Federal Operation of N.T.R.

(Continued From Page 1.)

P. Graham, Hon. Wm. Pugsley and Hon. Frank Oliver. Sir Wilfrid took the position that the government had broken its contract with the Grand Trunk Pacific Railway Company by degrading the standard of the road with velocity grades and by the various changes it had made against the protest of the company in the location of the shops and terminals at Quebec. Mr. Cocarane, however, intimated that all these various changes had been sanctioned by President Chamberlain of the Grand Trunk Pacific and the other Liberal orators contented themselves with arguing that the time had not yet arrived for the Grand Trunk Pacific to decide whether it would take over the road or refuse to operate it. They argued that the road would not be completed until the shops at Quebec City, the two railway stations at that point and some minor works now in prcoess of construction were entirely finished.

Solicitor-General Meighen argued that the road was completed within the meaning of the contract, but severely criticized the various blunders of the Laurier government, including its surrender of the 5,000,000 deposit put up by the Grand Trunk Pacific then the contract was entered into.

Cost of Road.

The government also laid on the table of the house the report of G. A. Bell, and W. C. King, the government auditors, respecting the cost of the road to December 31, 1914, upon which the interest by way of rental is to be computed. They place the amount at $169,005,092. To this is to be added liabilities in dispute and to be incurred in completing unfinished work which they estimate at $10 581,785.

Preparing for Emergency.

Mr. Cochrane, in presenting his resolution, said that the government was only preparing for an emergency which might arise. The national transcontinental was now completed, and it was the duty of the Grand Trunk Pacific Railway to lease and operate it. The company had been notified that ie road was ready for operation, and that it would not be in the interest of the company or in the public interest to have lit lie idle. A lease had been prepared and forwarded to the company for its signature with the request that if any objection existed in the form of the same it should be made known to the government. The cost of the road as capitalized to Dec. 31, 1914, had been carefully computed and the company notified as to the amount.

While the Grand Trunk Pacific had not refused point blank to take over the road, they had failed to sign the lease tendered them, and were protesting, as the minister understood it, that the line was not completed. The government therefore asked for authority to operate the national transcontinents, between Moncton and Winnipeg and to lease or otherwise take over the Grand Trunk Pacific's branch line between Superior Junction and Fort William.

Unfinished, Said Graham.

Hon. George P. Graham insisted that the road was not completed and therefore hte company was not in default, no matter how many letters were written to them. He said as yet no terminals had been provided at the City of Quebec, nor had the Quebec shops, which were an integral part of the system, been constructed. That the road was not completed was evident from the fact that the government could not state how much it cost. Their auditors figured out that a certain amount had been expended, but they also declared that several millions were yet to be expended. How could a lease be executed? Under the contract between the government and the company the company was to pay as rental three per cent. interest on the cost, but nobody knew the cost, because the work was not finished.

The road might be in condition for trains to run over it, but a railway had to have terminal facilities.

Operate as Expedient.

"Personally," said Mr. Graham, "I would not be greatly shocked at the idea of the government operating the National Transcontinental in connection with the Intercolonial, and certainly some arrangement should be made to operate the line between now and the date when the Grand Trunk Pacific is to take it over. Perhaps the Grand Trunk Pacific will never take it over, but that we cannot tell until they are given a chance to go ahead under their contract, or repudiate it. The time has not yet come when we could call upon the Grand Trunk Pacific to take over the road, or say they will not take it over."

Sir Wilfrid Laurier argued that the company was not in default, because the road was not completed. He thought beyond that the company would be justified in refusing to take ver the road when it was completed. The standard of the road, he said, had been de-graded and changes had been made at the City of Quebec to the prejudice of the Grand Trunk Pacific and without its consent.

Pretence, Says Cochrane.

Hon. Frank Cochrane said that the Grand Trunk Pacific itself had built certain portions of the line as contractors. These portions had been certified by their engineers as complete and they had been paid for. He would take these sections as the standard and compare all the other sections of the road with them. They would all be found to be just as complete as the sections constructed by the G. T. P. The complaint that the road was not completed, he regarded as a mere pretence. The Transcona shops and the shops at the divisional points would be ample, but the government was going ahead also with the shops at Quebec. At Quebec City the National Transcontinental had arranged for a new union station with the Canadian Pacific Railway Company. Until this was completed the present terminals of the Canadian Pacific could be used and they would be quite sufficient.

