

ST. GEORGE ST.

A gentleman's residence, containing light rooms, four bathrooms; hot-water heating; brick stable; lot 100 ft. frontage; some of the best trees in the city. In an estate matter and must be sold at once. Price \$35,000. H. H. Williams & Co., 23 Victoria St., Toronto.

PROBS: Fresh to strong westerly to northerly winds; cool, with a few showers.

Senate Reading Room
Thursday, June 1, 1910
SENATE

TORONTO'S PRESSING PROBLEMS

What is the matter with upper Yonge-street, the east end, and the Don Valley? The further you go from the Don, following the north boundary of the city you are crowded north as you go. The north limit is a mile and a quarter from Queen-street at the east end and over three miles north at the west end. Why? The City of Toronto as the capital of what is now the great province of Ontario was located at the start, between the present St. Lawrence market and the Don, much nearer the Don. At that original start the parliament buildings were at the foot of Parliament-street, near the present gas works, the city hall at the present St. Lawrence market. Since then things have moved westward until the city hall is now at the head of Bay-street, and two-thirds of the population is probably west of Yonge-street. The Parliament Buildings are now up in the Queen's Park.

The city has not only moved west but it has moved northwest in a surprising way. True, of late years there has been a great improvement on the east of Yonge-street and especially No. 1 ward over the Don has grown in a most surprising way. Church-street is looking up; East Queen-street is a main business thoroughfare.

But still the great problem is why have things gone west so rapidly and why have they gone northwest so rapidly and why has it been comparatively still east of Yonge-street. The world all along has had one explanation and that was that the people of Toronto failed to realize that improvement to the east would only come with high level bridges over the Don and over the Don ravines, wherever they happen to be. The proof of this is that the Queen-street bridge, the Gerrard-street bridge, and were a high level viaduct made as a continuation of Bloor-street across the Don Valley to Danforth-avenue another marvelous development to the east would take place. What made the west end was the Dundas-street bridge, the Queen and King-street subways, and the other subways and improvements that allowed of continuous traffic on the thoroughfares to the west and northwest. The Sherbourne-street viaduct made Rosedale possible.

But something else also has happened. Parkdale, which originally had a village organization and all the other suburbs that were to the west and northwest, one after the other, including the most important of all, West Toronto, came into the city and shared in the benefits of city government. There was no increase to the east until last year, when what is called the Midway and East Toronto came in and the benefit in this direction can already be felt.

Up to the north, and now we are coming to one of the most important points of this discussion, old Yorkville, which is north of Bloor and which includes Rosedale and over to the present Avenue-road, have become enormously progressive—ever since they came under the city's influence. But after you leave the city limits at the C. P. R. crossing or near there, while there is progression and while upper Yonge-street is working in a great thoroughfare, there is still an impediment that almost paralyzes progress; namely, that the municipality of North Toronto is not able to handle the metropolitan problems that present themselves, and this is the curse of a double fare on Yonge-street, beginning at the C. P. R. crossing two miles north of Queen and Yonge-streets; while Queen-street, the great east and west thoroughfare, is almost a mile long with a single fare street car service. There is also a single fare street car service from the Woodbine almost to Lambton by the Dundas-road and similar lines of single-fare street car service east and west and northwest. Even Avenue-road to the north has a single fare to St. Clair-avenue.

What therefore must be apparent to everyone is this: namely, that the Town of North Toronto and those who are interested in Yonge-street north must see that in order to fully participate in the wonderful growth of Toronto, North Toronto must become a portion of the city and rely on the City of Toronto to try and settle the Metropolitan Railway's franchise on that street and make it a portion of the city's service and thus give the public a single fare street car service on Yonge-street for at least seven or eight miles to the north. North Toronto as now organized can never do this. North Toronto as now organized is not even equal to the problem of a decent roadway north of the tracks. The worst roadway probably in America to-day is Yonge-street north of the C. P. R. tracks and we say this after a most careful consideration. Nor has Yonge-street had a decent roadway for years. Nor is North Toronto able to grasp with the sewage problem, the problem of parallel streets or the problem of water supply. They are simply floundering, altho Yonge-street to-day has in it the makings of the greatest metropolitan thoroughfare in Canada, and we have no doubt it will be; but the initiative must be taken, the dead hand must be removed and the jurisdiction of Toronto must be extended say to where the Don River crosses Yonge-street at York Mills.

