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Portrait of a Changing City

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TORONTO 150: PORTRAIT OF A CHANGING CITY
Statistics Canada Catalogue No. 11-X-523E
ISBN 0-660-11472-9
$9.95

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Edition française disponible
Toronto 150: Portrait d'une ville en évolution
Statistique Canada, N° de catalogue 11-X-523F
ISBN 0-660-91150-7
$9.95

Preface

As the people of Toronto celebrate the 150th anniversary of their city, Statistics Canada wishes to commemorate the occasion with TORONTO 150: PORTRAIT OF A CHANGING CITY.

It has been 150 years since the garrison town of York began its evolution into the Toronto of today. TORONTO 150 presents a statistical portrait of the city and its people. Much of the early information is taken from historical Census records and to complete the picture, contemporary information is drawn from a variety of Statistics Canada surveys that highlight diverse aspects of life in Toronto and its metropolitan area.

On behalf of all the employees of Statistics Canada, I extend our sincere congratulations to the people of Toronto on the occasion of the 150th anniversary of their city.

Martin Wilk

Martin Wilk
Chief Statistician of Canada
Ottawa

April, 1984

Acknowledgements

TORONTO 150 represents the co-operative effort of many people.

In particular, we would like to thank D.B. Scott, who took the rough outline for this book and prepared the initial draft of the manuscript; Jonina Wood, for her editorial assistance; Laurent Marion, who prepared the french translation; Danielle Baum, who produced the graphics and final layout for the publication; and Statistics Canada's Toronto Regional Office, for its active participation in all phases of this project.

We also thank the members of our Review Board – Judith Frederick, David Garrick, Victor Glickman, Edward Pryor and John Tylee – for their comments and criticisms.

Finally, we would like to express our appreciation for the support and endorsement of the Toronto Sesquicentennial Board.

Municipal Liaison and Development Group
Business, Provincial and Municipal Relations Division
Statistics Canada, Ottawa

Table of Contents

Preface
Acknowledgements

Chapter I: The Evolution of Toronto's Population
Chapter II: The Character of Toronto Neighbourhoods
Chapter III: The Liveable City
Chapter IV: The City at Work
Chapter V: The Scale of Toronto's Economy

List of Sources
Photo Credits

TORONTO FOR FIVE YEARS
BLESS YOU

Chapter I

The Evolution of Toronto's Population

From York to Toronto

To the Turn of the Century

The Twentieth Century: The Opening Decades

Post War to the Present

List of Charts and Tables

Chart 1.1 Population: City of Toronto, 1834-1981

Map 1.2 The City Expands

Chart 1.3 The Young and the Old: City of Toronto, 1851-1981

Table 1.4 Population by Age Groups: City of Toronto, 1851-1981

Chart 1.5 Males and Females: City of Toronto, 1834-1981

Table 1.6 Population by Period of Immigration: City of Toronto, 1981

Chart 1.7 Toronto's Ethnic Mix, 1871-1981

Table 1.8 Toronto's Ethnic Mix, 1871-1981

Chart 1.9 Religion: City of Toronto, 1851-1981

Chart 1.10 Leading Occupations: City of Toronto, 1851-1981

Map 1.11 In and Out Migration, 1976-1981

Table 1.12 In and Out Migration, 1976-1981

Chart 1.13 Population of Toronto, City and CMA, 1951-1981

The Evolution of Toronto's Population

From York to Toronto

When the Town of York became a city in 1834 and changed its name to Toronto, it was a symbolic acknowledgement of a self-evident fact: the roughed-out and muddy village of the 1820s was changing.

The Toronto of those early days was little more than a brusquely military gridwork of roads, still years away from being paved. There were no sewers, and except for a couple of common pumps, practically no municipal water supply. One historian noted that the slums were rather larger than they ought to have been for a city of its size. The combination of uncertain water supplies and overcrowded slums may well explain the dreadful cholera epidemics that hit the city during the 1830s.

There were few wharves along the waterfront. In fact, the shoreline was really nothing more than a gravel embankment some 20 feet high. Not surprisingly, the approach from the lake didn't always enamour visitors. In December 1836, Anna Jameson wrote a letter describing what she saw as she disembarked into the slush of a Toronto winter.

"*A little, ill-built town, on low land at the bottom of a frozen bay, with one very ugly church, without tower or steeple; some government offices, built of staring red brick in the most tasteless and vulgar style imaginable; three feet of snow all around; and the gray, sullen, wintry lake and the dark gloom of the pine forest bounding the prospect.*"

But, despite the roughness of the place, the British immigrants came in waves. They came with their possessions, their will and their ambition, and their presence had a dramatic effect on the city. Where there had been 1,700 residents in the York of 1826, a census of the newly-designated city of Toronto recorded over five times as many -- 9,252 precisely, along with 5,362 horses, 6,626 oxen, 14,096 cows and 5,443 assorted other domestic animals. It wouldn't be long before the Census stopped counting livestock and that, too, would be another indication of how things were changing and of just how metropolitan the new Toronto was becoming.

As the population grew, so did the need for housing. Slowly but surely, the "*dark gloom of the pine forest*" was shattered by the buzzing and clanking of dozens of sawmills. Lumber was at a premium as Toronto's building boom gathered momentum.

The old city centre shifted. Where once the heart of the city had been what is now the St. Lawrence market area, the new core centered on the Parliament Buildings, Fort York and the Western Military Reserve. Bad reviews notwithstanding, the city was on its way.

To the Turn of the Century

By 1841 there were more than 14,000 people (and since they were still being counted, 25,000 cows). By 1848, there was a population of 23,500. The new residents were building with a vengeance. Not only was there a house for every family, but blocks of brick commercial buildings with a no-nonsense look to them were springing up. The temporary feel of many residential streets was changing. New gardens and pavement appeared and brick replaced frame construction, demonstrating the determination of the immigrant population to make their new home something substantial and lasting.

By 1851, Toronto boasted 30,775 residents. The population was young, with two-thirds of the people under 30 and over 90% under the age of 50. In a trend that remains virtually unbroken to the present day, women outnumbered men.

The emerging commercial and professional class in the 1850s continued to build homes to befit its status and the benefits of all this building supported the already booming construction trade.

Other industries were thriving too. There were tanneries, soap factories, breweries, distilleries and foundries. In fact, the manufacturing sector alone employed over a third of the working population. Farmers were still listed as residents, but by 1851, there were only 183 of them, another indication of Toronto's urbanization.

The city was British to the core and most of that core was Protestant. The 1851 Census found there were 11,577 members of the Church of England, 4,544 Presbyterians, 4,123 Methodists and several thousand other varieties of Protestant, outnumbering the largely Irish, Catholic population almost three to one.

Nor did the British Protestant hold on the city give way lightly. It was not until the second half of the twentieth century that the city was to elect its first Roman Catholic mayor. Up until that time, the tone of Toronto city politics was distinctly British and Protestant.

By 1871, the population had jumped a startling 83% to over 56,000 people. The 1871 Census recorded all sorts of occupations in Toronto that are rarely seen now. There were 232 blacksmiths, 3 bargemen, 41 box and trunk makers, 71 coopers, 16 fishermen and 1 hunter. By comparison, there were 96 physicians and surgeons and 183 "*gentlemen of private means*". There were 1,099 carpenters and joiners, but only 17 dentists, and more brush and broom makers than architects.

In 1871, a full 95% of the city was made up of people of British origin, with a mere smattering of Germans and French, and just a handful of Italians and Jews. Among the British themselves there were more Irish than English and including the Scottish and Welsh, the British outnumbered all the other nationalities. This was not surprising, since, after all, Toronto was part of British North America.

Never again, though, would British dominance be so strong. Over the next hundred years, Toronto would gradually become a city of minorities and dynamic, ethnic neighbourhoods.

By the turn of the century, Toronto's land area had increased substantially. The village of Yorkville became part of Toronto in 1883. High Park and the village of Brocktown followed in 1884, along with a sprawling chunk of real estate east of the Don River, between Kingston Road and the Danforth. In 1888, Sunnyside and the town of Parkdale and a large area northwest of Bloor and Bathurst were annexed. By 1893, Toronto had expanded 50% in size, growing by more than 5,000 acres. The city would have been virtually unrecognizable to a settler of 1834; it was now a giant, comparatively speaking. Unfortunately, it was also something of a stuffy giant: in the late 19th century, Toronto had apparently earned a reputation as a smug, pride- ridden place. Historian George Glazebrook in The Story of Toronto described the city this way:

"Toronto was not popular. It was accused of smug satisfaction with worldly success. Perhaps that could be written off as envy, but the charges mounted: boring because of outmoded puritanism; bigoted in matters of race and religion; more British than the Queen. The description becomes a caricature, but like all good caricatures, had a modicum of truth."

Twentieth Century: The Opening Decades

If the growth of Toronto's population could be considered dramatic in the late 1800s, it now broke all records. In the first thirty years of the new century, the population more than quadrupled, going from 156,000 in 1901 to 631,000 in 1931. As the city reached its one hundredth birthday, its settled character was reflected in the growing proportion of Torontonians over the age of 30. While in 1851 this figure represented only 33% of the population, it had jumped to 40% by 1901 and to 49% by 1931.

As the population expanded, so too did the bounds of the city. The progress was steady as North Rosedale was added in 1906 followed by Deer Park and East Toronto in 1908, West Toronto in 1909, Dovercourt and Earlscourt in 1910 and North Toronto and Moore Park in 1912. By 1912, annexation had added another almost 12,000 acres and the city had reached its present boundaries with the notable exceptions of Swansea and Forest Hill, which were added in 1967.

By 1931 the British no longer had Toronto to themselves. There were new cultures and people. There were Greeks, Poles and Ukrainians, and 15 times as many Chinese as in 1901. A tiny Jewish population - 3,043 in 1901 - had grown to more than 45,000 in 1931. While the British had made up 95% of the city's population in 1871, they now accounted for only 80% and this downward trend was to steadily continue.

With the arrival of new cultures came new religions. Whereas Toronto had earlier been predominantly Protestant, by 1931 Roman Catholics represented 14% of the population. The Jewish faith also increased from under 2% to over 7% and the Greek Orthodox congregation jumped from just under ten to over four thousand members. For the first time, in 1931, the Census recorded a small group of people of the Buddhist faith.

With the big city growth came radical shifts in Toronto's occupational make-up. In 1911, 35% of the working population were employed in manufacturing of some sort and more than 11% in the building trades. Over 10% worked in domestic and personal services occupations and 7% classified themselves as professionals. Despite the impact of the Depression on the actual number of Torontonians who could classify themselves as "*gainfully employed*", by 1931 job concentrations had changed. The proportion of people employed in manufacturing dropped to under 20%, while the proportion of people in construction dropped to less than 7%. Only 4% of the city's population were in domestic services, while personal services, which included a rising number of restaurant and hotel owners, accounted for almost 12% of Toronto's working population. The number of professionals had also doubled since 1911, bringing its share of the total working population to almost 9%.

Post War to Present

World War II provides a kind of reference point between what was old Toronto and what is modern Toronto. Before 1945, the unflattering epithet "Hogtown" might have been justified. Toronto had, after all, been the rail head and stockyard centre for the marketing of cattle and a place where pigs were herded in the streets. But after the war, the old nickname was simply inappropriate.

Where once physical labour had occupied most people, by 1981 over 20% of the city's labour force was in clerical and related occupations. The white collar had displaced the blue, and the work boots that had once followed those herds of pigs and cattle down city streets were now put out to dry. A whole class of professional managers and administrators had sprung up. In 1971, there were over 16,000 in the city who described themselves as such and ten years later there were more than 30,000. The 1981 Census confirms other post war trends as well: more and more service and sales, less and less heavy labour and industrial jobs, more women in the workforce, but concentrated in clerical and sales areas and a boom in science, mathematics, engineering and architecture.

By 1951, the city's population had peaked at 675,754. In the years following it began what was to be a continuing decline, as more and more people moved out of the city and into the surrounding boroughs and suburbs.

The 1971 Census did record a substantial increase in Toronto's population - up to 712,786 - but this was primarily due to the 1967 annexations of Forest Hill and Swansea. By 1976 the pattern of decline was again in evidence - down to 633,318 - and in 1981 down to 599,217.

Part of the reason for the recent decline is the highly mobile character of Toronto's population. Between 1976 and 1981, for example, the city lost a net total of 112,675 residents. For every one who moved into the city, more than two moved out. The city of North York and the surrounding boroughs welcomed large numbers of Torontonians, some 39,140 people in all who had previously lived at a city of Toronto address. Most of those who left, however, chose to stay within easy driving distance of the city proper with almost half of them staying within the Census Metropolitan Area, that huge cluster of towns, villages and townships that is counted in with Toronto at census time.

Declining population notwithstanding, females have continued to outnumber males in the postwar period, maintaining the trend of earlier years. Although the age structure of Toronto's population has retained much of its earlier proportions, there has been a noticeable decrease in the number of children and teens - from 32% of the population in 1951 to only 18% in 1981, despite the impact of the baby boom.

Another event which altered Toronto dramatically was the influx of immigrants that came after World War II. The bulk of them came from a handful of decidedly non-British countries and collectively they changed not just the way Toronto was, but the way people thought about it. For the new immigrants, Toronto became the first stopping point -- a city where they could find services and people who spoke their own language to ease the trauma of change. In 1951, the heading "British" still accounted for more than two-thirds of the population, but by 1981 this predominance decreased to almost a third.

Even among the minority groups ethnic predominance was shifting. In 1951, the Jewish, the French and the Italians were the leading groups. Together, they accounted for well over a third of the non-British population. By 1971, the Italians moved into the lead, followed by the Jewish and the French, and the dominance of these top three dropped to less than a quarter of all the minority groups combined. By 1981, the Portuguese, the Italians and the Chinese represented the most prominant ethnic communities, and together with the many other ethnic minorities, they outnumbered the British two to one.

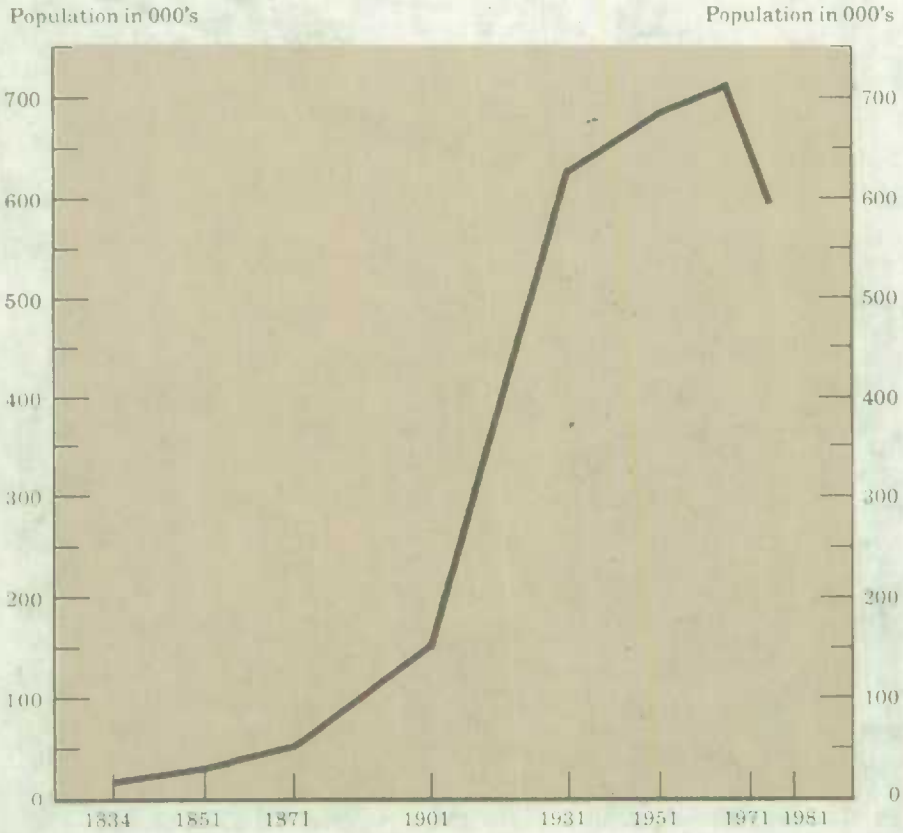
Alongside these shifts in ethnic concentration, the religious composition of Toronto continued to move away from its early Protestant base. Roman Catholics, who were a slowly growing minority in earlier years now fast outpaced their Protestant counterparts, and by 1981 accounted for almost 40% of the population, out-numbering the Protestants by close to 14%.

The Jewish faith was also flourishing, as were the various eastern religions. At the same time, the number of people who professed "*no religious preference*" was up -- by a marked 36% in just a decade.

Trends in the postwar era illustrate just how far the city has come since its early days as the Town of York. True, its resident population is declining, but Toronto remains the centre of the largest metropolitan area in Canada. The city continues to attract people of all nationalities and cultures and its vitality is unflagging. If anything is clear from the evolution of Toronto's population over the past 150 years, it is that change has become the rule rather than the exception.

Chart 1.1

Population : City of Toronto, 1834-1981



Map 1.2

The City Expands

Chart 1.3

The Young and the Old: City of Toronto, 1851-1981

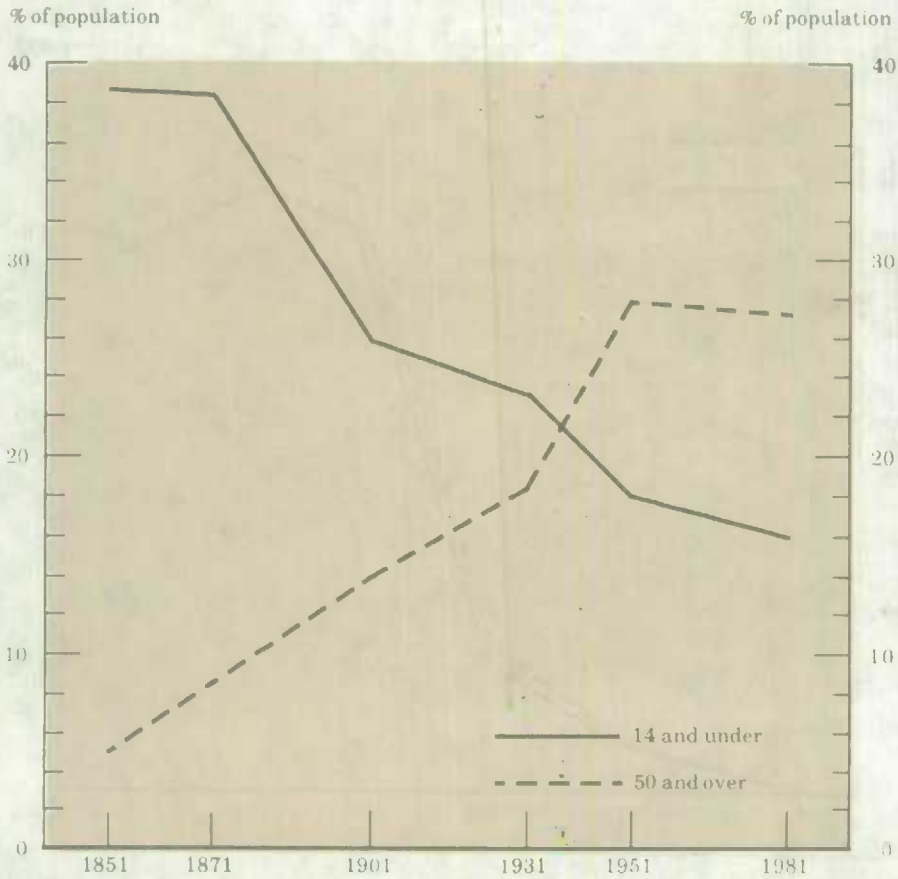


Table 1.4

Population by Age Groups: City of Toronto, 1851-1981

	1851	1871	1901	1931	1951	1981
Under 15	11,885	21,478	40,565	145,862	122,443	96,200
15-29	10,003	17,569	51,054	172,720	168,550	171,070
30-49	6,878	12,245	42,304	197,104	195,639	167,070
50 plus	1,810	4,782	21,885	115,266	189,122	164,875
Total	**30,775**	**56,092**	**156,098**	**631,207**	**675,754**	**599,217**

Chart 1.5

Males and Females: City of Toronto, 1834-1981

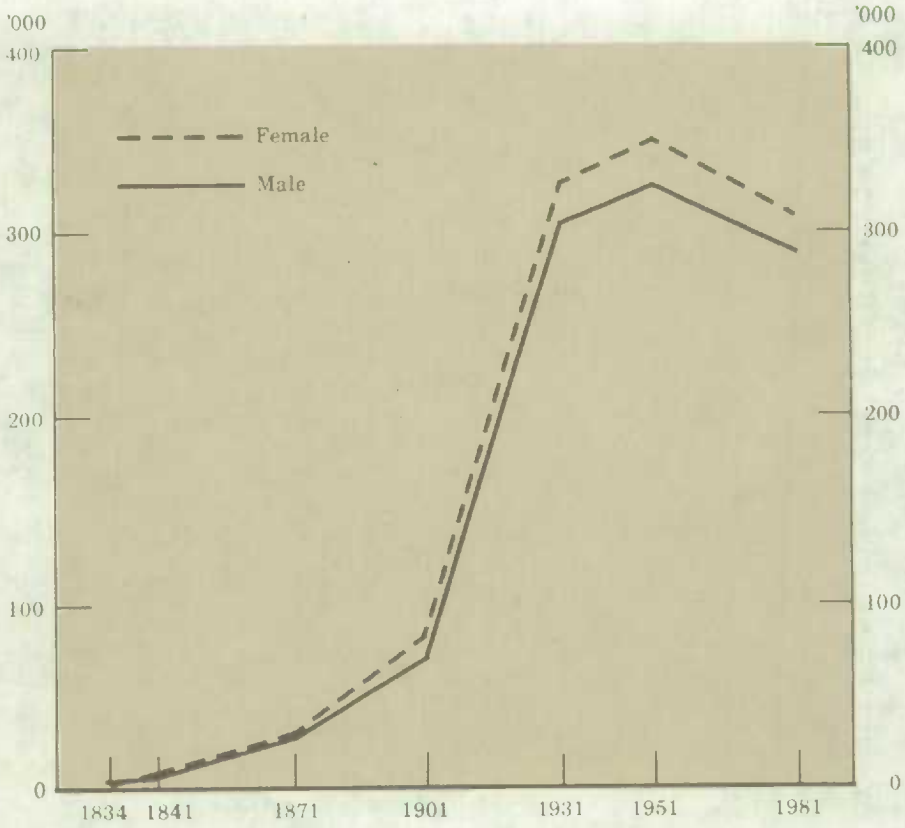


Table 1.6

Population by Period of Immigration: City of Toronto, 1981

Before 1945	20,585
1945-1964	82,915
1965-1978	129,910
1979-1981	22,410
Born in Canada	**343,397**

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Chart 1.7

Toronto's Ethnic Mix, 1871-1981

Table 1.8

Toronto's Ethnic Mix, 1871-1981

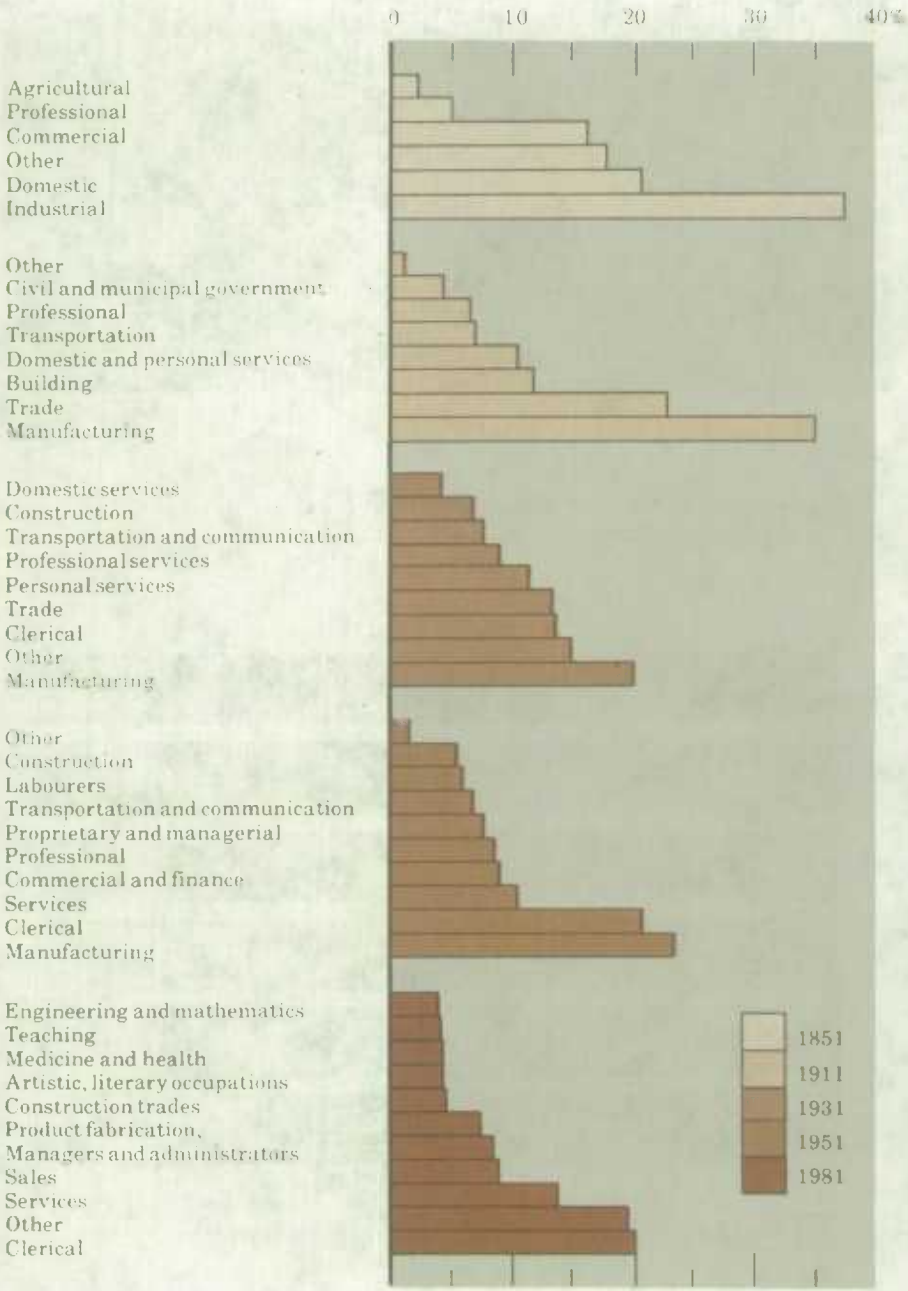
	1871	1901	1931	1951	1981
			Percentage		
British	95.3	90.5	80.8	68.9	33.9
French	1.0	1.6	1.7	3.2	2.6
German	1.7	3.0	1.5	1.7	2.2
Jewish		1.9	7.2	6.0	3.6
Italian			2.1	2.7	7.7
Polish			1.3	3.1	2.6
Asiatic			1.0	1.2	5.9
Chinese				0.4	5.5
Ukrainian				3.5	2.4
Portuguese					8.8
Greek					2.9
Other	3.0	3.0	4.4	9.7	27.4

