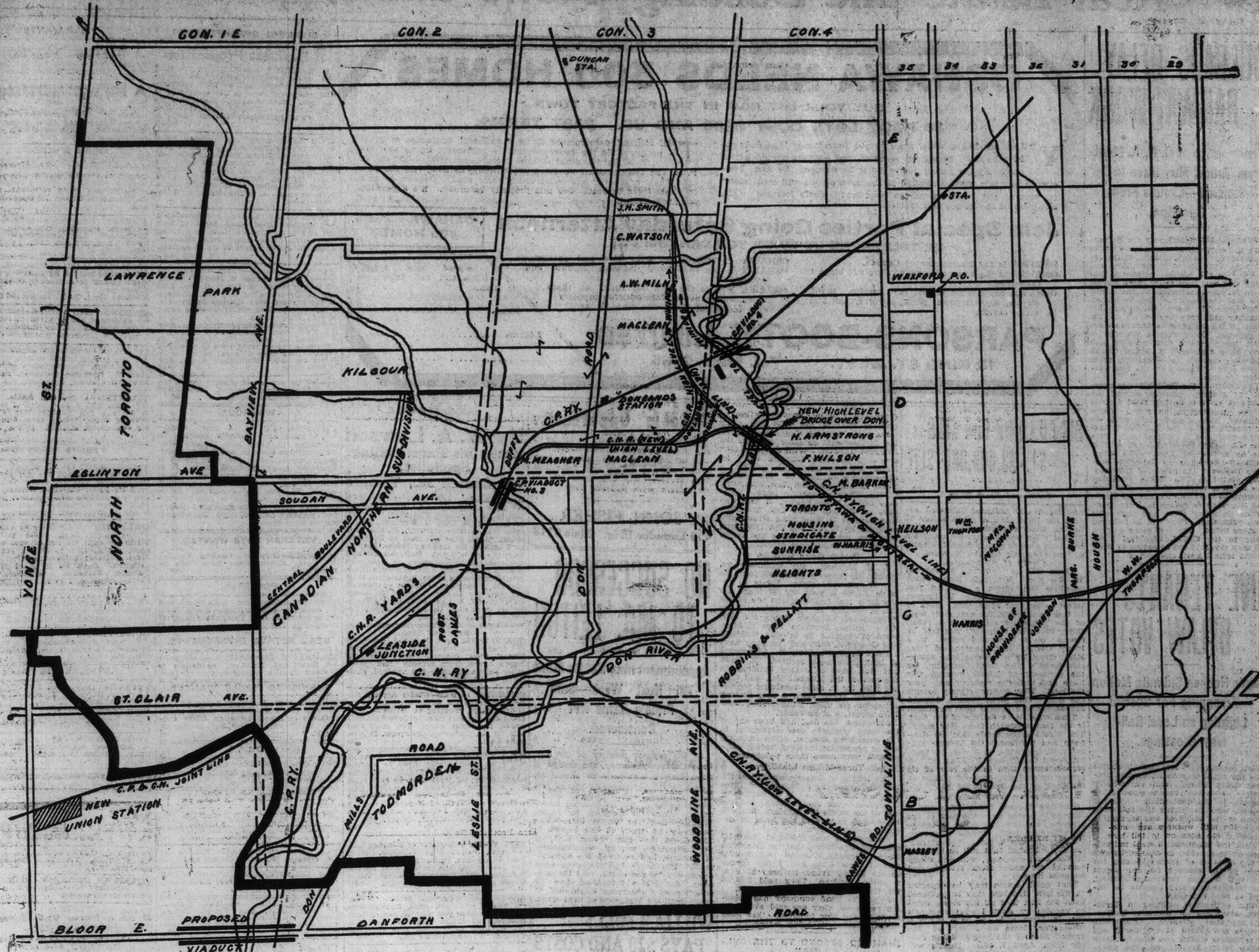


THE CANADIAN NORTHERN'S NEW HIGH LEVEL ENTRANCE TO NORTH TORONTO



The biggest coup yet played by the new transcontinental line to get into Toronto at the high level. The system centres out at Donlands, and is connected by five miles of new short lines and one big new bridge over the Don. A joint section of twelve miles with the Canadian Pacific across the north of the city. The transcontinental trains ought to start up town.

The above map, drawn from the plans filed last week with the department of railways at Ottawa, and with the Township of York Monday, shows the Canadian Northern's latest system of cut-offs (total less than five miles) to bring its Winnipeg (Parry Sound) line and its Montreal line into the new high-level union station up Yonge street. At present these two lines only come into Toronto down the Don valley to the Union Station on the Esplanade. With the cut-offs they can go to either.

