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A Direct Freight Service To The Heart Of Toronto

A direct radial freight service to the heart of the city was inaugurated by the T.T.C. on the York Radials last week. The passenger cars will also take a direct route down town after the New Year when the new rolling stock which has been ordered is ready for use.

Hereafter Metropolitan express will be brought into the city via Yonge, Carlton, Church and Front Streets to the terminal at Sherbourne St., thus doing away with four large trucks which have operated on Yonge Street. The express cars will be inspected on their arrival at the terminal and when passenger cars are also run to the heart of the city, they too will be taken over to the Front Street terminal for inspection. This means that the terminal bought by the Hydro at great expense at the north city limits will be abandoned, except the passenger loading platform and waiting room. It is, in fact, for sale now, and North York may acquire it as a market.

The total radial investment at that point approaches a quarter of a million dollars. All cars, passenger and express, are now to be housed at Eglington and repaired at Hillcrest on the T.T.C. system, their "keep," however, being charged up against the radial enterprise. While the capital investment in the north terminal is a large one, and only part of it can be recovered by resale, the saving by abandoning it is very substantial, and it is hoped to develop a large new express business by making direct downtown connection. The site is about 200 by 200 feet and the buildings about 80 by 120.

The express arriving in Toronto on the cars now running to the downtown terminal consists of milk, farm produce, greenhouse flowers and agricultural machinery together with the products of other factories along the line. The outbound express comprises such items as flour, bread, furniture and farm supplies.

The T.T.C. is now in the position of any other express company and will handle express delivered to its new

terminal for the points on its line to Sutton, or will send and collect express. It will also distribute. A plan is being worked out to utilize the various car houses as sub-terminals, to which express will be delivered and from which it will be distributed.

Express will be handled during the day, but not carload lots of freight. It is hoped, however, to develop a night freight business. There is a C.P.R. siding into the Hillcrest yards of the T.T.C. and coal is there placed in elevators, from which it not only runs down into the Hillcrest heating plant and into the fires by automatic stokers without being handled, but from which it is delivered in work cars to various T.T.C. buildings throughout the city. It will now be possible to take delivery of coal at that point for points up Yonge Street, and this business should prove a source of revenue to help relieve Toronto taxpayers of radial deficits.

Similarly, at the T.T.C.'s George street siding on the Esplanade, freight can be delivered to radial cars, and carried out to points on the Metropolitan at night. The T.T.C. itself gets all its rails and special trackwork at that point and delivers them as it will deliver radial freight in future.

The T.T.C. said in a recent report that the freight handled by its own work cars in Toronto is greater in tonnage than the total freight business on the Metropolitan, and it is claimed that the freight movements on the radial will not cause inconvenience within the city.

For many years the Mackenzie interests, as operators of the York radials, discussed with the city the bringing of freight and express downtown but nothing ever came of it. The fact seemed to be that neither party was anxious to have it done. The city feared the establishment of a franchise. The Mackenzie interests feared to incur new responsibilities. But to-day the first express car ran downtown, that service will be regular hereafter, and by spring the passenger cars from beyond Richmond Hill will also be run to the centre of Toronto.

Junior Farmers of Province To Visit Royal Winter Fair

Crowded Program Faces Youths who Will Visit Royal Fair as Guests of Government.

Three days that are brimful and flowing with interest and entertainment are in prospect for the five hundred Ontario farm boys, ten of them from this county, who are to visit the Royal Winter Fair and the city of Toronto as the guests of the Ontario Department of Agriculture. Entertainment, but not merely that; everything on the crowded program that has just been announced by R.S. Duncan, Director of Agricultural Representatives who is supervising the arrangements for the trip, is there for a purpose. At the Royal Fair the boys will see, for one thing the "Jubilee of Agriculture" exhibit which the Dominion Government and the different Provinces are staging to show in a striking way the progress that has been made in the Dominion's greatest industry since 1867, and to demonstrate the amazing variety of high quality live stock and farm produce raised in Canada to-day. In the show ring they will watch judges of international reputation place pure-bred animals from nine Provinces and many States. It will give them lasting ideals of the types that the foremost breeders are striving for, ideals that will influence their own plans for the home farm.

Live stock, grain and seeds, fruit and vegetables, poultry, rabbits and foxes, dairy produce and honey—they will see them all. On the first night they will pass in review before Lord Willingdon, Governor-General of Canada, who will open the Fair and for the rest of the evening they will watch horses from the finest stables on the continent take the jumps under skilled riders.