The Real Trouble.

The time would never come when the Grand Trunk Pacific could not claim that the road was not completed and no way was provided by the contract between the government and the company for determining such a dispute. He thought the real trouble was that the company bargained for a road costing $60,000,000 and now objected to paying interest on $170,000,000. If the government did finish the shops and terminals in question, the company would then claim that the road was not completed until the Quebec bridge was finished.

Mr. Graham said that the company could not make that claim, because the late C. M. Hays had agreed that the government would do its full duty by providing car ferry service between Quebec and Levis. He read from the correspondence to show that the government itself did not consider that the road was yet completed.

Contract Vague.

Solicitor-General Meighen said the contract between the government and the company provided no method for determining when the road was completed. Gordon Grant, chief engineer of the N. T. R. commission, had certified that the line was now completed within the meaning of the contract, but the chief engineer of the Grand Trunk Pacific refused to join in the certificate. At best the government would have to face a long litigation, and, in the meantime, the railway would be going to pieces unless it was operated. He said the Laurier government had weakened the contract in every way. The $5,000,000 deposited by the Grand Trunk Pacific to guarantee that it would construct the western division and equip the eastern division had been returned to the company and a lot of more or less worthless American railway securities had been accepted in lieu thereof.

Originally it was understood that the Grand Trunk Railway Company of Canada was to invest $25,000,000 in the enterprise and thus become a partner or guarantor, but the Laurier government had permitted the Grand Trunk Pacific stock, issued to the Grand Trunk Company, to be treated as paid-up stock without requiring the latter company to invest a dollar.

Arbitration as Soluiton.

Hon. William Pugsley said that the contract provided an easy and expeditious way for determining whether the line was completed. If the chief engineer of the N. T. R. commission and the chief engineer of the Grand Trunk Pacific could not agree, they were authorized to call in a third arbitrator, and if they could not agree upon such an arbitrator, then the third man was to be appointed by the chief justice of Canada. In his opinion, the road was not completed, as the government itself admitted, because it was spending millions of dollars on shops, terminals and other parts of the system.

Pugsley's Charge.

"What is behind the resolution?" Dr. Pugsley demanded.

"There is no objection to the Intercolonial running its trains over the line between Moncton and Winnipeg. The contract between the government and Grand Trunk Pacific gives running rights to the Intercolonial over the N. T. R. and the I. C. R. can exchange traffic with the Grand Trunk Pacific at Superior Junction, just as it exchanged traffic with the Grand Trunk and the Canadian Northern at Montreal. Yet the government is taking power to expropriate the railway between Superior Junction and Fort William, 180 miles long, and also to expropriate the terminals and elevators belonging to other companies at Fort William. The government is trying to break up the Grand Trunk Pacific System as a transcontinental line, and the only result can be to compel the Grand Trunk Pacific to carry its traffic to Duluth and Chicago and over American railways to American ports. The expenditure authorized in this resolution will amount to at least $40,000,000. Yet it is suddenly thrown on the table of the house in the dying hours of the session, in spite of the prime minister's pledge a few days ago that no contentious legislation would be introduced."

Hon. Frank Oliver said the government was in the wrong and intends to bulldoze the Grand Trunk Pacific by seizing its line between Superior Junction and Fort William, together with its elevators and terminal facilities. Of course, if the Grand Trunk Pacific could not get to the head of the lakes, it might as well go out of business.

AT THE PHOTODROME.

An excellent list of films is booked for the Photodrome, opposite James street, on Queen, for the latter half of the week. It includes a feature comedy, Charles Chaplin in "A Night Out"; "Beneath the Sea," a submarine story, and the "Eagle and the Sparrow," besides others.

Was Troubled for Years With Kidney Disease

And This Treatment Cured Me—This Statement Endorsed By a Baptist Minister.

The great majority of people are familiar with the extraordinary curative powers of Dr. Chase's Kidney-Liver Pills. But for the benefit of those who are not we continue to publish from day to day reports from persons who have been actually cured.

MR. MOSHER.

The case described in this letter was an extreme one, and the writer was in a very low condition when he began the use of these pills. The cure was so marked that Mr. Mosher's pastor did not hesitate to vouch for his statement.

By their unique combined action on the liver, kidneys and bowels, Dr. Chase's Kidney-Liver Pills cure in complicated cases which defy the action of ordinary kidney medicines.

