THE MUNICIPALITY OF METROPOLITAN TORONTO

is a Federation of the following Municipalities

THE CITY OF TORONTO
THE TOWNSHIP OF NORTH YORK
THE TOWNSHIP OF SCARBOROUGH
THE TOWNSHIP OF ETOBICOKE
THE TOWNSHIP OF YORK
THE TOWNSHIP OF EAST YORK
THE VILLAGE OF FOREST HILL
THE TOWN OF LEASIDE
THE TOWN OF MIMICO
THE TOWN OF NEW TORONTO
THE VILLAGE OF LONG BRANCH
THE TOWN OF WESTON
THE VILLAGE OF SWANSEA

Incorporated April 15th, 1953
The rapid growth of Metropolitan Toronto makes it necessary to plan for the future development of the area within and beyond the borders of the Metropolitan Corporation. For this purpose the Minister of Planning and Development established the Metropolitan Toronto Planning Area. This area, shown here, includes the five surrounding townships and eight incorporated municipalities within these townships, in addition to the 13 member municipalities of Metropolitan Toronto.

The Municipality of Metropolitan Toronto Act, 1953, charges the Metropolitan Toronto Planning Board with preparing an Official Plan for this entire area which shall include:

- land uses and consideration generally of industrial, agricultural, residential and commercial areas
- ways of communication
- sanitation
- green belts and park areas
- public transportation.

Such a plan has been drafted by the Planning Board's Staff. It presents, in text, maps and charts, an image of the Planning Area in 1980, as a guide for official and private action in the development of the area. It is to be reviewed every five years.

Based on the natural setting and the historical development of the Toronto area, the plan predicts the distribution of future population and employment and designates the land to be used for homes, industry, commerce, transportation and recreation, as well as systems of transportation and of municipal services.

The Toronto area will continue to develop its strength as Canada's most important centre of secondary industry; but there will be even more rapid growth in such activities as finance, insurance, business administration, wholesale trade, government, professional services, research, and education, as well as in retail trade and local services.

All these activities are expected to provide employment for almost one and a quarter million persons and to support a total population of about 2.8 million, of which 2.3 million are expected to live in Metropolitan Toronto and half a million in the outer municipalities of the Planning Area.

The increase in population and economic activities will
have to be accommodated in part by more intensive use of some parts of the already urbanized land and in part by development of presently open land. It is expected that within the 240 square miles of the Corporation's territory the growth of the urbanized area will be about proportional to the growth of population.

In providing for the location of and communication between the various activities of the expected future population of the Planning Area, the Official Plan is guided by the following principles:

- Residents of all parts of the area should be able to find employment opportunities at a reasonable distance from their homes; at the same time, they should be able to commute easily to employment in any other part of the area.
- The central city should be fully developed and be made accessible from all parts of the area; it should be supplemented by community centres in the outer sections of the area.
- The lakefront and the ravines should be developed for recreation, and all residents of the area should have easy access to major parks or open country.
- Residential areas should be developed as fully serviced communities.
- Public and private transportation should constitute a co-ordinated transportation system, each serving those needs for which it is best suited.

In general, the plan provides for development only in those areas which can be supplied with water from filtration plants on Lake Ontario and which can dispose of sewage into large sewage treatment plants on the Lake.

The sketch on this page shows the residential areas to be developed by 1980 in yellow, with the shading indicating the intensity of development. In dark blue are shown the major community centres, including the central city as the centre of the entire Metropolitan Community. Most of these already exist as shopping centres; but they are intended also for development of public and private offices and cultural and recreational facilities. Major park areas are shown in green. In the interest of simplicity, all other major land uses, such as industry and transportation, and all minor land uses, have not been shown.

Rapid transit lines are shown by heavy black lines and expressways by a pair of parallel lines. The rapid transit lines serve primarily the highly concentrated traffic to and from the central area. The Yonge Street Line is to be extended to Sheppard Avenue and the Bloor-Danforth Line to Royal York Road in the west and to Warden Avenue in the east. The University Avenue Line is proposed to be extended mainly in the centre strip of the Spadina Expressway, to Wilson Avenue and Wilson Heights Boulevard. Finally, a line is proposed on Queen Street from Parkside Drive to about Leslie Street, then turning north up to O'Connor Drive.

The expressway system serves primarily traffic between the outer sections of the area, bypassing the city centre, but not crossing it. The F. G. Gardiner Expressway is to be extended ultimately to join Highway 401 at the east end of Scarborough. These two main east-west routes are to be supplemented by a third one in the neighbourhood of Highway 7. The Don Valley Expressway and the southern extension of Highway 400 will be connected with the F. G. Gardiner Expressway at the Lakefront and with each other by a crosstown expressway in the vicinity of Dupont Street, thus forming a ring around the central area. The Spadina Expressway will extend from the Crosstown Expressway at Spadina Road to a junction with the northern east-west route. Finally the junction of Highway 401 and the future Highway 403 to Hamilton, located just west of Highway 27, will connect with the extension of Highway 400 at Eglinton Avenue. In this way all sections of the area will be connected with each other by the expressway system.
The Historical Background

1793

Governor Simcoe divided Upper Canada into 19 counties in the year 1793. One of these counties was the County of York, the southern quarter of which was divided into three large townships—the township of York in 1793, and the Township of Scarborough and Etobicoke in 1850.

A monument in Exhibition Park marks the site of Fort Rouille, which was established by the French in 1749-50. The picturesque ruins of the "Old Mill," near Bloor Street, in Etobicoke, are those of a grist mill, built on the site of Simcoe's original King's Mill. John Scadding's Log Cabin was built in 1794 originally on the east bank of the Don River. In 1879 it was moved to Toronto's Exhibition.
Metropolitan Toronto

Park where it still stands—the oldest remaining Toronto home. Governor John Graves Simcoe is known as the founder of Toronto. Born in England in 1752, received his education at Eton and Oxford. Entering the army he served in the American Revolutionary War, 1777-1781. He became a member of the British parliament and, on the passing of the Act incorporating the newly formed Province of Upper Canada, was appointed its first Lieutenant-Governor in 1791. FORT YORK. When Governor Simcoe decided in 1795 to build the capital of Upper Canada at York instead of at Newark (Niagara-on-the-Lake) he ordered the erection of Fort York. Its blockhouses still bear the bullet scars of its siege by American forces in 1813.
1834 The City of Toronto was incorporated in 1834 and grew by a series of annexations until 1912 after which no further annexations occurred. Subsequently the adjoining townships became split into the 12 municipalities which with the City now constitute the metropolitan area.

