

HARRIS PROPOSED COMMISSIONER OF WORKS

Board of Control Sent Name of Present Property Commissioner to Council — Traffic Experts Will Be Engaged to Assist Mr. Drayton—Engineer Henning May Be Let Go

Property Commissioner Harris was recommended as the new general manager of the works department by the board of control yesterday. The motion to this effect was moved by Controller Church and it provided that the duties now devolving upon the city engineer under the by-law should be transferred to the new official who should be known as the commissioner of works. The board will also urge that the department of street cleaning, which is now under the jurisdiction of Mr. Harris, should be placed under the control of the commissioner of works. Authority will be asked at the council meeting on Monday to introduce bylaws to carry these recommendations into effect.

Controllers Church, McCarthy and



R. C. HARRIS.

Hocken also supported Mr. Harris for the position. The latter, however, was absent, but, as Mayor Geary explained, rather than delay the matter another two weeks the board would send the recommendation on to council with the understanding that both he and Controller Foster were free to oppose the scheme.

Get Traffic Experts.

Controller Church brought up the matter of appointing traffic experts again, and moved "that the corporation be permitted to secure a prominent railway expert as an official to be attached to his department for street railway traffic purposes, and that funds to the extent of \$35,000 be provided for the securing of expert assistance required in connection with transportation matters."

The motion was put to council, although Mayor Geary contended that it was necessary to get an expert's report first. Corporation Counsel Drayton, he said, advocated securing a comprehensive report before any permanent official was engaged, and in view of this he did not think it would be wise to force a traffic man upon Mr. Drayton.

Dismiss Henning.

Acting City Engineer Powell wrote to the board with reference to Judge Winchester's report on the filtration plant. Regarding the recommendation to the effect that all filtration should be removed at the plant, Mr. Powell suggested that Engineer Henning of the pumping station be dismissed. Action was, however, deferred.

Sand Piling.

Controller Church moved that a report be made of the amount of sand purchased for the past fifteen years by the city, showing the quantities purchased, the prices and the vendors. He claimed that there had been a great deal of pilfering during the last year, and that the city should be kept advised of this work with reference to the exact details of the pilferage.

The board recommended that the institution might undertake some necessary extension work which would cost about \$35,000. The board will also recommend that some temporary accommodation be provided for insane persons.

Parks Commissioner Chambers reported that several of the buildings within the Old Fort grounds had been repaired by his department and that this work would be continued during the present season. A conference will be held with the organizations interested in this work with reference to determining the exact details of the restoration of the ramparts.

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BOARD DECLINES TO RAISE SUBWAY

Motor Bus Company Claimed They Will Not Be Able to Use 14-Foot Crossing of North Toronto Embankment, and Asked for 17 Feet.

When the passengers on the upper deck of the two-storey motor buses, which an English company proposes to run on the streets of Toronto, hear the conductor sing out "low bridge," at the North Toronto crossing of the C. P. R. at Yonge-st., it will be up to them to prostrate themselves on the roof of the newest thing in rapid transit, and maintain the recumbent attitude until the fare-taker and guardian of the public safety gives the signal that it is safe once more to crawl from under the seat and take an interest in the scenery.

When the question of grade separation at the Yonge-st. North Toronto crossing came up again at the Dominion Railway Board yesterday, W. C. Chisholm, K.C., who appeared on behalf of the firm who propose to run the buses, sprung a new problem on the board, when he contended that the height of the subway should be raised from 14 to 17 feet, as double-decked buses would not be able to pass under the lower subway. The height of the buses, he stated, was about 19 feet 4 inches, this without outside passengers.

Vice-Chairman Scott: "The policy of the board has always been to make these subways 14 feet, and I don't think it is going to change it merely to let this company run buses."

City Supports Company. Henry Drayton, K.C., on behalf of the city, declared that buses could not be used under the present subways on Queen King and Gerrard-sts., and that if the height of the subway on Yonge-st. were made such as to exclude them from passing underneath, it would eliminate for all time what was a convenient and comfortable means of transportation. For his part, he thought that a height of 16 feet would be sufficient, but the company claimed that 17 would be required.

