

London,

Ontario,

Canada.





H. C. ALLISON'S
PRINTING AND NOVELTY COMPANY,
LONDON, ONTARIO.



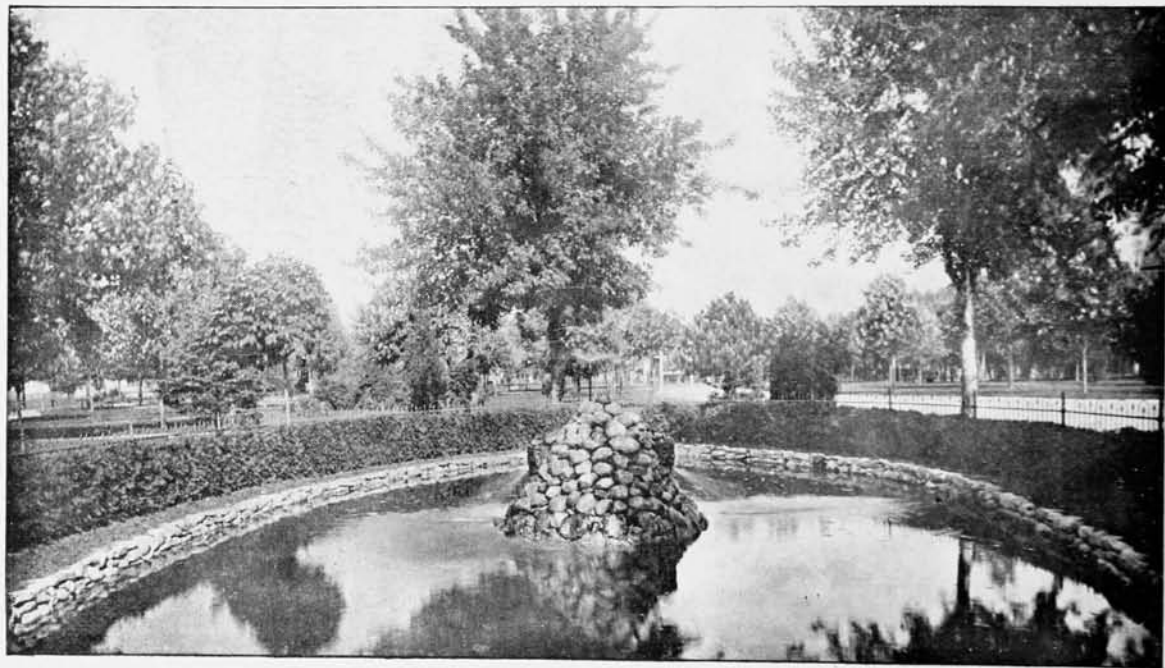
LONDON, ONTARIO.

ITS ADVANTAGES & ATTRACTIONS

1892.

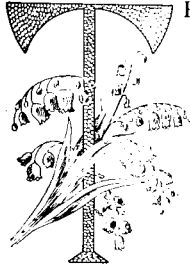


AS A PLACE OF
RESIDENCE, BUSINESS,
INVESTMENT & MANUFACTURING.



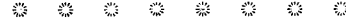
Fish Pond, Victoria Park.

- - Introduction. - -



THE bustling and enterprising City of London, beautifully situated at the forks of the River Thames, 120 miles west of Niagara Falls, and 110 miles east of Detroit, in the midst of one of the richest agricultural districts in the world, was founded in 1793 by Governor Simcoe, who "judged the site as eminently calculated for the metropolis of all Canada," as he was bent on making it; but it was not until 1826 that the town was surveyed and the first cabin built. Although the Forest City never became the political capital of the Dominion, it has grown to be one of the most prominent manufacturing and commercial centres in the country, with an annually increasing population of 40,000 people, and is the largest inland city in Canada. The national resources of the Western Peninsula of Ontario, of which London is the metropolis, are varied, extensive and practically inexhaustible. The climate is unsurpassed. The soil, in the main, is unusually fertile, and yields large crops of all the cereal grains; besides being well adapted to the growing of fruits. Timber is abundant, and there are immense forests of maple, oak, pine, beech and hickory within easy distance. Petroleum in inexhaustible quantities is being constantly pumped within a few miles of the City, and magnificent salt wells are near at hand. London's growth has not been of the "mushroom" order, but has been steady and persistent, and its admirable location and exceptional facilities make it one of the best points for capitalists and manufacturers to invest in.

London as a Railway Centre.



EXCELLENT transportation facilities for passengers and freight are an important concomitant of growth and prosperity in a manufacturing centre. No city without ample and abundant railway accommodation can hope to attain great and lasting commercial importance. Chief among London's advantages is the fact that no city in Canada has the passenger train accommodation that it enjoys, no less than fifty-five regular passenger trains arriving at and leaving it daily, and this number is often largely augmented by excursion and special trains. Neither Toronto nor Montreal can compare with it in this respect. Over one hundred and twenty-five freight trains pull in and out of it every twenty-four hours, giving facilities for the receipt and shipment of freight which are not excelled by any city of its size on the Continent. It is the divisional point of two of the greatest systems on the Continent and the terminal point of three others. Below is a list of the railways entering the City, which will show that it is one of the most central and best shipping points in the country:

The Grand Trunk Railway has just emphasized the confidence it has in London's future by removing its divisional offices from Hamilton and Stratford, and locating them here. The City is just about midway between Detroit and Niagara Falls on its southern division, and the Sarnia Branch gives it connection for Chicago and the West, via the great St. Clair Tunnel. The St. Mary's Branch connects the southern and northern divisions, these enable shippers to reach all the principal points in the province.

The Canadian Pacific, the transcontinental railroad, enters the City by its Ontario Division, paralleling the Grand Trunk between Montreal, Toronto and Detroit. This gives shippers the advantages of competition between these points. This company is now negotiating for a direct line between London and the Falls. It has its divisional offices and shops also in London.

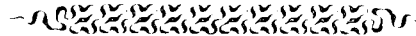
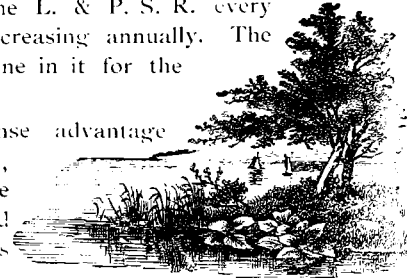
The Michigan Central Railway comes into London from St. Thomas, and is of immense advantage to the Forest City, giving direct communication with New York over the Vanderbilt lines, to which system it also belongs. It connects directly with Chicago and the West.

