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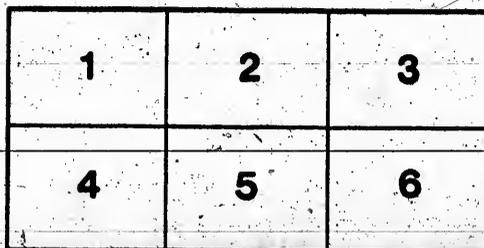
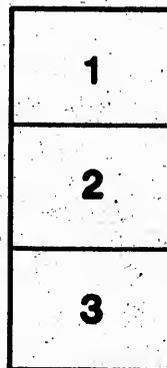
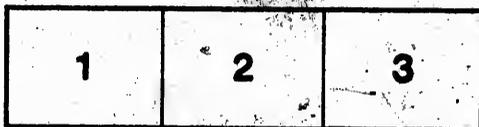
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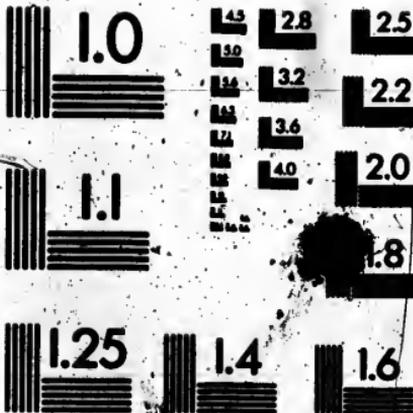
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CITY OF TORONTO

M. A. P

AND

VISITORS' GUIDE

PUBLISHED BY

R. W. PRITTIE

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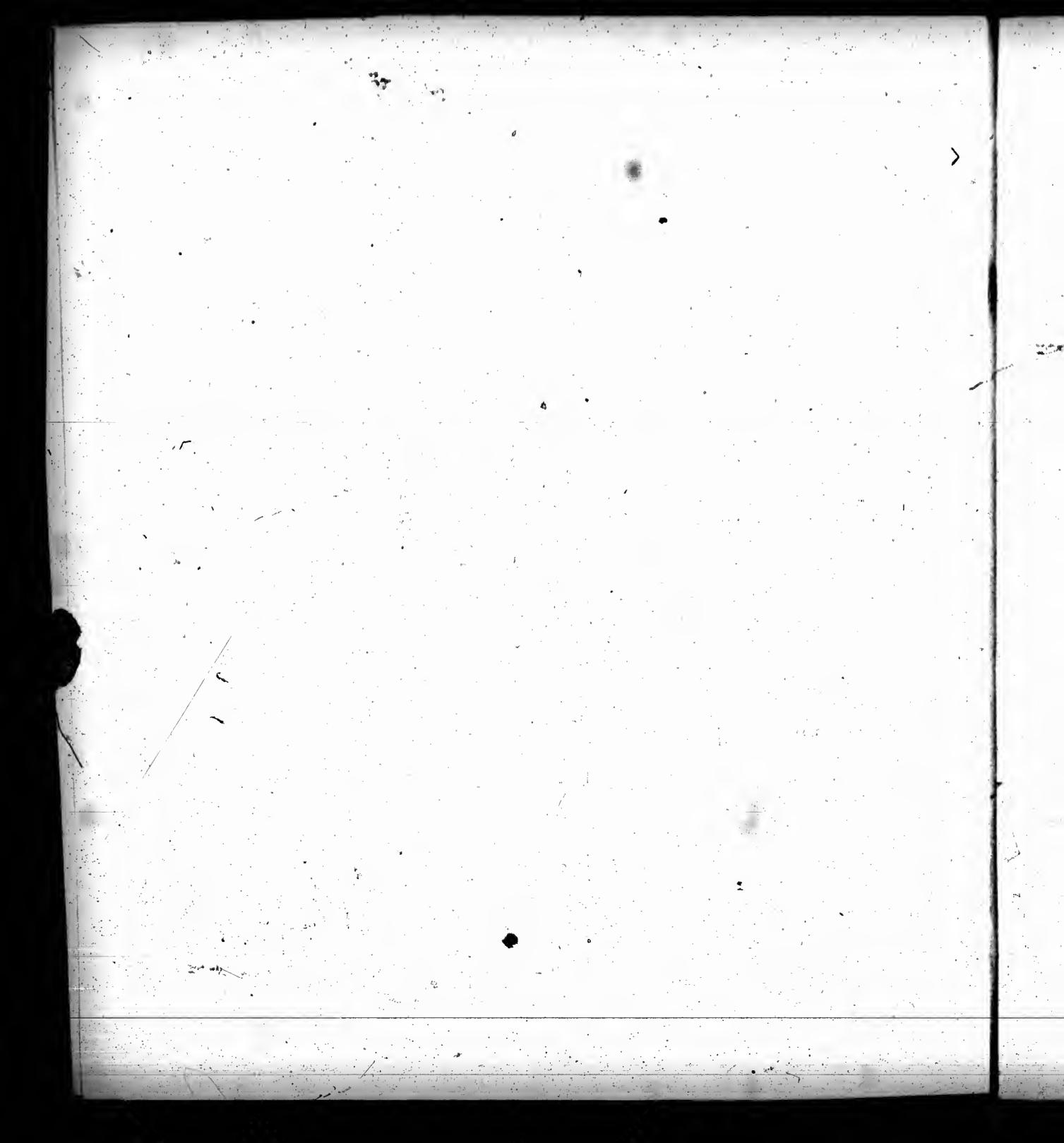
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Places of Interest and Public Buildings

- Parliament House, Front Street West.
Lieut. Governor's House, cor. King & Simcoe Sts.
Custom House, cor. Yonge and Front Sts.
Exhibition Grounds and Crystal Palace.
Provincial Lunatic Asylum, Queen St. West.
Osgoode Hall, Queen St. West.
College Avenue, Queen and Yonge Sts.
Queen's Park, head of College Avenue.
Monuments to Heroes of Ridgeway, and to George Brown, Queen's Park.
University Buildings, Queen's Park.
Horticultural Gardens, cor. Gerrard and Sherbourne Sts.
Zoological Gardens, Exhibition Park.
Normal School, Museum, etc., Gould St.
Cathedral, (Episcopal), King St. East.
Michael's Cathedral, (R.C.), Shuter St.
St. Andrew's Church, cor. King & Simcoe Sts.
Metropolitan Church, (Methodist), Queen St. East.
Baptist Church, cor. Jarvis and Gerrard Sts.
St. James' Cemetery, Parliament St.
Post Office, Adelaide St. East.
St. Lawrence Hall and Market, King St. East.
Public Library, cor. Church and Adelaide Sts.
Central Prison, Strachan Ave.
City Hall, Front St. East.
Knox College, Spadina Avenue.
Exhibition Rooms Society of Artists, King St. West.
Trinity College, Queen St. West.
McMaster Hall, Bloor St. West.
Grand Opera House, Adelaide St. West.
Lacrosse Grounds, Rosedale.
Baseball Grounds, Kingston Road.

Toronto Banks and where they are situated.

- | | |
|--|---|
| Assistant Receiver General's Office, Toronto St. | Federal Bank of Canada, 19 Wellington St. West. |
| Bank of British North America, corner Yonge and Wellington Sts. | Imperial Bank, Wellington St. East. |
| Bank of Montreal, cor. Yonge and Front Sts. | Merchant's Bank of Canada, 13 Wellin- ton St. West. |
| Bank of Toronto, cor. Church and Wel- lington Sts. | Molson's Bank, King St. West. |
| Canadian Bank of Commerce, 59 Yonge | Ontario Bank, cor. Wellington and Scott |
| Central Bank of Canada, 51 Yonge St. | Quebec Bank, cor. King & Toronto Sts. |
| Dominion Bank of Canada, cor. King and Yonge Sts. | Standard Bank of Canada, cor. Jordan and Wellington Sts. |
| | Traders Bank, cor. Yonge and Wellin- ton Sts. |



7 1435
OUR OWN CITY

» The City of Homes «

Introduction

IN Ontario are all the conditions necessary for the maintenance of a large population. The extent of good arable land, fine climate, and its freedom from drought and excessive rains render it peculiarly well adapted for the production of vast quantities of agricultural products. A comparison of Ontario with the older countries in Europe will in some degree give an idea of the vast capabilities of our Province. Belgium, for instance, has an area of 11,372 square miles, and supports about 5,500,000 of a population, or about 471 persons to the square mile; whereas in Ontario we do not average more than eight to the square mile; and also our climate and soil and sources of mineral wealth are superior. Then for further comparison we have the Netherlands with over double the population of Ontario and only one-nineteenth of the area, and a very much inferior climate, and in no respect comparable to this Province; also Denmark, with double the population, and only one-sixteenth the area, and not in any respect to be compared with this country. Then again there is the great German Empire with her 50,000,000 of a population and in that alone is she superior to Ontario, half of her area being scarcely suitable for agricultural purposes. Is there any reason why Ontario should not become as densely populated in the future as these states just mentioned. It is the opinion of a great many that before another century has passed by, the continent of America will be as thickly populated as Europe. Had it been possible for the people of Europe who lived during the time the population was light, to have seen the state of affairs at the present time, would they not have bought extensively of real estate? Is this not a lesson for those living here with such advantages before them, and real es-