Vice-Chairman Scott: "Instead of changing the business of hundreds of thousands of dollars, why don't you build your buses lower? Why should the public be compelled to go two feet lower, or why should the grades be extended so many feet, simply in order that this company should run buses?"

Mr. Drayton claimed that they were not asking that any grade interfere with. The board, however, declined to change the height of the subway. The approval of the plans of the C. P. R. was reserved till a later date.

Would Refuse to Construct. On the application of the C. N. R. in regard to the grade separation between Avenue-road and Dovercourt-road, J. W. Leonard, general manager of the C. P. R., said that the late chairman of the board had accepted the C. P. R. plan on condition of Howland-ave. remaining open. Now Mr. Mountain, the engineer of the board, suggested making grades which he as an operating man would refuse to construct.

Angus MacMurtry declared that the compromise plans called for a considerable sacrifice of property on the part of the C. P. R. D. J. McKinnon, on behalf of the Pease Furnace Co., objected to the plans. If they were gone on with, a large proportion of the sidings of the company would be rendered useless.

Vice-Chairman Scott said that the question was whether the rights of an individual should be allowed to interfere with the rights of the public. Decision on the application was reserved.

The City of Toronto applied for an order directing the C. P. R. to erect gates or other protection at the Dovercourt-road crossing. This location is included in the proposed grade separation, and the board ordered that in the meantime gates be erected and a watchman installed, the railway and the city each to pay half.

Humber Valley Threatened. Mr. Home Smith raised a strenuous objection to the location of the proposed cut-off of the C. P. R. from Lambton to the Owen Sound line at Weston, following closely the Humber River, and proposed an alternative route from Lambton westerly to Islington, thence due north and northeast to Weston. The C. P. R. plan, if approved, he claimed, would mean that the Humber Valley would be destroyed as a residential district by freight trains being hauled up it and engines whistling for curves and bridges.

Mr. J. W. Leonard, of the C. P. R., asserted that the alternative route would cost \$1,000,000 to build. It would be 34 miles longer than that asked for by the company, which is about 4½ miles.

"It is not fair," said Mr. Home Smith. "I was there first by five or six years." He related his offer of 150 acres to the city as a parkway up the Humber Valley, and said he was prepared to offer another 150 acres if the city wished to extend the driveway to Weston. "It's two for me and one for the city. It takes no credit for it," he said. "If that road goes there, it is a body blow to me."

Mr. Smith declared he was willing to give the C. P. R. a right of way far enough back to preserve the beauty of the Humber Valley.

Mr. Drayton announced that the City of Toronto endorsed the contention of Mr. Home Smith.

"Either approve our plans or reject our application," exclaimed Mr. Leonard of the C. P. R., somewhat warmly.

The board reserved decision.

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of way over the C. N. R. into Belleville.

The C. P. R. were also given permission to cross the C. N. R. near Brighton, and the contention of the latter company that the C. P. R. should pay part of the C. N. R.'s outlay on a 100,000 embankment was not allowed.

The board will send its engineer to view the land of F. Walden of the Township of Ops, who sticks out for a tiled drain across his property, whereas the C. P. R. wants to construct an open drain. The farmer says the railway's plans will flood his lands.

The new Union Station plans will be considered to-day. The board decided to meet at 10 a.m., although it is a holiday, as many of the parties interested were anxious to go on. The G. T. R. are standing pat on their plans for the station.

A. S. Goodlove, former member for Kootenay, in the Dominion Parliament, made his first appearance as a member of the board yesterday. Vice-Chairman D'Arcy Scott and Dr. Mills were also present.

FOUR WOMEN REPUBLICAN DELEGATES.

CHICAGO, May 23.—(Can. Press).—Four women will occupy seats as delegates at the Republican national convention June 18, two from California and two from other western states. The first woman delegate to sit in a Republican convention was at Minneapolis in 1892 when Wyoming sent one of the fair sex as one of its delegates.

Sergeant-at-arms Wm. F. Stone has received scores of applications from women in western states for appointment as assistant sergeants-at-arms, door keepers and ushers at the convention, but following a precedent es-



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