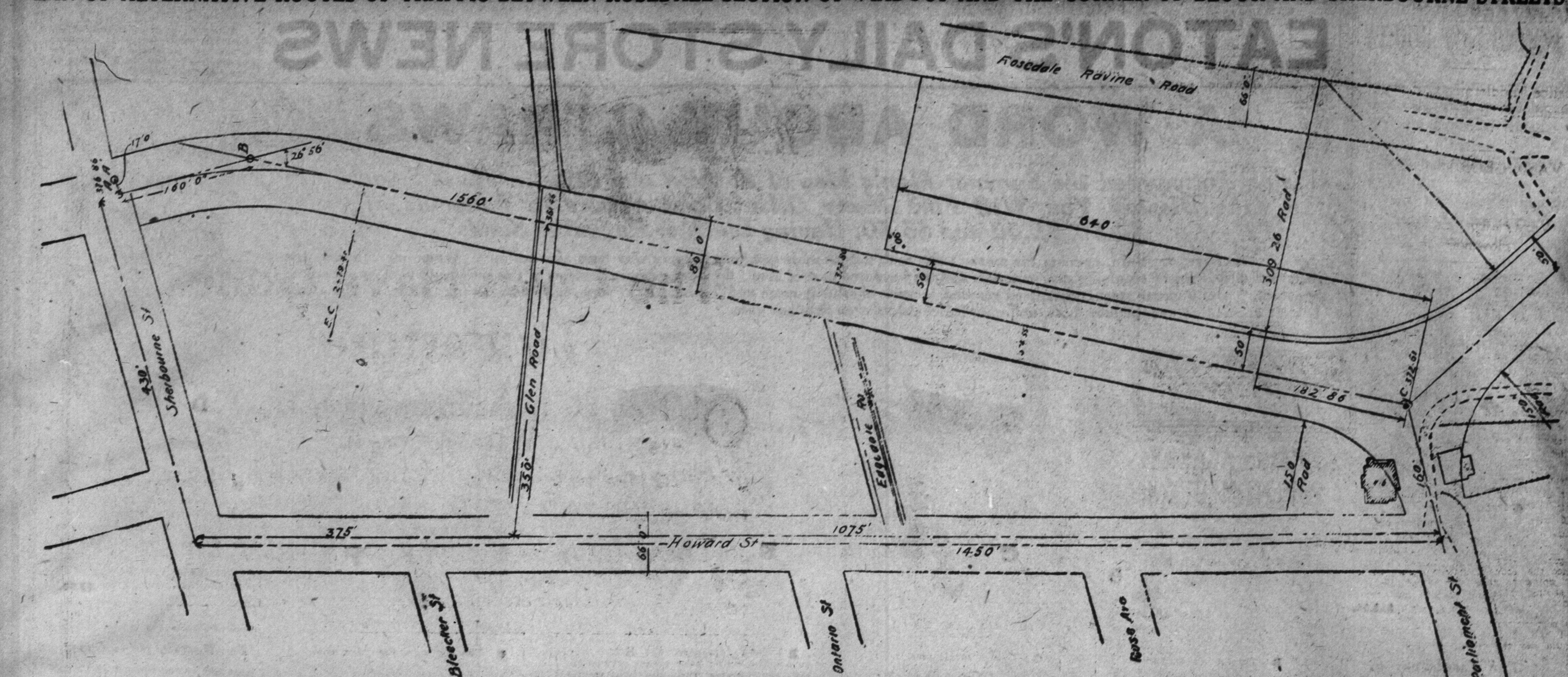


PLAN OF ALTERNATIVE ROUTES OF TRAFFIC BETWEEN ROSEDALE SECTION OF VIADUCT AND THE CORNER OF BLOOR AND SHERBOURNE STREETS



Length of street car line and new roadway (part of the viaduct plan) from Parliament street (west end of Rosedale viaduct) to Sherbourne and Bloor..... 1,560
Length do, via Howard street... 2,040
New roadway is shorter than Howard street by..... 480

The above cut shows the new Bloor-Danforth viaduct roadway between the west end of the Rosedale

viaduct, at the head of Parliament, along the fill on the ravine, to the east end of Bloor street at Sherbourne. The roadway is 1560 feet long and 55 feet wide. It will be carried over Glen road by girders.

