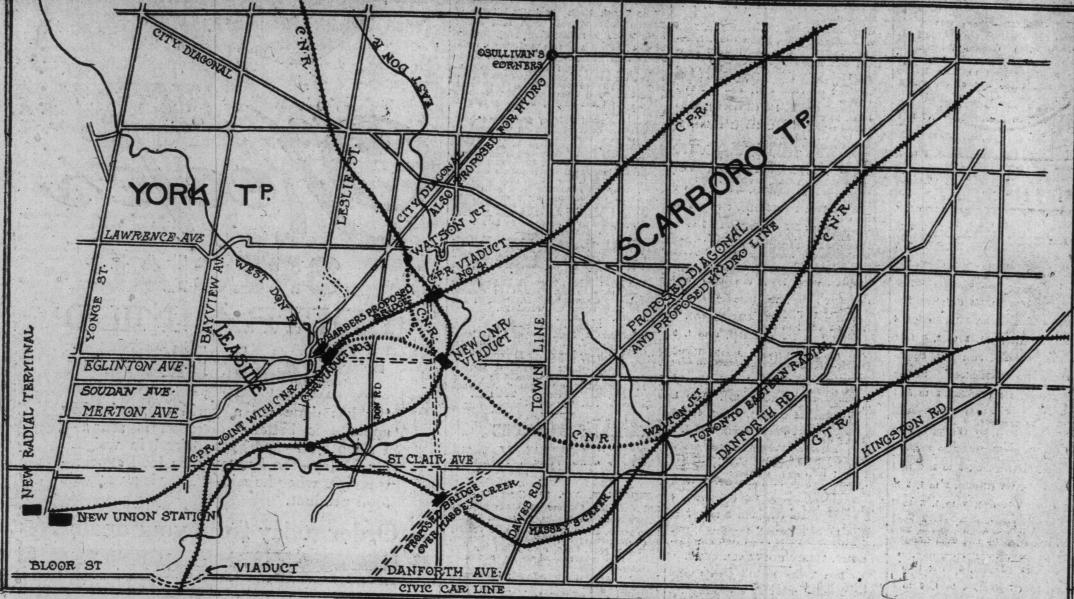
YORK COUNTY AND SUBURBS OF TORONTO

HOW EASTERN RADIALS AND TRAVEL CAN CROSS THE DONS SEE TO THE OTHERS FIRST SAID ART SMITH WHO KNEW HIS OWN INJURIES WERE FATA



FRANK BARBER'S REPORT

open and has easy grades. It joins kingston road at Scarooro postoffice, about nine miles from Yonge street. It rous just north of Scarboro Village, and crosses good roads leaning to Unnoville as short a road to the central part of To-ronto as the southern route.

He Would Bridge the West Don and

Joint the East Don With

Joint the East Don With

Joint the East Don With

Joint the East Don With the C. N. R.

HYDRO RADIAL HAS TWO ROUTES

Sixteen Square Miles With Roads-Radial Terminals at North Toronto.

Some months ago, Frank Barber, C.E., engineer for the County of York and the Townships of York and Eublicoke, was asked to make a special report for the Township of York as to the feasibility of a road running from the city easterry or northeasterry, crossing the Don in the neighborhood of Eginton avenue, and thus on to Scarboro, and making a short road to Agincourt and avenue, and thus on to Scarboro, and making a short road to Agincourt and Markham. The report was presented at the last meeting of the township council, and it dears in an exhaustive way with the question of a nighway thru the east half of fork Township, and also provides for the entrance of radials into the city from the way of Markham and Whitby. A summary of Mr. Barber's report was published last week in the suburban page of The World, but the matter is of such importance that The World publishes it in full this morning, together with a map specially prepared for The World to illustrate the report.

Before the reader takes up the report, The World suggests an inspection of the map of the township east of Yonge street and north of Danforth avenue. This map, which has been prepared with a great deal of care, shows:

First, the city diagonal from Rosedale thru Leaside and northeasterly to O'Sullivan's Corners, in the direction of Agincourt and Markham. This road will be 100 feet wide, and has been all staked, and could be dedicated any day as a public road. Leaside has built its portion.

Second, the map shows the new diagonal south of this, and which will run from Danforth avenue, near Woodbine avenue, by a bridge over the Canadian Northern, in the valley of Massey Creek, and then thru the subdivision recently laid out in York Township before it reaches the town line, and then northeasterly across the town line into Scarboro.