Colborne Lodge was the home of John G. Howard, built by himself in 1836. An excellent sample of early colonial homes in Upper Canada. Today's Bloor Street in 1834. William Lyon Mackenzie, "the fiery rebel," a prominent leader in the struggle for responsible government in the early days of Upper Canada was elected first Mayor of the City of Toronto in 1834. The Arms of the City of Toronto, with their motto "Industry, Intelligence, Integrity" were personally designed by Mackenzie and with slight modification in design, endure to this day.
1849 In 1849 The Honourable Robert Baldwin laid the foundation for municipal government in Ontario when as Attorney-General he introduced the Municipal Act into the Legislature. This statute when enacted granted to the municipalities full autonomy over matters of local administration.

Holy Trinity Church (1847) marooned in its own little Trinity Square is a more than century old downtown landmark of Toronto's earlier history. Toronto has been the scene of many historic "firsts" but none of greater world importance than the invention of standard time. An address delivered by Sir Sanford Fleming in 1879 introduced this epochal idea. The Memorial is at the Sons of England Building at 58 Richmond Street East. Toronto's oldest civic clock in its graceful Corinthian tower tops St. Lawrence Market.
1925  The Honourable George S. Henry presented a bill to the Ontario Legislature to create a Metropolitan Area of Toronto. The proposal did not gain the acceptance intended and it was not proceeded with.

1947  In 1947 The Honourable Dana Porter as the first Minister of Planning and Development established the Toronto and Suburban Planning Board which was the predecessor of the Toronto and York Planning Board. It was the duty of this Board to study the problems of water supply, sewage disposal, transportation, arterial highways, the provision of education on an equitable basis, and the establishment of park lands.

The Town of Mimico in 1947 applied to the Ontario Municipal Board for an order creating an interurban administration area composed of the 13 municipalities in the Metropolitan Area to provide metropolitan services.

1949  The Toronto and York Planning Board whose original Chairman was James P. Maher in 1949 under the Chairmanship of Frederick G. Gardiner, Q.C., issued a report recommending the progressive amalgamation of the 13 municipalities which now constitute Metropolitan Toronto.

The Civic Advisory Council of Toronto in 1949 issued its first report recommending a solution for the Metropolitan problems affecting the Metropolitan Area.

1950  The City of Toronto in 1950 adopted the recommendation of The Toronto and York Planning Board and applied to the Ontario Municipal Board for an order that the 13 municipalities be progressively amalgamated into one municipality.

June 1950 to June 1951  The Ontario Municipal Board which is a quasi-judicial body appointed by the Province to supervise and approve matters affecting municipalities heard the Town of Mimico's application for the establishment of an interurban administration area and the application of the City of Toronto for progressive amalgamation of the thirteen municipalities.

January 1953  Lorne R. Cumming, Esq., Q.C., Chairman of the Ontario Municipal Board, issued what is now known as “The Cumming Report” dismissing both the application of the Town of Mimico and the application of the City of Toronto and recommending the formation of a metropolitan municipal government.

1953  Bill 80 for the creation of Metropolitan Toronto was introduced into the Legislature in 1953 by the Prime Minister of the Province of Ontario, Leslie M. Frost, Q.C., LL.D., D.C.L., and upon enactment became The Municipality of Metropolitan Toronto Act now Chapter 73 of the Statutes of Ontario, 1953. This Act provides for a federal system of municipal government. The area municipalities retain their autonomy in respect of local matters and have representation on the Metropolitan Council which is responsible for the provision of the Metropolitan services.

The Metropolitan Council is composed of 25 members: City of Toronto Representatives—Mayor, 2 Controllers, 9 Aldermen; Suburban Representatives—4 Mayors, 8 Reeves. Frederick G. Gardiner, Q.C., was appointed by the Lieutenant-Governor-in-Council as the first chairman of the Council, for the period ending December 31st, 1954, and was re-elected Chairman for 1955-1960 and 1961, by the 24 members of Council who are empowered to elect the Chairman from among the members or any other person.
ASSESSMENT The uniform assessment of all industrial, commercial and residential lands and buildings in each of the 13 local municipalities.

WATER SUPPLY The construction and maintenance of pumping stations, treatment plants, trunk mains and reservoirs for the wholesale distribution of water to the 13 municipalities. The Metropolitan Corporation sells water to the local municipalities on a wholesale basis. The local distribution systems and the retail sale of water to consumers remain the responsibility of the local municipalities.

SEWAGE DISPOSAL The construction and maintenance of trunk sewer mains and sewage treatment plants providing a metropolitan sewage disposal system which accepts sewage from each of the 13 municipalities on a wholesale basis. The local sewage collection systems remain the responsibility of the local municipalities.

AIR POLLUTION CONTROL The Air Pollution Control Division of the Works Department operates to regulate the emission of smoke and other atmospheric pollutants within the Municipality of Metropolitan Toronto.

ROADS The designation of certain highways as metropolitan roads and the establishment of an arterial system of highways. Metropolitan roads are financed to the extent of 50% for construction and maintenance by the Metropolitan Corporation and 50% by the Province of Ontario.

TRANSPORTATION The Toronto Transit Commission whose members are appointed by the Metropolitan Council has a monopoly in respect of and is responsible for public transportation in the metropolitan area.

HEALTH AND WELFARE SERVICES The Metropolitan Corporation is responsible for:
1. The hospitalization of indigent patients.
2. Post-sanatorium care for consumptives.
3. Homes for the aged.
4. The maintenance of wards of children’s aid societies.

EDUCATION The Metropolitan Corporation includes in its annual budget the current estimates of the Metropolitan School Board. The Metropolitan Corporation on the advice of the Metropolitan School Board determines the amounts of funds to be approved for the purchase of school sites and the erection of new school buildings. The capital funds required for these purposes are raised by the Metropolitan Corporation on the credit of the Corporation and are transmitted to the local boards as required.

ADMINISTRATION OF JUSTICE The Metropolitan Corporation is required to provide and maintain a court
house and jail for the County of York and a juvenile and family court for the metropolitan area.

