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SPECIAL NORTH TORONTO EDITION The Toronto World

EIGHTEEN PAGES—THURSDAY MORNING JULY 4 1912—EIGHTEEN PAGES

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Vote For Annexation and Against the Agreement

MAYOR BROWN TELLS WHY HE FAVORS ANNEXATION AND OPPOSES DOUBLE TRACKING

Town's Leading Citizen Says the Best Interests of North Toronto Would Be Served By Joining Hands With City—Believes Agreement Provides for Perpetua Franchise.

Mayor Brown, when asked by a World reporter, as to his views on the two questions of double-tracking and annexation, to be voted upon on Saturday next, said: "With regard to annexation, I do not think that the town's application, when before the city council last year, was considered on its merits, and the action of the city council in passing a resolution of expediency a few weeks ago proves that the annexation of the Town of North Toronto would be to the best interests of the city.

Strongly in Favor. "As to our sewerage system, this is partly installed, and when completed it must of necessity be extended from line to line. The same may be said of the water mains. It is, therefore, inevitable that the city will be bound to extend as necessity demands. Taking everything into consideration, and the fact that the government has refused the privilege of extending our water system, which means in the near future, taking water from the City of Toronto, and believing, as I do, that the best interests of the two municipalities could be best served under one head, I am strongly in favor of annexation of the Town of North Toronto to the City of Toronto.

Against Agreement. "I feel that the council have done their duty in presenting the agreement to the people, and it is for them to decide. As for myself, I am strongly opposed to the agreement as it exists at the present time. (1) because the company did not give any stated time as to the removal of freight from Yonge-street, which they are not bound to carry, according to Mr. Wilson's statement as provided by their agreement; (2) because the town is not receiving anything like sufficient mileage for granting such a franchise; and (3) because I believe the agreement provides for a perpetual franchise and does not end in 1923.

Annexation of North Toronto Will Settle the Centre of Toronto

If North Toronto declares for annexation the real estate and residential centre of Toronto will be at the new union station of the C. P. R. and C.N.R. at Yonge and Cottingham-streets. If Yonge-street in North Toronto is not in the city, then the real estate centre will move to Spadina and Bloor, or thereabouts. The new station will be at the north portal of the Teravay-street tube, or, more likely it will be carried up to St. Clair-avenue and York-street. There will be a big uptown hotel on Deer Park Hill. If there is no extended city on Yonge-street, the tracks, the big uptown hotel will be near Bloor and Yonge.

What Annexation Will Do for North Toronto

First, it will make the town a living and live portion of the great City of Toronto. North Toronto is still in the village stage and has hardly an industrial plant of any kind. Second, it will give to North Toronto the real estate values of the city; and this is best evidenced by the fact that as soon as Deer Park was taken into the city—and Deer Park adjoins North Toronto to the south—Deer Park values went to city values; and Yonge-street lots that were held in fee within a few years from this date, are now held at \$500 and \$600, and building lots which you could have bought for \$200 a foot in Deer Park two years ago are now \$60 a foot; and house values have improved in the same way. Annexation will carry city values clear up Yonge-street for pretty nearly three miles and into all the side streets of Yonge and every property owner will be benefited.