According to Mr. Barber's report, the proposed hydro-electric line will go out of the city by one of these roads. It is understood that the hydro-electric engineers have made a detailed survey of the one by St. Clair avenue.

HYDRO RADIAL ROUTE. Mr. Barber thinks a better route for the hydro-electric would be by the Mr. Barber thinks a better route for the hydro-electric would be by the diagonal that leads from Rosedale thru Leaside, and which he proposes should cross the west Don alongside the C.P.R. viaduct, as shown in the map, the C.P.R. viaduct, and would thus let the traine go under the C.P.R. to the north and south of the Canadian Pacific.

AN ESSENTIAL PART.

The map also shows the proposed cut-offs of the Canadian Northern Railway (dotted lines), which will bring both the Winnipeg line and the Montreal line of that system into North Toronto, along the Canadian Pacine tracks, into the new Union Station and on the night level, instead of as now in the Don Valley. The right-of-way for these cut-offs of the Canadian Northern has all

Valley. The right-of-way for these cut-offs of the Canadian Northern has all been acquired, and it will be built most likely this year. An essential part of this cut-off of the Canadian Northern is a new viaduct crossing the east Don halt a mile east of the Canadian Pacific crossing, and known as C.P.K. White into North Toronto this way.

Mr. Barber's plan, therefore, is to go from Yonge street, at the new Union Station, thru Leaside, and to cross the west Don at Eglinton avenue, and then and in this way bridge both the Dons and give a diagonal entrance from Scartheother than the city for travel and for radials.

The other scheme for radials is to go out by Danforth avenue and over the Massey Creek ravine, as shown in the map.

The other scheme for radials is to go out by Danforth avenue and over the Massey Creek ravine, as shown in the map.

The whole question of radial entrances from the east turns on where will the two Dons, of, rather, the three Dons—for Massey Creek is a branch—be the radials to North Toronto and opens up the country between the Dons; the Barber plan lets in Bt. Clair plan lets the radials in by a bridge over the Massey branch of the Don, and then by Danforth avenue.

Don, and then by Danforth avenue.

The World believes there is need for both entrances.

Two electric railways are now seeking an entrance to Toronto from the east and northeast, the Toronto and Eastern, and the Hydro-Electric Fower Commission's proposed line from Unionvine, Markham and the east and north, and the possibility of opening an east and west highway near Eglinton avenue will propably depend upon the co-operation with the township of one or other of these electric railways in constructing joint highway and railway and railway and the Toronto and Eastern, and these electric railways in constructing joint highway traffic.

The Engineer's Conclusions.

From the above considerations, and from others not here mentioned, I believe in the porthern entrance crossing the following conclusions:

1. The northern route, with joint in the morthern route, with joint in the property of the proposed line from the east and north, and the possibility of opening an east and will be constructed for this bridges in the Toronto and Eastern, and the Engineer's Conclusions.

From the above considerations, and from others not here mentioned, I believe in the Toronto and Eastern will take in the Toronto and Eastern, and also for highway traffic.

The Engineer's Conclusions.

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The norther are the Bioor street viaduct. This objection would, in my diduct. This objection would not provide the subject to the story of the story of the Bioor street viaduct. This objection would not provide the subject to the subje

the brainches of the Don.

The Toronto and Eastern will take either the northern entrance, crossing the Don near Eginton avenue and passing thru Leasue and No. in Toronto to a station perhaps at or near the proposed Canadian Northern station, or will so south down the valley of the Don. posed Canadian Northern station, or will so south down the valley of the Don. The latter entrance is easier and cheaper for them, as the C.N.R. have already an entrance by this route, but I am confident that the advantages of the northern entrance are so wen understood by them that it would be chosen if joint bridges could be arranged as above mentioned, thus dividing the cost.

The Hydro-Electric Line,

The chief engineer of the Hydro-Electric line informs me that the commission is considering two routes for entrance to The southern route would cross at thoutary of the Don (Massey Creek) at the head of Woodbine avenue, and thence go by way of Danforth avenue and street which has no rails at present, to be given for this purpose by the city. The alternative route which is being considered is the northern route above mentioned as being a possible one for the Toronto and Eastern, crossing the Don near Eglinton avenue, thence thru Leaside lowards longe succe, diente trance to the southern part of Toronto

The treeve and council of the Town ship of york.

Gentemen: According to your instructions I nave undertaken to investigate and cost of the tree of the formation of the tree of the formation of

How to Connect With the Tubes.
When underground ratiways are inally constructed in Toronto, possibly the Yonge street tube will be the first to be built, giving rapid entrance to this railway traffic to the central part of the city, if the northern route is adopted.

direct connection with North Toronto direct connection with North Toronto and Leaside, on the way, and relieving the congestion of the Queen street entrance.