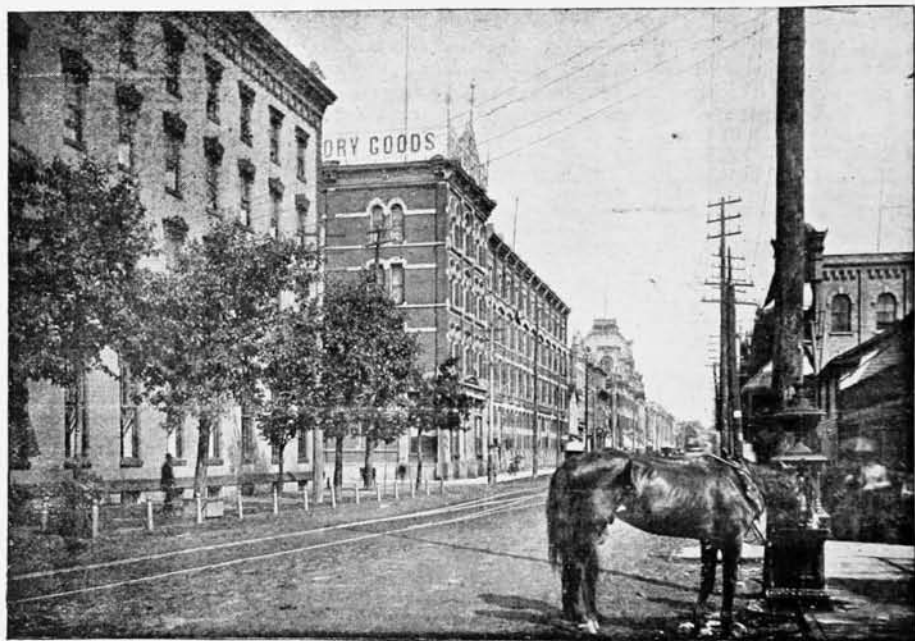
The New York, Lake Erie and Western also runs through the City, which is on its direct line between New York and Chicago, via G. T. R. Its solid vestibuled passenger trains are very popular.

The London, Huron and Bruce Railway opens up a rich and important section of country to the north, which daily brings several hundred shoppers to the City.

The City owns a short line running between London and Port Stanley, which gives it all the advantages of a lake port City. This road has been operated by the G.T.R., but next year the lease expires, when it is proposed to release it under circumstances which will make it of great importance in regulating freight rates. It is proposed to bring the thousands of tons of coal which is consumed in the City annually by this route in future, which will save about 50 cents per ton in freight alone. Port Stanley is a very popular summer resort, and every year thousands of excursionists from all points of the United States and Canada flock there. The L. & P. S. R. every season carries several hundred thousand people there, the number increasing annually. The City purpose leasing this road early next year, and there is a fortune in it for the successful tenderer.

From another standpoint, London's railways are of immense advantage to it, for they give employment to over 1,300 of its best citizens, and pay monthly in wages about \$150,000. This amount will be augmented at an early date, by the enlargement of both the Grand Trunk and Canadian Pacific car shops. London pays these railways annually a freight bill of \$600,000.





Richmond Street. (*Looking North*).

A Distributing Centre.

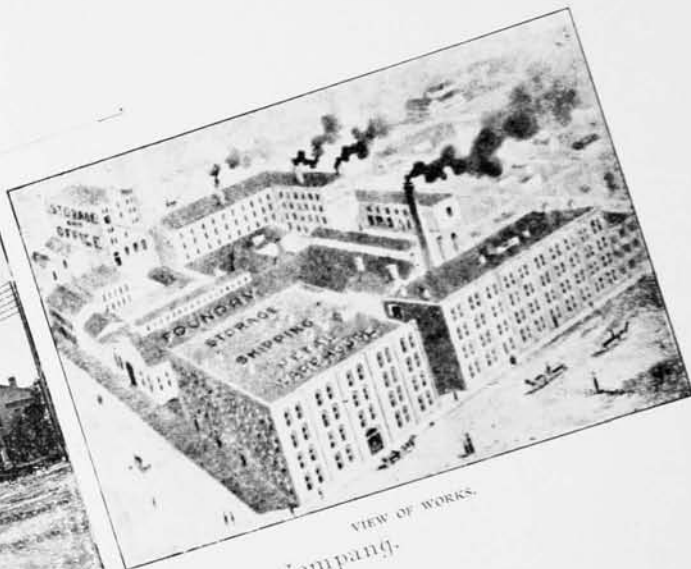


THE wholesale trade of London is of comparatively recent origin, only three wholesale houses being here in 1863, but in the last quarter of a century the City has become an important distributing centre, and now stands third in the Dominion. To-day it has scores of wholesale firms, including dry goods, groceries, drugs, boots and shoes, hats and caps, clothing, millinery, crockery and glassware, furniture, wall paper and paints, hardware, leather, fruits, pianos and organs. These are represented by an army of travellers, who are to be found in every city, town and hamlet from Halifax, N. S., to Vancouver, B. C. Some of the finest blocks in the City are devoted to the wholesale trade. The Waterloo Building cost \$200,000, the Birrell Building \$110,000, and the Granite Block about \$100,000. Although the City's development in this respect has gone forward with marvellous rapidity within the last few years, it is as yet only in its beginning, for as its superior transportation facilities, which so eminently fit it as a distributing point, become more widely known, it is bound to grow to still greater proportions. It is estimated that London's wholesale houses represent a business of about \$12,000,000, and certainly they are one of the main causes of its growth and prosperity.

The retail trade has also kept pace with the City's growth, and some of the finest stores on the Continent are to be found on Dundas and Richmond Streets. All told there are in the neighborhood of 600 retail stores in the City, and others are being constantly added.

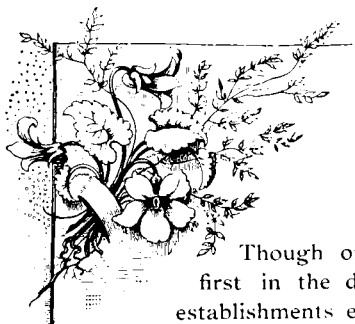


OFFICE AND SHOWROOMS.



