Cover:
Mr. Frederick G. Gardiner, Q.C.
Chairman of the Council of Metropolitan
Toronto
1953-1961

2 Historical development
9 Metropolitan Council
10 Metropolitan services
12 Metropolitan organization
14 Area and population data
15 Assessment data
16 Parks
18 Conservation
20 Emergency measures
21 Transportation
24 Police
26 Water supply
28 Sewage disposal
30 Air pollution control
31 Planning
34 Roads
36 Welfare and housing
41 Juvenile and Family Court
42 Education
46 Licensing
47 Statistical data

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 June 1962.
Editor and art director, I. Koroknay MTDC
Layout by G. Doerrié MTDC
Typography by Cooper & Beatty Ltd.,
Toronto
Printed in Canada by The Copp Clark
Publishing Co. Ltd., Toronto
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 year 1793 saw the founding of York as a military settlement on Toronto Bay. York grew as the pioneers pushed north into the County of York; in 1834 the town limits were extended and the enlarged area incorporated as the City of Toronto. In 1850 the municipal divisions in the southern part of York County were formally incorporated as the Townships of Etobicoke, York and Scarborough.

After its incorporation in 1834, the City of Toronto met the problem of urban expansion on its borders in the traditional manner of North American cities by absorbing the suburbs of the day. From 1883 until 1914 there was a pattern of an annexation every two or three years, either of independent municipalities such as Yorkville or West Toronto, or of the urbanized strips of the large rural township which surrounded the city. The last annexation of an independent municipality took place in 1912 when the Town of North Toronto became the City of Toronto's Ward Nine.

**New incorporations**

A policy decision by the Toronto City Council in the 1920's halted this process of gradual and rational amalgamation. As a result of this non-annexation policy, the growth period following the First
World War saw a type of political development on its outskirts that was new for the Toronto area. As portions of York and Etobicoke contiguous to the city became urban in character they did not, as formerly, look forward to annexation with the city. Instead, they gained their independence and developed their own municipal structure.

By 1930 the present division into the central city, five townships, four towns and three villages was in effect. This produced an administrative arrangement which was entirely satisfactory to the City of Toronto. To many of these nearby municipalities the city sold such municipal services as water, transportation and education, sometimes at a substantial profit.

The great population move to the cities following the Second World War struck the Toronto area with particular force. Metropolitan Toronto entered this era of postwar population explosion with a municipal structure fragmented by the secession movement between the wars. Both immigration and natural increase have played a part in the recent post-war growth. In the ten year period from 1941 to 1951 Metropolitan Toronto increased by 200,000 persons, but both the next five year periods showed increases of around 250,000 each. During the last ten years the population of the city and its twelve suburbs has been increasing by an average of 50,000 persons a year. The area that housed 900,000 in 1941 gained 700,000 in twenty years and in 1962 houses 1,650,000 persons. Over 650,000 live in the Townships of North York, Scarborough and Etobicoke which in 1941 had fewer than 63,000 persons altogether.

**Crisis in services**

In the late forties and early fifties some suburban municipalities found it difficult to borrow money at reasonable rates to finance the demands of the new population. In suburbs such as North York, denied physical access to Lake Ontario, the traditional methods of supplying water from wells, and sewage service by septic tank proved not only incapable of satisfying the growing demand but also dangerous.

The system of inter-municipal agreements for the provision of services, which had proved adequate for the moderate expansion between the wars, broke down under the strain. A notable feature of these inter-municipal agreements was their failure to commit the supplier of the service to any capital expenditure for the expansion of services.

The main western entrance to Toronto is along the northern shore of Lake Ontario. Toronto has created much new land by filling. Railways and highways have been constructed on part of the filled land.

With financial assistance from the Province of Ontario the Municipality of Metropolitan Toronto has been building new roads to accommodate the ever-increasing traffic; on the left the Queen Street extension; south of the railway the first section of the Frederick G. Gardiner Expressway, which will connect the Queen Elizabeth Way with the Don Valley Parkway.
The problem in 1950
Inability to expand needed municipal services to meet the demands of the growing population created a crisis in local government in the Toronto area. Many solutions were offered. Two of these suggested solutions were of paramount importance for they led directly to the remarkable experiment in federalized municipal government which is now known as the Municipality of Metropolitan Toronto.

The City of Toronto reverted to the policy it had abandoned officially in 1928 but actually had abandoned in practice after 1912. The City Council requested the amalgamation into a single city of nine of the 12 suburbs in their entirety and the urbanized sections of the three large Townships of North York, Scarborough and Etobicoke. Under pressure from the Ontario Municipal Board, the provincial agency to which its application had to be made, the City altered its application to include the undeveloped sections of the three townships, where future development problems would certainly lie.

Alternative to amalgamation
The Town of Mimico, one of the oldest but smallest of the independent municipalities, favoured the city's application but suggested that, should it be refused, a Board of Management be established to administer throughout the area of the 13 municipalities many of the basic public services which were inter-municipal in character. The application of the Town of Mimico would have maintained the separate identity of the 13 established municipalities but would have provided for the joint management of education, fire and police protection, administration of justice, health and welfare, planning, sewage disposal and public utilities including transportation and main highways.

The Cumming Report
The other 11 municipalities in the area opposed both applications in extensive hearings before the Ontario Municipal Board which, under the chairmanship of Lorne R. Cumming, took evidence from June of 1950 to June of 1951, handing down its historic decision on January 20, 1953. The Cumming Report, as it became known, recommended a federal government which would have jurisdiction over matters of common concern to the 13 members of the federation.

To govern what was to become in financial terms the largest municipality in Canada, the Municipality of Metropolitan Toronto Act, quickly and resolutely passed by the Province of Ontario after the Cumming Report, established a Metropolitan Council of 24 members which first met on April 15, 1953 and which assumed its complex jurisdiction in full on January 1, 1954. The Council is composed of 12 members from the City of Toronto and 12 from the suburbs. All committees of the Council are similarly balanced, with equal representation from the city and from the suburbs as a whole. The members of the Metropolitan Council are not directly elected to it; all of the members hold elective office in the municipalities from which they come and derive their seats on the Metropolitan Council by virtue of holding other elective office. The suburban members are the chief elected officers in each of their respective municipalities. The city members are nine of the eighteen aldermen, selected by virtue of heading the polls in the nine wards of the city, plus two of the four controllers selected in the same fashion by a city-wide vote, and by virtue of his office, the mayor.

First Chairman
As Chairman of the Metropolitan Council for the years 1953 and 1954 the provincial government appointed Mr. Frederick G. Gardiner, Q.C., who some years before had been Reeve of the Village of Forest Hill and who had since
served on a number of inter-municipal planning agencies that had for many years attempted to grapple with the metropolitan problems of the Toronto area. The constitution of the Council provided that after 1954 it would elect its own Chairman, either one of its own members or an outsider. Each year from 1955 to 1961 the Council re-elected Mr. Gardiner as Chairman of Metropolitan Toronto. Mr. Gardiner is considered by many who have studied this form of government to have been the guiding genius who turned the experiment into an efficient and envied administration, within the democratic process, to grapple with the immense problems of the metropolitan area. Mr. Gardiner has been succeeded in 1962 by a former controller of the City of Toronto, Mr. William R. Allen, Q.C.

**"Bill 80"**
The legislation which established Metropolitan Toronto gave the new level of government many responsibilities. The thirteen area municipalities maintained their separate identity, but they vested in the central authority jurisdiction over the wholesale supply and purification of water, control over sewage treatment plants and major storm and sanitary sewers, and responsibility for a basic standard of capital costs for education, all public transportation, the major arterial roads, regional planning, the administration of the lower courts and the county jail, homes for the aged and care of indigent hospital patients and neglected children, and some public housing and regional parks. The area municipalities were not compensated for the assets, such as water purification and sewage treatment plants, which were transferred to the ownership of the new metropolitan government. At the same time, the Metropolitan Corporation assumed any municipal debt outstanding against these assets. The establishment of assessed values for purposes of real estate taxation was another function assigned to the Metropolitan government, so that local councils, which retained the right to set their own tax rates, would levy local taxes upon property assessed according to a uniform standard. Prior to the establishment of Metropolitan Toronto, no two of the 13 municipalities had used exactly the same formula for assessing properties.