Chart 1.9

Religion: City of Toronto, 1851-1981

Chart 1.10

Leading Occupations: City of Toronto, 1851-1981



Map 1.11

In and Out Migration, 1976-1981

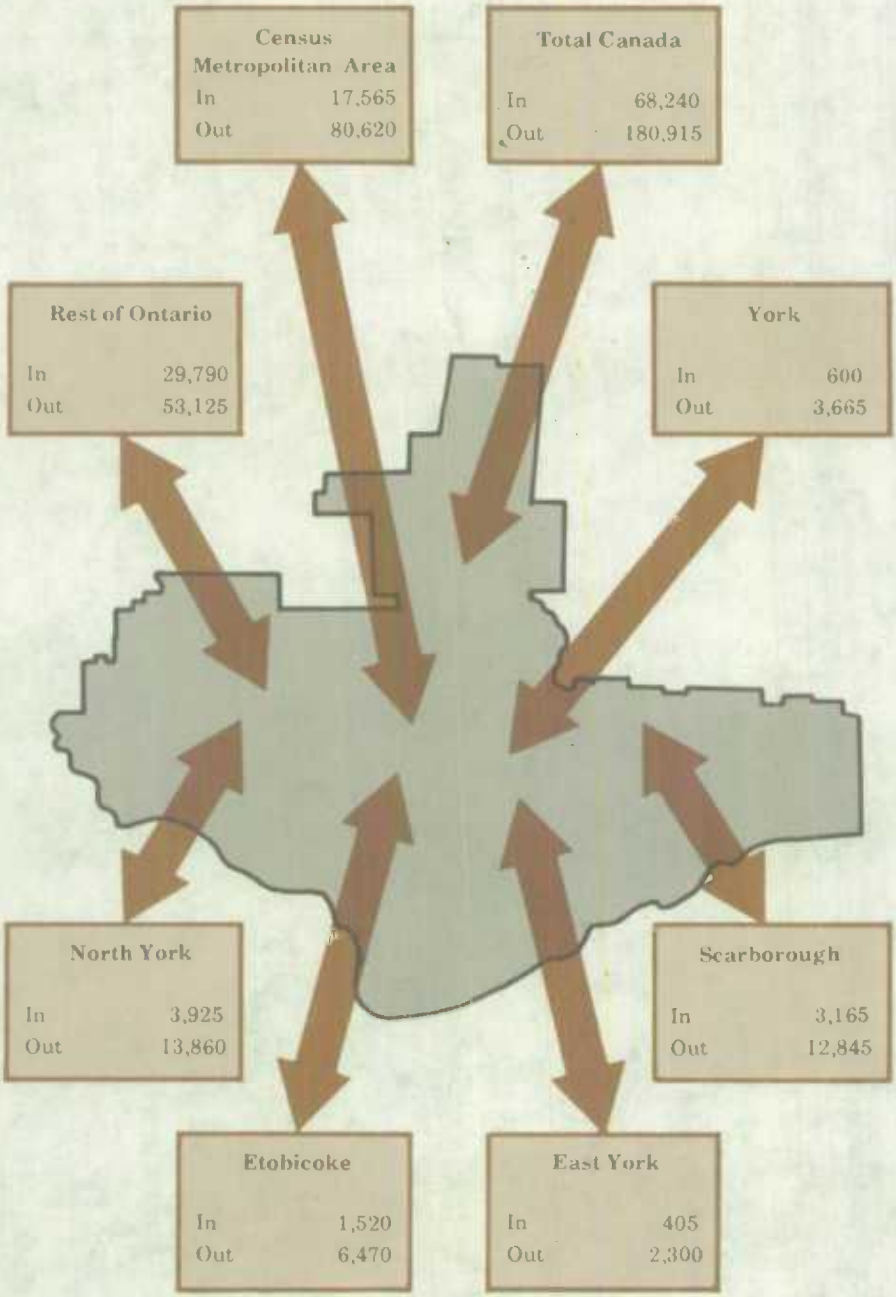


Table 1.12

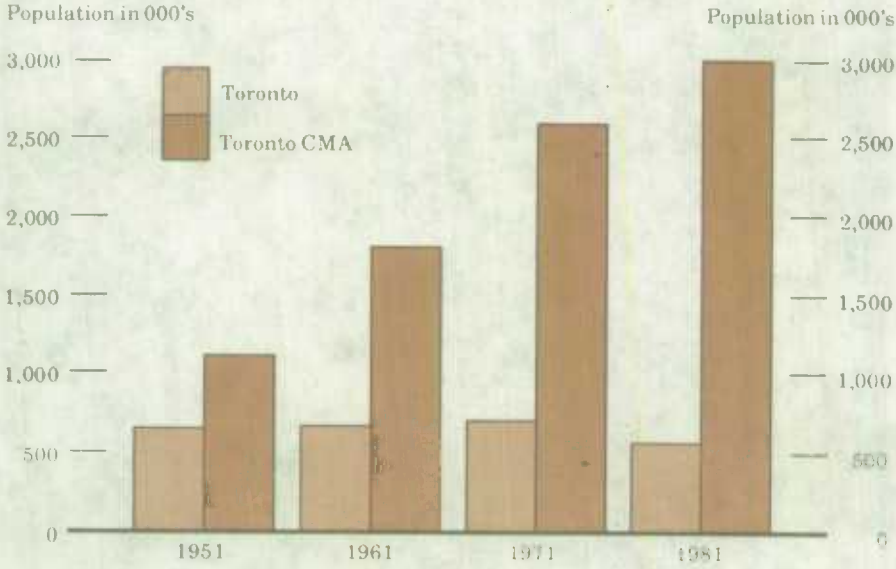
In and Out Migration; 1976-1981

Residents of Toronto who moved in and out by destination **(Out)** and source **(In)**

	In	Out	Net
York	600	3,665	
East York	405	2,300	
Etobicoke	1,520	6,470	
North York	3,925	13,860	
Scarborough	3,165	12,845	
Total North York and Boroughs	**9,615**	**39,140**	**-29,525**
Total CMA	**17,565**	**80,620**	**-63,055**
Newfoundland	1,010	2,580	
Prince Edward Island	190	670	
Nova Scotia	1,545	3,510	
New Brunswick	890	2,205	
Quebec	10,055	5,360	
Rest of Ontario	29,790	53,125	
Manitoba	550	2,470	
Saskatchewan	375	1,270	
Alberta	2,055	16,880	
British Columbia	3,085	11,805	
Yukon and Territories	130	420	
Total Canada	**68,240**	**180,915**	**-112,675**

Chart 1.13

Population of Toronto, City and CMA, 1951-1981



Chapter II

The Character of Toronto Neighbourhoods

Population

Age

Marital Status and Family Size

Homes

Immigration

Ethnicity

Language at Home

Religion

Income

Occupations

Education

A City of Neighbourhoods

List of Charts and Tables

Map 2.1 Selected Toronto Neighbourhoods

Chart 2.2 Neighbourhood Population, 1971 and 1981

Chart 2.3 Population by Age and Sex for Selected Neighbourhoods, 1971 and 1981

Chart 2.4 Population by Marital Status, 1981

Chart 2.5 Occupied Private Dwellings in Selected Neighbourhoods by Tenure and Type, 1981

Chart 2.6 Families by Type, 1981

Chart 2.7 Families by Size, 1981

Chart 2.8 Population by Period of Immigration for Selected Neighbourhoods, 1981

Chart 2.9 Leading Ethnic Groups by Neighbourhood, 1981

Chart 2.10 English as the Home Language for Selected Neighbourhoods, 1981

Chart 2.11 Religious Groups by Neighbourhood, 1971 and 1981

Chart 2.12 Average Family Incomes by Selected Neighbourhoods, 1971 and 1981

Chart 2.13 Leading Occupations by Selected Neighbourhoods, 1971 and 1981

Chart 2.14 Selected Education Levels by Neighbourhood, 1981

The Character of Toronto Neighbourhoods

In Toronto, neighbourhood names are echoes of old streets and old families and range from the prosaic to the quite beautiful. Some evoke strong images of wealth or the culturally avant garde: Rosedale, Yorkville, The Annex. Others give an identity to an area that's arbitrary in its boundaries. You will always find a Torontonian who will argue with you about where Cabbagetown starts and finishes, or why Wychwood Park or Swansea is bigger or smaller than people say, and why what has commonly come to be called the Beaches is properly called The Beach, singular.

Quite apart from their formal boundaries, Toronto neighbourhoods can be identified by the character of the people who live in them. As people have moved on and others have moved in, neighbourhood identities have changed and their personalities have been shaped by the different tastes and lifestyles people have brought with them.

Not one of Toronto's neighbourhoods is exactly comparable with any other, in size or in personality. The biggest is Cabbagetown which, with its gentle mix of old Victorian and new chic, encompasses both past and present. The smallest is the Toronto Island community. Between the Islands' 600 residents and the 28,285 in Cabbagetown, there is every variation.

In this chapter, we take a look at some of these neighbourhoods as they are today. Our comparisons will go back only a decade, for few of these neighbourhoods even existed when the city was incorporated 150 years ago. But, even in the last ten years, the dynamics of Toronto city life have brought great changes.

Population

One of the things that the most recent census detailed is the shrinking of Toronto's population, and this is evident even at the neighbourhood level. The figures for every neighbourhood examined show how each has experienced a decline in population since 1971, with the exceptions of only Swansea and Grange Park. The Beaches, Deer Park, North Parkdale -- each one has seen its population not only change but decrease. In large measure, this has been the result of the move to the suburbs, but neighbourhoods face the same realities as the city itself: birth rates are down and immigration is no longer making up the difference.

Age

It is clear from both city-wide and neighbourhood figures that the population of Toronto is not only shrinking, it is also aging.

Many of the more established neighbourhoods have shown a significant increase in the relative proportions of their older residents. In Wychwood Park, for instance, despite a 10% drop in total population since 1971, the number of residents over the age of 55 has increased substantially, while there has been a decrease both in the number of children and in the 15 - 24 age group.

Still, in a renovation area like The Beaches, one that is attracting large numbers of young professionals, the trend is somewhat different. Here both the younger and the more senior age groups have decreased over the decade while the number of residents aged 25 - 34 has increased significantly. Similarly, in other downtown neighbourhoods, like the Annex and Grange Park, people in this 25 - 34 age group also predominate.

Marital Status and Family Size

While the incidence of divorce is dramatically on the rise, divorced people, who have not remarried, actually form a relatively small proportion of Toronto's neighbourhood populations. This is apparent even in those parts of the city where there is a high count of divorced people. In 1981, the highest number of divorced people as a percentage of the total adult neighbourhood population was in Yorkville (8%). The lowest number was in Kensington (1%), and there was every variation in between.

The most "*married*" neighbourhood in Toronto is Swansea, closely followed by Forest Hill, the Toronto Islands, North Parkdale and The Beaches, to judge from the proportion of married people to single in each of these neighbourhoods. By the same measure, the least married neighbourhood is the Annex, with its large proportion of singles, and one of the higher proportions of people who are divorced.

Family size in Toronto's various neighbourhoods is in keeping with the proportion of married residents. In other words, "*married*" neighbourhoods like Kensington and Lawrence Park tend to have, on average, more children per family. In Yorkville or the Annex where singles predominate, average family size tends to be smaller.

Homes

Anyone who can get a bird's-eye view of Toronto and scan the horizon is usually struck by two things: the green of the city, which seems to be an endless sea of trees; and the number of houses compared to high rises. Although residential property is at a premium in Toronto, the city appears to have resisted the destruction of its human-sized scale and has preserved the family-linked feel in its many neighbourhoods.

Some, of course, like Parkdale and Cabbagetown do have a high proportion of multiple dwellings and big apartment blocks. But many others have a correspondingly high proportion of single detached homes.

In a comparison of six Toronto neighbourhoods, there is a close correlation between the proportion of home ownership and the dominant dwelling type. For example, Parkdale has only 6% single detached houses, and only 8% of the 8,770 private dwellings in the neighbourhood are owner occupied. Lawrence Park, on the other hand has 70% single detached homes and almost 69% of the 1,070 dwellings are owner occupied. High Park represents the middle ground with 3,780 dwellings in all, 44% of them owner occupied and 38% of them single detached.

Immigration

The character of some neighbourhoods in Toronto is revealed by looking at the relative proportions of the Canadian born and immigrant populations. In these neighbourhoods many of the changes over the past decade can be ascribed to the arrivals of various new ethnic groups. Thus, in Rosedale where a very low proportion of residents are recent immigrants, the pace of change is much less pronounced than it is in say, Kensington, where fully 38% of the population has come to Canada in the last decade.

Ethnicity

Toronto is a city of easily identifiable ethnic pockets, communities where commonality of language and interests attracts members of the same ethnic group. One has only to stand at the corner of Spadina and Dundas to find oneself in Chinatown or walk along St. Clair Avenue West to find the flavour of an Italian city. While Swansea and Rosedale are largely British in pace and people, North Parkdale and High Park are distinctly Polish.

It is clear, however, that no one area belongs to any single ethnic group. Thus, although Swansea and Rosedale are largely British, Swansea is also Polish and Ukrainian and Rosedale also Jewish and German. The Chinese are the dominant ethnic group in both Grange Park and Kensington, a shift west from old Chinatown behind the City Hall. And the Portuguese are among the leading groups in both North Parkdale and Kensington.

Language at Home

The virtue of a society that values multiculturalism is that people can maintain their cultural heritage even as they adapt to the prevailing

characteristics of the culture and the language around them. Generally, the immigrants who came earlier -- Germans, Polish, or French -- and their children are the ones who now have the greatest tendency to speak English at home. At the same time, they can remain in a cultural sense German, or Polish, or French. Succeeding generations have tended to adopt English as part of their everyday language, while in the homes of the more recent immigrants the mother tongue still predominates.

When comparing mother tongues of groups who speak English at home, the proportion of people who have adopted English is predictably higher in the heavily British neighbourhoods of, for example, Lawrence Park and Deer Park, and lower in neighbourhoods with large and relatively recent immigrant populations, such as North Parkdale and Kensington.

Religion

A neighbourhood by neighbourhood examination says quite a lot about the state of faith and sectarian loyalty in the city. Some religions are gathering momentum while others are either losing it or just managing to hold their own. In the last decade, the number of Hindu, Islam and Buddhist congregations has grown considerably, partly in response to the needs of various immigrant and ethnic communities. At the same time, congregations in Protestant and Catholic churches have slipped. Virtually all Protestant denominations have lost both in absolute numbers and in their relative share of neighbourhood population.

In some neighbourhoods, there has been a sharp drop in the number of people who characterize themselves as Anglicans or members of the United Church. The Roman Catholic church has fared better, but only just. Even more dramatic is the indication of how strong the trend is towards secularism-stating no religious preference. In High Park, North Parkdale and Cabbagetown, the number of "no preference" replies has more than doubled since 1971. In Wychwood Park the number has almost tripled and in Kensington, a neighbourhood which has experienced much new immigration and change, the increase has been fourfold.

Income

As far as incomes go, some neighbourhoods have prospered and others have lagged. In 1971, the leading neighbourhoods, in terms of family income level, were Rosedale, Lawrence Park, Forest Hill, Deer Park and Swansea, in that order. By 1981, Swansea had lost place to Yorkville. In a decade, the average family income in the leading neighbourhood -- Rosedale -- jumped from $26,933 to $80,956, At the other end of the scale, the average family income in Kensington went from $7,374 to $17,757.

There isn't a more clear-cut example of what a difference a decade can make than in Cabbagetown. When author Hugh Garner, a Cabbagetown boy himself, affectionately called it "*the largest Anglo-Saxon slum in North America*", it was a neighbourhood full of down-at-the-heel Victorian housing, with a cluster of high and low rise public housing to the south.

Then came the renovation boom. Young families and young singles with money and a taste for real estate took the rundown but still charming houses, and created a prosperous community of sandblasted showcases. But below Gerrard Street, a kind of boundary line between the two personalities of Cabbagetown, there has been no dramatic change in lifestyle and income to match that in the northern part. In 1971, for example, the average family income in the southern part was about two-thirds that of northern Cabbagetown. In fact, only twenty families below Gerrard earned more than $20,000 compared to seventy-five families above. By 1981, the gap between the renovation area and the public housing area had widened until families in the north earned on average twice what the families in the south did. For every family below Gerrard who earned $40,000 in 1981, almost two families earned that much in the Victorian housing area.

Occupations

Neighbourhood personalities can also be strongly characterized by what their residents do. In this respect, the 1981 Census shows Rosedale to be full of managers and administrators and the Toronto Islands to be an enclave of artists and teachers.

The occupational profile of a neighbourhood, though, can change significantly in a decade. In Kensington, for example, 16% of the labour force in 1971 were in construction, but by 1981 this figure dropped to 7%. Between 1971 and 1981, the number of factory, assembly and repair workers in Kensington went up almost four times even while the total labour force went down.

Education

Although there are always exceptions to the general rule, there seems to be a strong correlation between education levels and incomes in most Toronto neighbourhoods. High income neighbourhoods, like Rosedale, have among the highest percentage of residents with university degrees (in Rosedale's case, almost 44%) while low income neighbourhoods have a corresponding low level of education (Kensington, for example, with only 7% of its population with a university degree). The norm for Toronto, however, is to have a high school diploma and even in the lower income neighbourhoods there is a relatively high number of people who have completed 11 - 13 years of education.

Still, it is no coincidence that Kensington, with the lowest average family income, also has by far the highest number of people with less than a Grade 5 education.

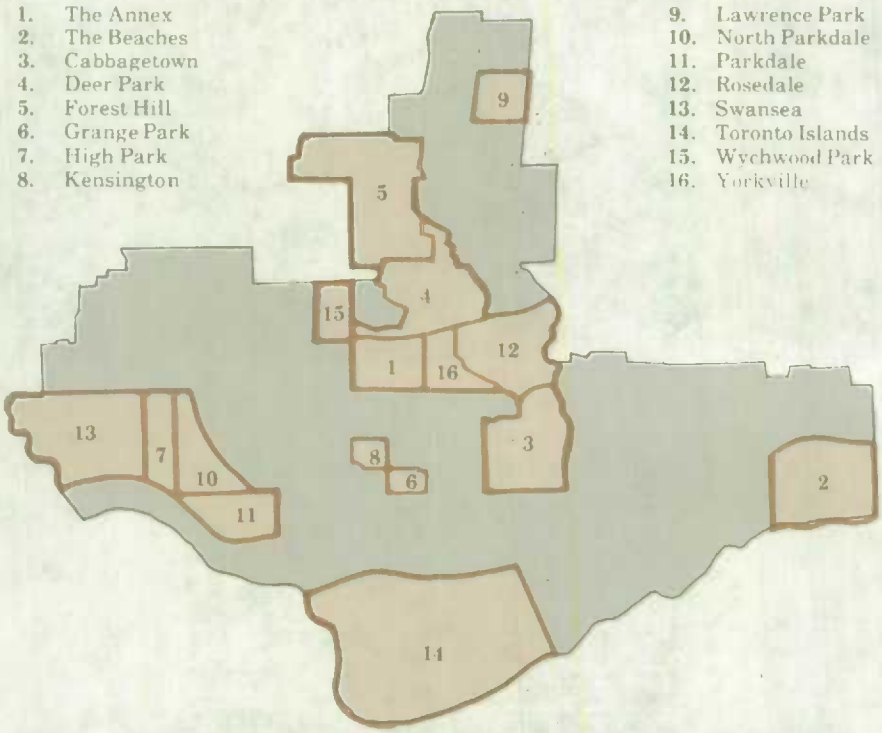
A City of Neighbourhoods

Every city has a personality. Sometimes that personality is the result of its weather and sometimes it is the result of other things. Winnipeg is known as the windy city. Montreal is très chic. And Vancouver has been called Lotusland, perhaps a reference to the warm, balmy climes that coax lotus buds into bloom while the rest of us coax snow from our sidewalk. And then there's Toronto.

Toronto has long since graduated from Hogtown and even outgrown its image as Toronto the Good ... a reference to the days when it tended to roll up its sidewalks on Sunday. The personality of today's Toronto is a reflection of its dynamic and multi-faceted neighbourhoods and it's difficult to find a single epithet that can now describe its diversity.

Map 2.1

Selected Toronto Neighbourhoods



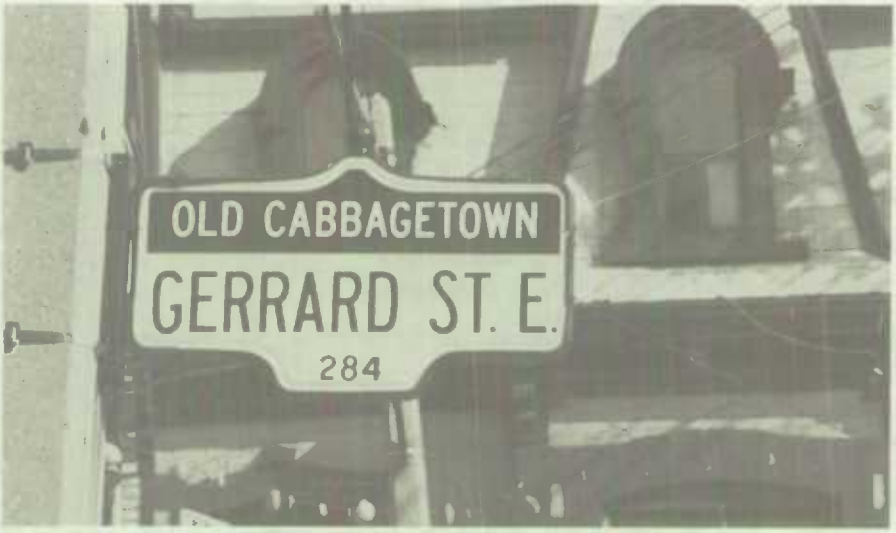


Chart 2.2

Neighbourhood Population, 1971 and 1981

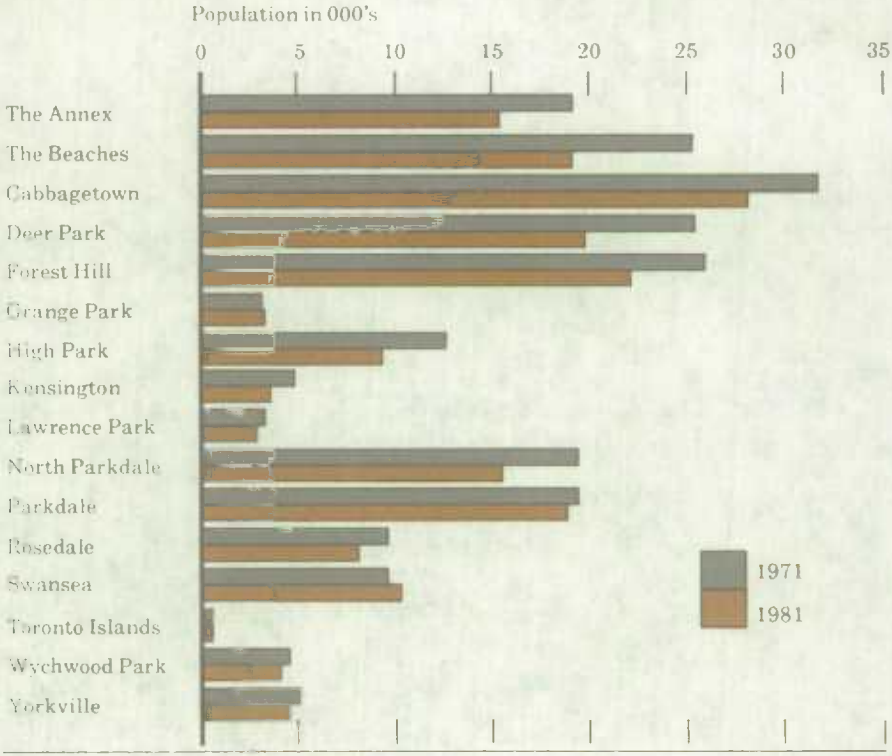


Chart 2.3

Population by Age and Sex for Selected Neighbourhoods, 1971 and 1981

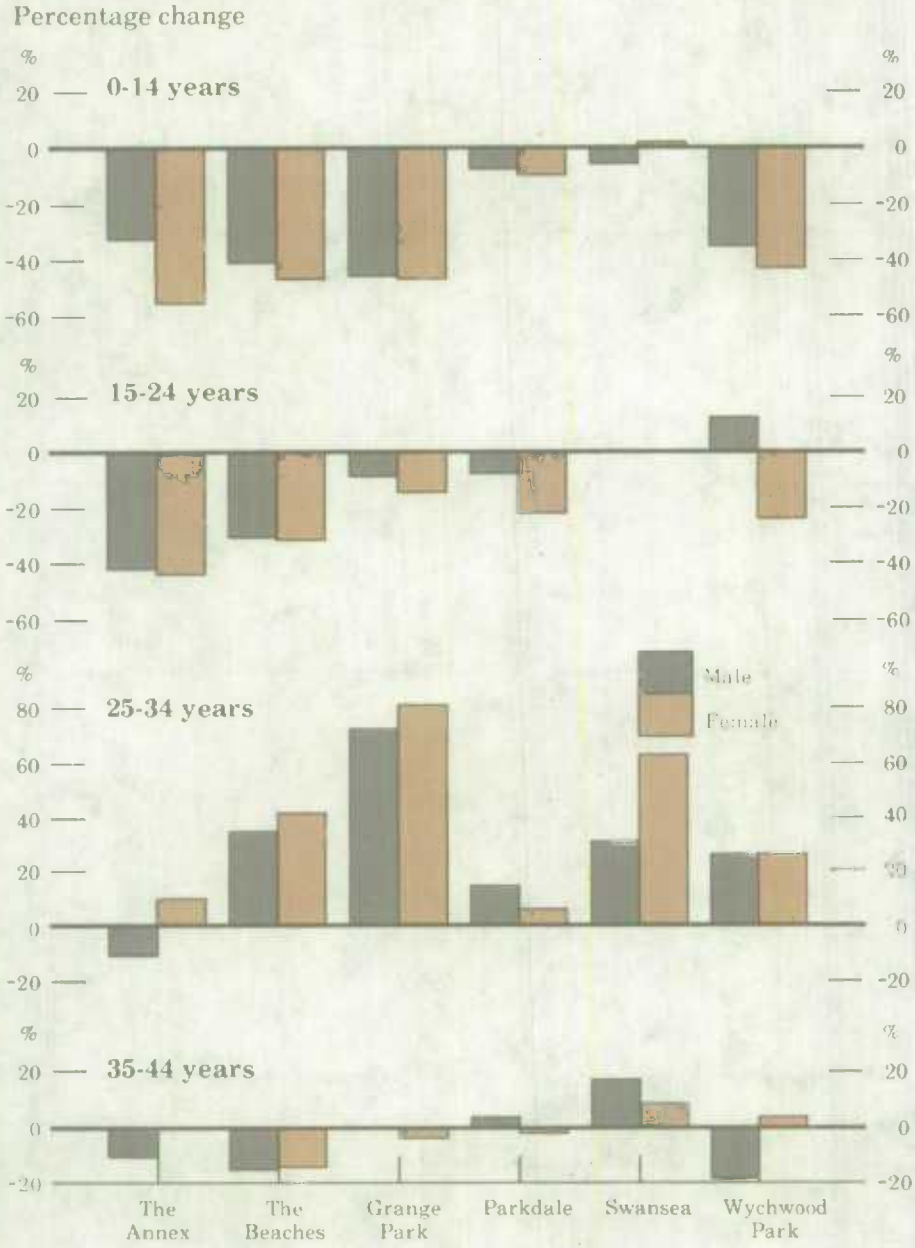


Chart 2.3 (cont'd)

Population by Age and Sex for Selected Neighbourhoods, 1971 and 1981

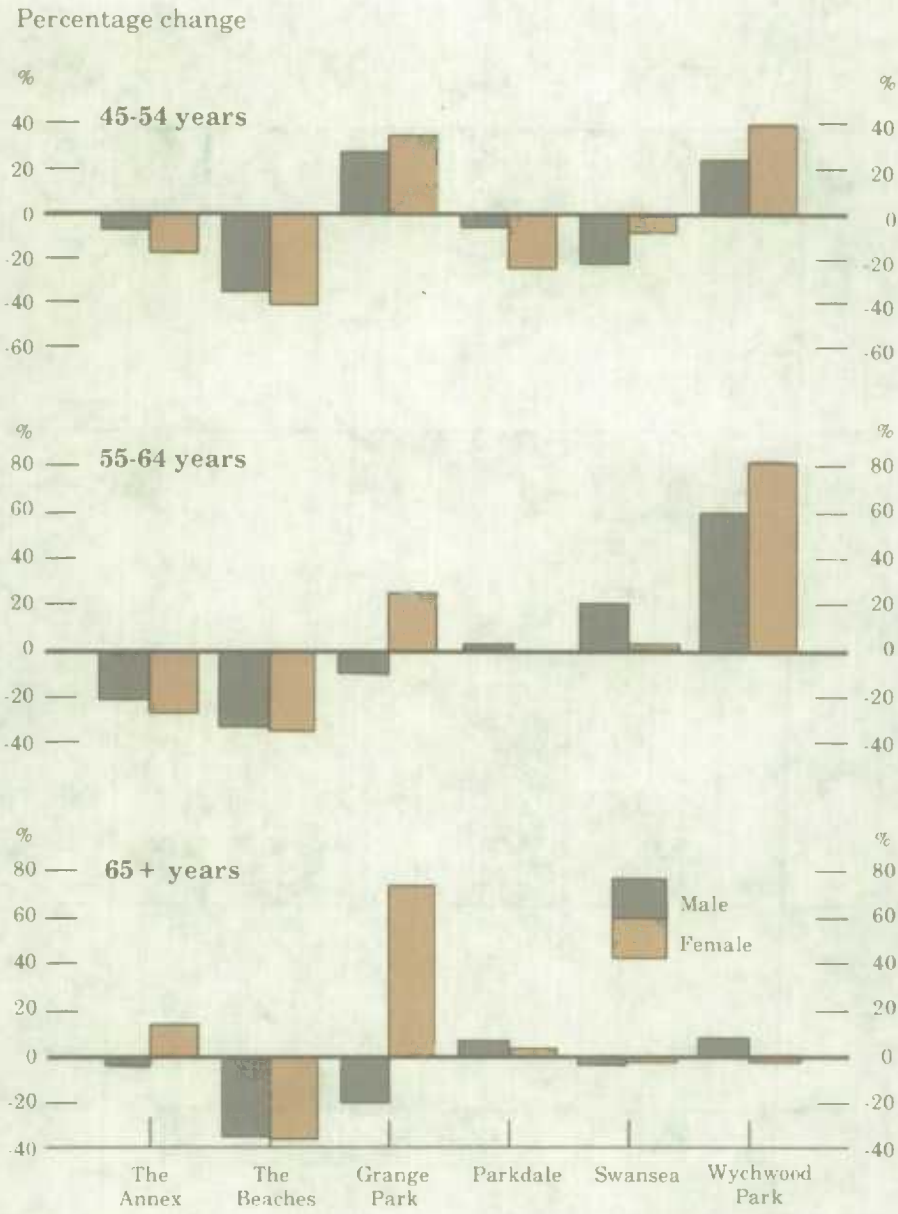


Chart 2.4

Population by Marital Status, 1981

(For population 15 and over)

