YORK COUNTY ...AND... SUBURBS

YORK COUNCIL BUSY KEEPING PACE WITH TORONTO'S GROWTH

Thirty-Five Thousand Thoug ht Big Price for Acre School Site—Estimates Will Be Secured on Cost of Bridge Over West Don—Many Important Matters Taken Up.

York Township Council had a strenuous meeting yesterday. The development on the city's fringe brings up questions at every meeting that involve possible complications with the city.

A deputation appeared from school section No. 30 regarding a new cite for the school at the corner of Spadina road and Coulson. The trustees recently asked the council to raise $35,000 for the purchase of one acre. Even in view of the great advance in values, the council thought $35,000 a tall price for an acre, but the trustees' solicitor, Mr. McNaughton, explained that the sum included an appropriation for moving the present school, as well as fees contingent on the transfer and possible expropriation.

Mrs. M. J. B. Wiley, the only lady trustee in the township, said that they might get a site for $23,000, but they wanted to have enough in the first place.

Will Secure School Site.

The resolution passed by the public meeting, authorizing the request, only mentioned a site, and did not include moving or extensions.

Reeve Syme refused to do anything in the matter until this had been straightened out. There are about 200 children attending the school, and conditions are too crowded for comfort.

Deputy Reeve Miller thought that the trustees should get in touch with the city board of education before doing anything further, and see what the city's plans for the future were.

Bridge Over West Don.

W. F. Maclean, M.P., addressed the council on behalf of the residents in his district who are interested to know the cost of a high level bridge over the west Don, immediately north or south of the C.P.R. bridges, and giving access to and from Leaside. He said that he himself would give a road from the proposed bridge to the Don road. He pointed out that the C.N.R. had been making surveys and estimates for a bridge at this point, and would be willing to co-operate with the township. The level of the bridge would have to be 20 feet lower than the C.P.R., he thought, in order that vehicles could go under the ends of the railway bridge. All the traffic that came down the Don road could then reach the city without descending into the Don Valley. The Townships of Markham and Scarboro, he thought, would also co-operate, and the cost assessed on the districts directly benefited.

Mr. Maclean also pointed out that the bridge might be utilized by the new Toronto & Eastern Railway and the Hydro Radial already planned. All that was necessary at the present stage was a report from the engineer as to the probable cost, etc.

The council thought well of the proposition and passed a resolution instructing Mr. Barber, the township engineer, to prepare an estimate.

Bring Highway Board to Court.

Another matter Mr. Maclean brought up was the necessity for something being done to the Don road, which is almost impassable in its southern section.

"The highway board is responsible for the roads now," said Reeve Syme. "All we can do is pay the money."

"If they are responsible, why don't you make them do something?" said Mr. Maclean. "Somebody could be indicted for keeping as dangerous a highway as the Don road is today. Let us put them in court."

"The commission cannot do much until the government appropriates the money that has been on the way for a long time," continued the reeve, "but we will be meeting them soon and will take the matter up then."

In these days of cut prices and close contracts one often hears of lawsuits, but seldom of a contractor receiving $100 extra because he did his work well. Isaac Scott had the good fortune to build a bridge for the township, and because his figure was a little close and the work well done, the council, after listening to his case, awarded him $100 additional.

W. N. Taylor's tender for a sewer on Russell Hill road was accepted at $898, and Engineer Barber was instructed to take grade levels for a sidewalk the length of the sewer.

Hasten Hydro to Todmorden.

In response to the council's enquiries regarding the non-arrival of Hydro lighting at Todmorden, Mr. Gaby of the Provincial Hydro wrote to say that the matter had been in the hands of the Toronto Hydro-Electric since the council gave the required authority, and that the delay was probably due to the difficulty of getting sufficient construction material. He promised to do all in his power to hasten matters.