VIEW OF WORKS.

The McClary Manufacturing Company.



As a Manufacturing Centre.

Though only the sixth City in the Dominion in population, London stands among the first in the diversity and importance of its industries. It has, to-day, 200 manufacturing establishments employing 7,000 hands, whose weekly wage will run up to \$40,000 or more. It is the head-quarters of the McClary Company, whose works cover several acres, and who employ about 500 hands in the manufacture of stoves and tinware. Among other large industries, in which hundreds of hands find a livelihood, are three large furniture factories, two big confectionery concerns, five carriage works, four oil refineries, three breweries, two tanneries, the car shops, two shoe factories, one plate glass works, two ready-made clothing establishments, a casket works, a baby carriage works, three engine works, three agricultural implement and wagon works, a machine and tool works, five flour and several planing mills, a brush factory, several cigar factories, and many other smaller industries.

The value of London's manufactured products per annum is \$15,000,000, and the capital invested is estimated at \$75,000,000. With so many railroads focusing on it, bringing all sorts of raw material at minimum cost, the Forest City must always be a great manufacturing centre.





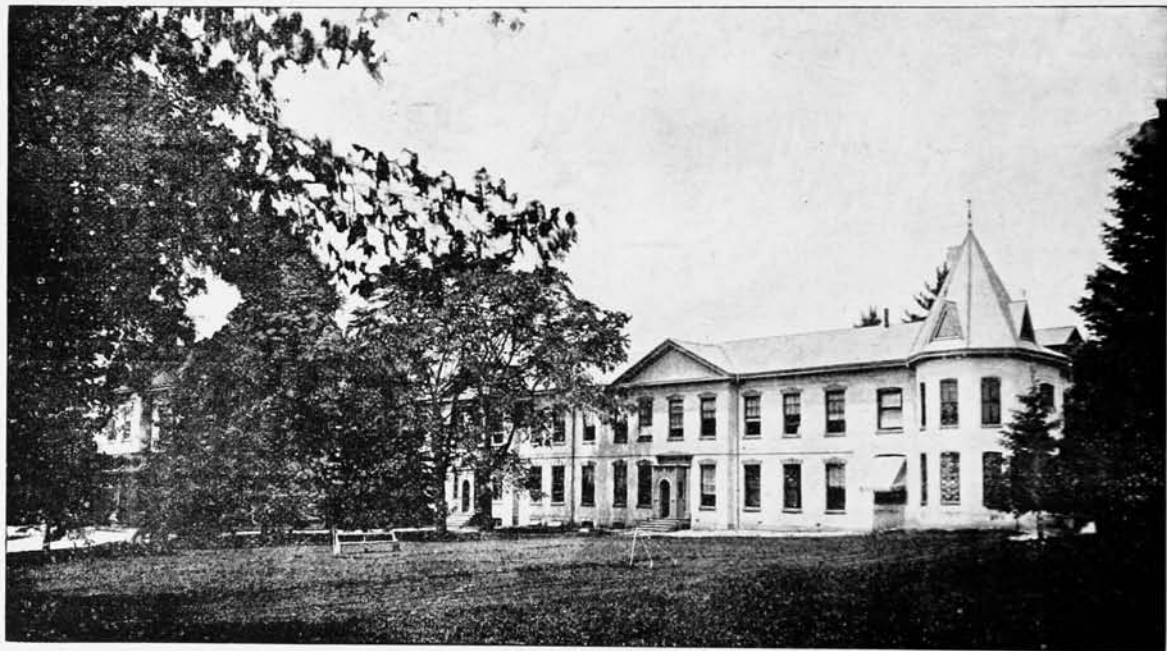
Richmond Street. (*Looking South.*)

BANKS AND BANKING.



THAT London is one of the wealthiest Cities in the country is a fact generally conceded and satisfactorily demonstrated. The amount of money deposited in a city's banks is an infallible indication of the wealth of the community. There are six chartered banks, viz: The Bank of Montreal, the Bank of British North America, the Merchants' Bank, the Canadian Bank of Commerce, the Molsons Bank and the Bank of Toronto. Besides these are five Savings Banks, whose combined capital amounts to about \$10,000,000, and also the Post Office Savings Bank. The deposit account in each is very large, aggregating several millions. Wise conservatism is the rule among London bankers, thus avoiding monetary disasters on the one hand and too great stringency on the other. Indeed, all its financial concerns are sound and prosperous. In the Commercial Banks the volume of transactions are increasing year by year. The inference to be drawn from this is that business of all kinds is in a most healthful condition and that the community, as a whole, is exceptionally prosperous, a conclusion that is further strengthened by the fact that, in proportion to the population, more London workingmen own their own homes than in any other Canadian city. The officers and directors of these institutions are men of broad views and great capacity, and are prepared at all times to contribute of their time, labor and means for the City's material development.