**HOUSING** The Metropolitan Corporation has all the powers of a municipality with respect to housing and redevelopment. In February 1954, the Metropolitan Council approved the formation of a limited dividend housing corporation to provide low rental housing for elderly persons in the metropolitan area. The Metropolitan Toronto Housing Authority was appointed by the Lieutenant-Governor in Council in December 1955 to administer public housing projects in the metropolitan area initiated and constructed through arrangements between the Federal, Provincial, and Municipal Governments.

**LICENSING** A Metropolitan Licensing Commission was established on January 1st, 1937. It is composed of the Chairman of the Metropolitan Council or his delegate, and two magistrates designated by the Lieutenant-Governor in Council. The Metropolitan Licensing Commission exercises jurisdiction over practically all aspects of licensing in the metropolitan area.

**POLICE** The police forces of the thirteen municipalities which comprise Metropolitan Toronto were joined on January 1st, 1957 to form the Metropolitan Toronto Police Department. The area has been divided into police districts with the policing boundaries of smaller municipalities disappearing to merge into larger functional units. Command of the force is under a Chief of Police and four Deputies responsible to the Metropolitan Board of Commissioners of Police. The Commission is appointed by the Province of Ontario and composed of a permanent Chairman (a Magistrate), a County Court Judge, the Senior Metropolitan Magistrate, the Chairman of the Metropolitan Council, and a member of the Council.

**PLANNING** The Metropolitan Toronto Planning Board has jurisdiction over the metropolitan area and all adjoining township areas. Its duties include the preparation of an official plan for the metropolitan planning area, the general scope of which shall include land uses, ways of communication, sanitation, green belts and park areas, and public transportation.

**PARKS** The Metropolitan Corporation is empowered to establish metropolitan parks under the Metropolitan Parks Department which was established in 1955.

**CIVIL DEFENCE** The Metropolitan Corporation is responsible for civil defence within the area. The Metropolitan Toronto Civil Defence Organization is responsible for the organization, administration and operation of all civil defence services, including: Headquarters Staff; Operations; Public Works; Fire; Police; Health and Welfare Services; the recruiting and co-ordination of volunteer personnel with the staff of municipal departments and the training of all personnel.

**ACQUISITION OF ASSETS FROM LOCAL MUNICIPALITIES** All the assets which the Metropolitan Corporation took over from the local municipalities to be used for metropolitan services were acquired without compensation other than the assumption by the Metropolitan Corporation of any outstanding debt in respect of such assets.

**PROVINCIAL FINANCIAL ASSISTANCE** The Province of Ontario makes annual grants to the Metropolitan Corporation. In 1960 these grants were as follows: $5.50 per capita for unconditional grants to relieve the municipality from social welfare costs, administration of justice costs and for general purposes. This unconditional grant amounted to $8,032,717 in 1960. 50% of capital and 70% of current costs for aged persons' homes 50% of eligible capital and current costs of highways 40% of children's aid societies costs 20% of Provincial liquor licence fees (for policing services) 75% of labour costs re unemployment relief works 90% of expenditures for civil defence 10% of Benefit Fund contributions and workmen's compensation re police Riverdale Hospital—approximately 70% of expenditures re new building, 66% of expenditures re renovations and alterations of existing buildings, and a special capital grant of $7,800.

Education grants as shown on page 42.

**FINANCES** The Metropolitan Corporation establishes an annual budget for its estimated expenditures and collects that amount from the 13 constituent municipalities by a metropolitan levy upon the assessment in each local municipality. Local municipalities no longer issue debentures. Their requirements for debenture financing are submitted to the Metropolitan Corporation. The Metropolitan Corporation determines, subject to an appeal to the Ontario Municipal Board, what local permanent financing should be done and debentures for such requirements are issued by the Metropolitan Corporation and no longer by the local municipality.

FREDERICK G. GARDNER, Q.C.
Chairman
CENTRE ISLAND PARKS

More and more Torontonians, seeking relaxation in pleasant surroundings are finding their way to Island Park on the south side of Toronto harbor.

Land levels have been raised, and landscaping and tree-planting programs are well under way. New shelters and concession buildings add a cheerful note. The Avenue of the Islands, a floral mall with fountains, is a colorful reality. Last summer youngsters enjoyed pony rides, splashed happily in the wading pool, and made friends with animals in the farm zoo.

In 1961 the Centre Island area will be developed as a fully-serviced picnic area, with new bathing stations and further landscaping.

Steps have been taken to enhance the natural beauty of the island lagoon, and to make it more accessible by land and water. All of the lagoon area will be widened to a minimum 100 feet, and deepened to a minimum ten feet at the centre. Fill dredged from the lagoon is used to raise land level.

When development of the entire island area is complete, it will include athletic facilities, swimming pools, marine walk, amphitheatre, wilderness area and other attractions.
The Metropolitan Toronto and Region Conservation Authority is a body corporate separate from the Metropolitan Corporation. Authority members are appointed by the 23 municipalities involved in the region. The Metropolitan Toronto and Region Conservation Authority is concerned with the conservation of the natural resources on the watersheds of streams flowing into Lake Ontario in and adjacent to Metropolitan Toronto; it is a merger of four previously established conservation authorities in this area.

The Authority includes over 950 square miles of the watersheds, or drainage areas, of the Etobicoke, Mimico, Humber, Don, Rouge, Duffin, Highland and Petticoat streams. This area extends from Long Branch, at the mouth of the Etobicoke River, north-west into Dufferin County, at the headwaters of the Humber, thence east into Uxbridge Township, and south to Ajax, at the mouth of Duffin Creek. It is one of 27 conservation authorities now established in the Province.

Major educational undertakings during the year 1960 have included a Junior Trout Fishing Day, in which grade 8 students of schools throughout the region have participated.

The Black Creek Conservation Area located at the corner of Jane Street and Steeles Avenue on the headwaters of the Black Creek is the site of the Pioneer Village. The Village was officially dedicated on June 2, 1960 by the Honourable J. Keiller Mackay, Lieutenant Governor of the Province of Ontario.
influence on flood control, recreation areas, and fish and wildlife management.