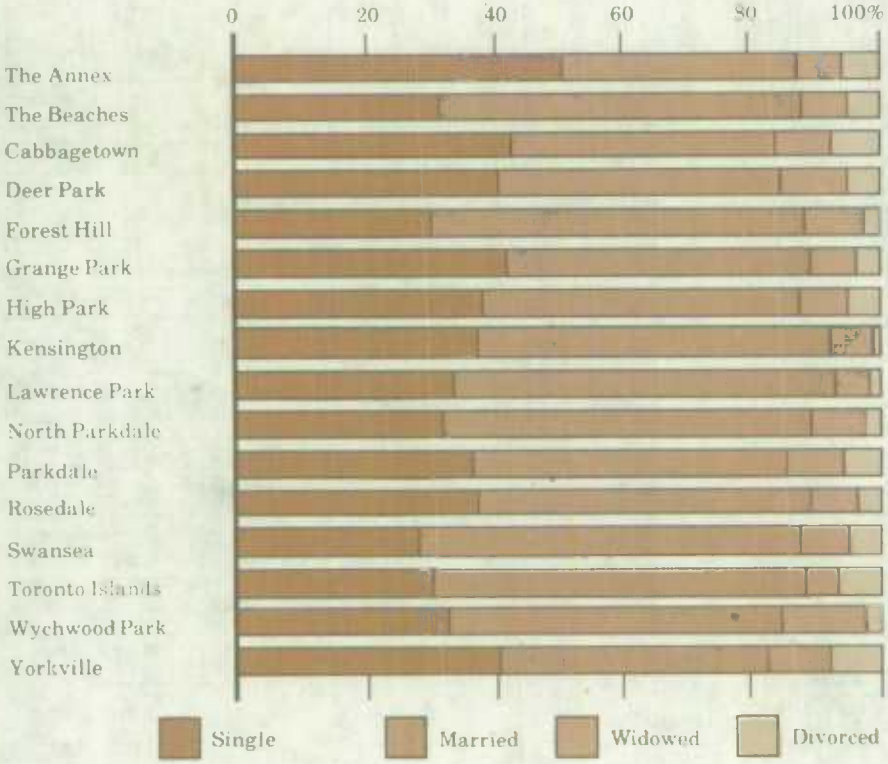


Chart 2.5

Occupied Private Dwellings in Selected Neighbourhoods by Tenure and Type, 1981

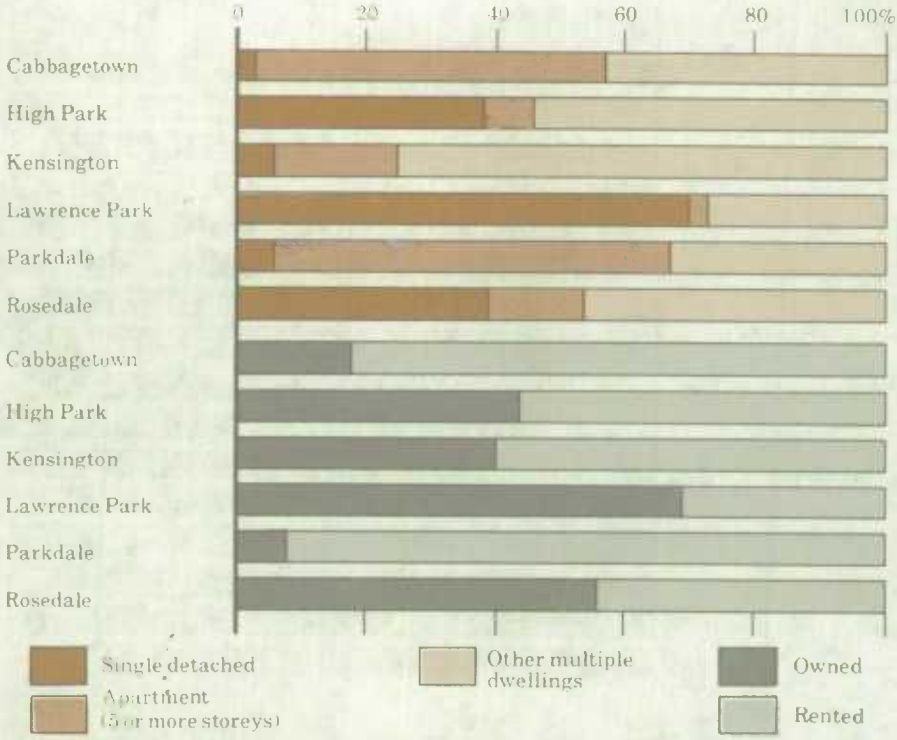


Chart 2.6

Families by Type, 1981

Chart 2.7

Families by size, 1981

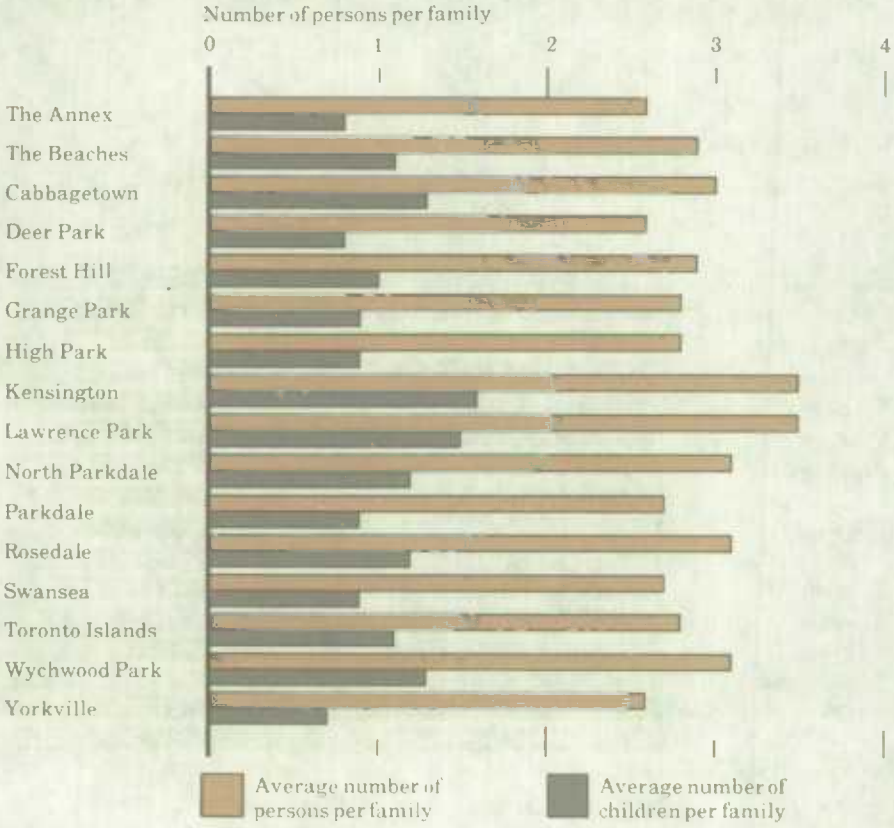


Chart 2.8

Population by Period of Immigration for Selected Neighbourhoods, 1981

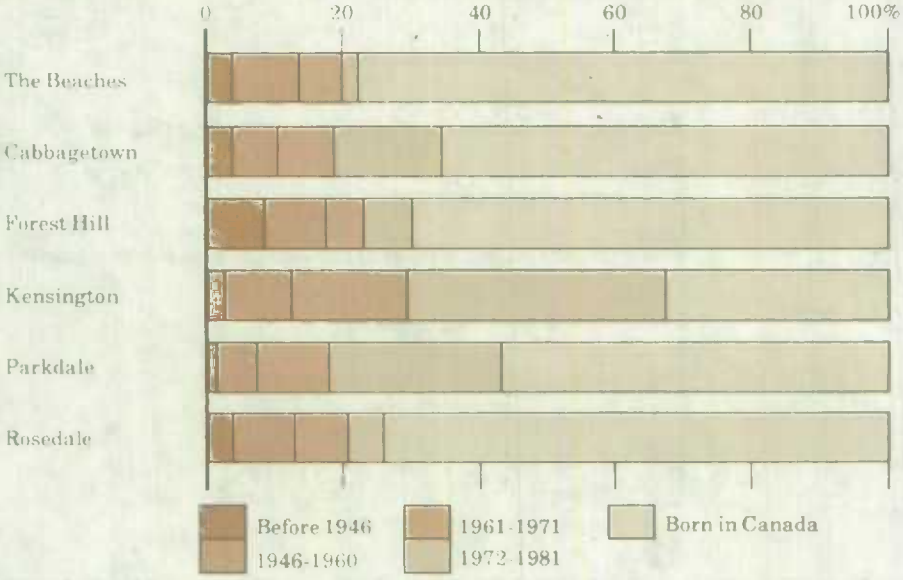


Chart 2.9

Leading Ethnic Groups by Neighbourhood, 1981

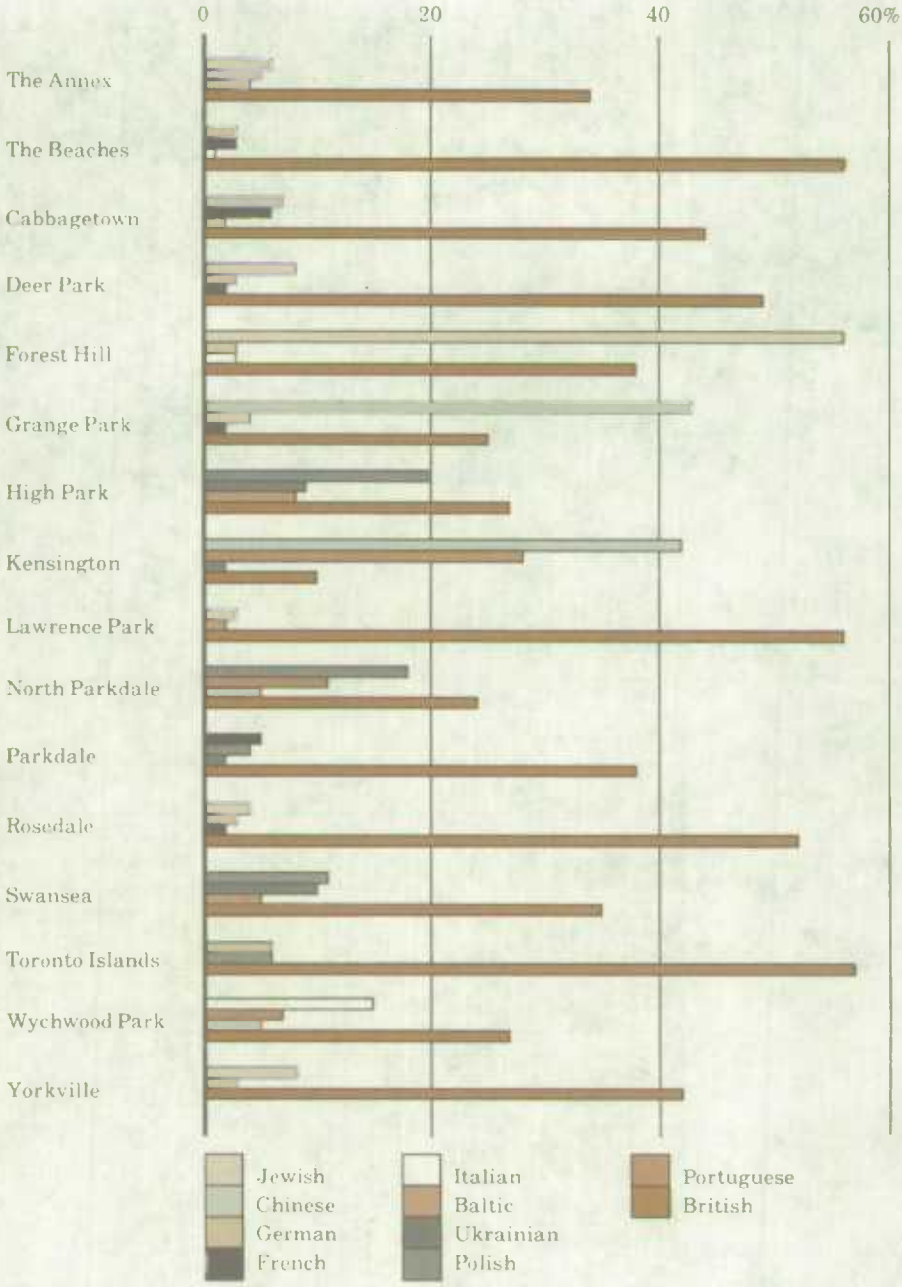


Chart 2.10

English as the Home Language for Selected Neighbourhoods, 1981

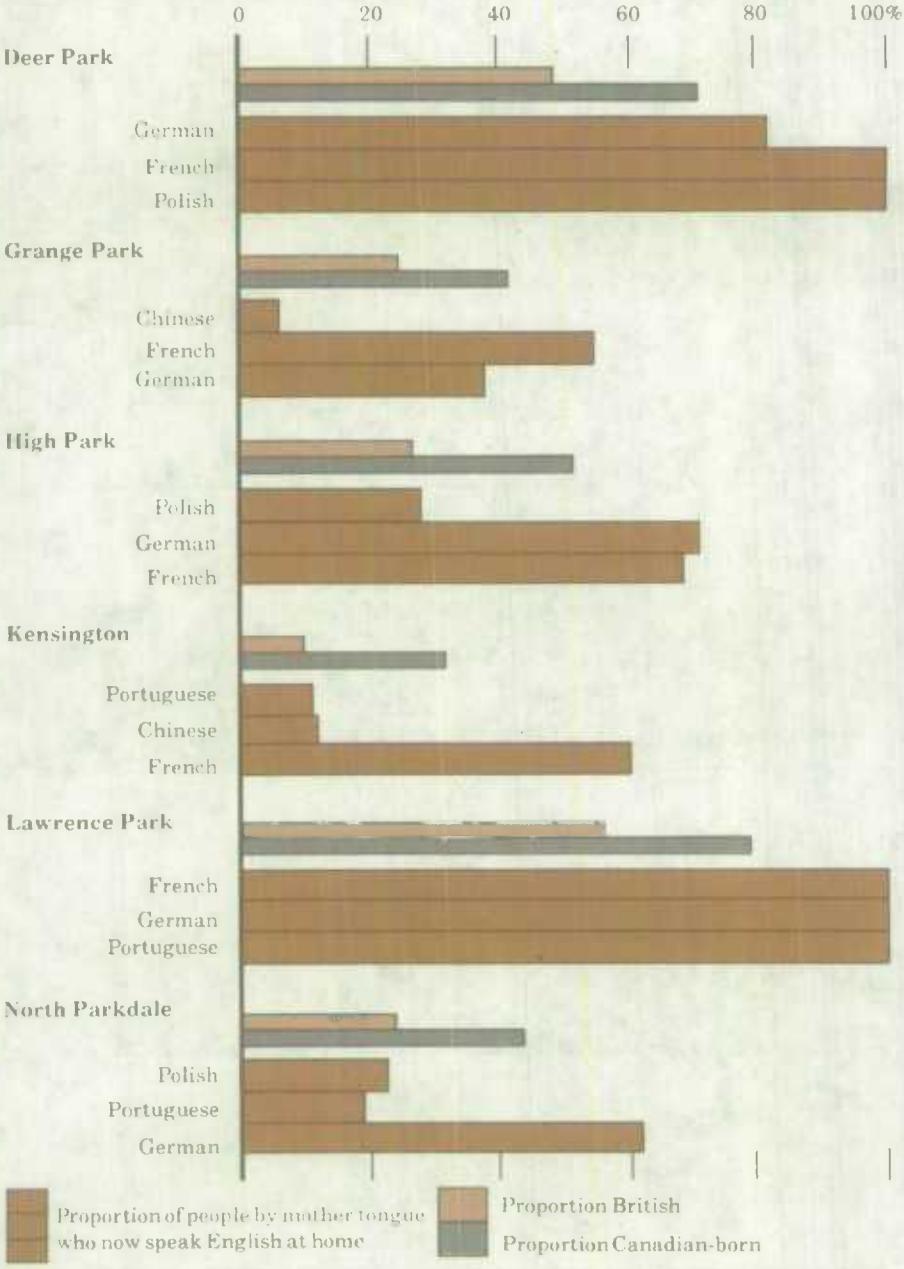
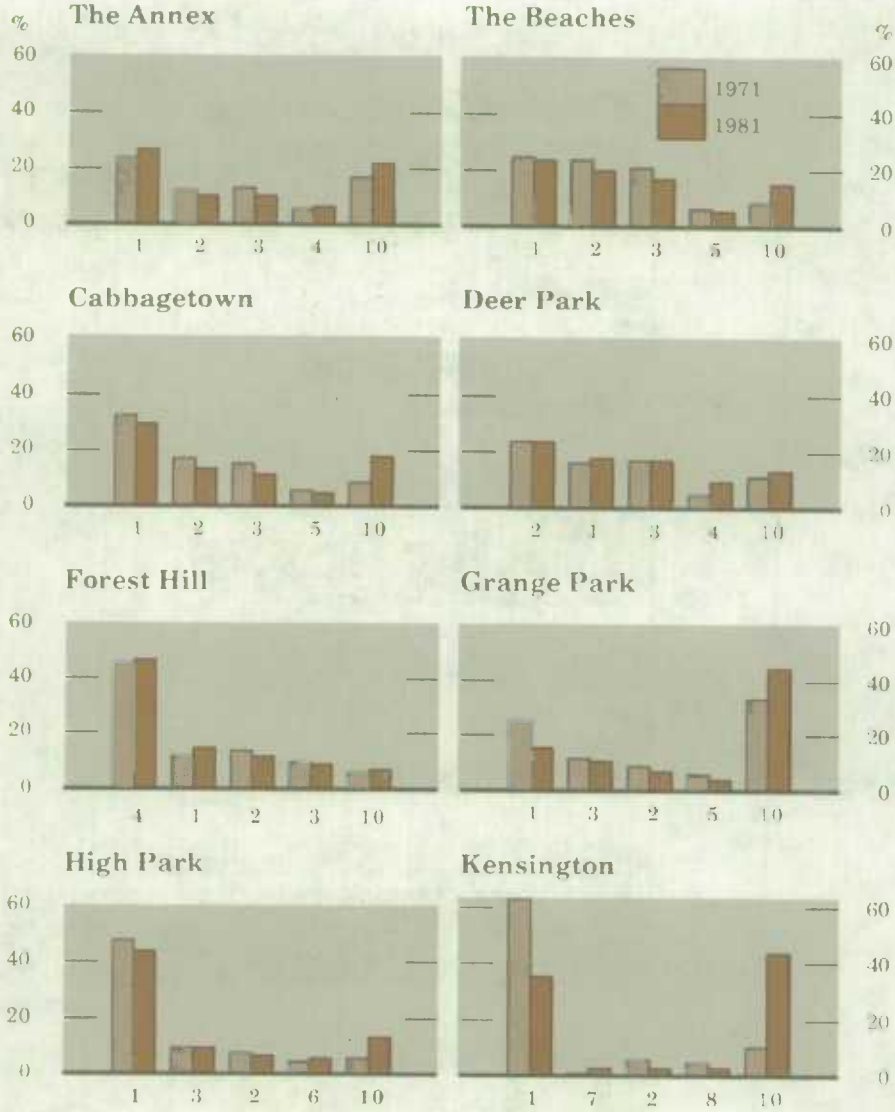


Chart 2.11

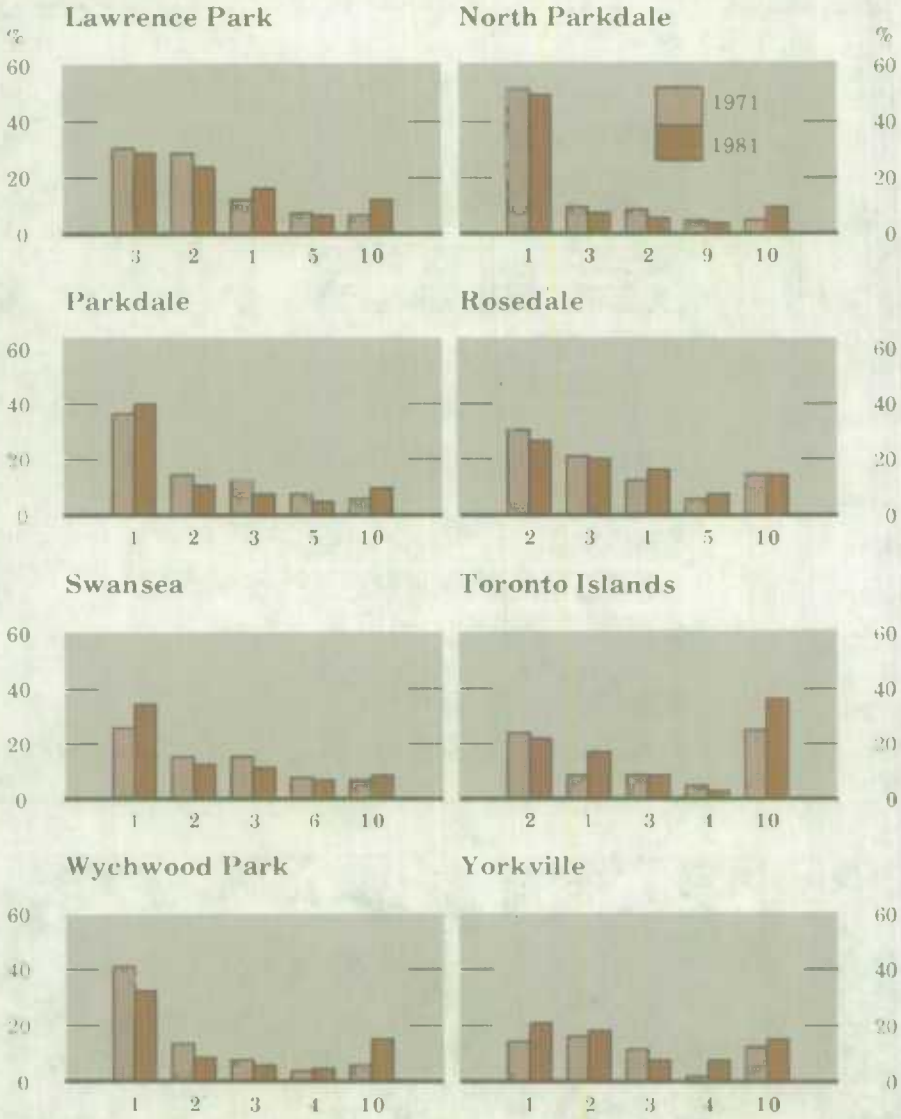
Religious Groups by Neighbourhood, 1971 and 1981



1. Roman Catholic
2. Anglican
3. United Church
4. Jewish
5. Presbyterian
6. Ukrainian Catholic
7. Buddhist
8. Baptist
9. Greek Orthodox
10. No Preference

Chart 2.11 (cont'd)

Religious Groups by Neighbourhood, 1971 and 1981



1. Roman Catholic
2. Anglican
3. United Church
4. Jewish
5. Presbyterian
6. Ukrainian Catholic
7. Buddhist
8. Baptist
9. Greek Orthodox
10. No Preferences

Chart 2.12

Average Family Incomes by Selected Neighbourhoods, 1971 and 1981

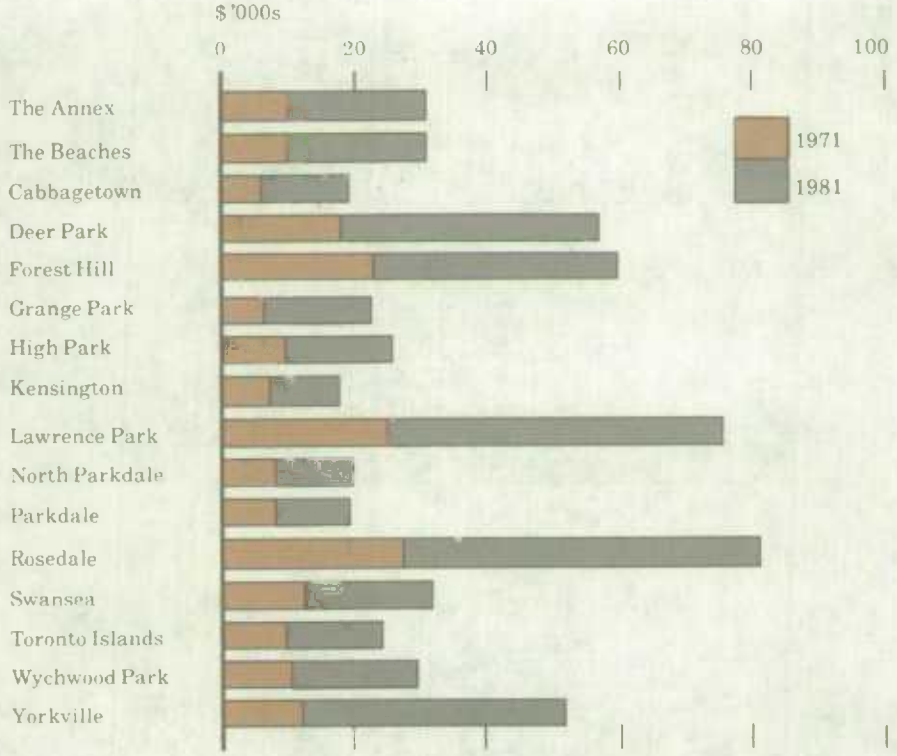
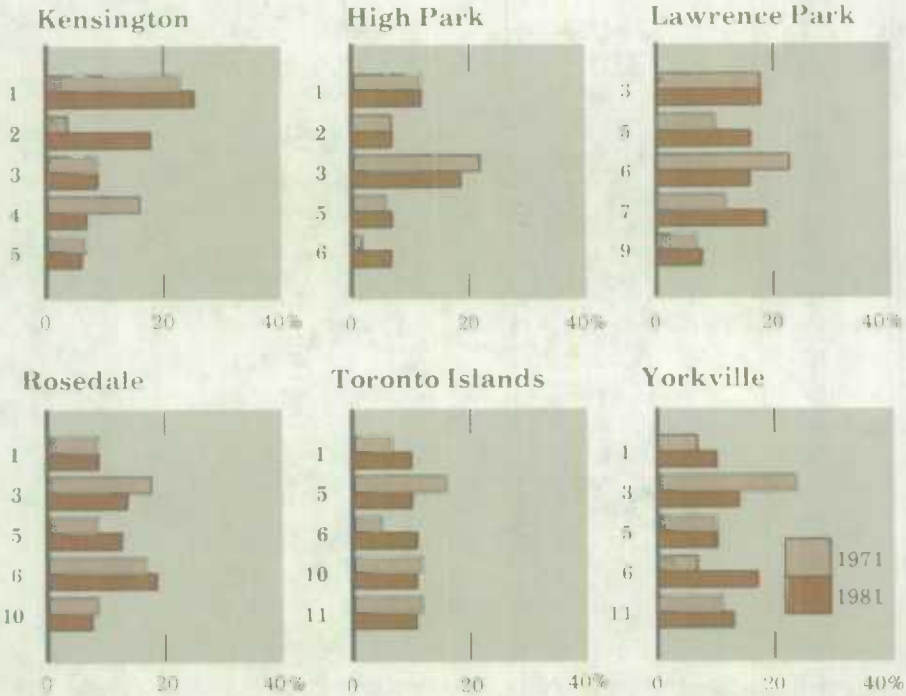


Chart 2.13

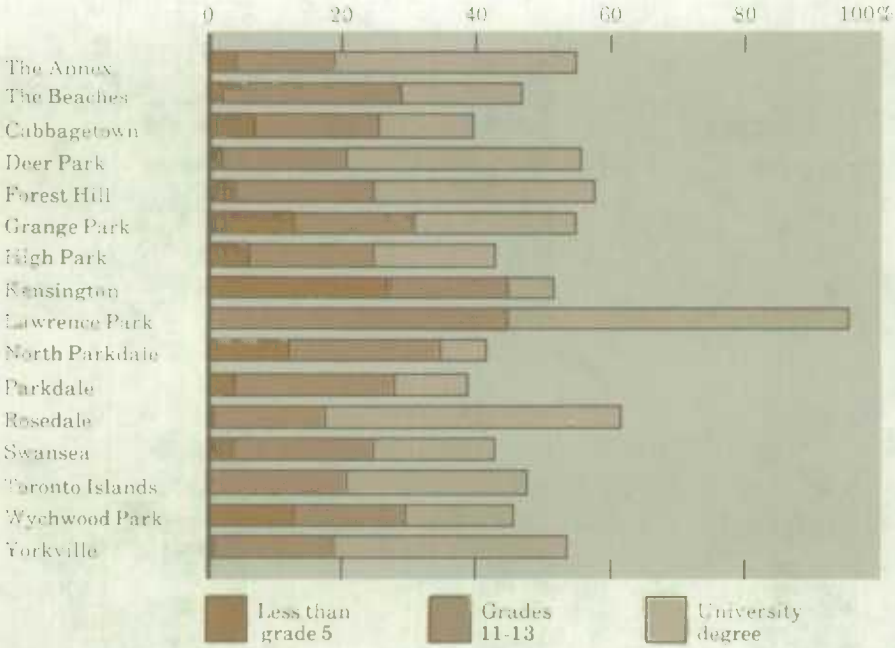
Leading Occupations by Selected Neighbourhoods, 1971 and 1981