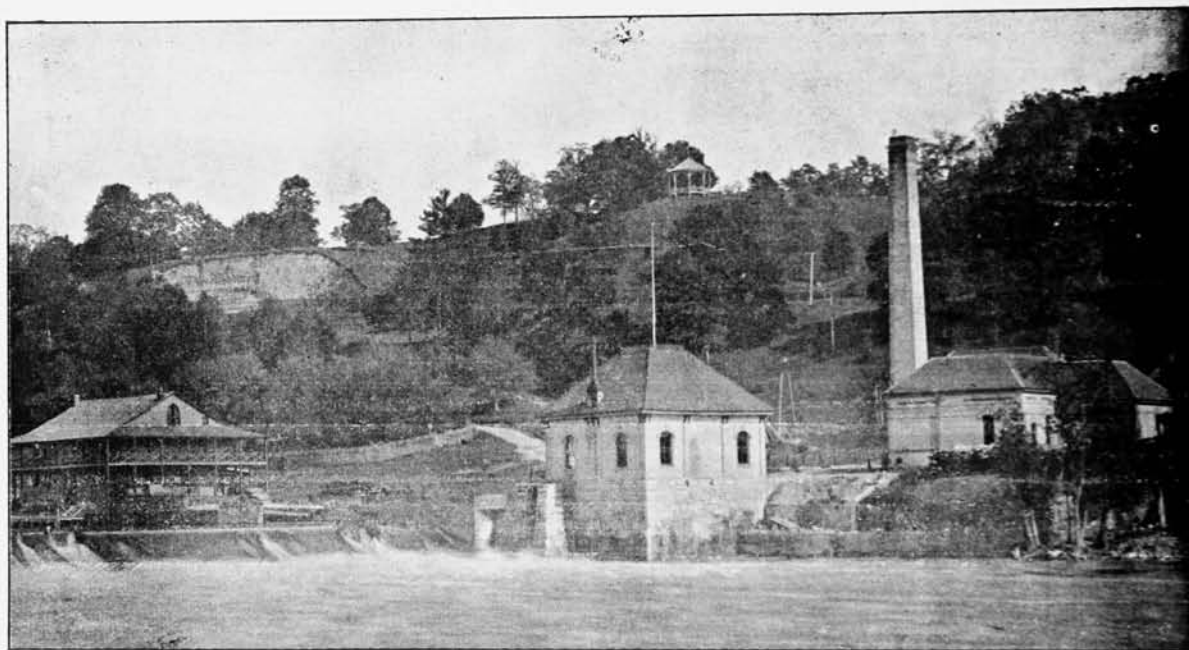




Huron College.

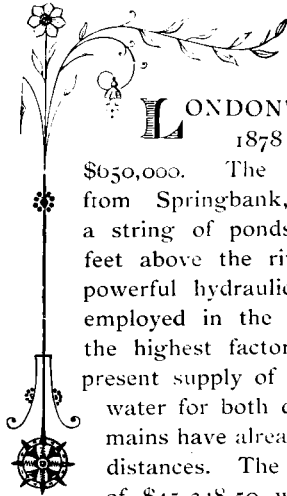
A CITY FOR INVESTMENTS.

✦ **S**OME philosopher has formulated the theory that after the acquisition of money the most difficult task is to save it. And, he might have added, to place it where its earning capacity will be greatest. It is generally acknowledged that no investment is more safe and profitable than real estate if a proper choice be made of location. The city for such investments must have substantial business interests and manufacturing industries and not be dependent upon an ephemeral and unreliable boom. London never has been afflicted with one of these pestilential "booms," but its growth has been steady and well sustained from the day of its incorporation as a city to the present time. Much of this is due to the energy and public spirit of its citizens as well as to its natural advantages of location and surroundings, added to ample facilities for transportation. Several of the largest railroads on the continent centre here, all of which have important connections. Port Stanley and Lake Erie gives it an excellent harbor near at hand. It is peculiarly a manufacturing city, and certain of its industries are the largest in Canada. Its architecture is modern and imposing. Real estate is steadily advancing in value, but may still be had at reasonable rates. No city in the country offers better inducements to investors, because property is certain to increase in value. Capitalists and others having money to place should turn their attention to London. Free water and exemption from taxation are annually given to those establishing new industries.



London Waterworks.

Magnificent System of Waterworks.



LONDON'S Waterworks are the most complete on the continent, and were constructed in 1878 on a most modern plan, at a cost, with extensions to date of about \$650,000. The quality of the water is equalled nowhere, the entire supply being drawn from Springbank, which extends over three hundred acres of land. The water is collected into a string of ponds from which it is lifted to the reservoir on the top of Coomb's Hill, nearly 400 feet above the river level and about 200 feet above the highest point in the City, by two powerful hydraulic pumps. Two steam pumps are also provided for emergencies. Gravitation is employed in the distribution of the water, and a sufficient pressure is secured to throw it over the highest factories in the City. The reservoir has a capacity of 7,000,000 gallons, and the present supply of water can easily be doubled, making a bountiful supply of the purest sparkling spring water for both domestic and fire purposes for a city of 100,000 population. Seventy-five miles of mains have already been laid, and are added to annually, with 400 hydrants distributed at convenient distances. The London Waterworks are now more than self-sustaining, and last year a surplus of \$45,348.50 was handed over to the City Council by the Water Commissioners, so that this has proved one of the best investments the City has ever made. The Forest City has reason to be proud of its water system.



Simeoe Street School.

EDUCATIONAL FACILITIES.

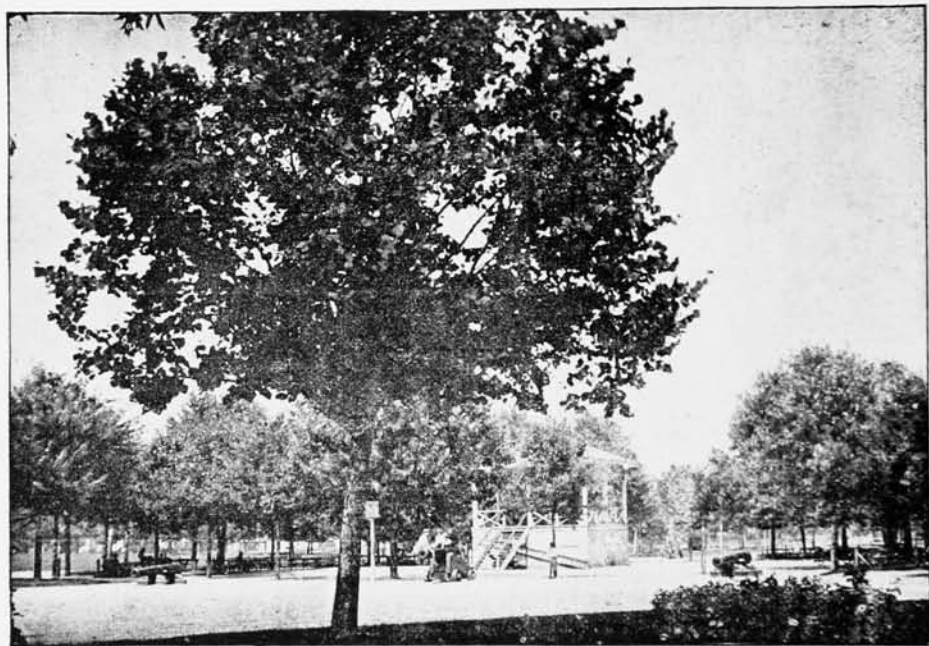


AS TO educational advantages, London is in the front rank of Canadian cities. The Public School System is in keeping with the general thrift of the City, and affords unexcelled educational facilities to pupils in every walk of life. This includes the Collegiate Institute or High School, which stands at the head of those in Ontario, and twenty-one Ward Schools, employing over one hundred and twenty teachers, whose aggregate salaries amount to \$75,000. The whole number of pupils registered in the Public Schools, according to the Inspector's last report, was 7,000. Four new schools are to be erected next year.

