

**BUILDERS**

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**PLANS FOR THE NEW STATION**

**GO OUT YORK ST. BRIDGE**  
**CITY MAY HELP**

**RAILWAYS SUBMIT DESIGNS**  
Calling For a Structure  
To Cost Well on to \$2,000,000—York St. and Bay St. to Be Closed and New Street Bridged Near Yonge St.—Elaborate Intentions Are Declared.

**MAYOR NOT IN A HURRY**  
TO GIVE UP THE OLD BRIDGE

Plans for the new Union Station, contemplating an expropriation by the railways of an amount more nearly approximating \$2,000,000. It is claimed that the original estimate of \$1,000,000, approved by both railways and city, is only the city's consent to pay the way for the preliminary construction work, were laid before the board of control and representatives of the board of trade, invited by the mayor, yesterday afternoon. The meeting was held in the mayor's office, and was in the nature of a private conference, which will be resumed at 2:30 p.m. today.

The city was represented by Mayor Coatsworth, Controllers Ward, Hocken and Harrison, Corporation Counsel Edrington, City Engineer Chisholm and City Engineer Rust.

For the railways were present: Vice-President D. McNicol, General Superintendent J. Oberne and Solicitors Angus MacMurchy and A. Creelman for the C. P. R., and Vice-President E. H. Fisher and Solicitor M. K. Cowan for the Grand Trunk. G. E. Francis, the New York engineering and architectural expert, who has acted for the railways jointly, and who drew the plans for the large South Boston station, was also present.

Among those representing the board of trade were President Peleg Howard, Vice-President R. G. Steele, J. E. Ellis and Secretary F. G. Jorley.

One of the most striking features of the plans is the requirement that York-street bridge should be replaced by a bridge at the foot of Bay-street. The city's representatives were unanimous in objecting to the proposal, but the railway officials held the ground that the bridge, in its present location, was an absolute obstruction to the station, and that the whole understanding upon which it was abandoned if it were not removed. It was pointed out that the intention is to elevate the tracks to a higher level, and that in consequence it would be impossible for trains to pass under the bridge. The railway officials, however, emphasize upon the proposed elevation as a particular inducement to the city to close upon the bargain, and that the railway is offering a solution of the level crossing problem.

The board of trade representatives were particularly anxious to shut out the viaduct as a future possibility, and were not entirely reassured by the prospects held out.

In the opinion of the mayor, would disappear with the erection for the bridge between Yonge and Bay streets. This is the suggestion made by the railways. The passing of York-street bridge would mean a rearrangement of the plans for street railway extension along Lake-street. The car tracks would have to be laid over the bridge between Yonge and Bay streets, and a less convenient "Y" when the cars could back up for the return trip. This would be the case only a few days ago the Grand Trunk, his hand forced by the courts, paid over to the city its share of the cost of York-street bridge, built over ten years ago.

Settle it, Says Mayor.  
"The feeling is very strong that we ought to settle the matter at once," said the mayor after the conclusion of the meeting. With reference to the city's objection to the proposed removal of York-street bridge, he said he would prefer not to give his personal opinion.

"There was a fairly strong feeling expressed that it would not be in the city's interest," he added. "I have some time ago that the removal of York-street bridge should be included in the plans, and I have suggested a subway as an alternative. The idea is not my own, but is that of a gentleman who does not wish his name given."

Asked whether he considered the projected bridge would solve the Yonge-street bridge problem, he gave the opinion that it would.

"The railways made representation that the plans for the new station would be such as to fit in with the city's interests," said Controller Hocken. "It was stated that the level

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Were holding the greatest clearance sale ever attempted in Toronto. Machine-made garments is not out of the great sale to save money in it at this time. Hobbies Bros., cash tailors, 163 Yonge Street.

Pub Hotel, cor. Yonge and Alice St. Franchised under new management. First-class restaurant and billiard parlour. Connection. W. J. Davidson, Prop. 212

For Loose Leaf Supplies call M. 6974 Universal Systems, Limited. Ask for representative to call.

Smoke No. 7 cool Smoking Tobacco. Ballard.

GRAHAM COR. SPADINA AVE

**THE NEW STATION**

An Architect's Description of the Building as It is at Present Planned to Be.

The proposed passenger station building, including baggage buildings and service plant, are to be erected on the southerly side of Front-street, between York-street and Bay-street, and will occupy the entire front between these streets.

The express building now existing westerly of York-street will be retained for the express service of the Grand Trunk Railway, and a new express building of similar dimensions, and with the same general relation to the passenger building, will be erected easterly of Bay-street for the express service of the Canadian Pacific Railway.

The northerly line of the passenger buildings is to be generally sixty-five feet from the southerly line of Front-street, leaving a plaza of this width for carriage and foot walk purposes.

The station building is generally one hundred feet in width, and between the building and the tracks there is a concourse ninety feet in width for the general circulation of passengers.