**New responsibilities**
The metropolitan government has extended its political jurisdiction, after careful study, into fields which were not covered in the original legislation of
1953. In 1957 the Metropolitan government amalgamated the 13 police forces (which previously had operated on 12 different radio wave-lengths) into one Metropolitan police department of 2,000 men. In the same year the Metropolitan Council assumed jurisdiction over most municipal licensing and over air pollution control. The Chairman of the Metropolitan Council sits on both the Metropolitan Board of Commissioners of Police and the Metropolitan Licensing Commission.

By 1959, after 5 years of operation, Professor John G. Grumm, of the University of Kansas, was able to say in his published work Metropolitan Area Government: The Toronto Experience: “Despite some deficiencies, its accomplishments have been impressive. It has provided co-ordinated and cheaper financing for the whole area; has virtually solved water and sewage disposal problems; is finally beginning to make some headway in regard to spreading the financial burden of education; has established an efficient centralized police force; it is making progress in resolving the area’s deficiencies in parks and recreational centres; is spreading a modern freeway system throughout the area; and is providing better welfare services, particularly for the aged, without causing any undue stress upon the finances of any one sector in the Metropolitan region.”

The road to this success was not easy, nor automatic nor predetermined. The members of the Metropolitan Council have, in fact, never been entirely certain in their own minds that the metropolitan federation represents a final solution, although they did, in 1961, decide to maintain the government in its present form without any substantial alteration.

Metropolitan progress
In the years since the formation of Metropolitan Toronto, the physical assets of the community have been increased by the investment in roads, parks, schools and other facilities of more than $700 million. These have been, to a large extent, assets which the separate municipalities were unable to finance on their own and which were made possible by the pooling of their resources. As an official commission from the City of Winnipeg reported: “In Toronto after four years of metropolitan authority the savings in carrying charges to the municipalities outside Toronto for debentures to finance many urgent services were in the neighbourhood of $20 million.”

Achievements
At the start of the new government, restrictions on the use of water for lawn sprinkling were a common occurrence during long periods in the summer. There have been no restrictions on the use of water for many years. Metropolitan Toronto has added $60 million worth of sewage treatment plants and trunk sewers and $60 million worth of waterworks plants and trunk mains since 1954.

One of the objectives of the $60 million investment in sewer services made by Metropolitan Toronto was to close the several partial treatment sewage plants which for many years had poured effluent into the Don and Humber Rivers. In the winter of 1961 the Humber River, almost free of its effluent, froze over for the first time in decades.

Area planning
The regional planning role of the Metropolitan Planning Board enabled it to assure that the success of this objective inside Metropolitan Toronto was not defeated across its borders upstream. Green belt land in the outer fringe was protected and development in these areas was channelled so as to make use of local services or of services provided from Metropolitan Toronto itself.

Crowded schools, with children attending classes in shifts, were common place in the postwar years. In the years 1954-61, following the formation of Metropolitan Toronto, the area invested $175 million in 146 entirely new schools and added to 201 others. While the Metropolitan School Board assists in the planning and financing of new public schools, the administration of education is still the responsibility of local boards. The provision of the essential services of water, sewers, schools and transportation on a community-wide basis after 1954 opened up land for residential development so that the pace of construction quickened after the formation of Metropolitan Toronto. Over 140,000 dwellings have been finished in the area since 1954. Despite this frantic pace of construction it has been possible to confine this development to lands supplied with adequate municipal services and the haphazard, and in some cases even dangerously unhealthy residential expansion of previous years has been curtailed.

One of the most significant of the agencies made possible by metropolitan government has been the Metropolitan Toronto and Region Conservation Authority which came into being after the disastrous floods of Hurricane Hazel
The air view of Toronto shows much that explains the growth and potential of Toronto. The harbour handles both lake and overseas vessels. The island airport is conveniently located close to the central business section. The extensive railway yards indicate the importance of Toronto as a distribution centre. North of the railways lie the manufacturing and office building sections of the city. Also to be seen are the hospitals on University Avenue, the Provincial Parliament Buildings and the campus of the University of Toronto. On the horizon lie the new suburban areas with their modern factories and fully serviced residential areas.

which took the lives of 81 persons and destroyed $24 million worth of property in 1954. Within the 1,000 square miles of its jurisdiction the Conservation Authority will eventually own 7,000 acres of valley and recreational land. It will have 15 flood control dams, 10 of which will create new lakes; and it will rechannel many parts of the nine rivers within its jurisdiction; all part of a $38 million programme of conservation which will prevent future disasters and provide wilderness playgrounds at the back door of Canada’s most heavily-urbanized area.

In the significant years of the chairmanship of Frederick Gardiner he was always in personal command of every situation. The tribute paid to him unanimously by the other members of the Metropolitan Council on Mr. Gardiner’s retirement at the end of 1961 was particularly frank and personal. It said, in part:

"Under the dynamic leadership of Mr. Gardiner, the Metropolitan Corporation in its relatively short span of eight years has accomplished what was considered by many to be the impossible. Water, sewer and sewage treatment facilities have been greatly expanded, arterial highways, parkways and expressways have been completed or are under construction, and an extension of the rapid
The City of Toronto's new City Hall will provide a central home for the many Metropolitan Toronto departments now located in various offices in the Toronto area. The beautiful building was designed by Viljo Revell of Helsinki, Finland and will dominate Nathan Phillips Square and the area to the west of the present City Hall. The building is now under construction, and is expected to be completed by the end of 1964.

transit system has been commenced and others planned.

"During this period hundreds of new schools and school additions have been provided, a variety of welfare projects have been completed including urgently required homes for the aged and low rental apartments for senior citizens, a contract has been awarded for the 800-bed Riverdale Hospital for chronically ill and convalescent patients, a metropolitan parks system comprising 3,600 acres has been established, and many other vital projects have been successfully carried out.

"The fiscal policies consistently advocated by Mr. Gardiner have resulted in the Metropolitan Corporation showing a very high credit rating in the financial markets of both Canada and the United States which has been a contributing factor in the success of the Metropolitan Corporation.

"Along with keen intellect, outstanding administrative ability and great debating skill, Mr. Gardiner is endowed with an exemplary sense of duty and an infinite capacity for hard work which has permitted him to provide guiding counsel of the highest order to the success of the Metropolitan councils on which he has served with such distinction."
Metropolitan Council 1962

Executive Committee
William R. Allen, Q.C.
Nathan Phillips, Q.C.
Norman C. Goodhead
Donald D. Summerville
Mrs. Dorothy Hague
William L. Archer
Albert M. Campbell, B.S.A.

William R. Allen, Q.C.,
Chairman

H. O. Waffle
Reeve
Township of Etobicoke

William Dennison
Controller
City of Toronto

Donald R. Russell
Mayor
Town of New Toronto

W. Frank Clifton
Reeve
Village of Swansea

Laurie T. Simonsky
Reeve
Village of Forest Hill

Alex Hodgins
Alderman, Ward 8
Toronto

George W. Bull
Mayor
Town of Weston

Harold Menzies
Alderman, Ward 5
Toronto

Hugh M. Griggs
Mayor
Town of Mimico

Frederick J. Beavis
Alderman, Ward 1
Toronto

Mrs. M. Campbell, Q.C.
Alderman, Ward 2
Toronto

Miss True Davidson
Reeve
Township of East York

Kenneth M. Ostrander
Alderman, Ward 9
Toronto

Walter Saunders
Reeve
Township of York

David Rotenberg
Alderman, Ward 4
Toronto

Lloyd M. Dickinson
Mayor
Town of Leaside

A. M. Campbell, B.S.A.
Reeve
Twp. of Scarborough

Mrs. Marie Curtis
Reeve
Village of Long Branch

Wm. C. Davidson, Q.C.
Alderman, Ward 7
Toronto

Nathan Phillips, Q.C.
Mayor
City of Toronto

Norman C. Goodhead
Reeve
Twp. of North York

Donald D. Summerville
Controller
City of Toronto

Mrs. Dorothy Hague
Reeve
Village of Swansea

William L. Archer
Alderman, Ward 3
Toronto

City of Toronto

Village of Swansea

City of Toronto

Twp. of Scarborough

Twp. of Long Branch
The Metropolitan Corporation is responsible for the following metropolitan services:

**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** This department is responsible for: Hospitalization of indigent patients, Post-sanatorium care for consumptives, Homes for the aged, The maintenance of wards of children's aid societies.