The Western University, which was chartered a few years ago, is a highly flourishing institution. Its medical department has sent out an army of well trained physicians, and Huron College, its divinity department, is famous wherever the Canadian Episcopal Church is known. An Art, sdepartment is to be established shortly, in affiliation with the Provincial University.

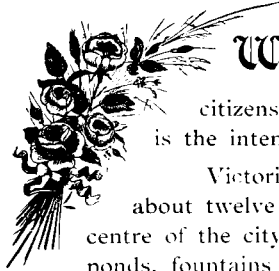
The Hellmuth Ladies' College has a continental reputation, and its pupils come from all parts of the American Republic as well as from Canada.

The City is also possessed of a high-class business college, two schools of art, a ladies' seminary and a training school for nurses. A well directed movement is now on foot to establish a training school for public school teachers, and another to secure a law school for the western district, with headquarters at London. Besides those mentioned are several large private schools.



"The Gaze," Victoria Park.

THREE BEAUTIFUL PARKS.

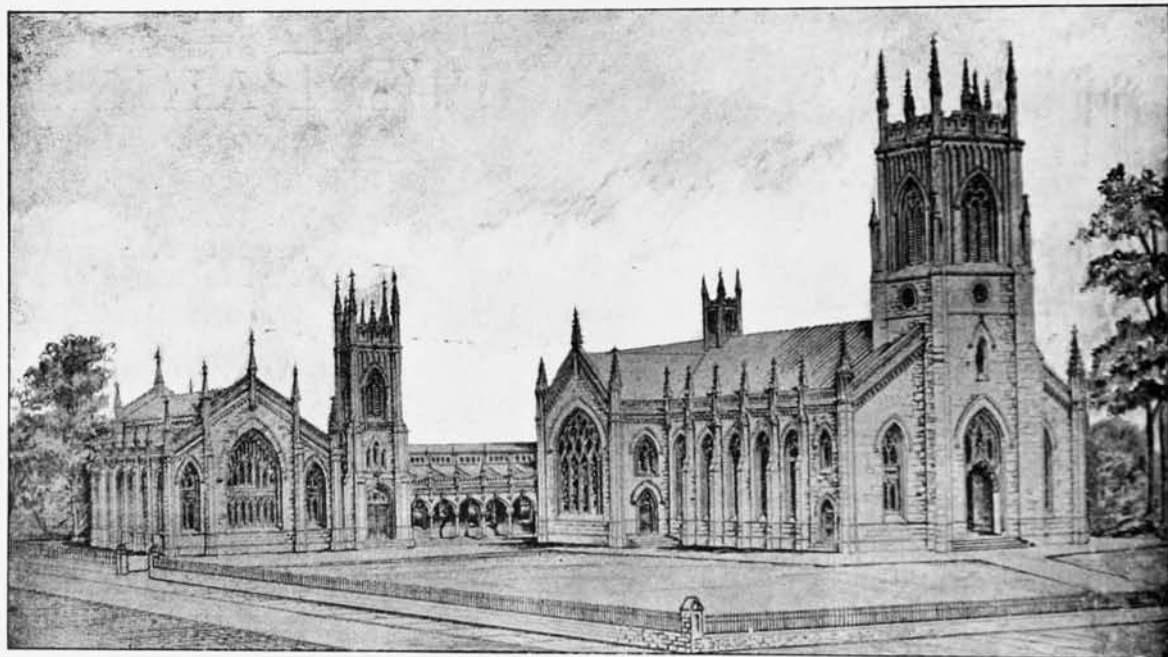


WITHIN recent years London has begun a system of Public Parks which must soon result in extensive and beautiful pleasure grounds for the recreation of its citizens. About 400 acres of land has already been appropriated for this purpose, and it is the intention to lay out another park shortly.

Victoria Park is the only wholly artificial one in the City, having been laid out and planted about twelve years ago. It covers over ten acres, and is only three blocks from the business centre of the city. A large sum is annually expended in beautifying it, and its flower beds, fish ponds, fountains and drives are well cared for.

Queen's Park, the home of the great Western Fair, is thickly studded with majestic pines, and has drives and walks, fountains have been erected and trout ponds built, which make it a lovely recreation spot. At one end of it is a half mile track, which is always kept in good order.

The largest of the City Parks is at Springbank, stretching for a mile and a half along the river bank and covers an area of over 300 acres. The Waterworks ponds supply it with plenty of pure crystal water, and add greatly to its natural beauty, with hundreds of graceful speckled trout flitting to and fro. The City Council has already built a drive through its entire length, and contemplates expending several thousand dollars in beautifying it. It is reached by the river steamers and by the Pipe Line road, and is indeed a most picturesque spot.



St. Paul's Cathedral. (*Church of England*).

A Church Going City.

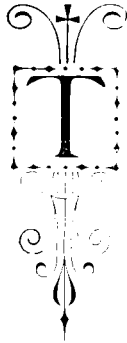


HERE are over forty churches in London, and stately and historic structures some of them are. The aggregate cost of these places of worship is estimated at about \$1,000,000, they have a seating capacity of over 25,000, and architecturally will compare with those of many cities several times larger. St. Peter's Roman Catholic Cathedral on Richmond Street, which was over four years in building, cost \$200,000, and with the exception of the Notre Dame at Montreal, is the most magnificent religious edifice in the Dominion. St. Paul's Cathedral was erected in 1845, and with the large annex now in course of erection, cost \$100,000. Queen's Avenue Methodist Church was built in 1852 and is the most commodious in the City. St. Andrew's Presbyterian Church was erected in 1868 and has a large seating capacity. The churches are divided among the different denominations as follows: Methodists, fourteen, including three missions; Episcopalans, eight; Presbyterians, five; Baptists, three; Roman Catholics and Congregationalists, two each; and other denominations, five. The choirs are all good, and that of the Dundas Street Centre Methodist Church, which has about 100 voices, has a provincial reputation. The city pastors are devout and energetic, and the happy moral condition of the City is largely due to their untiring efforts. London is verily a city of churches.