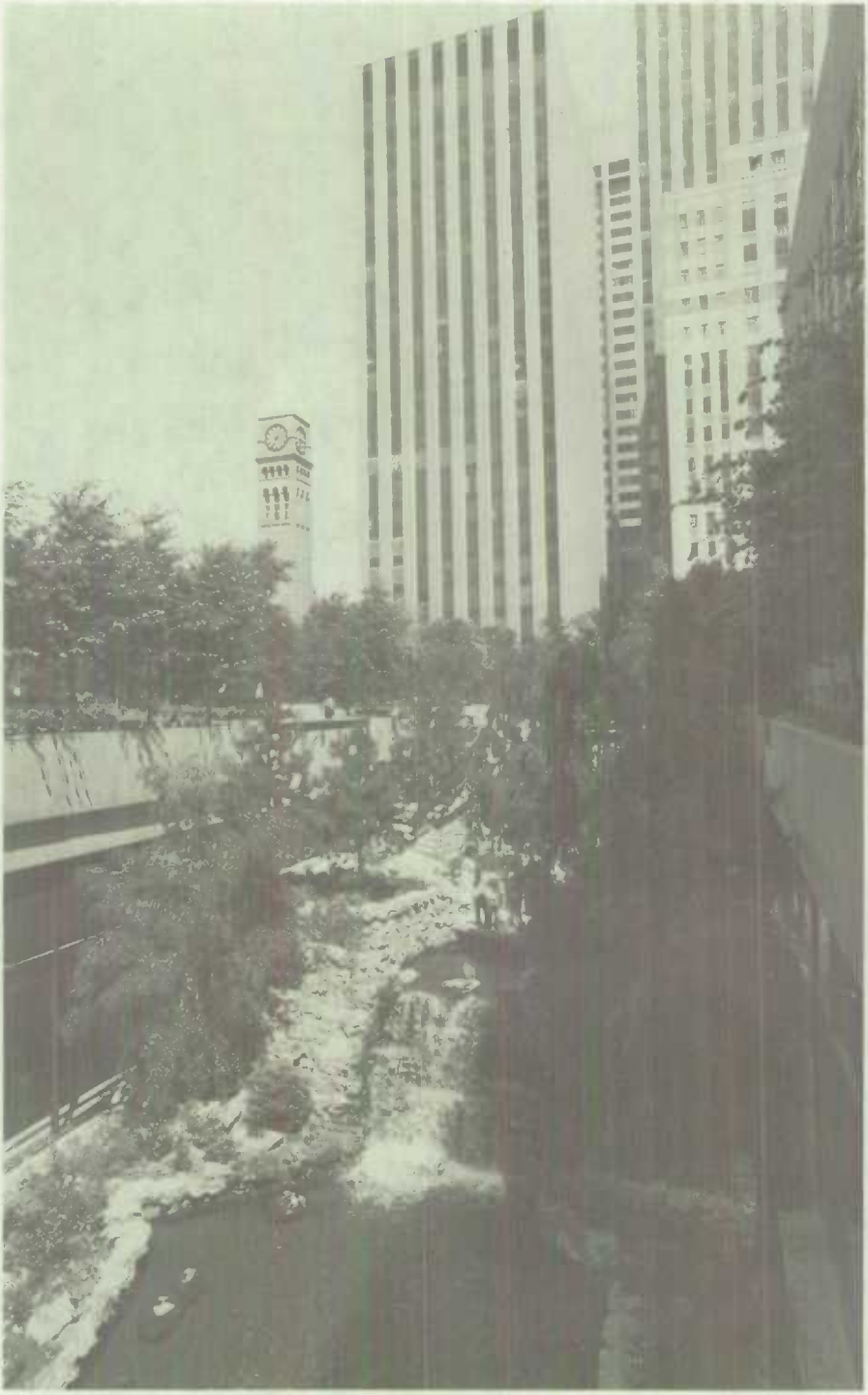


1. Service
2. Product fabrication, assembly and repair
3. Clerical and related
4. Construction trades
5. Sales
6. Managerial, administrative
7. Social sciences and related
8. Science, engineering and math
9. Medicine and health
10. Teaching and related
11. Art, literature and related

Chart 2.14

Selected Education Levels by Neighbourhood, 1981





Chapter III

The Liveable City

Adding up the Costs
Income and Expenditure
Housing
From Cars to Telephones
Something for the Mind
Leisure Time
Getting Away from it All
The Darker Side
A Matter of Life and Death
That's Life

List of Charts and Tables

Map 3.1	Toronto: City and Census Metropolitan Area
Chart 3.2	How Toronto's Prices Compare with the Average for Other CMAs, 1975 and 1982
Chart 3.3	Consumer Price Index: Toronto and Selected CMAs, December 1982
Chart 3.4	Family Income Distribution: Toronto CMA, 1971 and 1981
Chart 3.5	Average Family Income: Toronto and Selected CMAs, 1971 and 1981
Table 3.6	Family Expenditure Patterns: Toronto and Selected CMAs, 1978
Chart 3.7	Family Expenditure Patterns: Toronto CMA, 1969-1978
Chart 3.8	Housing: Percentage of Households by Tenure, Toronto and Selected CMAs, 1982
Chart 3.9	Housing: Percentage of Households by Type, Toronto and Selected CMAs, 1982
Chart 3.10 (a)	Percentage of Households with Cars
Table 3.10 (b)	Percentage of Households with Televisions
Chart 3.10 (c)	Percentage of Households with Air Conditioning
Chart 3.10 (d)	Percentage of Households with Telephones
Table 3.11	Percentage of Households Owning Selected Items of Recreational Equipment, 1982
Chart 3.12	Travel and Recreation: Average Family Expenditure, Toronto and Selected CMAs, 1978
Chart 3.13	Most Popular Recreational Activities: Toronto CMA, 1981
Chart 3.14	Leading Leisure Time Pursuits: Toronto CMA, 1981
Table 3.15	Air Passenger Traffic, 1980
Chart 3.16	Canadian Residents Travelling in Canada, By Place of Residence, 1980
Chart 3.17	Canadian Residents Travelling in Canada, By Area of Destination, 1980
Table 3.18	Crime: Selected Criminal Code Offences, Toronto Police Metropolitan Area, 1976 and 1981
Table 3.19	Criminal Code Offences: Toronto Metropolitan Police Area Compared with Other Metropolitan Areas, 1981
Table 3.20	Selected Criminal Code Traffic Offences: Toronto Police Metropolitan Area, 1976 and 1981
Table 3.21	Selected Criminal Code Traffic Offences: Toronto Police Metropolitan Area Compared with Other Metropolitan Areas, 1981
Table 3.22	Traffic Accidents, 1981
Table 3.23	Parking Violations: Toronto Police Metropolitan Area and Other Police Metropolitan Areas, 1981
Chart 3.24	Life Expectancy: Ontario, 1977
Chart 3.25	Birth and Deaths: City of Toronto, 1974-1981
Chart 3.26	Leading Causes of Death: City of Toronto, 1971 and 1981

The Liveable City

Toronto has been called not just a place to survive but a place to live. The difference is not a subtle one. In Toronto, people can not only survive quite happily, they can enjoy a certain quality of life.

In this chapter, we look at lifestyle in Toronto - from cost of living and family expenditures, to recreation, crime and health. And because so much is made of how well Toronto fares in relation to other Canadian cities, we've included comparisons with some of these, in order to highlight Toronto trends.

Finally, while it is the city of Toronto that is celebrating its 150th anniversary, and while earlier chapters have concentrated, for the most part, on city facts and figures, the lifestyle of Toronto can often best be described in terms of its larger Census Metropolitan Area (CMA), for this is how many of the statistics on lifestyle are actually compiled.

Adding up the Costs

In terms of the cost of living, Toronto is neither the best nor the worst of places to live. In 1982, its food prices were just above the average for urban centres in Canada, somewhat higher than in Halifax or Winnipeg but considerably lower than in St. John's or Vancouver. The cost of operating a household was, again, just above average, while the cost of transportation, whether running the family car or taking advantage of public transit, was actually below the average line. Torontonians, however, do pay more for recreation than they would in Montreal or Vancouver and when it comes to health and personal care, their high costs are unrivaled elsewhere in Canada.

Less heartening, however, has been the speed with which consumer prices have risen to their 1982 levels. Since 1971, the Consumer Price Index for Toronto has jumped 171.3%. The food component shows an even higher jump at 211.3% - a rate of increase exceeded only in St. John's and Vancouver. Transportation, housing and clothing have all increased at dramatic rates - 186.3%, 162.8% and 110.7%, respectively -but represent neither the highest nor the lowest rates of increase in the country.

Income and Expenditure

Neither Toronto, nor any of the other centres being compared has changed its income rank significantly in the last decade. When average family incomes are compared, Toronto and Vancouver are still in the lead, followed by Montreal, Halifax and Winnipeg. In the Toronto CMA, the average family income has almost tripled

over the decade, jumping from $12,993 to $35,616, with well over two-thirds of Toronto families enjoying an income in excess of $25,000 in 1981.

The two major items in a family budget are traditionally food and shelter. In Toronto, Halifax and Vancouver, shelter costs are greater than food costs, whereas in Montreal and Winnipeg the order is reversed. Since 1969, the average metropolitan Toronto family has notably increased its expenditures on shelter, while the increase in the proportion of the family budget devoted to food has been much more modest.

And, as changing expenditure patterns seem to indicate, Toronto families are apparently placing a higher priority on recreation than on keeping up with the latest fashion trends.

Housing

In Toronto the proportion of homeowners outnumber rental tenants by almost 14%, as is the case in both Winnipeg and Vancouver, although in these latter two centres the proportion of homeowners is even larger. However, in the homeowners group, only one out of about five households own their own homes free and clear, no matter where they live.

Toronto has more single attached housing - semis and town houses - than any of the other major centres. On the other hand, it has 40% fewer apartments or flats than Montreal and less single detached housing than Halifax, Winnipeg and Vancouver.

From Cars to Telephones

A partial, but fascinating picture of Toronto emerges from a look at the material goods Torontonians have, especially in comparison with other urban centres.

If you keep score by how many households have three cars or more, then Vancouver wins, hands down. Nearly 9% of Vancouver households seem to have the income, the room and, apparently, the inclination to own three cars, while only 5.5% of Toronto households do. Over 23% of Toronto households do not own a car, compared with 29% in Montreal, and 17% in Halifax. And yet, Toronto is the only one of these major centres in which the number of households without a car increased since 1971.

Colour televisions abound in Toronto. More than 84% of the households in the metropolitan area now have a colour T.V. compared to a mere 20% who had them in 1971. Vancouver, though, does even better with over 87% of its households having colour television sets. On the other side of the spectrum, only a fraction of Toronto households

have no television while over a third have two or more sets, black and white, or colour. This is not surprising though, since Toronto is one of the best-served spots for T.V. channels in North America.

One category in which Toronto is unexcelled is air conditioning. The muggy heat of a Toronto summer is something Halifax or Vancouver seldom experience. This might explain why almost a third of Toronto households own air conditioning, central or otherwise, while only a small number of households in Halifax and Vancouver do.

But if Toronto is cool, it is not uncommunicative. It leads other major cities in the number of homes with two, three or more telephones.

As for other types of consumer goods -- automatic washers and dryers, home freezers, dishwashers, adult-sized bicyles, microwaves or vacation homes --Toronto is neither a leader nor a follower, but just about average. The picture, however, is clear: Torontonians like their creature comforts, and, if anything, like those comforts just a touch more than those in the other major urban centres.

Something for the Mind

The number of consumer goods a household owns only tells part of the story of a city's lifestyle. There is also the thinking, reflective life of a city and one way of checking it out is to look at public libraries and find out how much people read. In this area, Toronto is strong and vital and compares more than favourably with other urban centres.

In 1981, metropolitan Toronto libraries had 2.5 books for every resident, compared with 1.6 in Montreal, 1.6 in Vancouver, 1.9 in Halifax and 2.1 in Winnipeg. Nor do library cardholders let these books sit idle. On the average, each book circulated 8 times annually. (Of course, this means that some bestsellers went out scores of times and less popular volumes might only have gone out once.) The only other centre whose books are as well thumbed is Halifax, where, on the average, each book circulated 7.2 times annually. In Montreal, the comparable figure was 2.5 while in Winnipeg and Vancouver it was 5 and 6.5, respectively. Not only do metro Toronto libraries have the highest number of library holdings per capita but, in 1981, they spent an average $2.56 per capita on new books. Again, you can see just how favourably this compares with other centres since Montreal spent only $1.86, Winnipeg $1.27, Halifax $1.79 and Vancouver $1.19.

Leisure Time

Reading is one way to enjoy leisure time, but what other things do Torontonians like to do? Well, to judge by the way they spend their money on recreation, it seems that the average metropolitan Toronto family leans more towards activities that keep them in the city than they do to vacations and overnight trips.

When Torontonians turn to sport and physical activity, their preference is for walking, swimming and jogging, followed by exercise classes, cycling, tennis and dancing. At home, they are avid conversationalists, if not tuning into their favourite television or radio shows. Reading, socializing and hobbies and crafts follow next on their list of priorities, in that order.

Torontonians are also great movie buffs. In fact, the average metro Toronto family spends about $45.00 a year on movie admissions, far more than families in any of the other major urban centres.

Getting Away From It All

Toronto is the focus of air travel in Canada. Of the 10 leading city-pairs (that is, cities which form the opposite ends of particularly busy airline routes) Toronto figures in seven of them, with the shuttle flights between Montreal - Toronto and between Ottawa -Toronto leading the list. In 1980, almost 1.7 million people travelled on these two shuttle flights alone and in terms of air travel between Canada and the U.S., Toronto accounts for almost 40% of all passenger traffic.

To say that Torontonians themselves are always on the move, however, would be wrong. In fact, they travel in Canada less than the average urban dweller. Still, during 1980, between 20% and 47% of metro Toronto's population (depending on the season) travelled to another Canadian destination.

For domestic travellers, however, Montreal, not Toronto, is still the most popular destination. Since it's difficult to measure air passenger traffic -- some people travel all the time and others only occasionally -- a measurement called "person-trips" is used. In 1980, Montreal had 11.7 million such person-trips while Toronto had 6.8 million. Over half of the visitors to Toronto in 1980 stayed over at least one night or more and were in town for pleasure rather than business.

The Darker Side

While it's a less entertaining side of life in a big city, the incidence of crime has a great impact on lifestyles. In Toronto, as the city has grown, so too has its incidence of crime. Between 1976 and 1981, crimes of violence went up by 14% and crimes against property went up 19%, and this is when measured on a rate per 100,000 people.

By far the leading violent crime in Toronto is assault, trailed by robbery and sexual offences. Among property crimes theft, breaking and entering, and fraud stand out In comparison with other major centres by rate per 100,000 population, Toronto comes off reasonably well. In crimes of violence, only Winnipeg has a better record, and in property crimes, Toronto boasts the lowest incidence of all.

Toronto drivers, too, have a fairly good record. Criminal code offences such as driving while impaired or disqualified actually declined in the period 1976-1981. On the other hand, failing to remain at the scene of an accident showed a marked increase over the same period.

In terms of criminal code traffic offences Toronto reports fewer than Vancouver and just marginally more than Montreal. Yet, in comparison with other cities, Toronto shows a higher incidence of both dangerous driving and driving while disqualified offences. Toronto also endures its share of traffic accidents, with only Montreal reporting a higher number in 1981. Almost three-quarters of these accidents, however, were property damage only.

As far as parking violations are concerned, Toronto is definitely in the red. In 1981, more parking violations were registered in Toronto than in any other urban centre -- almost four times as many as in Montreal and over ten times as many as in Vancouver.

A Matter of Life and Death

If you run your finger down the life table chart until you find your age in 1977, you'll be able to get a good idea of your life expectancy. But while it's common knowledge that people are living longer, this hasn't headed off the loss of population Toronto is experiencing. The city is losing numbers primarily because the birth rate is dropping and the difference is no longer being made up by immigration.

What about Toronto's health? What are the big killers? In 1981, they were heart attack, cancer, stroke, pneumonia and cirrhosis of the liver. Then there are deaths from external causes. Although these account for a relatively small proportion of deaths in the city, in 1981, suicides claimed 111 lives, and deaths from accidental falls another 74.

There is good news, however. In all the leading causes of death, the actual number of deaths has decreased since 1971, and in the case of heart disease, the decrease has been dramatic.

That's Life

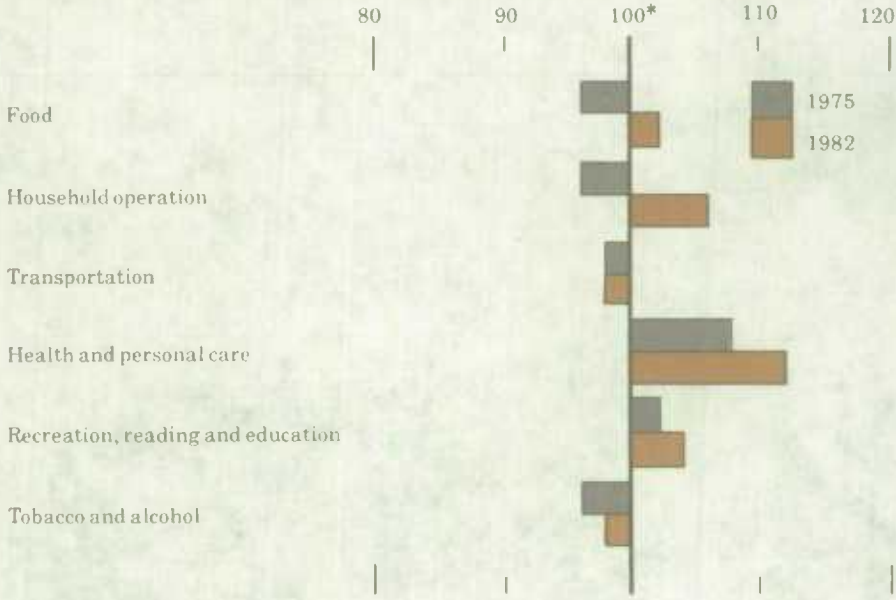
In every city, there is a bright and gloomy side to its lifestyle. In Toronto, the bright far outweighs the gloomy. Not only are Torontonians living longer, they have more money to spend and more ways to spend it. True, prices are higher, and true, the figures on crime, death and disease are not the brightest. But it's also true, to come back to our initial statement, that the city is more than just a place to survive. It's a place to live.

Map 3.1

Toronto: City and Census Metropolitan Area

Chart 3.2

How Toronto's Prices Compare with the Average for Other CMAs, 1975 and 1982



*. *Combined Metro Area average*

Chart 3.3

Consumer Price Index: Toronto and Selected CMAs, December 1982

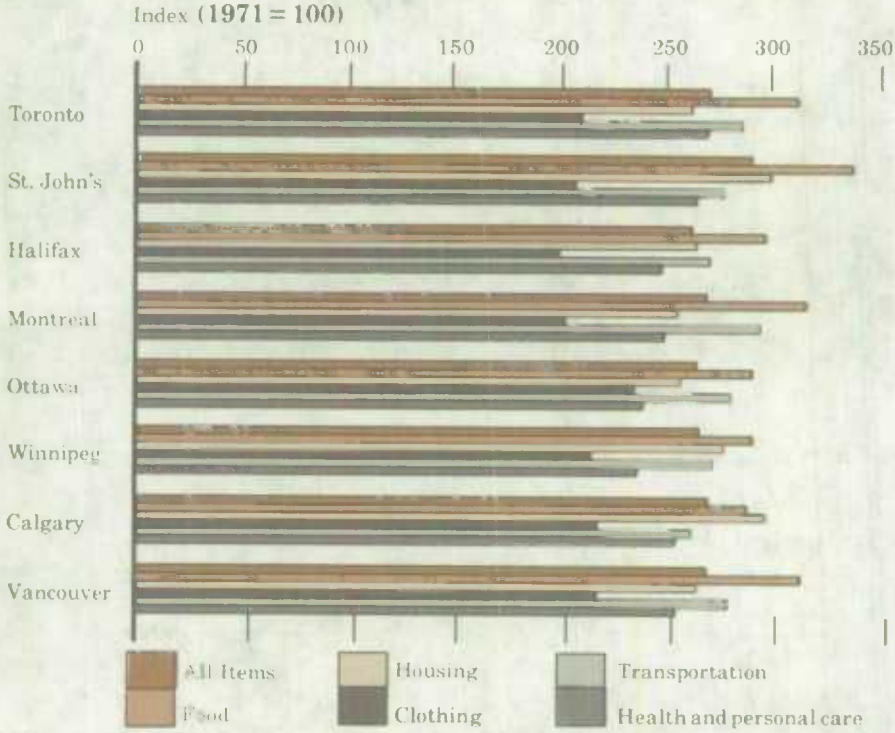


Chart 3.4

Family Income Distribution: Toronto CMA, 1971 and 1981

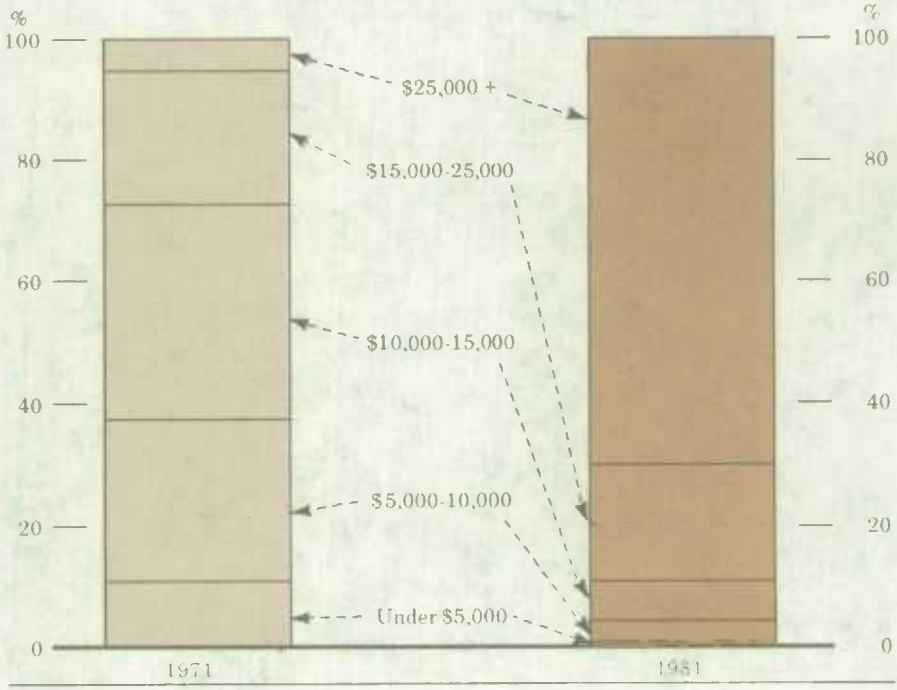


Chart 3.5

Average Family Income: Toronto and Selected CMAs, 1971 and 1981

Table 3.6

Family Expenditure Patterns: Toronto and Selected CMAs, 1978

	Toronto	Halifax	Montreal	Winnipeg	Vancouver
	Percentage of total family expenditures				
Food	16.7	14.9	17.9	17.3	16.3
Shelter	17.6	17.7	14.8	15.6	17.6
Transportation	11.5	13.2	11.3	11.2	12.0
Clothing	6.9	6.7	7.4	6.8	5.7
Recreation	4.7	4.7	4.1	4.9	5.2
Health and personal care	4.4	3.2	3.1	3.4	3.2
Smoking and alcoholic beverages	3.1	2.8	3.5	3.1	2.5

Chart 3.7

Family Expenditure Patterns: Toronto CMA, 1969-1978

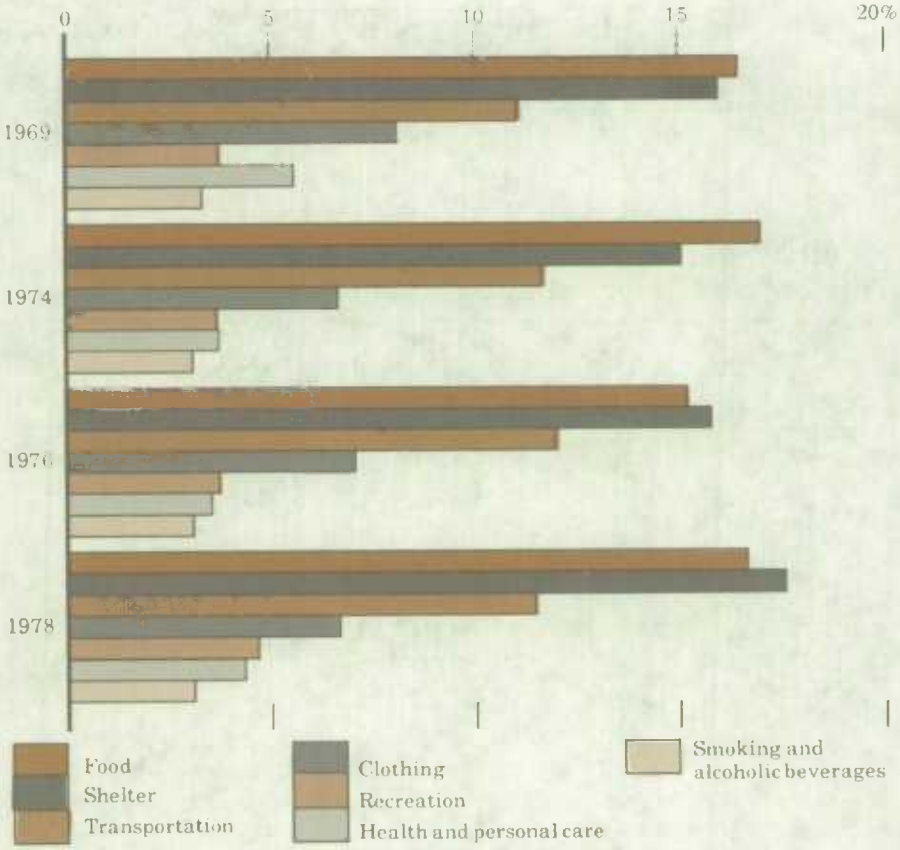


Chart 3.8

Housing: Percentage of Households by Tenure, Toronto and Selected CMAs, 1982

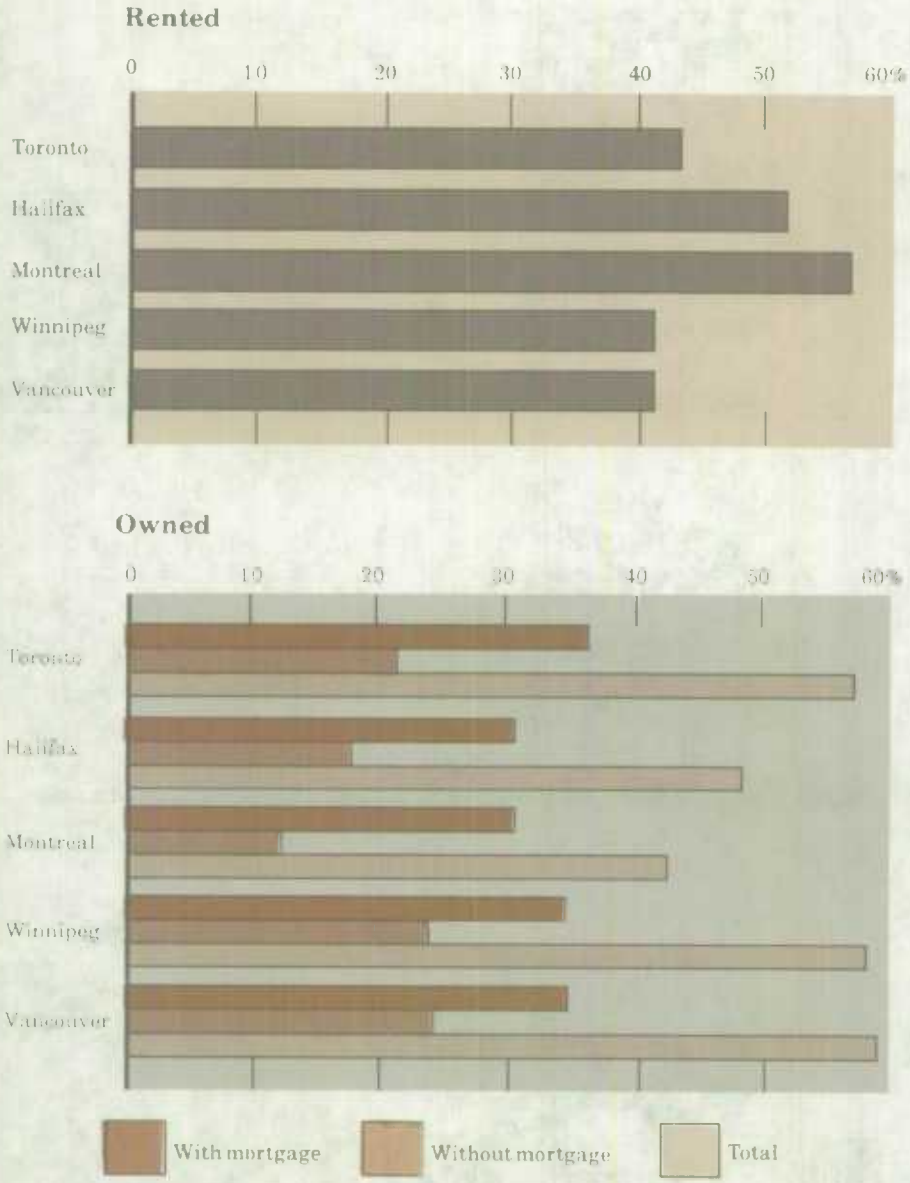


Chart 3.9

Housing: Percentage of Households by Type, Toronto and Selected CMAs, 1982

Apartment or Flat

Toronto	41.8
Halifax	44.0
Montreal	68.1
Winnipeg	30.5
Vancouver	39.5

Single Attached

Toronto	16.4
Halifax	9.2
Montreal	5.4
Winnipeg	11.2
Vancouver	5.9

Single Detached

Toronto	41.8
Halifax	46.8
Montreal	26.5
Winnipeg	58.2
Vancouver	54.5

Chart 3.10 (a)