More than all this, they will have the magic password that will gain them entry to the huge farm implement manufacturing plant of the Massey-Harris Company; they will see Union Stock Yards and Packing Plants and gain a first hand knowledge of cattle, sheep and swine market requirements; will go through several large commercial institutions to see how big city business concerns are run. These lads are to live high during their visit; a luncheon as the guests of the Government of Ontario, other big spreads as the guests of the packers, the implement people and

different commercial concerns, winding up with a theatre party on the final night. The boys will sleep in Spadina House, in the great dining hall used by the students of the University of Toronto.

In order that they may bring back a clear story to the folks at home and observe more closely for their own benefit, an Essay Competition has been arranged. Three prizes will be awarded for essays in this County and the best will be entered in a Provincial Championship Class.

Five hundred boys, possibly ready for a rest, but carrying away a store of new knowledge of agricultural and industrial progress that will make them proud of their country and their calling, will leave Toronto on Nov. 18.

Although the number taking part in the Judging Competition held at the Market Square, Newmarket, recently, to decide who should be the guests of the Department of Agriculture at the Royal Winter Fair in Toronto this Fall, was not as large as had been anticipated, the interest taken by the boys made the competition very keen.

Five classes of live stock, one of poultry and five of grain and seeds were judged, making an aggregate total of 850 points, only 50 points being allowed for the grain and seeds instead of 100 as is customary in live stock judging.

The following list includes the ten boys who will represent York County at the Royal:

- Edward Pinder, Aurora, 725 points.
- Jack Moynihan, Aurora, 713 points.
- Joe Levison, Armitage, 682.
- Douglas Beckett, King, 679 points.
- Ross Chapman, Stouffville, 664 points.
- Bob Lewis, Newmarket, 653 points.
- Eugene Lemon, Stouffville, 652 points.
- Clark Peters, Weston, 626 points.
- Gordon Beckett, King, 609 points.
- Frank Harrison, Mount Albert, 609 points.

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Willowdale

With a large turnout and competition keen, the fourth annual poultry exhibition of the North York Township Poultry Association was held Saturday afternoon in the Municipal Hall. W.J. Roberts, of Hamilton, acted as judge.

Following is a list of the prize-winners:

Exhibition Classes—Leghorns, White C. Ellis and T. Keay; Wyandottes, Partridge, Thos. Abrams; Wyandottes white, T.H. Braycott and H. Nuttall; Plymouth Rocks, White, H.W. Argent and W. Fairburn; Rhode Island Reds, S.C. W. Fairburn; Light Brahmas, W. Fairburn; Black Langshans, W. Fairburn; Orpingtons, White, W. Fairburn; Orpingtons, Buff, G. Whitelaw, Mrs. R.G. Grubb, and W. Fairburn; Anconas, C. Ellis, E.S. Cox, A.E. Bishop, and W. Fairburn; Leghorns, Brown, E.S. Cox and W. Fairburn; Bantams, Mr. Harris, E.S. Cox, E. Glover, A. Frogley, and W. Fairburn.

Production Classes—Leghorns, White, R. G. Grubb, T. Keay, W.H. Scott, J.S. Barker, Mr. and Mrs. Holden, and Mrs. L. Watson, Anconas Mr. and Mrs. Holden, Mr. Joss and W. Fairburn; Plymouth Rocks, Barred J. McKenzie, J.S. Barker, W. Fairburn, and T.H. Draycott; Rhode Island Reds, John Sumner and Jessie Walker Wyandottes, White, Douglas Barker.

Juvenile Section—Wyandottes, White, Phillip Nuttall and Helen Hamby; Plymouth Rocks, Barred, Irene Thompson, A. Gladding, A. Frogley and L. Hills; Anconas, E. Glover, A. Thompson, and R. Barlow; Orpingtons, Buff, Stanley Barker; Leghorns, Brown, M. Sumner and Phyllis Holden, Leghorns, White, J. Gladding, E. Gladding, and M. Delaney; Wyandottes, Partridge, Murray Weiss; Rhode Island Reds, R. Richardson and Jessie Wheeler.

Winter Fashions of 1868

Winters must have been more severe sixty years ago, or else the modern woman and girl can stand more cold judging from a comparison of what they wore then and what they wear now.

Someone recently dug up a copy of a New Hampshire paper published in 1868, in which women's clothing for the approaching winter was discussed. Here are some of the recommendations:

A waist of canton flannel, with long sleeves; underwear of the same material to reach the top of the boot; hoopskirts, and over these a warm skirt, then the dress of woollen material, with long sleeves lined with strong cotton. Heavy shoes and thick woollen stockings completed the outfit for indoor wear, but outside a warm sash, mittens, muffs and the like were to be added.

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