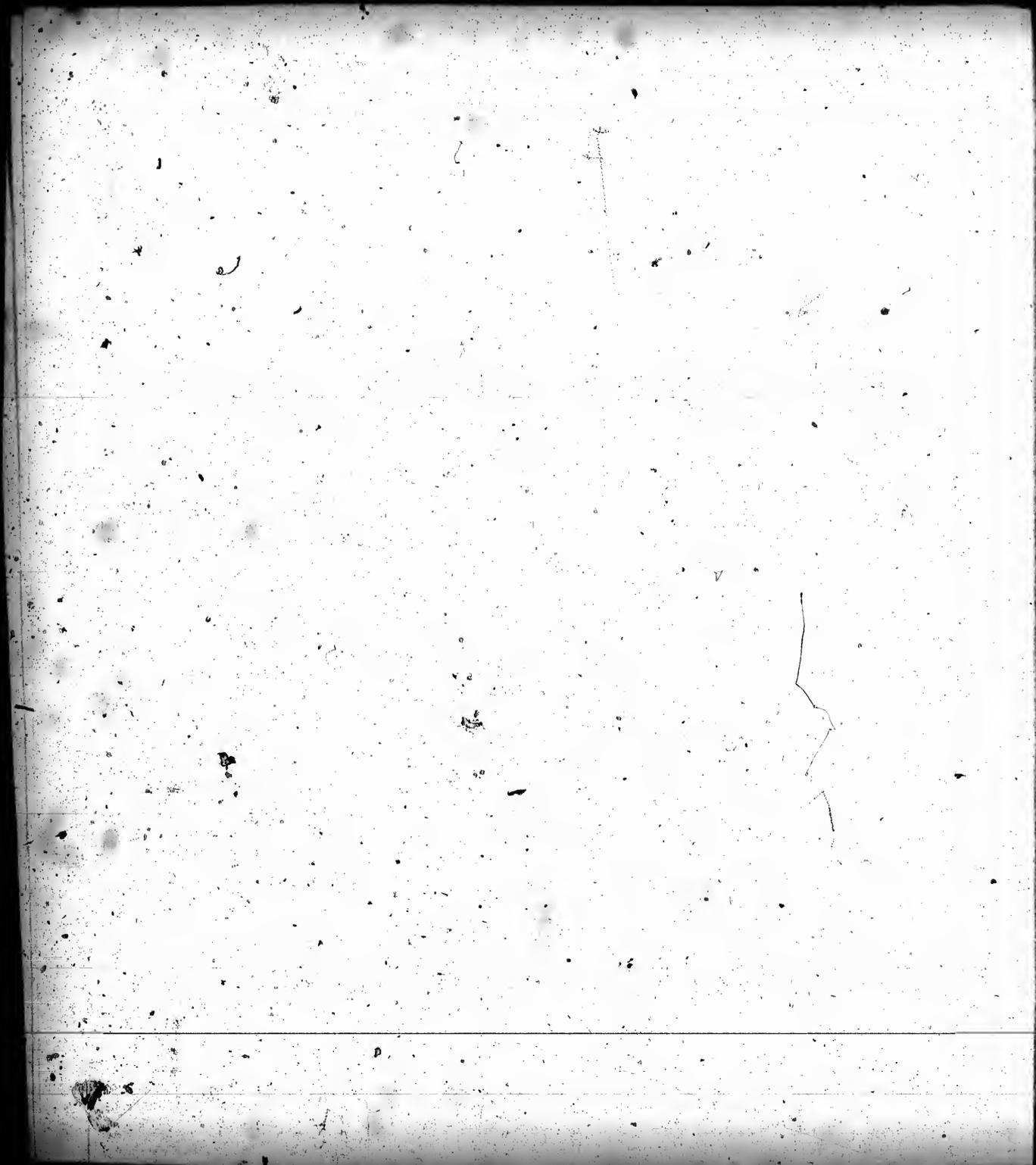


tate offered for, and even sold at people's own price and can be had at almost any price! Can we not safely say that it is now time that we should begin to see about making purchases to leave to our progeny? Is it not a fact that estates in England, and we may say in every country in Europe, have advanced in value and paid better interest than any other line of investment? Have not the landlords and landed aristocracy carried more prestige in social and political circles than any other class? and where one man makes a fortune in any other pursuit of life so make fortunes out of real estate. Then, if these are facts, why will you not seize the opportunity before you? These are poor arguments if we use them for those who are now advanced in years, but with the rising generations, they should have due weight, and enable them to say that they have been able to improve their time while passing through "this vale of tears," and that they have not led a life of indolence, but one of advancement and progress. There is no man who does not want to leave something behind him, for his children, in the shape of growing investments, either in bank or other stocks, mortgages, real estate or in numerous other ways, and yet out of all these there is none that has paid like real estate — freehold property. If what we have to will to our children is left in the shape of money, is it not more liable to slip through their hands than if left in real estate? If we have the utmost confidence in our children's prudence in purchasing for themselves there would then be a disadvantage as the next generation would have to pay four times the present price for freehold property.

REVIEW OF ONTARIO

Ontario is being continually advertised as one of the most favored countries to live in by those who, imagining they can do better elsewhere, emigrate; but who after several successive failures with their crops by reason of cyclones, drought, excessive rainfall or other causes, return and settle down once more in "Fair Ontario" where they are always sure of a good steady season and certain harvest.

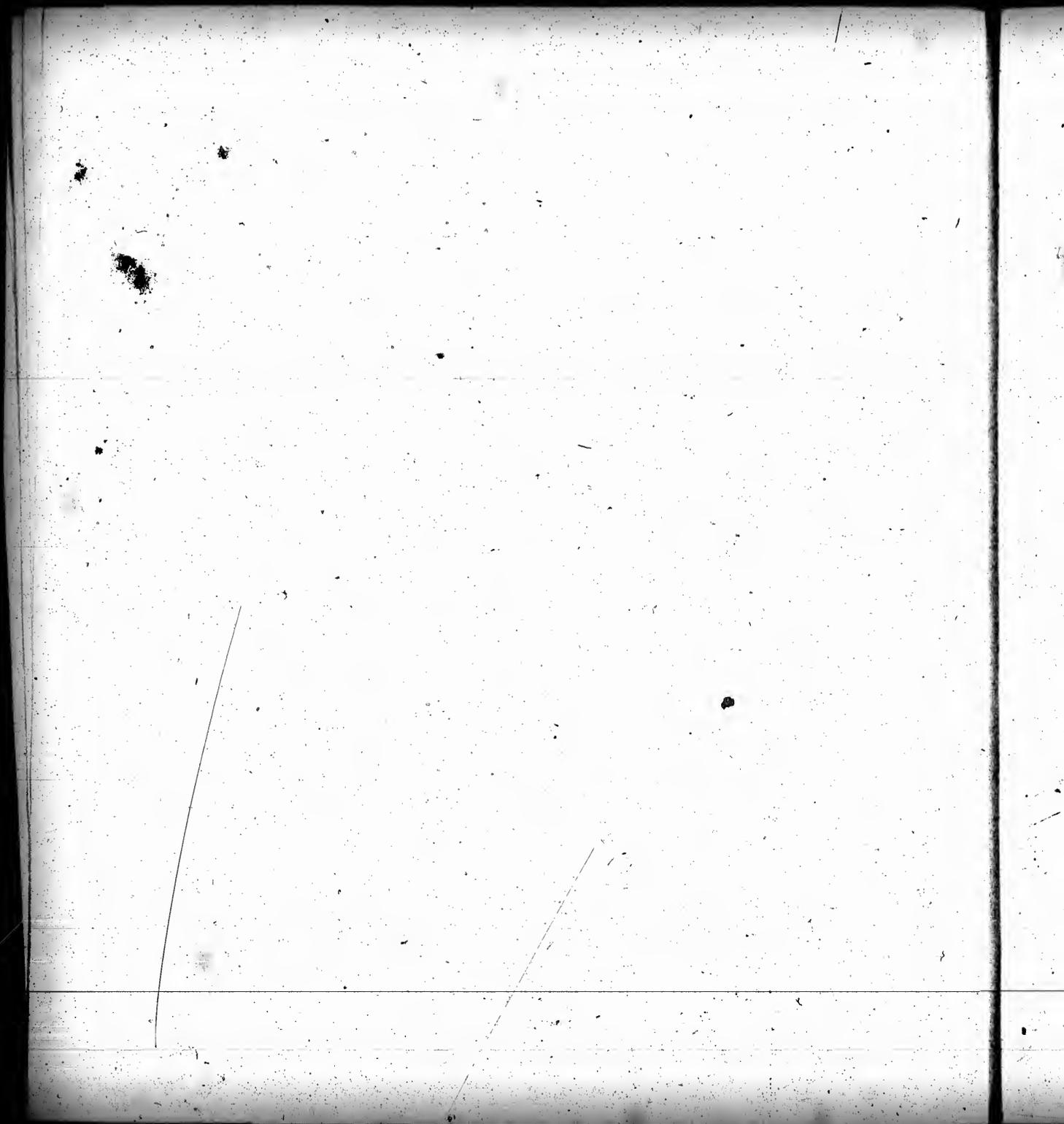
As the country becomes more thickly populated the demand for manufactured articles will increase and this will necessitate the enlargement of the present factories, and the erection of additional ones, and Toronto, owing to the advantages she possesses, will undoubtedly secure a very large portion of them. It is becoming more apparent every year that Toronto is destined to



become the great manufacturing centre of Canada. The numerous railroads which centre here, and the fine harbour give it shipping facilities possessed by no other city in the Dominion, and the manufacturers seeing the great advantages of being located in Toronto are rapidly moving their factories here, even after having been established for a number of years in some other city. It is easily accessible to the various markets of the country, and now that the great Canada Pacific railway is completed, which with its branches the largest railroad in the world, we will have direct communication with that vast expanse of agricultural land, capable of supporting a hundred million people, and which must eventually be settled very rapidly. This large population must depend upon the older provinces for its manufactured goods for some time. Of these Ontario will supply three-fourths, and thus the industrial interests of Toronto will rapidly advance.

Toronto is the metropolis of Ontario, and will soon be that of the Dominion, being now the manufacturing, legal and educational centre. Here small capitalists and retired business men settle to enjoy the great advantages of life in a city like Toronto, possessing as it does so many opportunities in which the young can prepare for an active life.