Equally important is the construction of the Bloor-street viaduct. Everybody now sees that it is essential to the development of the city to the east and the maintenance of some kind of balance on either side of Yonge-street. The most surprising thing on the east side of Yonge-street is the purchase of two big blocks between Yonge and Church north of Carlton for some immense business. We have an idea what that business is to be and it may be the beginning of an enormous new movement to the north and east; but certainly an essential part of it will be a single fare and the city jurisdiction on Yonge-street to York Mills and the construction of the Bloor-street viaduct at the earliest possible moment. When this is done there will be a development up Yonge-street and east of Yonge-street and over the Don right to East Toronto, (town that was) that will be surprising; and, what we believe is most satisfactory of all, without any interference with the remarkable growth of the city to the west and northwest that has now taken place and which we are quite confident will continue to go on.

Yonge-street is to be the great centre of Toronto and always will be it. Yonge-street must be unified, improved and supported to the east by a high-level thoroughfare crossing the Don at Bloor-street. This thoroughfare when completed will some day, and perhaps at a very early day, be next to Queen-street, the third street in Toronto; for our size-up is Yonge-street first, Queen-street, next and Bloor-street from Scarborough to the Humber as the third thoroughfare.

But the people of North Toronto must help themselves by declaring for annexation, and all the people east of Yonge (let alone all the rest of the city) must vote for a Bloor-street viaduct.

But there is more than one radial franchise now within the city that has to be dealt with. There are six, and when we deal with them we ought to deal with them all, including the Metropolitan on Yonge-street, both within the city and in North Toronto. They are:

1. The Lake Shore on the Lake Shore-road from the Humber to the west end of King and Queen-streets.
2. The Toronto and Lambton on Dundas-street, west of Keele shed to the west city limits.
3. The Weston line on Keele-street.
4. The Davenport line, from the C. P. R. tracks on Bathurst-street and Davenport-road to the west city limits.
5. The Metropolitan from the C. P. R. tracks on Yonge-street to the north limits (Belt Line Bridge).
6. The Scarborough line on the Kingston-road from Queen-street to the town line.

All these are in the city and all carry single fares of their own independent of city street car fares. Using them you pay two fares to get in or out of town.

Their franchises are of different lengths of time to run. All of these franchises must be closed when they expire or commuted for a consideration under expropriation powers.

Who is finding all this out and working out a policy in connection with them, either as a part of the tubes or as a part of the city's surface lines? No one that we know of. The mayor has gone on a journey. Hadn't Ald. McCarthy better move to have the new city solicitor and the city engineer, catalog these radial franchises (now within the city) to begin with?

If we expropriate them, then we must make provision for the portions outside of the present city getting an entrance to the centre of the city over the new tube lines.

The whole is a big question for some one to find the solution.

Here's another one: The York Township Council is constantly passing new surveys of streets that do not line streets that jog like they do on either side of Yonge-street. St. Clair-avenue will be another horrible example. If the whole township is to come into the city, as it must soon these days, shouldn't there be one metropolitan municipal commission for the government of it all? The problem of the one must be the problems of the other; yet we have two bodies dealing with them and that works confusion.

And finally, there is the problem of the tubes, which we cannot touch to-day. We hope the experts are at work.

Some one ought to be busy on Greater Toronto and its problems and

The Toronto World

TWELVE PAGES—WEDNESDAY MORNING, JUNE 1, 1910—TWELVE PAGES

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30TH YEAR

SENSATION WAS SPRUNG IN THE MURPHY CASE

Lawyer Alleges Bullets Came From Opposite Direction—Experts Will Visit Scene of Tragedy—Exhumation of Bodies Refused.

BYRON, Que., May 31.—(Special).—The sensation prompted by the defence in Annie Murphy's case commenced today, when R. de Salaberry, the Bryson lawyer, presented two petitions to the Court of King's Bench, presided over by Judge Weir, one asking that the bodies of Harry Howe and William Dale be exhumed and an autopsy made, and the second that he and the experts in the case be authorized to visit the scene of the tragedy when necessary.

The court house was crowded with jurymen awaiting empanelment, and with villagers, mostly men, who had heard that the petition would be read. Without preliminaries Mr. de Salaberry presented the extraordinary petition. It laid stress on the fact that no shots were produced in evidence in the late trial, and that only the testimony of physicians, who had made an external examination of the bodies, was produced. Having made this plain, the startling discovery of a new line in the line of fire described by the crown, but that in an opposite line there was plenty of marks of bullets, the petition asked that an autopsy be made to compare the shots in the body with the marks on the walls.