**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.

**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.

**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.

**Licensing** 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.

**Emergency Measures** The Metropolitan Corporation is responsible for the implementation of Federal Government policy relating to emergency measures within the area. It is the responsibility of the Metropolitan Toronto Emergency Measures Organization to formulate and carry out plans relating to survival operations, continuity of civil government, civil defence, natural disaster, and co-ordination of the functions of the various departments.
and agencies of the Municipality of Metropolitan Toronto government. The Metropolitan Toronto Emergency Measures Organization also has the task of organizing, training and administering the rescue, warden, communication, and radiological volunteer services to ensure their efficient co-operation with the staffs of municipal departments when in operation in time of disaster.

**Acquisition of Assets from Local Municipalities** The assets which the Metropolitan Corporation assumes from the local municipalities to be used for metropolitan services are acquired without compensation other than the assumption by the Metropolitan Corporation of any outstanding debt in respect of such assets.

**Provincial Finance Assistance** The Province of Ontario makes annual grants to the Metropolitan Corporation. In 1961 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 $8,608,897 in 1961.
- 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 bridges.

Riverdale Hospital—approximately 70% of expenditures for new building, 66% of expenditures for 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.

WILLIAM R. ALLEN, Q.C., Chairman
Metropolitan organization

Licensing Commission
3 Members

Police Commission
5 Members

Emergency Measures Organization Committee
7 Members

Metropolitan Council
25 Members

Metropolitan Toronto Planning Board

Metropolitan Toronto Housing Company Limited

Toronto Transit Commission

Welfare and Housing Committee
7 Members

Works Committee
7 Members

Welfare and Housing Department

Works Department

Executive Committee
7 Members

Roads and Traffic Committee
7 Members

Roads Department

Traffic Department

Parks and Recreation Committee
7 Members

Parks Department

Property Department

Legal Department

Treasury Department

Clerk's Department

Audit Department

Assessment Department

Courts of Revision

Personnel Department
Department heads

G. A. Lascelles
Finance Commissioner

A. J. B. Gray
Assessment Commissioner

R. L. Clark, P. Eng.
Works Commissioner

G. O. Grant, P. Eng.
Roads Commissioner

R. J. Smith
Welfare and Housing Commissioner

Murray V. Jones
Commissioner of Planning

C. Frank Moore, Q.C.
Metropolitan Solicitor

W. W. Gardhouse
Metropolitan Clerk

G. Cuthbertson
B. Com., C.P.A.
Metropolitan Auditor

George W. Noble
Personnel Officer

Albert G. Cranham
Coordinating Officer of Courts of Revision

T. W. Thompson
Parks Commissioner

Samuel Cass, P. Eng.
Traffic Engineer

Frank D. Cavill
Commissioner of Property
## Area and population data

### Area in square miles
Source: Metropolitan Toronto Planning Board

<table>
<thead>
<tr>
<th>Area</th>
<th>Area in square miles</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metropolitan Toronto</td>
<td>241.0</td>
<td>100%</td>
</tr>
<tr>
<td>City of Toronto</td>
<td>35.1</td>
<td>14.6%</td>
</tr>
<tr>
<td>North York</td>
<td>68.1</td>
<td>28.3%</td>
</tr>
<tr>
<td>Scarborough</td>
<td>70.0</td>
<td>29.0%</td>
</tr>
<tr>
<td>Etobicoke</td>
<td>44.8</td>
<td>18.6%</td>
</tr>
<tr>
<td>York</td>
<td>8.0</td>
<td>3.3%</td>
</tr>
<tr>
<td>East York</td>
<td>5.9</td>
<td>2.4%</td>
</tr>
<tr>
<td>Forest Hill</td>
<td>1.5</td>
<td>0.6%</td>
</tr>
<tr>
<td>Leaside</td>
<td>2.4</td>
<td>1.0%</td>
</tr>
<tr>
<td>Mimico</td>
<td>1.0</td>
<td>0.4%</td>
</tr>
<tr>
<td>New Toronto</td>
<td>1.2</td>
<td>0.5%</td>
</tr>
<tr>
<td>Long Branch</td>
<td>0.9</td>
<td>0.4%</td>
</tr>
<tr>
<td>Weston</td>
<td>1.0</td>
<td>0.4%</td>
</tr>
<tr>
<td>Swansea</td>
<td>1.1</td>
<td>0.5%</td>
</tr>
</tbody>
</table>

### Population
Source: Census of Canada, June, 1961

<table>
<thead>
<tr>
<th>Area</th>
<th>Population</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metropolitan Toronto</td>
<td>1,618,787</td>
<td>100.0%</td>
</tr>
<tr>
<td>City of Toronto</td>
<td>672,407</td>
<td>41.5%</td>
</tr>
<tr>
<td>North York</td>
<td>269,959</td>
<td>16.7%</td>
</tr>
<tr>
<td>Scarborough</td>
<td>217,286</td>
<td>13.4%</td>
</tr>
<tr>
<td>Etobicoke</td>
<td>156,036</td>
<td>9.6%</td>
</tr>
<tr>
<td>York</td>
<td>129,645</td>
<td>8.0%</td>
</tr>
<tr>
<td>East York</td>
<td>72,409</td>
<td>4.5%</td>
</tr>
<tr>
<td>Forest Hill</td>
<td>20,489</td>
<td>1.3%</td>
</tr>
<tr>
<td>Leaside</td>
<td>18,579</td>
<td>1.2%</td>
</tr>
<tr>
<td>Mimico</td>
<td>18,212</td>
<td>1.1%</td>
</tr>
<tr>
<td>New Toronto</td>
<td>13,384</td>
<td>0.8%</td>
</tr>
<tr>
<td>Long Branch</td>
<td>11,039</td>
<td>0.7%</td>
</tr>
<tr>
<td>Weston</td>
<td>9,715</td>
<td>0.6%</td>
</tr>
<tr>
<td>Swansea</td>
<td>9,628</td>
<td>0.6%</td>
</tr>
</tbody>
</table>

### Age—Sex structure
Source: 1956 Census of Canada

<table>
<thead>
<tr>
<th>Age groups</th>
<th>Males</th>
</tr>
</thead>
<tbody>
<tr>
<td>70-74</td>
<td>75-79</td>
</tr>
<tr>
<td>65-69</td>
<td>70-74</td>
</tr>
<tr>
<td>60-64</td>
<td>70-74</td>
</tr>
<tr>
<td>55-59</td>
<td>70-74</td>
</tr>
<tr>
<td>50-54</td>
<td>70-74</td>
</tr>
<tr>
<td>45-49</td>
<td>70-74</td>
</tr>
<tr>
<td>40-44</td>
<td>70-74</td>
</tr>
<tr>
<td>35-39</td>
<td>70-74</td>
</tr>
<tr>
<td>30-34</td>
<td>70-74</td>
</tr>
<tr>
<td>25-29</td>
<td>70-74</td>
</tr>
<tr>
<td>20-24</td>
<td>70-74</td>
</tr>
<tr>
<td>15-19</td>
<td>70-74</td>
</tr>
<tr>
<td>10-14</td>
<td>70-74</td>
</tr>
<tr>
<td>5-9</td>
<td>70-74</td>
</tr>
<tr>
<td>0-4</td>
<td>70-74</td>
</tr>
</tbody>
</table>

Number of persons in thousands
### Assessment data

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Residential</th>
<th>Industrial and commercial</th>
<th>Per capita</th>
<th>Percent</th>
<th>Total assessments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metropolitan Toronto</td>
<td>53.3%</td>
<td>46.7%</td>
<td>$2513</td>
<td>100.0%</td>
<td>$4,067,737,909</td>
</tr>
<tr>
<td>Toronto</td>
<td>38.5%</td>
<td>61.5%</td>
<td>$2808</td>
<td>46.3%</td>
<td>$1,888,214,899</td>
</tr>
<tr>
<td>North York</td>
<td>69.1%</td>
<td>30.9%</td>
<td>2431</td>
<td>16.1%</td>
<td>656,355,798</td>
</tr>
<tr>
<td>Etobicoke</td>
<td>58.1%</td>
<td>41.9%</td>
<td>2982</td>
<td>11.5%</td>
<td>465,308,993</td>
</tr>
<tr>
<td>Scarborough</td>
<td>67.0%</td>
<td>33.0%</td>
<td>1937</td>
<td>10.4%</td>
<td>420,871,137</td>
</tr>
<tr>
<td>York</td>
<td>69.4%</td>
<td>30.6%</td>
<td>1729</td>
<td>5.5%</td>
<td>224,184,551</td>
</tr>
<tr>
<td>East York</td>
<td>78.9%</td>
<td>21.1%</td>
<td>1694</td>
<td>3.0%</td>
<td>122,663,210</td>
</tr>
<tr>
<td>Leaside</td>
<td>52.1%</td>
<td>47.9%</td>
<td>4089</td>
<td>1.9%</td>
<td>75,978,228</td>
</tr>
<tr>
<td>Forest Hill</td>
<td>90.4%</td>
<td>9.6%</td>
<td>3395</td>
<td>1.7%</td>
<td>69,562,403</td>
</tr>
<tr>
<td>New Toronto</td>
<td>29.4%</td>
<td>70.6%</td>
<td>3248</td>
<td>1.1%</td>
<td>43,468,708</td>
</tr>
<tr>
<td>Mimico</td>
<td>76.0%</td>
<td>24.0%</td>
<td>1835</td>
<td>0.8%</td>
<td>33,427,302</td>
</tr>
<tr>
<td>Weston</td>
<td>53.1%</td>
<td>46.9%</td>
<td>2551</td>
<td>0.6%</td>
<td>24,783,349</td>
</tr>
<tr>
<td>Swansea</td>
<td>76.6%</td>
<td>23.4%</td>
<td>2419</td>
<td>0.6%</td>
<td>23,293,102</td>
</tr>
<tr>
<td>Long Branch</td>
<td>64.7%</td>
<td>35.3%</td>
<td>1778</td>
<td>0.5%</td>
<td>19,626,232</td>
</tr>
</tbody>
</table>