Commissioner Harris is recommending to the works committee not only that street car tracks be laid on the new viaduct roadway on the south side of the Rosedale ravine, but that a macadam driveway be also laid immediately south of the street car tracks for

vehicles as well. Someone has suggested that only the street car tracks be put down for the present and that vehicles be kept off the new roadway and made to go by Howard street. Howard street's asphalted roadway is only 24 feet wide, and would not be in to accommodate the traffic. The narrowest roadway now built by the city is 25 feet wide. Howard street is longer and involves two sharp corners and a turn into Glen road. The traffic in so narrow a roadway would be end-lease confusion and blocking. The straight way saves 480 feet.

Commissioner Harris proposes to carry the new driveway and the street car tracks over Glen road by steel girders about 12 feet above the grade of Glen road. This would make a roadway of Glen road toward the south.

The commissioner's plan could be executed within six weeks or so and would put the whole of the Don viaduct in commission from Bloor to Danforth as originally planned, the wooden blocks on the new roadway from Parliament to Sherbourne would have to be deferred. But in the meantime, macadam road would take its place. There is some more

filling and grading and setting to take place north of the street car tracks, but fifty feet of the new roadway, including the rails, would remain for the traffic instead of twenty-four feet in Howard street. The new way would be straight and shorter and wider, and would practically complete the viaduct for general service.

No one knows what street cars will go over the viaduct, but it is believed that it will be the Church street line making a connection with the municipal line on Danforth at the head of Broadview. This would also allow vehicles to go along Danforth or up the

Don road into Todmorden or down Broadview. All kinds of wheeled traffic would have a free flow. At the city end vehicles could go off into Rosedale or across the Rosedale viaduct and on to Sherbourne or along Parliament and Howard.

The use of the thru viaduct line would take a lot of the congestion off Gerrard street crossing the Don and to the east, and off Broadview, as well as greatly shortening the distances now traveled. The street car route to the head of Broadview, also wheeled traffic, would be shortened, by several minutes. The street cars would also

increase their efficiency and lessen the congestion by using the viaduct.

The board of works is likely to adopt the recommendations of the commissioner at the special meeting Wednesday afternoon. If this is done Mr. Harris will soon rail and pave the main viaduct and give the public the use of this new fine structure, which has cost over two millions of dollars and over twenty years of discussion to get it completed. The whole north of the city will reap a direct benefit; so will all the farmers and suburbs east of the Don.

SALARY OR FEES TO CROWN ATTORNEY?

Matter Was Subject of Lengthy Debate in City Council.

NO DECISION REACHED

It Was Referred Back to Board for Further Discussion.

The recommendation of the board of control to pay J. Seymour Corley, city crown attorney, a straight salary of \$2,000 a year for conducting all the cases of those charged with contraventions of the Ontario Temperance Act occasioned most of the discussion at yesterday's meeting of the city council. Motions and counter-motions were made, and one after another the movers were crowded by other movers until neither the chairman of the committee of the whole, Ald. McMullin, nor the council, nor the movers, nor the spectators of the merry battle, could discern the rate of any motion presented. Controller McBride strongly opposed the recommendation. Various questions were at issue, and there were two opposing forces at work. One party was of the opinion that the system was pernicious in principle, and another felt that the system of paying a straight salary would tend to make for lack of application to the work of ferreting out the lawbreakers.

Could Not Amend Statutes.

