

The Scarborough Grade Must Go Toronto's Biggest Railway Problem

A Consolidation of the Three Railways Under Federal Supervision Would Save a 300-Foot Climb, Four Miles of Track, Fifteen Minutes' Time and Benefit Three-Fourths of the Traffic of Ontario—A Breakwater From the Don to Port Union and a New Line From Leaside to Scarborough Junction.

Toronto is now a great city and rapidly growing into a greater one. With its environs it has over three hundred thousand people. House building and factory building is extending west, north, east. We have good reason to believe that Toronto will be the greatest city in Canada. And Toronto's trade is growing even faster than her bounds.

Toronto owes much to railways, and the railways owe much to Toronto. This city contributes more revenue to the Grand Trunk and to the Canadian Pacific than any other station on the two systems. The Canadian Northern, which is rapidly turning into a great transcontinental system, will have its headquarters here. There is and will be for many a day more railway traffic passing thru Toronto than any other Canadian point.

Toronto's future depends upon her railways: we, therefore, must see that she gets the best possible railway service. This she does not get to-day. The object of this article is to show what can be done to greatly improve Toronto's railway condition.

The first thing we ask the reader to grasp is the physical position of the city. It is built on the shore of Lake Ontario on a slope rising steadily in every direction but one. The ridge that almost surrounds the city is 250 feet above the lake level three miles up Yonge-street from the water-front. It is 300 feet above where the Grand Trunk crosses the top of it at Scarborough Junction, to the east. It is 150 feet up at Toronto Junction, to the north-west. The only place where the land keeps on a near level with the lake is as you hug the shore going west to Hamilton. There is not much grade in going to Hamilton. But every other line out of the city has to climb.

The Grand Trunk's main line to Sarnia, and its northern line to Barrie, both go thru Toronto Junction from Union Station, and climb 140 feet in less than four miles. The Grand Trunk to the east for its main line to Montreal and its Midland branch has to climb 290 feet from the mouth of the Don to Scarborough Junction.

The Canadian Pacific has to do exactly what the Grand Trunk has to do to get to Toronto Junction, where its system begins to branch into three lines. To the east it has to do exactly what the Grand Trunk has to do: climb the Scarborough ridge, by going up the Don valley to Leaside and thru and over the ridge at Wexford, 298 feet above lake level.

The Canadian Northern for the present is planned to go north and east. It has, therefore, to get over the ridge like the rest. But it is taking advantage of the situation and of modern conditions. By going up the Don valley it is finding an easy grade—spread over more mileage. It is seven and a half miles from Union Station to the Canadian Pacific's viaduct over the main Don (2 1/2 miles east of Leaside). This viaduct is four miles north of the lake front at the Woodbine. It is 224 feet above the lake. The road climbs this 224 feet in four and a half miles after leaving the Winchester-street bridge of the Don. The Canadian Northern has gone exactly the same distance from Union Station, taking the Don valley for its course, but it goes under the Canadian Pacific's viaduct over the Don, about 70 feet lower down. It is the difference between one per cent. grade and a quarter per cent. grade. And the Canadian Northern keeps on rising in this easy way. It is expected that its line to Ottawa will leave the valley half a mile south of the Canadian Pacific viaduct and strike due east, getting up and over the ridge on a grade at least as good as the Canadian Pacific. But it, too, must climb it.

All these railway entrances of Toronto (with the exception of the Canadian Northern) were made, some half a century ago, some a quarter of a century ago. They were made by struggling companies with exhausted treasuries. The Montreal and Toronto Railway was not what the Grand Trunk is to-day; and the Ontario and Quebec was not what its present owner, the Canadian Pacific, is to-day. Railway building was not the exact science it is to-day, either. So the Grand Trunk did its best for the money it had, and climbed the grade by Scarborough Junction; the Ontario and Quebec climbed at Wexford as best it could, came by Leaside, thru Yorkville, and over to Toronto Junction and then into the city by the west end. These were the cheapest ways in—the dearest to maintain—and such they are to-day. Since Mr. Hays joined the Grand Trunk he has practically reconstructed the line from Port Hope to Port Union, 16 miles east of Toronto. He got rid of numerous grades and curves at an enormous cost. But the most objectionable one remains, that of Scarborough. Is he about to get rid of it? This article may show. As for the Canadian Pacific, its chief engineering staff periodically discuss its way in and out of Toronto, say really something must be done—and then they are switch-

