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Toronto. Board of Trade

(Ninth-
Congress
CHAMBERS
of
COMMERCE
of
The (British) Empire)



Automobile
Tour
of
Toronto

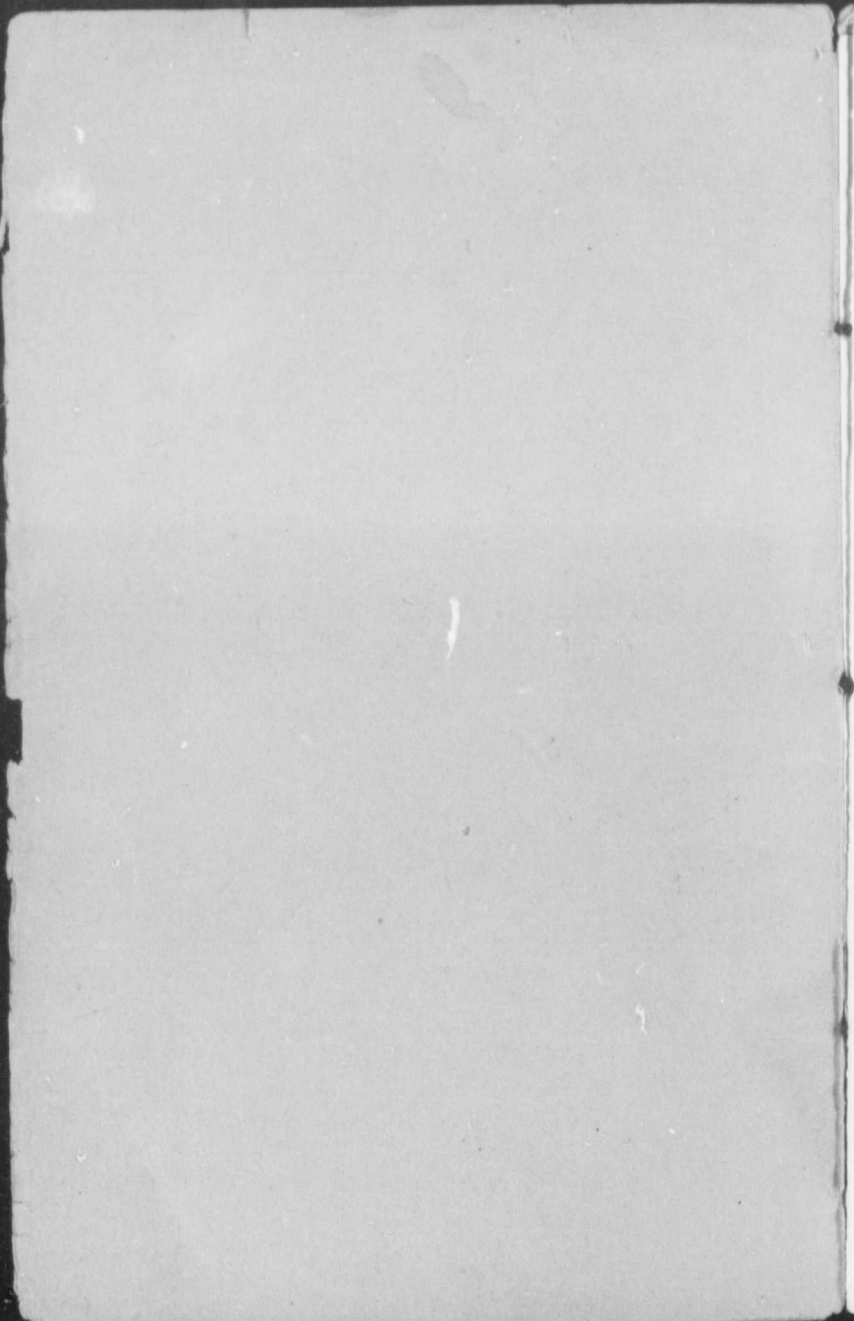