Ald. Hiltz suggested that the recommendation be thrown out altogether. Ald. Blackburn moved that the recommendation read that the attorney be paid fees upon each case, the accumulated fees for the year not to exceed \$2,000. Mayor Church pointed out that in his opinion it was impossible to so amend the statutes which read that the crown attorney was both a crown and a judicial official, and that he could either receive fees of \$5 a case or could consent to an agreement with the council. The board, he said, had made such an agreement as was read in the recommendations.

Alderman Bail, Controller O'Neill, Alderman Cowan, Alderman Hiltz, Mayor Church and others expressed themselves strongly against the system of fees as tending to place any official in a false position. Controller McBride pointed out that, although the fees would come in freely this year, they might be fewer in number during the following three years, and that the city would stand to gain financially by the adoption of the fee system. He was uncertain as to the times of payment considered by the recommendation. If payment was made as from May 2 there would still be five previous six weeks to consider. What was going to be done about them?

Mayor Church moved that the \$2,000 be considered as paid from May 20. More discussion and repartee followed. Controller Robbins moved that the payment of the \$2,000 be made as from April, 1918, to April, 1919.

It was finally decided to refer the matter back to the board of control.

FALLS FROM BICYCLE.

When he fell from a bicycle he was riding yesterday John Jacobson, 231 Ackmutt road, broke his right arm. He was removed to St. Michael's Hospital.

SUGGEST OLD HALL AS TAX PAY OFFICE

The city council at yesterday's session passed the recommendation of the board of control to request the finance commissioner to make arrangements to have the old town hall on Keele street used as a tax pay office for the convenience of the ratepayers of West Toronto. Controller McBride was a vigorous opponent of this recommendation, and expressed his opinion that it was an imaginary principle, which would soon be taken advantage of by other outlying districts. The champions of the recommendation pointed out that this privilege would save the ratepayers lots of money in car fares. The commissioner had pointed to the fears expressed by Controller McBride, and had expressed the opinion that a centralized office would meet the best needs of the people. Alderman Birdwell stated that the office was already in use, and was not an imaginary proposition, and that as it had been used for some time it could well afford to house the taxpayers to come. Ald. McBride and Ald. Ryding were both at first of the opinion that the finance commissioner should be instructed to do this.

COMPLAIN OF RENTS.

The city council yesterday afternoon referred the petition of the tenants of the Riverside Courts, Bloor avenue, properties of the Toronto Housing Co., to the board of control, and this petition will likely be considered at the next session of the council. The petitioners claim that the company has been drawing rent of \$56,000, or 12 per cent. of the assessment on the properties, \$311,000.

TWENTY-FIVE OF CORPS HAND IN RESIGNATIONS

Proof that the story published in The World a few days ago regarding discharges being available for members of the Royal Air Force was authentic is shown by the fact of 25 Strachan avenue barracks, Toronto, and handing in their resignations. It was also learned by The World that the members of the Royal Air Force at the Camp Borden aviation grounds who applied recently for their discharges have already received them and are now again in civilian dress.

Military Authorities Definitely Decide on St. Andrew's College

Official announcement was made yesterday afternoon that the authorities had made up their minds definitely in regard to the utilization of the St. Andrew's College property for military hospital purposes in the treatment of wounded men returning from overseas service. The authorities state there is "not a chance in the world" of any change being made in the plan to use the St. Andrew's College grounds for military hospitals, and that no pressure brought to bear at Ottawa by those antagonistic to the scheme will be of any avail, no matter how influential the parties interested. Certain that the property chosen is the most suitable one in the whole City of Toronto for the purpose, and are determined there shall be no change in the arrangements.

FELL FROM SCAFFOLD.

Three Rivers, Que., May 20.—A man named Etienne Gosselin, working at a twenty-five feet high today and was very dangerously hurt. He was taken to the hospital.

VETERANS OF WAR GET FIRST CHANCE

Street Railway Company Will Consider Objections of Employees.

LATTER STAND FIRM

They Think Employment of Women is Not Yet Warranted.