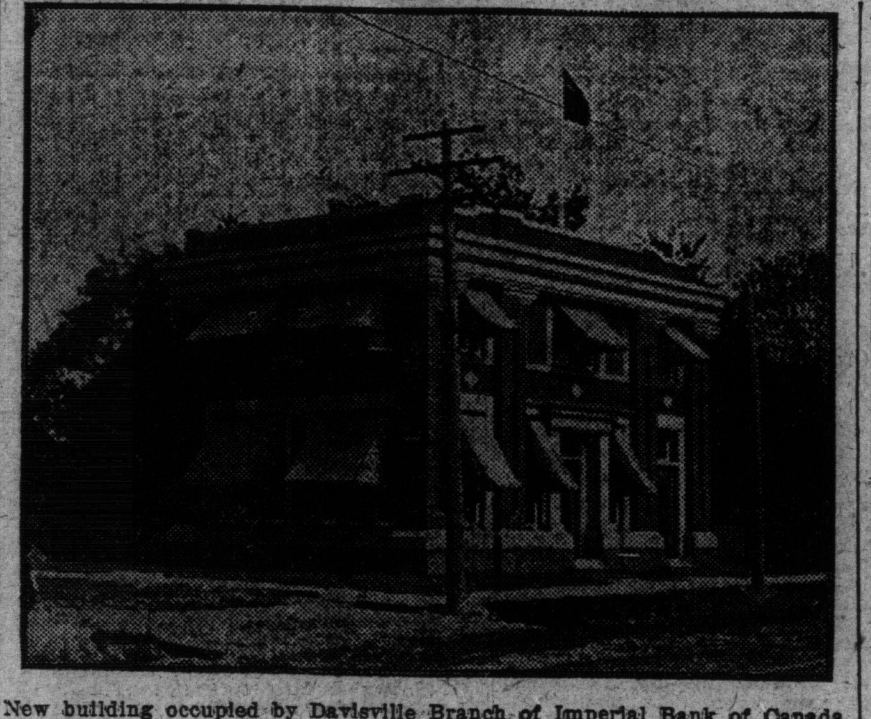
One great benefit of annexation will be to increase the business of the stores on Yonge-street as fast as the new section of the city is built up; and many more stores will be built on Yonge-street. But best of all, annexation will give single fares from any place in North Toronto to any part of the city. It may take the city a little while to work this out, but once annexation is passed municipal buses will be put into service and the city will apply for power to expropriate the Metropolitan Railway within the annexed portion of the city and an arrangement will be made for a single fare service with transfers all over the city; and not only that, but the Metropolitan cars will be given some kind of entrance into the city and right downtown; so that annexation will benefit not only the people of North Toronto by giving them single fares, but provide an entrance for the Metropolitan system to the front of the city.

West Toronto, East Toronto, Yorkville, Deer Park, the Midway, Seaton Village, Upper Canada College and a dozen other annexations in the past have all been beneficial to the parts annexed; and not one annexment would withdraw to-day if it had the opportunity of resuming its ancient form. West Toronto has been galvanized into the most progressive and most industrial portion of all Toronto. East Toronto is becoming a place of magnificent residences and municipal improvements are being rapidly provided by the city for all these new annexes.

What Annexation Will Do For North Toronto

History of North Toronto's Growth, Steady and Sturdy—The Town Has Always Developed Along Broad Lines—A Constant Struggle for Transportation.

The act incorporating the town provided for a mayor, reeve, deputy-revee and nine councillors. And the first council was composed of John Fisher (mayor), Arthur L. Wilson (reeve), Joseph S. Davis (deputy-revee), Adam D. Spears, Joseph T. Covert and George Lawson. Councilors for Daville-ward, Dr. G. W. Jackson, John S. Stubbard and Robert Dack, councillors for Eglinton-ward, Sam J. Douglas, Dr. S. H. Richardson and



New building occupied by Daville Branch of Imperial Bank of Canada.

Why You Should Kill Double Tracks

Two freight tracks on Yonge street would monopolize the highway. A freight railway of 20-ft. wide, two sidewalks 9 to 10 feet wide each would just leave 13 feet on each side of the tracks for vehicular traffic. Unless Yonge street was widened, it would be almost impossible to conduct business on the thoroughfare, and ordinary traffic would have to take some other way to and from the city.

Some Strong Reasons for Annexation

Annexation of North Toronto to the city would mean the biggest boom in property and business that ever struck the town. Did you ever hear of Yorkville, Parkdale, East Toronto or West Toronto, or any other portions annexed to the city, expressing a desire to go back to their original condition? Annexation may raise the taxes of some to a small extent, but it will also raise the price of all properties out of all proportion to the increased taxation.

Engineer James has estimated that the cost of the special foundation for the double tracks would be \$72,100, all of which would be paid by the town. This does not include the surface pavement, which would bring the amount up to \$113,000—more than it would cost to pave Yonge street without the double tracks.

Engineer James refuses to state the life of a pavement on Yonge street if freight trains are run over the tracks; but other engineers say that the expense of any concrete foundations would be very short with the proposed Metropolitan traffic.

Conservative estimates place the yearly cost of paving for the proposed double tracks at \$200,000, of which the town would have to pay at upwards of \$20,000. This would be done for over two and a-half miles each side of the tracks and would cost several thousands of dollars.

No estimate or allowance has been made for keeping the snow off Yonge street. Snow from the tracks would be piled up on the sides and would have to be carried off. This would have to be done for over two and a-half miles each side of the tracks and would cost several thousands of dollars.