"If something is not done soon," said Reeve Syme, "I'd favor making a deal with a corporation. These people can't wait forever to get light. It's the same in my own district (North Runnymede). We all want Hydro, but if we can't get that we will have to do something else."

A letter was received from James A. Fullerton, K.C., concerning the dispute between the city and adjacent townships over the width of roads required by the Suburban Plans Act. Judging by the tenor of Mr. Fullerton's letter, there are yet more fights to be fought. Discussing the conference, Mr. Fullerton wrote:

"If I gathered the purport of the meeting right, the chairman was endeavoring to get the township fathers to send in reports asking for amendments of anomalies to the act. If they do that, are they not assenting to the principle of the act? Should they not begin by fighting the confiscation as wrong in principle and something to be stopped altogether? If that be their position they must guard themselves against sanctioning by their reports what they so regard."

W. A. Clark was the only one present to comment on the letter. He said:

"High treason and the Suburban Plans Act are the only two things a man's property can be confiscated for in Canada."

ADULT BIBLE CLASS HOLD LAWN SOCIAL

News of Ward Seven—Mix Up of Rigs on Dundas Street.

The adult Bible class of Victoria Presbyterian Church, held a most enjoyable lawn social and band concert last night on the lawn of Rev. D. T. L. McKerroll, 19 Lows street. An excellent musical program was rendered by the band of the 48th Highlanders.

Things looked lively for a few minutes on Dundas street, east of Keele, yesterday afternoon, when a wagon driven by Sal Ricci of 403 Adelaide street east, ran into a standing delivery wagon of Mr. J. Tobin, beside the curb, and before the store, upsetting it and spilling the contents. Naturally the storey's horse resented

mix things up so that when he was finally caught, calmed and the articles collected, a badly damaged wagon and a bruised horse were left.

Two alarms took the firemen from their Keele street quarters, yesterday, but in neither case was the fire a serious one. The first, about 2.15 p.m., was caused by a spark from a nearby engine igniting the shingle roof of West Toronto's magnificent Grand Trunk depot, but the prompt arrival of the fire fighters saved the edifice. The second about 7.40 last night, was a blaze at 558 Clendenan avenue, when a bon-fire in the backyard grew dangerous and threatened the house. In neither cases was the damage serious.

The death occurred yesterday afternoon, of Miss Ann J. Todd, at her late home, 224 Annette street, in her 53rd year. The funeral takes place to Riverside Cemetery, Weston, on Wednesday afternoon.

The sanctuary boys of St. Cecilia's Church, Annette street, are holding their annual picnic and excursion to Olcott Beach, on Wednesday afternoon.

H. E. Hopkins of Annette street, leaves this morning for a trip to the 30,000 Islands and Mackinac Island.

RUNAWAY THRILLS "CARLESS" CROWD

Bolts Two Miles Down Yonge With Four Men in a Buggy.

The crowds waiting on Yonge street last night owing to the Metropolitan cars being stalled got a thrill to dissipate the tired feeling when a horse pulling a four-seated buggy tore down Yonge street like a streak of lightning, scattering everything before it. Mr. Young, the manager of the York Springs Water Company, was the only one injured. He jumped out when the horse broke away a second time and got his legs badly hurt. He and two others, D. Wheeler and Mr. Robinson, were standing at Glen Grove waiting for a car and looking for a lift when the rig came over the hill with only the driver in it. The latter acted like a good Samaritan and the three got in. The horse got frightened and bolted with the three men hanging on to the reins. They managed to pull it up near the Belt Line bridge, but it broke away again and Mr. Young jumped. The horse was finally brought up at the south end of Mount Pleasant Cemetery with the shafts of the rig smashed.

WHITBY TEMPORARY TERMINUS OF C. P. R.

Further Track Laying Arrested by Lack of Grade Work.

