

Real Estate and Building--News and Opportunities

All Phases of Traffic Problem To Be Covered in Report

Experts Who Will Investigate Conditions in Toronto Intend to Deal With Present, Proposed and Radial Lines, and Movement of Traffic Generally.

Outlining the nature and scope of the proposed expert traffic report, a letter was read from the New York firm of experts, Ford, Bacon & Davis, whose engagement in connection with the city's transportation problems has been recommended by the board of control. According to the letter, every phase of the city's traffic will be dealt with and suggestions given as to the most feasible method of dealing with the situation. The report will be based upon the present and the probable future needs of the city. It will include data and suggestions regarding the best methods of dealing with the present street railway, the proposed civic car lines, radial lines and the movement of the traffic generally. The experts propose to study the city regarding different extensions, schedules, changes of routes, number of cars needed and the distribution of the various cars. The expenditures which their proposals will involve will also be dealt with in the report. The idea in securing such a report is to obtain data which would not only be of service in connection with the civic car lines and other municipal undertakings, but also to obtain reliable information and suggestions from experts which could be presented to the Ontario Railway Board in an effort to secure an adequate service from the street railway. The controllers were not all favorable to the proposition. It was claimed by Controller Church that the present Ontario Railway Board would ignore the information, and hence it was only wasting the \$30,000 which the report would cost. Controller Foster also argued that the report would accomplish nothing. Improve Conditions. According to Controller McCarthy, the city had already proved that the present street car system was inadequate. He claimed that the city should now offer suggestions to the railway board as to a method of improving the traffic conditions. It was decided, however, at a former private session to send the matter on to council.

"It is evident that any report on the transportation situation to be of permanent value must take into account not simply the existing conditions, but the probable future transportation needs of all of that area between which and the business centers transportation will be required. Consequently, it will be necessary to study, in the light of past history, the probable future movement of the residence and business districts, not only within the present boundaries of the City of Toronto, but also the adjacent communities tributary to the city. Any narrower scope would result in plans which by leaving out of account a portion of the traffic which will result from the eventual extension of the city's transportation system beyond the old 1891 city limits, would probably fail to use the various streets in the way best calculated to obviate future congestion and to provide the most desirable transportation routes looking to the convenience of the majority of the passengers to be carried."

Plan of Report.

"We would propose to carry on an investigation along approximately the following lines: "Item 1—Count of Traffic: For the purpose of determining the direction and volume of the traffic to be provided for, we would make counts of traffic on each line, and in addition, special counts and studies of points of present congestion. "Item 2—Sufficiency of present service: For the purpose of determining sufficiency of the present service, we would make comparisons with the results of the counts of the number, frequency, size and regularity of the car service furnished by the present company and reach conclusions based upon desirable modern practice. "Item 3—Population: We would make studies of the present and past movement and growth of the population in the residence, manufacturing, retail,

wholesale and financial districts, and in the light of this study, predict the probable future movement and amount of population in and surrounding the City of Toronto, together with the probable points of origin and destination of traffic and its volume.

"Item 4—Extensions: In the light of the facts developed by items one and three above, we would recommend suitable locations for extensions to serve both the present and probable future population, including an estimate of the probable receipts for such extensions, with a view to determining the element of their advisability and the approximate date when it would be advisable to construct them.

"Item 5—Future traffic, present system: We would make an estimate of the probable future volume of traffic on the present lines.

"Item 6—Re-routing: In the light of the facts developed by items 1, 3, 4 and 5 above, we would lay out a plan for re-routing the transportation lines so as to provide: (a) The most desirable route for the majority of passengers on each line. (b) Distribution of the various cars entering the destination district in such a manner as to produce the minimum of congestion and slow movement.

"Item 7—Future schedules: We would prepare a schedule showing the present and probable future headway and number of cars for each route required to suitably carry the traffic developed in items 4 and 5 above.

"Item 8—Future schedule costs: In the light of the present operating costs we would develop the approximate operating cost of the new schedules mentioned in item 7, with a view to determining this one of the elements of its feasibility.

Car Inspection.

"Item 9—Cars: We would make an inspection of the cars at present in service and recommendations as to feasible improvements, increase in number, etc., required to give suitable service to the present and immediate future passenger traffic of the City of Toronto.

"In making the above study, we would take into account the suburban traffic brought into the city by the interurban and steam roads, and the one that could be made of these facilities in dealing with the whole problem. Also in a general way, the necessity, desirability and feasibility of underground tracks in certain portions of the city.

"For the preparation of this report, we would place on the ground a competent transportation engineer with a force of assistants trained in the use of the various instruments and methods of our own organization. We would propose to call upon you for such expert and clerical assistance as your various departments could render us.