UNIVERSITY OF TORONTO



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September
20th
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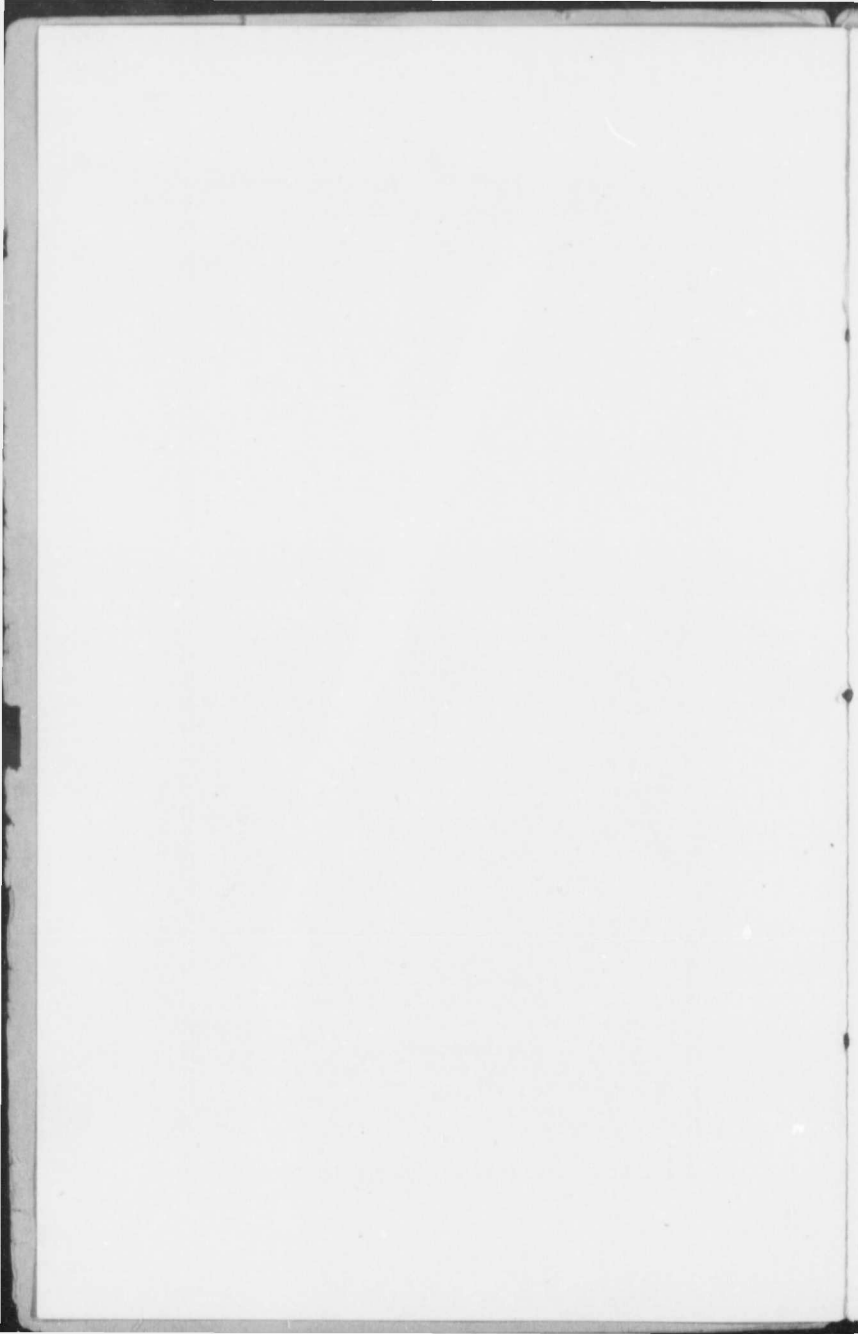
TORONTO

