mainly due to the business ability of its business men, for, while it is true that the highly educated man is not always the best man of business, yet it is also true that the well educated man of business has an incalculable advantage over his less instructed rival.

Vacant Buildings in Town.

(*World, April 30.*)

A MUCH-VEXED QUESTION PUT AT REST BY A REAL ESTATE FIRM, WHO SEND OUT ENUMERATORS.

A variety of talk has been indulged in of late regarding the number of vacant houses in the city. It has been put down at all sorts of figures, the most extravagant being those used by a newspaper writer lately—6000. To set the matter at rest Messrs. Thompson and Dustan, real estate brokers, determined last week to take an enumeration of the vacant houses and stores throughout the city, and five men were accordingly put to work. The city was divided into

sections, each man allotted his division, and they have been plodding up and down the streets all last week. The enumerators brought in their books on Monday night, each man taking a statutory declaration that the count had been well and carefully done. Yesterday the totals were made up as follows :

East of the Don	Richard Short.....	604
West of Dufferin street...	P. W. Hayward.....	362
Yonge to the Don	J. S. May.....	1035
Yonge to Bathurst.....	{ G. E. Harwood T. A. Patterfield }	491
Bathurst to Dufferin....	E. R. Bartlett.....	807
		<hr/> 3299

A digest of the returns, which is herewith given, show a state of affairs which is far from dissatisfactory :

Finished and habitable houses	2165
Unfinished houses.....	735
Uninhabitable houses.....	88
Total houses.....	<hr/> 2988
Vacant stores	311
Total vacant buildings.....	<hr/> 3299

From the above it will be seen that there is at the most one vacant house to every 100 population, or 10 to every 1000. This does not show the ruinous state of affairs that some pessimists try to paint. If the city's population increases 20,000 this year, as it did last year (exclusive of Parkdale), and it takes one house to every five, 4000 habitable houses will be necessary. Even if the increase is only 10,000 the habitable houses now in the market will be nearly all required.

In a large city, if progress is to be made, there must always be a labor of large number of vacant houses. People are always moving about in search of more commodious dwellings. A number of the prominent house renting firms say that if a house-owner has nine out of ten of his buildings under lease he should be well satisfied—considering the various causes of house vacancy. The returns show that the proportio

is not so large the whole city through, a condition of affairs which everyone will be pleased to hear of.

If anyone doubts the returns the books are at the office of Messrs. Thomson & Dustan for examination. It is easy to verify the figures. A section may be taken and counted by the policemen in a day. The doubter may take this means of satisfying himself that the city is not in bad shape after all.

House Sites in Toronto.

Some facts to correct a prevailing misconception.

STREETS, PARKS, BUSINESS BLOCKS AND PUBLIC BUILDINGS TAKE UP 5,000 ACRES—ONLY 10,000 ACRES USED FOR RESIDENCE PURPOSES—ONLY 400 ACRES UNIMPROVED WITHIN THE CITY LIMITS.

When there are so many erroneous statements made by irresponsible people regarding the city, quoted as facts by writers who should know better, a few reliable statistics are received with pleasure. The grossly exaggerated reports as to the number of vacant houses have been completely silenced by the special enumeration of these buildings. It is to be regretted that such untrue reports should have been published, but the bad effect produced was not unmixed with good. It has been shown beyond a doubt that all houses in the city are absolutely necessary, that fewer than two houses in twenty are vacant. The enumeration may be relied on, as the returns made by Polk & Co., the directory publishers, differ only slightly with the figures published a few days ago.

The *World* desires this morning to point out another misconception, generally accepted, in regard to Toronto property. It has often been stated that Toronto is a "spread out" city; that its area is large enough for years to come; and that for people to seek homes beyond the city limits would be nothing short of folly. These statements, however, are merely statements, having no foundation but the empty gabble of street talkers. The statistics given below go to show a state of affairs entirely opposite to that which is said

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to exist. They show that the area of Toronto is small in comparison with the population; that considering the average there must be districts very much congested; and that any means of quick transit to throw part of the population out to the suburbs should be a welcome relief to hundreds of people in the city.