WHITBY, July 7.—(Special.)—No time is being lost by the Dominion Construction Co., contractors for the new lakefront line of the Canadian Pacific Railway, in taking advantage of steel reaching Whitby. Immediately work began laying sidings, bringing the string of boarding cars, with its multitude of motley men, erecting water tank, gathering supplies, etc., for making Whitby the temporary terminus. Further advance in track-laying is arrested by the fact that the next three miles eastwards towards Whitby's twin town—Oshawa—was the last piece of contract to be let, and for some days it will be impossible to continue the record in steel laying reached between Agincourt—where this new line leaves the present Montreal one—and Whitby. Great crowds have visited the scene of operations and inspected with especial interest the big track-laying machine that has made possible this rapid progress in track construction.

NEWMARKET

The need for improving the water supply was the main topic of discussion at last night's meeting of the Newmarket Council. It was practically decided that some new wells would be bored, and Mayor Allan, Reeve Keith and Councillors Hunter and Boyd were appointed a special committee to deal with the problem. The four standing committees appointed are as follows:

Roads and bridges—Councillors R. B. Smith and A. W. Evans.

Property and police—Councillors W. E. Dolan and E. J. Hill.

Mayor Allan is ex officio a member of all committees.

A petition was presented to council, asking that Pearson street be opened to its full length. At present it runs from Prospect street to Court, and some property owners want it extended to Hamilton. The petition was received and referred back for consideration.

DEATH OF MRS. PUGSLEY.

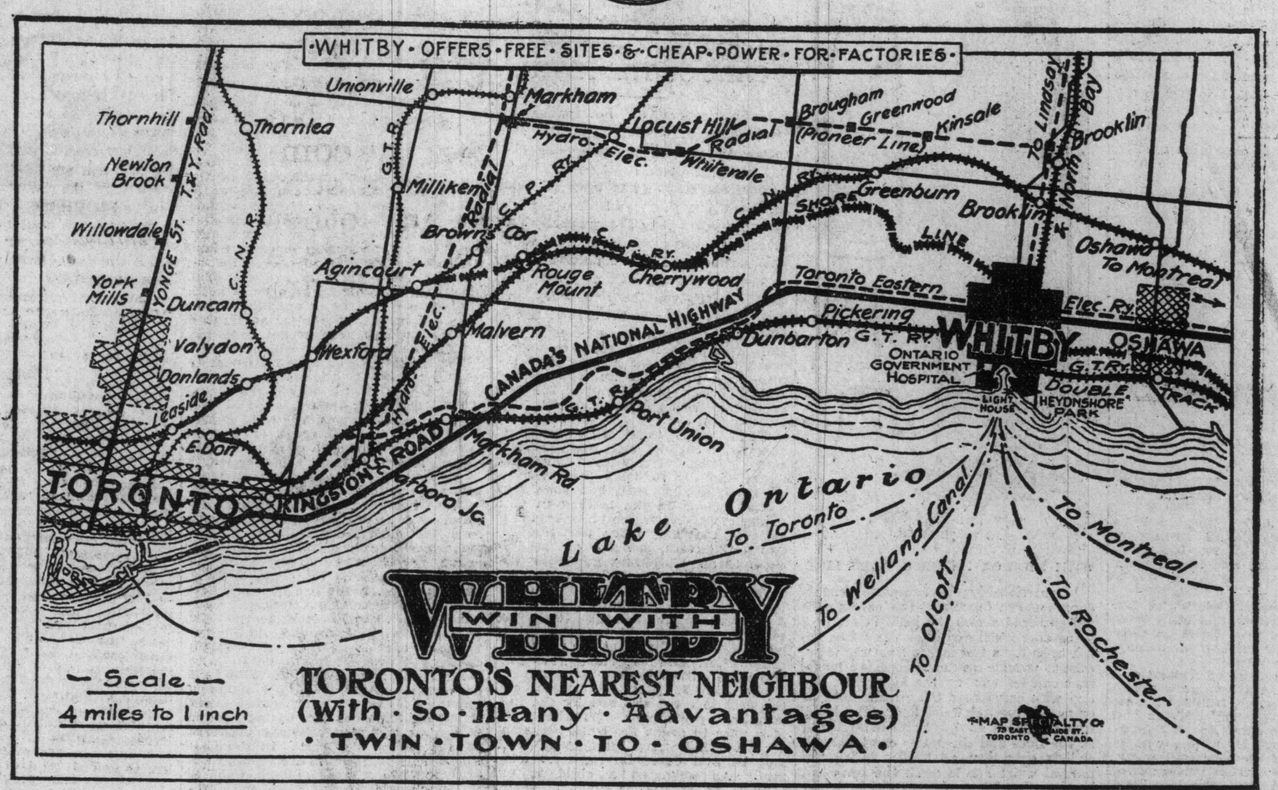
Mrs. Pugsley, widow of the late Gilbert R. Pugsley of St. John, N. B., died at noon yesterday at her residence, 267 Pacific avenue. A funeral service will be conducted at the residence this evening at 8.30. The interment will take place at St. John, N.B.