CANADA



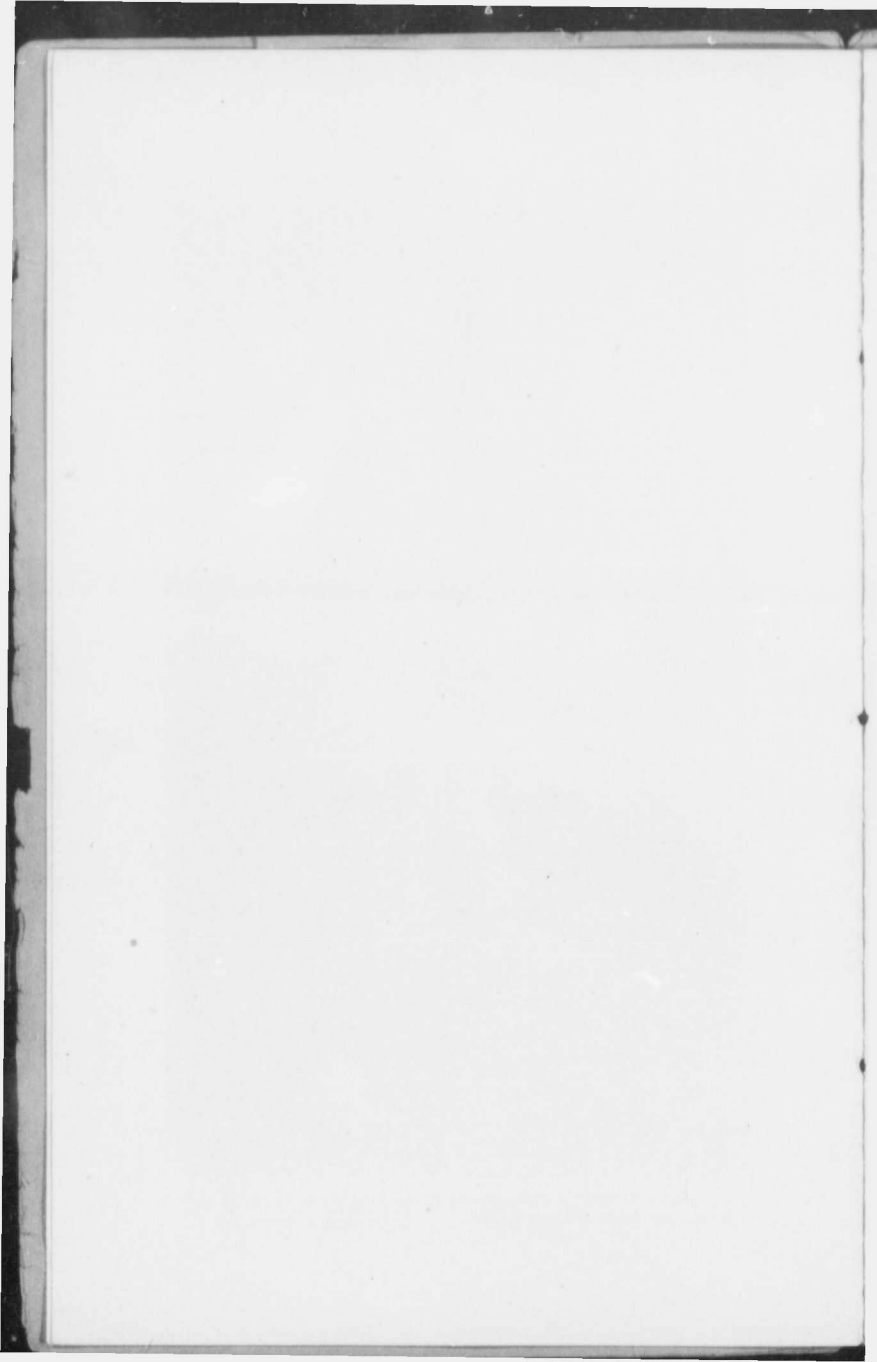
THIS BOOKLET, ILLUSTRATING SCENES EN ROUTE,
IS PRESENTED WITH THE COMPLIMENTS OF

THE BOARD OF TRADE
OF THE CITY OF TORONTO





MONUMENT IN MEMORY OF CANADIAN TROOPS
WHO FELL IN THE SOUTH AFRICAN WAR, 1899-1902.





CITY HALL

TORONTO

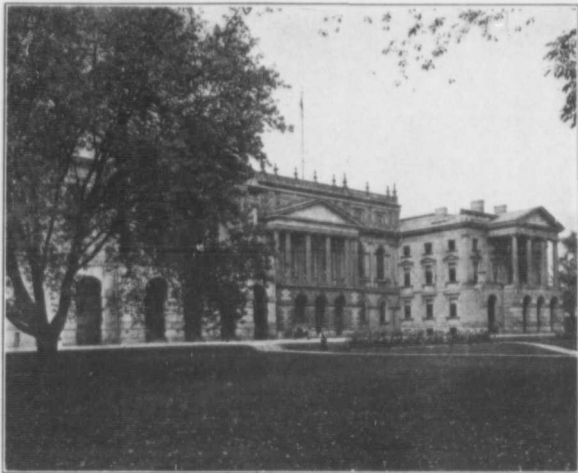
CANADA

TORONTO, founded in 1749 as a French trading post, is situated on the north-west shore of Lake Ontario, which is oblong in shape, being about one hundred and ninety miles long, with a breadth of fifty-five miles at its broadest part.

As stated in a despatch of M. de Longueuil, dated 1752, it received the name of Fort Rouille from the French Colonial Minister of the period, Antoine Louis Rouille, Count de Jouy. The fort was erected as a rival trading post to that which the English had obtained permission from the Iroquois to build at Choneguen, or Oswego, at the mouth of the latter river.