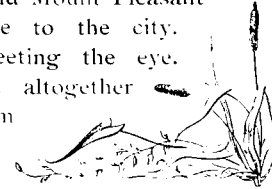


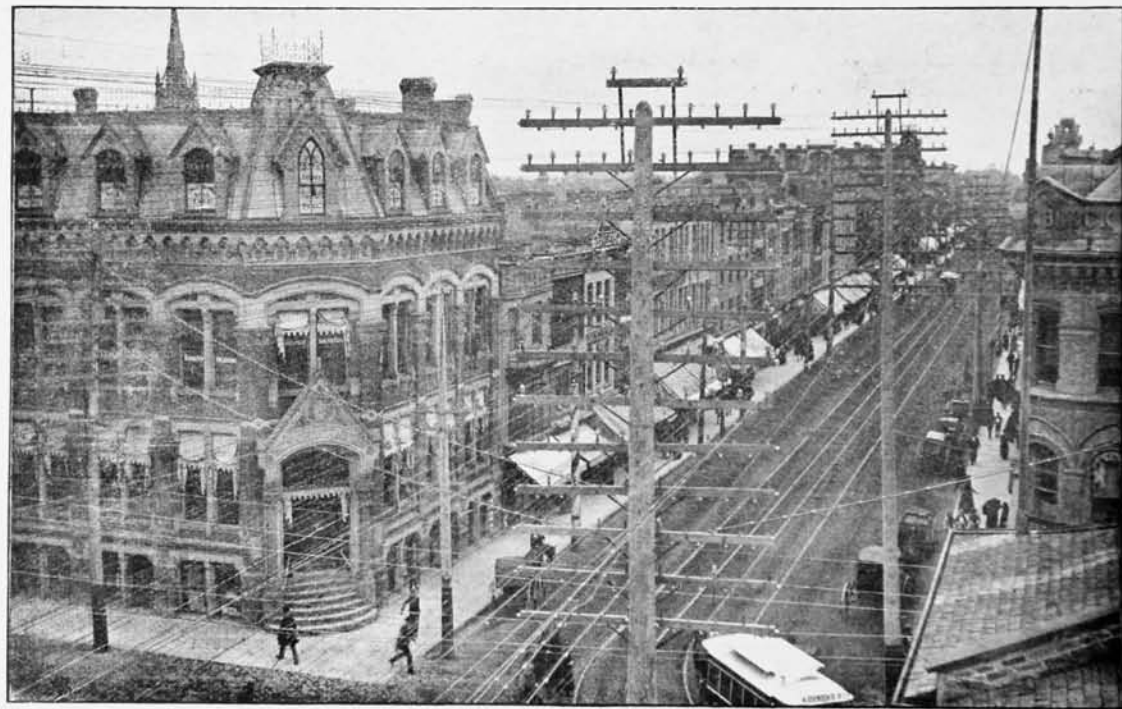
Queen's Avenue (Looking East).

Its Avenues and Drives.



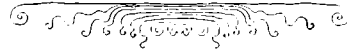
THE glory of the Forest City is its magnificent streets, avenues and drives, and every visitor is always loud in praise of it in this respect. To stand on Richmond Street and look up Queen's Avenue, with its several rows of far-branching maples and spreading chestnuts, its uniform boulevarding and splendid block paving, one obtains a representative view of London's residential streets. The aggregate length of the city streets is about one hundred miles, which throughout are shaded by noble trees, and are well paved and neatly kept. There seems to be no difference in this respect in the various sections of the city. Streets where mechanics live present as neat and inviting an appearance as those lined with the more pretentious residences of merchants and manufacturers. Outside the city limits the drives are of the most charming and romantic character, one of the prettiest being down the Pipe Line, past Woodland Cemetery and Springbank to Byron, five miles distant, where Londoners first went for their mail, and crossing the river back by the river road, past Oakland and Mount Pleasant Cemeteries, through the suburb of London West and across Kensington Bridge to the city. The scenery is most picturesque, all along varying and startling contrasts meeting the eye. In area London is large enough to admit of a garden with every home; and altogether there is no more charming city than it as a place of residence. An electric system of street railway is about to be put in on several of the principal streets.





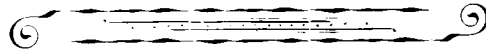
Bank of Commerce. (*Cor. Dundas and Richmond Streets*).

The Board of Trade.



ONE of the most prominent of London's institutions is the Board of Trade, organized in 1857, and incorporated in 1866, and now having a membership of about 200, embracing the leading merchants, bankers and manufacturers of the City, it has steadily prospered since its inception, and occupies a handsome suite of rooms in the Canadian Loan Building. The objects for which it was formed are to foster the trade and commerce of the City; to protect such trade and commerce from unjust and unlawful exactions, to reform abuses in trade, and to promote a more enlarged and friendly intercourse between merchants and manufacturers. Any person, firm or corporation whose vocation is directly connected with the commerce, trade or manufactures of the country, transacting business in London, may become a member of the Board on payment of a nominal annual fee.

Moses Masuret is President, Mr. John Bland, Vice-President, Mr. John A. Nelles, Secretary-Treasurer, and Messrs. John Marshall, Robt. Lewis, W. J. Reid, J. W. Little, Geo. Burns, John Bowman, T. S. Hobbs, A. M. Smith, A. W. Porte, J. S. Pearce, E. A. Cleghorn and Wm. Yates, the council. All are capable and energetic business men, and under their guidance the Board is progressing.





Asylum for the Insane.

Government Institutions.



THE Federal and Provincial Governments have both recognized the importance of London by establishing here several government institutions, and their buildings are in thorough keeping with the grandeur and quaintness of Canadian architecture.

About two miles east of the corporation limits is the Western Asylum for Insane, the grounds surrounding which cover several hundred acres of splendid farming lands, which largely aid in making the institution self sustaining. It is fitted with all the most modern appliances for healing diseases of the brain. Of the number of cases treated, about 75 per cent. are cured.

In the north-eastern corner of the City is the barracks of No. 1 Company of Canadian Infantry, which forms part of the standing colonial army. It is also a school of military instruction, and is doing a good work.