The track layout consists of nine thru tracks, and two stub tracks so arranged that there are five platforms for passengers and two platforms for the exclusive trucking of baggage and express matter. The station tracks are connected up at each end with an inclosing switching system so that they properly join the four main tracks on the east and the two main tracks on the west, generally with double track leads, to give the greatest facility to the train movements.

The passenger platforms are designed to be fourteen hundred feet in length, this may be increased if found necessary, this distance being sufficient for the longest trains. They are about twenty feet in width throughout.

Levels.  
The new tracks at a point opposite the centre of the station will be four feet higher than the present tracks and the platforms are designed to be eight inches above the top of the rail. This leaves a difference of about five feet vertical between the grade of the platform and the grade of Front-street, which difference is overcome by three steps at the waiting room entrance and inclined surfaces transversely on the concourse between the tracks and the station, and on the plaza between the station and Front-street. None of the inclined surfaces exceed a slope of three-eighths of an inch per foot. The passages for the tracks are generally of the same level as the platform level.

In order to bring about this condition it has been found necessary to provide for the removal of the York-street overhead bridge, and to substitute in lieu thereof an overhead bridge just easterly of the station. It is also suggested that this bridge easterly of Bay-street, can be made to cross the tracks on the Yonge-street grade crossing, so that the necessity of a bridge at the latter street is avoided. Foot bridges at any necessary point of crossing can be constructed without interfering with the raising of the tracks.

In order that it may not be necessary for any passenger to go upon any track at all, and to make this station absolutely safe and fully up to modern methods and requirements, a subway fifty feet in width is provided, opposite the centre of the station, so that any platform may be reached by means of easy stairways with landings. The total height of stairways for this purpose will be about ten feet. This method allows all trains to come to a stop directly opposite the centre of the station, thus making the least distance for passengers to walk to and from the station and trains.

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If you want a fashionably tailored suit or overcoat, drop in while this great sale is on. You are bound to get a bargain and a real one. Hobbies Bros., cash tailors, 163 Yonge St.

Great Scotch Concert.  
The program arranged for the Burps anniversary concert in Massey Hall on Friday night next, is one which will be of interest to all Scotch folk, but to every lover of good singing. The Royal Scots' Concert Party will make their first appearance here after a most successful tour of the world, and the party is said to be one of the most popular which have recently appeared to a British audience in all parts of the empire. Miss Helen Kerby Ferguson and Mr. Ruthven Macdonald are popular in Toronto and require more than the mere mention of their names on the program. There are some excellent seats still left, but these should be secured at once, as there is sure to be a big rush on the night of the concert. The plan is open all day at Massey Hall.

In our \$14.75 regular \$20, our tailors are only to all Scotch folk, but to every lover of good singing. The Royal Scots' Concert Party will make their first appearance here after a most successful tour of the world, and the party is said to be one of the most popular which have recently appeared to a British audience in all parts of the empire. Miss Helen Kerby Ferguson and Mr. Ruthven Macdonald are popular in Toronto and require more than the mere mention of their names on the program. There are some excellent seats still left, but these should be secured at once, as there is sure to be a big rush on the night of the concert. The plan is open all day at Massey Hall.

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**The Toronto World**

FOURTEEN PAGES—TUESDAY MORNING JANUARY 22 1907—FOURTEEN PAGES



**DESIGN OF THE PROPOSED NEW UNION STATION.**

The architectural treatment of the exterior is designed with a view of obtaining a monumental effect in a simple, dignified and reposeful manner; of expressing clearly on the exterior the function of each part of the building on the interior; thus the main waiting-room is clearly suggested by the large windows and the solid basement treatment, the wings indicating clearly the subordinate function which they have to perform; so likewise the baggage and service buildings.

**BRITAIN'S GRATITUDE**

Washington, Jan. 21.—The American state department late this afternoon received the following telegram from London under today's date:  
Hon. Elhu Root, Secretary of State, Washington:  
"Have read in newspapers this morning what purports to be a letter from the Governor of Jamaica. Can only say that on matters before me, I entertain, as responsible for troops in Island, feelings of deep gratitude to American admiral for generous assistance tendered at most critical time."  
(Signed) HALDANE, Secretary of State for War, London.

**Britain Is Regretful and Wondering Why Letter Was Written**

Friends Seek to Excuse Governor Swettenham's Discourtesy by Attributing It to Disturbed Mentality Due to the Strain of the Period—Kingston's Mayor Condemns and Asks for Aid.

London, Jan. 21.—After conference today between officials of the foreign office and of the colonial office, the latter cabled to Governor Swettenham of Jamaica asking him for his version of the situation which led to the withdrawal of Rear-Admiral Davis' warships from Kingston.