3. It is preferable for the City of Toronto, as it would be as much benefited by the opening to traffic of Egin.on avenue as would the other municipalities using it.

4. To the Township of York the northern route is preferable to the southern route is preferable to the southern route is preferable to the southern in every way. Here the railways would serve a portion of the township, which will not otherwise be served, and a thru highway in the neighborhood is for it, in my judgment, a necessity. On the other hand, the southern route of the hydro-electric line would cut off a mere corner of the township and run along the Danforth road, a district otherwise to be served by electric cars. If the southern route be chosen, the Township of York, in my opinion, would not be entirely the property of York, in my opinion, would not be either bonds by debentures or otherwise.

10. A fine new school building is to be erected in the hydro-electric line, and the electors would not favor guaranteeing their bonds by debentures or otherwise.

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10. A fine new school building

trance to the southern part of Toronto could be arranged thru Mount Pleasant The most practicable method of construct and thru Rosedale, etc., or on one of the streets west of Yonge street. It would seem, however, that the possibility of entering the central part of Toronto by city streets is contingent upon the purchase by the city of h Toronto by city streets is contingent upon the purchase by the city of h Toronto by city streets is contingent upon the purchase by the city of h Toronto by city streets is contingent upon the purchase by the city of h Toronto by city streets is contingent upon the purchase by the city of h Toronto by city streets is contingent upon the purchase by the city of h Toronto by city streets is contingent upon the purchase by the city of h Toronto by city streets is contingent upon the purchase by the city of h Toronto by city streets is contingent upon the purchase by the city of h Toronto by city streets is contingent upon the purchase by the city of h Toronto by city streets is contingent upon the purchase by the city of h Toronto by city streets is contingent upon the purchase by the city of h Toronto by city streets is contingent upon the purchase by the city of h Toronto by city streets is contingent upon the purchase by the callway, would probably be for the Canadian Northern route be adopted by the railways, would probably to construct the bridge over the East Don to carry steam traffic for their projected line on the upper deck, and the traffic of the two electric lines and the highway traffic on a single deck, with sidewalks, but carrying no steam the C.P.R. station, if the northern route were chosen. The latter point is not an undestrable one for a station, as the steam railways are shifting their terminals to this part to a great extent, and population is moving north.

Two Possible Radial Entrances.

I will mention what I believe are the

the content for radials is to go out by Danforth avenue and over the Two Possible Radial Entrances.

I will mention what I believe are the content the properties of the content that another radial is to North delieves in the radials in by a bringe over the Massey branch of the Clair plan lets the radials in by a bringe over the Massey branch of the Radial Entrances.

The World believes meet for both entrances.

But read Mr. Barber's repp and only a bringe over the Massey branch of the Radial Entrances.

But read Mr. Barber's repp and the committee of the special plan in my opinion, be a proposal to the proposal that the committee of the content the content the content the committee of the content that another radial set to the content the content

way traffic to the central part of the city, if the northern route is adopted.

On the other name, the southern route necessitates only one large bridge at the head of Woodbine avenue, as against two bridges on the northern route, at the crossings of the Don River, assuming that no tental will be charged by the city of the city is the possible of opening up to traffic Eglinton ave But we cannot expect that this shave much weight with the hydrosen the city of the city of the city is the possible of opening up to traffic Eglinton ave But we cannot expect that this shave much weight with the hydrosen the city of the city is the possible of the city is the possible of opening up to traffic Eglinton ave But we cannot expect that this shave much weight with the hydrosen that the strongest argument for northern route for the Hydro-Ele Eallway from the point that the strongest argument for northern route for the Hydro-Ele Eallway from the point of view of ownship and of the city is the possible of the Hydro-Ele Eallway from the point of view of ownship and of the city is the possible of the Hydro-Ele Eallway from the point of view of ownship and of the city is the possible of the Hydro-Ele Eallway from the point of view of ownship and of the city is the possible of the Hydro-Ele Eallway from the point of view of ownship and of the city is the possible of the Hydro-Ele Eallway from the point of view of ownship and of the city is the possible of the Hydro-Ele Eallway from the point of view of ownship and of the city is the possible of the Hydro-Ele Eallway from the point of view of ownship and of the city is the possible of the Hydro-Ele Eallway from the point of view of ownship and of the city is the possible of the Hydro-Ele Eallway from the point of view of ownship and of the city is the hydro-Ele Eallway from the point of view of ownship and of the city is the possible of the Hydro-Ele Eallway from the point of the Hydro-Ele Eallway from the point of the Hydro-Ele Eallway from the point of the Hydro-Ele Eallway from Toronto for the use of the Bioor street viaduct. This objection would, in my judgment, be quite overcome if join bringes could be constructed for this railway and the Toronto and Eastern, and also for highway traffic.