Percentage of Households with Cars

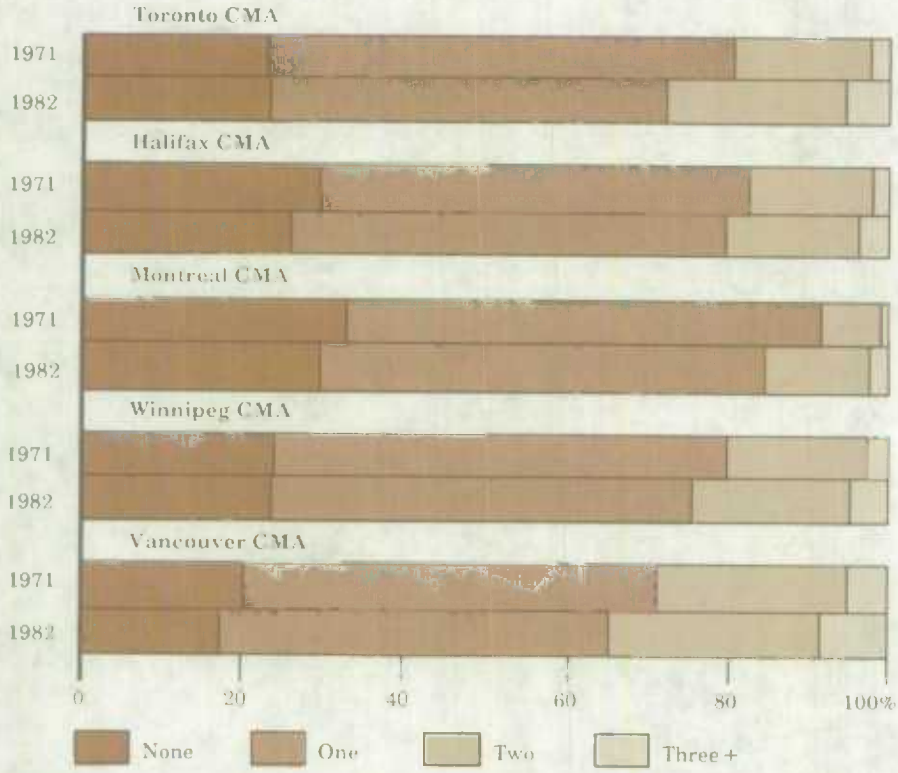


Table 3.10 (b)

Percentage of Households with Televisions

	Television sets (All kinds)			Colour televisions	
	None	One	Two or more	With	Without
Toronto CMA					
1971	3.0	65.7	31.3	20.3	79.7
1982	2.5	61.1	36.3	84.1	15.7
Halifax CMA					
1971	8.5	69.9	21.6	19.9	80.1
1982	1.2	52.4	46.4	84.0	16.0
Montreal CMA					
1971	3.5	65.1	31.3	20.3	79.7
1982	1.3	56.9	41.8	81.7	18.3
Winnipeg CMA					
1971	3.4	70.9	25.7	19.9	80.1
1982	2.4	57.7	39.8	83.6	16.4
Vancouver CMA					
1971	5.0	72.2	22.7	25.6	74.4
1982	2.9	68.7	28.4	87.3	12.7

Chart 3.10 (c)

Percentage of Households with Air Conditioning

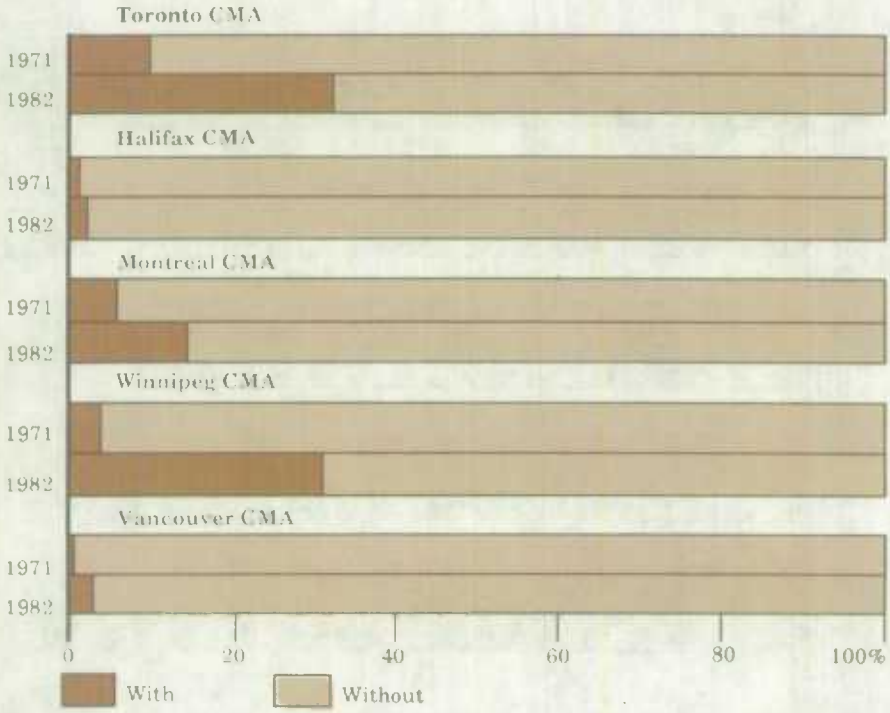


Chart 3.10 (d)

Percentage of Households with Telephones

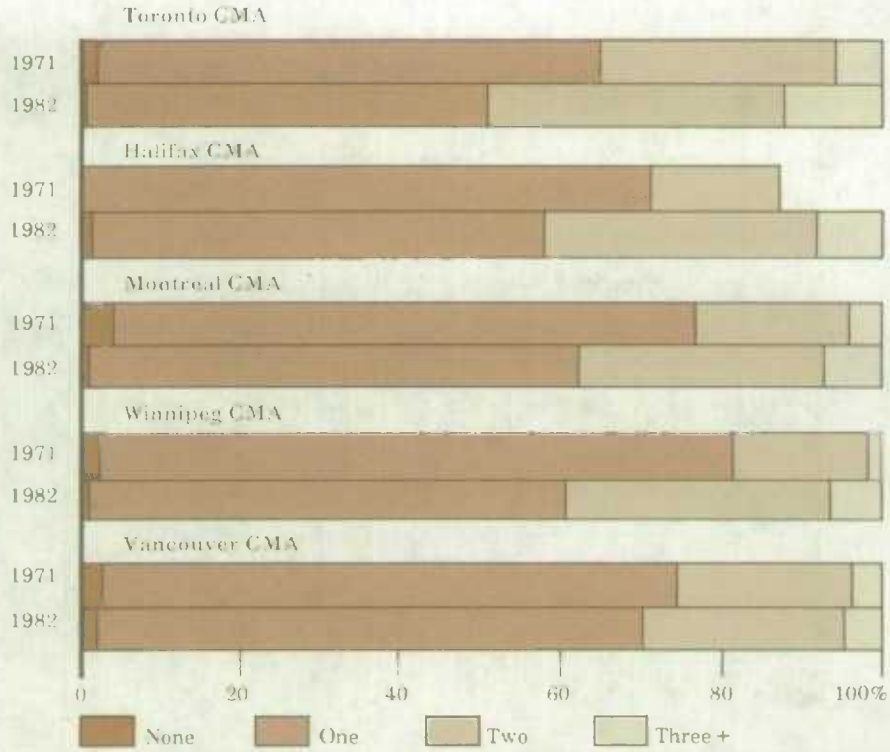


Table 3.11

Percentage of Households Owning Selected Items of Recreational Equipment, 1982

	Toronto CMA	Halifax CMA	Montreal CMA	Winnipeg CMA	Vancouver CMA
Downhill skis	17.7	10.7	20.3	8.8	26.2
Cross-country skis	21.0	17.9	35.3	20.0	9.2
Boats	13.4	15.8	6.6	14.5	15.0
Overnight camping equipment	21.9	30.1	18.0	28.7	29.7
Vacation homes	6.5	10.2	8.7	7.9	3.9
Adult size bicycles	46.6	32.4	47.3	47.4	41.1
Snowmobiles	2.4	3.7	3.8	5.8	0.5

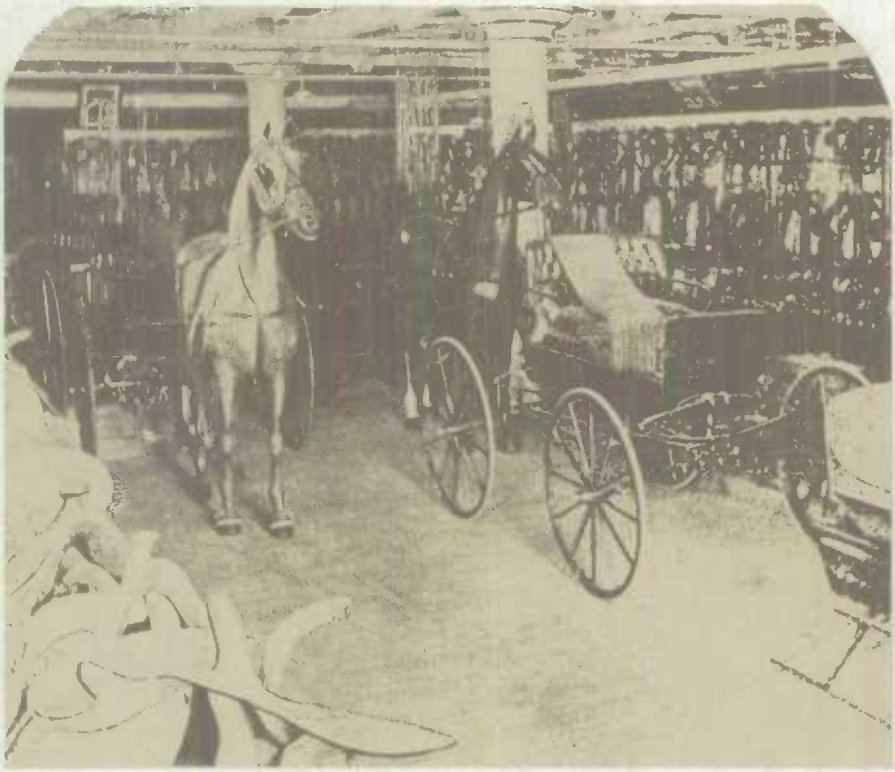


Chart 3.12

Travel and Recreation: Average Family Expenditure, Toronto and Selected CMAs, 1978

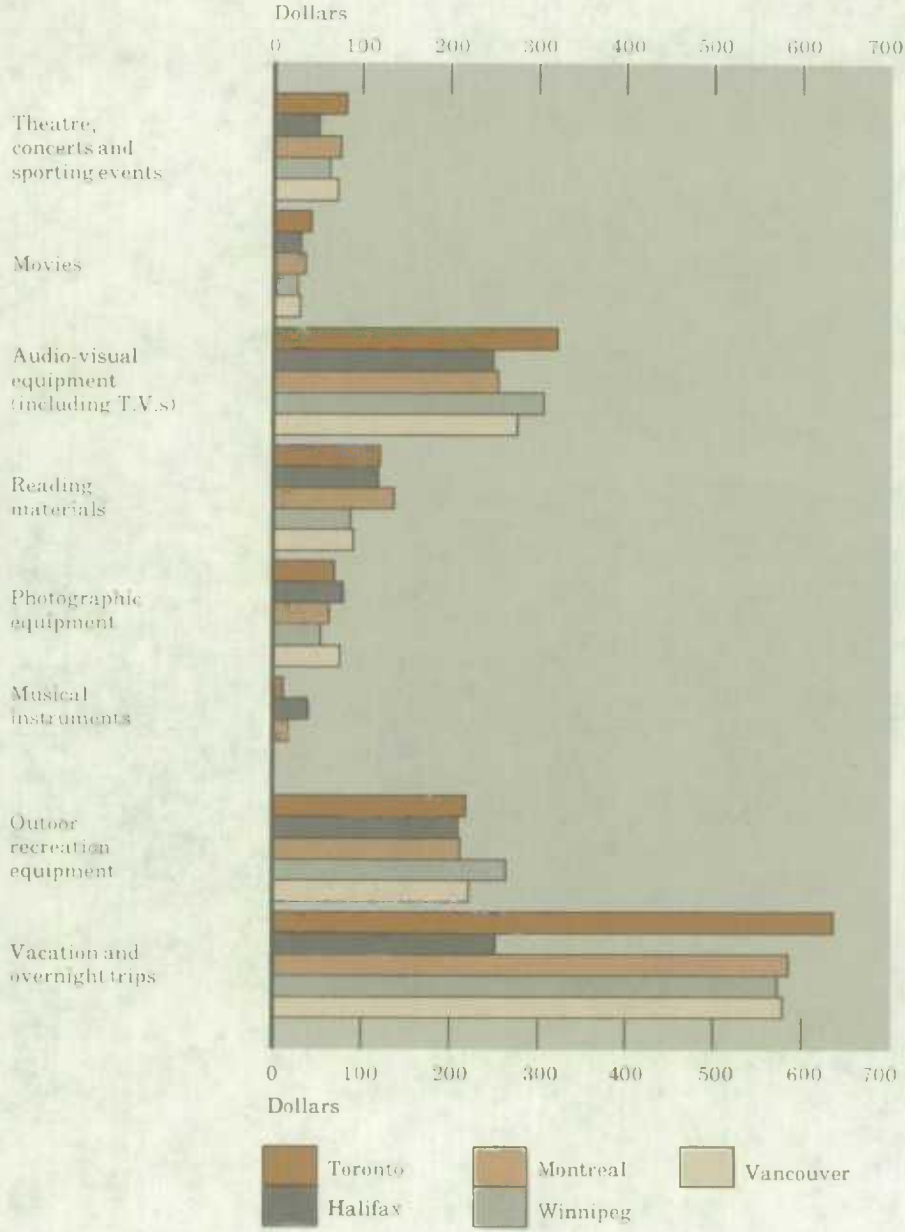


Chart 3.13

Most Popular Recreational Activities: Toronto CMA, 1981

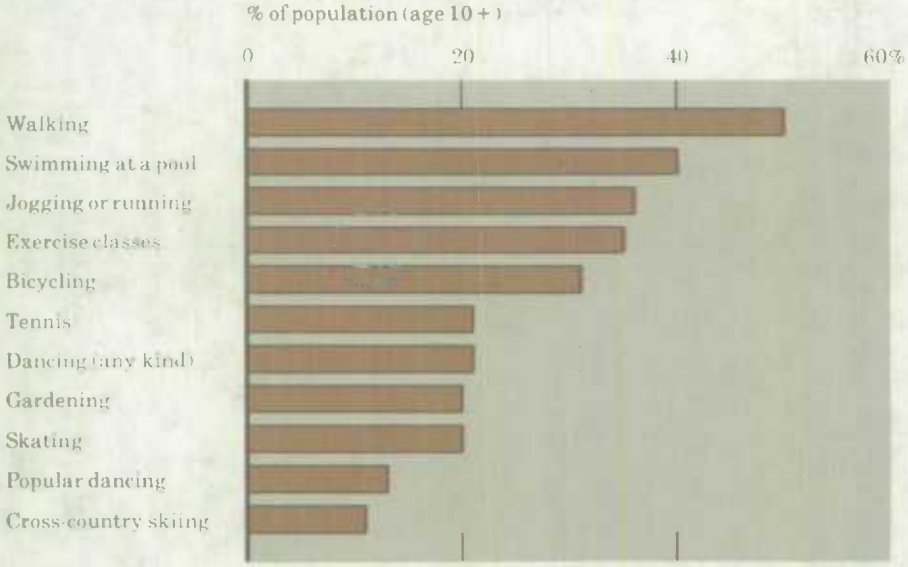


Chart 3.14

Leading Leisure Time Pursuits Toronto CMA, 1981

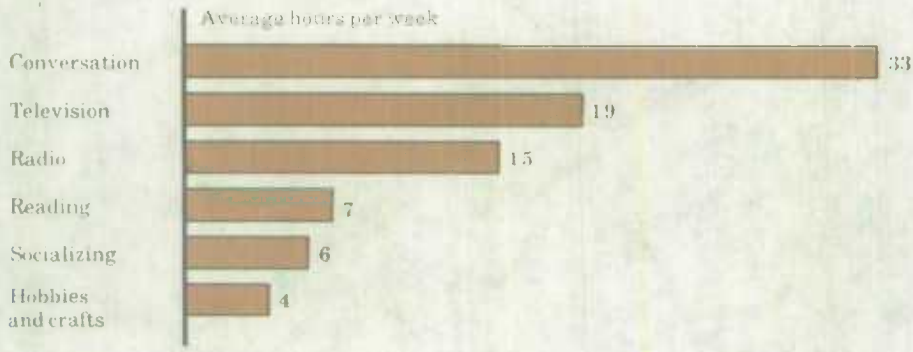


Table 3.15

Air Passenger Traffic, 1980

Scheduled Flights: Ten Leading City Pairs	Number of passengers 000's
Montreal-Toronto	1,127.4
Calgary-Edmonton	722.9
Ottawa-Toronto	574.6
Toronto-Vancouver	532.1
Calgary-Vancouver	455.2
Calgary-Toronto	396.6
Edmonton-Vancouver	377.2
Toronto-Winnipeg	315.7
Edmonton-Toronto	297.7
Halifax-Toronto	220.3

Scheduled Flights Between Canada and U.S.	Number of passengers 000's
Departing From:	
Toronto	3,026.0
Halifax	124.4
Montreal	1,659.3
Winnipeg	252.9
Vancouver	931.1
Canada Total:	**7,649.6**

Charter Flights Between Canada and U.S.	Number of passengers 000's
Departing From:	
Toronto	525
Halifax	25
Montreal	191
Winnipeg	46
Vancouver	271*
Canada Total:	**1,334**

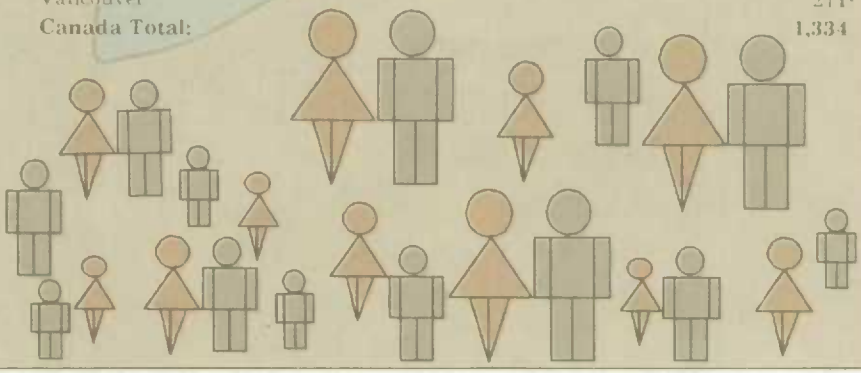


Chart 3.16

Canadian Residents Travelling in Canada, 1980

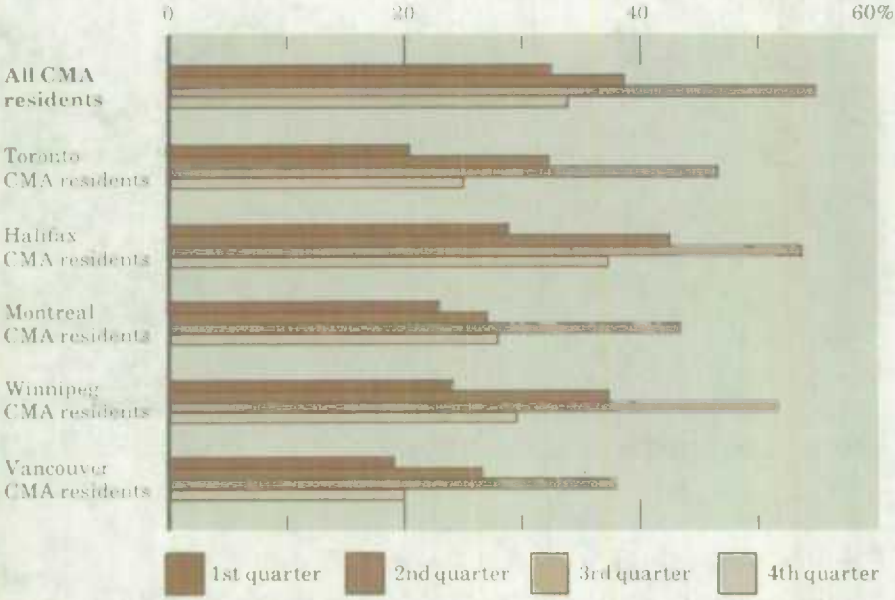
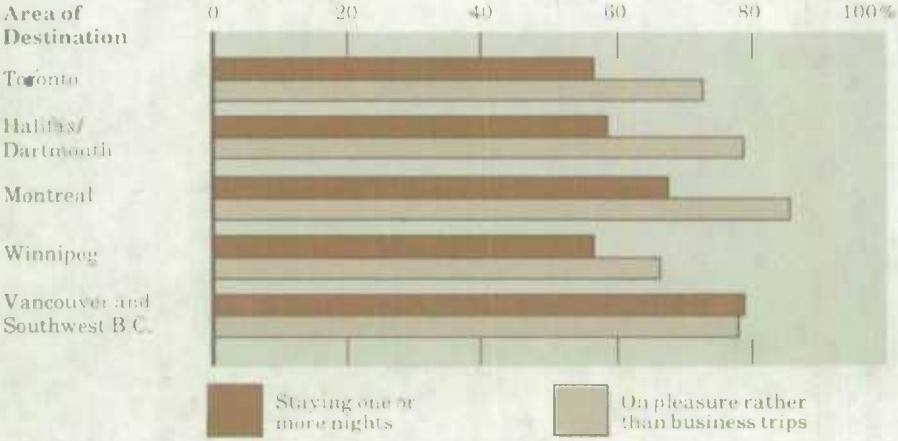


Chart 3.17

Canadian Residents Travelling in Canada, 1980



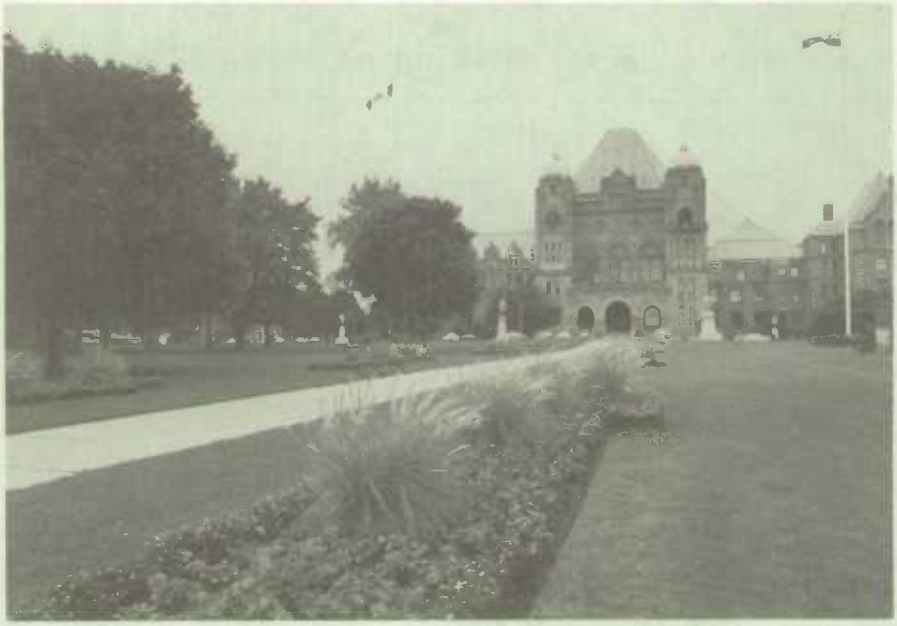


Table 3.18

Crime: Selected Criminal Code Offences, Toronto Police Metropolitan Area, 1976 and 1981

	Number 1976	Rate per 100,000 population 1976	Number 1981	Rate per 100,000 population 1981
Crimes of Violence				
Homicide	52	2.4	57	2.5
Attempted murder	30	1.4	56	2.5
Sexual offences	1,061	48.5	1,242	55.0
Assault	9,599	438.5	11,439	506.2
Robbery	1,774	81.0	2,041	90.3
Total	**12,516**	**571.8**	**14,835**	**656.4**
Property Crimes				
Break and entry	17,361	793.1	22,630	1,001.3
Auto theft	5,959	272.2	5,871	259.8
Theft	58,803	2,686.3	73,170	3,237.6
Possession of stolen goods	5,280	241.2	7,837	346.8
Fraud	11,448	523.0	12,099	535.4
Total	**98,851**	**4,515.8**	**121,607**	**5,380.8**

Table 3.19

Criminal Code Offences: Toronto Metropolitan PoliceArea Compared with Other Metropolitan Areas, 1981

	Crimes of Violence		Property Crimes	
	Number	Rate per 100,000 population	Number	Rate per 100,000 population
Toronto	14,835	656.4	121,607	5,380.8
Halifax	1,513	835.9	14,390	7,950.3
Montreal	17,107	916.8	129,629	6,946.9
Winnipeg	3,330	548.0	48,396	7,964.1
Vancouver	11,545	1,240.5	73,639	7,912.2

Table 3.20

Selected Criminal Code Traffic Offences: Toronto Police Metropolitan Area, 1976 and 1981

	1981		1976	
	Number	Rate per 100,000 population	Number	Rate per 100,000 population
Failing to stop at scene of accident	15,631	691.8	12,035	549.9
Dangerous driving	929	41.1	809	37.0
Driving while impaired	8,399	371.7	8,740	399.3
Driving while disqualified	3,189	141.1	4,418	201.9
Total criminal code traffic offences	29,894	1,323.0	27,570	1,259.6

Table 3.21

Selected Criminal Code Traffic Offences: Toronto Police Metropolitan Area Compared with Other Metropolitian Areas, 1981

Rate per 100,000 population

	Toronto	Halifax	Montreal	Winnipeg	Vancouver
Failing to stop at scene of accident	691.8	83.4	1,024.7	2.3	1,078.3
Dangerous driving	41.1	24.9	2.7	11.5	30.3
Driving while impaired	371.7	429.8	241.6	267.9	703.8
Driving while disqualified	141.1	2.2	..	13.7	21.6
Total criminal code traffic offences	1,323.0	785.1	1,270.0	376.7	1,961.5

Table 3.22

Traffic Accidents, 1981

	Toronto	Halifax	Montreal	Winnipeg	Vancouver
Fatal accidents	91	8	132	42	52
Non-fatal (injury) accidents	15,846	539	9,337	4,548	3,207
Property damage accidents	42,749	3,049	50,665	22,092	27,605
People killed	94	8	140	44	53
People injured	21,713	624	12,193	5,924	4,219

Table 3.23

Parking Violations: Toronto Police Metropolitan Area and Other Police Metropolitan Areas, 1981

	Number	Rate / 100,000 population
Toronto	2,623,564	116,086.9
Halifax	181,769	100,424.9
Montreal	552,679	29,618.4
Winnipeg	196,010	32,255.5
Vancouver	227,804	24,476.6