The city has a total area of 15,000 acres. If we are to arrive at an approximate idea as to the land within the limits, used for residence purposes, these tracts are to be subtracted:

Marsh Lands	Acres.
Business Blocks, say within Parliament, Simcoe and Queen Streets and the Bay ..	500
Inland	406
Streets	400
Parks	2120
Churches	1066
Schools	82½
Fire Halls	28
Markets	2½
Hospitals, Asylums, Exhibition Grounds, Fort, etc!	3½
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	4,807½

In addition to this the lands accepted by the railways amounts to 363 acres, or a total of over 5,000 acres not used for house purposes. The acreages here given are taken for the most part from actual measurements, as shown by Goad's atlas of Toronto. The Assessment Commissioner furnishes the acreage of the fire halls and the Parks Commissioner that of the parks. The allotment of the district between Parliament and Simcoe streets and between Queen Street and the Bay as an equivalent to the sites of all the business property in the city will be accepted as within the mark.

Roughly speaking the acreage stands as follows:

City area.....	15,500 acres.
Lands not used for house property....	5,000 "
	<hr/>
Lands used for house property.....	10,500 "

An acre gives a frontage on an average of 250 feet. Now, it will not take a adept at figures to find out how closely Toronto is populated. 10,000 acres gives 2,500,000 feet frontage. Estimating five persons

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in a house and the population at 200,000, there are 40,000 houses in the city. This figure, according to the assessment department, is about correct. Then, 2,500,000 feet divided up among 40,000 houses only gives a frontage to each house of about sixty feet. This is a small average considering the number and extent of the private grounds and residences, scores of which have hundreds of feet frontage, and goes to show that cramping is going on in more than one locality.

Instead of advocating a continued restriction of the extent of land available for houses, as some have lately done, a policy of extension should be liberally supported. A laboring man cannot exercise his muscle in a strait jacket; neither is it good for his health to live in a garret. Let us have cheap houses, ample room for them and rapid means to get to them. Temperate extension will be found the best thing for this steadily growing city. There are only about 400 acres yet unimproved within the city limits, and judging by the rapidity with which building has been going on this will not be left idle very long. Extension is desirable, both on account of health and cost of living—not a too rapid extension, but one in accord with legitimate demand.

Such colossal works as these—giving employment to so many of our citizens—will stand for ages yet to come, as monuments of style, adding architectural beauty and ornament to our city. The repairs to our University will also form a considerable addition to the building programme for this year. We might also mention the new offices of the Freehold Loan, which is estimated will cost about \$170,000, and the Confederation Life building. Then we are to have a new Gymnasium, costing \$100,000. What a splendid institution for the youth and healthy manhood of our city! There are other and even larger works than these—whic we will not stop to enumerate—known to our architects and contractors, who look upon the present season for the building trade as being *the best the city has ever known*. We quote the opinion of Mr. Knox, Secretary of the Toronto Builders' Association,

whose judgment ought to be worth something, and he thinks "the prospects of the building trade are better in this city than he has ever known them to be."

With regard to 'real estate,' let us look for a moment at the rise of land in other cities during the last twenty-five years. First class residential streets in New York, such as Fifth avenue, are now selling at \$4,000 per foot frontage, and at the same price in Park street, overlooking the Central park. A quarter of a century back, land in these same localities went begging for one hundred dollars per foot frontage. At Bowling Green, south end of Broadway, there is an insurance building erected on a piece of land one hundred feet frontage, by the same depth; the cost of that land was \$100,000, and the building said to be \$120,000. Taking Buffalo, we find on such residential streets as Delaware avenue, land ranges from \$100 to \$800 per foot; on Euclid avenue, Cleveland, from \$300 to \$650 per foot. In Philadelphia very little land is offered for sale in the centres, but we find the prices run high on the outskirts, and around Fairmount Park it ranges \$2,000 per foot. Near the Palmer House, State street, Chicago, land realized \$6,000 per foot, and in the neighborhood of Lincoln and South parks the prices are from \$1200 to \$1500 per foot.

Coming back to Toronto. In King street our highest land would represent about \$20 per square foot. Residential land situated relatively at the corner of Bloor and Jarvis streets, is selling at \$2 and \$3 per square foot, so that the depth of say 150 feet would make these lands \$300 and \$450 per foot.

Believing, as we have said elsewhere, that Toronto will one day be as great a city as Chicago, we think it no exaggeration to presume as high an estimate for the future prices of Toronto real estate.

The Street-Car Lines.