A granite boulder in Exhibition Park commemorates the spot where old Fort Rouille stood, and bears this inscription:—

“This cairn marks the exact site of Fort Rouille, commonly known as Fort Toronto, an Indian trading post and stockade, established A.D. 1749 by order of the Government of Louis XV., in



OSGOODE HALL
LEGAL AND JUDICIARY CENTRE OF ONTARIO

accordance with the recommendation of the Count de la Galissoniere, Administrator of New France, 1747-1749.

"Erected by the Corporation of the City of Toronto, A.D. 1878."

In 1759 the cross of St. George displaced the lilies of France on the ramparts of Quebec, and all Canada was transferred to the British Crown.

In the next fifty years little was heard of Fort Rouille either as a military or as a trading post, the Indians who found their way to the lake down the Humber preferring to cross to Fort Niagara for the exchange of commodities. With the closing of the eighteenth century Lieutenant-General John Graves Simcoe appeared on the scene. He was sworn in as Lieutenant-Governor July 8th, 1792, and convened the first Parliament of Upper Canada at Newark, September 17th, 1792. Finding that the old French fort at the mouth of the Niagara River was to

be given up to the Americans, he determined to look elsewhere for a new site for the capital of the Province. He entered Toronto Bay in May, 1793, selected a landing near the mouth of the Don, pitched his canvas tent, and called the place "York."

In the same year he transferred the seat of government from Newark (now called "Niagara-on-the-Lake") to York. On March 6th, 1834, York was incorporated as a city and its name changed to "Toronto," which, in the language of the Indians, means a place of meeting. York, or Toronto, then had a population of about 10,000. When Upper and Lower Canada were united, Toronto lost its status as the capital of the Province, but regained it when Confederation took place in 1867. The City is built on land sloping gradually up from the lake, and on the ridge or tableland which is from 200 to 300 feet above its level. This ridge formed the shore line, in ages past, of a much larger body of water.

Besides being the capital of the Province, Toronto is also the seat of the Provincial Law Courts and of the University of Toronto, which has more registered students than any other university in the British Empire.

The population is almost exclusively composed of English-speaking people of British origin. The residential sections are characterized by detached houses with surrounding grounds expressive of true home life.

HARBOUR

A very comprehensive scheme of harbour development is being carried out at a cost of \$25,000,000 by the Toronto Harbour Commissioners, who were appointed in 1911. One thousand acres have been reclaimed and twenty-four industries are now located on land which a few years ago was water. The industrial areas are provided with paved streets, concrete sidewalks, sewers, water mains, electric light and power, and railway sidings



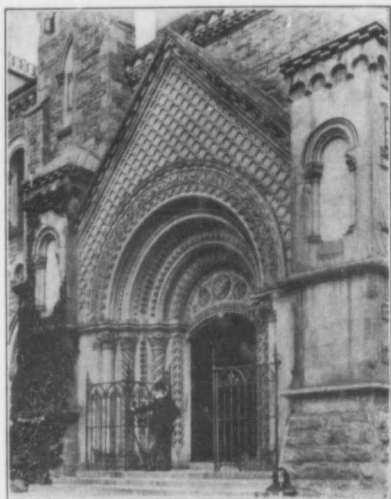
ONE OF THE BEAUTIFUL ROADS IN HIGH PARK, TORONTO

to every industry. A Ship Canal, 400 feet wide and 6,800 feet long, terminating in a Turning Basin 1,100 feet square, has been constructed. In all, over six miles of dock walls affording accommodation for vessels drawing 24 feet of water have been built.

PARKS AND PARKWAYS

The total area is 1,869 acres, of which 335 acres are in High Park, 264 in Exhibition, 108 in Riverdale, and 37 in Queen's Park.

At the west end of the City the Harbour Commissioners have reclaimed 123 acres, which are being transformed into a modern summer resort. The resort is to consist of a series of parks, boardwalk and boulevard driveway, work on which was commenced last year. The boulevard driveway will be continued easterly along the lake front to Bathurst Street, crossing the Western Entrance by means of a movable bridge to be constructed by the Dominion Government, through a park system the length of Toronto Island, crossing the several lagoons by means of picturesque bridges of reinforced concrete, to the Eastern Entrance, which will be negotiated by means of a bridge similar to that at the Western Entrance. Thence the boulevard driveway is to be constructed easterly along the Lake Shore Road, through another park called Simcoe Park, to Woodbine Avenue, a distance of approximately thirteen miles. From this point it is proposed to continue the boulevard up the Don Valley on the east, along the beautiful ravine and tableland on the north to the Humber River at the Lambton Golf Grounds on the west, where a connection will be made with a boulevard 100 feet wide, which, with 250 acres of park land extending a distance of about three miles along or adjacent to the banks of the Humber River to the lake, has within the past few years been secured by the City by dedication. This outer boulevard,



MAIN ENTRANCE OF UNIVERSITY OF TORONTO

linked up with the harbour improvements on the west and east, will make a complete circuit of the city of approximately thirty-five miles.