**Total assessment value**

(Rounded to nearest million)

- 1952: $2,361,000,000
- 1953: $2,433,000,000
- 1954: $2,638,000,000
- 1955: $2,899,000,000
- 1956: $3,063,000,000
- 1957: $3,269,000,000
- 1958: $3,481,000,000
- 1959: $3,702,000,000
- 1960: $3,875,000,000
- 1961: $4,068,000,000
Right: Zebras in the Riverdale Zoo.
Top: Centre Island Park. Youngsters enjoy pony rides and also make friends with other animals in the farm zoo there.
Centre: Highland Creek Park. Land being acquired in conjunction with the Metro Conservation Authority for large regional park. Bottom: Edwards Gardens, a luxurious estate park on Lawrence Avenue East.
Right: The Centre Island area is developed as a fully serviced picnic area, with bathing stations. The new shelters and concession buildings add a cheerful note. 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 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.

The Metropolitan Toronto and Region Conservation Authority has undertaken a large scale program involving flood control, the acquisition and development of conservation areas and historic sites, and the conservation of forests and soil. Forest and soil conservation is basic to the whole program. Not only are forests and soil basic resources in themselves they have an important 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 Lands and Forests through the Conservation Authorities 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 cooperates 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.

At certain times a naturalist is available to guide visitors over the Nature Trails. The trees, flowers and other plants as well as wild animals are pointed out and discussed. Groups who desire guidance in the observation of natural history on the Nature Trails may make arrangements for a guide to meet them at the Boyd, Heart Lake or Albion Hills Conservation Areas by contacting the office of the Metropolitan Toronto and Region Conservation Authority as far as possible in advance.
Our Nature Trails lead the visitor through a variety of woodlands, beside ponds and streams—trails along which the trees, shrubs, flowers and ferns are named. Included on each label is a brief note on the identifying characteristics, uses and other features of interest.

Because the wildlife in the Conservation Areas is protected, a variety of wild animals may be observed as one walks over the Nature Trails. Deer, foxes, rabbits, squirrels, mink and muskrats, and a large number of birds have been seen from these Trails.
Emergency Measures Organization

Training for civil defence:
right, rescue services;
below, radiological monitoring.

The Emergency Measures Organization Committee is composed of three elected representatives from the City of Toronto, three suburban representatives and the Chairman of Metropolitan Toronto as a member ex officio. The Emergency Measures Planning Committee consists of senior representatives from departments and agencies which would have a significant role under emergency conditions created by nuclear war. The services represented are Police, Fire, Public Works, Welfare, Health and EMO. The Metropolitan Toronto Emergency Measures Organization has responsibility for co-ordination of civil defence program in all municipalities of Metropolitan Toronto. The Organization functions in two fields—public education, and overall training in conjunction with the Canadian Army and the Metropolitan Toronto Target Area Headquarters. An Emergency Measures Plan has now been developed to provide terms of reference for various departments and officials involved in emergency planning with reference to disposition of municipal services in the event of nuclear disaster affecting this area. The headquarters operation is supplemented by four zonal offices across Toronto and an alternate headquarters at Newmarket, Ontario.
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.

### 1961 Facts and Figures

<table>
<thead>
<tr>
<th></th>
<th>Entire System</th>
<th></th>
<th>Subway</th>
</tr>
</thead>
<tbody>
<tr>
<td>1961 Revenue</td>
<td>267,582,653</td>
<td></td>
<td>66,000,000</td>
</tr>
<tr>
<td>Miles Operated</td>
<td>48,135,240</td>
<td></td>
<td>220,000</td>
</tr>
<tr>
<td>Number of Routes</td>
<td></td>
<td></td>
<td>40,000</td>
</tr>
<tr>
<td>55</td>
<td>Bus</td>
<td>7,018,476</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Street Car</td>
<td>4½ miles</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Trolley Coach</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Subway</td>
<td>Service</td>
<td></td>
</tr>
<tr>
<td>79</td>
<td>Total Number of Routes</td>
<td>3% minutes in normal hours</td>
<td></td>
</tr>
</tbody>
</table>

#### Passenger Vehicles Owned:

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>836</td>
<td>Street Cars</td>
</tr>
<tr>
<td>574</td>
<td>Buses</td>
</tr>
<tr>
<td>145</td>
<td>Trolley Coaches</td>
</tr>
<tr>
<td>140</td>
<td>Subway Cars</td>
</tr>
<tr>
<td>1,695</td>
<td>Total Passenger Vehicles Owned</td>
</tr>
</tbody>
</table>
The Commission’s 400-mile urban transit system comprises 17 streetcar lines, 61 bus and trolley coach routes and a subway. The daily volume of traffic is about 900,000 revenue passengers a day, plus 675,000 transfer passengers. The Metropolitan area is divided into two transit zones, the inner zone having a radius of 5 miles from the city centre, and the outer one extending to the Metropolitan boundary.

The Yonge Street Subway, the first subway to be built in Canada, extends under or near Yonge Street from Union Station in the south to Eglinton Avenue in the north, a distance of 4.6 miles. It was built in 4 years at a cost of $64-million. The subway now carries up to 32,000 passengers an hour. It has a capacity of 40,000 an hour in one direction.

Since Metro was formed, T.T.C. emphasis has been on extending and improving service in the suburbs, and steady, substantial transit progress has been made in these areas. This progress includes:

69 route extensions
T.T.C. routes established on 120 miles of Metro streets not previously served by transit.
Number of buses in service more than doubled.
61% increase in miles of bus service operated.

This policy was continued in 1961. Nine routes were extended into new areas; hours of service were substantially increased on five others; and total miles of suburban service climbed to a new high of 8,272,666.

Construction of the Bloor-Danforth-University Subway was started in September 1959. This $200-million project is a joint effort financed by Metropolitan Toronto and the Toronto Transit Commission. The 2-mile University section is nearing completion, and tilled walls, polished terrazzo floors, soundproof ceilings and escalators are installed at all five stations on the line. The laying of track is on schedule and work has begun on the final installations; the signal system, lighting, and ventilating equipment. It is confidently expected that this branch of the subway will open early in 1963, as planned.

Top: This is one of the 25-foot tunnels that enclose the track and station platforms at St. Patrick Station (Dundas Street) and at Queen’s Park Station (College Street). This photograph shows the station tunnel before the installation of ceiling and wall finish.

Bottom: Here is a view of the same station after the curved porcelain enamel metal panels have been attached to the cast iron tunnel sections and after the suspended ceiling has been installed. Lighting fixtures will be partially concealed above the ceiling.
The Metropolitan Toronto Board of Commissioners of Police was formed in 1956 and charged with the responsibility of organizing the police forces of the thirteen area municipalities into a unified force which would begin operations on January 1st, 1957. The present organization is a successful experiment which may dictate the formation of other similar organizations in the metropolitan areas of other large cities. The elimination of artificial boundaries, of separate communications systems, of numerous and varied police regulations and procedures, has all contributed to a situation where in 1961 the crime rate in Metropolitan Toronto was not only reduced considerably but there was, in addition, an increase of over ten percent in clearance rates of Criminal Code Offences. District and Divisional boundaries defined in the original organization were based on conditions at that time. Since then, a study taking into consideration population density, employment, size and character of development and many other factors has resulted in the preparation of a more efficient and practical realignment of boundaries. A Capital Works Program has been developed to provide for the purchase of sites and the construction of buildings.
The Uniform Branch provides line police duties for divisions and districts. A special division composed of the specialist units of Morality, Mounted, and Police-women work through this Branch and the largest number of police officers in the department are assigned to duties within its jurisdiction.

