

TORONTO MUST ACT QUICKLY

**City Not Yet Connected
With Provincial Scheme
Except With Regard to
Toronto and Hamilton
Highway — Only City
Isolated From Benefits,
It Is Pointed Out**

Within a few days the city of Toronto will be called upon to decide whether the Provincial suburban area designated by the Department of Highways, of which Hon. F. C. Biggs is Minister, will be accepted. If the city does not agree to approve of this scheme, it is probable that means will be found for going ahead with the work without municipal co-operation.

At the present time there is an arrangement under which the Toronto and York Roads Commission is constructing an extensive system of improved highways in York county. On that system some \$2,700,000 has been expended to date. Toward the cost of these roads Toronto pays 30 per cent. Up to the end of December last the city contributed \$807,167; York county, \$785,448; Provincial Government, \$1,111,739.

There are some 186 miles of roads in the system contemplated by the Toronto and York Roads Commission. The type of construction is below the standard set for the Provincial suburban area. The great increase in automobile traffic is demanding a heavier, and, therefore, more costly type of road.

In the program submitted by Hon. Mr. Biggs the total estimated expenditure is \$4,813,100. This work is to be spread over three years. The Government contributes 80 per cent. of the cost; the city is asked to provide the remaining 20 per cent.

Roughly, the Department of Highways has expended \$25,000,000 on highway improvement. With the exception of the Toronto and Hamilton Highway, the city is not directly connected with one of the Provincial roads. Every other city in the Province is. To overcome

this isolation the Minister of Highways has submitted his scheme to the city.

Four Main Roads.

There are four main roads in the scheme:

- (1) Toronto to Holland River, 27 1-4 miles.
- (2) Toronto to Oshawa, 25 1/2 miles.
- (3) Bloor and Dundas streets to Trafalgar P.O., 16 3-4 miles.
- (4) Port Credit to Brampton, 12 miles.

In connection with this scheme Danforth avenue is to be extended from its easterly terminus to a junction with the Kingston road at Birch Cliff, which will necessitate a subway 76 feet wide.

If Yonge street is deviated at York Mills to overcome the heavy grades there and a new bridge is to be built, this will add \$400,000 to the cost.

On the Bloor-Dundas section a bridge will be necessary over the Humber River.

Details of Plan.

The details of the plan are as follows:

Toronto to Holland River, 27 1-4 miles—City limits 7 miles northerly, bituminous concrete on concrete base or equivalent type; from 7 miles north of city limits to Bond lake 6.2 miles, bituminous concrete on macadam base; from Bond Lake to York County Poor House 6 3-4 miles, macadam penetration; from York County Poor House to top of Holland Landing hill 2.5 miles, built in 1920 and 1921, macadam penetration; from top of Holland Landing hill to Holland River 4 3-4 miles, macadam penetration; Thornhill bridge.

Toronto to Oshawa, 25 1-8 miles—Toronto to Kingston road (production Danforth) 2 miles, bituminous concrete (concrete base); G.T.R. Subway; Kingston road to G.T.R. crossing, 4.6 miles cement concrete; G.T.R. crossing to Dunbarton 6.4 miles, bituminous concrete on macadam base; Pickering and Whitby township, work carried out in 1918-1921, including extensive grading, macadam base, culverts, Rouge bridge, Pickering and other bridges, and 4 miles of asphaltic concrete surface; east limits of Pickering to Oshawa 8.0 miles, bituminous concrete on macadam; Highland Creek bridge 655 feet long, road 30 feet, two 6-foot sidewalks, modified Class C. loading.

Bloor and Dundas streets to Trafalgar P. O., 16 3-4 miles; city limits to Dundas and Bloor intersection, 2.7 miles cement concrete; grading and culverts and Mimico bridge completed in 1921; Eaton road, 2.1 miles bituminous concrete, additional drainage; west end of Eaton road to end of Kilmer and Barber's contract west of Cooksville, 4.9 miles bituminous concrete, completed in 1921-1922; Cooksville end of pavement to lot 12 and 13, side-road in Trafalgar township, 7 miles bituminous concrete, includes grading and culverts; Bloor street bridge over Humber, 750 foot length, 30-foot roadway, two 6-foot sidewalks, modified Class C. loading; Credit River bridge and approaches; Belt Line bridge, 30-foot roadway, two 6-foot sidewalks; Etobicoke bridge, 50 feet long, 30 feet wide, two 6-foot sidewalks.

Port Credit to Brampton, 12 miles; Port Credit to Cooksville, 2.5 miles, bituminous concrete on macadam base; Cooksville to Brampton, 9.5 miles, bituminous concrete on macadam base, including grading; Cooksville subway, 40-foot clearance.

Summary—Toronto north to Holland River, \$1,250,000; Toronto to Oshawa, \$1,961,000; Bloor and Dundas streets, \$1,038,000; Port Credit to Brampton, \$564,100. Total estimated cost, \$4,813,100.

HAVE PROBERS RIGHT TO STOP HYDRO WORK?

**G. H. Ferguson Attacks
Spirit of Gregory's Letter
to Sir Adam Beck**

NO INTERFERENCE: DRURY

Though he did not agree it had been proved that there was any interference with the Hydro-electric Power Commission by the newly appointed Royal Commission of Inquiry, as supposedly revealed in the letter to Sir Adam Beck from the Chairman, W. D. Gregory, which was published in yesterday's issue of The Globe, Premier Drury said in the House yesterday he would take up the matter with the Chairman of the Royal Commission, and if there was a misconception by the Royal Commission as to its powers he would see that things were set right.

Ferguson Makes Objection.

The question was brought to the attention of the House by Hon. G. Howard Ferguson, Conservative Leader, who read the letter as published in The Globe and then read the commission granted for the investigation. Hon. Mr. Ferguson took exception particularly to the final words in the letter: "Having in view these facts, and inasmuch as the time is short, the money already ex-