Let us look at the rate in which Chicago has grown. In 1835 the population was 1000, in 1837 it was 4470, in 1845 it was 12,082, in 1850 it was 28,269, in 1855 it was 83,509, in 1860 it was 110,973, in 1865 it was 187,446, in 1870 it was 298,977, in 1875 it was 410,000, and 1884 nearly 750,000. And what has made this great increase in size, and population? Has it been her position on Lake Michigan? If that be the case, then Toronto's position must be considered very much superior, as she is situated in the centre of the great fresh water navigation of America. Is it because Toronto has a greater rival close to her than Chicago had in her young days? Chicago has had Cincinnati and St. Louis to compete against and we may say that we have had nothing in comparison to what Chicago has had as rivals. Is it her railway communication? If so then have we not access to a greater amount of territory than they had by railway, and will we not increase in that direction as they did? We are now connected with the Canada Pacific Railway with its branches and connections stretching from the Atlantic to the Pacific Oceans, which has cost not more than one-fourth what the Union Pacific Railway with its branches and connections cost, which will consequently be a great boon to commerce inasmuch as traffic will be able to go over it at a much less cost, by which



into the future metropolis which will be built on the site of the
discovered by the Grand Trunk Mills, and P. P. Francis
banking which stretch from Chicago and Montreal. And
has Chicago ever had such a foothold as Toronto now has?
And now that Toronto has direct communication with our
great North-west, is it not reasonable to suppose that she too
will make rapid strides forward and take a foremost rank among
the great cities of America? If all these are facts, which they
doubtless are, then how is it possible to picture in the mind a
place of greater inducements than Toronto offers for investment
in real estate?

The price of real estate in Toronto does not reach more than
one-fourth that of similar property in some cities in the United
States. Is there any reason why such is the case? Lack of
energy and determination and almost depopulating our country
and imagining that all other countries are better than our own,
are the great causes. Toronto will soon awake from its lethargy,
and then those who have been wise and have invested in real
estate will receive their reward for foresight and preference.

The erection of the new Parliament Buildings and Court
House, which will together cost considerably over \$1,000,000 will
create a boom in real estate in Toronto. Large numbers of men
will necessarily have to be employed, and of these many will be
from outside towns, who will move their families here and must
either rent or purchase dwelling houses. This increased demand
for houses will cause property to rapidly change hands, and those
first moving will be the ones who will be most benefitted.

TORONTO'S WESTERN OUTLET

Dundas Street will be the western outlet of this great City,
and Toronto will within ten years extend to Lambton Mills along
Dundas street inasmuch as the cities growth, westward of the
Railroad, and south of Bloor street cannot continue, as High Park
with its 450 acres, which extends from the lake shore to Bloor
street occupies nearly all the land that is for building purposes,
except in the vicinity of Bloor street westward to the Humber.
Dundas street from Queen street to west Toronto junction to-day
bears the same relation to a business centre that Queen street did
from Bathurst to Parkdale six years ago, when land was bought
at thirteen dollars per foot and is now selling at one hundred and
twenty five dollars per foot frontage with this exception, Dundas



street business places will have two sides to draw customers from, where Queen has only one, shut out as it is by the Asylum and other impediments.

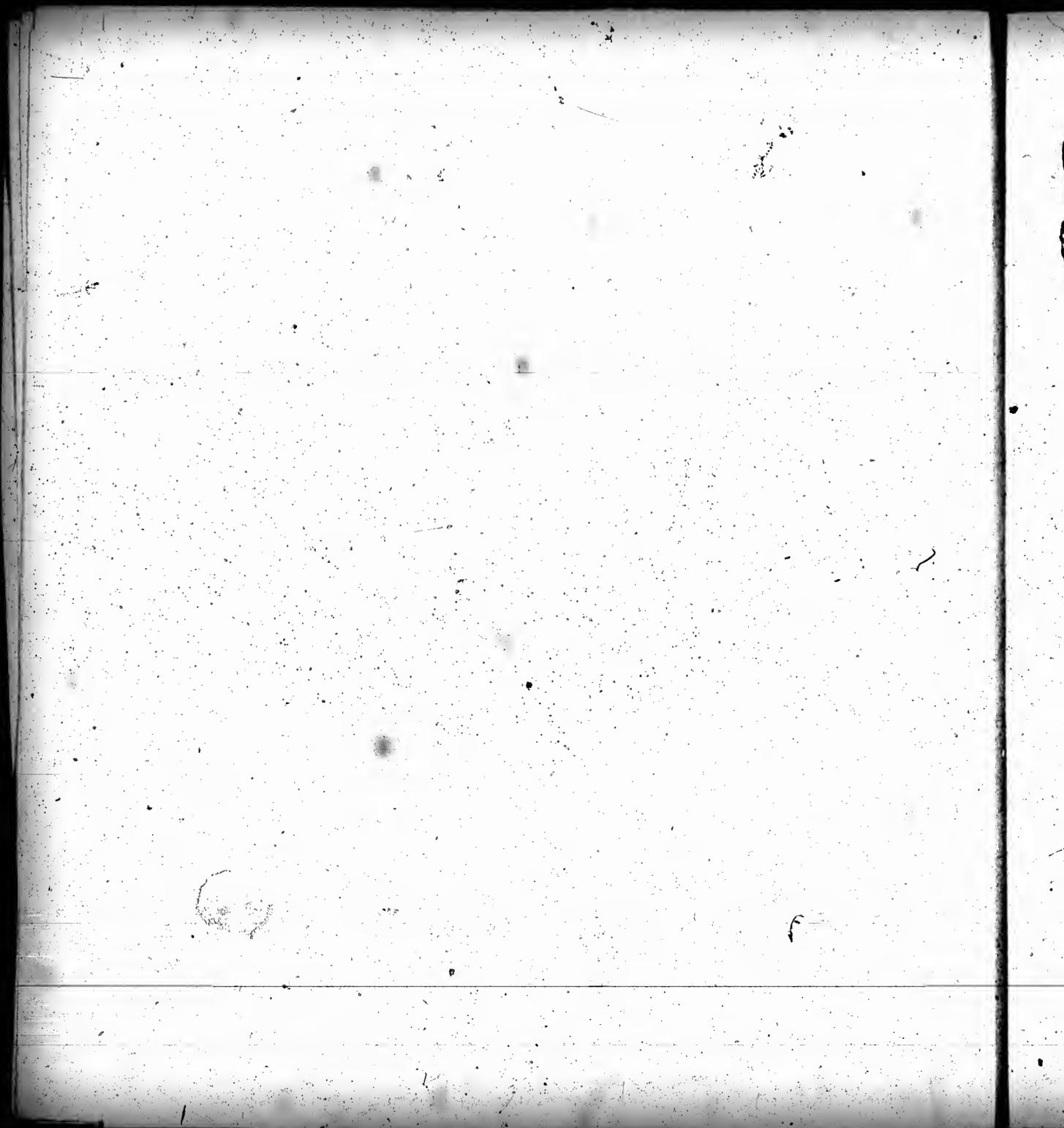
It will be seen then by looking backwards and taking the past as precedents for the future that land on Dundas street a choice localities must within seven years realize two hundred to fifty dollars per foot frontage. Extensive tracts of land are now for sale all along on streets approaching Dundas street, and very cheap, that millions of money will be made out of, in the next five or six years. Why lose such chances? why not invest in real estate, and become rich, and stop throwing away money gambling in stocks.

HIGH PARK.

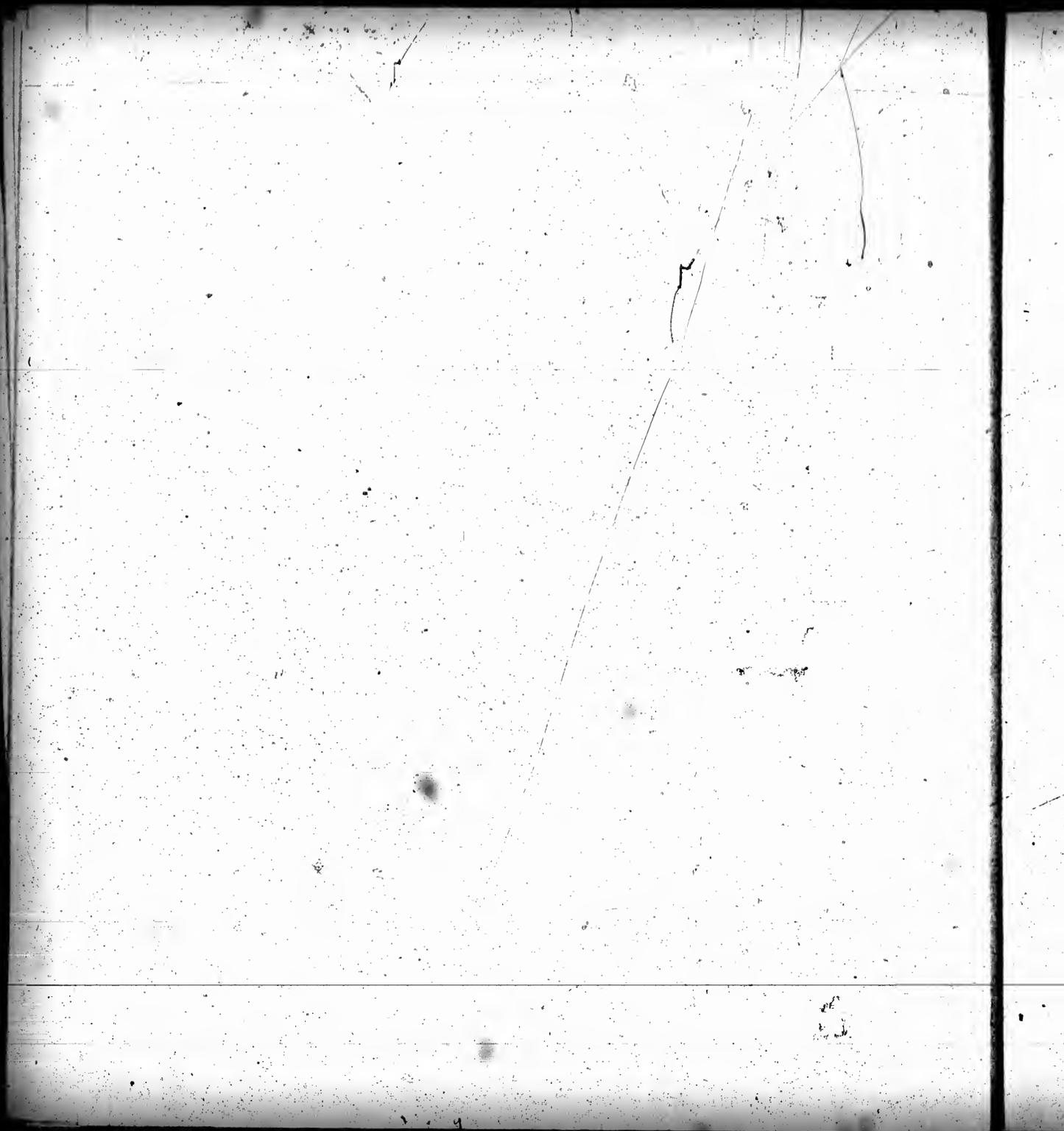
High Park is one of the most picturesque of the parks that nature has left within reach of any city. Very little expense in art will make it one of the handsomest parks on this continent. Doubtless it will be surrounded in time with handsome dwellings, and land will bring enormous prices. Let us look for a moment at Hyde Park, London, England, which when first established its residential property sold only for the small price of \$25 per foot frontage, which now, nowhere, encircling the whole park can land be bought for less than \$2000 per foot. While it is not expected to realize any such price as this, yet a quarter of this apparently large price, will doubtless be realized, within the memory of those now living.