EXHIBITION

The Canadian National Exhibition dates from 1879. An annual Exhibition is held under the government of directors elected by the City Council, the Board of Trade and other bodies. The City furnishes the grounds and buildings. The attendance grows steadily and has now passed the million mark for the twelve days during which it is open, 1,201,000 paid admissions being recorded in 1919.

A CITY OF HOMES.

Over forty-six per cent. of Toronto houses are

occupied by their respective owners. The city therefore compares most favorably in that respect with the large cities of Canada and the United States. As a class, the houses are detached, each having its lawn with flowers and shrubs. Brick and stone are almost universal, the wooden house being practically unknown.

POPULATION

The growth of population, as shown by the assessment returns, has been as follows:—

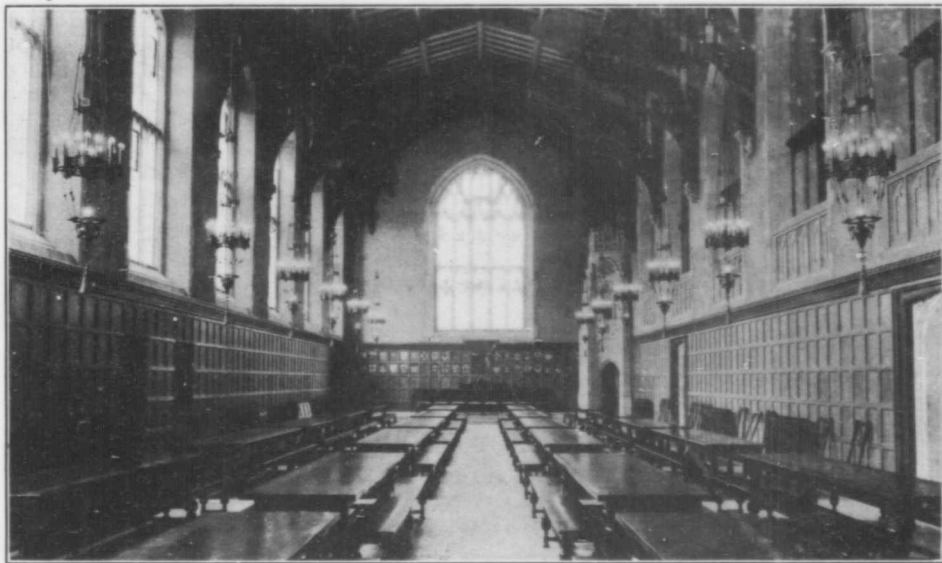
1834.....	9,254	1904.....	226,045
1844.....	18,420	1914.....	470,144
1854.....	38,480	1915.....	463,705
1864.....	45,156	1916.....	460,526
1874.....	67,995	1917.....	473,829
1884.....	105,211	1918.....	489,681
1894.....	167,653	1919.....	499,278
	*1920.....		562,585

*Directory Estimate

Toronto has 200 banks and their branches, eight of which have head offices located here.

TORONTO TO-DAY.

With this brief history of Toronto in mind, it is now proposed to show you by means of an automobile tour something of Toronto to-day. From the point of assembly downtown, the route of the drive proceeds up Bay Street; passes the City Hall, which is bounded on the west by Teraulay Street, later to be widened and extended so as to create an alternative artery parallel to Yonge Street; Osgoode Hall, which houses the Law Courts; and the fine shaft erected to the memory and in honor of the Canadians who died defending the Empire in the South African War, 1899-1902. Continuing up University Avenue, which has the Parliament Buildings as its northerly objective point, we pass the Armouries and the



THE GREAT HALL, HART HOUSE, SHOWING COATS OF ARMS OF THE UNIVERSITIES OF THE ALLIED NATIONS

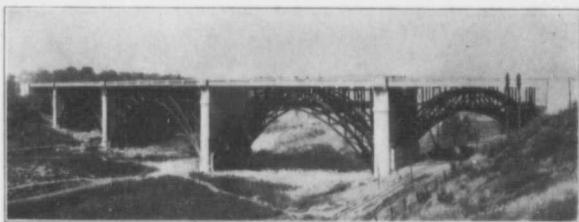
splendidly appointed new General Hospital on the right and the Toronto Conservatory of Music on the left at College Street. The route now turns into Queen's Park, which contains the Ontario Legislative Buildings, the University of Toronto, Knox College, Wycliffe College and Victoria College, with the many tributary buildings necessary for complete university life and education.