Several departments of the Provincial Government provide assistance and advice on conservation. The Department of Planning and Development through the Conservation Branch provides financial assistance up to 50% of the cost of projects undertaken by the Authority plus advice in all aspects of their program. The Department of Agriculture, through its Extension Services, gives assistance on soil conservation problems and farm planning. The Department of Lands and Forests has forestry specialists attached to its District offices who will provide advice on the management of woodlots and the selection of tree species for reforestation. The Conservation Authority co-operates with these Departments in promoting its soil conservation and reforestation program among the landowners of the watersheds. By making use of the technical advice from government departments, and financial assistance available from the Authority, farmers and rural landowners can assist greatly in the soil and forest conservation program of the Conservation Authority.
The acquisition and development of Conservation Areas continues to form a major part of the Authority's program. At the Albion Hills Conservation Area an artificial pond has been created by damming the Humber River. Facilities for swimming, picnicking, camping and nature study are now available in this area of 650 acres located in Albion Township, north of Bolton.

The application of conservation measures to the headwaters of the stream under the jurisdiction of the Authority is an extremely important part of the total conservation program. As a part of this purpose the Authority assisted with the planting of more than 500,000 trees during 1960.
The Commission consists of five members, all residents and ratepayers of Metropolitan Toronto, who are appointed by the Metropolitan Council. All local public transportation within the 240 square mile Metropolitan area, with the exception of railways and taxis is operated by the Commission. Through its subsidiary company, Gray Coach Lines Limited, the Commission operates a network of intercity bus routes, which radiate from Toronto and extend to the United States border at Buffalo and Niagara Falls and to North Bay and Sudbury in the north.

1960 FACTS AND FIGURES

ENTIRE SYSTEM

Revenue Passengers ........................................ 282,220,939
Miles Operated ............................................ 48,407,037
Number of Routes:
Bus .................................................. 56
Street Car ............................................. 18
Trolley Coach ............................................ 6
Subway .................................................. 1
Total Number of Routes ................................ 81
Passenger Vehicles Owned:
Street Cars ........................................... 869
Buses and Coaches ..................................... 858
Trolley Coaches ......................................... 145
Subway Cars ........................................... 140
Total Passenger Vehicles Owned .................. 2,042

SUBWAY

Yearly Total Passengers ................................... 70,000,000
Average Weekday Passengers ............................... 230,000
Maximum Capacity Per Hour ................................ 40,000
Miles Operated ........................................... 7,053,302
Length .................................................... 4½ miles
No. of Stations ........................................... 12
Service — 2½ minutes in rush hours — 3½ minutes in normal hours.
The $200-million Bloor-Danforth-University Subway is a joint effort financed by Metropolitan Toronto and the Toronto Transit Commission.

The sketch above is designed to illustrate the satisfactory progress that has been made since construction began on the University branch of the Subway in the Fall of 1959. As the key indicates, the numbered areas represent concrete box sections. These are completely constructed and ready for the laying of track.

The experimental “Milan Method” section (No. 1) has been considered satisfactory and will be acceptable, when competitive, for other sections of the subway where it may be suitable.

Preliminary station finish work has been started in the areas marked 3 and 4, and this part of the job, which includes street entrances and above ground structures, will soon be well under way. Track laying has already begun in Museum Station.

Progress on the tunnel section has been satisfactory and the 16-foot pilot (or right-of-way) tunnels have been completed, except for the concrete floors, from the south end of Queen’s Park Crescent to Osgoode Station. Also, the 24-foot station tunnels at Dundas Street (St. Patrick Station) have been bored. Similar work at College Street (Queen’s Park Station) will be started without delay. About the same time, the pilot tunnels will be continued north under the Parliament Buildings to Museum Station.

All major contracts for the University Subway have been let and it is fully expected that the job will remain on schedule for the opening in the Spring of 1963.

Transit service in suburban areas has been extended at an unprecedented pace since Metropolitan Toronto was
formed in 1954. The map below shows the many new lines and extensions that have been introduced during the intervening period. These extensions add up to more than 100 miles of new routes. Throughout the Metro area TTC provides dependable, economical transportation for almost a million riders a day.

Toronto's transit system is an essential public service, working for everyone to help keep Metropolitan Toronto on the move.

**TRANSIT—HELPING TO KEEP METROPOLITAN TORONTO ON THE MOVE**

1) **HIGHWAY BUS.** The Highway Traveller is one of the finest passenger vehicles on the road. Gray Coach Lines has 80 of these luxurious buses in service on interurban routes radiating from Toronto. Delivery of 10 new 1961 model buses is expected by midsummer. 2) **CITY BUS.** The ultimate in "rider appeal" sums up the many attractive features of the 100 latest type city buses in service throughout Metropolitan Toronto. The purchase of these buses meant an outlay of three million dollars during the past two years.
THE FOUR BRANCHES OF THE POLICE SERVICE

1) The Criminal Investigation Branch is charged with the responsibility of investigating all criminal offences. This entails crime detection, the control of special squads and all District Detective operations. The Branch maintains an Identification Bureau and a special unit responsible for the obtaining of intelligence concerning subversive activities.

2) The Administration Branch is responsible for the supplying of all staff functions to the Department. This includes the technical and auxiliary services of communications, courts, license and summons, police training and weapon registration, as well as those general office operations of records, purchasing, accounting, storekeeping and correspondence.

3) The Uniform Branch provides line police duties for divisions and districts. A special division composed of the specialist units of Morality, Mounted, and Policewomen work through this Branch and the largest number of police officers in the department are assigned to duties within its jurisdiction.

4) The Traffic Branch is charged specifically with the enforcement of all traffic laws and by-laws, together with the control of the Safety Bureau, the Accident Bureau, and the Police Garage.
1) EGLINTON PUMPING STATION. Completed recently to supply water to the Don Mills and York Mills areas of the Township of North York—2) EGLINTON PUMPING STATION. Interior view showing centrifugal pumps of adequate capacity—3) WILLIAM H. JOHNSTON PUMPING STATION. The station has been given the appearance of a private dwelling to blend with the adjacent residential area.