Mr. W. H. Mosher, Brockville, Ont., writes:—"I used Dr. Chase's Kidney-Liver Pills, and firmly believe there is no medicine to equal them. I was troubled for years with kidney disease, and this treatment has cured me. When I began the use of these pills I could only walk from my bed to a chair. Now I can go to the field and work like any other man. Dr. Chase's Kidney-Liver Pills are an excellent medicine."

This statement is certified to by the Rev. E. H. Emett, Baptist minister of Brockville, Ont.

By awakening the action of liver, kidneys and bowels Dr. Chase's Kidney-Liver Pills cure Constipation, Headaches, Chronic Indigestion, Kidney Disease, Liver Complaint and Backache. One pill a dose, 25 cents a box, all dealers, or Edmanson, Bates & Co., Limited, Toronto.

York County and Suburbs of Toronto

PROTEST AGAINST LANSDOWNE LINE

Residents Urge Railway Board to Change Route to Dufferin St.

ENGINEERS TO REPORT

Decision Withheld Until Question of Grade Has Been Considered.

Before the Ontario Railway Board at parliament buildings yesterday, Lansdowne avenue residents lodged their protest against the proposed civic car extension.

Hugh J. Macdonald, barrister, represented the opponents; City Solicitor Johnston, and Works Commissioner Harris appearing on behalf of the city. President H. Parfrey, of the B.I.A., Dr. G. R. McIntosh, president of the Caledonia Ratepayers' Association, and President John Walshe, of the Earlscourt and District Ratepayers' Association, supported the application, while a number of Lansdowne avenue and other residents represented the opposing faction.

Mr. Macdonald presented the protestants' side of the case with a rehash of arguments submitted some time ago to the board of control and the city council. Lansdowne avenue was a residential street, he stated, and the residents thereon had purchased land in the belief that the property would be fully restricted. He urged Dufferin street as an alternative, claiming that a car line on that street would be of much more benefit to the residents of the northwest section at large than would the Lansdowne avenue proposition.

"Everybody wishes to travel east," stated Mr. Hick, supporting the Dufferin street project. Mr. Hick declared his stand against the Lansdowne line, because it would tend to deteriorate property values on that street.

Had Time to Protest.

Works Commissioner Harris opined that the Lansdowne residents had had ample time to protest against the proposed improvement, prior to it being voted on by the electorate.

"This line has been urged for nearly two years now," went on the speaker, "and until recently no protest has been made. We have recommended that the line be extended on Lansdowne avenue, because Lansdowne is the logical place for it. The Lansdowne line is one that is needed immediately, while the Dufferin street proposition is as yet far away in the future."

Dr. McIntosh argued that Prospect Cemetery's position at the head of Lansdowne avenue would be no detriment to the eventual extension of the civic system, inasmuch as Caledonia avenue was adequate and available for future transportation facilities.

Endorsed Lansdowne.

President H. Parfrey charged Hugh J. Macdonald with having played turncoat on the Lansdowne avenue proposal.

"Mr Macdonald endorsed the Lansdowne avenue line at a Northwest Mutual Aid Association meeting, also at a meeting of the Hillcrest Ratepayers' Association, when the Bathurst-Lansdowne combination was first mooted," he said. "Further, Mr. Macdonald was appointed one of a deputation to wait upon the 1914 board of control, but was unable to attend owing to illness."

Argument became heated when Mr. Macdonal denied the imputation, which, however, was subdued by the chairman of the board ruling the adjournment of the meeting, pending the report of the board's engineers.

FARMERS EXPECT AN EARLY SPRING

General Opinion That Seeding Will Be Under Way in Two Weeks.

Farmers in the city yesterday from different parts of York, Peel and Ontario counties agree that the outlook for an early spring is very bright, and that with little or no snow on the ground and comparatively no frost, a fortnight would probably bring on the seeding.

In many places where the snow was deep or banked up there is practicall no frost, and a few bright warm days will work wonders.

Fall wheat never went into winter quarters in better shape, showing a strong blade and great luxuriance, and reports all seem to indicate that it has wintered remarkably well. The area sown is estimated to be the largest in the three counties named in 25 years, and given good weather from now on this will be a big year for Ontario farmers in wheat production.

In the "catch" of clover, timothy and alsike seeds reports from the midland counties are not very encouraging, much of the spring seeding having been already plowed up, tho the season is not far enough advanced to hazard an estimate as to the area winter-killed.