With increased population and extended area, the demand for additional means of transit, is generally very soon felt, and with a well organized municipal government, such as we possess, very soon met.

Therefore as the facilities for transit improve, the city must naturally expand. Additional street railways will have to be laid, in order to meet the requirements of those living in the suburbs; and this will be accomplished at no far distant date.

Where the land is a gradual rise from the lake to the north of the city, the speed at which the horses are able to travel, is greatly diminished, and amounts to little more than an ordinary walk. This fact alone has prevented the extension of building operations in the north. While it is thirteen miles from the extreme east to Mimico, it is only two or three miles north, but we feel confident that horse-cars will very soon be a thing of the past, on this side of the Atlantic, and be superseded either by cable or electric cars. Experience would seem to shew that electric motive is by far the most suitable for a climate such as ours, While the cable is more generally preferred in the warmer regions of Australia and California.

In St. Paul Minn. the two systems were tested side by side, in the winter time of deep snow and severe frost. The result was in every way successful, and a contract was entered into for supplying the city with electric power, at a cost of \$2,000,000. The electric motor is now in full force in St. Paul; having triumphed over all difficulties, it is carrying people, who would otherwise be kept in the city, to the fresh air and health of suburban homes.

As soon as this city secures the control of the street-car franchise on the 14th day of March 1891, a more thorough revolution will take place, both in suburban property and the street car system, than has ever been known in Toronto before. Then will be the time for some enterprising company to reorganize our system of street railways, and introduce something new, which for speed and general convenience shall be unrivalled in the whole of America. Such a company as we suppose would be likely, first of all, to turn their attention to the need that has been long felt in the Northern portion of our city, and provide for the inhabitants of that part better and quicker means of transit, which would have the effect of keeping the

people closer to the centre of the city; for at present, those who live six or seven miles away from the centre of the city prefer coming in either by railway or by boat. If therefore, the street-car company allow the city to grow six or seven miles each way, east and west from the centre, they must of necessity lose a great deal of traffic; but to substitute the electric motor or cable, for the present system of horse power, would entirely do away with the heavy grade up north. Instead of travelling at the slow rate of four or five miles an hour, we should then be enabled to go fifteen miles in the same space of time, which would be the greatest boon to the citizens of Toronto. And as King, Yonge and Queen streets will have to be repaved in the course of the next year or so, the advisability of changing the street car system before this is done will be apparent to all.

The following, taken from the *St. Paul Tribune* of February 23, 1890, speaks for itself.

ELECTRIC LINES.

"The chief event of the week in property circles was the announcement that the street railway company had let a \$2,000,000 contract to the Sprague company for the equipment with electric power of the lines in Minneapolis. The promised improvements in the street railway service are thus taking on tangible form and the idea of rapid transit to and from the suburbs is a certainty. Work is to be commenced as soon as the weather will permit. This improvement will do much toward giving a better value to Minneapolis property, especially the outlying, which is still ridiculously low. If other streets having the electric service shall be benefited in proportion as Fourth avenue south has been, these electric lines will do more for the city than any one thing has ever done."

In Montreal the street railway company pays a tribute to the city of \$12,000 annually, and is compelled to maintain its own roadway. Toronto levies from its street railway company \$600 per annum per mile of single track. But in Ottawa, the sum of \$559 per annum, all told, represents the contribution to the

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civic treasury, and apparently the company are under no obligation to repair their roadway.

A reference to Old Country figures, however, will show that even in the most favorable cases the street railway companies in Canada are exploiting the cities. What other conclusion can be come to when it is found, that the Glasgow company pays to the corporation no less than the magnificent rental of \$2,800 per week besides providing for the repair of its roads? After making all due allowances for Glasgow's larger population, it is evident that in our Canadian cities the street railway companies are paying a disproportionately small sum.

This question not only affects the municipalities as corporate bodies, but it comes home to the private citizen and the private citizen's wife and children. It is the question of the working classes and indeed of everybody. The good terms obtained by the Old Country corporations are not the result of high fares charged by the companies. On the contrary, these are very much lower there than here. Two cent fares are frequent, and within certain limits a fare of four cents is the maximum. It has been found by the companies that penny fares mean a money-making and dividend-paying business. The Glasgow company, after paying the corporation and providing for the repair of its road, secured a dividend of $9\frac{1}{8}$ per cent. for its shareholders. An instructive experiment was made by the Birmingham (Eng.) Tramway Company a year or two ago. They determined to raise their fares for certain runs from a penny to two pence, but the falling off in their receipts was so immediate and manifest that they speedily re-instated the old rates, at which they have since remained.