MAJOR PROJECTS CONSTRUCTED

1) R.C. Harris Filtration Plant—Extension to 200 M.G.D. Capacity
2) 96" intake No. 2 from R.C. Harris Plant (Approx. 5,000 ft. long)
3) 48" water main on Nurseywood Rd. from R.C. Harris Plant to Queen E. St.
4) 24" water main on Coxwell Ave. from Millerton Blvd. to Coatsworth Ave.
5) Rehabilitation and Extension to John St. Pumping Station
6) 24" water main from New Toronto Pumping Station to Islington Ave. and the Queensway
7) 24" water main on Kipling Ave. from the Queensway to St. Albans Rd.
8) 36" water main from Runnymede Rd. and Colbeck Ave. to Bloor St. and Kipling Ave.
9) 48" water main from Bloor St. W. and Kipling Ave. to Martin Grove Pumping Station
10) 36" water main on Lawrence Ave. and The Westway from Jane St. to Kipling Ave.
12) 36" water main on Lawrence Ave. and Jane St. from Keel St. to North of Wilson Ave.
13) Lawrence Ave. Reservoir and Pumping Station
14) 42" and 36" water main from Avenue Rd. and Caribou Ave. to Lawrence Reservoir and Pumping Station
15) 36" water main on Caledonia Rd. from Lawrence Ave. W. to Northgate Dr. and Wilson Ave.
16) 24" and 36" water main on Wilson Ave. from Keel St. to Clyde Ave.
17) 26" water main on Wilson Heights Blvd. and Dufferin St. from Wilson Ave. to Finch Ave.
18) 36" water main on Finch Ave. from Dufferin St. to Yonge St.
19) Armour Heights Pumping Stn.
20) 36" water main on Ledbury St. and Clyde Ave. from Stornont Ave. to Wilson Ave.
21) 36" water main on Wilson Ave. and York Mills Rd. from Clyde Ave. to Leslie St.
22) 36" water main on York Mills Rd. from Victoria Park Ave. to Leslie St.
23) 42" and 36" water main on Pharmacy Ave. and Pochino Blvd. from Lawrence Ave. to Victoria Park Ave.
24) 24" water main on Lawrence Ave. E. from Pharmacy Ave. to Midland Ave.
25) 42" and 36" water main on Pharmacy Ave. from Ashtonbee Rd. to Lawrence Ave. E.
SEWAGE DISPOSAL

HUMBER SEWAGE TREATMENT PLANT — 1) Main Building includes Grid and Screen Room, Gas Engine Room, Machine Shop, Plant Office and Laboratory. — 2) Engine Room. Four 1000 h.p. Dual Fuel Gas Engines, burn either natural gas or sewage gas. — 3) Laboratory, where samples are analyzed of final effluent and from all sections of plant to guide operations.
1) Buildings in Metropolitan Toronto in the process of being cleaned. With the reduction in the last several years in the amounts of soiling matter in the atmosphere, many firms now find it feasible to clean up their buildings in the expectancy that they will remain clean for a prolonged period of time. — 2) Metropolitan Toronto Laboratory staff testing prototype multiple chamber incinerator for fly-ash and gaseous emissions in Research and Development Laboratory. — 3) Dust Fall in Metropolitan Toronto. Rapidly increasing population and industry which are sources of dust fall are offset by the increased use of clean burning fuels. Sources are fly ash from industrial coal burning equipment, cement, sand and asphalt plants, municipal incinicators, etc. A substantial decrease is anticipated in the coming decade.

**AIR POLLUTION CONTROL**

The Air Pollution Control Division of the Works Department operates to regulate the emission of smoke and other atmospheric pollutants within the Municipality of Metropolitan Toronto.

**INSTALLATION PERMITS** must be obtained before fuel burning equipment, incinicators, etc. are installed. Plans and specifications of the proposed installations are examined to ensure the installation of equipment capable of safe, efficient and smoke-free performance. — STACK TESTING is conducted to determine if gases, vapours, fumes and solids, both visible and invisible being emitted to the atmosphere are within the limits of the By-law and regulations. — OPERATING PERMITS are issued after the installations have been examined and tested. OBSERVERS assigned to district report stacks and chimneys emitting dense and excessive smoke. — BUILDING INSPECTIONS are conducted to locate and correct faulty and antiquated furnaces and boilers. — COMPLAINTS are given special attention by several radio-equipped vehicles located strategically in the Municipality.

AREA SURVEYS are conducted to determine the nature and degree of pollution. — LOCAL SURVEYS are conducted following complaints to located specific offenders. — LABORATORY ANALYSES are conducted of samples of atmospheric pollutants, stack samples and fuels, and include the counting of pollens.

PUBLIC EDUCATION includes the distribution of literature with advice and instructions regarding the purchase, maintenance and repair of fuel-burning equipment and fuels. Successful enforcement of the By-law requires the full support of a well informed public.
The Metropolitan Planning Board acts as an adviser to the Metropolitan Council. The Board is charged with guiding urban development in the Planning Area which includes 13 adjacent municipalities in addition to the territory of the Municipality of Metropolitan Toronto.

The Board has prepared a draft of an Official Plan for the Metropolitan Toronto Planning Area, covering the period up to 1980.

In planning for the best development of the area the Planning Board engages in a number of closely related activities.

- It undertakes research to assemble data and develop estimates on future population, economic activities, land requirements, traffic and transit, utilities, and community facilities.
It determines the best use for land in all sections of the Planning Area and advises the Area Municipalities on effective ways of bringing about such use by local official plans, zoning and other means.

It controls in co-operation with the local municipalities and with the Minister of Planning and Development the location, timing and design of subdivisions.

It studies the location and timing of roads, expressways and transit facilities and designs new roads and intersections.

It informs the public about relevant facts and about planning proposals by publications, exhibits and other suitable means.
The expressway system, together with the metropolitan arterial road system, the collector road system, and public transit system, make up the major systems of transportation by which people and goods move.

The expressway system is being used, planned and constructed, to handle dense volumes of long-trip through traffic, relieve the existing major arterial streets of excessive traffic, and overcome handicaps in the present street pattern.

A completed expressway system with radial cross-town and circumferential routes, will interconnect principal King’s Highways and provide express service between large residential areas, employment centres, and the central business area.

The present as well as the future use of land areas play an important role in the determination of expressway systems.
19) Avenue Road under C.P.R.
20) Lawrence Avenue West
   over Black Creek
21) Three Bridges at Dundas, Bloor,
   Kipling Interchange
22) Dufferin Street—Underpass at Cartwright Avenue
23) Jane Street—Bridge over Black Creek
24) Jane Street—Bridge over Black Creek
25) Wilson Avenue—Bridge over Black Creek
26) Kipling Avenue—Bridge over C.P.R.