Bruce Old Boys' Annual

The Bruce Old Boys will hold their annual excursion Friday, July 11th, to Southampton and Wiarton, via Grand Trunk, leaving the Union Station at 7.00 a.m. This is one of the finest opportunities of the year to revisit the old home as the train stops at all stations in the county. It gives you a four days' visit at less than half the regular single fare, and the committee has made special arrangements for the accommodation of everybody on the train. Tickets at G. T. R. office, or

Whitby's Wonderful Transportation Endowment

Written for the Town Council by T. Howard Annes, Chairman Finance Committee



When His Worship, Mayor Willis, as chief magistrate of the county town, presented the silver trowel to Major Rutledge, the respected chairman of the board of education, at the laying of the corner stone of Whitby's free public library, the other day, it probably never occurred to either of them that there was any association between the action and a similar handing over of a shovel by Contractor Stewart to the latest arrival amongst the immigrants then almost daily augmenting his working force in the construction of the Canadian Pacific's new lake front line thru the town, yet both incidents are traceable to one of the world's outstanding personalities of today, Mr. Andrew Carnegie.

But for the munificent gift from the laird of Skibo Castle, the citizens of Whitby would not see rising from the corner of Dundas and Byron streets, the beautiful building that shortly will be the new home of the "Poor Man's University," as it was referred to by Dr. Hare, principal of Whitby's famous educational institution—the Ontario Ladies' College—one of those who took part in the ceremony; and if it had not been for the genius for commercial organization of the distinguished donor, the financial fruits of which have made him so enormously rich, that he is able to give away millions to libraries and other civilizing agencies, the perfection of the steek industry with its consequent cheapening of steel rail production and railway development evidenced so profoundly in our very midst at the present moment, might not have been made possible.

It is in fact due to Mr. Carnegie's contribution to the solving of the transportation problem, which cheap steel for rails, bridges, ships and structural purposes are proving, that Whitby owes its ten thousand dollar library and the re-awakening, after some sixty years' sleep, to become a modern railway centre.

How wise our forefathers were in this respect is clearly shown by the seal which they designed at the foundation of the town, and which is printed at the head of this article. The national emblem, the beaver typifying industry as the leading characteristic aimed at by the then budding community, is supported by a shield on which are pictured a locomotive and a ship, representative of the two great divisions of transportation—travel by rail and water.

They realized that the future of the town, in the successful establishment of commercial and industrial enterprises, depended upon the facilities for transport that it offered to capitalists. The fine natural harbor and expensive works for its improvement that had been the base on which Whitby was founded, was at that time supplemented by the building of the Grand Trunk Railway. The losing fight for the second railway, between Lake Ontario and Georgian Bay, while it ended in the Whitby, Port Perry and Lindsay line, and kept the county seat at Whitby, is now likely to turn out more fortunately for us. While these were not sufficient to enable the town to compete successfully for the location of manufactories, with places having the Canadian Pacific and latterly the Canadian Northern Railways, now that the two latter systems are coming to us in the lines under construction, Whitby will be the only town within the suburban area of Toronto to possess all three transcontinental railways and water shipment as well.

