



STREET IN ETOBICOKE ALONG BLOOR AND DANFORTH TO KINGSTON ROAD IN SCARBORO

Cars Moved in Perfect Order But Couldn't Take Crowds Home

System Was Faultless—Officials and Men Worked Hard and Well To Keep Cars Traveling With Systematic Regularity—No Hitches or Delays Broke Up Running Times—Thousands Had Long Waits and Thousands Stood to End of Lines.

For a very obvious reason the street cars were operated at their best yesterday. From early morning until late afternoon the cars kept going in a remarkable and reliable way—for Toronto cars. But with all their tuning up they proved beyond all doubt that the present system and under the conditions of nineteen hundred and eleven is far from adequate and will become worse with a competing line, with better means of transit, comes into operation. And if we wait until the franchise expires ten years hence, Toronto with its 1,200,000 population and area will be taking on rather in the midst of a confusion which we at the present

time, delayed and harassed and annoyed as we are, cannot imagine.

The system was at its best all over the city; the tracks in the congested districts were burdened with cars within a few feet of each other, and yet a large percentage of citizens who would have boarded a car, had they been given the opportunity, were forced to wait or walk.

From 5 p. m. until after 6 p. m. a car passed the intersection of Queen and Yonge streets every fifteen seconds and often they followed each other even closer than that, and with all this they were utterly unable to cope with the demands laid upon them and exhibited in an uncontradictable manner that the whole system is

far from what Toronto needs, let alone what it deserves.

A car every fifteen seconds made 240 in an hour, and there was an average of seventy passengers on each one, making a total of 16,800 people who were carried across Toronto's busiest corner. These figures may appear somewhat conservative, but a few minutes' figuring will show conclusively that not many more cars could pass the same intersection during sixty minutes, and even the largest ones have a seating capacity of only fifty. That leaves twenty standing in each car.

Few people noticed the improvement in the service. In fact no one would have known anything about it had they not been keeping tabs, as world reporters were at the corner of King and Yonge, Yonge and Richmond, Queen and Yonge, Bay and Queen, Roncesvalles-ave. and Queen-street and other parts of the city.

Cars Kept Moving.

From this close watch there was not a single report that could be said to be in any way entirely satisfactory. There were, however, some good points in the company's favor about the car

service. One was that three Parliament cars passed Yonge-street with no one clinging to a strap. More passengers, however, got on at corner Victoria-street and at the corner of Church-street there were enough people waiting to fill more than one of the biggest cars made. Another good point was that they kept moving in the heart of the city, but the thanks for this practical redeeming feature is due to the policemen on the intersections, whose orders had to be obeyed by the motormen.

Another point in the company's favor was that few steps had to be made for one or two miles, that is, other than to allow another unlucky fellow to get a grip onto the rear post or stand with one toe on the bottom step. So inadequate was the service, even at its best, that not only men but women and small children were seen standing on the rear steps. In fact there were more than a few cars with a couple of passengers with one foot on the three-inch extension of the rear platform and a hand on the window frame. Some years ago a bylaw was passed forbidding people to stand on the steps. For a long while the conductors were mindful of this law, but now it has been forgotten, and if enforced, would mean that so many more people would have to wait or walk several minutes.

Crowded to End of Line.

The street car company tries to hide behind an excuse which appears at first sight to be very reasonable, but which on second thought is seen to be far from water-tight. They say that when the cars have gone a short distance a large percentage of the passengers get off and that there is their seating capacity for all left. Even at the end of the lines yesterday there were people standing. When Queen-street cars reached the corner of Roncesvalles-ave. there were still passengers standing, and added to these were those who disembarked from the King-street line and wished to go north on Roncesvalles-ave. Yonge-street line was the same. People were standing even when the cars "popped" at the end of the line.

Such were the conditions yesterday—a day free from holiday rush and when the street car company was striving to show a new system of operation and a day in which the Toronto Street Railway Co. wrote plainly and indelibly over their entire line and system "INADEQUATE."

It must also be remembered that the street railway company went to the expense of thousands of dollars a short time ago to lay tracks on the King-street line, Richmond, Victoria-street and Winton-avenue. They now have tracks on every available street in the city excepting Temperance-street, and there would be little or no advantage in the company's striving to give the people a service, but it is beyond a shadow of a doubt that the Toronto traffic is too great for the present lines to handle.