PAVEMENT WIDENINGS
Woodbine Avenue—Lake Shore Boulevard East
to O’Connor Drive
Yonge Street—City Limits to Highway No. 401
Bathurst Street—Briar Hill Avenue to Finch Avenue West
Eglinton Avenue East—Victoria Park Avenue
to Kingston Road
Eglinton Avenue East—Bessborough Drive
to Brentcliffe Road
Dixon Road—Lawrence Avenue West
to Highway No. 27
The Queenway—Oliver Street to Highway No. 27
Lawrence Avenue East—Victoria Park Avenue
to Kennedy Road
Avenue Road—City Limits to Lawrence Avenue West
and from Bloor Street West to St. Clair Avenue West
Lawrence Avenue West—Scarlett Road to
Westeon Road and from Keele Street to Jane Street
Bloor Street West—Royal York Road to
Dundas Street West
Keele Street—York Township Limits to
Highway No. 401
Dufferin Street—Everton Avenue to Wilson Avenue
Victoria Park Avenue—Eglinton Avenue East
to Highway No. 401
Dundas Street West—Bloor Street to Highway No. 27
Kennedy Road—Eglinton Avenue East to
Lawrence Avenue
Kipling Avenue—The Queenway to Dundas Street
and New Toronto to Bermondsey Street
Millwood Road—Leaside Bridge to C.P.R. Tracks
O’Connor Drive—Woodbine Avenue to Victoria Park Avenue
Wilson Avenue—Garratt Boulevard to Bathurst Street

ROAD PROJECTS
1) The FREDERICK G. GARDNER EXPRESSWAY, seen here needling its way
   between historic Fort York and the Canadian Pacific Railway’s Faz
   City Yard, will be elevated from the Canadian National Exhibition
   Grounds to the Don Valley Parkway, a distance of four miles. This
   second section, new under construction from Dufferin Street to Spadina
   Avenue, will be opened in 1962. 2) Metropolitan Toronto’s first parkway,
   the DON VALLEY PARKWAY, will be opened between Bloor Street and
   Eglinton Avenue in the Summer of 1961. This view shows the Parkway
   running up the Don Valley north of O’Connor Drive, and its interchange
   with Don Mills Road.
The Metropolitan Toronto Housing Authority was constituted by Provincial Order-in-Council in 1955, to operate and administer public housing projects constructed in the Metropolitan Toronto area jointly by the Federal Government and the Ontario Government. In 1959 a further Order-in-Council gave approval for the Authority to carry out development studies for housing purposes at the request of the Municipality of Metropolitan Toronto. The Authority comprises seven Members appointed by the Lt.-Gov. of Ontario who serve for a 3-year term without remuneration. These Members are selected because they are public-spirited citizens willing to serve and with varied qualifications which can be utilized to the best advantage in this important field. The Authority presently administers two projects—South Regent Park and Lawrence Heights—totalling 1775 units.

Planned for the future are further projects at Scarlett Road, Etobicoke (155 units); Warden Avenue, Scarborough, (300 units); O'Connor Drive, North York, (300 units) and Thistletown, Etobicoke, (500 units). It is anticipated that construction at Scarlett Road will start in the early summer of 1961. Rents are geared to the incomes of the tenants and the allocation of units and selection of tenants are based on housing need. To be eligible for consideration there are three basic requirements:

- Family Composition—The family must consist of at least two persons related by blood, marriage or adoption.
- Residential Requirements—An applicant must have at least 12 months residence in the Metropolitan Toronto area immediately prior to the date of application.
- Income Requirements—The total family income must fall within certain prescribed limits.
LAWRENCE HEIGHTS—This Project is situated to the north of Lawrence Avenue West between Bathurst and Dufferin St. and comprises 1043 units, 579 apartments and 464 semi-detached and row houses. An additional 38 single detached houses are now under construction and this will complete the Project. This project was built on vacant land owned by the Federal-Provincial Partnership.

SOUTH REGENT PARK

SOUTH REGENT PARK is located south of Dundas St. E. and east of Parliament St. and consists of 732 housing units, 479 apartments and 253 row houses. This is a redevelopment project instigated by the City of Toronto. The land was cleared of the substandard dwellings and new units were constructed in their stead.
The Metropolitan Toronto Housing Company Limited is a provincially-incorporated private company, formed in 1954 by the Municipality of Metropolitan Toronto in order that the municipality might avail itself of the provisions of the Limited Dividend Section of The National Housing Act. However, all administration and management is by the Department of Welfare and Housing of the Municipality of Metropolitan Toronto. Elderly persons housing developments constructed by the Metropolitan Toronto Housing Company Limited, which are now in operation, are:

**Westacres**, located near Kipling Avenue in the Township of Etobicoke, 224 suites.

**Northacres**, located on Fleming Road at the Spadina Road Extension in the Township of North York, 128 suites.

**Scarborough Acres**, located at 575 Danforth Road, in the Township of Scarborough, 16 suites.

**May Robinson House**, located on West Lodge Avenue, in the City of Toronto, 405 suites.

**Brimley Acres**, located at 2950 Lawrence Ave. East, in the Township of Scarborough, 201 suites.

**Woodbine Acres**, 133 Merrill Avenue, in the City of Toronto, 42 suites. There are several additional developments now under construction which will be completed in 1961.

- **Haldon Avenue**, in the Township of East York.................200 suites
- **River Street**, in the City of Toronto......................25 suites
- **King High Avenue**, Township of North York...............31 suites

The Metropolitan Council has also approved, in principle, additional unfurnished accommodation for senior citizens to be built in the future at the following locations:

- **Scarlett Road**, in the Township of Etobicoke.............32 suites
- **Thistletown**, in the Township of Etobicoke.............160 suites
- **O'Connor Drive**, in the Township of North York...........160 suites
- **Jane and Keele Streets**, in the Township of North York....160 suites
- **Warden Avenue**, in the Township of Scarborough...........174 suites
- **Malvern**, in the Township of Scarborough..................320 suites
**BRIMLEY ACRES**

Life will be easier for elderly folk who find a spot at Brimley Acres on Lawrence Avenue, just east of Brimley Road. Brimley Acres, was opened December 16, 1960.