We here quote an account given of the opening of the Grand Avenue Electric Railway at St. Paul's Minn. :—

"The chief event in St. Paul on the anniversary of Washington's birthday was the formal opening of the Grand avenue electrical motor line. Early in the forenoon the street cars running to the Ramsey street barns were crowded with people going to see the new

electrical cars start upon their initial trip. The start was to be made from the corner of Smith avenue and Forbes street at 11 o'clock and long before that hour hundreds of citizens had gathered in that vicinity to witness an event which would significantly mark the progress of a great city. Six trains each consisting of a motor and a trail car, were standing on the tracks near the Ramsay street barns, ready to receive the invited guests of the street railroad company. Only those holding invitations were allowed to board these six trains, but they were nevertheless, very much crowded. Over a hundred people crowded upon the first train and fully as many as seventy-five boarded each of the following five trains. Prominent among the citizens on the first train were Archbishop Ireland, Governor Merriam, Aldermen Sanborn and Sullivan, Mayor Smith, Judge Kelly, John W. Roche, S. S. Eaton, City Engineer Rundlett, William M. Bushnell, Edward J. Hodgson and William Pitt Murray. The first train started shortly after eleven o'clock, followed closely by the others. The six trains sped westward to the terminus of the line without the slightest mishap, at some points attaining a speed of at least 15 miles an hour. At Macalester Park a large number of the students of Macalester College were in line alongside the track and heartily cheered the electrical trains as they went by. At Groveland Park, the western terminus of the line, a large platform had been erected and, soon after the arrival of the trains, it was surrounded by hundreds of enthusiastic citizens. Thomas Cochran soon made his appearance upon the platform, followed by Archbishop Ireland, Gov. Merriam, Mayor Smith and a score of other prominent citizens, Mr. Cochran, who acted as chairman, introduced Archbishop Ireland, who made an eloquent address appropriate to the opening of the first electric street railroad in St. Paul. He said:

'It is well to celebrate on similar dates auspicious events. The memory of one lends strength and inspiration to the other, and the enthusiasm of the day is warmer. We honor this morning, the birthday of George Washington. How much we owe to the 22nd

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of February 160 years ago. We owe to it the liberty of our country and the wonderous prosperity of this country which depends upon its liberty. The 22nd of February, 1890, will be for St. Paul and Minnesota a historic date. The electric motor is here. It has triumphed over all difficulties. Soon will it speed over all the thoroughfares of St. Paul, carrying our people to the fresh air and health of suburban homes. And in widening the territorial area of our city, widening also its hopes and prospects.

It will shoot out across the Mississippi, into the heart of our neighboring city, binding it to us by iron bands and the fervent ties of stonger friendship. It will suggest frequent visits of the people of one city to those of the other, and frequent visits increase the love which will lead to the long wished for wedding. Electricity will do more than move our cars. It will be the omnipresent and effective power that will move the machinery of the most ambitious industry. It will penetrate into the hearts and veins of our citizens. Give them unwonted energy and enterprise. The dual city will become a giant in life and promise, and its bountiful hands will reach out to Minnesota, distributing gifts to villages and foreign lands, stimulating Minnesota products and making Minnesota geographically the central state of the coming future republic, the pivot upon which will turn the life and strength of all nations."

The following more fully explains the scheme proposed for extending the lines, and increasing the speed to ten or twelve miles an hour.

The electric line will be extended out Nicollet avenue (the present motor line) to Washburn Home, and an electric line will be extended along the motor right of way out Thirty-first street to Lake Harriet. When electricity is put in on Lyndale avenue, which which will be, if possible this season, the Lyndale tracks will be extended to Thirty-first street and the Lyndale cars run to the lakes. Then that portion of the Thirty-first street line between Nicollet and Lyndale avenues will be abandoned. The proposed new line to the lakes will be considerably shorter than

the present line. The motor line, where it leaves Nicollet avenue and Thirty-seventh street to the falls, will be abandoned and the travel in the Twelfth and Thirteenth wards will be taken care of by an extension of the Fourth avenue line to Thirty-eighth street, the Eighth avenue line to Thirty-eighth street, and the Bloomington and Cedar avenue line to Thirty-eighth street. The travel to and from Minnehaha Falls will be taken care of by an extension of the present Minnehaha line to Minnehaha avenue and thence to the falls.