TORONTO'S PARKS AND PARK DRIVES AS PROPOSED.

"Where is there a city that nature has done so much to beautify," is the common expression of all visitors from the United States, the British Islands, and continental Europe. A very eminent person, a commissioner and park ranger for Chicago, on visiting a few of our ravines that are useless for any other purpose, says: You only want a little Yankee enterprise and a little art among you Torontonians to make the handsomest city on this continent and the home of millionaires, and particularly, that the people of Toronto want is a system of parks and park drives, commencing for the present at Queen street; running up Garrison creek ravine to Davenport road, thence connecting with our proposed great northern park, which will form the connecting link:



between the last mentioned ravine and Rosedale ravine. The banks of the former would make elegant residential property, inasmuch as the elevations only range from 25 to 40 feet above the ravine bottom. The roadway here should be one hundred feet wide, taking 24 feet in the centre for carriage drive 12 feet on each side for horseback ride, one for those riding north and the other for those riding south, 17 feet on each side of horseback ride for boulevards, 8 feet on each side of boulevards for sidewalk, and the same planted with trees, and the elevation of each side of the whole terraced. This last could be done by private enterprise, should the city not deem it proper to expropriate 200 feet on each side of ravine and sell off as residential property to pay expense of improvement. Surely it would not be saying too much when Jarvis street has come to one hundred and ten dollars per foot, (a first class street although only a boulevard and posts and chains, all of which make it look more like a graveyard than a first class street) to say that residential property on this ravine fixed up as above proposed would bring three hundred dollars per foot is not saying too much. Now as to the way all this should be paid for, a wealthy streak in the city like such as is proposed, and which it would certainly come to provided the improvements suggested are carried out, would be but a short time in paying for the outlay in taxes. Another way is for the city to pay for the road bottom and put in all the improvements and carry the whole on general taxation for five years and then charge for making roadways to all the neighbourhood benefitted. But to do this every citizen that has got his home at heart should press on the aldermen representing them in the council to have steps taken to secure the right of way for these drives before the same goes beyond their reach in valuation. Here we might say that the reason the garrison ravine is especially mentioned is because it is the drainage of all the north western part of the city. It has already got an immense sum out of general taxation and the balance of expense would be but small and the income to the city for all time to come would be immense. Certainly we have prettier ravines to look upon than this, but they could not be made so productive, nor beautiful. In fact we want to examine carefully if they would not be a continued outlay with no income from them inasmuch as the banks are too high from the ravine bottoms to become thickly populated. Nevertheless they should have drives through them to complete the system.



Opinions of the Press and Public

The Garrison Creek Hollow

From the World, June 23, 1886

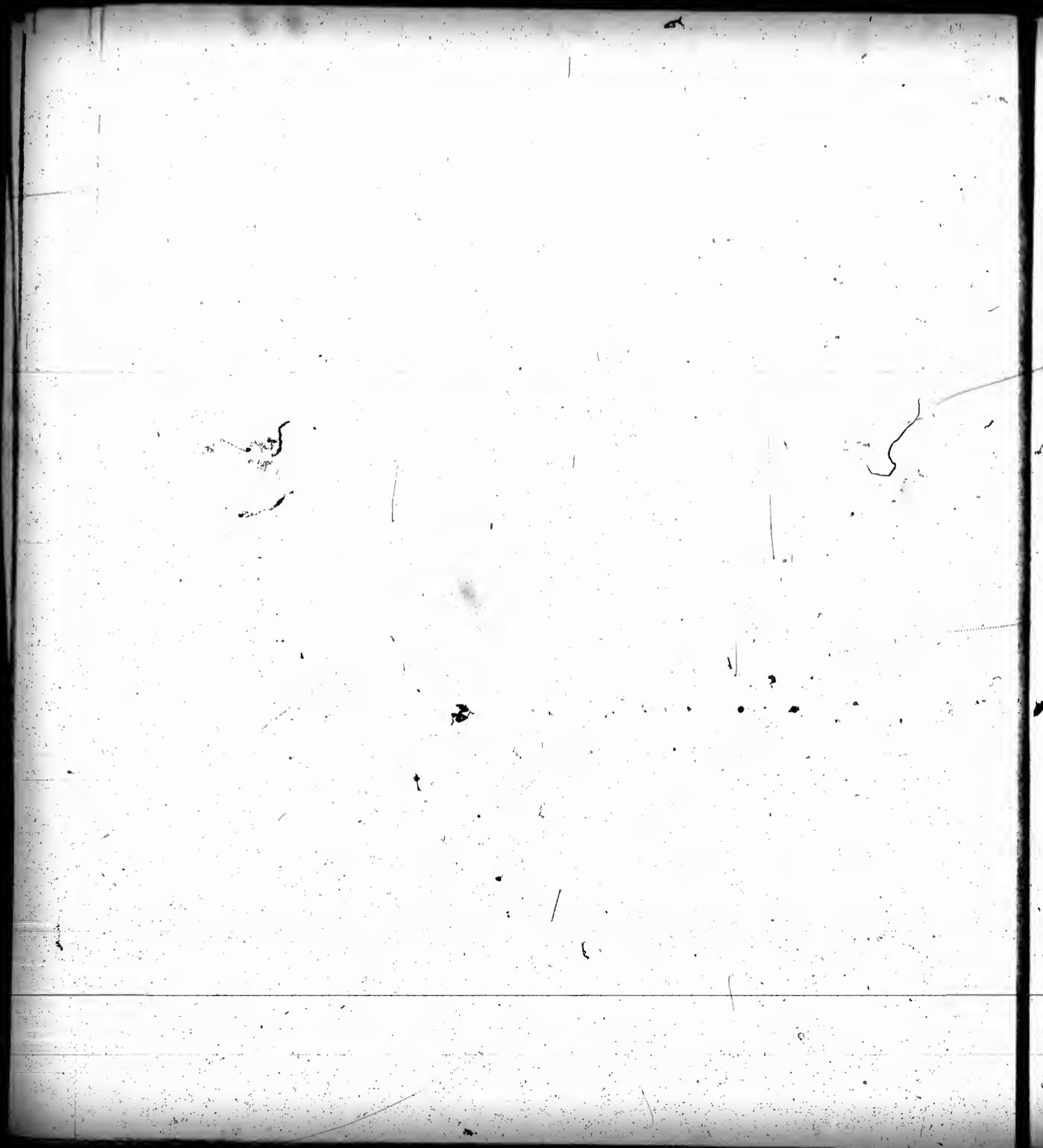
What to do with the Garrison Creek hollow is a question of the day—or, rather, of the hour. It begins to dawn upon some of our best men in Toronto that the hollow aforesaid, which has in time past appeared as an eyesore and an obstruction may easily be made "a thing of beauty and a joy for ever." Now let us consider whether it be possible to translate poetry into fact, and into profit, too.

This proposal is made by men of property and experience who have the good of the city at heart. Let the city expropriate enough land for an ornamental street and drive of at least one hundred feet wide, also two hundred feet on each side of the hollow. The sewer being made, the drainage is already asserted to be first class. To begin with, the cost of making a level road one hundred feet wide, all the way up and down the valley, would not be much. Here we have nature on our side, and what may have before been lacking is now supplied by the sewer. At quite moderate cost Toronto may have one of the finest drives on the continent.

But this city expenditure would create a new value for property. Of course it would, and therefore the city must expropriate at least two hundred feet on each side of the drive. Supposing these two hundred feet borders to be sold for residence sites, they would probably bring about five times the cost of the city of the whole operation—the sewer itself included. However, another view is taken by some—that the whole margin of the drive should be left as an ornamental ground, never to be appropriated by any private individuals, but to be for the good of the public. The latter is the grander idea, and we think the city can afford it. But that may be left for after consideration.