There are 201 apartment suites in two main buildings. This includes 89 one-bedroom suites, renting at $57.00, and 112 bachelor suites at $46.00 monthly.

A glass-enclosed link between the two buildings gives access at each floor to common facilities. All floors are elevator serviced and self-contained apartments have modern electric ranges and refrigerators. Telephone and television connections, coin-operated washers and dryers are available.

A new Home for the Aged is being built on the property adjoining Brimley Acres. The resulting community will be as comprehensive as those at Westacres and other completed projects. The friendly medical and nursing care, the therapeutic and recreational facilities of the Home make a reassuring environment for elderly apartment dwellers.
WELFARE AND HOUSING PROJECTS

Publicly sponsored housing and other accommodation for elderly citizens has made considerable progress since the formation of the Municipality of Metropolitan Toronto. Four areas of care are involved namely, Homes for the Aged (to provide institutional care for those requiring this type of service), Special Home Care in the Community (a boarding home type of care for citizens who do not wish to enter an institution); Care of the Chronically Ill; and Unfurnished Elderly Persons Low Cost Housing. Briefly stated the accomplishments are as follows:

HOMES FOR THE AGED

Greenacres, 194 Eagle Street, Newmarket, on a site of 22 acres, with a capacity of 630 beds. This home is unique in North America and probably in the world as much as it gives care to senile patients exclusively. It was built at a cost of $2,870,000, and the first patients were admitted February 11, 1956.

Hilltop Acres, 1098 Davenport Road at the corner of Winona Drive, was purchased from the War Assets Corporation and completely renovated. It has a capacity of 200 beds and gives care to mentally alert ambulant, bed and semi-bed citizens. Total cost $372,630.16. First patients were admitted August 1, 1956.

Lambert Lodge, 350 Christie Street, was taken over from the City of Toronto as an operating unit and has a capacity of 710 beds. It gives care to mentally alert ambulant, bed and semi-bed cases. With the addition of the new homes inaugurated by Metropolitan Toronto there is now available a total of 1,800 beds for the citizens of Metropolitan Toronto.

Kipling Acres, Home for the Aged, 1575 Kipling Avenue North. It gives care to 260 bed and semi-bed cases. First patients were admitted May 1, 1959. Total cost $1,670,000.00. A new Home for the Aged is under construction on the north side of Lawrence Avenue, east of Brimley Road in the Township of Scarborough and will provide 332 beds. This Home adjoins the Brimley Acres elderly persons apartments. One site of seven acres on the south side of Cummer Avenue east of Yonge Street in the Township of North York is in reserve for future use.

SPECIAL HOME CARE IN THE COMMUNITY

For applicants for care in a Home for the Aged who are physically capable and anxious to remain in the community a boarding home care service is available. Approximately 40 homes are in use and giving care to approximately 65 persons.

The Province of Ontario shares in the cost of Homes for the Aged and Special Home Care on the following basis:

Operation and maintenance of Homes for the Aged and Special Home Care—70%.

Construction of new homes and other capital costs—50%.

CHRONICALLY ILL AND CONVALESCENT CARE

Extensive rebuilding and renovation of Riverdale Hospital is being carried out to ultimately provide 913 beds for the care of the chronically ill and convalescent patient. The work is being done in stages. The first stage already built provides 105 beds and is now in use. The next stage will be the building of an 808 bed hospital at an estimated cost of $6,240,000.

ELDERLY PERSONS LOW COST HOUSING

Six elderly persons low cost housing developments have been built and are in operation: Westacres, Northacres, Scarborough Acres, May Robinson House, Woodbine Acres and Brimley Acres. These developments have been built under a Limited Dividend Housing Clause of the National Housing Act. This for this reason it was necessary to form a provincially incorporated company which is known as the Metropolitan Toronto Housing Company Limited. However, the Department of Welfare and Housing is responsible for all administration.

All elderly persons low cost housing developments are financed as follows:

By a mortgage loan under the National Housing Act up to a maximum of 90% of the lending value as determined by the Central Mortgage and Housing Corporation, the loan is amortized over a period of 50 years.

Outright grants-in-aid by the Ontario Government under the Elderly Persons Low Cost Housing Aid Act at the rate of $500.00 for each dwelling unit or 50% of the capital cost of the project exclusive of that part of said cost that is financed by way of the loan under the National Housing Act, whichever is the lesser.

By the Municipality of Metropolitan Toronto which provides temporary financing during construction. Such temporary financing is reduced correspondingly as and when the mortgage money and grants are received. The balance but not in excess of an amount specifically authorized by Metropolitan Council remains as a permanent advance bearing interest at the same rate per annum as the mortgage loan. When the mortgage loan is paid the lands and premises in each project revert to the Municipality of Metropolitan Toronto for the sum of one dollar.

In addition the Municipality of Metropolitan Toronto guarantees realty taxes in excess of $25.00 per suite per annum.
ADMINISTRATION OF JUSTICE

JUVENILE AND FAMILY COURT, 311 JARVIS STREET. This court is a part of the Administration of Justice. The building was specially designed to house under one roof and administer its five court rooms, administrative offices, behaviour clinic, private offices for probation officers and family counsellors, and children's detention and observation wing. There are very few Juvenile and Family Courts in the world which have such integrated facilities and organization.

1) Court Building on Jarvis Street. 2) Children's Court in session. 3) Waiting Room. 4) Personality and intelligence assessment. 5) Medical examination.
EDUCATION IN THE METROPOLITAN AREA

Public (elementary) and secondary schools are operated by eleven boards of education; i.e. East York, Etobicoke, Forest Hill, Lakeshore District*, Leaside, North York, Scarborough, Swansea, Toronto, Weston, and York. (*Long Branch, Mimico and New Toronto have a common Board of Education). Separate schools are administered by the Metropolitan Separate School Board.

THE METROPOLITAN SCHOOL BOARD

The Metropolitan School Board does not manage or administer any schools. It shares with eleven area boards of education the responsibility of financing and planning public elementary and secondary schools.