Toronto's traffic is too great for the present lines to handle. The only way to handle it is to build a new line, and this is what the city is doing. The new line will be built on the site of the old line, and it will be built in such a way that it will be able to handle the traffic of the future. The new line will be built in such a way that it will be able to handle the traffic of the future.

TECHNICAL CLASSES.

Technical night classes will be opened on Jan. 8 at the Central Technical, Humber College, Riverside High and Perth-ave. Public Schools.

From This Table the Voters Can Tell Whether the Candidates Are Big Men or Small.

If all the candidates lined up on all the big questions as they have done on the hydro-electric bylaw, the list would indeed be a progressive one. Summed up, the slate is as follows: For, 13; against, 7; neutral, 13. Hydro-electric—For, 23; Viaduct—For, 24; against, 6; neutral, 3; North Toronto—For, 14; against, 16; neutral, 4. Car lines—For, 22; against, 1; neutral, 6. Commission—For, 6; against, 11; neutral, 10.

Candidate	Hydro-Electric	Viaduct	Annex'n	Civic	Gov't
WARD 1—					
Z. HILTON	For	For	For	Against	For
E. COOKE	Against	For	For	Against	Neutral
W. D. ROBBINS	For	For	For	Against	Neutral
D. CHASE	For	For	For	Against	Neutral
W. J. SAUNDERS	For	For	For	Against	Neutral
F. A. GIBBONS	For	For	For	Against	Neutral
S. E. FIELDHOUSE	For	For	For	Against	Neutral
WARD 2—					
C. A. Risk	Neutral	For	For	For	Against
J. H. Rowland	Neutral	For	For	For	Against
John O'Sullivan	Neutral	For	For	For	Against
R. M. YEOMANS	For	For	For	For	Against
WARD 3—					
J. W. COMMERFORD	For	For	For	For	Against
George McMurich	Neutral	For	For	For	Against
John W. L. Jones	For	For	For	For	Against
JOHN SHANE	For	For	For	For	Against
George Weston	Neutral	For	For	For	Against
WARD 4—					
John Dunn	Against	For	For	For	Against
J. T. V. May	Neutral	For	For	For	Against
R. H. Graham	Neutral	For	For	For	Against
R. P. Powell	Against	For	For	For	Against
J. W. MERRIDITH	For	For	For	For	Against
WARD 5—					
H. M. Mulholland	Neutral	For	For	For	Against
W. J. HEBBY	For	For	For	For	Against
R. H. Holmes	Against	For	For	For	Against
G. McRae	For	For	For	For	Against
John A. Austin	Against	For	For	For	Against
Walter Mann	Neutral	For	For	For	Against
David Spence	Neutral	For	For	For	Against
J. E. Stewart	Against	For	For	For	Against
T. E. BURLS	For	For	For	For	Against
WARD 6—					
NOBLE SCOTT	For	For	For	For	Against
SAM RYDING	For	For	For	For	Against
W. A. BAIRD	For	For	For	For	Against
A. J. Anderson	Against	For	For	For	Against

Twenty-four Millions In Building Permits

Building permits for this year will be over \$24,000,000, according to the figures in the city architect's office. This represents over twice the value of the permits taken out in 1908, the permits of that year amounting to \$11,736,486.

April was the largest month this year when the value of the permits was over \$3,000,000. The figures for every month of 1911 are in excess of those of 1910, with the exception of January.

POISON VICTIMS FIFTY-SEVEN

Ninety Others Are Sick and More Deaths Are Likely.

BERLIN, Dec. 29.—(Can. Press).—Nine deaths which occurred from this morning up to midnight bring the total of victims at the municipal night shelter for the homeless, who were poisoned by eating tainted fish, up to fifty-seven. Some ninety persons still are ill, fifteen of them being in a dangerous condition.

The physicians who attended the patients declare that the reason why some of those poisoned died quickly, while others lingered before death and others suffered from the varying physical condition of the victims. A majority of those who partook of the fish were ill-nourished and succumbed more quickly than the strong. They say that while they believe the worst is over, it is still possible that ptomaine poisoning may not develop for four or five days in some of the persons who ate of the fish.