ed off to a more pressing problem of the nature of occupying new territory. So they only trifle with it: by strengthening the Don viaduct; they really now propose to renew and double-track the line and the two viaducts over the ravines immediately west of Yonge-street to Leaside. And they run lots of trial lines to the northeast of the city. Their grade up the Don to Leaside is a marvel in using up coal and stalling trains in winter.

And most significant of all, these lines in and out of the city were built without any co-operation, in fact in spite of one another. The watchword in latter day high-class railway engineering as far as stations, entrances, terminals, switching, etc., is co-operation. The Esplanade and the Union Station, both the present and the one that is to be, show the benefit of co-operation of this kind.

Hasn't the time come to abandon the old, one-horse entrances to Toronto and to replace them with improved, common approaches? The engineers say it can be done: indeed the Grand Trunk is at it, and we think we are breaking no confidence when we say the Grand Trunk has a plan. Did you read the other day that it offered the city council to build a spur from its Don bridge along Ashbridge's Bay to the eastern city limits for the accommodation of any industries that might be located there? That's its first move to get away from the Scarborough grade. And it is moving out at the Junction to make a better connection with the belt line.

Does it not strike you, then, that a consolidation or pooling of running rights in and near Toronto with a number of improvements for the benefit of all three systems, would be good for the town and good for the roads? Let us suggest some of these improvements that the engineers have in their heads:

(1) A north-town line common to all the systems from Toronto Junction to Port Union via the Yonge-street crossing of the Canadian Pacific, Leaside Junction, Scarborough Junction. Marked No. 2 in the plan accompanying.

(2) A city front line, common to the three systems, between these same points, Toronto Junction and Port Union, via the Esplanade and a new line on the lake front from the mouth of the Don to Port Union behind a great breakwater. Marked No. 4 in the plans accompanying. To make these two common lines complete it would be necessary to build:

(a) A new line from Leaside Junction to Scarborough Junction, five miles long;

(b) A new line from the G.T.R. crossing of the Don at the cattle byres to Port Union, on the lake front, 13 miles long.

These new lines work out as follows:

CONSOLIDATED NORTH-TOWN LINE.

Miles	Toronto Junction	Feet above lake level.
3.75	Yonge-street crossing, C.P.	149
6.05	Leaside Junction, C.P.	155
11.30	Scarborough Junction, G.T.	184
15.30	Port Union, G.T.	20

This is the shortest route across Toronto and involves a grade of only 150 feet from Toronto Junction to Scarborough Junction. But for freight going west it would involve the 280 feet of climb from Port Union to Scarborough Junction. This route would advantage the Grand Trunk mainly. It would only advantage the Canadian Pacific by the Grand Trunk having to pay part of the maintenance of the line from Toronto Junction to Leaside.

CONSOLIDATED LAKE FRONT LINE.

Miles	Toronto Junction	Feet above lake level.
7	Don River mouth	149
20	Port Union	20

This is the levellest route across Toronto, involving a climb of less than 140 feet one way (going west) and a run down hill the other way. It is hardly any climb even going west if you go by Hamilton. This is also a short route. It would advantage the Grand Trunk enormously. It is what Mr. Hays desires. He has this in view when he offers to build a line along Ashbridge's Bay for industrial switches. He wants a right of way to Balmby Beach and the eastern limit of the city. Toronto could well afford to give him these and other things to help the construction of this line without grade.