One adverse argument has been raised and must be met. Oh! you are going to make a drive for rich men, who have carriages and horses, and poor people will get no good of it. The answer plump and plain is this: Rich men cannot build fine houses, keep horses and carriages, and such like, without employing a good many men, and boys, and girls, at fair wages. Suppose that by fixing up Toronto as it ought to be fixed, we draw to the city a number of permanent residents who must spend, in the style in which they live, an average of five thousand dollars a year. In what way does that hurt the poor man? It makes his labor of more value; it causes his daughter to get two or three dollars more a month than would otherwise have been current. Why don't we come to the plain common sense of the matter at once, and say that the settlement and residence of rich men in Toronto means more employment and better wages for the poor? Bring a thousand poor men into the city, and you make it worse for all the poor already here. Bring in a hundred rich men instead, and you better the situation immensely—for the poor men.

Now, this Garrison Creek hollow improvement is going to cause many rich men to make Toronto their permanent residence, and to build fine houses here. But to the extent that people of means build and settle in our midst, by which do they increase the sum of work and wages available for those who want work to do. This should surely be plain enough to any one of common sense. People who keep horses and carriages must pay for having them attended to, and the building of fine residences and the making up of ornamental grounds create work for hundreds or thousands. Every poor man in the city should hold up both hands for this beneficial project, which is so clearly for the public good all round.



Some think the drive should have its southern terminus on Queen Street, a little east of Trinity College grounds. Others, however, would have it continued all the way to Garrison Common, which would then become a permanent portion of Toronto's system of public parks. Eventually the park that is to be somewhere north of Bloor street would be added, also the picturesque ravine about Rowdale.

The Example of Our Neighbours.

From the Globe June 20, 1886.

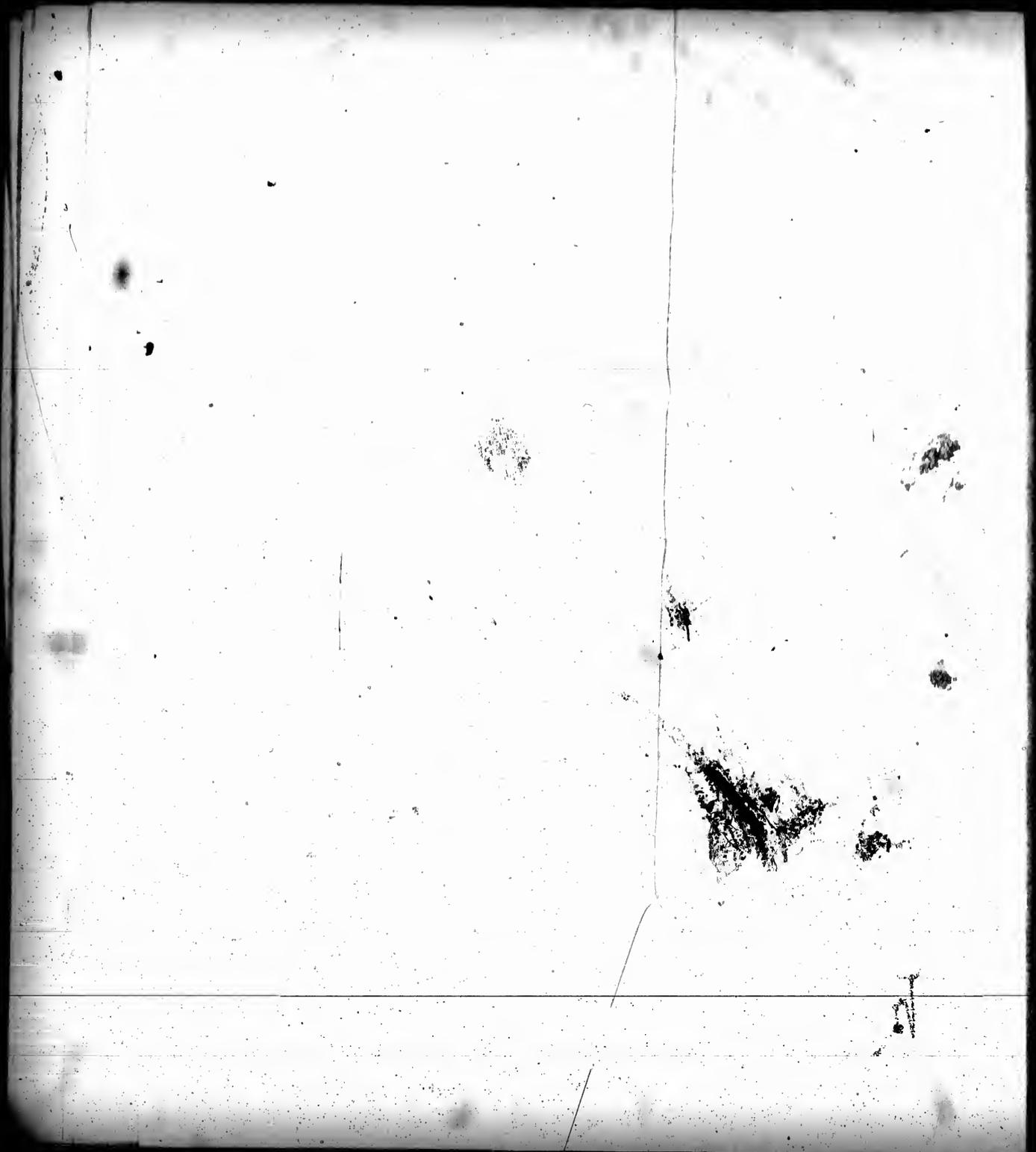
The city of Buffalo presents a remarkable instance of what may be done by foresight, energy, and a broad determination to succeed in the way of rendering the place attractive as a place of residence. Some twelve years ago, in the heart of the dulllest times, when nearly every other place on the continent was sitting in sack-cloth and ashes and waiting for the boom, Buffalo launched out into a great park scheme. The time was favourable for such a movement. Property was depressed, and thousands of citizens were out of employment. Money was borrowed, more than a thousand acres of outlying land were bought, and work at grading, excavating, ditching, planting, and roadmaking was offered to everybody who chose to come. The effect was that hosts of people who otherwise would have had to be maintained at the public expence were found work, and the city tided over the hard times with less trouble than perhaps any other American city. And now Buffalo has a system of parks and driveways of priceless value at a cost of absolutely nothing! Yes absolutely nothing; for the rise in assessed value of the property adjacent to the parks furnished more than enough of revenue to the city to pay the interest and sinking fund on its investment. Of course the getting of these immense parks for nothing is but a small part of Buffalo's gain. The addition to the comfort of the people is immense, and it is shared in alike by workingman and millionaire. Nowhere is the workingman better off. Nowhere does he have the means for innocent amusement and health giving recreation better to his hand. And nowhere is there a city which is more beloved of its inhabitants than Buffalo. The poor man has a source of enjoyment which cannot be taken from him. The rich man who has made money in Buffalo never thinks of leaving the place. On the contrary, Buffalo is a place to which rich men from all quarters come to live.

Now Buffalo has not the natural advantages as a place of residence that Toronto has. Its site is flat, it is much hotter in summer, and much colder in winter than this city, and it takes its prevailing wind from the land instead of from the lake, as Toronto takes hers. Its parks required much outlay to make them picturesque, whereas Toronto has in the beautiful surroundings ravines places which are already more beautiful than art can rival, and which need only careful attention and the building of roads to make them perfect.

It is a pity everybody in Toronto cannot see the Buffalo parks, so that the immense advantage of such a possession could be realized. And, by the way, why cannot a large number of our citizens see these parks? Why should not the principal attraction of the civic holiday, 16th August, be devoted to a cheap excursion to Buffalo? The Mayor and Council might head a procession of some thousands of excursionists, each one of whom would return home an ardent supporter of a park scheme for Toronto. In no way that we can think of could the civic holiday be put to better use.

From the News June 20, 1886.

—Mr. Howard is perfectly justified in his protest against having High Park cut through the centre by a public roadway. Perhaps most Torontonians are not aware of it, but we have in those grounds one of the finest pieces of natural park property in America. It possesses natural beauties that the famous Central park



of New York cannot tell us. There is everything that goes to make up a beautiful park, level, open ground, rolling bluffs, wooded plains, wooded hillsides, ravines, water bath, still and flowing, the wash of Lake Ontario on the beach right across the road. In thirty years Toronto will have grown right out there. For the generation to come that park will be worth millions.

—Why not within my memory when the old Black Bull hotel, that they are now tearing down, was a roadside inn on the borders of the city. Thirty years ago Toronto did not extend beyond Purdy's Black Bull, and the boys cut "shinnee" sticks in the bush right beyond it. Thirty years from now High park will be in the heart of the city. It should be kept intact. It is a heritage that we of this generation have no right to impair. We can't afford to repeat the blunder that Queen's park now represents.

—And, by the way, John Hallam seems to be working wonders in the good cause, having reference to Rosedale ravine. John is going to get a magnificent drive out of that yet, just as sure as that the hoots and horns do go with the hills. John deserves every encouragement. In fact, all the Johns are doing pretty fair to middling just now. What with John Baxter's general good conduct of late, John Turner's fine stand on the question of ward redistribution, and John Hallam's efforts at park extension, I seem to be making friends with the enemy in great shape.

Park Extension.

From the News, June 20, 1886.