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.

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.

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.
Water supply

Control board at the Lawrence Avenue Pumping Station for the remote operation of centrifugal pumps located at three unattended pumping stations in the Metropolitan Area.

This large raw water unit installed at the R. C. Harris Plant is capable of pumping up to 65 million gallons of water in one day.

High Pressure Diesel engine-driven fire pumps supply water at pressures up to 300 lbs. per square inch for fire protection purposes in the downtown area of Toronto.

Major projects constructed
1  R. C. Harris Water Filtration Plant Extension to 200 M.G.D.
2  96" Intake No. 2 from R. C. Harris Plant
3  48" W.M. on Nursewood Road
4  24" W.M. on Coxwell Avenue
6  Rehabilitation and Extension to John Street Pumping Station
7  Rehabilitation of Island Water Purification Plant
11  24" W.M. from New Toronto Pumping Station to the Queensway
12  24" W.M. on Kipling Avenue
13  36" W.M. from Runnymede Rd. and Colbeck St. to Bloor St. and Kipling Ave.
14  48" W.M. from Bloor St. W. and Kipling Ave. to Martin Grove Pumping Stn.
15  48" W.M. from Martin Grove Pumping Station to Richview Side Rd.
16  36" W.M. on Lawrence Ave. and The Westway from Keele St. to Kipling Ave.
17  Wm. H. Johnston Pumping Station
18  36" W.M. on Jane St.
19  Lawrence Ave. Reservoir and Pumping Station
20  48" and 42" W.M. from Humberside and Indian Rd. to the Lawrence Reservoir
21  36" W.M. on Caledonia Rd. from Lawrence Ave. W. to Northgate Dr. and Wilson Ave.
22  24" and 36" W.M. on Wilson Ave. from Keele St. to Clyde Ave.
23  36" W.M. on Wilson Heights Blvd., Dufferin St., and Finch Ave.
24  42" and 36" W.M. from Avenue Rd. and Caribou Ave. to Lawrence Reservoir
25  Armour Heights Pumping Stn.
26  36" W.M. on Ledbury St. and Clyde Ave.
27  36" W.M. Wilson Ave. and York Mills Rd.
28  42" W.M. on Pharmacy Ave. from Eglinton P.S. to Sheppard Ave.
29  24" W.M. on Lawrence Ave. E. from Pharmacy Ave. to Midland Ave.
30  Eglinton Reservoir and Pumping Station
31  36" W.M. on Lawrence Ave. from Midland Ave. to Bellamy Rd.
Main Treatment Plant
Left: Aeration control gallery. Return sludge and effluent water pumps in centre background. 24" dia. waste sludge pipe top right to centre background. 8'6" diameter air header at centre right.

Right: Blower room. Five centrifugal air blowers with 1,250 h.p. motors each supply 30,000 cubic feet of air per minute for aeration of sewage.

Bottom: Boiler room. Three steam boilers which use either oil or sewage gas for fuel, supply heat for all plant buildings and digestion tanks.
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, incinerators, 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 into the atmosphere are within the limits specified in the By-law and regulations. Operating permits are issued after the installations have been examined and tested. Observers assigned to a 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 locate 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.

A group of apartments showing the numerous heating and incinerator chimneys. Odorous residue from a single uncontrolled chimney which is inadequate in height can cause distress to the numerous tenants in the surrounding buildings. "Locating the Offender" is frequently a lengthy and laborious operation. Here, a staff member is servicing instruments used to locate cause of complaints.
The Metropolitan Toronto Planning Board develops a programme to guide physical growth within the 720 square miles that constitute the Metropolitan Toronto Planning Area. This Planning Area, containing 1,780,000 persons, comprises the Municipality of Metropolitan Toronto and the 13 surrounding municipalities. The Board acts in an advisory capacity to the Metropolitan Toronto Council, and makes the services of its technical staff available to any municipality within the Planning Area. As a basis for guiding development, the Board has prepared a draft Official Plan which is designated to co-ordinate public and private policies during the next 20 years.

To plan for the development of the area, the Board undertakes surveys of the physical, social, and economic factors affecting the growth of the Toronto region. From an analysis of these surveys the Board determines the appropriate development pattern for all sections of the area and the best methods of achieving the desired goals.

In co-operation with the area municipalities the Board advises the Minister of Municipal Affairs on the design and timing of new plans of subdivision. The Board also makes recommendations regarding the location and design of major roads,
expressways, and transit facilities, and the timing of sewer and water facilities and other public works. The basic principles guiding development require balanced distribution of employment throughout the area, the utilization of the river valleys and the lakefront for park purposes, and the provision of an integrated system of public and private transportation, including rapid transit, expressways, and commuter rail services.
Road projects

Right: This view of the Don Valley Parkway, looking south-west from Eglinton Avenue, shows most of the section now open down to Bloor Street.

Below: The Six Points Interchange now completed, facilitates the movement of large volumes of traffic at the intersection of Bloor and Dundas Streets with Kipling Avenue. This complicated interchange provides separate lanes for most of the turning movements possible at this complex of streets.

Major works completed or under construction by the Department of Roads

Expressways:
- Frederick G. Gardiner Expressway
- Don Valley Parkway

Road Extensions:
- Bayview Avenue
- Eglinton Avenue East
- Keating Street
- Queen Street West
- Lawrence Avenue East

New Bridges:
- F. G. Gardiner Expressway—16
- Don Valley Parkway—19
- Queen Street West Extension—3
- Eglinton Avenue East Extension—3
- Bayview Avenue Extension—3

1. The Queensway over Mimico Creek
2. Kipling Avenue over C.P.R.
3. Dundas, Bloor, Kipling Interchange—3
4. Bloor Street West under C.P.R.
5. Bloor Street over Mimico Creek
6. Dundas Street West over Mimico Creek
7. Kipling Avenue over Mimico Creek
8. Dundas Street West and Royal York Road Interchange—2
9. Rogers Road over the C.P.R. and C.N.R.
10. Jane Street over C.N.R. and C.P.R. South of Trelawney Drive
11. Lawrence Avenue West over Black Creek
12. Lawrence Avenue West Subway under C.P.R. and C.N.R.
13. Lawrence Avenue West over Humber River
14. Jane Street over Black Creek
15. Jane Street over Black Creek
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 administration 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.

Top: Plan and view of west facade seen from Jarvis Street. Left: Children’s Court in Session. A child and his family in court pose an unusual and distressing type of social challenge. At this point, the court becomes a unique tribunal. It takes on some of the characteristics of a forum, a clinic, or a school in human understanding. Centre: A clinically designed programme activity for diagnostic study of children. Clinical assessments from the Court are based partly upon observed patterns of behaviour while children are living in the Detention-Observation Home. Right: The skills and wisdom of those professions which can contribute to the general reservoir of knowledge about child behaviour and family life must be called upon; medical examination.
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), Foster 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 Elderly Persons Low Rental Apartments. 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 inasmuch 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. 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.

Bendale Acres, Home for the Aged is under construction on the north side of Lawrence Avenue, east of Bramley Road in the Township of Scarborough and will provide 332 beds. This Home adjoins the Bramley Acres elderly persons apartments.

Elderly persons low rental apartments
Nine elderly persons low cost housing developments have been built and are in operation. See page 39. These developments have been built under a Limited Dividend Housing Clause of the National Housing Act. 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.

Home Care on the following basis:
Operation and maintenance of Homes for the Aged and Foster 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. See page 10.

Bendale Acres, Home for the Aged
The Metropolitan Toronto Housing Company Limited constructs low rental apartment developments for senior citizens. However, all administration and management is by the Department of Welfare and Housing of the Municipality of Metropolitan Toronto.

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.

All elderly persons low rental 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.

To be eligible for consideration a person must be over sixty years of age and have ten years continuous residence within the Metropolitan Toronto area just prior to making application. A single person is eligible for a bachelor apartment. Couples or two single persons residing together when making application, are eligible for a one bedroom suite. The apartments owned by the Metropolitan Toronto Housing Company Limited consist of 1,242 units in the nine locations. 470 more units are to be constructed in the immediate future and 2000 more units in seven locations are in the planning stage.