This line avoids the whole Scarborough grade of 290 feet by building a new line from the mouth of the Don River along the shore of Ashbridge's Bay to Balmby Beach and, once the Scarborough townline is reached, by plunging boldly into the lake and running clear down to Port Union under the Scarborough bluffs, behind a great breakwater, costing a million or a million and a half of dollars, for this 13 miles of new line from the Don to Port Union.

This new and ambitious Grand Trunk line would replace the existing Grand Trunk line of (marked No. 3 in the accompanying plans):

Miles	Toronto Junction	Feet above lake level.
7	Don River mouth	149
14.60	Scarborough Junction	300
21.60	Port Union	20

This Scarborough grade is the biggest obstacle to railway improvement that is left in Ontario. It is an everlasting expense and delay to all traffic. It begins at the Grand Trunk crossing of the Don, near the mouth of that river, and extends east, past the golf grounds and Little York until it reaches the summit rail near Scarborough Junction, 9 1/2 miles. In distance the climb is 290 feet from the Don River (8 feet above lake level). Both of these grades are .75 per cent. ones.

This proposed lake-front line would save this grade, would save

four miles and 15 minutes' time to every express train between Toronto and Montreal. All other traffic would be equally benefited.

The Grand Trunk are somewhat staggered at the cost of this new thirteen miles from the Don to Port Union. It might cost a million and a half. But even at that price it would pay. But if it were built with some federal aid (and all the country would benefit) and if the Canadian Pacific and the Canadian Northern helped to build it on condition that they had right of way over it to go out of Toronto by Port Union it could easily be financed. And it may be that both these other lines would like to get out by Port Union if they could make bee lines from that point to their present lines (located or proposed) to Ottawa and Montreal. If the Intercolonial ever came to Toronto it would come in this way, especially if national aid were given to build the breakwater, this way, especially if it is feasible, but expensive—but economical in the end. It would do a lot for Toronto, but even more for others. It would help to fix the quick ocean express route from Winnipeg and Chicago, thru Toronto, to a Canadian seaport.

No one can at present work out all the other improvements that a consolidation of the entrances of the three systems would effect. For one thing the Grand Trunk could abandon its Midland division from the Midland could come in much better from Agincourt or near that place over either Canadian Pacific or Canadian Northern.

DR. REAUME RECOVERING.

Harry Maisonneuve, private secretary to Hon. Dr. Reaume, received reassuring information from Windsor yesterday concerning Dr. Reaume, in contradiction to the alarming report circulated yesterday morning. Dr. Reaume is gradually progressing and is able to see Mr. Maisonneuve at intervals on business matters.

To Christian Scientists.

For the opening of the new scientist church in Boston, June 10-17, New York Central Lines offer as low a rate from Toronto as can be obtained. What is more, their train service is the fastest and most direct, it being possible to leave Toronto at 5:00 p.m. by Grand Trunk or 5:20 p.m. by C.P.R. and reach Boston at 10:30 next morning. By leaving at 2:00 p.m. via Niagara River Line boat, Boston is reached at 8:47 a.m. Full particulars may be had at New York Central Lines office, 69 1-2 Yonge-street. Telephone Main 4881.

Commissioner Coombs Returns.

Commissioner Coombs, commander-in-chief of the Salvation Army in Canada, has returned from Winnipeg, where he opened the new Grace Hospital, the largest and best in the Salvation Army.

Colonel Pugmire visited Stony Mountain Penitentiary, and held Salvation meetings.

INSANE MAN IN AUTO.

Policemen Given an Exciting Ride Thru Crowded New York Streets.

New York, May 22.—A remarkable automobile party with two policemen struggling against a yelling insane man on the rear seat and the sight of the man driving the machine at the limit of speed law to save his father from harming himself, dashed for a mile up the metropolitan section of Lexington-avenue to-day looking for a police station.

As they sped along, Thomas Coleman, 65 years, who suddenly became insane, despite his age, was able to shove one of his captors over the side of the automobile, until the policeman's body was more than half hanging over the pavement. For a quarter of a mile the officer hung in this position, while spectators watched the desperate struggle from the sidewalk.