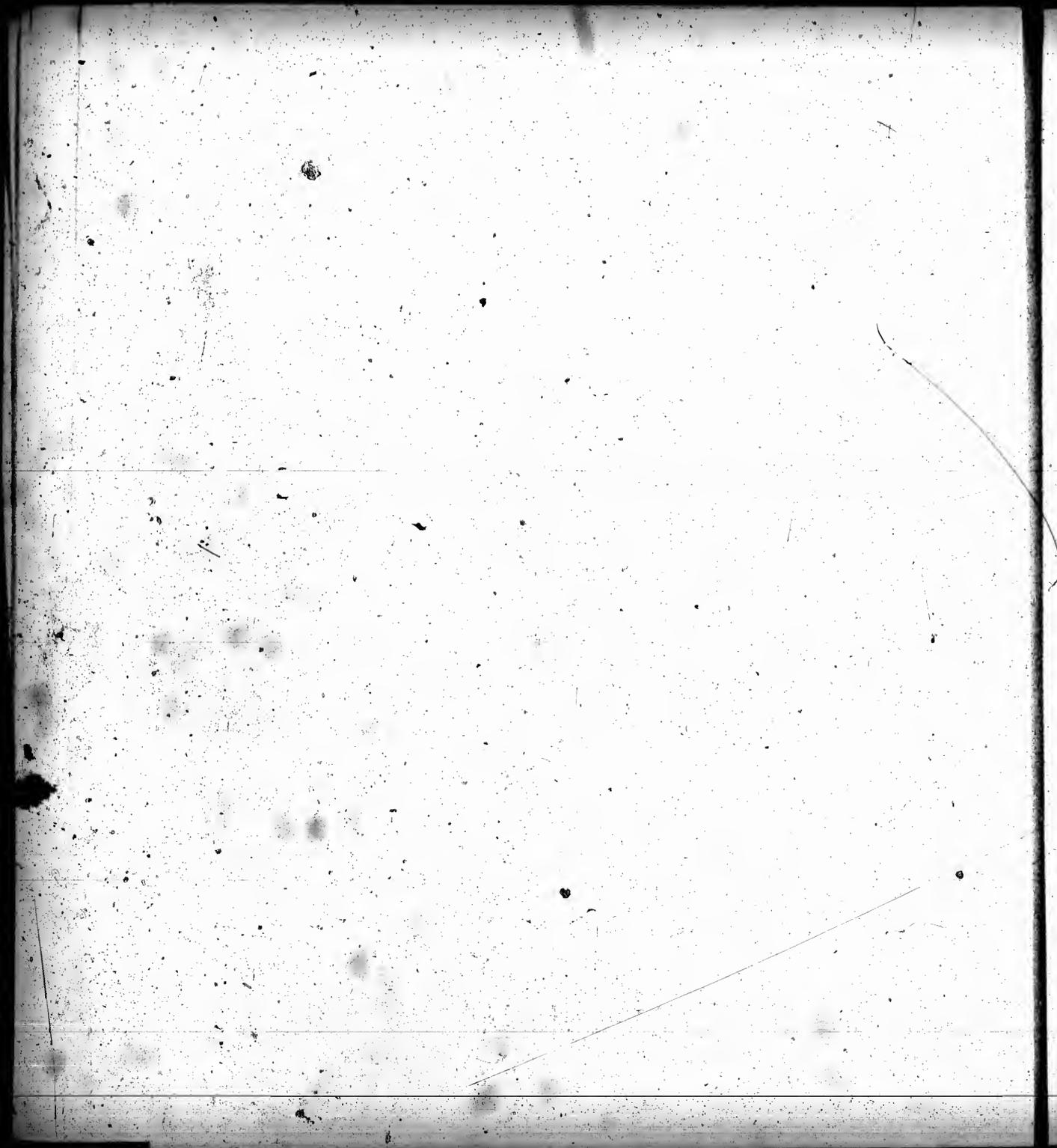
The inspection of the Rosedale ravines by a number of the city's municipal and commercial magnates, on Saturday last, ought to bear speedy fruit in the advancement of the park extension scheme. Everyone who is familiar with the locality must be convinced of the extreme desirability of securing these ravines as perpetual breathing-spaces and recreation grounds before their natural beauty is destroyed and their limits curtailed by enclosure, owing to the growth of the city. There ought to be no further delay, as with the advance of building in this direction the value of all land will inevitably increase. The council could not do a more popular act than take immediate measures for the securing of the ravines and such adjacent land as may be necessary. The main thing is to acquire the property at once. Its embellishment and improvement is a secondary consideration, because it can be done at any time without the cost being increased by the delay.

The Public Parks Question.

From the World, July 2, 1886.

Editor World: Having read your editorial in Monday's issue of the World, advocating the claims of the Garrison Creek ravine as one link in the chain of the proposed system of parks for Toronto—and as several able articles have appeared in the public press lately on the parks question—kindly allow me space for a few remarks *re* the same subject. In the city proper I am in favor of numerous small parks or rather squares, at regular intervals as nearly as may be, instead of one or two large ones: as by this plan the business and growth of the city are less retarded, at the same time furnishing all the breathing space for sanitary purposes, and being at such convenient distances from the houses of all that only a few minutes' walk with little exertion is required to reach them. To the working classes and others with limited time at their disposal, this is the desideratum.

For this reason I see no objection to the narrowing of the space in the Queen's

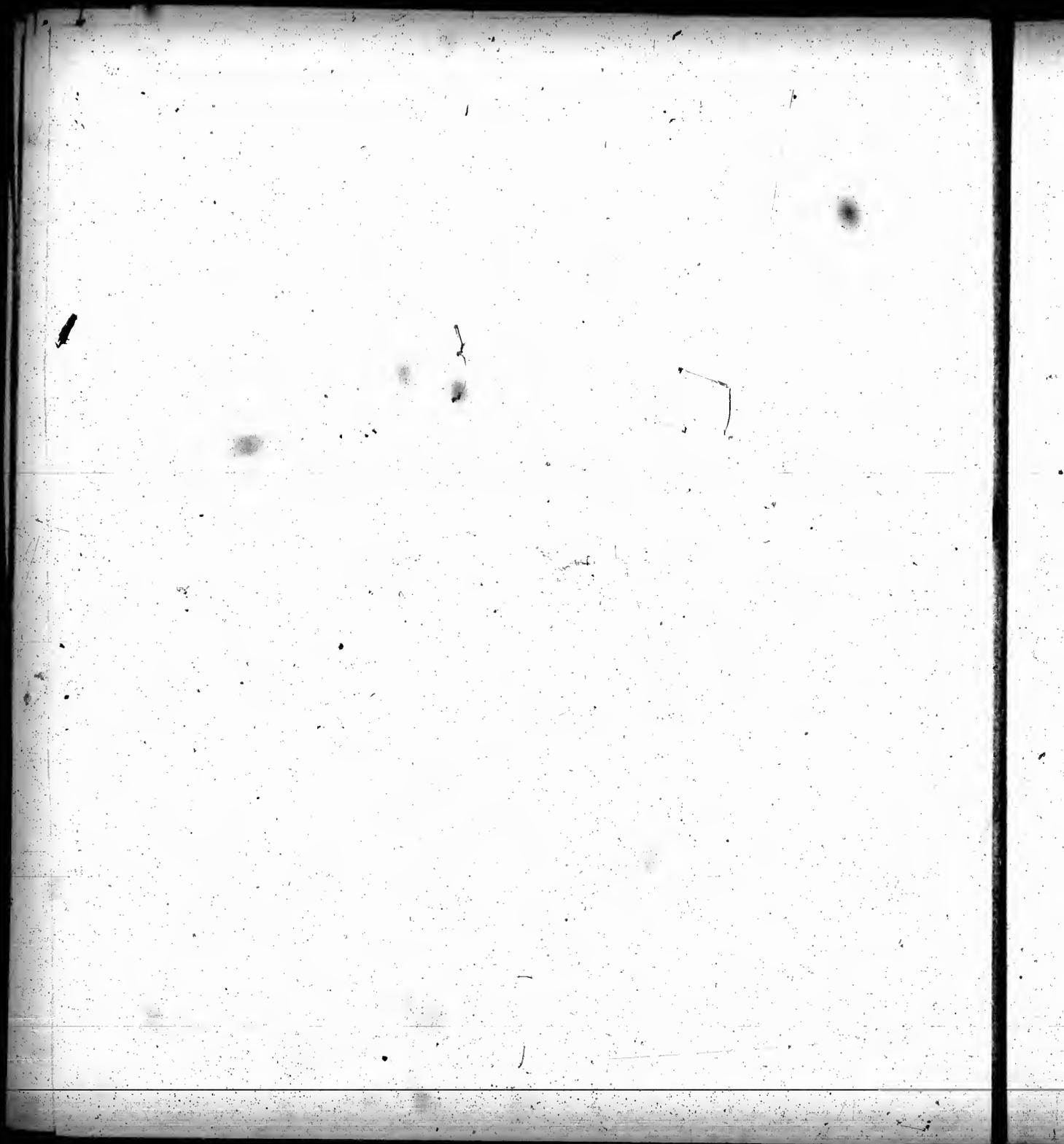


Park, by the building of fine residences, or to the erection of the parliament buildings therein. It has long since ceased to be a park in the true sense of the term, and can only rank in future in the category above indicated along with the Horticultural Gardens, Clarence Square, etc. Let them be improved and beautified to the utmost. But for our parks and driveways proper we must look elsewhere. We have already, thanks to the generosity and public spirit of the venerable Mr. Howard, High Park in the west end, a tract of land and water nearly 400 acres in extent. With its unrivaled lake frontage and the Grenadier Pond extending inland nearly to Bloor street, its magnificent scenery of hill, dale and plain, it can be made, with a comparatively small expenditure of money, one of the finest parks on the continent. The city, or rather the westerly portion of it, has in High Park when properly utilized, all that can be required. What is wanted is to provide the east and north with similar advantages, connecting all the large outlying parks and our smaller city parks or squares as nearly as possible by broad ornamental driveways.