New Line of Fire.
Several affidavits were then read, including that of Athole B. Reader, the New York expert, who alleges he made the startling discovery of a new line of fire, and of five suspicious-looking revolver shot marks in the milk-house.

MR. CLINCH'S RETIREMENT
Will Not Sever Connection With Molson Bank for Awhile.

LATHERS STRIKE TO-DAY
And So Will Builders' Laborers—Want More Pay.

County Crown Attorney Baird outlined the case for the prosecution. Atlas was accused on three charges: Of stealing \$405 from Velka Simoff, the widow; of forging a false receipt for the same and of uttering the alleged forged document when called upon by the courts to account for the non-payment of the money to the widow.

Continued on Page 7, Col. 1.

ON TORONTO BAY.



A LITTLE FLY FISHING.

MACEDONIAN WITNESSES DISPUTE ATLAS' STORY BUT HE STICKS TO IT

Widow of Murdered Man and Three Others Swear That Events Alleged Never Took Place.

After a woman and three men from far-away Macedonia had sworn to certain facts relating to the charges on which he was yesterday placed on trial, Rev. Geo. M. Atlas went into the witness box in the sessions court yesterday, and sticking to his original story, contradicted the crown's witnesses.

THE WIDOW SIMOFF
Who came from Macedonia to give evidence in the Atlas case.

FOUND BESIDE TRACK WITH HEAD BATTERED IN
Companion, When Arrested, Had Blood Stains on His Clothing.

MIDLAND, May 31.—(Special).—With his head lying in a pool of blood the unconscious, the still breathing, body of a man who goes locally by name of "Scotty" was picked up beside the track, near Victoria Harbor, by the train from Midland. The base of the skull had been smashed in, apparently by some heavy instrument, as there was no evidence to show that the man had been run over by a train.

Continued on Page 7, Col. 1.

BANKS NOT TO CLOSE FRIDAY

Terms of the Banking Act Do Not Insist That Institutions Shut Up on King's Birthday.

OTTAWA, May 31.—(Special).—The observance of the King's birthday as a bank holiday is prescribed in the Bank Act. It is possible for the government, by proclamation, to dispense with the observance of it, and this was done during the reign of King Edward. In the case of King George's birthday no proclamation has been issued, and it accordingly becomes automatically a holiday.

G.T.R. ROLLING STOCK
Additional Orders for \$2,000,000 Worth Placed Yesterday.

MONTREAL, May 31.—(Special).—The Grand Trunk management placed orders to-day for nearly \$2,000,000 worth of rolling stock, in addition to the ten passenger engines of the Pacific type and 1000 steel under frame box cars, and 500 automobile cars ordered about ten days ago.

LAWSUITS THREATENED
Masonic Expose Stirs Up Litigation in Quebec Province.

MONTREAL, May 31.—(Special).—The brochure issued the other day exposing the Emancipation Masonic Lodge, is creating a great deal of interest from the number of lawsuits which are sure to be entered.

TORONTO HARBOR IS IN NEED OF MANAGERS

Present Conditions Are a Disgrace—Remedy Lies in Appointment of Proper Commission to Carry Out a Progressive Policy.

A steam barge drawing 13 feet of water, loaded with 1800 tons of Norwegian pig-iron, consigned to a Toronto manufacturer, unable to reach a dock on account of inadequate wharfage facilities, and compelled to anchor half a mile out in the bay and discharge her cargo by means of lighters.

This is not a picture of Toronto's water front ten or twenty years ago. It is one phase of the harbor problem which the city is up against to-day, and which calls for immediate solution if Toronto is to become the great fresh water port which nature intended it should be.

Now that the Welland Canal will be deepened to 23 feet by the Dominion Government, there is a greater call than ever for an aggressive and up-to-date remodeling of the harbor, front of the city. The old wooden wharves and antiquated spiles are so far behind the times that Toronto is acquiring the stigma of possessing one of the worst harbors on the great lakes.

EARL GREY OUT TO KILL THE FROZEN NORTH IDEA

Details Announced of His Winnipeg-to-Halifax-by-Water Trip—Only 20 Days Gone.

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MUNICIPAL OWNERSHIP CARRIES
BOWMANVILLE, May 31.—The by-law giving municipal ownership of the Bowmanville Electric Light Company was carried here to-day by a majority of one hundred.

WEDDING BELLS
Wedding bells are an old kind of bells, but wedding hats are of only one class and that is the best that you can get in style and quality.

Continued on Page 2, Column 2.