For all the privileges and for ever, because the company's rights would be perpetual for two tracks, the Metropolitan Ry. would pay the magnificent sum of \$2,000 a year. This amount would not pay for the solicitors' fees in trying to get the company to keep its bargain.

For several years the town has tried to force the Metropolitan Railway to keep its present track in accordance

Competition for population is keen in all sections of the city, and if North Toronto was part of the city it would stand the same chance as any other part of getting its fair share of Toronto's growth.

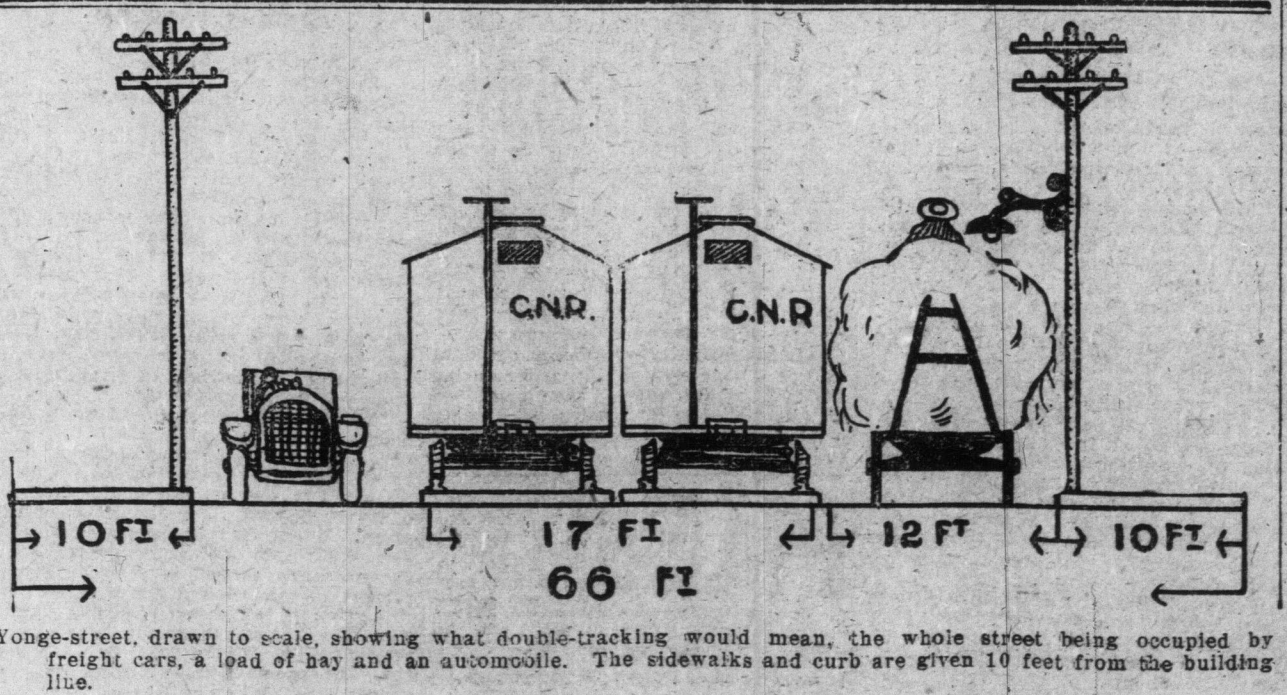
Toronto can borrow its money for improvements at 4 per cent; North Toronto has to pay over 4 1/2 per cent. Local improvements and all civic undertakings in North Toronto therefore cost over 10 per cent. In interest charges more than would be paid if Toronto did the work.

A water famine is bound to loom up in North Toronto as soon as the sewers are in use. It will cost \$100,000 to get a water supply from the city, and the water bills of the householders will be more than double. As part of the city North Toronto residents will get water at the same price as other city residents.

A parallel road east and west of Yonge-street with civic cars can only be effectively handled by Toronto. Civic car lines are now being laid to East and West Toronto, and with North Toronto annexed one-fare cars in the city would operate on Mount Pleasant-avenue and on Avenue-road.

With North Toronto in the city there would be no more farm land assessments, and the small property owner would be relieved of an injustice of having to pay part of big holders' taxes.