Whether the Toronto Railway Company will fall in line with the suggestion made by Alderman Joseph Gibbons, business agent of the Toronto Railway Employees' Union, regarding the deadlock which now exists in respect to the employment of women on the Toronto street railway remains to be seen. His suggestion is that the matter be submitted to a board of investigation and conciliation, but apparently the company has not yet decided if this will be done. "It is a matter for the directors to decide," stated P. L. Hubbard, assistant to the general manager, when questioned last night by The World. "The action the company has taken is to bring a new element entirely into the situation, and one that must, of course, be considered, but what action will be taken will be decided at the next meeting of the directors, and personally I cannot say anything on the matter," he declared.

Asked what he thought of the view taken that the women would suffer in health if they took on such a job, he decidedly stated that that was a matter for the women themselves to decide. "They are the best judges of that. If after trying the work they find they cannot do it, they can give it up."

"But why does the company consider the employment of women necessary?"

"Simply because we cannot get enough men. Supposing the war was to end now, even at the rate the men are coming back, we could not get enough men. It must be borne in mind that a great many of the returned men could not take on that kind of work. The policy of the company has always been and will continue to be, to give returned men the first chance. You can see that every day from the advertisements in the papers. Even if we do employ women, we shall continue to give the returned men the first chance. Supposing women go on the rear of the cars, that will release a good many men for motorman's jobs."

Stand by Resolution.

"There is nothing new," stated Con. W. D. Robbins, formerly secretary of the union. "Mr. Fleming has not changed his mind, and we have not either; the resolution that was passed at the recent meeting last Saturday week, we still stand by."

"It has been stated that the company intended to give returned men the first chance. What do you say as to that?" he was asked.

"I say that there are enough returned men to take all the jobs. The company states that it is going to install pay-as-you-enter cars. If they do that, then it will be a job that the returned men can do. In the past they have been unable to do that job on account of the crowded cars." Asked if the men would strike, should Mr. Fleming carry out his intention to train women for these positions, he would not commit himself. "I can only say we have not altered our

opinion one bit," he stated in conclusion.

A meeting of the directors of the Toronto Street Railway will be held on the first Monday in June, when the resolution in question, in which objection was taken by the men to the employment of women, and stating that they refused to train them, will be read and discussed by the members.

BELGIAN RELIEF FUND REPORT FOR THE WEEK

The Belgian Relief Fund, Ontario branch, 39 West King street, reports for the week ending May 17 receipts amounting to \$974.10, making total to date \$143,145.34.

Some of the subscriptions were: One Hundred Club, Preston, \$75.50; Orilla Packet, \$44.40; Mr. Wm. Butchart, \$50; the Cannon Canadian Co., \$50; Women's Canadian Club, Port Arthur, \$40; Mr. L. Goldman, Maple Leaf Milling Co., Richard L. Baker, Canadian Oil Companies, \$15; \$25; Ardrea W. L., East Simcoe, \$15; Lockwood Table Co., \$15; Stella Campbell, Amherst Island, Red Cross, \$15.60; Visor Knitting Co., Niagara Falls, \$15; Mrs. R. C. Steele, \$11.10; J. C. Hamilton, Glen Huron, Victorian W. L. M. Bristol, \$10; Randie Bros., Meaford, Delaware W. L. Giffin, Glove, Ltd., James Williamson, Harry J. Rosenthal, C. Parsons & Son, A. W. Gordon, Gerhard Heintzman, F. G. Moore, Lion's Head, Pember W. L. Hunt, American Cyanamid Co., Niagara Falls, Mrs. N. M. Stanley, Dayton, the Misses Greig, McLaughlin & Sons, Owen Sound, Wm. Benson, Hugh Specialty Co., Dartmouth, Chas. S. Simpson, A. Pucelli, C. Prime & Rankin, A. D. Shoup Co., each \$10.