After passing through the gates into the University grounds, a stop is made to enable a brief inspection of the Hart House on the right. Hart House is the outcome of a proposal which was made to the University of Toronto in 1910 by the Trustees of the Estate of Hart A. Massey, of Toronto, recently incorporated as the Massey Foundation, to erect and to give to the University a building containing an Undergraduates' Union, an Assembly Hall and quarters for the Young Men's Christian Association. The purpose of Hart House is to provide equipment for those student activities which lie beyond the bounds of formal education, and, further, to furnish a place where Undergraduates, Alumni and Faculty can meet in their own groups and also on common ground. Construction was begun in 1911, but, during the war, building operations were all but suspended, and the structure was devoted to military purposes, being used by a number of training schools as well as by the Medical Services. The formal opening and presentation of Hart House to the University took place on November 11, 1919.

Hart House has two exceptionally interesting and unique features in the Great Hall and the Theatre. The Great Hall, used as a Dining Hall, will seat three hundred. At either end of the hall are displayed the coats of arms of the universities of the Allied Nations. In the south wall is a window on which are emblazoned the Arms of a number of distinguished men associated with the history of the University. The Theatre has a seating capacity of four hundred and fifty.

The route now leads to the University Residences, turns west on Bloor Street, passing the recently opened Royal Ontario Museum with its really fine collection of archæology, mineralogy, geology, etc., and a little further on McMaster University and the Observatory of the Meteorological Department. It next turns northward on St. George Street, through what twenty years ago was a new and outlying residential district called the "Annex"; thence west a few blocks to Walmer Road, down to Bloor Street, eastward to Spadina Avenue, which in earlier days had been cut through the woods to afford a pioneer settler on the hilltop a vista through to the lake. Spadina is an Indian word meaning "view from the hill." Our course now leads southward for about a mile and a half to King Street, one of the principal east-and-west thoroughfares of the City, following which westward through a manufacturing section it passes through Exhibition Park and from the Dufferin Street exit runs to King Street, thence westward to the Lake Shore Road and enters High Park, which was dedicated to the City by the late John G. Howard.

After a pleasant run through the park, we proceed eastward on Bloor Street towards the City through what was formerly called "West Toronto" but which is now within the City limits; thence north for a short distance, to St. Clair Avenue, which leads to the new College Heights section, much of which was a market garden ten years ago. Passing Bishop Strachan School at the corner of Russell Hill Road and Lonsdale Road, a good view is obtained of the historic Upper Canada College. Descending hill by way of Avenue Road and turning eastward on the Roxborough Street, we enter the beautiful and exclusively residential section of Rosedale, and after winding through mazy roads, bordered by handsome, detached houses, crossing and recrossing the ravines, turn eastward over the Prince Edward Viaduct. This bridge,