Mount Dennis

A sacred concert will be given tonight at 8 o'clock by the choir of the Anglican Church of the Good Shepherd, Mount Dennis, and on Good Friday a three hours' service, beginning at noon, will be conducted in the church by the Rev. T. G. Wallace, rector of St. Stephen's Church, Toronto. Full Easter services will be held on Sunday.

The soup kitchen conducted at his home on Weston road by the Rev. Gore M. Barrow, thruout the extreme part of the winter has now been discontinued. About 85 people were provided for daily, and many school children were saved from going hungry to school.

PASTURAGE OUTLOOK HELD MILK PRICES

Failure of Clover Seeding Will Increase Cost of Production.

At the annual meeting of the Toronto Milk Producers' Association, held in the city a few days ago, one of the chief reasons given by the farmers present as to why the present high prices for milk should be maintained, or even increased, was the poor outlook for summer pasturage, due to the failure of clover seeding.

In many parts of York and Peel counties a scarcity exists for capable farm hands, and from $20 to $25, and, in some cases, $30 a month for a term of eight months, with board, is being paid. In anticipation of an increased demand for all kinds of coarse grain, scores of farmers last fall broke up good meadow land with a view to increasing their grain output.

WILLING TO WAIT FOR HYDRO RADIAL

Scarboro and Markham Pleased With Railway Committee's Decision.

The action of the railway committee of the legislature in refusing to entertain the application of the Toronto & York Radial Railway for an extension of the 16-year-old franchise for a line from a point on the Kingston road up thru the Townships of Markham and Scarboro gives great satisfaction to the farmers in that district. In all the years that have intervened since 1899, no attempt was ever made to carry out the work, tho efforts were made to induce the company to go ahead. The district between Scarboro and Markham Village is indifferently served by the Midland division of the Grand Trunk Railway, and no attempt is being made to cater to local demands.

Since the passage of the Hydro-Electric bylaw last October in the municipalities of Scarboro and Markham by overwhelming majorities, a good deal of activity has prevailed, and while nothing was done toward opening up the Scarboro line to Markham, officials of the company stated that a line from Langstaff to Unionville and Markham from Yonge street was being seriously considered. The Kingston road branch to Markham, if endorsed by the railway committee on Tuesday, would have practically paralleled the Toronto-Unionville-Uxbridge hydro line the whole distance.

Presbytery to Hear Weston Church Case

It is confidently anticipated by the congregation of the Old Cross Street Presbyterian Church, Weston, that a good case for recognition as a separate and distinct church will be placed before the Toronto Presbytery on Tuesday, April 6, at 10 a.m., when representatives of the old and new congregations will be heard. When part of the original congregation moved to the new building on Main street, and formed the Westminster congregation, those remaining bought the old church building for $3250, and have since been worshipping in it under the pastorate of the Rev. C. R. Ashdown, Ph.D., with a paid choirmaster, a full choir and ladies' aid and other societies common to the congregations of all Presbyterian churches in Canada. There are 118 members and 106 adherents, a total justifying, in the mind of the congregation, its application for recognition.

The Rev. Dr. Ashdown has resigned the pastorate to join one of the overseas contingents as chaplain, and no permanent minister has yet been appointed.

School Infant Class.

A class for beginners will be opened in Weston Public School, King street, on Monday, April 12, and parents are advised to take advantage of the opportunity of giving children just at school age the experience of school life which the short session presents, before the regular school year begins at the close of the summer holidays.

East Toronto

Rhodes Avenue Presbyterian Church was filled to capacity last night, the occasion being an entertainment given by the Ladies' Aid Society.

The feature of the evening was a farcical sketch entitled 'A Ladies' Aid Meeting at the Mohawk Cross Roads in 1860.'" A large number of ladies took part, and the sketch evoked roars of laughter.

An excellent musical program was contributed to by Mrs. J. Roxburgh, Mrs. A. Fosby, Mrs. J. David and Mrs. W. Courtney.

GOOD FRIDAY PARADE.

The monster Salvation Army parade tomorrow morning will assemble at the parade grounds, armories, at 9.15, and from there they will traverse the principal downtown streets to Massey Hall. When the parade passes the Salvation Army Citadel, Commissioner Richards will review it and take the salute. The parade will be accompanied by 11 brass bands. In Massey Hall the title of the service will be "The First Good Friday." There will be a musical program rendered. This is the first Good Friday parade of the Army for two years.