The Belgian Relief committee feel much encouraged by the response to their special appeal on behalf of Belgium children, and believe that the fund is becoming more and more tragic, and therefore, great efforts are being made to send as many children as possible to France, Holland and Switzerland, where they will receive medical attention and nourishment. The number of children sent is limited only by the funds.

RAPID SHIP REPAIRS.

British Yards Furnish Striking Figures of Work Done.

London, May 20.—Striking figures of the work done in the shipping repair yards were published today. From August 3, 1917, when the directorate got the organization to work, to April 25, 1918, the yards have repaired and restored 5307 vessels, representing a gross tonnage of 16,150,000. This gives a weekly average of \$14,105 gross tons. But the weekly average for some weeks past has risen to over 500,000 gross tons, and is steadily rising. The amount repaired in one week reached 598,000 gross tons. Five ships, each over 20,000 tons, have left the yards ready for service in a single week.

STRATFORD TO START CIVIC FUEL DEPOT

Stratford, May 20.—The council tonight passed a resolution to provide fuel for the purchase of wood and fuel for the establishment of yards to handle supplies for citizens. Sidney Johnson was named city engineer to the place of Lieut. A. B. Manson, who has been granted leave of absence to go overseas.

STRIKE IN MANCHURIA.

Harbin, May 20.—Railway traffic in Manchuria is tied up by a strike.

RATES ON FERRIES TO BE INCREASED

Council Gives Company Permission, After Long Argument.

The Toronto Ferry Co. was given permission by the city council yesterday to increase its rates to the Island from 5 to 8 cents. This increase is to be in effect for the duration of the war.

Ald. Plewman, Gibbons and Graham were the strongest opponents of the recommendation of the board of control. Ald. Plewman desired to have the books of the company well investigated. "How dare this council," he said, "sanction such an increase without having the books of the company looked over? Two years ago the council allowed that concern to force all small craft off the lake, and today this same corporation comes, hat in hand, to ask for an increase in its fares. 'Why certainly old boy,' is our response. 'The pleasure is ours, all ours.' I have heard of the commutation rates offered to the islanders. Well, let me tell them this, that there are 6000 islanders and 500,000 others." Alderman Gibbons was sceptical as to the good wishes of the company toward the public. He was sure that if the increases they had paid to their employees had equalled those given out to the civic employees they would not need to call upon the good nature of the council itself. All corporations had been hit by the war in the same way as the company.

People to Suffer.

Alderman Graham pointed out that the people themselves had suffered in the same proportion as the company. And the majority of the people were unable to pay the higher rates demanded by the company.

Controller McBride and Dr. Risk were the champions for the ferries, although there were several other Aldermen who were disposed to consider the company's request.

The company was never behindhand in doing what it could to help the children. "They have always placed their boats at the disposal of the charities and children's associations," he said, "and I want the council to deal generously with them."

Ald. F. M. Johnston: "Will the sponsors of the company tell us whether or not the company will continue to carry children and charitable parties at reduced rates?"

Assurance is Given.

"I can assure you on that point," replied Controller McBride. "The recommendation was finally carried by a vote of 12 to 10, as follows: For—Mayor Church, Controllers O'Neill, McBride, Maguire, Ald. Risk, Hens, F. M. Johnston, Haman, Nesbitt, Bail, Ryding, Hiltz, McMullin; against—Controller Robbins, Ald. McBrien, Weir, Sykes, Blackburn, Honeyford, Plewman, Cowan, Gibbons, Graham."

Acting upon a suggestion from Ald. Hiltz the council amended the recommendation of the board of control so as to read "until the end of the war."

MANY DEFAULTERS CAUGHT.

One hundred and seventy-four men who had evaded the Military Service Act, were arrested and put in the army by the Dominion police in Toronto military district during the week just ended. It was the most successful week since the Dominion police started their campaign in central Ontario for the apprehension of draft defaulters.