Berlin's fish dealers have been hard hit as a result of the poisoning. A majority of the people are buying only live fish and the sale of smoked and iced fish has almost entirely ceased. These brands are selling at half their usual price.

DYNAMITE EXPLODED NEAR DUNDAS.

HAMILTON, Dec. 29.—(Special).—The explosion of a large quantity of dynamite in a quarry close to Dundas about 10.30 o'clock to-night, gave rise to a rumor that six workmen had been killed, but the report proved to be without foundation. No one was injured, the men employed at the quarry being all in Dundas when the discharge occurred.

ANOTHER EMPIRE BINDER.

OTTAWA, Dec. 29.—(Special).—Efforts being made to form a Canadian branch of the Empire Parliamentary Association, the foundations of which were laid during the visit of overseas parliamentary delegations to Parliament at the time of the coronation. The object is to provide some permanent machinery, to provide more ready exchange of information and to facilitate closer understanding and more frequent intercourse between members of the various British parliaments.

ARRESTED FINANCIER IN ERROR.

LONDON, Eng., Dec. 29.—(C. A. P.).—The Canadian Associated Press is informed that John Howard Ford, described as a financier, well known in American financial circles, who is under arrest here on a charge of abduction, will be released this morning from Bow-st. The New York police, who gave Ford's name, description and even the number of his cabin, made a serious mistake.

Toronto's Two Great Midway Thorofares

The building of the Bloor-street bridges across the Don will give Toronto its Great Midway—an east and west thorofare clear across the centre of the city. Soon more of the people of Toronto will live north of it than south of it.

King-street and Queen-street both run into the lake, or to roads with country on only one side.

Bloor-Danforth will run clear across York Township and into Scarborough at the east and Etobicoke at the west. Let us trace it in either direction from Yonge-street.

EAST.—It will cross Sherbourne-street (leading into Rosedale), Howard-street (into Rosedale), connect up with Parliament-street (a new connection), and open up Castle Frank locality (new). It crosses the Don and by elevator will give quick connection with passenger trains in the valley of the Canadian Pacific, Canadian Northern and Belt Line. All these trains will stop under the viaduct for passengers going or coming. Every passenger getting on or off here can save half an hour on Union Station. On the other side of the ravine the bridge will open up seven acres of idle city land that will be worth \$200,000 towards the cost of the bridge. It will give a new feeder to the Don Mills-road. From here on Danforth-avenue will be 80 feet wide, have a double street car line and an improved asphalt pavement. The bridges will carry a tube across the Don to connect this new municipal line across the river with the Teraulay-street tube.

Once across the river the bridge will give all the country along Danforth direct access to all the city west of the river and north of Carlton-street. That's the great present inconvenience it overcomes. You can't get from North Broadview or Danforth-avenue to any place west of the river without losing half an hour by coming to Gerrard-street Bridge! Every funeral to Mount Pleasant or Mount Hope makes this detour. With the viaduct no one over the Don and north of Gerrard can get to Rosedale or to the new station that is to be up Yonge, or take the Metropolitan. Mr. W. F. Maclean was billed Thursday to speak at West Toronto. He was at the head of Broadway at exactly 3 o'clock, he reached the hall in West Toronto after 9.15, an hour and a quarter. He had to come down Broadview and Gerrard (half a mile out), wait seven minutes and change (cross town to the end of College), ordered out there, and had to walk a block on Lansdowne to Dundas; wait there in the cold another five minutes, get on a Dundas car and then lose another half-mile to get to the Bloor-street level. A lady went thru the same experience in the same set of cars. A Bloor-street line direct would have done it in 40 minutes without a change! It's worth some money and some time, say, to try and get from Avenue-road to East Toronto!

To resume: After leaving the head of Broadview the new and wide road would cross Pape, Leslie and Woodbine and then give access to East Toronto (town), and then to Daves-road, which leads to the townline between Scarborough and York. From the Scarborough townline Danforth-avenue would be continued due east for a little over a mile, which would bring it to the Kingston-road and give a new entrance to the city for its radial and immense vehicular traffic. It would also touch the Danforth-road running northeast thru Scarborough and do the same for it.

In this Scarborough extension it would pass under the Grand Trunk's main line east and passengers to or from the east end of the city and the upper city could make better time by the street cars here than by the train. For instance, a passenger from Montreal getting off here would be in Rosedale sooner than if he came in to the Union Station.