Whitby deserves this distinction as a railway centre. It was one of the first towns in the Dominion to show faith in railways by putting nearly one hundred thousand dollars of municipal money in the line to the north, now part of the Grand Trunk System. It secures to Whitby today the shortest route between a lake port on the Canadian frontier and the great northwestern empire that for years to come will be the chiefest consumer of products which for many reasons must be manufactured in eastern Canada.

The advent of the two railways now building thru Whitby more than doubles the transportation facilities of the town. Within the corporate limits of Whitby, there will be more than twenty-five miles of trackage of these three transcontinental systems. More acreage of excellent sites on which to build factories possibly cannot be found within the corporate limits of a single municipality elsewhere in this country. Thru the wisdom of retaining its electric light and power, as well as water works franchises, and operating them as public utilities, Whitby is today in the fortunate position to offer to manufacturers the great boon of cheap electric power. Coupled with the provision of free sites for industries, the town's policy is to bid for worth-while enterprises of this kind by offering cheap power, and liberal concessions for assessment purposes.

Not the least important railway project in relation to Whitby is the pioneer hydro-electric radial from Toronto eastwards thru York and Ontario Counties, with termini at Uxbridge, Port Perry and Whitby. Acting under authority given by the provincial legislature at its recent session, application has been made to the hydro-electric commission for Ontario to make the necessary investigation into and report upon its feasibility. Preliminary lines have already been run by the engineers of the commission. Whitby may thus secure the long desired benefits of an electric railway between the upper portions of the town and its splendid harbor, the immense hospital for treatment of mental diseases the Ontario Government is establishing on the lake front of the town and the increasingly attractive summer watering place, Heydenshore Park, which lies directly across the waters of the harbor. Besides all this, Whitby will thus obtain the inestimable advantage of connection with the system of hydro-electric radials, that under Hon. Adam Beck's able executive management, promises to gridiron the province. Whitby should afford an admirable location for car shops to supply the equipment for such a system of provincial electric railways.

Sir James Pliny Whitney's promise that he will bring down at the next session of the Ontario Legislature a comprehensive plan of good roads for the province, involving millions of expenditure, makes another transportation advantage a certainty for Whitby. As part of the scheme of a national highway for Canada, the Kingston road, which is the main street east and west thru Whitby, beyond a doubt will be the first to be undertaken for improvement in such a plan. Leaving altogether out of consideration the incalculable benefit to the farming community from a good road for horse-drawn traffic, to say nothing of the pleasuring of automobilists and the money in millions a fine road will thus distribute thruout its course across the country, the cheap freights motor trucks operating over it between Whitby and Toronto will provide should be one of the most valuable uses to us of this great national highway.

A curious reflex action of the extraordinary railway development in this part of the province is the healthy stimulus being taken in that very ancient transport animal — the horse. But for the facility of transit the Toronto Eastern will afford between Toronto and Whitby, it is not likely Sir Henry Pellatt would be establishing his magnificent stock farm, "Meadow Brook," on the western outskirts of the town. His very practical interest in the latest enterprise the citizens have in hand, the Whitby Horse Show, is making it possible to start out with an ambitious two days' program, next Tuesday and Wednesday, July 15 and 16, when $2000 in prizes are offered, and many of the finest horses in Ontario are already entered for the event. It will be held in Whitby's lovely uptown park. So whirls the world around—the building of many railways revives concern in man's most useful transport animal—the horse.