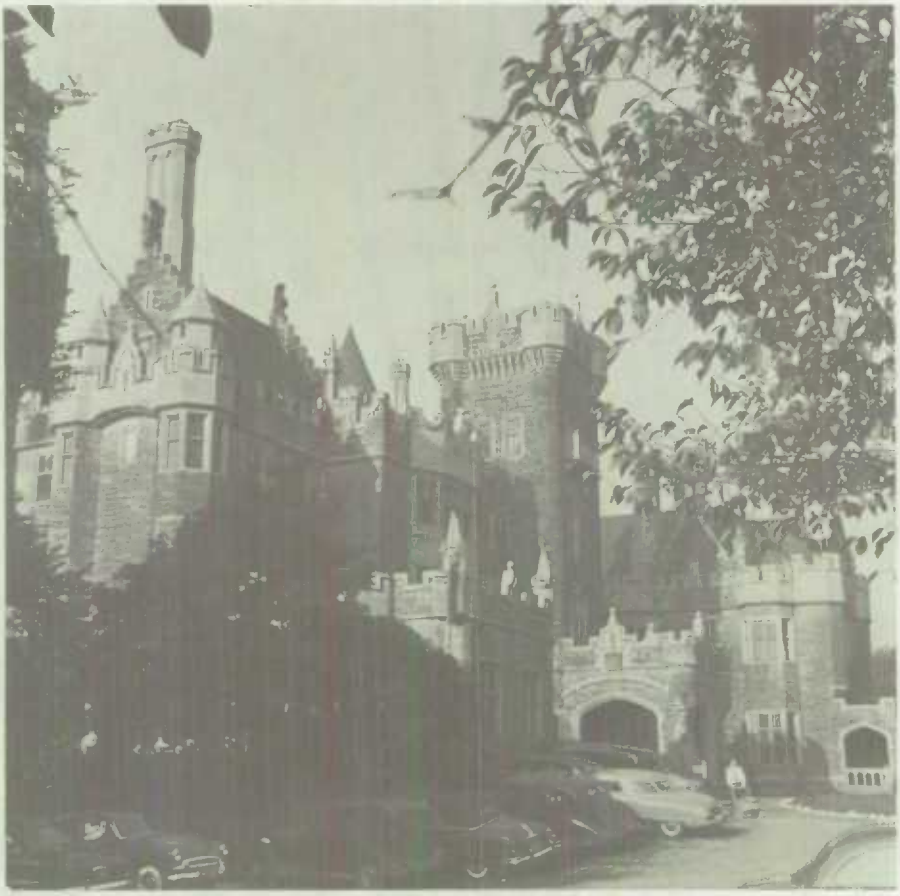


Chart 3.24

Life Expectancy: Ontario, 1977

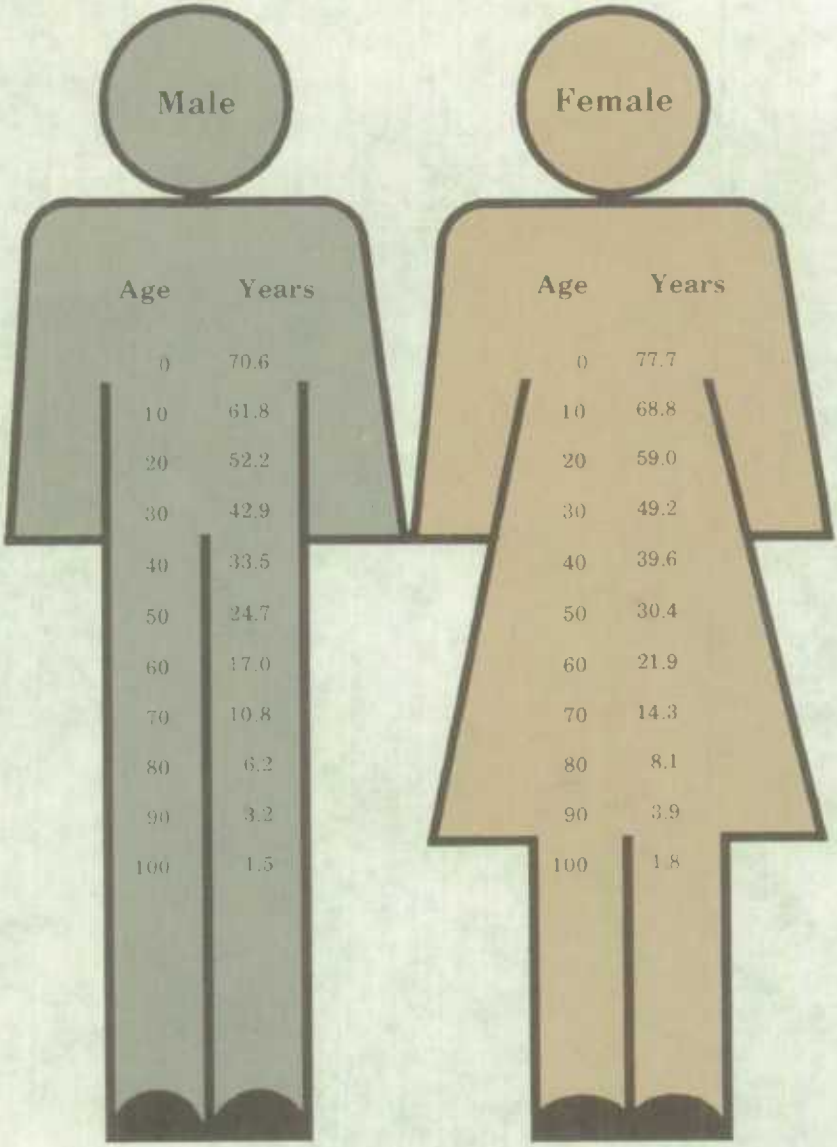


Chart 3.25

Birth and Deaths: City of Toronto, 1974-1981

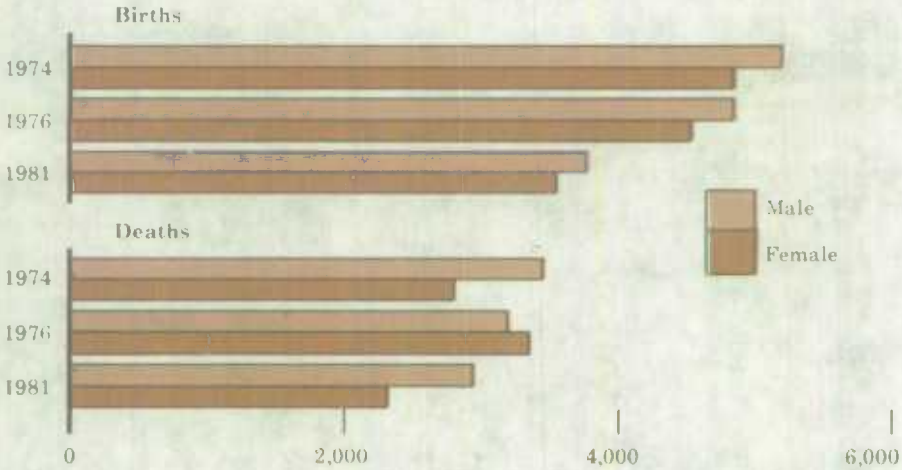
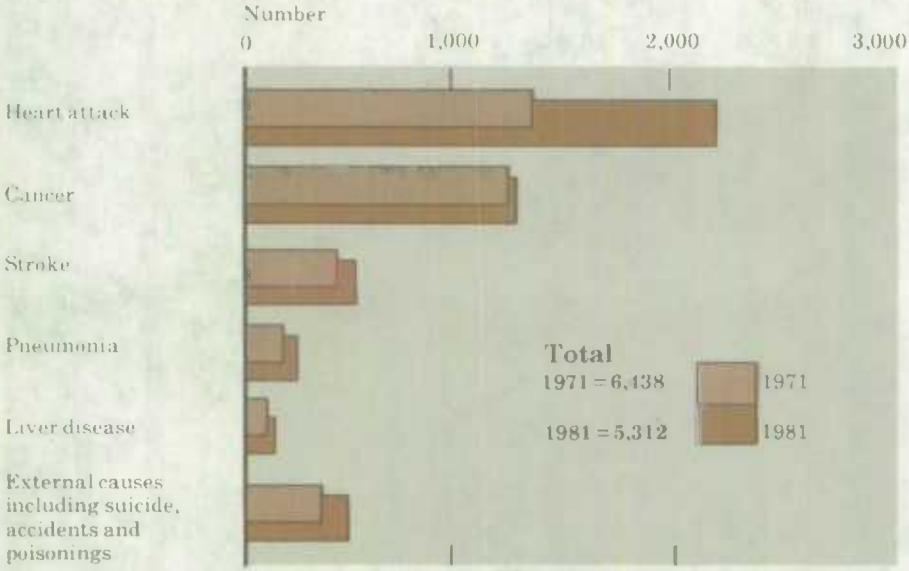


Chart 3.26

Leading Causes of Death: City of Toronto, 1971 and 1981



Chapter IV

The City at Work

Getting There
The Working Population
Who Works at What
Income
Work and the Economy

List of Charts and Tables

Map 4.1 Travel to Work

Chart 4.2 Commuting: Method of Transportation Used, 1977 and 1982

Chart 4.3 Commuting: Time to Work, 1977 and 1982

Chart 4.4 Commuting: Distance to Work, 1977 and 1982

Table 4.5 Labour Force Activity, 1971 and 1981

Chart 4.6 Labour Force: Participation Rates by Age and Sex, 1981

Chart 4.7 Labour Force: Unemployment Rates by Age and Sex, 1981

Chart 4.8 Leading Occupations by Sex: City of Toronto, 1971 and 1981

Chart 4.9 Leading Occupations by Sex: Toronto CMA, 1971 and 1981

Chart 4.10 Experienced Labour Force by Industry Division

Table 4.11 Average Employment Income: Male and Female, 1970 and 1980

Chart 4.12 Average Employment Income by Level of Education: City of Toronto, 1980

Chart 4.13 Average Employment Income by Industry Division: City of Toronto, 1980

Chart 4.14 Average Employment Income by Age, 1980

Chart 4.15 Index Number of Employees by Industry Division

Chart 4.16 Average Weekly Wages by Industry Division: Toronto CMA

Chart 4.17 Average Weekly Wages: Toronto CMA Compared with Selected Centres, 1972 and 1982

The City at Work

"*Work*," said the well-known Canadian stress researcher Hans Selye, "*is what we have to do: play is what we like to do.*" But, if you nabbed the average Toronto stockbroker, marching smartly off to one of those offices high in the Bay Street sky, you might get just the opposite line. Toronto is a city that may play hard, but it is also a city that works hard ... and takes a while to get there, as you will discover in this chapter. At the same time, Torontonians are earning considerably more money than they did a decade ago and they are doing it in decidedly different ways.

Getting There

It may not be half the fun, but getting to work and getting home again is an important consideration for people who live in big cities and Toronto is no exception. In Toronto, commuting has its own language with jammed expressways, heavy parking charges and other such commuting headaches. Every day, people from the CMA pour into the city proper -- almost 95,000 from North York, another 70,000 from Scarborough, nearly 47,000 from Etobicoke and about 34,000 from Mississauga.

While one stream of traffic heads into the city, however, another stream heads out. In fact, about 11,000 Toronto residents go off to Mississauga, another 30,700 to North York, about 12,000 to Scarborough and just over 16,000 to Etobicoke. Surprisingly, quite a few Torontonians go even further afield on a regular basis: with 2,200 off to Markham, another 2,000 to Brampton and nearly 2,000 to Vaughan. For these outgoing commuters, however, there may be an advantage in going against the flow of commuter traffic into the city, even though many of them still have much farther to travel.

Nearly half the commuting population of Toronto takes more than 30 minutes to get to and from work, which can add a good hour or more to the normal working day. While the average Canadian commuter takes about 20 minutes to get to work and travels about 7 miles to get there, the average commuter in the Toronto CMA takes about 27 minutes and has to travel roughly 8.8 miles, a greater time and distance than for commuters in either Montreal or Vancouver.

The 1982 Travel to Work survey shows a moderate increase in the total number of Toronto commuters (1.2 million in 1977, 1.5 million in 1982) and that a constant 63% of these choose to drive rather than take public transit. Walking held steady at about 7% over the same five year period, while public transit use increased from 29% to 30%. Though Toronto shows a far higher proportion of public transit users than the average for Canada as whole, the inclination to travel by car is still strong. Given the opportunity, many would apparently

abandon the streetcars, subways and buses and take the car. In 1982, about 73% of the Toronto commuting population had a car available if they wanted to use it and 86% of them did.

The Working Population

At the time of the 1981 Census, there were some 348,710 people in the city of Toronto's resident labour force, a number that includes everyone 15 years of age and over who was either working or actively seeking work. Though men continue to outnumber women in the city's labour force, the proportion of women in the labour force has increased over the decade, from 41% to 46%, while the proportion of men has correspondingly decreased from 59% to 54%.

Though the city's resident labour force has actually decreased in numbers since 1971, the participation rate (that is, the number of people in the labour force as a proportion of the working age population) has increased. And where the participation rate for men in the city shows a slightly downward trend since 1971, the participation rate for women has climbed significantly.

Contrary to popular opinion, Census figures on unemployment in the city also show some heartening trends over the decade. In 1981, the number of unemployed was down by almost a quarter. The unemployment rate for men had dropped to 7.2% from 9.2% and for women, it was down to 6.8% from 7.9%.

Labour force trends in the CMA are much the same as in the city. Though the number of people in the labour force has increased for the Census Metropolitan Area, the proportion of women in the labour force remains slightly lower than in the city proper. Again, the participation rate for men has dropped while that for women has increased significantly. Unemployment, too, shows the same downward swing over the decade, for both men and women.

Who Works at What

Changes in Toronto's labour force are also evident with respect to the kinds of work people do. Census figures from 1971 and 1981 show some interesting shifts in the job make-up of the city.

For one thing, there has been a rapid growth in the proportion of city residents, male and female, who work in managerial and administrative occupations. While the proportion of men and women in both sales and service occupations has grown, the concentration in clerical occupations has dropped for both sexes. Still, clerical jobs continue to occupy more than a third of Toronto's working women, a proportion equal to that of service, sales and managerial occupations combined. The profile for men, on the other hand, shows a much more even distribution between service, clerical, managerial and sales jobs.

Again, the occupational profile for the CMA as a whole is similar to that in the city. The proportion of residents in the managerial category has grown for both men and women, although the growth has been more moderate than in the city proper. In the CMA, well over 40% of the female labour force is concentrated in the clerical category and a much smaller proportion in the managerial, sales and service groups.

The steady trend for all workers seems to be to work or find work in the white collar, service and sales dominated industries. Between 1971 and 1981, the strength of the labour force in the construction industry decreased by almost a quarter. Similarly, the manufacturing industry saw an almost 20% drop in its labour force over the decade. Business and personal service industries, on the other hand, grew significantly stronger for both men and women, despite the decrease in the city's labour force. The finance and real estate industries also showed growth over the decade.

Income

While employment incomes have increased across the board in the decade between the 1971 and the 1981 Census, there are some striking comparisons to be drawn between the relative incomes of men and women.

Without exception, men earned more money than women, regardless of age group or educational level. Indeed, the difference in incomes between men and women who are more highly educated, particularly those with university degrees, was even greater than, for example, between those with only elementary school education. The passage of time has made some difference, however.

Though income figures were naturally lower in 1970, a comparison between male and female employment incomes shows that, by 1980, the gap between the sexes has narrowed, although women are still far behind. Where in 1970, Toronto women earned, on average, only 57% as much as the men, in 1980 this proportion increased to 61%. For women with university degrees, however, average salaries are catching up more slowly - from 52% of the male average in 1970 to 55% in 1980. Among women with less than a Grade 9 education, the female/male income gap narrowed more substantially - from 50% to 57% over the decade.

On an industry basis, the 1980 income figures show that women were relatively better off, in terms of female/male earnings, in the public administration and service industries than they were in trade or manufacturing. The few women who worked in transportation and construction fared the best, however, where they earned 79% and 64% as much as their male co-workers, respectively.

While incomes have gone up substantially, they might have gone up even more if there had been stronger employment growth over the decade in the higher-paying industry sectors. For instance, if one compares the average weekly wages and the levels of employment by industry division in the Toronto CMA, it is clearly evident that the fastest-growing industries in terms of employment numbers were also those which paid the lower wage levels, most notably, the service sector.

Between 1973 and 1983, the service sector has shown a 60% increase in employment size, while manufacturing and construction, have shown a marked decline, 6% and 28%, respectively. In terms of wages, the construction sector paid almost the highest average weekly wage over the 1973-83 period, going from about $250 a week to almost $570. Wages in the service sector, though increasing substantially over the same period, remained at significantly lower levels - from $135 to about $315.

If, however, Toronto's average industrial weekly wage is compared with that in other urban centres, Toronto holds the number two position, a position it has occupied since 1972. Vancouver is first and has been since 1972. Between 1972 and 1982, Vancouver's average weekly wage went from $161 to $433 while Toronto's went from about $156 to $402. Though the difference is not a big one, it's enough to cost Toronto the number one position. In part, Vancouver's higher weekly wage is due to the high profile maintained there by the well-paid forest and shipping industries.

Work and the Economy

Higher participation rates, lower unemployment rates, rising salaries - all of these trends in Toronto's labour force activity contribute to the health of the local economy. Even the commuters, though it may come hard to some, make their own personal contribution through public transit fares, new car sales, fuel consumption and parking fees. Toronto's labour market is strong and its strength is reflected in the thriving commercial and industrial economy of the city.

Map 4.1

Travel to Work, 1981

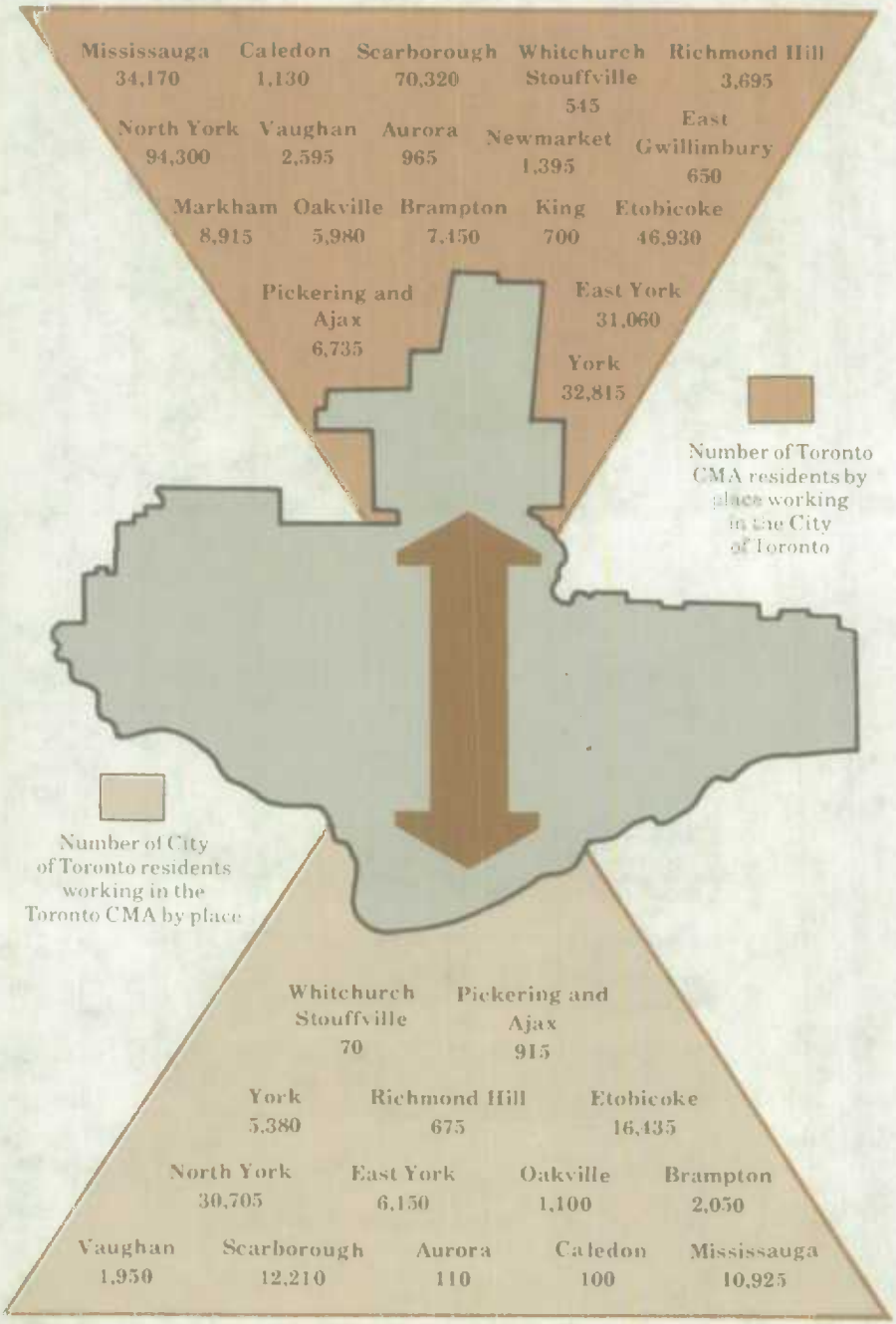


Chart 4.2

Commuting: Method of Transportation Used, 1977 and 1982

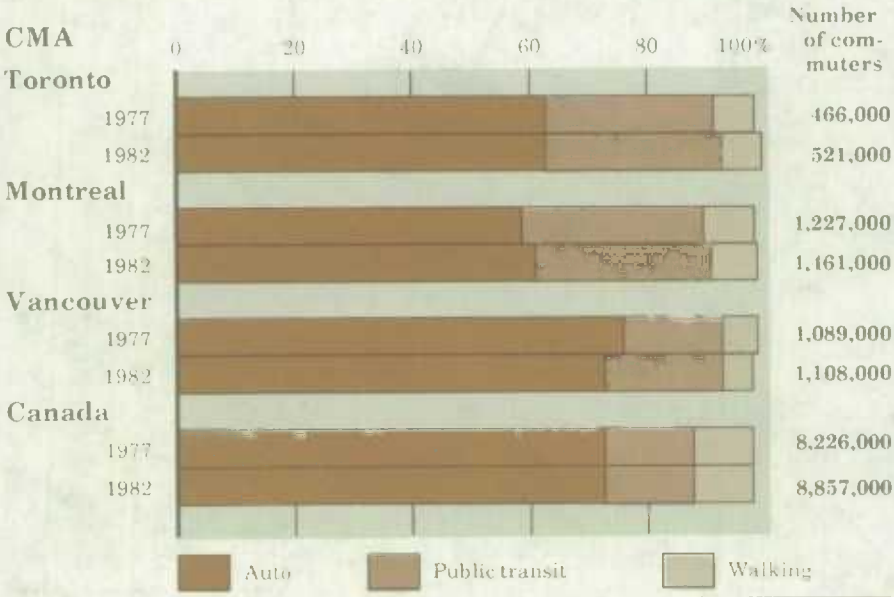


Chart 4.3

Commuting: Time to Work, 1977 and 1982

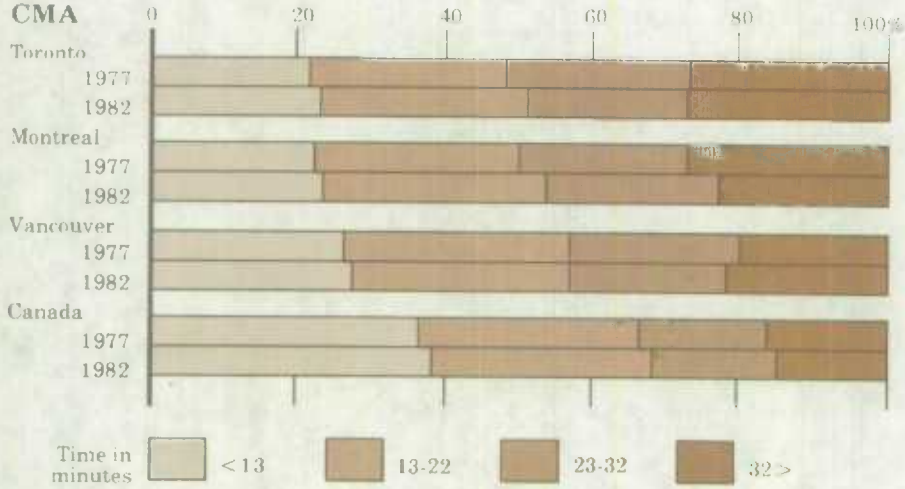


Chart 4.4

Commuting: Distance to Work, 1977 and 1982

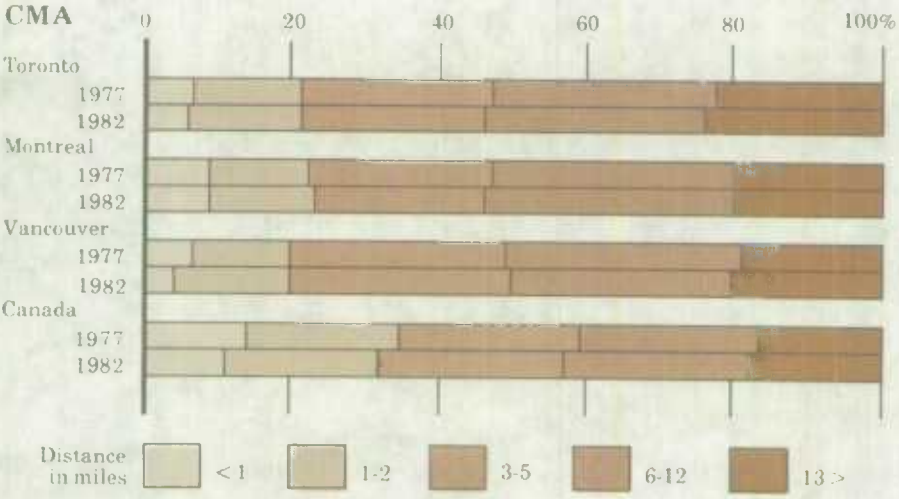


Table 4.5

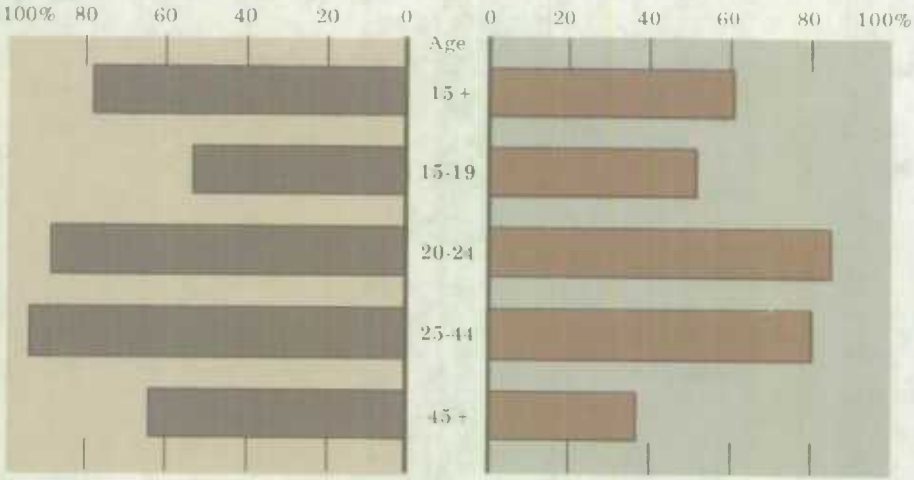
Labour Force Activity, 1971 and 1981

City of Toronto	1971	1981
Labour Force:		
Men	215,130	189,735
Women	151,870	158,975
Total	**367,000**	**344,710**
Employed:		
Men	195,165	176,155
Women	139,865	148,180
Total	**335,030**	**324,335**
Unemployed:		
Men	19,965	13,580
Women	12,005	10,800
Total	**31,970**	**24,375**
Participation Rate:		
Men	78.9%	78.7%
Women	52.5%	60.7%
Total	**65.3%**	**69.3%**
Unemployment Rate:		
Men	9.2%	7.2%
Women	7.9%	6.8%
Total	**8.7%**	**7.0%**
Toronto CMA		
Labour Force:		
Men	779,740	951,875
Women	485,310	752,775
Total	**1,265,040**	**1,704,645**
Employed:		
Men	731,125	898,220
Women	446,430	699,960
Total	**1,177,555**	**1,598,180**
Unemployed:		
Men	48,620	53,655
Women	38,875	52,815
Total	**87,495**	**106,470**
Participation Rate:		
Men	83.0%	82.8%
Women	49.4%	61.0%
Total	**65.8%**	**71.5%**
Unemployment Rate:		
Men	6.2%	5.6%
Women	8.0%	7.0%
Total	**6.9%**	**6.2%**

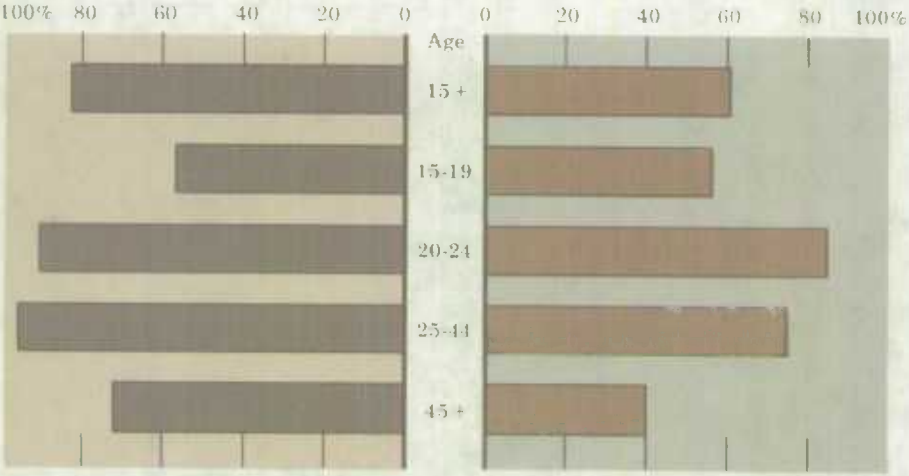
Chart 4.6

Labour Force: Participation Rates by Age and Sex, 1981

City of Toronto



Toronto CMA



Male Female

Chart 4.7

Labour force: Unemployment Rates by Age and Sex, 1981

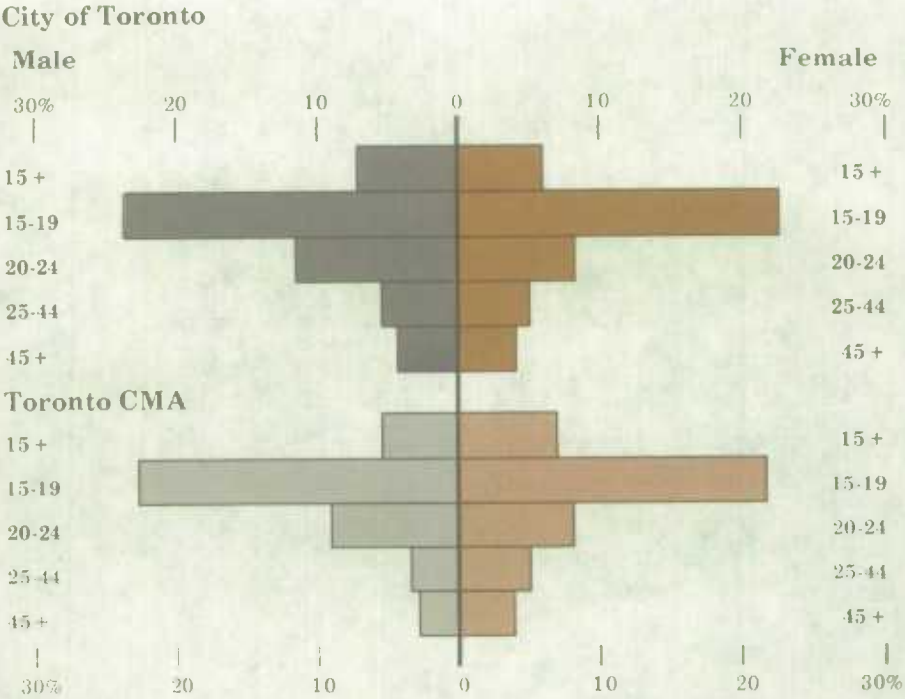
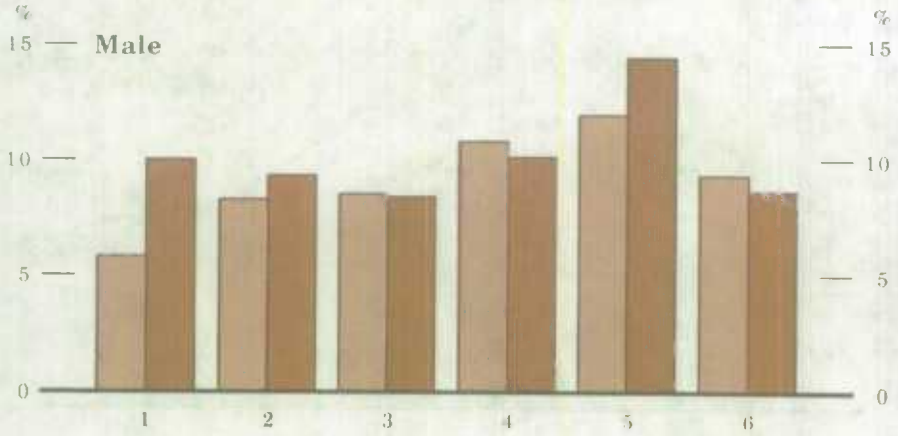