Now, as to the Garrison Creek hollow. As you pertinently remark—What to do with it? Your suggestion is for the city to expropriate 100 feet as a public and ornamental driveway, also 200 feet more on either side, taking in the wooded heights, to be re-sold presumably at a large advance for private residences, or better, as you hint, to be retained for public park purposes. By all means let us have the 100 feet driveway, but as to the expropriation of the flanking 200 feet additional for purposes of re-selling I incline to think it hardly advisable for the city to engage in the "real estate" business. Better leave that to the hundreds of real estate men already engaged in that line, and who thoroughly understand the business. The city will gain meantime in increased taxation, I doubt not, enough to recoup them for the whole outlay of the driveway inside of ten years. As for retaining the whole for park purposes, I fear that that scheme, although a good one, would be on such a gigantic scale, and so expensive as not to be feasible, when it is remembered that this is but a small portion of the proposed system. Leave the beautifying of the adjacent heights to private enterprise, and no fear but the result will be satisfactory as well as a large source of revenue to the city. There is another strong argument in favor of the Garrison Creek ravine as a driveway, viz.: that the main trunk sewer runs through this ravine from the lake to its northerly terminus, now some distance north of College street, but it is only a question of time when it will be near the foot of Davenport Hill. Excepting south of Queen street and the small portion through Bellwoods Park, with the street intersections, the sewer runs through private property. Now, no public sewer, however small, should be laid anywhere but in public property, streets or lanes, much less a main trunk sewer like the Garrison Creek sewer with an internal diameter of on an average 7 feet, and costing well on to \$100,000.

Should any of the owners through whose land the sewer runs choose to build over the same, or even to fill up the ravine over the sewer to a level with the adjoining heights, what would be the result in case of its being necessary to make repairs or alterations to the sewer (and if one-half is true that we hear of its faulty construction these will be needed soon enough)? Either for the city to pay for the buildings, or heavy damages, or in the other case an excavation thirty or thirty-five feet deep would have to be made to reach the sewer. This will never do. The city must have absolute control of the land through which the sewer runs. While about it, better secure sufficient (at least fifty feet on either side) for the purpose of an ornamental driveway.

Few people know the really beautiful scenery of the Garrison Creek ravine, or or rather, as named by Gov. Simcoe, the founder of Toronto, Gore Vale. Let us trace its course from Queen street northerly. Entering Mr. Bickford's avenue, with its magnificent double row of elms, thence along the line of the sewer through the grounds of Trinity College into Bellwoods Park (with all due respect to a worthy alderman and ex-alderman, should be called Gore Vale Park); through Bellwoods Park past Oak Hill, formerly the homestead of the late Major Gen. Shaw. Historic memories cluster round this spot, as here Gen. Brock, the hero o



Upper Canada, spent his holidays during the three months' armistice in the summer and fall of 1812 after the capture of Detroit, and prior to his lamented fall at Queenston Heights. It was at Oak Hill the Duke of Kent, Her Majesty's father, was entertained for some weeks on the occasion of his visit to Upper Canada, when in command of the North American Squadron. (See Dr. Scadding's "Toronto of Old"). A short distance beyond Oak Hill the valley and sewer cross Shaw street through "Brock's Pasture," along Given street and across College through the Crawford estate to Bloor street, the whole distance north of Queen street to near Bloor being through the most picturesque scenery, the heights being crowned with the most magnificent growth of both deciduous and evergreen trees, oak, elm, ash,

Toronto, July 1.

S. D. HAGEL.

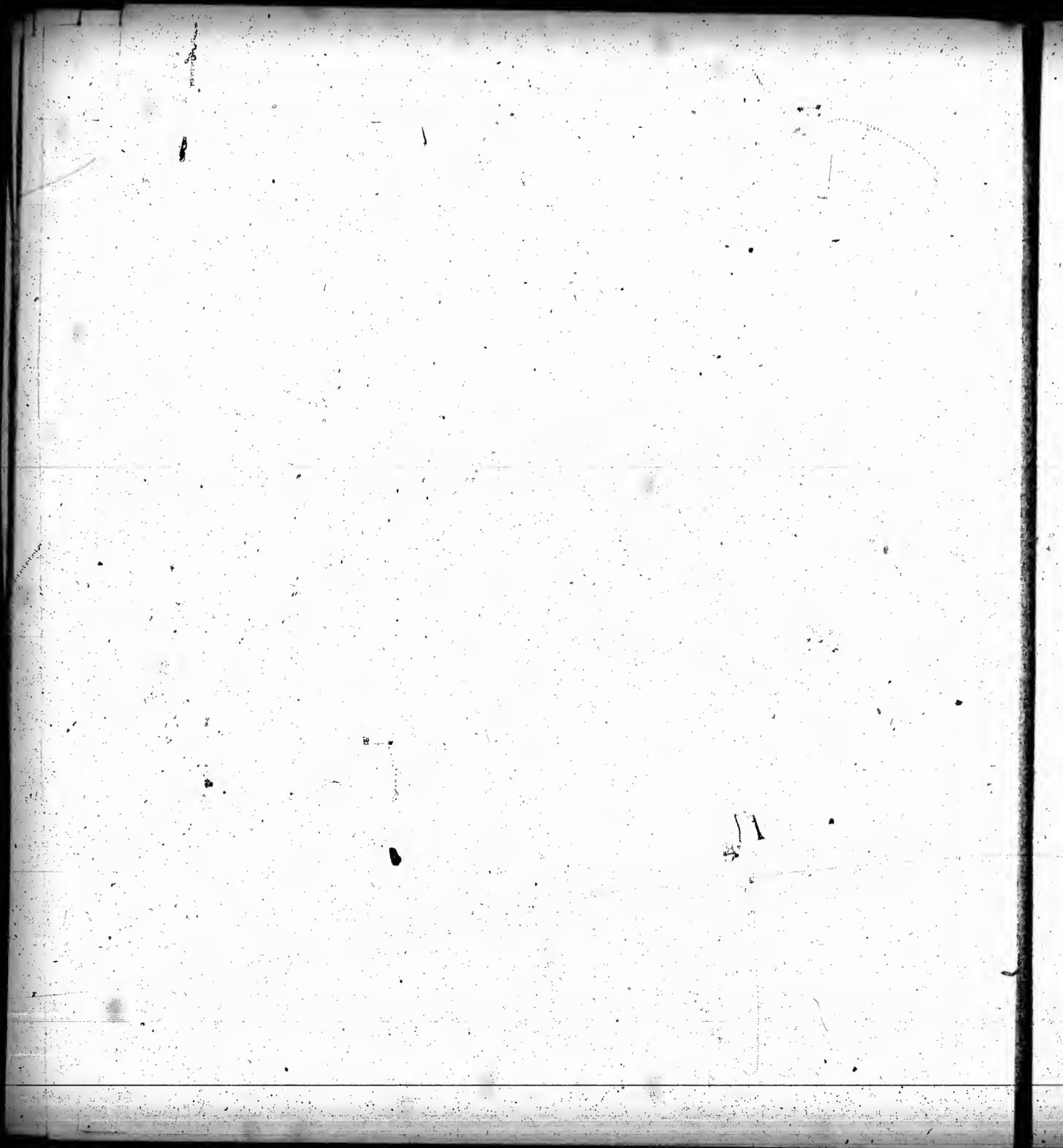
The Rosedale Ravines—A Proposed Beginning.

From the World July 14, 1886.

It can be seen that the interest taken by leading citizens, in the getting up of parks and drives around the city is increasing daily; and we may fairly hope that something will be done "ere long." As explained in our report (printed in another column) of a preliminary meeting held yesterday afternoon, two different views as to the best way of going to work have been set forth. Mr. Gordon Brown is of the opinion that the only right way to proceed is, under competent professional advice, to frame a complete scheme of parks and drives around the city, on a scale worthy of Toronto's "manifest destiny," and then to submit it all at once, and as a whole, to the citizens for approval. He holds that only by going to the ratepayers with a complete scheme, providing for east, west and north at the same time, can sectional jealousy be disarmed, and the voting of a sufficient sum secured. If, he says, you begin in any particular quarter, no matter where, the residents in other quarters will think themselves neglected, and will kick. Mr. Hallam, on the other hand, is chief spokesman for those who think that the three Rosedale ravines, running north-westward from the Don valley, are peculiarly adapted for beginning with. This appears to be true in at least one respect—they constitute the only section where proprietors and residents are ready, not only to pay their share of general taxation for the purpose indicated, but also to give the right of way free, and to add a handsome private subscription in cash besides. The point is a strong one in their favor, and will probably be deemed conclusive by the council.

We have already in these columns taken the ground that the safer and surer way of going to work is to begin immediately with some certain section or sections of the work, and to do it on such design, and in such manner that what we build now shall, upon artistic principles, and as regards the efficiency of the work and convenience of the public, be in harmony with the larger design for a complete system of parks and drives around the city, which we hope to see realized some of these days. For instance, an architect might see no difficulty at all in erecting now one wing of a large building, which should perfectly harmonize with the design for the whole, when the building was completed in after years. We freely admit that this is one point in favor of Mr. Hallam's plan; while, as we have already said, the offer of right of way free and a handsome cash bonus raised by private subscription is another and a very strong one.

Still, we should like to see the Rosedale ravines project supplemented with something else—something that would interest residents of the west end. Mr. Hallam's plan contemplates beginning the drive at Riverside park, and thence going north and west. This localizes the present proposed improvements in the east, and the question of "what is to be done for the west?"—will at once turn up. Now, the west has only one ravine capable of being turned to account as an ornamental drive, and that is the Garrison creek hollow, say from Queen northward as far as College street, to begin with. Why should we not have movement for mak-



ing the Garrison creek ravine drive, at the same time as the Rosedale ravine drive in the east are being made? True, there is no prospect of raising \$5,000, or even the half of that, by private subscription, for the purpose. But there is another way of raising far more money than that, for the making of the Garrison creek drive, so much that not only would it cost the city nothing in the end, but the city would besides clear a big profit on the whole transaction.