(See map, page 37.)
### Projects in operation

<table>
<thead>
<tr>
<th>Project</th>
<th>Suite Count</th>
<th>Suite Description</th>
<th>Rent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Westacres</td>
<td>128</td>
<td>64 bachelor suites</td>
<td>$35.75</td>
</tr>
<tr>
<td></td>
<td></td>
<td>64 1-bedroom suites</td>
<td>$42.25</td>
</tr>
<tr>
<td></td>
<td>96</td>
<td>48 bachelor suites</td>
<td>$40.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>48 1-bedroom suites</td>
<td>$55.00</td>
</tr>
<tr>
<td>Northacres</td>
<td>128</td>
<td>64 bachelor suites</td>
<td>$39.25</td>
</tr>
<tr>
<td></td>
<td></td>
<td>64 1-bedroom suites</td>
<td>$49.25</td>
</tr>
<tr>
<td>Scarborough Acres</td>
<td>16</td>
<td>8 bachelor suites</td>
<td>$45.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>8 1-bedroom suites</td>
<td>$53.30</td>
</tr>
<tr>
<td>May Robinson House</td>
<td>405</td>
<td>247 bachelor suites</td>
<td>$42.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>158 1-bedroom suites</td>
<td>$54.00</td>
</tr>
<tr>
<td>Woodbine Acres</td>
<td>42</td>
<td>25 bachelor suites</td>
<td>$48.25</td>
</tr>
<tr>
<td></td>
<td></td>
<td>17 1-bedroom suites</td>
<td>$59.00</td>
</tr>
<tr>
<td>Brimley Acres</td>
<td>201</td>
<td>112 bachelor suites</td>
<td>$46.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>89 1-bedroom suites</td>
<td>$57.00</td>
</tr>
<tr>
<td>Riverdale Acres</td>
<td>25</td>
<td>25 bachelor suites</td>
<td>$50.00</td>
</tr>
<tr>
<td>East York Acres</td>
<td>201</td>
<td>112 bachelor suites</td>
<td>$45.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>89 1-bedroom suites</td>
<td>$59.50</td>
</tr>
</tbody>
</table>

### To be completed in near future

<table>
<thead>
<tr>
<th>Project</th>
<th>Suite Count</th>
<th>Suite Description</th>
<th>Rent</th>
</tr>
</thead>
<tbody>
<tr>
<td>King High Avenue</td>
<td>31</td>
<td>31 bachelor suites</td>
<td>$53.75</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scarlett Road</td>
<td>47</td>
<td>27 bachelor suites</td>
<td>$43.75</td>
</tr>
<tr>
<td></td>
<td></td>
<td>20 1-bedroom suites</td>
<td>$59.50</td>
</tr>
<tr>
<td>Warden Avenue</td>
<td>392</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The Metropolitan Toronto Housing Authority was constituted by Provincial Order-in-Council in 1955 to operate and administer public housing projects in the Metropolitan Toronto area financed jointly by the Federal, Provincial and Municipal governments.

It is also the only such Authority in Canada empowered to give assistance to the local municipality in the development of new projects. The nine Members of the Authority are appointed by the Lieutenant-Governor of Ontario and serve without remuneration. Two projects are presently in full operation:

- **Lawrence Heights**
  - This development covering 90.3 acres is located in the Township of North York, north of Lawrence Avenue West between Dufferin and Bathurst Streets. It comprises 1081 dwellings ranging from 1-bedroom apartments to 5-bedroom single detached houses. A Community Centre is now under construction. The project stands on vacant land owned by the Federal Provincial Partnership.

- **South Regent Park**
  - This is a 26.2 acre urban renewal area instigated by the City of Toronto, bounded by Dundas Street East, Shuter Street, River Street and Regent Street. The development totals 732 dwellings consisting of 479 apartments and 253 row houses. A Day Care Centre operated by the City of Toronto is also located in the project as is a Community Centre.

A further project of 150 units is now under construction at Scarlett Road in the Township of Etobicoke. It is anticipated that the first tenants will take up residence here in the summer.

Tenders have been called for the construction of 345 units at Warden Avenue in Scarborough and an early start is expected with occupation to commence.
at the end of the year.
In addition, plans have been prepared for a 300 unit development at O'Connor Drive in North York and 500 units in Thistlewood, Etobicoke.

Rents in all the developments under the administration of the Authority are geared to the incomes of the tenants regardless of the size of unit occupied which is dictated by the family composition. The allocation of units and selection of tenants are based on housing need. There are three basic eligibility requirements:
Residential requirement

An applicant must have resided in the Metropolitan Toronto area for at least twelve months immediately preceding the date of application.
Family composition
There must be at least two persons in the family who are related by blood, marriage or legal adoption.
Income requirement
The total family income must fall within certain prescribed limits.
The Metropolitan School Board

Eleven elected boards of education operate the public elementary and secondary schools in the thirteen area municipalities comprising Metropolitan Toronto. The municipalities of Mimico, New Toronto and Long Branch have a common board of education called the Lakeshore Board. Ten of the eleven boards administer secondary schools, and three boards operate junior high schools covering grades seven, eight and nine. Most public school pupils attend schools in their own municipalities, but many secondary school pupils attend schools located in other municipalities. The Metropolitan School Board does not manage or administer any schools. It shares with the eleven boards of education the responsibility for financing and planning the public elementary and secondary schools. Both the local boards and the Metropolitan School Board levy property and business taxes for school purposes. For 1962 the Metropolitan school rate is 13 mills on residential properties.

The Metropolitan School Board is composed of ten city representatives, ten suburban representatives, and two representatives of the Metropolitan Separate School Board for secondary school matters only.

The Metropolitan Separate School Board administers separate schools for Roman Catholic children whose parents pay taxes to the Board.

Functions of The Metropolitan School Board

All applications by local boards for capital expenditures to be financed by borrowed funds require the approval of the Metropolitan School Board. The Board sets attendance areas to make the optimum use of available accommodation, particularly in the case of high schools. The Metropolitan Board pays the full costs of special classes operated by local boards. A primary function of the Metropolitan School Board is to reduce the inequalities in the costs of education by paying some of the debt charges for schools and by making uniform per pupil payments to area boards. The revenues to cover these expenditures come from provincial grants and from a tax levy on area municipalities.
Financing public education in Metropolitan Toronto

Local boards of education make capital expenditures to acquire school sites, erect new schools, renovate or replace existing accommodation, and build administrative offices. Capital expenditures may be made with current revenues but are usually made with borrowed funds. Through its control over borrowed funds the Metropolitan Board serves to coordinate and to facilitate provision of school accommodation.

The Municipality of Metropolitan Toronto borrows capital funds through the sale of debentures backed by the credit of the entire municipality. Debt charges on school debentures are met by provincial grants and by tax revenues of the Metropolitan and local boards.

The Metropolitan School Board reimburses local boards for the full cost of operation of a selected list of special classes. These include: Aphasic, Dyslexic, Hard of Hearing, Health and Forest Home Instruction, Hospitals and Institutions, Oral Deaf.

Orthopaedic
Sight Saving
Special Vocational
The Metropolitan School for the Deaf will open September 1962.

The primary role of the Board is to assist local boards through uniform maintenance assistance payments provided from a pooling of provincial grants and the Metropolitan school levy. In 1962 the Province of Ontario is expected to provide $28,100,000 to the Metropolitan Board to defray school debt charges and to assist local boards. For 1962 payments to local boards will be as follows:

| Public Elementary | $205 per pupil |
| Academic Secondary | 335 per pupil |
| Commercial Secondary | 380 per pupil |
| Technical Secondary | 535 per pupil |

Gross expenditures for education by local boards and the Metropolitan Board were $132,000,000 in 1961.

The Metropolitan School Board has recently undertaken a two year study to determine the most effective method of making the resources of the area available to secure the maximum educational opportunity for all children of the area on an equitable basis.
Recent or proposed school buildings  
Left: Architect's model of Eastdale Vocational School on Gerrard Street. 
Right: Lansdowne Senior Public School in the City of Toronto. 
Below: Fenside Drive Public School in the Township of North York.
The Metropolitan Separate School Board

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.

The map above shows separate schools and private elementary and high schools under the control of Roman Catholic orders.

Right: Proposed addition to St. David's School.
A Metropolitan Licensing Commission was established on January 1st, 1957. 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.