BISURATED MAGNESIA

For sour acid stomachs, gas and fermentation of food. A teaspoonful in a fourth of a glass of hot water usually gives INSTANT RELIEF. Sold by all druggists in either powder or tablet form at 50 cents per bottle.

ADVOCATE CHANGE IN PENSION BILL

Would Protect Soldiers' Widows From Scheming Suitors.

EARLSCOURT MEETING

Mass Meeting to Be Held in Support of Lansdowne Line.

"That the Earlscourt and District Ratepayers' Association write W. F. Maclean, M.P., suggesting that the Dominion Government devise some plan whereby the two years' dowry to be given to the widows of soldiers killed in war, in the event of re-marriage, be secured in such a way as to prevent same from being spent in an indiscreet manner."

The above resolution was passed unanimously at a meeting held in the business premises at the corner of Nairn and Morrison avenues last evening.

A. Craig said "he thought the government should not entertain the idea of giving $500 to a widow on re-marriage, as there were men to whom the money would be an inducement to offer marriage to these women."

Chas. Dawson was of opinion the two years' grant should be placed in trust for the children of the deceased soldier.

Lansdowne Car Line.

The opposition by a small number of the residents of Lansdowne avenue to the car line extension on the street, at the sitting of the Ontario Railway Board on Wednesday, was discussed.

H. Parfrey said "he was surprised that a few people on Lansdowne avenue were so inconsiderate as to hold up the construction of the line and thus deprive 200 men of employment. The plea that the grade was too steep had been satisfactorily disposed of by the city council, and it was not one-quarter as dangerous as the Avenue road grade."

On the suggestion of A. Craig, it was decided to hold a mass meeting of the residents of Earlscourt under the joint auspices of the Earlscourt and District Ratepayers, the Caledonia Ratepayers, and the B.I.A. in Earlscourt School next Wednesday. President J. Walsh occupied the chair.

Newmarket Soldier Got Royal Send-Off

C. H. Mortimore, local manager Bell Telephone Co., was last night given a great send-off by his fellow members of the Newmarket Home Guard, and a big crowd of citizens generally. Mr. Mortimore was presented with a very valuable wrist watch, as a slight token of the esteem in which he is held in town. Short addresses were given by W. A. Brunton, Rev. Mr. Thomas, Rev. Mr. Addison and Major Curran of Toronto, drill instructor of the Newmarket Home Guards.

Mr. Mortimore left later in the evening for the city, from which point he expects to be transferred to Ottawa as a member of the signaling corps.

On Good Friday a big muster of the Home Guards will take place in the armories, from whence they march to the ranges, where the afternoon will be spent in rifle practice.

Brown's Corners.

The death of Archibald Spring a well-known Scarboro farmer, took place last night at his late residence, near Brown's Corners. Mr. Spring had been ill for three or four weeks, and his demise was not unexpected. Deceased, who was 48 years of age, had resided in Scarboro practically all his life and was very highly esteemed. He is survived by a widow and small family. The date of the funeral has not yet been fully determined.

SACRED CANTATA IN METROPOLITAN

Seven Last Words of Christ Given by Large Choir.

An impressive rendition of "The Seven Last Words of Christ" (Theodore Dubois) was given last night by the choir of Metropolitan Methodist Church. The solo parts were taken by Miss C. Morgan, N. S. Maudsley and Morley R. Sherris. During the evening Miss Eleanor Wright sang "He Was Despised" (Handel), Miss C. Morgan, "Golgotha" (Couchois), and N. S. Maudsley, "Be Thou Faithful Unto Death (Mendelssohn). A. L. E. Davies was conductor, T. J. Palmer, A.R.C.O., was organist, and F. W. Wilkinson at the piano.

The popularity of the Metropolitan Choir was shown by an attendance which filled the large church to capacity.

LT.-COL. PEUCHEN PARADES Q.O.R.

Regiment Drilled Last Night Two Hours Nine Hundred Strong.

Under command of Lieut.-Col. A. G. Peuchen the Queen's Own Rifles paraded at the armories 552 strong, and spent two hours drilling under the new platoon system.

The Queen's Own is the only regiment that has been parading thruout the winter.