This is what the viaduct does: it brings the Kingston-road into Toronto by Bloor-street, as well as by Queen, and to many persons this is a half-hour benefit at least. And the new Midway, with the Kingston-road, is part of our greatest road in Canada.

At Yonge and Bloor there will be a big retail centre because of the bridges. A lot of down-town stores will at least have up-town branches in this locality. The new stations of the C. P. R. and C. N. R. will be accessible to the east because of the bridges.

WEST.—The Midway (old Bloor-street) will touch the new Teraulay-street and the tube under it and go due west until it crosses the G. T. R., C. P. R. and G. T. R. (by subways, it is to be hoped), until it meets Dundas-street (which is the Kingston-road in another name), and then on to Hamilton, to the Falls, to London, to Guelph, etc. That is what these two bridges at the Don will do, connect up the Kingston-road and Dundas-street as the great national roadway by a saving of three miles or more and an absolute cut-out of two expensive (in time) grades. The saving in climb is about 200 feet!

But that is not all. West of Dundas-street Bloor-street is to be widened to at least 80 feet and a new road will be opened thereby across the Humber to south of Islington, where Dundas-street will be met again and two more miles in the great national highway saved. These bridges over the Don and Humber will shorten the great main highway, known as Kingston-road and Dundas-street, by five miles, as well as an enormous saving of grades. Let automobilists and good roads promoters see what that means. What will it mean in regard to the new plan of the Dominion Government to make our great provincial highways over again as good roads? It takes two loops out of Kingston-road and Dundas-street.

BIG TUBE MEETING IN WEST TORONTO

Three Hundred Heard Controller Hocken and Ward Candidates on Transportation Remedies.

In the interests of the tubes, Controller Hocken addressed an audience of about three hundred in the hall of Annetest, public library, West Toronto, last night.

As usual, the controller made no appeal on behalf of his own candidature. He dealt with the tubes problem from every standpoint, pointing out that if the bylaw were carried, the public would receive quick transportation and the revenue from the tubes would pay for the cost of the project.

Ald. W. A. Baird also spoke. He, too, advocated the tubes, and he congratulated Controller Hocken on his comprehensive explanation of the scheme. He thought that ward seven had received its share of the civic improvements, and he recommended that the ward should send men capable of helping to carry out the other great projects soon to be before the city.

"Any old way to make the street railway come off its perch is all right," said Samuel Ryding, who as-

pires to sit in the council for ward seven.

Speeches were also made by Noble Scott and Ex-Mayor Chisholm at the Junction. The chair was taken by Peter Laughton.

BARRIE CONSERVATIVES.

BARRIE, Dec. 29.—The annual meeting of the Barrie Liberal-Conservative Association took place in the Simmons Block, Barrie, this evening, and proved the most successful held in the history of the association.

Work for the ensuing year was planned and the following officers elected: Hon. president, T. H. Lennox, M.L.A.; Major Currie, M.P.; Thompson, M.L.A.; president, A. E. Andrews; vice-president, Dr. Evans; secretary-treasurer, F. C. Power. The chairman for the various wards are as follows: No. 1, J. Holmes; No. 2, J. Smith; No. 3, J. Marks; No. 4, W. P. Soules; No. 5, W. C. Thompson; No. 6, W. W. Rush.

VOTING QUALIFICATIONS.

Following are the legal requirements for voters who cast their ballots next Monday.

Board of control—Elector must vote where he resides, if qualified; if not, where he can qualify.

Aldermen—Voters where qualified.

Board of education—Same.

Money bylaws (3)—Property-owner has one vote in each ward where he owns property.

Tubes—One vote in city.

North Toronto annexation—One vote in city.

Laying water mains as local improvement—One vote in city.

Citizens of Toronto

Make one great thoroughfare through this big city from east to west.

Keep Toronto growing.

Vote for the Bloor St. Viaduct Bylaw.

Everyone tells you it must be built some day. Do it now.

Give Toronto a New Year's Gift worthy such a city.

To 1912 belongs expansion.

The twentieth century belongs to Canada; then look to your city, see to it that no act of yours hinders expansion.

Vote for the Bloor Street Viaduct.

Vote and Make Your City Big