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—5290 Yonge Street, Willowdale
York Township—2700 Eglinton Avenue West
Etobicoke Township—4946 Dundas Street West
New Toronto—874-A Lakeshore Road, New Toronto
Toronto—Room 105A, City Hall, Queen and Bay Streets

*After August 15th in the new Magistrate's Court Building at Eglinton Avenue East and Birchmount Avenue.
Statistical data

Automobile registrations

<table>
<thead>
<tr>
<th>Year</th>
<th>Passengers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1950</td>
<td>194,837</td>
</tr>
<tr>
<td>1951</td>
<td>204,814</td>
</tr>
<tr>
<td>1952</td>
<td>254,245</td>
</tr>
<tr>
<td>1953</td>
<td>272,560</td>
</tr>
<tr>
<td>1954</td>
<td>289,814</td>
</tr>
<tr>
<td>1955</td>
<td>333,285</td>
</tr>
<tr>
<td>1956</td>
<td>363,865</td>
</tr>
<tr>
<td>1957</td>
<td>378,334</td>
</tr>
<tr>
<td>1958</td>
<td>397,120</td>
</tr>
<tr>
<td>1959</td>
<td>420,866</td>
</tr>
<tr>
<td>1960</td>
<td>448,398</td>
</tr>
<tr>
<td>1961</td>
<td>470,000</td>
</tr>
</tbody>
</table>

Source: Ontario Dept. of Transport
*Estimate for 1961

Construction activity

<table>
<thead>
<tr>
<th>Year</th>
<th>Value of contracts awarded for all types of construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>1950</td>
<td>$183,800,000</td>
</tr>
<tr>
<td>1951</td>
<td>$212,112,000</td>
</tr>
<tr>
<td>1952</td>
<td>$288,715,000</td>
</tr>
<tr>
<td>1953</td>
<td>$300,240,000</td>
</tr>
<tr>
<td>1954</td>
<td>$481,895,000</td>
</tr>
<tr>
<td>1955</td>
<td>$534,656,000</td>
</tr>
<tr>
<td>1956</td>
<td>$547,679,000</td>
</tr>
<tr>
<td>1957</td>
<td>$610,173,000</td>
</tr>
<tr>
<td>1958</td>
<td>$673,595,000</td>
</tr>
<tr>
<td>1959</td>
<td>$387,590,000</td>
</tr>
<tr>
<td>1960</td>
<td>$420,800,001</td>
</tr>
</tbody>
</table>

Source: Southam-MacLean's Building Reports

Toronto—international port

The land-locked Port of Toronto is a busy lake and ocean port with over 75 lines operating in the direct overseas and lake trade.

The harbour was a deciding factor in the location of the small settlement of York which has grown to become Metropolitan Toronto. The port has played an important part in this growth and has, of necessity, grown tremendously itself.

Over 12 miles of berthing, modern and efficient dock facilities which include the most modern transfer terminals, a 300-ton heavy lift crane, and special gantry cranes all contribute to fast, efficient and economical movement of waterborne cargo. The entire inner harbour has been dredged to Seaway depth.

In 1961 the port had its second biggest cargo tonnage year in history with over 900,000 tons of cargo being handled on the overseas vessels, and almost 4½ million tons of domestic and U.S. cargo on the lake carriers.

Harbour shipments

Cargo tonnage—lake and overseas trade

<table>
<thead>
<tr>
<th>Year</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1950</td>
<td>4,500,000</td>
</tr>
<tr>
<td>1951</td>
<td>4,600,000</td>
</tr>
<tr>
<td>1952</td>
<td>4,400,000</td>
</tr>
<tr>
<td>1953</td>
<td>4,470,000</td>
</tr>
<tr>
<td>1954</td>
<td>4,800,000</td>
</tr>
<tr>
<td>1955</td>
<td>5,187,000</td>
</tr>
<tr>
<td>1956</td>
<td>5,248,000</td>
</tr>
<tr>
<td>1957</td>
<td>4,480,000</td>
</tr>
<tr>
<td>1958</td>
<td>4,741,000</td>
</tr>
<tr>
<td>1959</td>
<td>4,638,000</td>
</tr>
<tr>
<td>1960</td>
<td>5,275,000</td>
</tr>
</tbody>
</table>

Source: Toronto Harbour Commissioners
Toronto has proved a powerful attraction to people in many places. To Toronto they came from the rural areas of Ontario, from other provinces, and especially from outside Canada. Between 1951 and 1956 approximately 175,000 persons came to Toronto, and of these over 75% were from outside Canada. Since 1956 Metropolitan Toronto has continued to attract newcomers to Canada as well as native Canadians. Today Toronto can boast of an enriched social and cultural environment through the contributions of its new citizens. While the exceptionally high rate of immigration in recent years is not expected to continue indefinitely, it is estimated that net immigration into the area will average 25,000 persons annually in the next twenty years.
Municipalities forming Metropolitan Toronto showing dates of incorporation
Executive Committee:
William R. Allen, Q.C.
Nathan Phillips, Q.C.
Norman C. Goodhead
Donald D. Summerville
Mrs. Dorothy Hague
William L. Archer
Albert M. Campbell, B.S.A.

The historical background of Metropolitan Toronto

North America has been settled by immigrants—and by the descendants of immigrants. At the end of the American Revolution in 1783 population pressure was beginning to send settlers towards British North America; the United Empire Loyalists were only a little ahead of the advance wave of American frontiersmen. Loyalists and disbanded soldiers crossed the St. Lawrence and Niagara Rivers and founded British settlements in the territory that in 1791 was declared to be the Province of Upper Canada. In the subsequent years others followed from the United States, many of German origin. All sought new homes for themselves in a country covered with virgin forests. In 1791 the British sent out Lieutenant-Colonel John Graves Simcoe as Lieutenant-Governor of
Upper Canada. In 1793, leaving behind Newark, now Niagara-on-the-Lake, which had served as his Provisional Capital, Simcoe crossed Lake Ontario to find a new and permanent seat of government on the shores of Toronto Bay. In that same year southern Ontario was divided for administrative reasons into ninety-two counties, with the region to the north of the new military camp being called York. This was also the name given to the town planned for the north shore lake of Ontario between the Humber and the Don Rivers.

The little town of York grew as settlers occupied the fertile land to the north. Government officials were primarily concerned with the preservation of law and order in the new colony; local government was concerned mainly with improvement of roads to serve the settled areas. Very early the forerunners of the rural townships appeared; the southern portion of York County along Lake Ontario was divided into Etobicoke, York and Scarborough Townships. Thus York was the name for the embryo town, the township surrounding it, and the county for which the town served as the administrative seat. In addition to being the county seat, York prospered as the capital of the growing Province of Upper Canada, surviving the depredations of the War of 1812.

The first thirty years of the nineteenth century saw a slow population growth; in 1830 the population of York and the three townships finally topped 8,000 persons. Thereafter immigration from the British Isles and elsewhere in Europe accelerated the growth of the colony. In 1834 the Town of York enlarged its boundaries and was incorporated as the City of Toronto with a population of 9,254. By 1845 the city area contained 27,265 persons, with 23,503 in the city, 7,120 in York Township, 3,728 in Etobicoke, 2,914 in 1847.

By the middle of the nineteenth century Canada West (the name for Upper Canada after the Act of Union of 1841) was no longer in the pioneer stage. In 1849 Attorney-General Robert Baldwin introduced a body of laws for municipalities which when passed by the legislature became known as the Municipal Act. In 1850 the older townships and the counties were formally incorporated into municipal corporations with broad responsibilities for local administration.

Thus the date of incorporation for the Townships of York, Scarborough and Etobicoke and the County of York is 1850. Provision was made for the incorporation of villages and towns as urbanization proceeded, but also for their retention within the two-tier system of county government. The cities and towns with older charters of incorporation were allowed to remain outside the county system except for the administration of justice; to this day all Ontario cities and the "separated" towns are not part of county government.

In the days when there was a clear cut distinction between urban and rural areas this was a satisfactory arrangement. The assumption was that a city had the resources to carry out local government responsibilities within its boundaries, while a rural-oriented municipality had to cooperate with other such municipalities to provide basic facilities such as roads and bridges. The City of Toronto had sole responsibility for local matters within its boundaries, while the townships, the villages and the towns formed after 1850 were joined together for certain county purposes. The county was the first federation of municipalities in Ontario.