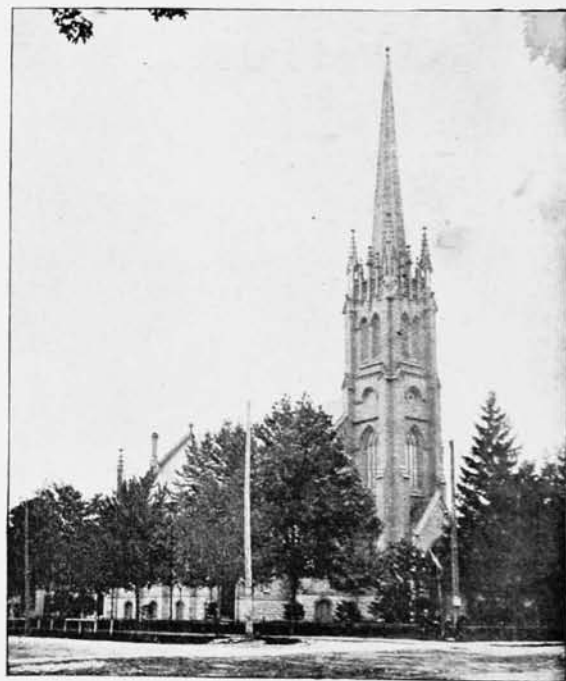
The Custom House, on the corner of Richmond Street and Queen's Avenue, is a solid stone building, and its interior during business hours always presents a busy scene.

The Post Office is a classic old structure on the opposite corner, and was, until a few years ago, considered the finest in the Dominion.

The County Court House and Jail, at the westerly end of Dundas Street, is built in the Elizabethan style of architecture, after Windsor Castle, and is a most historic structure. It was here that seven "rebels" who served under William Lyon Mackenzie suffered death on the scaffold.

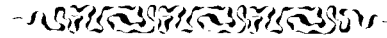


Custom House.



St. Andrew's Church. (*Presbyterian*).

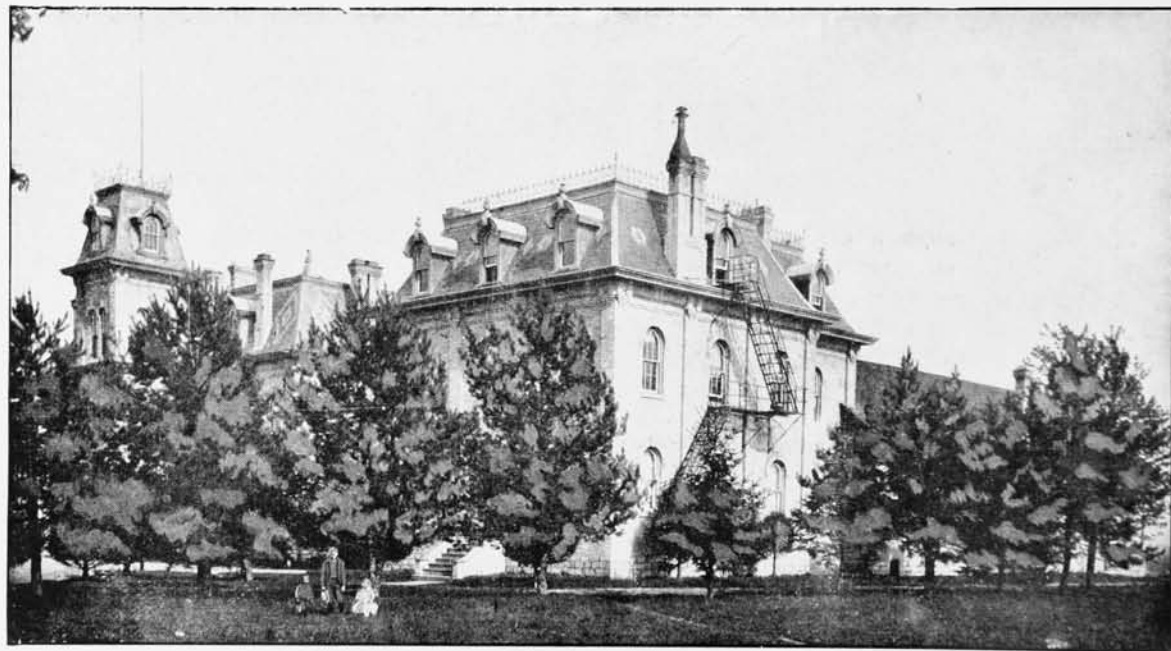
✻ Societies and Clubs. ✻



FEW cities are better provided with fraternal Societies than London, and nowhere do they grow with greater freedom. Pre-eminently, it is a fraternal City. In fact, one of the largest benevolent institutions on the American continent, the Independent Order of Foresters, was instituted here about twelve years ago, and has grown with such strides that it has High Courts in nearly every state of the American union, yielding submission to the Local Supreme Court. The eight Masonic Lodges have a magnificent home at the corner of Richmond and King Streets, which they erected at a cost of \$200,000. The Oddfellows are hardly as strong, but their block on Dundas Street is one of the architectural beauties of the City. The national Societies—St. George's, St. Andrew's, and the Irish Benevolent—are large and prosperous. The membership of the various Forestric Courts, which number over a dozen, is constantly increasing. All the other popular Orders have a solid footing in the City, and seem to be enjoying great success.

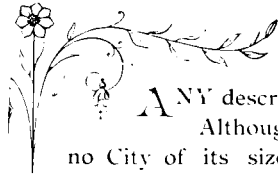
London also has several fine philanthropic institutions, notably the Old People's Home, the Mount Hope and Protestant Orphans' Homes, the City and St. Joseph's Hospitals, the Provincial Insane Asylum, the Women's Refuge and Infants' Home, and other more private institutions.





General Hospital.