PRINCE EDWARD VIADUCT, TORONTO

Connecting Bloor St. East with Danforth Ave., across the Don Valley and River

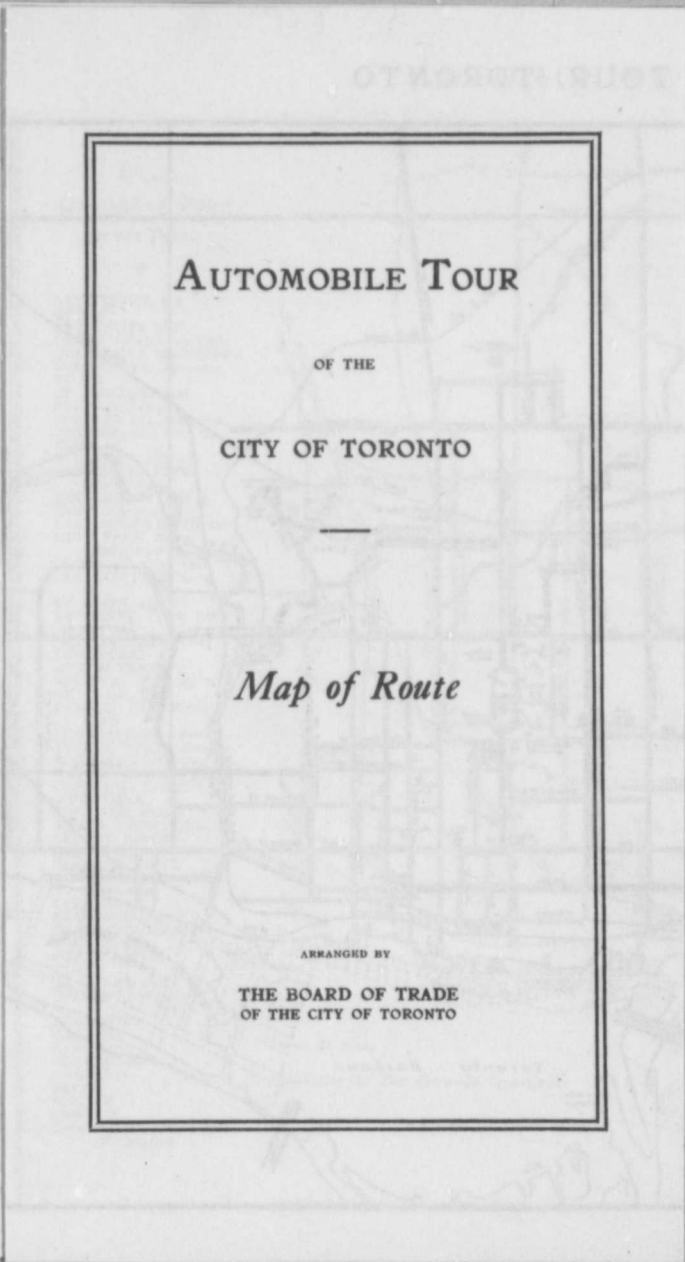
formerly known as the Bloor Street Viaduct, is an extension of Bloor Street, 86 feet in width, from Sherbourne Street to Broadview Avenue, a distance of one mile. It is divided into three sections, known as the Bloor, Don, and Rosedale sections. The most striking structural features of the improvement are the Don and Rosedale Bridges, which derive their names from the valleys which they cross. The Rosedale Bridge is 580 feet long and 95 feet high. It contains 1,355 tons of structural steel and 17,000 cubic yards of concrete. Construction was commenced in March, 1915, and the bridge was opened on October 29th, 1917. The Don Bridge is 1,618 feet in length, 125 feet in height and contains 5,750 tons of structural steel and 43,000 cubic yards of concrete. Construction was commenced in January, 1915, and the bridge was opened on October 18th, 1918. The total cost of the improvement was approximately \$2,500,000 including land purchase and damage.

Leaving the Prince Edward Viaduct, the route turns south on Broadview Avenue through one of the newer districts of the City, past Riverdale Park on the banks of the Don, and on through a portion of the older residential section to Jarvis Street, terminating by way of Shuter Street to Church Street, where St. Michael's Cathedral (Roman Catholic), Metropolitan Church (Methodist), and St. James's Cathedral (Anglican) will be observed in reaching the hotel vicinity of the city.