These cut-offs unite in what is called the Donlands triangle on the Don.

Miles.	Upper Level.	Feet above Lake.	Miles.	Low Level.	Feet above Lake.
0.	North Toronto (New uptown station)	155	0.	Union Station (Old downtown)	8
2.3	Leaside (joint)	184	5.3	Leaside (joint)	184
2.4	Viaduct No. 3	172	6.4	Viaduct No. 3	172
4.1	Donlands (Don road)	190	7.4	Donlands	190
4.	Donlands (C.N.R.)	165			
4.7	Donlands Triangle (C.N.R.)	163			
5.	Viaduct No. 4 (C.P.)	224	8.0	Viaduct No. 4	224
4.9	New crossing, Don (C.N.R.)	150	9.2	Viaduct No. 4	144
7.7	Duncan (C.N.R.)	195	11.15	Duncan	195

The uptown station saves 148 feet climb in every train east on both lines. The paramount idea of this change from the Esplanade to North Toronto is the everlastingly saving in elevations and distances, and especially in regard to the great transcontinental passenger traffic between Toronto and Winnipeg, and between Toronto and Montreal.

A C. P. Winnipeg express leaving North Toronto (new union station) drops five feet and goes 3.2 miles to get to West Toronto, and will do it in ten minutes. From Union Station (Esplanade) the train climbs 141 feet and goes 4.7 miles in 20 minutes.

A C. N. Winnipeg express leaving North Toronto, climbs only 40 feet and goes 7.7 miles to get to Duncan, and will do it in twenty-five minutes. From Union Station (Esplanade) it climbs 187

feet, goes 11.15 miles in forty-five minutes. That's the difference in the two grades; 147 feet climb, 4 miles, 20 minutes. And North Toronto will be convenient for more passengers than Union Station (downtown).

By what applies to Winnipeg traffic applies equally to east and west traffic and to all freight. The move up-town is in the interest of the public, railway and freight. It gives Toronto a new front and a new entrance up town. It will give—if the new bridges over the Don are made with a lower deck for vehicles—a great northeast diagonal road from Yonge street (upper) and Rosedale to Leaside, Donlands, town line, Scarborough, Agincourt, Markham, etc., and even to Kingston road. This will be the greatest highway east of

Toronto and will go thru the most beautiful country around Toronto, and the best adapted for homes, for villas, for country homes, for farms.

The new joint line will not only let in the railways, but it will let in the Toronto and Eastern, the trolley line running from Bowmansville thru Oakville, Whitby, Pickering on the Kingston road. This trolley will come on alongside the C. N. R. tracks some-where east of the junction on the map on W. W. Thomson's farm in Scarborough, and these radial cars will land at North Toronto.

The map also shows the C. N. R. subdivisions of 1200 acres at Leaside, and the main boulevard or parkway running thru it. The city is planning a diagonal road to the northeast via this new parkway. The map also shows the C. N. R.'s new yards. The shops and home settlements for the employees will be north and east of the yards. There will be three business streets and a lot of residential streets, crescents, etc., in the subdivision. These plans are now receiving final approval. Rosedale (now built up) will go up the hill over the Belt Line ravine by Bayview avenue. It will be the greatest residential subdivision ever made in Toronto.

The C. N. R. and the C. P. R. are 1½ miles apart as to their respective crossings of the York-Scarborough town line, and only half a mile apart at the bridges over the main Don. The new line of the C. N. R. is twenty feet below the C. P. R. level where it goes under it north of the Donlands triangle, and eighty feet below it 200 yards east on the present line in the Don Valley. The quick way of appreciating the difference between the high and low level lines of the C. N. R. is to look at the two junctions of the old and new lines, first at Watson's farm, south of Duncan, and at Thomson's farm in Scarborough. At each point coming towards the city, the new line begins to climb up and the old line to drop down. So much for the Canadian Pacific, and a big end of the proposition, but there is a big end of it in connection with the Canadian Pacific, and that may develop later on.

taken for the enlarged joint system. An acre and a half is taken from the Toronto Dwellings, Limited, half an acre from the J. F. W. Ross estate, seven acres from Robert Y. Eaton immediately east of Bayview, 24 acres from the York Land Co. at Leaside, and some other small amounts from local owners. A triangle of three acres is also taken from Mr. Robert Davies on the north side of the tracks and at the corner of Leslie street. Besides this, the Canadian Pacific has probably purchased a very considerable amount. The largest expropriations in York Township east of the West-Don River, the largest block being on the Maclean farm at Donlands. The Canadian Northern yard is over a mile long and extends on the north side of the tracks at Leaside from a quarter of a mile west of Bayview considerably over a mile.