**LOOK FOR POISON IN MAN'S DEATH**

Coroner's Enquiry at Canfield Today May Result in Arrests—Suspicious Death Investigated.

Cayuga, Jan. 21.—(Special.)—Sensational evidence will likely be forthcoming at Coroner Arrell's inquest tomorrow into the death of Henry Perkins, the Canfield farmer. Prof. Ellis of Toronto and Dr. Bauer of Hamilton, who conducted the post-mortem examination, will be present at the inquest, which is strongly expected to result in the arrest of a man named Perkins, a married man of 45 years of age, was well-known in Cayuga and Canfield. Highly respected, he owned a farm outside of Canfield, and property in the village. For some time he had been working at carpenter work in Welland. On the Friday preceding Christmas, he returned home for the holidays in the best of health and spirits. On Sunday, Dec. 23, he walked out to his farm, and on his return complained of being ill. He called a physician, who on Christmas morning, Perkins was dead.

It is said that the physician in attendance was then not so sure that death was due to that cause only. The rumor that all was not right gained credence, and at the request of his friends, and backed up by public opinion, which is strongly exercised in the matter, a jury was empaneled at Canfield. The body was exhumed, and on Christmas morning, Perkins was dead.

Smallpox Epidemic.  
Outbreak Reported in Middlesex County—Another Case Locally.

Smallpox is reported from Middlesex County. It is said to have originated by infection from visitors from the Northwest, and was first diagnosed as chicken-pox. Dr. Bell has visited Peel Township, Wellington County, where several other cases are reported. One case is noted by the health officer in Pickering Township, also the result of contagion from the Northwest. Dr. Bell is inspecting these districts, and Dr. Watts is acting inspector in the Oil Springs district, where a serious condition had been found.

A sailor named McLeod, living at 70 Nassau-street, has been taken to the hospital suffering from smallpox.

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**Where's Mr. Hyman? He Can't Be Found Even by the Premier**

Why Certain Formalities in regard to His Resignation Have Not Been Attended to—Hon. Mr. Aylesworth Moves to Strengthen Railway Commission in Appointment of Counsel.

Ottawa, Jan. 21.—(Special.)—On account of the state dinner to be given to-night at Government House in honor of the American visitors, the house adjourned at 6 o'clock. Little was done except to debate the existence and evils of the lumber trust. That the dealers of Manitoba have a very stiff combination seems to be quite generally admitted, although Mr. Burrows of Dauphin denied it. The British Columbia members were inclined to deny that the mill men of their province were making inordinate profits, and attributed the high prices to excessive freight charges by the railway companies.

Mr. Oliver, on behalf of the government, consented to the appointment of a committee of enquiry and investigation into the matter of the railway rates. Mr. Aylesworth introduced a bill to amend the railway act. The first section authorizes the railway board to apply to the minister of justice for the assignment of legal counsel, and authorizes the minister to make such appointments. This will permit the employment of Mr. Shepley to conduct an enquiry respecting the rates to be charged by telephone companies and by express companies. Another section deals with the registration of mortgages given by railway companies to secure bonds.

This amendment to the railway act is the first effort by the present government to put into effect the recent suggestion made in debate the other night by W. F. Maclean (South York) that it was the duty of the attorney-general to enforce federal legislation.

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**HAVE AN INTERVIEW**  
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**POLICE BOARD DECIDE TO-DAY**

Whether Constables Will Be Ordered to Stop Cars—Col. Denison Ignored Calls to Special Sessions Yesterday.

**COUNCILSHIFT RESPONSIBILITY**  
By 18 to 4 Put It Up to the Commissioners to Act—Two Them at Least Oppose.

TO CALL ON THE POLICE.  
For: Harrison, Hocken, Ward, Adams, Chisholm, Foster, Geary, Graham, J. J., Graham, R. H., Hales, Edward, Hales, James, Keeler, McEghe, McMurrah, Vaughan, Thayer, Brougham, Lytle, McBride.

Perhaps Manager Fleming can thank Col. Denison for the fact that there was no interference with the running of the street cars last night. The magistrate failed to respond to the invitations of Mayor Coatsworth, chairman of the board of police commissioners, to sit in deliberation upon the city's request that constables be employed to compel the railway to restore the old routes on certain of its lines. The magistrate didn't heed invitations for a meeting called first for 4:45 p.m. and again for 9 p.m. A third call is out for a session at 9:30 a.m. to-day.

The city council, after having in special meeting decided by 18 to 4 to back up the controllers, then washed its hands of the matter by putting it up to the commissioners. In fact, the board owes its appointment to the provincial government, and Mayor Coatsworth is a member of it by the automatic working of the law, by the choice of his fellow members, but his authority on issues that may be brought before the board is no greater than theirs.

Orders, however, must come thru the commissioners. The city engineer, acting under instructions, yesterday afternoon, forwarded to Chief of Police Grant, an application for police assistance.

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