Chart 4.8

Leading Occupations by Sex: City of Toronto, 1971 and 1981



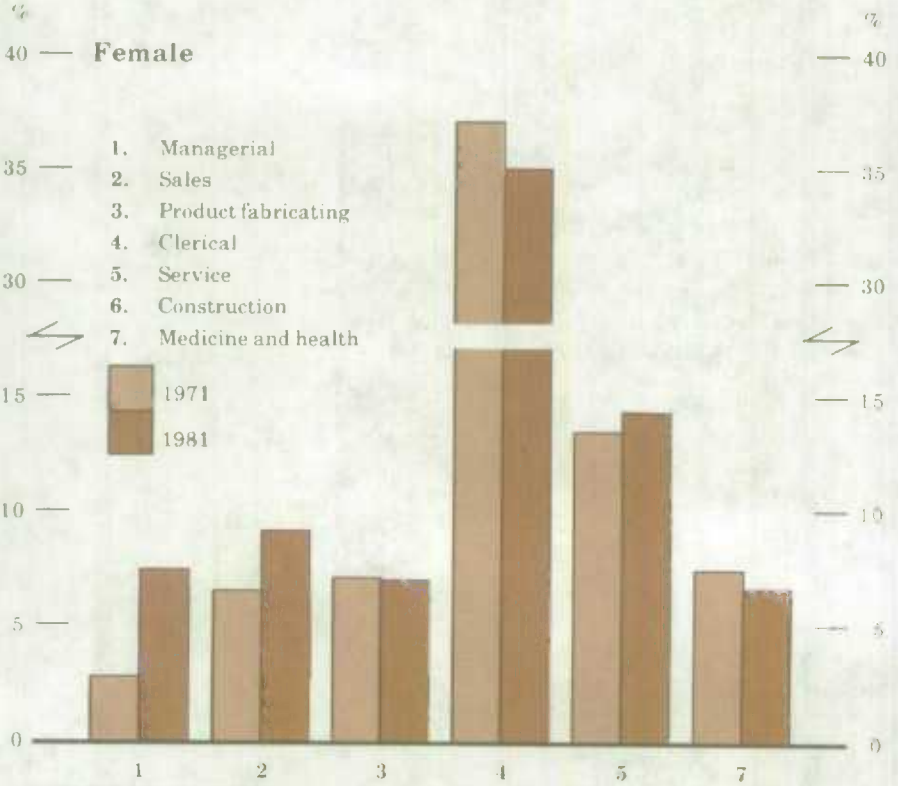


Chart 4.9

Leading Occupations by Sex: Toronto CMA, 1971 and 1981

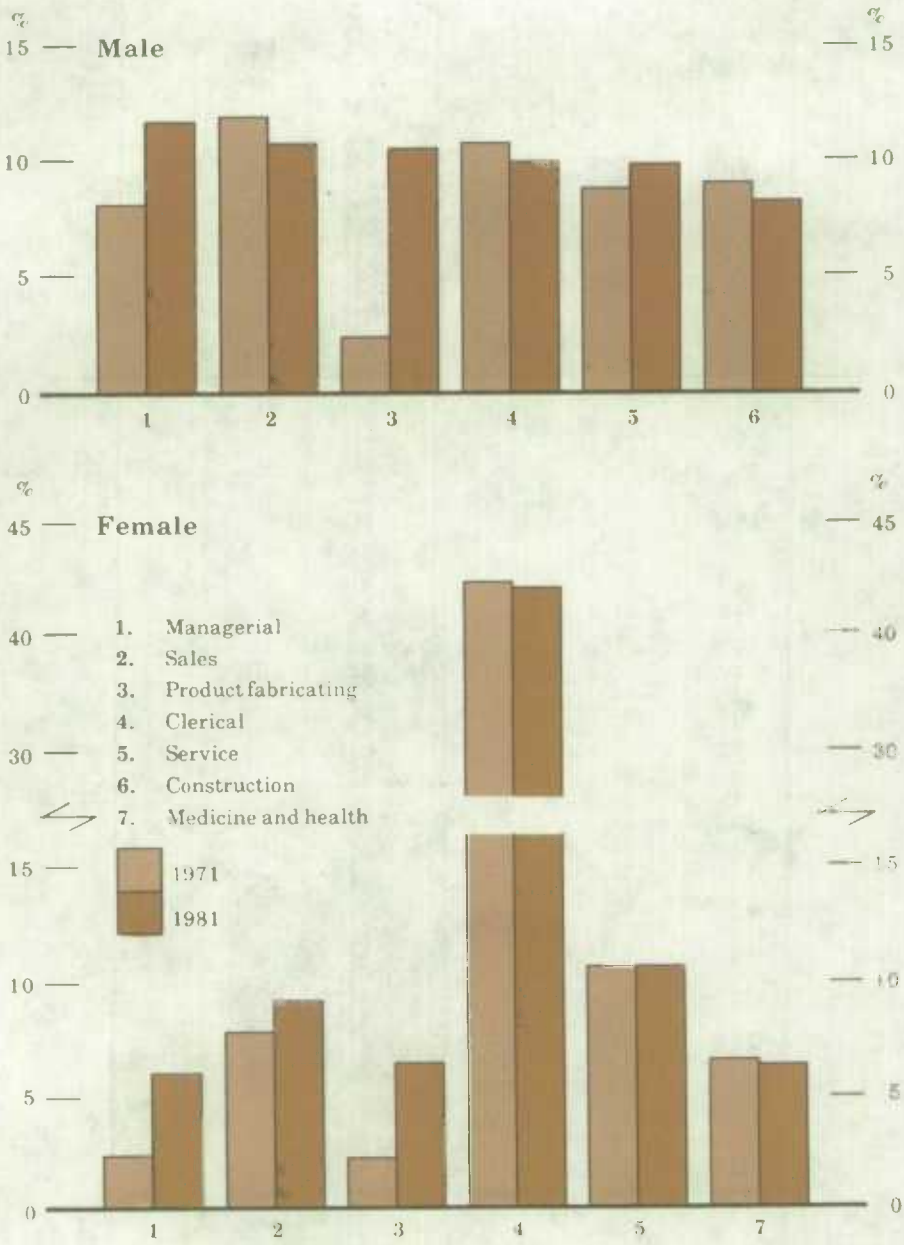
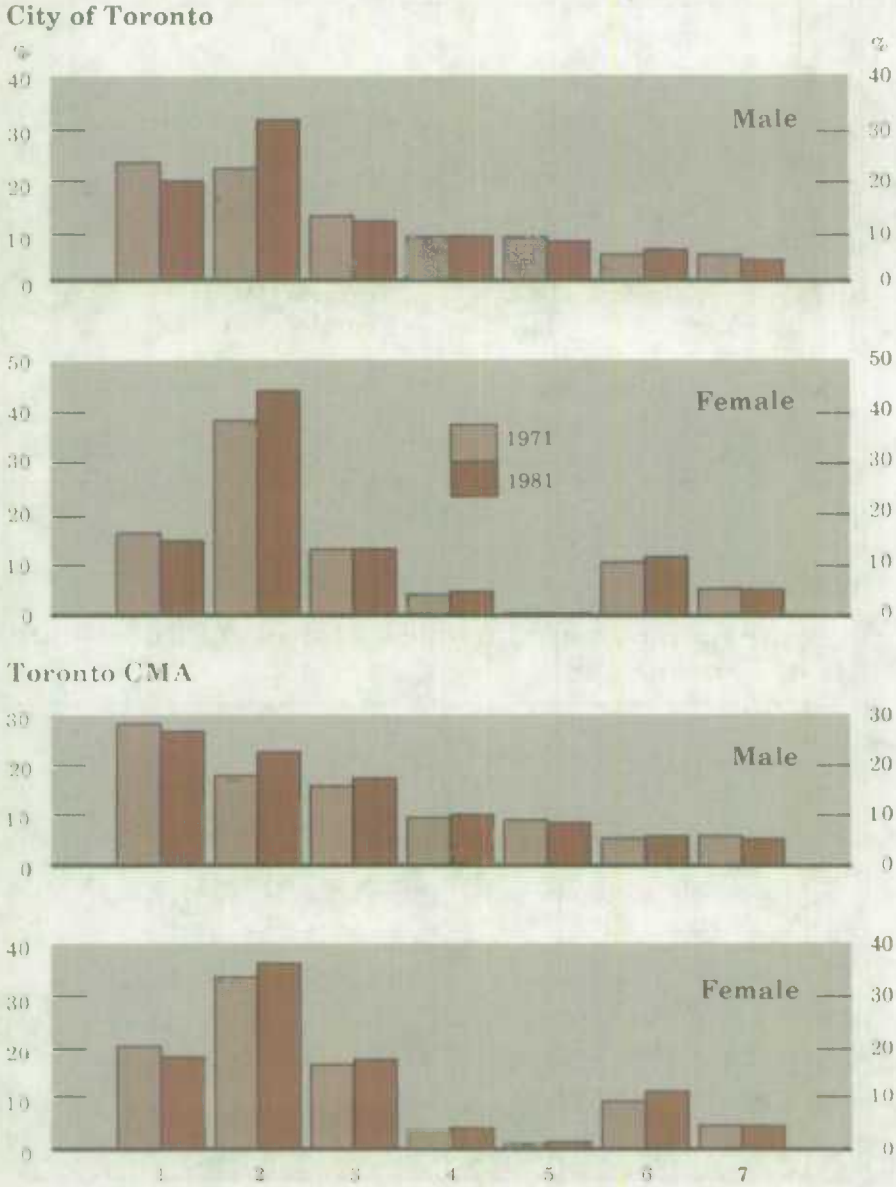


Chart 4.10

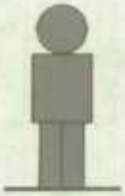
Experienced Labour Force by Industry Division



1. Manufacturing
2. Business Services
3. Trade
4. Transportation and Communication
5. Construction
6. Finance, Insurance and Real Estate
7. Public Administration

Table 4.11

Average Employment Income: Male and Female, 1970 and 1980



City of Toronto Male		City of Toronto Female	
1970	$6,796	1970	$3,882
1980	$17,480	1980	$10,700

Toronto CMA Male		Toronto CMA Female	
1970	$7,898	1970	$3,659
1980	$18,539	1980	$9,900

Chart 4.12

Average Employment Income by Level of Education: City of Toronto, 1980

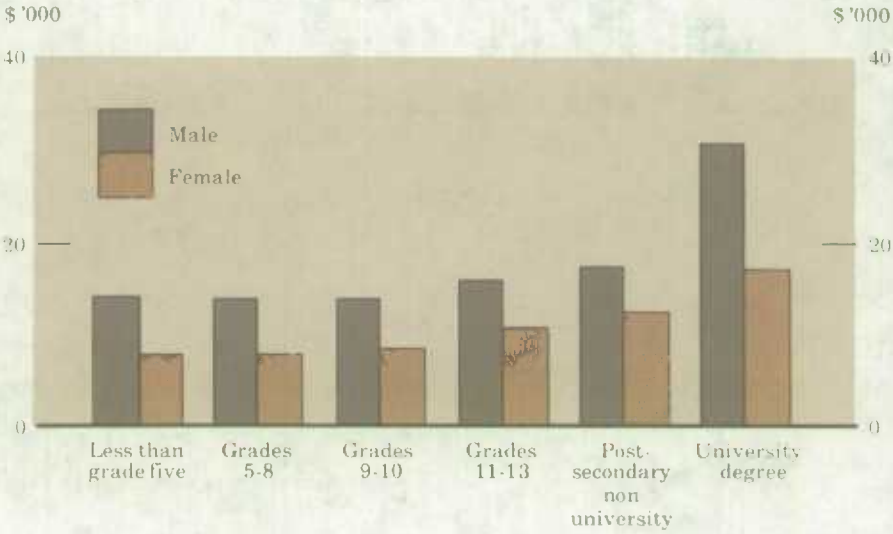


Chart 4.13

Average Employment Income by Industry Division: City of Toronto, 1980

Chart 4.14

Average Employment Income by Age, 1980

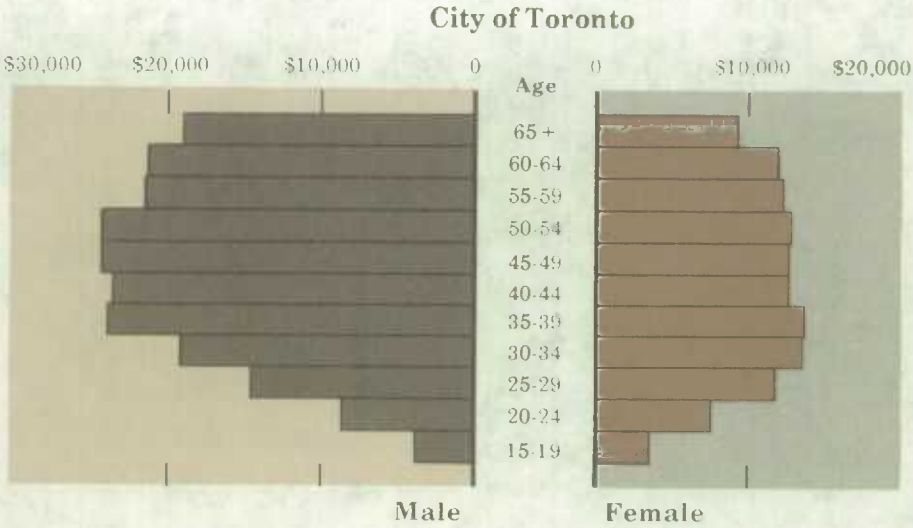


Chart 4.15

Index Number of Employees by Industry Division

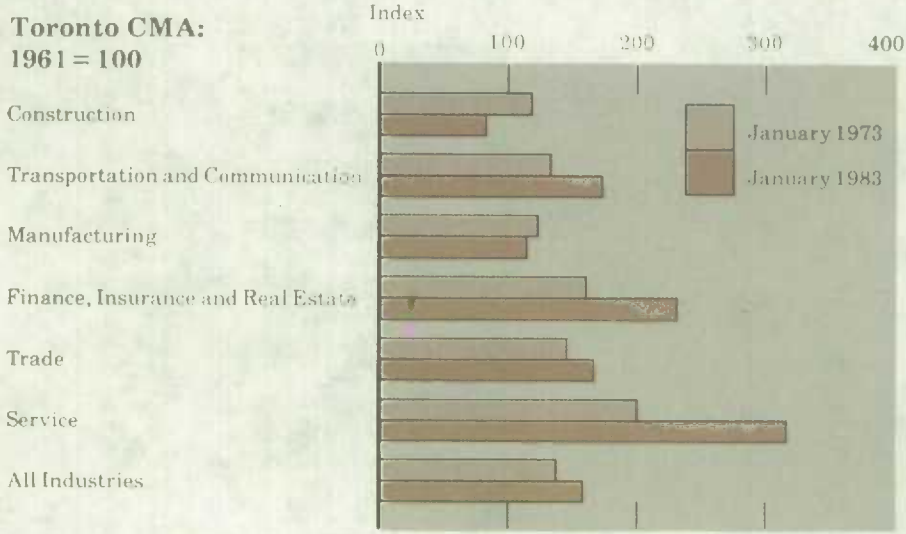


Chart 4.16

Average Weekly Wages by Industry Division: Toronto CMA

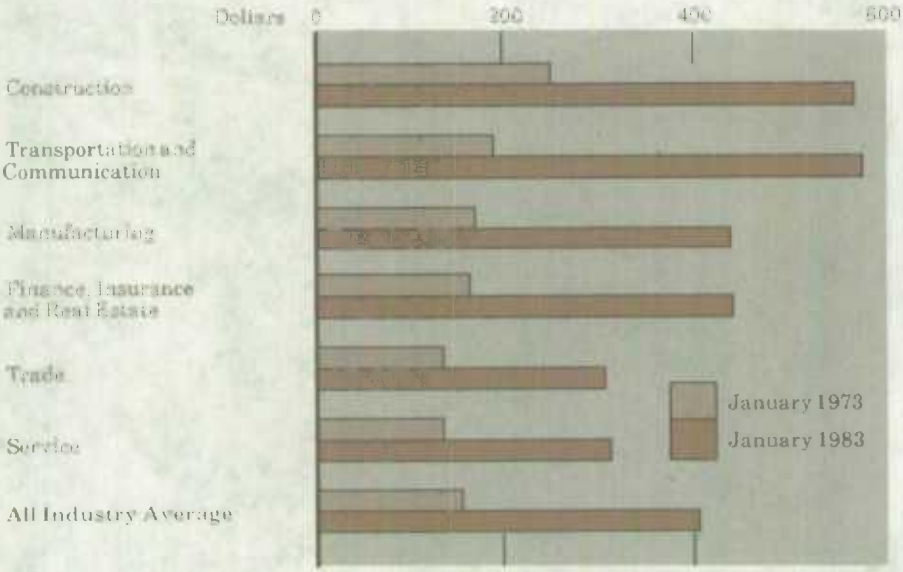
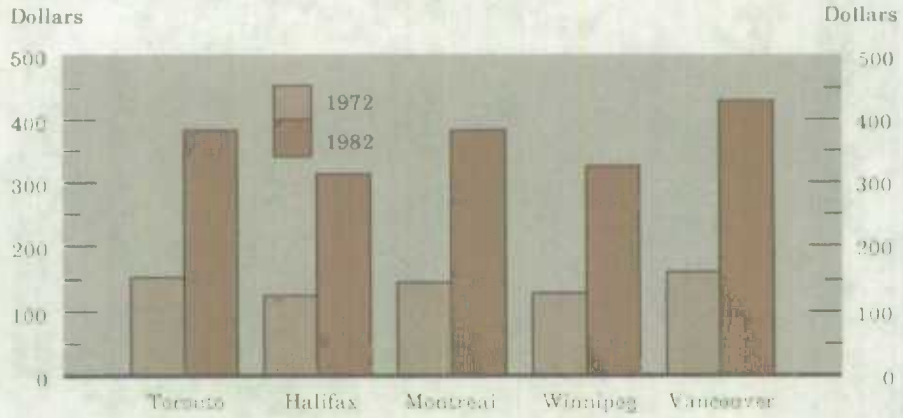


Chart 4.17

Average Weekly Wages: Toronto CMA Compared with Selected Centres, 1972 and 1982



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Chapter V

The Scale of Toronto's Economy

Investment Spending
Manufacturing
Cheques Cashed
Retail Sales
Construction and Housing
Moving People, Moving Goods
A Pivot of the Canadian Economy

List of Charts and Tables

Table 5.1 Investment Spending: Toronto CMA, 1972 (Actual) and 1982 (Preliminary)

Table 5.2 Investment Spending: By Selected CMA, 1982 (Preliminary)

Chart 5.3 Investment Spending: By Leading Manufacturing Groups in Selected CMAs, 1982 (Preliminary)

Table 5.4 Manufacturing: Toronto CMA and City of Toronto, 1972 and 1980

Table 5.5 Manufacturing: Leading Industries by Value of Goods Shipped, 1980

Chart 5.6 Percentage Distribution of the Value of Goods Shipped, Toronto CMA and Other Areas in Canada, 1980

Table 5.7 Total Value of Cheques Cashed Against Individual Accounts: Toronto and Selected Cities, 1972 and 1982

Chart 5.8 Leading Retail Businesses in Toronto CMA, 1982

Chart 5.9 Retail Trade by Chain, Department and Independent Stores in Selected CMAs, 1976 and 1982

Table 5.10 Retail Trade: Toronto and Selected CMAs, 1976 and 1982

Table 5.11 Retail Trade: Chain Stores, Toronto and Selected CMAs, 1976 and 1981

Table 5.12 Construction and Housing: Residential Building Permits, Toronto 1972 and1982

Chart 5.13 Construction and Housing: Value of Non-Residential Building Permits by Type, Selected CMAs, 1982

Table 5.14 Construction and Housing: Value of Non-Residential Building Permits by Type, 1972 and 1982

Chart 5.15 Construction and Housing: Residential Building Permits, Selected CMAs, 1982

Chart 5.16 Construction and Housing: New Housing Starts in Toronto by Type and Area of Construction, 1972 and 1982

Chart 5.17 Construction and Housing: New Housing Starts by Type, in Selected CMAs, 1982

Chart 5.18 Tourism: Top Five Canadian International Airports, 1981

Chart 5.19 Tourism: Percentage Occupancy of Hotels for Selected CMAs, 1979

Table 5.20 Air Cargo and Mail Shipped Through Selected International Airports, 1972 and 1981

Table 5.21 Coastwise Shipping: Number and Net Tonnage of Vessels by Major Port, 1972 and 1980

Table 5.22 International Seaborne Shipping: Net Tonnage of Cargo Handled by Major Port, 1972 and 1980

Table 5.23 Truck Transport: Toronto Origin and Destination, Tonnage and Revenues, 1973 and 1980

The Scale of Toronto's Economy

It has been 150 years since the market and garrison Town of York began its evolution into the Toronto of today. While a century ago the value of all real and personal property in the city was estimated at $83 million, in 1982 this did not even account for the value of building permits taken out for residential housing in the city, and not even a tenth of the investment made in the CMA for industrial machinery and equipment. Much has changed in Toronto since the days of York and to complete the portrait, this chapter concentrates, not on the people, but on the economic strength of the city and its metropolitan area, especially in comparison with other major centres.

Investment Spending

Toronto's place in the economic life of the country is well-indicated by the pace and nature of its investment spending on construction and machinery and equipment in the manufacturing sector. In just a decade, the CMA has more than tripled its capital expenditures. In 1982, its expected spending on capital projects was more than double that of its closest rival, Montreal and almost four times that of Vancouver. Not surprisingly, the major investment outlays were planned for the thriving food and beverage, electrical products and chemical products industries.

Manufacturing

The recent changes in manufacturing activity in Toronto have been changes of both kind and degree. While the number of manufacturing establishments in the Toronto CMA increased by 17% between 1972 and 1980, the value of the goods that those factories shipped out jumped by 166%. Of course, if inflation is removed, this latter figure becomes just 17%, a significantly tempered jump. In relation to the CMA, the city of Toronto accounted for almost 30% of the area's manufacturing establishments in 1980, and for just under one quarter of the total value of goods shipped.

There have been no radical shifts in the CMA's or the city's leading industries, judged by the value of the goods they shipped. From 1972 to 1980, the leader in the CMA was the food and beverage industry, followed by the transportation equipment and the metal fabricating industries. In the city proper, the food and beverage industry maintained its leading position followed by the printing and publishing industry, and the chemical and chemical products industry, which has gained place over the clothing industry since 1972.

In terms of the value of goods shipped, metropolitan Toronto industries outdistanced Montreal in 1980 by a comfortable margin, and almost equalled the output of Vancouver, Hamilton, Edmonton, St. Catharines-Niagara, Windsor, Kitchener and Winnipeg combined.

It is characteristic of larger metropolitan centres not to rely on any one industry or industrial group. Unlike, for example, Thunder Bay, which depends quite heavily on the wood and paper industries, or Chicoutimi-Jonquière, which depends on the primary metal industry, industrial strengths in Toronto, Vancouver and Montreal are diverse and varied. The food and beverage sector is strong in all three metropolitan areas, but in no case is the dominance overwhelming.

Cheques Cashed

Here again, this indicator shows that more money changes hands and passes through accounts in Toronto than almost anywhere else in the country. With all six of the major chartered banks having head offices, or at least general offices in Toronto, this isn't too surprising. Between 1972 and 1982 the value of cheques cashed against individual accounts in Toronto increased almost tenfold - a growth unequalled in any of the other major cities except Calgary.

Retail Sales

That at least some of the money moving through Toronto bank accounts is looping its way back through the retail economy is clearly evident from the dollar value of retail sales.

In 1982, retail sales in Toronto reached over $13 billion, 15% higher than in Montreal and over double those in Vancouver. On a per 1,000 population basis, however, Vancouver takes the lead with $4,650 in retail sales per 1,000 population compared with Toronto's $4,303 and Montreal's $3,970.

The five leading types of retail business in metropolitan Toronto in 1982, in terms of total sales, were grocery stores, automobile dealers, department stores, service stations and pharmacies, a ranking that has remained virtually unchanged since 1976. In terms of growth of sales over the same period, though, the list is somewhat reversed - pharmacies up 128%, service stations up 94% grocery stores up 76%, automobile dealers up 60% and department stores up only 47%.

Between 1976 and 1982 the Toronto CMA maintained a fairly even split between chain and independent stores, with the scale tipping only slightly in favour of the chains. This contrasts sharply with Montreal, where independent stores enjoy a significantly higher proportion of the market and, to a lesser degree, with Vancouver. Where Toronto has 1.3 chain stores per 1,000 population, Montreal has only .9 and Vancouver 1.0.

Construction and Housing

In terms of the value of new construction, the Toronto CMA outpaces every other metropolitan area in Canada. In 1982, the total value of building permits issued exceeded $2.1 billion, close to 25% of the total for all metropolitan areas in Canada combined.

In non-residential construction Toronto also dominates the market, showing significant strength in new commercial building where the value of building permits issued was 50% higher than in Montreal and almost twice as much as in Vancouver. Well over half of this commercial building activity in the CMA was slated for the city of Toronto proper.

The value of residential building permits taken out in 1982 indicated an expected investment of over $1.1 billion in the metropolitan Toronto housing industry, almost double the comparable 1972 figure. The actual number of units for which these permits were taken out, however, paints a somewhat different picture - down a substantial 46% in the same ten year period - which underlines the ever-rising cost of housing in Toronto, even at the building level. Most of this new housing construction was destined for the suburbs, with just over 12% of the total residential building permits actually issued for the city.

Another yardstick of residential construction activity and one that allows a more concrete measure of the housing stock in Toronto is the actual number of housing starts and completions. In 1982, some 21,457 new dwellings were added to the housing stock in the CMA, and construction was started on an almost equal number of units. In 1982, single detached housing accounted for 46% of all new housing starts in metropolitan Toronto compared to only 24% a decade earlier, while apartments accounted for 43% in 1982 compared with 53% ten years earlier. This trend towards single detached housing is apparent in most major centres, with the exception of Vancouver which shows a recent upsurge in the number of new apartment units.

Moving People, Moving Goods

Toronto International Airport is the centre of Canadian air travel and transport. In terms of total passengers (13.4 million deplaning or embarking in 1981) and revenue passengers(12.9 million in 1981), it is twice as strong as its rivals which are, in order, Vancouver, Montreal, Calgary and Winnipeg.

When travellers stop off in Toronto, they pump money into the local economy. Here again Toronto is a leader, judging by the average occupancy rate for its hotel rooms. Toronto and Vancouver enjoy an average 76% occupancy rate year-round (with the peak months being May through November), followed by Halifax (70%), Winnipeg (66%) and Montreal (65%).

The movement of goods in and out of Toronto reflects the city's growth as the major centre for air cargo, and its relative decline as a port city. The amount of air cargo moved into and out of Toronto International Airport increased by close to 80% between 1972 and 1981, and the tonnage of mail by 77%. The Port of Toronto, though, has been experiencing a steady decline for many years now, as the promise of the St. Lawrence Seaway has failed to materialize, at least for Toronto. In 1972, there were 294 vessels in coastal shipping and by 1980 there were only 173. Net tonnage of cargo handled from ocean-going vessels is down to just over a third of what it was only a decade ago. Where Vancouver handled 44.5 million tons of cargo (in and out) in 1980, Toronto handled only 1.3.

As far as truck transport goes, Toronto fares well. During 1980, more than 18 million tons of cargo were rolled into Toronto on transport truck, over 16 million tons of it from Ontario and 1.2 million from Quebec. Total revenues more than doubled between 1972 and 1980 and revenues from goods shipped into Toronto from Ontario alone went from $85.2 million to $193 million.

Nearly all of the goods shipped by road out of Toronto for a Canadian destination are bound for somewhere in Ontario - of the total 14.2 million tons of goods shipped out of Toronto in 1980, just over 12 million tons stayed within the province.