Such in brief is the proposed scheme. The street railway officials have not yet taken a stand in the premises, but it is said are willing to make the changes should the council so direct. At the next meeting the subject will in all probability be discussed. At the same time the railway company will desire permission to increase the speed of the electric cars to 10 or 12 miles an hour, which will mean an average reduction in time on the lines of about 40 per cent. This rapid transit interests very deeply the people living and owning property in the suburbs who are anxious to be brought nearer the business centre in point of time on direct routes. Such a plan will stimulate real estate values and build up much vacant land within a very short time.

The Belt Line Railway.

The projection of the Belt Line Railway scheme, like many another good and useful proposition, has met with the usual amount of scorn and ridicule that so often follows on the introduction of anything new. It has been referred to as "the unbuilt line which has its existence only in charter and on real estate maps," and is merely "floating in the minds of a number of enterprising speculators." But in spite of all such apparently wise prophesyings, the work is now in operation, and when finished, the Belt Line Railway will prove the finest mode of transit in the City, for suburban residents. For it must be born in mind that this new line is being built especially to suit the requirements of those who live in the outskirts of the

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town, and must not be associated with the ordinary suburban trains that are now running on the old R. R. tracks.

A description is here given of the intended route to be taken by the new line, which appeared in the *Globe* of Feb. 28th, 1890, the words are those of Mr. J. D. Edgar, M.P., who is one of the chief promoters:

The line, which is expected to do much in fostering the growth of the suburban districts of Toronto, will, it must be first understood, be operated for the Company by the Grand Trunk Railway. The right of way over the Esplanade will thus be secured, no matter what disposal may be made of the lake front. The Belt line will leave the tracks of the Grand Trunk at the Don Station and pass northward along the line of the Don improvements. Leaving that it will proceed along the valley of the Don to where that river is joined by Spring Creek. The route of the creek is then followed through Rosedale, the line passing under the high viaduct of the C.P.R. and proceeding through the beautiful valley to the northern boundary of Mount Pleasant Cemetery. Along the south side of Merton street to Yonge, and across that thoroughfare by an overhead steel bridge, the track will go, passing the rear of Upper Canada College and crossing Eglinton avenue near Mr. Gibson's brickyard. Thence the route will be to Bathurst street, crossing it at the line between lots one and two. It will continue west to Fairbank and strike the Grand Trunk tracks again, or rather the Northern Railway track near Fairbank. The above is the plan of the principal route, and the length of the line will be seventeen miles.

A shorter loop will leave the city front by the Grand Trunk main line track west, and utilising that road to Carlton, a little north of West Toronto Junction, a crossing of Dundas street and the Canadian Pacific tracks will be made a little east of Lambton. Taking a southerly course the road will proceed by Jane street and the Humber Valley and join the Grand Trunk on the return journey to the city at the Great Western track near the Bolt Works. The

length of this road is ten miles, and it is expected to supply rapid transit for the greatly developing districts around the Junction and Carlton.

The construction of the Yonge street loop will proceed immediately. The other will also go on as soon as the landowners in the western district give it favorable consideration and reasonable assistance.

"What effect on the distribution of our population will the road have, Mr. Edgar?"

"I look on the construction of a belt line in Toronto as a sort of completion of the city as regards the facilities needed for a great centre of population. The position of our city is exceptionally favorable to such a proposal. Take Buffalo as an example of what I want to convey when I say that we are exceptionally situated. In that city the land lies almost dead level, the street car tracks run out from the centre like spokes from the hub of a wheel, the tire of which is the belt line. The street car lines thus do a great deal of traffic that in Toronto would fall to the Belt Line, for in this city the land rises to quite a height northward, and there is a difficulty in obtaining street car service over the ridge. This accounts for the fact that most of the cars run east and west and so few north and south. Now, by means of the light engines specially provided by the G.T.R. for the service, the difficulty will be surmounted. Within the scope of the line there is a rise of 335 feet above the waters of the bay, and in no city with which I am acquainted is there a finer suburban district than the high land that would thus be within speedy access from the city. We have a great advantage, of course, in that we secured the use of the existing lines along the city front."