The fact that the Q. O. R. is a regiment of two battalions establishment permits of an organization of eight double companies under the new system, and this necessitated the handling of one battalion on University avenue, while the other occupied the armories.

THE HOME BANK OF CANADA

ORIGINAL CHARTER 1854

HEAD OFFICE, TORONTO JAMES MASON, General Manager.

BRANCHES AND CONNECTIONS THROUGHOUT CANADA.

There are many hundreds of substantial savings accounts with the Home Bank that were started years ago with a deposit of one dollar. Your dollar is always welcome. Full compound interest paid at highest bank rates.

HEAD OFFICES AND NINE BRANCHES IN TORONTO

8-10 KING ST. WEST, HEAD OFFICE, AND TORONTO BRANCH

79 CHURCH STREET Cor. BLOOR WEST and BATHURST

Cor. QUEEN WEST and BATHURST 286 BROADVIEW, Cor. WILTON AVE.

Cor. QUEEN EAST and ONTARIO DUNDAS ST., Cor. HIGH PARK AVE.

YONGE ST. SUBWAY Cor. ALCORN AVE.

2115 YONGE ST., NORTH TORONTO, Cor. EGLINTON AVE.

WORLD CONCERT FOR THE SOLDIERS

The Toronto World has arranged to have the Pickaninny Brass Band of the "In Old Kentucky" Company, which comes to the Grand Opera House next week, give a concert on Tuesday afternoon next at Exhibition Park camp for the entertainment of the soldiers of the second contingent. The troops will accord the pickaninnies a great reception.

LIBERAL PRAISES NEW LIQUOR BILL

Rev. Major Tolmie Says New Commission Will Work Great Good.

DISCUSS BOARD'S POWER

Can Order Suspension, But Not Cancellation of Licenses.

It is likely that the liquor license year for "all the new districts to be created under the Ontario commission wil lopen on the same date." Hon. W. J. Hanna in guiding the bill thru the committee of the legislature at a late hour last evening insisted that this would be wisdom, and that the chief officer of the department favored it because of the large number of districts to be served, and the necessity of properly correlating the work. The opposition leader could not see the reason for this, and after some discussion it was allowed to stand over for the time being.

N. W. Rowell asked if the "veto" power of the government was about to pass out of existence when the commission was appointed, and this also was allowed to stand for consideration. It was claimed by the opposition that the board should have full power to suspend or cancel a license as they deemed expedient. Otherwise the aim of non-political administration could not be avoided.

Power is Greater.

The minister stated that the board's power was greater than any yet exerted. The local boards today, even co-operating with the government, had no power to suspend or can licenses. Only in certain cases t would come following an appeal to t county judge. He did not attach muc significance to the ultimate appeal t the lieutenant - governor - in - council for he could not think of the government interfering with the decision of such a capable body of men as they would have.

The most outspoken praise the government has yet received on the measure from a Liberal came from Rev. (Major) Tolmie of Windsor. He had high hopes of great good from the new commission, and altho some of his friends might not agree with him he was convinced of the premier's sincerity. He felt, however, that th board should have the whole power. was the crux of the whole matter.

Grant Suspension Power.

Hon. W. J. Hanna went half-wa and stated that they would grant suspension power to the commiss but the cancellation should be rese ed with an appeal to the governme Sam Clarke of Northumberla launched into a long tirade condem ing the whole affair as a "bloomi farce," and at once the matter w left to stand over. Some of the opp sition showed some signs of meeti the minister, but to expedite matte the committee proceeded.

LUNCHEON AT THE BUILDERS' EXCHANG

The second of the series of lunc eons inaugurated by the Builders' Ex change of the city was held in th exchange rooms in the Goodyea Building yesterday. W. H. Hall, ma ager of the Canadian Surety Com pany, was the chief speaker, and he pointed out the value of builders and contractors being bonded by reliable institutions.

Hamilton Hotels

HOTEL ROYAL

AMERICAN AND EUROPEAN PLANS

Every room furnished with new beds new carpets and thoroughly redecorated during 1914.