The map herewith printed, because of its having been foreshadowed in the splendid series of railway maps Mr. W. F. Maclean, M.P., has from time to time given to readers of The Toronto World, opportunely now is first published in that metropolitan newspaper, for it graphically illustrates the really wonderful railway development going on in this part of Canada. It was prepared by the finance committee of the council, to whom had been referred the planning of a campaign of publicity for the town of Whitby. With one notable exception—due to the oversight of the draftsman—it is drawn strictly in accordance with the latest information obtainable, and is accurate as to scale. The cutoff between the Canadian Northern's new North Toronto route and its Ottawa-Montreal line is not shown. Draw a pencil mark between Donlands and the point of intersection between the Toronto Eastern and the Canadian Northern, a little to the north and west of Scarboro Junction on the Grand Trunk, and you will fairly well trace this most strategic piece of railway elaboration affecting travel to Toronto.

One of the remarkable results incident to its publication is the truthful comparison of the areas included within the corporate limits of our neighbors on either side, Toronto and Oshawa, with that of Whitby. It will be seen that Whitby enjoys another advantage from the foresight of the civic fathers in laying out the county town. Whereas Toronto is in constant trouble from conflicting interests in the adding of adjoining suburbs, and Oshawa is at present agonizing over a similar difficulty, Whitby has sufficient area within its nearly four miles from the lake to its northern boundary, and its two and one-half miles width along the Kingston road to get along for years to come, even if an unexpectedly rapid growth is the result of the revolutionary improvements at present under way.

It is not alone the unique relationship Whitby has to Toronto, but also that to its twin town to the east, that will assure a new and prosperous era in its history. Oshawa is proven by the severest scientific tests that can be applied to the last census of the country, to be the greatest manufacturing city in Canada. While the actual centres of the two towns are but four miles apart, in reality they are almost one community, growing rapidly together, and bound to become one great city.

"MARY JANE'S PA" VERY ENTERTAINING

A Rather Serious Toned Story That is, However, Bright and Pleasing.

It is a naive little vein of philosophy running thru an otherwise familiar enough tale that makes the success of "Mary Jane's Pa" at Shea's Theatre this week. The first appearance of it last evening sufficed to convince one of its enjoyable possibilities, and the Bonstelle Players realized most of these in competent fashion.

The title of this play of Edith Ellis Baker's, combined with its heralding as an amusing summer comedy, is misleading in a sense. It prepares the public for something of a more frothy, perhaps sensational, nature than they are warranted in expecting.

In reality it is the old story of the ne'er-do-weel expressed in a new phraseology and set forth on a new bias. The husband and father, who irresponsibly shuffles off family ties and obeys the dictates of wanderlust, is made lovable thru the understanding of his motives and impulses. Incidentally is revived the problem of whether the conventional life of "sticking to one's last" and building up a name and fortune at home, or of tramping the world, is the most profitable from an ultimate standpoint. Such phases as these, which turn a little from the ordinary, occur at intervals amid the local color of a quiet country town.

One of the pleasing personalities in the play was that of little Mary J... Miss Rhea Robinson imparted a dainty girlish atmosphere to this interpretation, and more especially in the confidential conversations of a little lassie, troubled with problems too big for herself, was most appealing. The role of Miss Macdonell this week is that of a strong, womanish personality who has battled against odds and won. The most pleasing part is that in the struggle the essentially feminine qualities have not been lost.

A large amount of general favor naturally follows the figure of the ne'er-do-weel. The careless abandon which Mr. Robins affects is well suited to reading the character of such a literary, philosophical vagrant as that desired.

The bulk of the action is confined to the second act. Before this there are a few periods which might be enlivened somewhat to whet the interest for what is coming. The whole, however, is unusually entertaining for a play of such length.

At the Strand.

Large audiences at the Strand yesterday were thrilled and fascinated by the wonderful photo play, "The Tiger Lily." It is a tragedy of jealousy, love and revenge, but it leaves the young lovers over whom the terrible menace suspends, free at the last to link their lives together. In the development of the absorbing story a tiger, which has taken a great fancy to the actress heroine, takes a strong part, and in the more intense moments the play is of absorbing interest and exerts a high degree of emotional power. This is one of the most holding dramas of its class ever produced at the Strand.