FATHER IS ADVISED CHILD IS KIDNAPPED

Word was received yesterday by C. O. Sypher at 231 Ontario street that his little daughter, Viola, aged 10 years, whose home is in Pefferlaw, was kidnapped yesterday afternoon about two o'clock from the school about a quarter of a mile from her home. The father stated that for some time past the little girl had been receiving threatening letters in which it was stated that she was going to be taken away. He said he thought he had an idea as to the guilty party, but he could not say for certain. If what he surmised is correct, he said, it was a family affair. He has placed the matter in the hands of the Toronto police and also notified the police at the border. The little girl is described as being remarkably bright for her age, and the remarkable thing about the matter, also he would not mention any names, was that he was of the opinion that the party or parties intended to try and place the girl in an asylum.

SERIOUS CHARGES ABOUT FIRE DEPARTMENT

London, Ont., May 20.—Many serious charges in connection with matters pertaining to the conduct of the London Fire Department were presented to the city council at its meeting tonight by the Trades and Labor Council. Some days ago the labor union asked that an official investigation be made, stating that they would present charges in writing at the first meeting of the council. It claimed that several of these have been maintained; that matters in connection with equipment are not being looked after. The affair is generally regarded as a showdown as to whether the Fire Chief, Aitken, is to run the department, or the unions. The council referred the charges to a committee for a report.

NINETY-ONE BODIES TAKEN FROM RUINS

Pittsburg, Pa., May 20.—Ninety-one bodies had been taken from the ruins of the Aetna Chemical Company's plant at Oakdale, near here, up to yesterday night, the total representing the "known dead," as a result of the terrific explosions which wrecked the plant last Saturday. Complications today show ninety-four persons in Pittsburg hospitals, and company officials say that 190 members of the working force of the plant are yet unaccounted for.

Federal, state, county and local investigations of the disaster are in progress, but nothing has so far developed to disclose the cause of the explosion.

HIT BY STREET CAR.

When he was knocked down by a street car at the corner of Adelaide and Bay streets yesterday Andrew McLeary, staying at the Grand Central Hotel, sustained slight injuries to his head. He was removed to St. Michael's Hospital.

NO ACTION TAKEN; COUNCIL ADJOURNS

Replacing of Board of Health Estimates is Not Discussed.

The only action that the city council took at yesterday's session with regard to the estimates of \$22,000 asked for by the board of health was to adjourn at the exact moment the estimates should have come up for discussion. The board of health is asking for an additional \$22,000 for the purpose of reinstating the nurses and health department because the amount needed to maintain this staff was cut off in the estimates ratified by the council at a recent session. Four separate attempts were made to have an adjournment made, and finally the motion to adjourn altogether passed.

The first of these attempts was made by Alderman Dr. Risk, the chairman of the board of health, who moved for an adjournment until half-past eight. Confusion was the order of the day until the motion to adjourn altogether passed.

In this connection it is interesting to note that during the afternoon the board of health at a special meeting decided to inform the city council that the board intended to stand by its rights as granted by the legislature, and to take action altogether independent of the council. This means that all matters affecting the public health will be conducted by the board of health.

At this meeting of the board it was pointed out that a serious situation had arisen consequent upon the drafting en masse of graduating classes of medical students, a factor in the general situation which was resulting in the undermining of the hospitals. Various appointments were considered, but not ratified. This was in response to Alderman Risk's request that the matter be laid over until the council took action to restore the \$22,000 cut from the estimates.

CO-OPERATION

One of the given among Canada the largely a Toronto during purchase of the counties ark and Well provinces of the latter part treated monthly. These of expert she that the qual way he bett are installed great number the benefits Co-operate also been at Canadian Co-association h bringing abo and help ha the federal menta.

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HEAD OFFICE & EIGHT BRANCHES IN TORONTO

Members of the Greenback League with Dr. of the trades Parliament b discussed with curating suffic flax crop, w end of July, The advisa into group the question pions were re meeting cont