As the population of the City of Toronto grew to fill out the 1834 boundaries, many small towns and villages developed within York Township. Among the last to do so and the only one to survive to the present was the Town of Weston, incorporated in 1881. Just two years later, in 1883, the City of Toronto made the first of a long series of annexations which continued to the First World War in 1914.
By then all of the early villages and towns except Weston had been encompassed by the expanding city. In the geographical area of the old Township of York the only other municipality beside the city and the township was the Town of Leaside, incorporated in 1913 and having within its boundary 42 persons. In 1900 there were 200,000 persons within the city limits, and 25,000 in the suburbs. By 1914 the population of the expanded city had more than doubled to 470,000, while the suburbs had some 40,000 residents. New arrivals were now building homes west of the Humber River, and two new municipalities were created on the lakeshore out of Etobicoke Township—Mimico in 1911 and New Toronto in 1913.

Soon after the war the city’s population passed the 500,000 mark, and there were 60,000 persons in the suburbs. Toronto showed reluctance in absorbing additional land and people and in any case the city was still capable of absorbing new development within its boundaries. In 1928 the City Council formally decreed a policy of no further annexations of suburban lands. The city population continued to grow, probably reaching a peak of 700,000 in the overcrowded period immediately after 1945, the end of the Second World War. The suburban population also continued to grow, and new municipalities were formed. The large rural-oriented part of York Township broke away in 1922 to form the Township of North York. The next year the eastern urban area seceded from North York to form the Township of East York. Three new villages were created before the depression of the thirties discouraged further municipal ventures. Forest Hill (1929) and Swansea (1925) out of the remnant of York Township, and Long Branch (1930) out of Etobicoke. Only Scarborough retained its original 1850 boundaries. About 1923 the population of Toronto’s suburbs passed 100,000; in 1935, 200,000 and in 1948, 300,000. The 1951 census revealed 442,000 in the suburbs; since then the average annual increase has been 50,000 persons, a dramatic surprise to many older Toronto residents. There are now more persons in the suburban municipalities than in the central city; the actual number is not far from one million. The municipal pattern in 1962 remains substantially what it was in 1930, but with a profound difference, the existence of the Municipality of Metropolitan Toronto. While many advocated, and still believe in, the full amalgamation of the built-up urban area into one municipality, provincial legislation in 1953 established a federation of the thirteen municipalities for area-wide matters. The twelve suburbs were separated from the County of York to be joined with the city in the first urban federation in North America. Within the federation, provincial legislation allows changes in municipal boundaries, but a special committee of Metropolitan Council in 1961 decided on no change in the existing arrangement. Meanwhile the existing local governments continue to deal with the important problems of urban government and so create a better environment for their citizens.
The Metropolitan Corporation is responsible for the following metropolitan services:

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 with 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.


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 courthouse and jail for the County of York and a juvenile and family court for the metropolitan area.

Riverdale Hospital, The Metropolitan Corporation in 1957 acquired from the City of Toronto the Riverdale Isolation Hospital. As the need for this type of hospital care diminished, it was decided to use it to provide convalescent and chronically ill hospital care. As a result, the buildings of the old hospital were completely renovated to provide 104 beds for this type of care. To relieve the overcrowded active treatment hospitals, construction is well under way to provide an 808 bed addition which will be completed early in 1963.
The expressway system, together with the metropolitan arterial road system, the collector road system and the public transit system, comprise the major systems of transportation that facilitate the movement of people and goods. The expressway system, designed to accommodate large volumes of long-trip through traffic, and relieve the existing major arterials used by excessive traffic, will provide express service between large residential areas, employment areas and the central business 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. 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 metropol-itan parks under the Metropolitan Parks Act which was estab-lished in 1955.

Emergency Measures. The Metropolitan Corporation is responsible for the implementation of Federal Government policy relating to emergency measures within the area. It is the responsibility of the Metropolitan Toronto Emergency Measures Organization to formulate and carry out plans relating to survival operations, continuity of civil government, civil defence natural disaster, and co-ordination of the functions of the various departments and agencies of the Municipality of Metropolitan Toronto government. The Metropolitan Toronto Emergency Measures
Organization also has the task of organizing, training and administering the rescue, warden, communication, and radiological volunteer services to ensure their efficient co-operation with the staffs of municipal departments when in operation in time of disaster.

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 Finance Assistance: The Province of Ontario makes annual grants to the Metropolitan Corporation. In 1961, 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 $8,608,897 in 1961. 50% of all 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 Federal and provincial 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 for certain expenditures.

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.

WILLIAM R. ALLEN, Q.C.
Chairman

Metropolitan Toronto's government is providing the vast network of municipal transportation facilities required in an efficient metropolis. This section of the Frederick G. Gardiner Expressway from Spadina Avenue to Dufferin Street, north of the C.N.E. grounds, will be paved and in use by the fall of 1962. During 1962 construction will continue to progress easterly from Spadina Avenue and will also start at the Don River and progress westerly. The seven mile expressway is an elevated structure for four miles from the C.N.E. grounds to the southern end of the Don Valley Parkway. Through traffic will be carried in minutes along the multi-million dollar freeways to and from the western and northeastern suburbs.
The land-locked Port of Toronto is a busy lake and ocean port with over 75 lines operating in the lake and direct overseas trade. The harbour was a deciding factor in the location of the small settlement of York which has grown to become Metropolitan Toronto. As well, the port itself has grown tremendously. Over 12 miles of berthing, modern and efficient dock facilities which include the most modern transfer terminals, a 300-ton heavy lift crane, and special gantry cranes, all contribute to fast, efficient and economical movement of waterborne cargo. The entire inner harbour has been dredged to Seaway depth. In 1961 the port had its second biggest cargo tonnage year in history with over 900,000 tons of cargo being handled on the overseas vessels, and almost 4½ million tons of domestic and U.S. cargo on the lake carriers.

<table>
<thead>
<tr>
<th>Years</th>
<th>Population</th>
<th>Dwelling units completed</th>
<th>Construction contracts awarded</th>
<th>Total taxable assessment</th>
<th>Number of passenger vehicles</th>
<th>Harbour cargo tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1950</td>
<td>1,055,000</td>
<td>9,373</td>
<td>$183,800,000</td>
<td></td>
<td>194,837</td>
<td>4,500,000</td>
</tr>
<tr>
<td>1951</td>
<td>1,117,470*</td>
<td>13,026</td>
<td>$212,112,000</td>
<td></td>
<td>207,814</td>
<td>4,600,000</td>
</tr>
<tr>
<td>1952</td>
<td>1,132,000</td>
<td>9,576</td>
<td>$191,000,000</td>
<td></td>
<td>254,245</td>
<td>4,400,000</td>
</tr>
<tr>
<td>1953</td>
<td>1,173,000</td>
<td>9,460</td>
<td>$288,715,000</td>
<td></td>
<td>272,560</td>
<td>4,470,000</td>
</tr>
<tr>
<td>1954</td>
<td>1,253,000</td>
<td>16,252</td>
<td>$389,240,000</td>
<td></td>
<td>289,814</td>
<td>4,800,000</td>
</tr>
<tr>
<td>1955</td>
<td>1,304,000</td>
<td>22,277</td>
<td>$481,885,000</td>
<td></td>
<td>333,285</td>
<td>4,500,000</td>
</tr>
<tr>
<td>1956</td>
<td>1,358,028*</td>
<td>17,943</td>
<td>$534,656,000</td>
<td></td>
<td>363,865</td>
<td>5,487,000</td>
</tr>
<tr>
<td>1957</td>
<td>1,380,000</td>
<td>14,719</td>
<td>$478,679,000</td>
<td></td>
<td>376,334</td>
<td>5,248,000</td>
</tr>
<tr>
<td>1958</td>
<td>1,429,000</td>
<td>23,125</td>
<td>$610,173,000</td>
<td></td>
<td>397,120</td>
<td>4,488,000</td>
</tr>
<tr>
<td>1959</td>
<td>1,487,000</td>
<td>18,364</td>
<td>$473,595,000</td>
<td></td>
<td>420,866</td>
<td>4,741,000</td>
</tr>
<tr>
<td>1960</td>
<td>1,527,000</td>
<td>15,666</td>
<td>$387,390,000</td>
<td></td>
<td>448,398</td>
<td>4,630,000</td>
</tr>
<tr>
<td>1961</td>
<td>1,618,787*</td>
<td>12,960</td>
<td>$420,801,000</td>
<td></td>
<td>470,000</td>
<td>5,275,000</td>
</tr>
</tbody>
</table>