The Engineer's Conclusions.

From the above considerations, and the Toronto and Lastern and the this council and the other proper officers in that behalf.

Frank Barber

Toronto, Feb. 14. 1914. AURORA.

bridges, is preferable for both the Toronto and Lastern and the riyuro-executic Rallways.

2. It is preferable for the Township of Scarboro, as it would be the means of opening up a great thru mghway from Scarboro Township to Toronto, giving direct connection with North Toronto and Leaside, on the way, and relieving the congestion of the Queen street entrance.

W. E. Jackson of he Meteorological Service of Canada will give an Hustrated Printity Men's Association on "Life in the Arctic Regions." This lecture was to have taken place last Monday, but owing to a wreck on the C. P. R. the speaker appointment. Mr. Jackson's address should prove very interesting, as he has just lately returned.

WEST HILL.

At an open meeting of the Progressive Association held in the school at Melville Presbyterian Church, Paul Fisher of Burl'ngton Ont., delivered a lecture on "Small Fruits." In describing varieties and methods of culture suitable to the locality and soil Mr. Fisher urged clean and thoro culture in order to have good creps in high price seasons, and planting during low price periods in preparation for the higher prices to follow.

LAMBTON MILLS.

Mrs. Jane Potterson died of heart trouble at Lambton Mills on Sunday morning in her 56th year. She was prominently connected with the Lambton Mills Methodist Church, taking an active part in the work of the Ladles' Aid Society. Her cheerful manner and lovable disposition endeared her to all with whom she came in contact. Altho seriously ill

r. McMartin
Geo. Wallace
Dr. Brunswick
C B. Harrison
L. W. Lowe
J. Harrison
C. Best
J. Lawson
Major Curren Beare Peacock Fegan Hale coroner Dr. McGillivray to enquire into the deaths of Donald Grant and Robert Ashby, two of the three section men who were killed last Thursday morning on the G. P. R. track just east of Whitby Junction. The only notable reature of the evidence was the fact that the crew of the train had no knowiedge whatever of the accident until they reached Colborne Station. Upon examining the engine there, the engineer, fireman and conductor found no traces of a collision.

South Track Blocked.

The first witness examined was George Teale, who stated that he was the engineer on passenger train No. 6, eastbound on the morning of the tagedy. He said that usually the train traveled on the south track, but that morning he received an order at Whitby Junction to travel on the north track as far as Bowmanville, eventually learning that the reason for this change was the presence of a disabled engine on the south track.

Responding to queries of Col. Farewell, who represented that he d'd not see a handear or any wounded men on the track where the fatality occurred.

Could Not See Ahead.

Mr. Teale then stated the train was a little late on arriving at Whithy.

"That means you would endeavor to make up the time between that point and Oshawa?" said Col. Farewell.

Coroner's Inquest Regarding Death of Three Section

Run Down on G. T. R. Li ne Between Oshawa Whitby -Train Crew Di d Not Know That an Acci Had Occurred Enginee r Could Not See Ahead for

nest held at Whitby on Saturday before broner Dr. McGillivray to enquire into e deaths of Donald Grant and Robert

down had not the fireman seen them," said that Smith told him it was No. said the engineer.

Lewis R. Spafford, the fireman of train journed till 1.36 p.m. next Wednesday. **DUNDAS AND KEEL**

Richard Blain, M.P., Favors The Intersection is Consider-Investigation of N.T.R. Expenditure.

Dr. Graham Now President-Resolutions of Confidence Passed.

The annual meeting of the Brampton Liberal-Conservative Association, which took place on Saturday was probably the most enthusiastic meeting ever held in the riding under similar auspices. Addresses were delivered by Richard Blain, M.P. for the riding; A. C. Pratt, M.L.A., and J. R. Fallis, M.L.A. Resolutions of confidence in Premier Borden, Sir James Whitney and the local members were passed, and fully endorsed by an outburst of cheers.

Mr. Blain, M.P., referring to the increasing streng how Mr. Borden's government told of the total of \$2.500.000 voted by the present government for good roads in 1912 and 1913, and how the sensate threw both grants out. Red strib tio was a present an important issue, and as advocated by the administration was but fair and reasonable. Investigation into what became of the \$40.000.000 squander do the late government in construction of the N.T.R. railway was also imperative.