BEST SAMPLE ROOMS IN CANADA

YORK TOWNSHIP

LOCAL IMPROVEMENT NOTICE

TAKE NOTICE that the Council of the Corporation of the Township of York has constructed, as local improvements, works on the following streets, between the respective points mentioned, namely:—

Street	Cost of work	Portion payable by the Corporation	Annual rate per foot frontage (cents)
Sewers:			
(Cost payable in 10 Annual Instalments)			
Appleton Avenue, from north city limits northerly 457 ft. 9 in.	$ 1,102.95	nil	.16
Arlington Avenue, from north city limits northerly 799 ft. 9 in.	1,981.00	81.74	.16 5-10
Day and Sellers Avenues, from north city limits northerly 212 ft. 7 in. in Day Ave., and 211 ft. 11 in. in Sellers Avenue	373.47	nil	.13 3-10
Kennedy and Barrie Avenues, from north city limits northerly on Kennedy Ave. to Normanna Ave., and westerly on Barrie from Kennedy Ave. to west limit of Barrie Ave.	4,687.25	912.60	.26 9-10
Lauder Avenue, from the north city limits northerly to Rogers Road	9,018.24	337.49	.22 6-10
Ravensden Avenue, from the north city limits northerly to Miller Ave.	1,617.50	59.02	.10 5-10
Bitulithic Pavement:			
(Cost payable in 10 Annual Instalments)			
Russell Hill Road, from north city limits northerly to Coulson Street	3,342.44	nil	.65 1-2
Asphaltic Concrete Pavement, Curb and Gutter:			
(Cost payable in 10 Annual Instalments)			
Warren Road, from north city limits, northerly 378 ft.	3,217.74	nil	.56 1-2
Rocmac Pavement:			
(Cost payable in 10 Annual Instalments)			
Spadina Road, from north city limits northerly to Eglinton Avenue	26,456.25	3,330.67	.32 27-10
Concrete Sidewalks:			
(Cost payable in 5 Annual Instalments)			
Baby Point Road, north side, from W. limit of Jane St. to E. side of Langmuir Ave., and on Talbot Place from N. limit of lot 222 southerly to Baby Point Rd., and westerly along the N. side of said road to E. side of L'Estrange Place	1,224.38	33.90	.20 3-
Dundas Street, south side, from west city limits westerly to Priscilla Avenue	1,357.54	69.29	.18 2-
Jane Street, west side, from the city limits northerly to Dundas street	1,974.61	114.91	.19 1
Concrete Sidewalks With Curb:			
(Cost payable in 5 Annual Instalments)			
Appleton Avenue, east side, from the N. city limit northerly a distance of 457 ft. 2¼ in.	645.37	nil	.33 1-1
Clinton Avenue, south side, from the W. city limit westerly to Spadina Road	829.85	90.59	.31
Day Avenue, both sides, from N. city limits northerly 210 ft. 6 in. on the W. side and 210 ft. 8 in. on the E. side	673.63	nil	.37 5-
Earnscliffe Road, south side, from Oakwood Ave. westerly to Glenholme Avenue	1,130.60	175.72	.35 1-1
Glenholme Avenue, both sides, on the E. side from N. city limits northerly to Earnscliffe Rd., and on the W. side from N. city limits northerly to Rogers Road	5,067.78	184.60	.30 2-10
Holland Park Avenue, both sides, from E. side of Oakwood Ave. easterly a distance of 660 ft. 6 in. on the S. side, and a distance of 554 ft. 1½ in. on the N. side	1,692.36	146.75	.32 6-10
Lauder Avenue, west side, from the N. city limits northerly a distance of 991 ft. 11 in.	1,432.77	nil	.33 3-1
Millerson Avenue, south side, from the W. side of Glenholme Ave. westerly a distance of 269 ft. 8 in.	416.24	230.32	.36 3
Ravensden Avenue, east side, from N. city limits northerly a distance of 616 ft. 7½ in.	868.93	nil	.32
Renhold Avenue, east side, from N. city limits northerly a distance of 617 ft.	892.18	nil	.33 9
Robina Avenue, east side, from Holland Park Ave. northerly a distance of 487 ft. 6 in.	634.27	68.31	.30
Warren Road, east side, from N. city limits northerly 378 ft.	408.24	nil	.25

A Court of Revision will be held on Wednesday, the 14th day of April, 1915, 2 o'clock p.m., in the Council Chamber, 40 Jarvis St., Toronto, for the purpose hearing complaints against the proposed assessment or the accuracy of front measurements, and any other complaints which persons interested may desire make, and which is by law cognizable by the Court.

Dated this 1st day of April, 1915.

W. A. CLARKE,
Clerk of York Township.