"What effect will the line have on the grounds of Mount Pleasant?"

"It will pass through the ravine to the east of the cemetery at a point nearly one-fourth of a mile from the present places of interment. It is proposed to locate Merton Street Station at a point near the burying grounds and to have a funeral car such as is now used in all large cities. That would mean the

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doing away with the long journeys in carriages from all parts of the city, and would be a great deal more civilised than the present method."

"As to the Upper Canada College?"

"I have a letter," replied Mr. Edgar, "from Hon. G. W. Ross, expressing his pleasure at the location of the line near the College. There will probably be a station right in the rear of the College grounds, so that scholars from the city can come by the trains and boarders can be booked to all parts of the country. To the west of this point there are splendid sites for athletic grounds, and this will doubtless prove a solution to the question 'Where shall we go?' asked by the clubs when they are forced out of their old grounds. At Forest Hill, near which the highest grounds are reached, I have seen on a clear day the most of Niagara Falls and the range of the Caledon Hills. The opportunity for building on sites whence a splendid view can be obtained is unlimited."

People residing at Forest Hill will be able to take the train going either east or west, and land at the Union Station in fifteen minutes; instead of being compelled to go by street car, and taking forty-five minutes to reach the centre of the city.

It is to be expected that large suburban towns will soon spring up wherever stations belonging to the Belt line are situated; thus affording all the advantages of the metropolis, with the additional benefits of a country life, and charming surroundings.

In Melbourne Australia, one of the finest cities in the world, with its population of 400,000 there are only 40,000 people residing in the city proper, the balance choosing rather to live in the suburbs—which are all provided with the quickest, cheapest, and most comfortable means of transit—to remaining in the smoke, noise and tumult of a large and busy town. Chicago with its million people, is another sample of what quick transit will do towards building up its suburbs. Those who would cry down the extension of our cities, should remember for a moment some of the evils which go hand in hand with over crowding, narrow streets, and back lanes. No, we look rather

to the time when Chestnut, Centre, Elizabeth, and the surrounding streets, shall disappear from our midst, for we cannot bear to keep such disgraceful sights for those who shall visit our beautiful court house buildings. Now the Belt Line Railway will afford facilities to both rich and poor for getting away from the city, and living in a purer atmosphere, where also, the finest building sites in Ontario can be procured at the lowest rates. When compared with the prices paid for property within the city limits, we feel confident that the many advantages to be gained in accepting our low and easy terms will be readily acknowledged by all, for it is now pretty well known that what is called outside, or suburban property is just as secure, and much more remunerative than inside, or town property.

Many there are in Toronto to day, who have reason to be thankful that their attention was called to investing in property of their own years ago, for now they enjoy the satisfaction and comfort of being their own landlords.

Forest Hill.

We do not wish to conceal the fact that we issue this pamphlet for advertising purposes, and if, while keeping our own interests in view, we add to the material prosperity of the Queen City, our object is attained.

Public attention is becoming more alive to the beauties and advantages, for residential purposes, of the high lands lying along the northern limit of the city. That portion of it in which we are more particularly interested is named Forest Hill. It is located between St. Clair and Eglinton avenues, Bathurst and Spadina streets, immediately south of the Belt Line railroad now in course of construction, and within a few hundred yards of the new Upper Canada College, which is nearly completed at a cost of several hundred thousand dollars.

Spadina Avenue, now called Broadway, whose extension reaches Forest Hill, is destined to be the finest

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street in Toronto, and is fast becoming a leading business centre. It is block paved nearly as far as Davenport road, and a petition has been signed by property holders under the Local Improvement Act for the expenditure of \$48,000 for the purpose of opening the street and otherwise improving it, north to Forest Hill Road close to the Belt Line railroad station on Eglinton avenue. Taking Knox College as an objective point, the great importance of Broadway as a business thoroughfare, and of Forest Hill as a desirable and convenient residential district, becomes apparent to even the casual observer.