James R Fallis, M.L.A. for Peel, thanked the electors for the large vote they gave him at his recent election. Both he and Mr. Pratt spoke comprehensively on local issues.

These are the officers elected: President and response to the comprehensively on local issues.

on local issues.

These are the officers elected: President, Dr. Graham; vice-president, L. Pallett: secretary, John Donaghy; treasurer, F. K. Jackson.

HUMBER BAY.

The Ratepayers' Association have decided to again perition Etobicoke Council to appoint a roads commissioner for the township. It was pointed out at the last meeting of the association that the township council could take no action in the matter as the residents in the north end of the township were opposed to it. Some residents claim that Humber Bay will have to be organized into a police village to get general satisfaction.

The council will be asked to make armangements for planting shade trees along the streets and to compel the residents to keep their lawns in a tidy condition.

WOODBRIDGE.

Mrs. Hannah Brown, widow of the late John Addison died on Sa urday at the home of her granddaughter. Mrs. J W Tal iel Edgelv. Mrs. Addison was a daughter of the late John Brown and was born at Edgelv. She is survived by one son John Addron of Rocky River Chio; her daughters. Mrs. Donald McChio; her daughters. Mrs. Donald McChio; her daughters. Mrs. Donald Mrs. Franks of Woodbridge, and Mrs. Henry Frv of Nobleton two sisters and one brother, Mrs. Wikinson of Owen Sound. Mrs. Franks of Brampton, and John Brown of Spy Hill, Alta.

The late Mrs. Addison was a member of the Methodist Church, and an old resident of Woodbridge.

The funeral takes place today at 2.30 to the Methodist Cemetery, Woodbridge.

NEWMARKET

ed Dangerous - Accidents Frequent.

ELECTION OF OFFICERS BRAKES WERE APPLIED

But Wheels Skidded-Motorman Badly Shaken Up -Ward Seven News.

It has been proved many times by accidents, minor and serious, that the where the Dundas cars "Y" is a dan ous crossing, and a collision which of curred there early yesterday morning further evidence of the danger. O 1496, in charge of Motorman R. S. Car and Conductor E. Stephenson was at the terminal discharging passengers before backing round to Keele street and commencing the return journey eastwa

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lions of the ley are con New York's big feature Charles Leo actor of whose chars

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tinents. Mr and his wor nality, elegation on the makes his

in comedy a nie, in a hig cal specialt;

backing round to Keele street and commencing the return journey eastwar when car 1222, in charge of Motorms when car 1222, in charge of Motorms Which had been traveling westward be hind it, crashed into the rear of the standing car, partially demolishing it and badly damaging its own front vestibute. The collision occurred just after the passengers of the first car had aligned and the second car was almost empty otherwise serious injury would have resulted. As it was Higgs was given a bashaking up, but escaped being hurt by otherwise serious injury would have resulted. As it was Higgs was given a bas shaking up, but escaped being hurt by the broken glass. He claims he applied the brakes while east of 'Keele street, but the hard, slippery rails afforded no hold for the wheels, which skidded with practically no decrease of velocity. Scarcely a week passes without some similar occurence at this busy corner. It is the terminal of three separate of lines, the Dundas street, Lambton and Weston cars meeting there. It marks the intersection of West Toronto's two busiest thorofares, Keele street being the main artery from the great northern manufacturing centre and Dundas street the chief business street of Ward Savan. During the busy hours of the day two policemen are required to regulate the traffic, and when a line of cars such as the Dundas line, is forced to "Y" there accidents are bound to result.

Church Services,

Rev. C. W. Follett addressed a large gathering of men in the Beaver Theatth Dundas street, last night, on the subject of the Annette street Baptist Church preceded the men's service and the pastor, Rev. W. J. H. Brown, preached on "The A. B. C. of Christianity." A special song service was rendered by the Alexandra Choir of 100 voices, Next Sur

to the Methodist Cemetery, Woodbridge.

NEWMARKET.

Hon. Mackenzie King and other prominent speakers will address the North York Reform Association in the town hall next Saturday evening. The meeting will be open to the public,

The funeral of Miss Gertrude Gord who died suddenly on Wednesday pneumonia, took place on Saturday aftended in the North of Wednesday pneumonia, took place on Saturday aftended by the Proceeding of Saturday and the North Association in the town hall next Saturday evening. The meeting will be open to the public,