Eventually the automobile landed the party at the police station without serious injury, and three more policemen helped get Coleman into court. He was arraigned and sent to Bellevue Hospital insane ward.

The prisoner had been arrested on complaint of his daughter, and his son offered the use of an automobile in place of the patrol wagon.

David Smith.

The death occurred on Monday night of David Smith, 138 Carlaw-avenue. Two years ago he was injured internally and never recovered. He was born at Earlstone, Roxborough, Scotland, in 1841, and served in the 75th Highlanders for 13 years. Afterwards he came to Canada, 33 years ago, and for 6 years lived in Toronto. He was a member of the Army and Navy Veterans. The funeral will take place tomorrow at 2 p.m. to Mount Pleasant. The veterans will attend. A widow, a son, 4 daughters and 15 grandchildren survive.

Toronto to New York and Philadelphia.

Two evening trains to New York and Philadelphia, via Grand Trunk and Lehigh Valley. On and after Sunday, May 13, trains will leave Toronto at 5 p.m. and 6:10 p.m. Morning train 7:35 a.m. Black Diamond Express connection. Fare on all trains only \$10.00. Toronto to New York. For tickets and Pullmans, call at G. T. R. city office, or L.V.R. Passenger Office, 10 East King-street.

For 'Friseo Brethren.'

The Metal Polishers', Buffers' and Platers' Union, No. 21, of Toronto, have subscribed \$25 to their brother workmen union, 158, of San Francisco.

AGRICULTURAL LABORERS ARE IN GREATEST DEMAND

Discriminated Against by Immigration Laws Forbidding Importation Under Contract.

Washington, May 22.—Mr. Dillingham, chairman of the committee on immigration, to-day called up in the United States Senate, the bill amending the immigration laws.

He did not accept some of the popular theories concerning immigration, but held to the belief that the influx of foreigners is regulated by the labor market; that in dull times the number is small, and in good times large, as, for instance, 1,026,000 in 1905, as compared with 228,000 in 1898. He also found encouragement in the fact that over 80 per cent. of the immigrants are between the ages of 14 and 34, or at the age when persons are least liable to become public charges. These facts he thought should go far to relieve apprehensions regarding the foreign invasion.

Senator Bacon made the point that the existing law excludes agricultural laborers under contract while admitting other classes, and complained of the discrimination. He thought that if the barrier were removed most of the southern states would bring over immigrants from the agricultural districts of the old world.

"There is a growing need for laborers in agricultural pursuits," he said.

Unclaimed Freight Sold.
About \$3000 worth of unclaimed freight was sold at the old G.T.R. freight sheds yesterday afternoon at auction by Auctioneer Henderson. It was the largest sale ever held by the G.T.R.

Look For Blood Humors

They Crop Out Constantly, Showing the System Needs Purifying.

You're not satisfied with your looks. How can you be with such disfiguring pimples, such rough uneven skin? Blood is full of humors, and it's no wonder you look and feel poorly.

You are languid. Appetite is miserable. Sleep is hard to get. Snap and vim are lacking.

High time to improve matters—but what's the proper remedy? Experience proves that Dr. Hamilton's give instant effect. They tone the entire system, fortify the blood and impart a feeling of new life in a few days.

Unlike strong purgatives, Dr. Hamilton's Pills are exceedingly mild. They are made from concentrated vegetable extracts such as Mandrake and Butter-nut, and can be taken by young or old with absolute safety.

"I learnt something very valuable after using Dr. Hamilton's Pills," writes Miss Effie Thomson of Meriden, "I used to have ugly pimples that much embarrassed me. The tonic and purifying effect of Dr. Hamilton's Pills completely restored me. My health is splendid and my complexion a great credit to this marvelous medicine."

Let your medicine be Dr. Hamilton's Pills. They cure so thoroughly. Sold by all dealers. 25c per box, or five boxes for \$1. By mail from N. C. Folson & Co., Kingston, Ont., and Hartford, Conn., U.S.A.

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