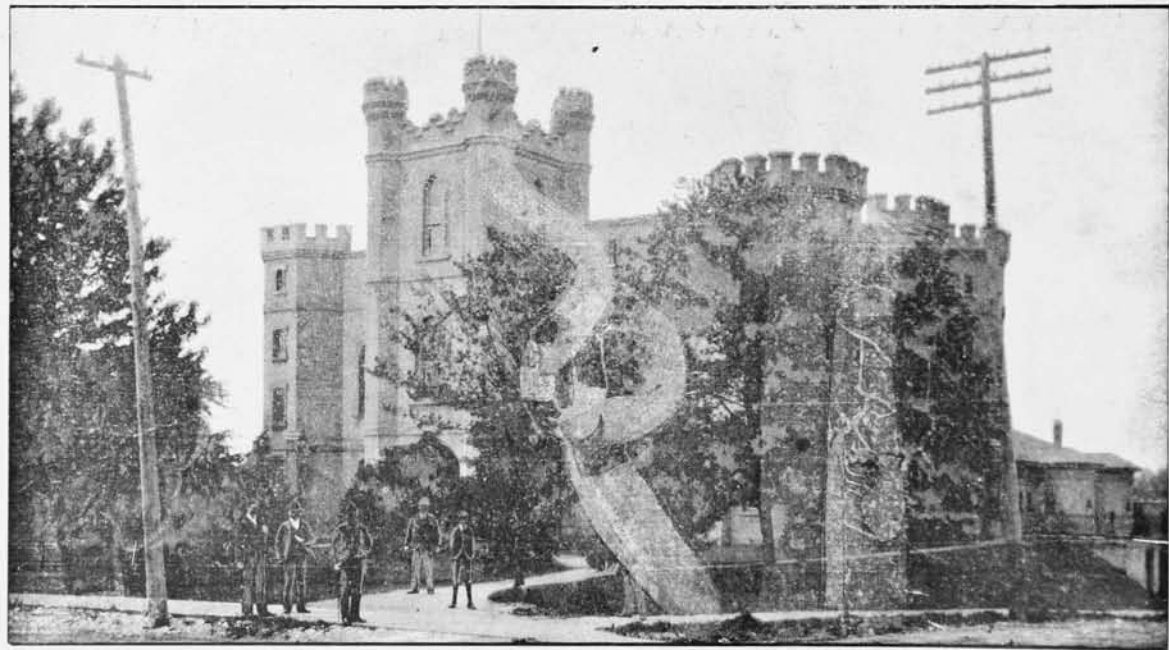
HOTELS AND MINERAL SPRINGS.



ANY description of London which omitted to mention its Hotels would be most incomplete. Although a City of strong temperance proclivities, with public men after its own heart, no City of its size on the continent has so many fine hostelries. The Tecumseh House, which derived its name from the famous Shawnee Warrior, the hero of the Battle of the Thames, was erected just after the completion of the Great Western Railway (now the G. T. R.), and has no equal in the West. The Grigg House, the Richmond, the City Hotel, the Thompson and Hotel Horsman are among the other leading hotels, and are also conducted on modern principles.

In connection with the Tecumseh, is the famous White Sulphur Springs, whose curative qualities have now a continental reputation, and their popularity is growing every year. The various analyses showed that while the water is as clear as crystal and sparkles like champagne in the sun, it is rich in sulphates and carbonates of lime and magnesia, the constituents of bone in the human frame; in chlorides of sodium and potassium, the nerve restorers; and in silica, lithium, and other properties that are most valuable in reinvigorating the debilitated, enriching the blood and generally restoring the constitution of the enfeebled.





Court House.

< 1892 >

MEMBERS OF THE CITY COUNCIL.

. . . MAYOR, . . .

WILLIAM MELVILLE SPENCER, ESQ.

. . . ALDERMEN, . . .

1st WARD—Thomas Connor, John Heaman, William Yates.

2nd WARD—Stephen O'Meara, Joseph Jeffery, John Moule.

3rd WARD—Thomas Jones, jr., Wm. M. Gartshore, Wm. Heaman.

4th WARD—David C. Hannah, Frank E. Leonard, Joshua Garratt.

5th WARD—Henry Drancy, John W. Bartlett, F. J. Fitzgerald.

6th WARD—Joseph C. Judd, George Shaw, E. Parnell, jr.

WATER COMMISSIONERS.

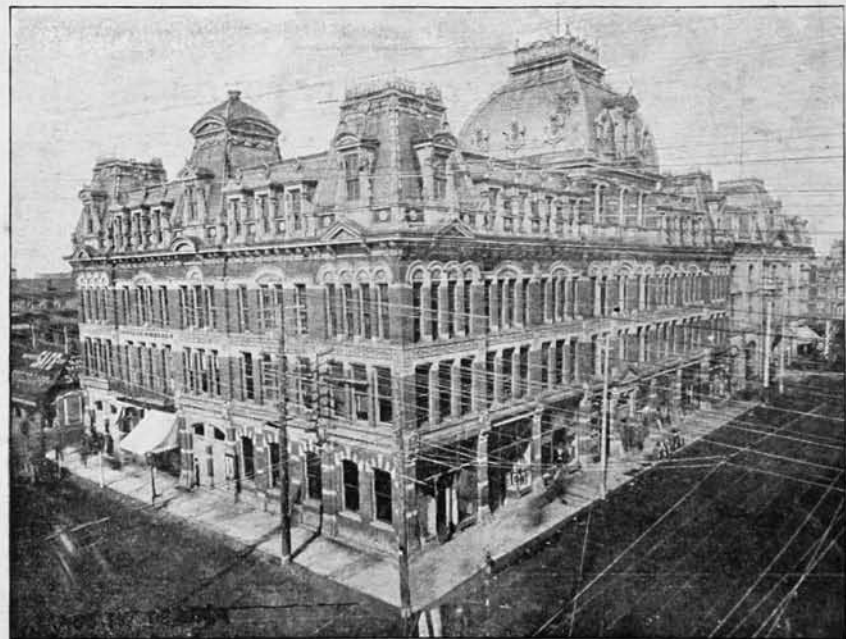
William Jones, Chairman,

W. M. Spencer.

A. B. Powell.

OFFICERS OF THE CORPORATION.

Clerk,	-	-	-	-	Charles A. Kingston, M.A.	Medical Health Officer,	-	-	-	T. V. Hutchinson, M.D.
Treasurer,	-	-	-	-	John Pope.	Assessment Commissioner,	-	-	-	Stephen Grant.
Engineer,	-	-	-	-	Aquila O. Graydon, C.E.	Chief of Fire Department,	-	-	-	John A. Roe.
Solicitors,	-	-	-	-	William R. Meredith, Q.C.	Chief of Police,	-	-	-	W. T. T. Williams.
					Thomas G. Meredith.	Public School Inspector,	-	-	-	Wm. J. Carson.



The Masonic Temple.