A BIT OF THE DON VALLEY

TORONTO



AUTOMOBILE TOUR

OF THE

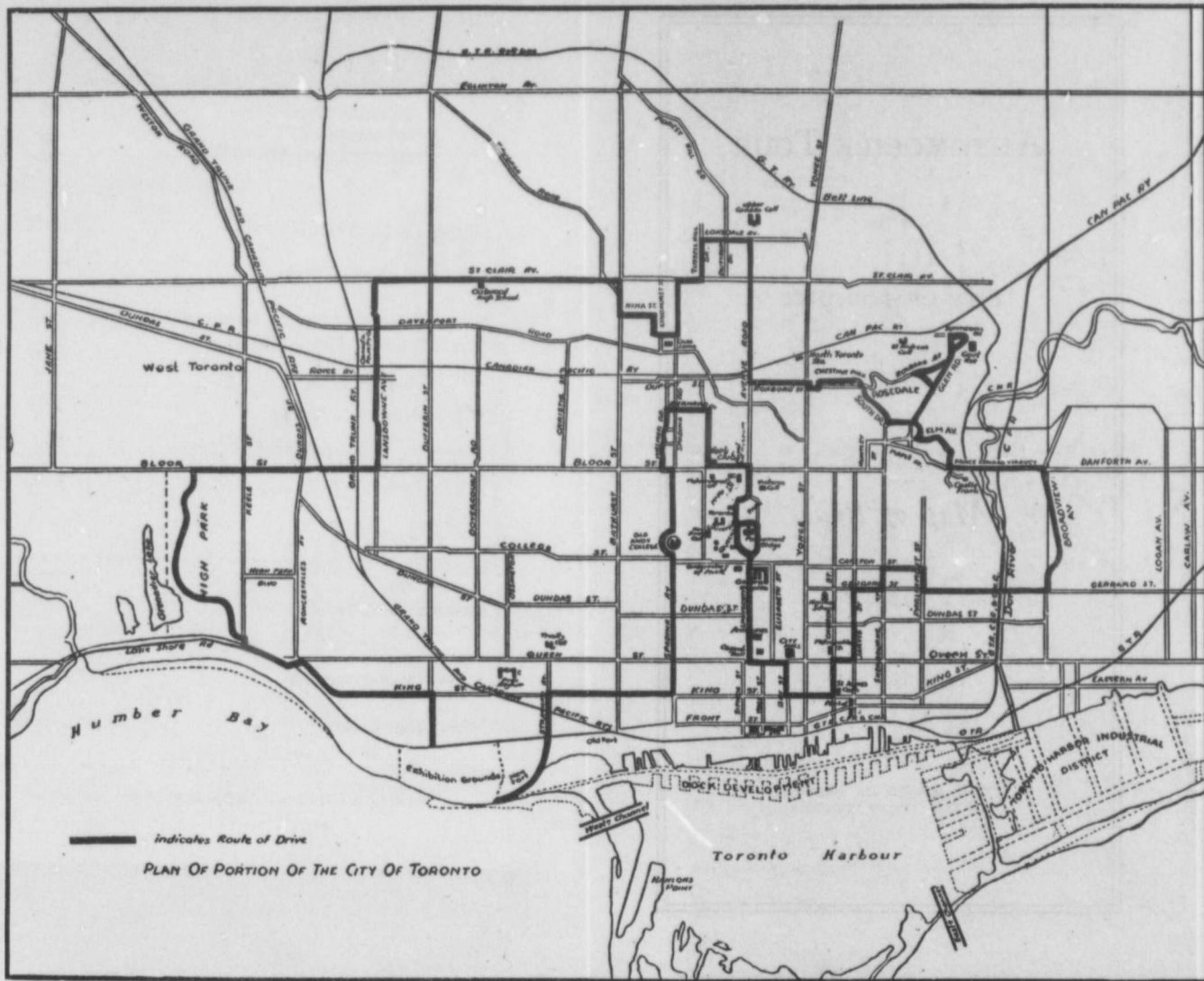
CITY OF TORONTO

Map of Route

ARRANGED BY

THE BOARD OF TRADE
OF THE CITY OF TORONTO

AUTOMOBILE TOUR, TORONTO



From
Assembling Point
Down Town



BAY STREET, left
 QUEEN
 UNIVERSITY AVE.
 QUEEN'S PARK, east side
 UNIVERSITY GROUNDS
 HOSKIN AVE., turn east
 BLOOR
 ST. GEORGE, west
 BERNARD, down
 WALMER RD., turn east
 SPADINA, turn west on
 KING
 STRACHAN AVE., to
 EXHIBITION PARK
 leaving by
 DUFFERIN ST. exit to
 KING, turn west to
 LAKE SHORE ROAD, to
 HIGH PARK, follow
 middle road to
 BLOOR ST., turn east
 LANSDOWNE AVE.
 to
 ST. CLAIR, east to
 BATHURST. Turn down
 to
 NINA, east three blocks to
 LYNDHURST
 AUSTIN TERRACE
 SPADINA. Turn up to
 ST. CLAIR, east
 RUSSELL HILL ROAD
 North
 LONSDALE RD., east
 AVENUE ROAD, down to
 ROXBOROUGH, cross
 Yonge and turn up
 CHESTNUT PARK
 WRENTHAM
 CRESCENT ROAD
 SOUTH DRIVE, cross
 SECOND BRIDGE
 GLEN ROAD
 DOUGLAS DRIVE
 GOVERNMENT HOUSE
 and return
 GLEN ROAD
 EAST ROXBOROUGH
 HIGHLAND AVENUE
 GLEN ROAD
 SOUTH DRIVE
 ELM
 CASTLE FRANK
 PRINCE EDWARD
 VIADUCT
 BROADVIEW
 GERRARD
 CARLTON
 SHERROURNE
 GERRARD
 JARVIS
 SHUTER
 CHURCH
 Take best route to desired
 destination.