Assessment Commissioner Forman says Toronto would make North Toronto a present of \$200,000 by taking



Yonge-street, drawn to scale, showing what double-tracking would mean, the whole street being occupied by freight cars, a load of hay and an automobile. The sidewalks and curb are given 10 feet from the buildings.

TOWN WOULD NOT BE ABLE TO ENFORCE THE UNDERTAKING

Serious Legal Flaws Found in Proposition With Railway Company by Counsel to Whom Agreement Was Submitted—"Jokers" Scattered Thru It.

Altogether too indefinite is the proposition between the town and the Toronto & York Radial Railway Co., is the opinion of W. A. Werrett, to whom the council submitted the agreement for legal advice.

Mr. Werrett's letter to Mayor Brown follows. In it he points out more than one place where the town would suffer at the hands of the railway company thru little catches, "jokers," in the agreement.

Dear Sir: In compliance with the Resolution of your Council, I beg to say that I have considered the Undertaking of June 27th, 1912, addressed to the Mayor of North Toronto by W. H. Moore, General Manager of the Toronto and York Radial Railway Company, and in my opinion the Corporation of the Town of North Toronto would not be able to enforce this proposed Undertaking. The Undertaking submitted to me is so indefinite and so full of legal traps that it is impossible to use cars other than "Steam Railway" Freight Cars. The words "Steam Railway" should be eliminated. There is no consideration for the giving of the Undertaking and this objection might prove fatal to its enforcement. I am of the further opinion that as this will prove to be a matter of great importance to your Corporation any agreement which you propose entering into with the Toronto and York Radial Railway Company should be in the form of an undertaking such as submitted, but in the form of an undertaking made with your Municipal Corporation and properly executed and sealed by both parties in such form that a specific contract is made with your Corporation and in the form of an application to the Ontario Railway and Municipal Board. It will be necessary for the Railway Company to produce evidence to you to show that the proper officers execute the new Undertaking in the terms of the former confirmed agreements, as in case of litigation the burden of showing that the agreement has been executed by the proper officers of the Railway Company will be upon your Corporation.

ALL TORONTO PAPERS CONDEMN DEAL WITH RAILWAY COMPANY

ALL BUT TELEGRAM FAVOR ANNEXATION—TOWN SHOULD KEEP OUT OF CLUTCHES OF TRACTION INTERESTS.

Below will be found editorial opinions from all the Toronto daily papers, everyone of which strongly condemns any further dealing with the Metropolitan Railway Company and all except the Telegram advise annexation to the city.

NORTH TORONTO SHOULD KILL THE METROPOLITAN AGREEMENT.

Toronto Telegram: North Toronto is asked to vote for the double-tracking on Yonge-street. The defeat of annexation will not result in a verdict that cannot be reversed if union with the city should ever become advantageous to North Toronto.

For a verdict that cannot be reversed if union with the city should ever become advantageous to North Toronto, the North Toronto voters for the double-track agreement that town will vote its neck into a halter duty realizing that the other end of the rope is held by the Metropolitan Railway.

The Metropolitan Railway is a mere harvest-mill on the strong hand of Sir William Mackenzie. And North Toronto will do irreparable injury to the people of the town vote themselves into the clutches of the Mackenzie traction merger.

Toronto News: A year ago the residents of North Toronto were anxious for annexation to the city. The proposal offered advantages to both parties, but the council behaved in somewhat cavalier fashion, and finally handed the responsibility of making a decision to the landowners. Nothing has occurred since then to make amalgamation less desirable to North Toronto. Its interests are identical with those of the city. If forms an urban and not a rural community. That is to say, the residents depend for the most part on commerce and industry, and not on agriculture. Therefore, it cannot be fenced off from its sources of supply, its railway facilities and its markets, and continue to prosper. On the other hand, Toronto can ill-afford to have its growth restricted by a town holding a strategic position of such importance.

For the moment argument hinges on a railway franchise, and this in turn may be used to force the town into a state of dependence for many necessary services. It is desirable to have double tracks so as to secure better service, and also it is necessary to have a complete rail. It may use its added strength to force on the residents the service of the Toronto Electric Light Company. As the town grows, it will have to be paid for by consumers from the people. The Metropolitan Railway is only an offshoot of a powerful corporation which, quite legitimate, will force the city.

STILL ANNEXATION. A meeting will be held to-night in the public school, B.S. No. 28, immediately north of the city limits, to discuss the question of annexation with the city.

Continued on Page 2, Column 8.