"We estimate that such a study in the City of Toronto, and the completion of our report thereon would take from four to five months and would cost, exclusive of such expert and clerical assistance as we may call upon the city for, from \$25,000 to \$30,000.

"We would estimate in addition to the foregoing estimated cost, the value of the time and expenses of such expert and clerical assistance as we might call for from the City of Toronto, at not to exceed \$6000, of which possibly as much as \$3500 might be additional expense to the city.

"(Signed) Ford, Bacon & Davis."

Will Not Build On Big Block

Says Canadian Northern Owners—Deny They Are Trying to Buy It.

Sir William Mackenzie, Sir Donald Mann and Col. Davidson all denied yesterday that the C.N.R. was endeavoring to secure the centre block from Toronto to Church-street on King and Court-streets.

Sir William Mackenzie stated that while they owned the Toronto street frontage, and had for a long time, they were not seriously considering the erection of a new building, not just yet.

Sir Donald also said that they had not considered their new building yet. Col. Davidson told The World that two places adjoining to the east, the Woodbridge and Toronto Furniture Company, would be remodeled along the same lines as No. 68, which is at present occupied by various C.N.R. departments and two or three Davidson & McKee companies. These and other two properties are also owned by Davidson & McKee. The three buildings, when alterations are completed, will be connected by doors through the intervening walls.

These alterations will commence May 1, by which time all the present occupants will have vacated. The changes and decorations of 63 East King-street are quite elaborate and costly and have an appearance of stability.

Col. Davidson said he had not bought the Nasmith property, but he had bought the Nasmith property from Cawthra four or five months ago for \$45,000.

The T. Woodbridge property has been sold and to Col. Davidson. The price is not disclosed.

Riverdale Masons To Have Building

The Masons of Riverdale have secured a site on Gerrard-street, near Logan-avenue, and will erect a three-story brick hall.

The cost of the structure will be \$30,000, and it will be entirely devoted to masonic purposes. The building will be 40 feet by 75 feet.

ELK LAKE BRANCH

T. and N. O. Commissioners Will Open Tenders on Thursday Next.

Tenders for the Elk Lake branch of the T. & N. O. railway will be opened next Thursday. The commission will hold a special meeting that day to choose the contractor who will do the 30 miles of road.

It is expected that the new line will be completed and in operation by October next.

RAPID STRIDES IN PORT MCNICOLL

EARLY BUYING MEANS EARLY PROFITS

THERE is a limit to all things, and the good property in Port McNicoll is fast being taken up. When navigation opens in the Spring, all the close-in properties in Port McNicoll will advance at least 25 per cent. Keeping this in mind, we announce now that if you are to secure your lot at present prices you must act promptly. A purchaser of lots at present prices will receive good profits in a very short time. Buy now and take your profits when the C. P. R.'s big fleet starts to run into Port McNicoll.

Residential \$250 Factory \$500
Lots Cost Sites Cost

In another thirty days we will have sold out our entire holdings. You will then be in line for advanced prices, and we will sell your lot for you. If you have lots well located, come in and see us. Port McNicoll's time is now. Buy your lot to-day and sell in the near future at a substantial advance. Since our last talk, the Dominion Government, by act of Parliament, has made Port McNicoll a Government Customs Port, in order to assist in the moving of freight and grain.

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PORTABLE CHURCHES

Temporary Buildings to Be Erected Where Population is Scattered.

Residents of Toronto are to be treated to something new in the way of churches. Several city churches have made arrangements for portable buildings to be erected on street corners and in districts where the population is scattered. The first of these new places of worship will be put up at the corner of Gerrard-street and Golf-view-avenue by the Methodist church and will accommodate about 150 people. Other churches have made similar steps and by the first of April it is expected that there will be quite a number of these structures in the city.

MANSLAUGHTER CHARGE

William Davidge Committed for Trial by Magistrate Denison.

William Davidge will be tried on a charge of manslaughter in connection with the death of his wife, Esther Davidge, who died some days ago from an illegal operation.

J. R. L. Starr, K.C., counsel for the prisoner, objected to the ante-mortem statement of the late Mrs. Davidge yesterday in police court, but was overruled by Magistrate Denison, who committed Davidge for trial without any preliminary investigation.

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\$4000—Lawton Avenue house, very cheap.
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Y. W. C. A.

The meeting for women will be held at 4.15 p.m., on Sunday, in the parlors of the Educational Building, 21 McGill-street. Miss Clara Lugadin will give an address. Bright music. All lonely ones made welcome. Tea and social hour after the meeting.

CHEQUE FOR FIREMEN

Chief Thompson has received \$25 as a subscription to the Firemen's Benefit Fund from Gunns, Limited, as an appreciation for the services of the firemen at a small blaze which occurred in the warehouse a short time ago.

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