The new station is to be at Yonge street on the east side, and south of the joint tracks. The plans for this station have been in Toronto for some weeks now, but have not been made public, and are probably awaiting final approval.

Summitville avenue in Rosedale is not interfered with, but it is believed that a block of lots on the west side of the Belt Line ravine and south of the tracks, has been purchased by someone for railway purposes. It is also supposed that the negotiations in connection with St. Andrew's College and nearby property, and including perhaps 50 acres, are also under way and more or less affecting this big new railway development.

No details whatever are forthcoming as regards the bridging propositions of the joint section, although there are three bridges in the joint section east of Yonge street, namely, the Reservoir

viaduct, the Belt Line viaduct and the viaduct over the West Don, which is at the end of the joint section. These bridges will be in all likelihood be one and double-tracked, and probably four-tracked, and will be much heavier than the present ones. The Canadian Northern will have a big new bridge of its own over the main Don, and nearly as long as the Canadian Pacific's bridge over the same stream half a mile to the north. This new bridge leaves the Donlands property on the west side of the river and lands on the east side on the farm of George Armstrong.

No stations are yet in sight in connection with the Canadian Northern, although it is likely there will be one at Donlands on the Don road and another on the town line between York and Scarborough.

It is believed that notices for purchasing the right of way, or expropriation of it, are now being served on the owners. The grade from Yonge street to the West Don is very low; the stiff part of the Canadian Pacific grade being after the crossing of the main Don, and it is believed by railway men that the Canadian Pacific have plans for greatly improving it, and there are even hints of a further joint section being established for three or four miles beyond the one already agreed to.

The Canadian Pacific have their plans already made for moving their Don valley line near Leaside, further to the east and improving the grade, and moving Leaside station 300 yards further away from the city. Construction work on the new short line of the Canadian Northern is more or less heavy, and involves a number of cuts and fills, but all this is done to keep the grade at the best and most modern percentages.

GALT'S LOCAL OPTION FIGHT. GALT, Nov. 5.—(Special).—A petition asking the council to re-submit a local option bylaw, contains 974 names out of a population of 11,000. The town clerk and solicitor are engaged in scrutiny of the signatures. A large proportion are old country men, more or less recent arrivals.

Clergyman Shot Mischievous Boy. WADSWORTH, Sask., Nov. 5.—(Can. Press).—Rev. Mr. Lang, Presbyterian minister here, is out on bail in the sum of \$300, the result of an alleged shooting of a boy, Wm. Hodge, who was out with a crowd of young men playing pranks in the early-morning hours on Halloween night. The case was adjourned until tomorrow.

WOMEN ON HORTICULTURAL BOARD.

GALT, Nov. 5.—(Special).—A new departure has been made by the Galt Horticultural Society in electing on the board of directors three ladies known for their interest in the progress of the society and spread of horticultural knowledge in the community.

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LAURIER REFUSES TO GIVE BATTLE

Can't Contest Hochelaga on Naval Policy Not Yet Announced Is His Explanation.

MONTREAL, Nov. 5.—There will be no contest in Hochelaga unless the Nationalists make a fight. Sir Wilfrid Laurier wrote to the local executive today, strongly urging them not to make a fight in this division on the naval policy of the government until that policy has been announced, and his advice will, of course, be acted upon. The letter Sir Wilfrid sent is in part as follows:

"Before his departure for London, and since his return to Canada, the prime minister has declared that, after consultation with the admiralty, he would make known his naval policy to the people of Canada. We do not know as yet in what this policy consists, and notwithstanding the resignation of one of his colleagues, we do not know more than imperfectly the real cause of this disagreement. The session will open in a few days, and the government will then have to acquaint us with the negotiations that have been had with the imperial authorities, the program agreed upon and the divergence of opinion between the minister who has resigned and his colleagues."

"I recognize the desire of the Liberals of Hochelaga to oppose the candidature of the new minister and to show once more their allegiance to the Liberal cause. Our naval policy is known. It has not changed since March 29, 1908, but would it be opportune to take up the fight before knowing what is the new policy of the government? I have said many times since the last conference at London that I would await the explanations of the government before discussing their naval policy. It is before parliament that the naval policy may be announced, and in my opinion it is there that it must be judged on its merits and combated if there is need."