Again, Bathurst street, which extends from the old fort on the Bay shore, through Seaton village to the northern limit of the city, and thence into the country, is about to become a leading thoroughfare to the business centres of the metropolis, and at no very distant date the formidable rival of Yonge street in this particular. Indeed this is no new theory, for in the early history of the city its superiority as such was acknowledged by engineers and others who knew the respective merits of each. It is block paved as far as Bloor street. The street cars run on it to that point, and will before many months extend north to the C. P. Railway, where a regular passenger station will be established. Besides the \$23,000 now expending in this contract, a large sum is being provided under the Municipal Improvement Act for the improvement of Bathurst street from Davenport road north to Forest Hill, so that in the near future sidewalks will be laid along the street to accommodate the people as far north as Eglinton avenue and the Belt Line railway. Indeed, it is safe to infer that street cars such as we now have, or the more popular cable or electric motors, will run along this fine thoroughfare from the Bay to the Belt Line, thus giving the fortunate inhabitants of Forest Hill the advantages of street car as well as railroad communication with the principal business centres of the city proper.

Forest Hill at this point is particularly well adapted for a suburban town, being about the same distance on the Belt Line east and west from the Union sta-

tion. It will therefore have a double service of trains, giving a train every fifteen minutes from this point. And as the Belt Line Railway Company purpose having their trains make the circuit of the line in thirty minutes, it will only take fifteen minutes to get from Forest Hill to the Union Station. This will be a great saving in time as compared with the slow transit by cars drawn by horses. Thirty or forty minutes is occupied in going from Seaton village to the Union Station, so that the artisan, laborer or business man living at Forest Hill would labor under no disadvantage by reason of distance, while he would enjoy the freedom of suburban life, pure air, fine scenery, and the happy consciousness of being his own landlord.

It will be observed upon looking at the map accompanying these pages, that Forest Hill occupies an enviable position as to the future growth of Toronto. It is already within the area of special attractions. The fine thoroughfares, Spadina and Bathurst streets, already referred to, unite with Eglinton avenue and Forest Hill road near the Belt Line railway station, and with other converging streets form at this point a peculiarly attractive centre, well worthy the attention of either the homesteader or the speculator. Professional men and others who realize the value of the position have already secured building sites here, and beautiful residences, under wholesome building restrictions, will shortly be erected, enhancing the value and adding to the natural loveliness of this favored locality.

It is well known that the tendency of business men in all great cities is to get away from the bustle of the business centres after the toil of the day is done. They fly to the suburbs to enjoy the quiet of their rural habitations. Toronto will not be unique in this. Already the dwellings of the rich are found beyond the scenes of business strife. North of Bloor and beyond Davenport road may be found the McMasters, the Austins, the McDonalds, the Baldwins and the Gooderhams, and some of these have estates extending northwards towards Forest Hill, portions of which are

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sought for by persons desirous of securing the advantages of suburban homes. Forest Hill offers rare attractions in this regard. Speedy transit to it is but a matter of a few months. Its educational interests are already assured. The College will induce hundreds of people to secure homes in this locality.

Arrangements are being made for the erection of a number of houses at Forest Hill, to be completed as soon as the Belt Line Railroad is in operation. This will form at the convergence of the streets before referred to, the nucleus of a town which may rival West Toronto Junction. The corner lots at the intersection of Eglinton Avenue with Forest Hill Road and Bathurst street, will be sold only to those who will build business places, and special inducements will be offered to such, and also to persons purchasing lots with the view of putting up a good class of dwellings, at once.

The growth of cities, like the march of civilization, is generally towards the north west. This is an acknowledged fact, although few have troubled themselves to ascertain the cause. The artist will pitch his tent, or build his house so as to command the finest view facing the east and south, and overlooking the water. The Indian will pitch his tepee so as to protect himself from the North-West blizzards by placing the back of it in the direction from which they blow, and the front overlooking the water the same as the artist. Now assuming the pitching of the first tent, or the erection of the first house to be the founding of a city, each succeeding building will follow the plan indicated by the first, until the entire frontage becomes monopolized, forming the first or front street, other streets will then follow in the same order to the north and west, thus swelling the growth of the town in these directions—numerous examples might be given of this well established theory. Indeed Toronto itself furnishes proof of its correctness, for having extended along the lake frontage until almost every available space has become occupied, new streets are being rapidly added in the north, and the values of property in that direction are increasing

in a wonderful degree. It is but a few years since land in the neighborhood of Bloor street, could be procured for a few dollars per foot, while to day it has a value little short of central city prices, while the hundreds of palatial residences in this direction are a sure indication of what a few years more will do for the magnificent plateau but a short distance to the north, overlooking the city proper and the blue water of the lake beyond.