The Metropolitan School Board makes payments to or on behalf of these Area Boards of Education:
- For current purposes:
  - Maintenance Assistance Payments
  - $190. per year for each public elementary pupil
  - $315. per year for each academic secondary pupil
  - $350. per year for each commercial secondary pupil
  - $535. per year for each technical secondary pupil
- The total operation of special classes (orthopaedic, deaf, etc.)
- For debt retirement:
  - The debt charges on all school debt as of December 31st, 1953.
  - The debt charges, since the above date on that portion of school construction costs approved for grant purposes by the Department of Education.

The Metropolitan School Board derives its revenues from:
- A tax levy on the Metropolitan Area through the Metropolitan Corporation;
- General Legislative Grants from the Provincial Government;
  - (the total of the general legislative grants which would normally accrue to the area boards individually, accrues in the Metropolitan Area to the Metropolitan School Board).

ENROLMENT

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SCHOOL BUILDINGS

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CAPITAL EXPENDITURES

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GROSS EXPENDITURES FOR EDUCATION

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MEMBERS OF THE 1961 BOARD

Alexander Adamson — Swansea
Mahlon F. Beach — Ward 8, Toronto
Fred J. Boland — Separate School Board
Donald W. Brown — Leaside
Edward M. Davidson — Ward 3, Toronto
W. Edgar Eade — East York

W. Clare Farrow — Lakeshore
Thomas H. Goudge — Etobicoke
Mrs. Elise Grossberg — Forest Hill
Dr. Robin S. Harris — Ward 2, Toronto
Mrs. Irene McBrian — Ward 6, Toronto
Henry L. McKinstry — Ward 5, Toronto
J. Sydney Midanik — Ward 4, Toronto
Rev. John V. Mills — Ward 7, Toronto

Mrs. Ella L. Norman — Weston
Mrs. Julia Pearce — North York
George Peck — Scarborough
George C. Power — Separate School Board
Mrs. J. Isabel Ross — Ward 3, Toronto
Harry Royle — York
Roy C. Sharp — Ward 9, Toronto
Oscar T. Sigsworth — Ward 1, Toronto
The Metropolitan Separate School Board consists of sixteen trustees elected from the sixteen wards of the Metropolitan area.

The Metropolitan Separate School Board controls all Separate Schools in the Metropolitan area with the exception of those under the jurisdiction of the Mimico Separate School Board and the Union Separate School Board Sections No. 11 and 15 of Etobicoke. The Metropolitan Separate School Board derives its revenue from:

- Tax levy from Separate School supporters.
- Legislative grants from the Provincial Government.

The Metropolitan Separate School Board is responsible for the planning, building and operating of all separate schools within Metropolitan Toronto with the exception of the two Boards above mentioned.
RECENT SCHOOL BUILDINGS

TORONTO EDUCATIONAL CENTRE on College Street.

CEDARBRAE SECONDARY SCHOOL in the Township of Scarborough, now under construction. Below, architects sketch of swimming pool and cafeteria.

ST. ELIZABETH SCHOOL in the Township of Etobicoke.
MUNICIPALITIES joined for licensing purposes

TORONTO—City of Toronto, Villages of Forest Hill and Swansea
YORK—Township of York and Town of Weston
NEW TORONTO—Towns of New Toronto and Mimico,
   Village of Long Branch
SCARBOROUGH—Township of Scarborough
   and Township of East York

LOCATION OF HEAD OFFICE AND AREA OFFICES

HEAD OFFICE—171 Eglinton Avenue East
LEASIDE—171 Eglinton Avenue East
SCARBOROUGH TOWNSHIP—2001 Eglinton Avenue East
NORTH YORK TOWNSHIP—5101 Yonge Street, Willowdale
YORK TOWNSHIP—2700 Eglinton Avenue West
ETOBIICOKE TOWNSHIP—4946 Dundas Street West
NEW TORONTO—874-A Lakeshore Road, New Toronto
TORONTO—Room 105A, City Hall, Queen and Bay Streets
STATISTICAL DATA

REGISTRATION OF MOTOR CARS

NUMBER OF TELEPHONES

HARBOUR CARGO TONNAGE

TORONTO—INTERNATIONAL PORT

While the overall tonnage declined slightly due to a drop in coal and petroleum product imports, the direct overseas shipments again showed a further increase. In its second year as a world port, Toronto handled 854 vessels and 470,000 tons of import and 292,000 tons of export cargo for a total of 762,000 tons.

The new terminals at the foot of Yonge Street and on the Queen Elizabeth Docks were extended to their limits by the increased cargo and the Commissioners, who administer the Port, have announced an additional terminal to be built this year at a cost of over $1 million. The new terminal will be the largest in the Port with 140,000 square feet and will be located on a 26½-acre dock site at the east end of the harbour.

The additional harbour construction will consist of an immediate start on a new berth to provide almost a half mile of berthage and the development of a heavy lift crane, land based, to handle heavy lifts from vessels. The crane is expected to be somewhere in the neighbourhood of 250-ton capacity.

In addition to this immediate work, an engineering study is to be made this winter on the extension of the Outer Harbour between the Eastern Channel and Coatsworth Cut where already almost 100 acres of land have been re-claimed. Upon completion of the Outer Harbour in the next fifteen to twenty-five years, an additional 12 miles of berthage and 1,400 acres of doCKside property will have been created.

Cheaper access to world markets ... a fact already proven, is expected to lead to the expansion and increased trade, to the growth of the Metropolitan Area.
POPULATION GROWTH

Figures indicate total population in Metropolitan Toronto according to assessment department records. It should be noted that the Census counts of population in 1961 and 1956 were about 3½% higher than the assessed population figures for those years. If the 1960 figure of 1,527,000 were increased 3½%, the resulting total would be about 1,580,000.

TOTAL NUMBER OF JOBS means jobs provided in Metropolitan Toronto. Based on D.B.S. employment indices.

TOTAL POPULATION

TOTAL NUMBER OF JOBS

CONSTRUCTION

Number and value of contracts awarded for all types of construction. (Source: MacLean’s Building Reports)

VALUE OF CONTRACTS

This brochure has been compiled for the Metropolitan Council from authoritative sources by the staff of the Metropolitan Toronto Planning Board and was published in May, 1961.

Editor and Art Director, Imre J. Koroknay.

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Downtown office buildings tower over rail and harbour facilities. Around and beyond lie the thirteen separate communities which make up Metropolitan Toronto.