Let the city expropriate at least a hundred feet wide in the hollow, for the drive, and two hundred feet on each side all along. The heights that bound this ravine run, say from twenty-five to forty feet above the flat of the hollow, and would make really beautiful and attractive sites for private residences. Once a drive was made, or certain to be made, these sites would command a high price per foot front, as we may well admit if we think over just a little what the situation would be. There would be the opportunity of building residences fronting on the hollow, and looking down on as fine a drive as North America has or is likely to have, to show. The slopes would give the opportunity for ornamental gardening to an extent, and the look down upon a beautiful, fashionable drive would be lively and cheerful to a degree. And then, besides all this, there would be money in it for the city.

As we have before pointed out, we have a good connection between the eastern ravine drives and the western one already made, Carlton and College streets, to wit. These are not business streets but residence streets, and would answer well for driving on. For those who do not keep horses they offer the convenience to the street cars all the way, or soon will, as not very much is wanting to complete the connection. We would strongly urge upon western residents to be moving in the matter, so that they may have the Garrison creek hollow improvements finished as soon as those on the Rosedale ravines. The drainage, as far north as College street, is already a work accomplished, which counts for a good deal. By all means let a beginning be made in the west, as well as in the east. And remember that the Carlton and College streets connection must greatly enhance the value of both, and must greatly aid in making *both* accessible to the whole city.

PARKS AND DRIVES

From the Mail November 1, 1886

The letter of "Katepayer" in another column deals with a subject which every citizen of Toronto should have deeply at heart. The time has now arrived when, having established our city on a sound business footing, something should be done to make it not only pleasant to the eyes of its inhabitants, but attractive to the world at large. In no way can this be more effectually done, than by the laying out of parks and the construction of avenues and drives worthy of the name.

The project which Alderman Johnston has in view, and which he will bring to the notice of the Council this evening, is but a part of a larger scheme which has been mooted from time to time during the past few years, namely, the arrangement of a continuous series of parks and drives round about the city from Riverside park on the east, up the Don valley; through the Rosedale ravines, across to the Garrison creek ravine, down the latter to the city front, thence along the lake shore to High park, and east from the northern end of the latter to the Garrison creek ravine again. The only objection that has ever been urged to this scheme is the cost. Alderman Johnston's project, however, could be carried into effect at comparatively little expense if undertaken at once, and is well worthy of consideration apart from the more extensive plan. Should the latter be adopted at a later date, the possession of the Garrison creek ravine by the city would remove one of the greatest difficulties in the way. The growth of the city is so rapid, the vacant spaces within its limits are being so quickly filled up, and the value of land is increasing so largely, that this property will in a few years be held at a much higher figure than at present. Hence the necessity for prompt action. Little need be said as to the desirability of



having the ravine kept open. The sewer will in time need repairs, and connections with it are constantly being made; it is of the utmost importance, therefore, that the city should obtain control of the ravine. When this is once done, the property could be put to no better use than as a park drive as is proposed. Toronto has but few open spaces, and those that she has are being sacrificed to the builder. The most central, and therefore the most valuable one, the Queen's park, will be almost completely filled up in a few years, and there is nothing else in the shape of a park west of Yonge street until we reach High park. The people must have places, other than the streets, in which they can get the fresh air once a week at least. They cannot indulge in lawns, for these are under the present system of taxation an expensive luxury. It is an absolute necessity, therefore, that the city itself should provide facilities for this purpose. The Garrison creek ravine is admirably adapted for conversion into an ornamental drive, and is wide enough in many places to be utilized as a small park. It is to be hoped that the Council will not neglect the matter until it is too late. They can secure the property now on much better terms than could be obtained a few years hence; in fact, at the present rate of progress, the ravine will probably be completely occupied, before ten years shall have elapsed.

From a business point of view alone the investment of a portion of the city's funds in this manner is to be commended. Everyone who has visited the larger cities of the United States is aware how attractive they have been made by means of judicious expenditure upon parks and drives. The latter are the first sights the visitor is taken to see in such cities as Buffalo, Cleveland and Chicago. What have we here of the same nature that we can show our guests? Almost nothing. The Horticultural gardens, the Reservoir grounds, and the University plot are the only places that we have worthy of the name of parks, and they are small in extent and insignificant in comparison with those across the border. As for drives we have none. Our principal streets are ruined for that purpose by the street railway tracks, and Jarvis street and the drive in the Queen's park are the only roadways on which carriages can travel with any pleasure to their occupants. Let our citizens only reflect on the drives that have been giving members of conventions, etc., which have assembled in this city, and they will have cause for shame. The really beautiful portions of Toronto are seldom seen by visitors for the very reason that they can only be reached after an hour or so of jolting over indifferent pavements and the trap-life tracks of the street railway. If we wish to make this city attractive to tourists, much must yet be done in this direction. If we wish to make it attractive as a place of residence for wealthy people, we must bestir ourselves. We have natural facilities, such as few other cities in America have. The ravines which encircle the city could be converted into charming drives and parks at small cost. Chicago situated almost on a dead level, has connected her Lincoln park on the lake shore to the north, with South park on the south, by a series of magnificent drives and parks, encircling the city, and almost twenty miles in extent. Nature contributed little there; in Toronto she has done almost everything. Is it not time that we took advantage of the facilities thus offered us? Our city is becoming a favorite resort for tourists. Shall we continue to neglect the opportunities which we have for making it ten times as attractive as it already is? If no other argument be strong enough, let our citizens reflect that the investment would be a paying one.

We sincerely hope that the members of the Council will this evening consider Alderman Johnston's project on its merits and give it their approval.



GARRISON CREEK

There is one thing that must be carefully guarded by the people and their representatives in connection with the Garrison Creek as a carriage drive—such obstructions as filling in of earth for street crossings and the building up of clumsy bridges, and other unsightly obstructions, to the embellishments nature has provided. And by the way, is this not now being tried on in the by-laws for the crossing of the ravine of Hepburn and Devon streets? Here is a point that the flag of danger might be hoisted with effect.

HOUSES TO LET.

There is always a large number of solid brick and brick-fronted houses in the west end to rent, and at half their value, owing to great enterprise which will eventually tell the tale. Long leases can now be had of houses worth from \$20 to \$30 and even \$40 per month, for from \$10 to \$15 and \$20 per month.

Parties who desire to live in what will in a very short time be the most fashionable part of the city, should take advantage of the present low rents and get long leases, thereby getting many years of comfort for less than half price. A few of the streets are: College St., Dovercourt Road, Coolman Ave., Rusholme Road, Lakeview Ave., Grove Ave., Ossington Ave., Beaconsfield Ave., Lisgar St., Nothcote Ave., Gladstone Ave.

Parties in a position to buy a home should do so in one of the above mentioned streets at as early a date as possible, as prices will more than double in the next few years. More than two-thirds of our population now live west of Yonge St., and it has been said that two-thirds of the deaths are east. Whether this is correct or not we do not know; but what everybody does know is that the Dundas ridge running along Dundas St. is the highest and prettiest and the healthiest in all Toronto, or even in the Province, and it is the cheapest place to buy a home. Some say it is a long way west. Well, it is a bad place for a doctor to set up as they all starve out in a short time. What father would begrudge going a little further (especially when it don't cost any more on the street cars) and have a family of healthy children than to stop half way and have sick children and wife. The doctor bills will more than pay any difference there may be in rents; they are less than half what they are down town.

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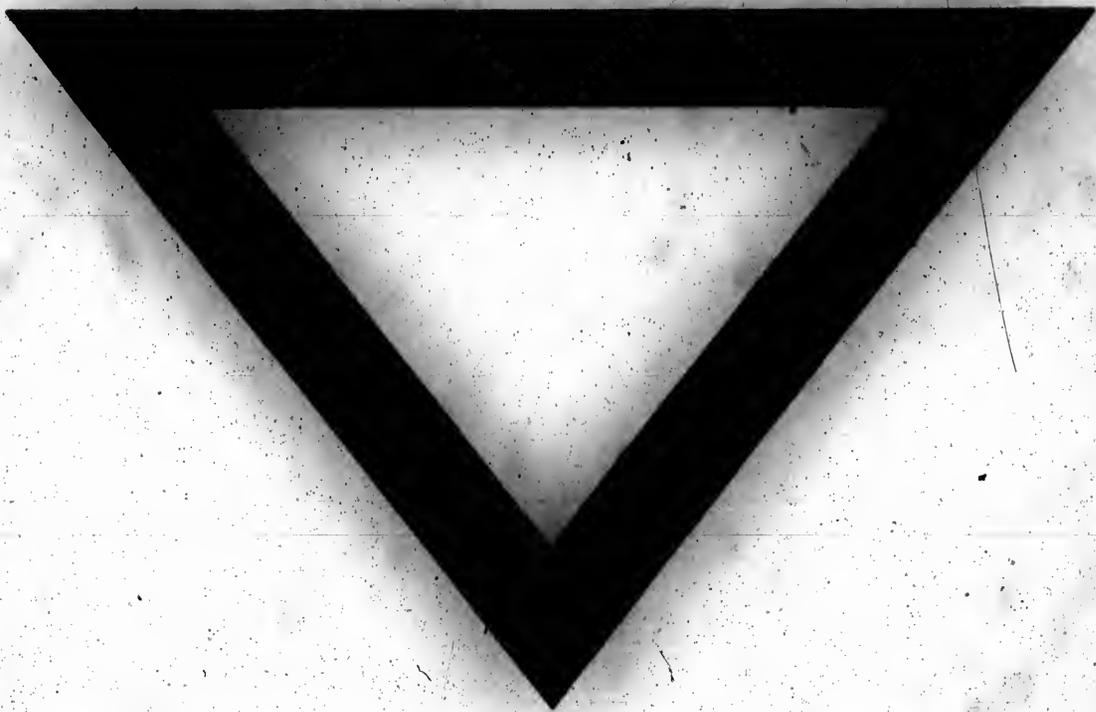
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