TESSIER MAYOR OF THREE RIVERS

THREE RIVERS, Que., July 7.—Mr. J. A. Tessier, M.L.A., was today elect...

SPARKLING PLAY BRILLIANTLY GIVEN

"Divorcons" Most Artistically Satisfying Performance of Haswell Company.

Victorien Sardou's sparkling comedy, "Divorcons," is the vehicle this week at the Royal Alexandra for the most complete, finished, and artistically satisfying performance that the Percy Haswell Company has given this summer. There was the snap and effervescent brilliance, about the second act especially, quite worthy of a metropolitan production. Miss Percy Haswell herself has the greatest part of the dialog, and her picture of the two years' wife, neglected and consoling herself, but all the time unconsciously eager for her husband's affection, was a thoroly delightful assumption. The plot of the play turns on the ardent flirtation of Mme. des Prunnelles with her husband's cousin, M. Adhemar de Gratignan, most amusingly rendered by Effingham Pinto. A bill to legalize divorce is going thru the French Chamber of Deputies, and the first act agords an opportunity for the discussion of the pros and cons of the question. Frederick Tiden played the part of Henri with fine smoothness and the ease of a of his friend, Clavignac, in which part De Forrest F. Dawley was capitally made up, he decides to humor his wife, and let her have the divorce. "It will put more husbands into circulation," Mme. de Brionne agrees, in the clever banter in which she, Mme. de Valfontain (Miss Julia Fanchett), Mr. Bafourdin (Edward Hayes) and the other characters engage. Mme. de Brionne, in her fascinating red blouse and white skirt and hat in combination, takes a widow's privileges, and Cyprienne readily becomes jealous. "You men have arranged things very nicely for your own convenience," she complains, and tells her husband that divorce for him is a rest cure, while Mme. de Valfontain regards it as positively indecent. Miss Haswell's long speech at the end of the first act was given with splendid spirit and without a dragging word. Young girls should see a little of life, as young men do, and then they would be able to choose, she concludes. The second act forces the clandestine lovers in open devotion, and the charm of illicit meetings disappears. Miss Haswell's rueful face as she confessed: "There's a big fly in my cream," was a picture. In the last act husband and wife go off to a restaurant, breaking faith with Adhemar, and the discomfiture of the cavalier is a fine bit of farce. JJoseph, the waiter, is made as artistic and amusing a bit of low comedy by James T. Galloway as Toronto has seen in many a day. It was just right and not over-exaggerated. The connubial bliss of the husband and wife making ready for divorce over an excellent dinner was hugely enjoyed by the audience.

Chick and Chicklets Here.

Chick and Chicklets, the latest comedy bicyclists to break into vaudeville, were the chief attraction at Scarboro Beach Park last night. Their performance was as daring as it was amusing, ... it is doubtful if two cleverer entertainers have been seen in Toronto for a long time. The music was supplied by the Band of the Mississauga Horse, and appeared to be greatly enjoyed by the large crowd. The moving pictures were another attraction. The films are changed three times a week, and are all new as far as this city is concerned.

HAMILTON HOTELS.

HOTEL ROYAL

Largest, best-appointed and most centrally located. $3 and up per day.

American Plan. edtf

$30.00

For the remainder of the season, rents a large furnished room, Stop 12, Burlington Beach, corner room upstairs, two doors opening on verandah. Owner forced to leave town.

Box 89, World Office, Hamilton.

$1,000 REWARD

For information that will lead to the discovery or whereabouts of the person or persons suffering from Nervous Debility, Fits, Skin Disease, Blood Poison, Genito Urinary Troubles, and Chronic or Special Complaints that cannot be cured at The Ontario Medical Institute, 263-265 Yonge Street, Toronto.