A Pivot of the Canadian Economy

As the centre of the country's most populous and most thriving metropolitan area, there's no denying the place of Toronto in the economic life of Canada. All the key indicators - investment spending, retail sales, building permits - not only signify the current strength of Toronto but also its promising economic future.

Virtually unrivaled by any other metropolitan area, in terms of goods produced, goods sold, personal cash flow, new construction, Toronto seems to have earned its reputation as a pivot of the Canadian economy.

Table 5.1

Investment Spending: Toronto CMA, 1972 (Actual) and 1982 (Preliminary)

	1972	1982
	Millions of dollars	
Capital	**325.5**	**1,173.0**
Construction	64.0	257.9
Machinery and equipment	261.5	915.1
Repair	**159.4**	**455.7**
Construction	32.8	103.9
Machinery and equipment	126.6	351.8
Total	**484.9**	**1,628.7**
Construction	96.8	361.8
Machinery and equipment	388.1	1,266.9

Table 5.2

Investment Spending: by Selected CMA, 1982 (Preliminary)

	Capital Expenditures	Repair Expenditures	Total Expenditures
		Millions of dollars	
Toronto	1,173.0	455.7	1,628.7
Montreal	572.6	428.2	1,000.8
Vancouver	298.4	145.9	444.3

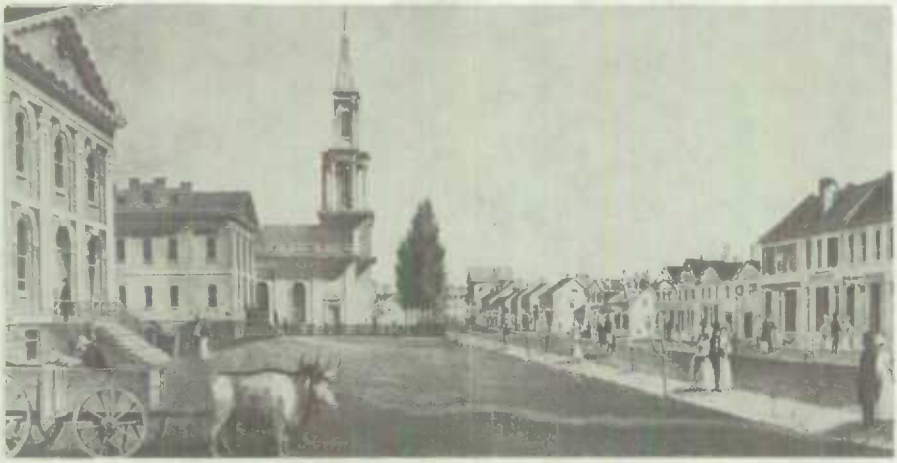


Chart 5.3

Investment Spending: By Leading Manufacturing Groups in Selected CMAs, 1982 (Preliminary)

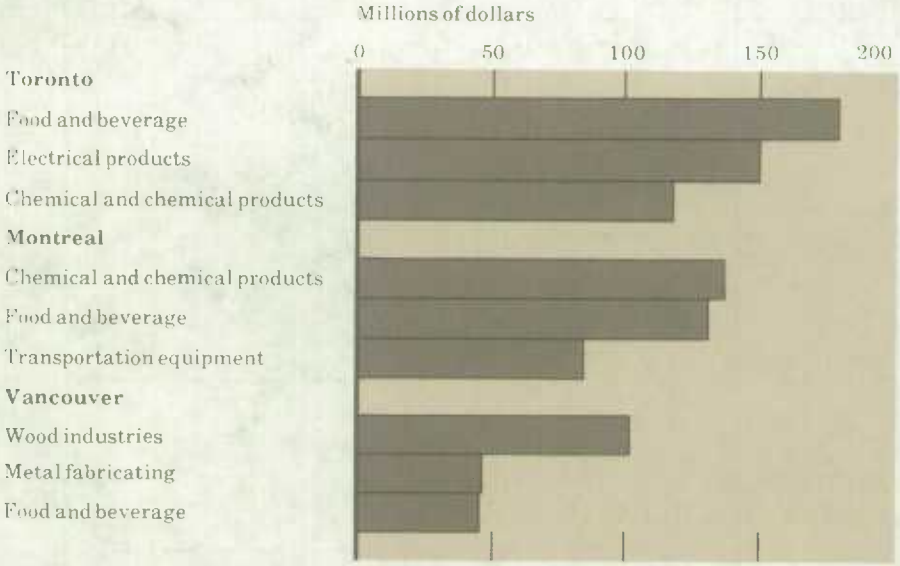


Table 5.4

Manufacturing: Toronto CMA and City of Toronto, 1972 and 1980

Toronto CMA

	1972	1980
Number of establishments	6,004	7,010
Man hours paid (millions)	475	527
Wages paid ($billions)	$1.7	$3.9
Value of goods shipped ($billions)	$11.1	$29.5
Leading Manufacturing Industries by Value of Goods Shipped	Billions of dollars	
Food and beverage	1.8	4.9
Transportation equipment	1.6	3.6
Metal fabricating	1.1	2.8
Electrical products	.977	2.4
Chemicals and chemical products	.738	2.3
Printing and publishing	.634	1.9
Machinery	.632	1.6
Paper and allied	.552	1.4
Petroleum and coal products	...	1.4
Rubber and plastics	.361	1.2

City of Toronto

	1972	1980
Number of establishments	1,964	1,996
Man hours paid (millions)	127	134
Wages paid ($billions)	$.423	$.972
Value of goods shipped ($billions)	$2.6	$7.2
Leading Manufacturing Industries by Value of Goods Shipped	Billions of dollars	
Food and beverage	.944	2.6
Printing and publishing	.275	.722
Chemicals and chemical products	.165	.500
Clothing	.210	.498
Rubber and plastics	.46	.364
Metal fabricating	.198	.362
Electrical products	.162	.352
Paper and allied	.59	.271
Primary metal	.56	.191

Table 5.5

Manufacturing: Leading Industries by Value of Goods Shipped, 1980

CMA	Billions of dollars
Toronto	
Food and beverage	4.9
Transportation equipment	3.6
Metal fabricating	2.8
Total value of goods shipped	**29.5**
Montreal	
Food and beverage	3.8
Transportation equipment	2.5
Chemical products	3.9
Total value of goods shipped	**23.2**
Winnipeg	
Food and beverage	.922
Metal fabricating	.314
Clothing	.243
Total value of goods shipped	**3.4**
Vancouver	
Food and beverage	1.5
Wood industries	1.4
Petroleum and coal products	1.1
Total value of goods shipped	**7.6**

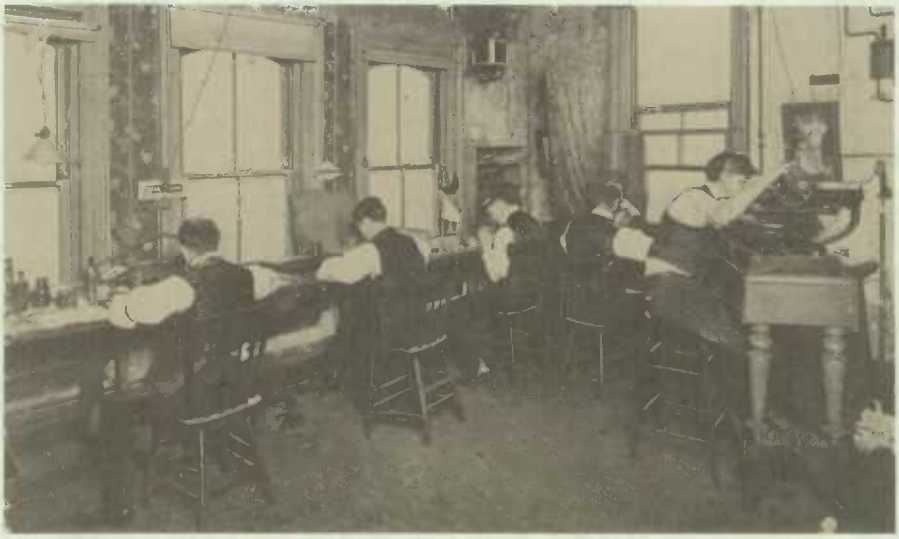


Chart 5.6

Percentage Distribution of the Value of Goods Shipped, Toronto CMA and Other Areas in Canada, 1980

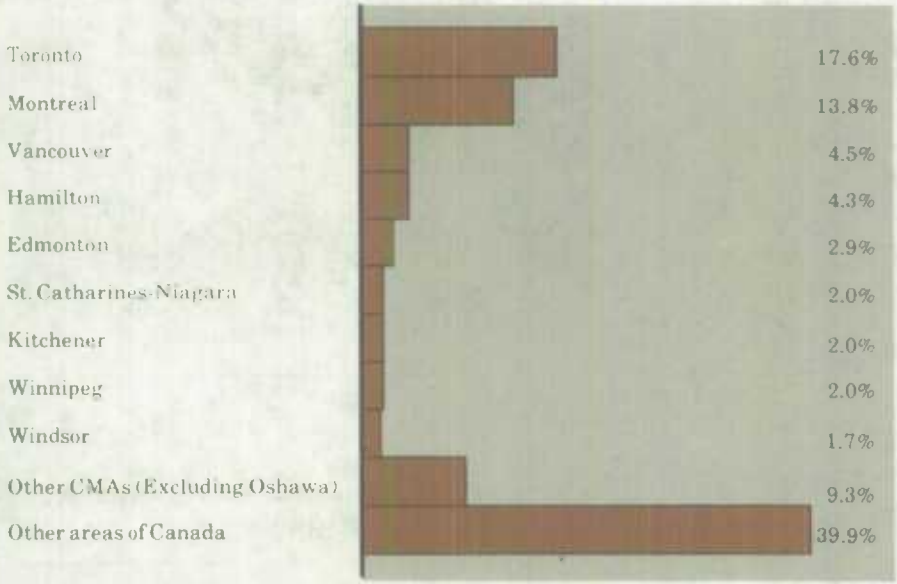


Table 5.7

Total Value of Cheques Cashed Against Individual Accounts: Toronto and Selected Cities, 1972 and 1982

	1972	1980
	Thousands of dollars	
Toronto	460,485	4,404,288
Halifax	10,369	51,964
Montreal	238,054	798,760
Winnipeg	47,071	225,641
Calgary	33,403	382,836
Vancouver	68,767	324,390

Chart 5.8

Leading Retail Businesses in Toronto CMA, 1982

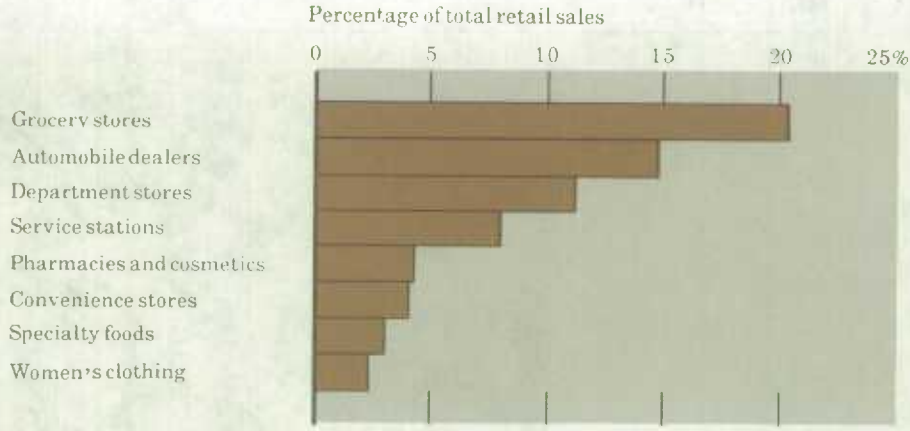


Chart 5.9

Retail Trade by Chain, Department and Independent Stores in Selected CMAs, 1976 and 1982

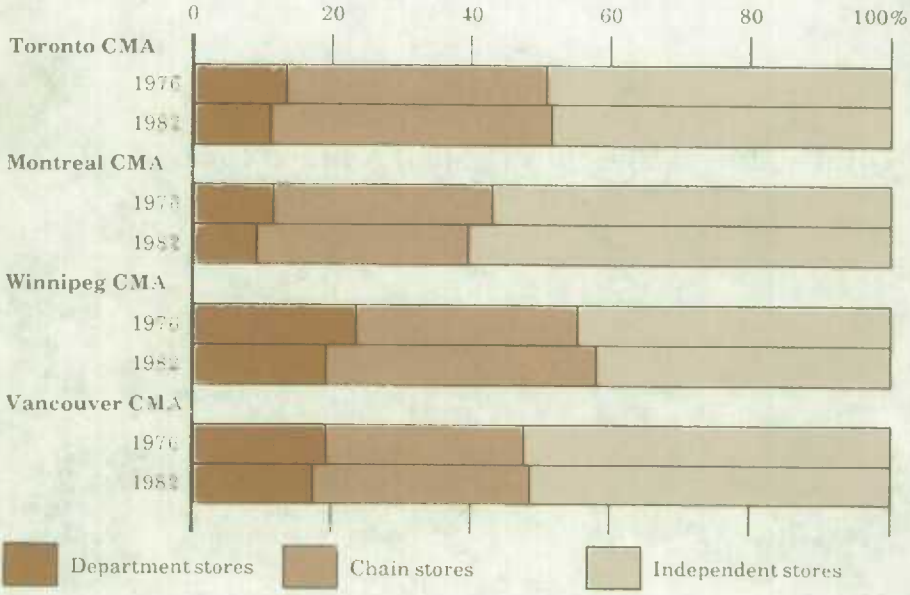


Table 5.10

Retail Trade: Toronto and Selected CMAs, 1976 and 1982

	Dollar sales per 1,000 population			
	1976	1976	1981	1981
Toronto	2,637.20	3,151.40	3,663.50	4,302.70
Montreal	2,420.40	2,859.20	3,454.60	3,970.30
Winnipeg	2,568.20	2,962.70	3,406.10	4,204.80
Vancouver	2,773.20	3,515.30	4,355.30	4,649.60

Table 5.11

Retail Trade: Chain Stores, Toronto and Selected CMAs, 1976 and 1981

	$ sales	$ sales per 1,000 population	Stores	Stores per 1,000 population
Toronto	4,928,289	1,643.4	3,987	1.3
Montreal	2,975,594	1,052.1	2,651	0.9
Winnipeg	796,365	1,361.8	725	1.2
Vancouver	1,757,366	1,385.7	1,261	1.0

Table 5.12

Construction and Housing: Residential Building Permits, Toronto 1972 and 1982

City of Toronto	Estimated value $ 000's	Number of units
1972	54,525	3,105
1982	136,544	1,893
Toronto CMA	Estimated value $ 000's	Number of units
1972	674,365	36,580
1982	1,123,581	19,935

Chart 5.13

Construction and Housing: Value of Non-Residential Building Permits, by Type, Selected CMAs, 1982

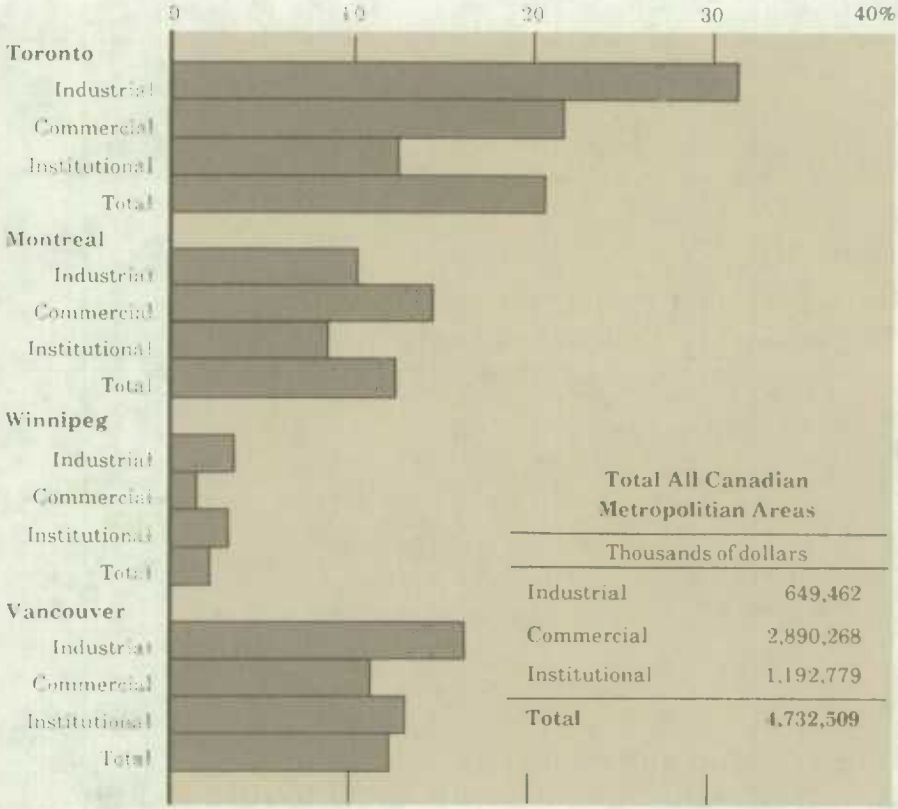


Table 5.14

Construction and Housing: Value of Non-Residential Building Permits, by Type, 1972 and 1982

City of Toronto	Thousands of dollars		Toronto CMA	Thousands of dollars	
	1972	1982		1972	1982
Industrial	4,730	21,203	Industrial	139,077	205,509
Commercial	114,728	345,096	Commercial	265,697	637,153
Institutional	76,320	44,003	Institutional	155,727	152,676
Total	250,303	546,946	Total	1,234,865	2,118,919

Chart 5.15

Constuction and Housing: Residential Building Permits, Selected CMAs, 1982

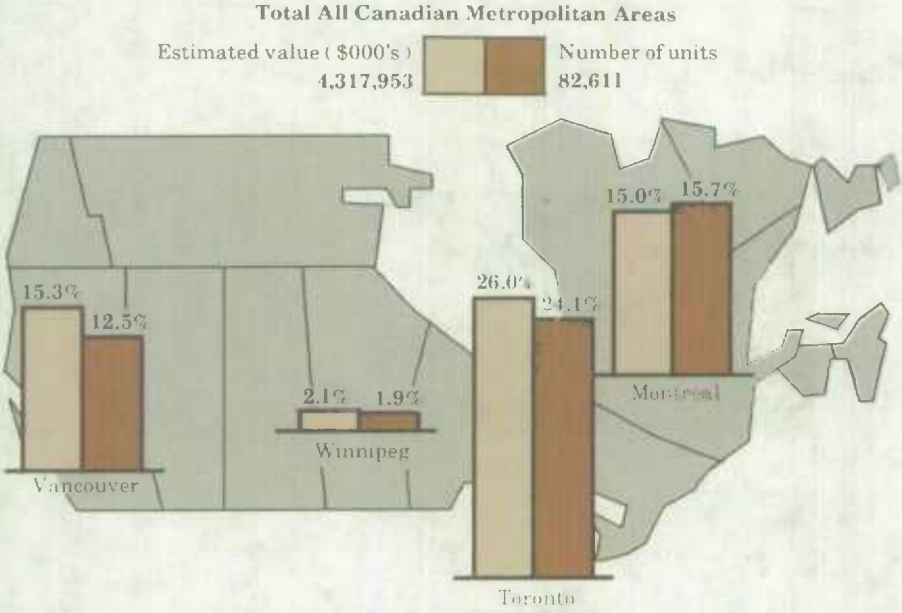


Chart 5.16

Construction and Housing: New Housing Starts in Toronto by Type and Area of Construction, 1972 and 1982

Housing by Type, Toronto CMA

Areas of Construction

Percentage of CMA Total

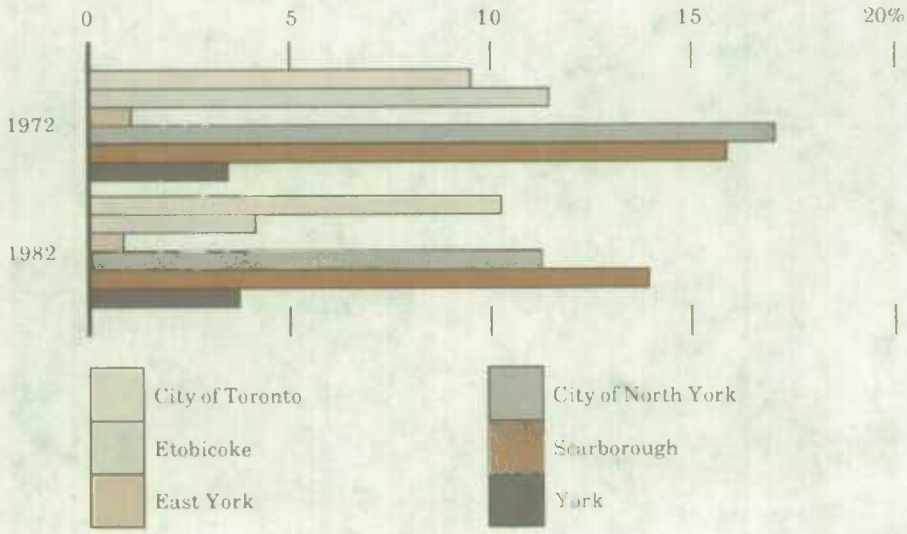


Chart 5.17

Construction and Housing: New Housing Starts by Type in Selected CMAs, 1982

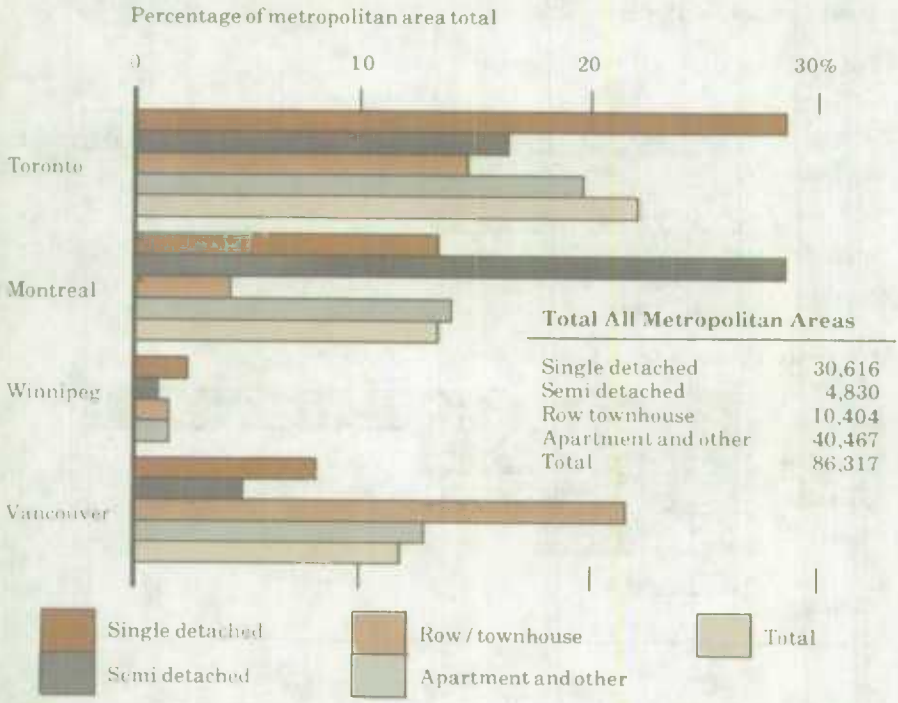
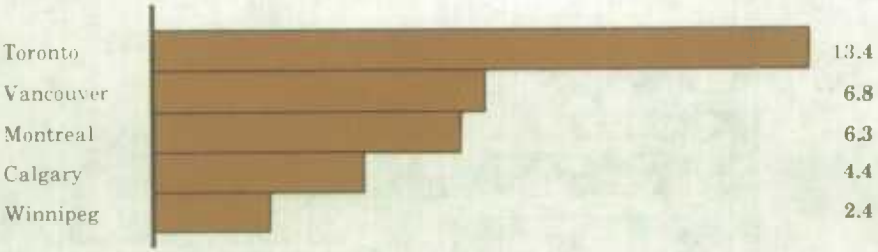


Chart 5.18

Tourism: Top Five Canadian International Airports, 1981

(Based on scheduled services)

Total Passengers (in millions)



Revenue Passengers (in millions)

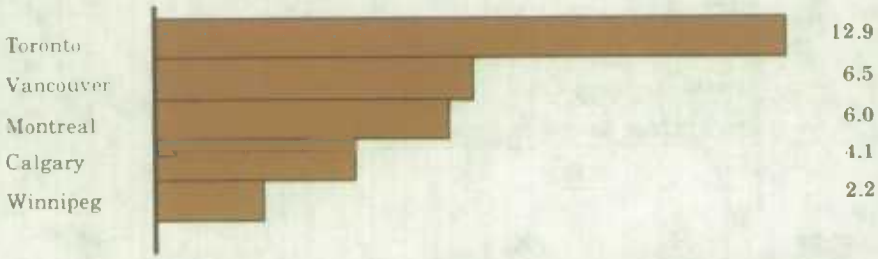


Chart 5.19

Tourism: Percentage Occupancy of Hotels for Selected CMAs , 1979

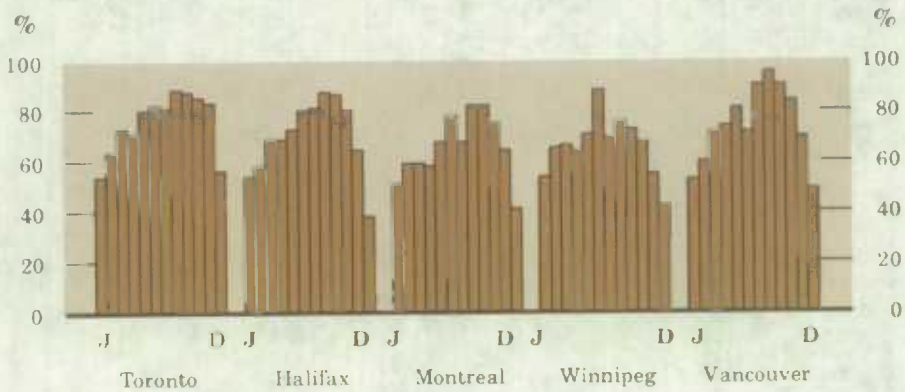


Table 5.20

Air Cargo and Mail Shipped Through Selected International Airports, 1972 and 1981

	Cargo	Mail
	Thousands of pounds	
Toronto		
1972	210,426	45,781
1981	376,024	81,233
Montreal		
1972	224,272	34,224
*1981	222,502	35,270
Vancouver		
1972	84,085	20,931
1981	148,788	36,108

*. *Includes Mirabel*

Table 5.21

Coastwise Shipping: Number and Net Tonnage of Vessels by Major Port, 1972 and 1980

	1972		1980	
Port of	Number of vessels	Net tonnage	Number of vessels	Net tonnage
Toronto	294	860,3361	173	641,508
Halifax	492	1,313,436	605	1,753,941
Montreal	1,945	5,938,759	1,605	6,759,981
Vancouver	5,681	5,655,593	5,125	6,110,119

Table 5.22

International Seaborne Shipping: Net Tonnage of Cargo Handled by Major Port, 1972 and 1980

	1972	1980
Port of	Tons	Tons
Toronto	3,554,676	1,344,525
Halifax	8,584,286	9,247,715
Montreal	10,097,240	10,705,189
Vancouver	16,821,415	44,502,764

Table 5.23

Truck Transport: Toronto Origin and Destination, Tonnage and Revenues, 1973 and 1980

Destination Toronto

From	Tonnage (000s)		Revenues ($ 000s)	
	1973	1980	1973	1980
Nfld.	6	8	397	923
P.E.I.	14	4	403	221
N.S.	22	28	890	3,024
N.B.	41	67	1,115	2,999
Quebec	1,018	1,259	30,125	65,226
Ontario	10,329	16,645	85,257	193,011
Man.	115	98	4,204	6,415
Sask.	34	14	1,519	2,166
Alta.	111	44	7,043	7,868
B.C.	57	39	5,312	9,925
Total	**11,747**	**18,207**	**136,275**	**291,795**

Origin Toronto

To	Tonnage (000s)		Revenues ($ 000s)	
	1973	1980	1973	1980
Nfld.	2	53	379	7,323
P.E.I.	8	5	716	761
N.S.	63	44	4,284	7,429
N.B.	67	87	3,832	10,868
Quebec	914	1,253	31,066	74,165
Ontario	7,913	12,306	113,153	262,098
Man.	162	167	9,381	20,608
Sask.	25	55	2,617	8,277
Alta.	106	150	10,346	33,761
B.C.	213	132	11,322	38,482
Total	**9,473**	**14,253**	**187,161**	**463,816**

Sources

Chapter I: The Evolution of Toronto's Population
Censuses of Canada 1826-1981

Chapter II: The Character of Toronto Neighbourhoods
Censuses of Canada 1971-1981

Chapter III: The Liveable City
Consumer Prices and Price Indexes (Cat. 62-010)
The Consumer Price Index (Cat. 62-001)
Income Distributions by Size in Canada (Cat. 13-207)
Family Expenditure in Canada, 1969 (Cat. 62-537)
Urban Family Expenditure, 1974 (Cat. 62-544)
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Household Facilities and Equipment Special Tables (Consumer Income and Expenditure Division)
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Canada Fitness Survey, 1981 Special Tabulation (Fitness and Amateur Sport)
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"When the Town of York became a city in 1834 and changed its name to Toronto, it was a symbolic acknowledgement of a self-evident fact: the roughed out and muddy village of the 1820's was changing . . .

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ISBN 0-660-11473-9