

# COMMISSIONER HARRIS IS GIVEN A FREE HAND TO OPERATE CIVIC CARS

### Ald. Sam McBride Was Only Member of Council Who Opposed the Proposition—Lengthy Debate as to Whether Lines Would Pay, But Service Will Be Provided in a Few Weeks.

By a vote of 21 to one, Works Commissioner Harris was given a free hand by the city council to purchase all the necessary equipment to operate the Gerrard street car system, and he will commence operations along this line at once.

All the horrors of opposition by vested interests towards public control of public utilities were aired at the council meeting yesterday afternoon. Ald. Sam McBride, the only dissenting voter, is of the opinion that a public body can run nothing so well as a private board of directors, and he would not lend his vote for the operation of the civic car lines at an initial loss.

The council, it is felt, cannot expect the Ontario Railway Board to order an interchange of traffic with the Toronto Railway, and after an exhaustive debate, it allowed Commissioner Harris to go ahead, and in the meantime something will be done with the cars that are now being run from the outskirts to the centre of the city.

An important feature was voiced by Ald. Wanless, who wanted the city to run its cars through East York, thus eliminating a long existing grievance in that quarter.

#### Run Cars First.

"You have six or seven cars running on the tracks before you can ask the railway board to force the Toronto Railway Co. to give you running rights for civic cars on its tracks," declared Controller Church, when opposing the scheme as proposed by Ald. Robbins.

Ald. Robbins had made exhaustive investigations on the cost of operation of the lines and the probable income. He stated that on the Gerrard street car line, three cars taking twenty minutes per round trip, will be covering 10 1/2 miles every 20 minutes, approximately 20 miles per hour. The cost of a car mile will amount to \$6 or \$108 for an 18 hour day, which would mean about \$40,000 per year. To this add \$10,000 interest on the \$400,000 investment up to \$50,000. The collection of 20,000 tickets at 2 1/2 cents each would mean an income of \$10,000 per year, thus making a loss of \$40,000 on the Gerrard section, which, being 1-5 of the whole of the civic car system, will mean a total loss of \$160,000, or cost of 8 1/2 cents per passenger carried.

#### Will Decrease.

"When the car lines are built, this loss will gradually decrease," said he. "In the meantime, I am in favor of giving Mr. Harris a free hand to do a certain extent, but I would rather wait until Sir William Mackenzie returns to the city, so that he can offer us his terms, and if they are in accordance with R. J. Fleming's then it will strengthen our hands before the railway board and legislature, who will compel them to come to reasonable terms."

#### Ald. Graham—

"The proper thing for the city to do is to own its own cars, etc., and operate them. We have to have to do with the Toronto Railway the better, and we will be wise in giving Mr. Harris a free hand without binding us to anything else."

#### What About Experts?

Ald. Dunn: "We cannot force the city to do with the civic car lines?"

Ald. McBride: "They are to report on the existing car lines and also the civic proposition."

Ald. Austin: "Even if we do have a report from the experts there are only three things we can do. Allow the Toronto Railway to operate the lines; operate them ourselves; or let them run. We are not going to allow them to run the lines, and the experts cannot recommend us to do anything else, but operate them. We are sure to make some alterations later on. We are only giving the commissioner to purchase what we want, and which we will have to possess in any event, and if you give him a free hand he would be running them a few days; that is what we want."

#### Cannot Force It.

Ald. Anderson: "We cannot force the Toronto Railway Co. into an interchange of traffic when we have no railway of our own, therefore we are not in a position to effect a compromise with R. J. Fleming. Let us operate them for three months, and then we will have the necessary authority to approach the railway board."

#### Must Have Service.

"The Department of Public Service, they are considerable dissatisfied from the city. We have been promising them the service. We have got the lines laid, and with an expenditure of some \$30,000 we can have them in operation, and by next summer they would be a fairly successful proposition."

"I speak for myself, I do not want to make an agreement with the Toronto Railway at all, after the record it now holds for not standing by its agreement, and if it will do that once, we cannot expect it to do anything favorable to our cause again."

#### Like a Dream.

Controller Church said that the talk of loss was like a dream. There would be no loss, he declared, because the increased assessment, etc., would help make up any deficiency. "Let us have confidence in ourselves and in our city. Start the lines tomorrow, and you will make a success of them."

#### Big Right Thing.

Controller Maguire stated that the city had done the right thing in approaching the Toronto Railway Co. "The people have a right to know what the Toronto Railway Co. had to offer us, and now that the offer has come in the shape that it already had been presented in, our hands are strengthened, and we can go ahead and give Commissioner Harris a free hand."

#### Police Station Site is Settled.

At least the city council has settled on the permanent location of the No. 1 police station. It was decided to buy the northwest corner of New street and Davenport road at a cost of \$15,000. Five other locations have been proposed, but something happened to them all.

#### Abattoir Site on Wellington.

Alderman Dunn presented a petition and motion in favor of Tecumseh Street Location, but in vain.

#### Wife of Chinaman Gets Laundry License.

Mrs. Emily Young made an application on her own behalf for a laundry license for 125 Davenport road. She is married to a Chinaman. Her plea for consideration resulted in the granting of a license.

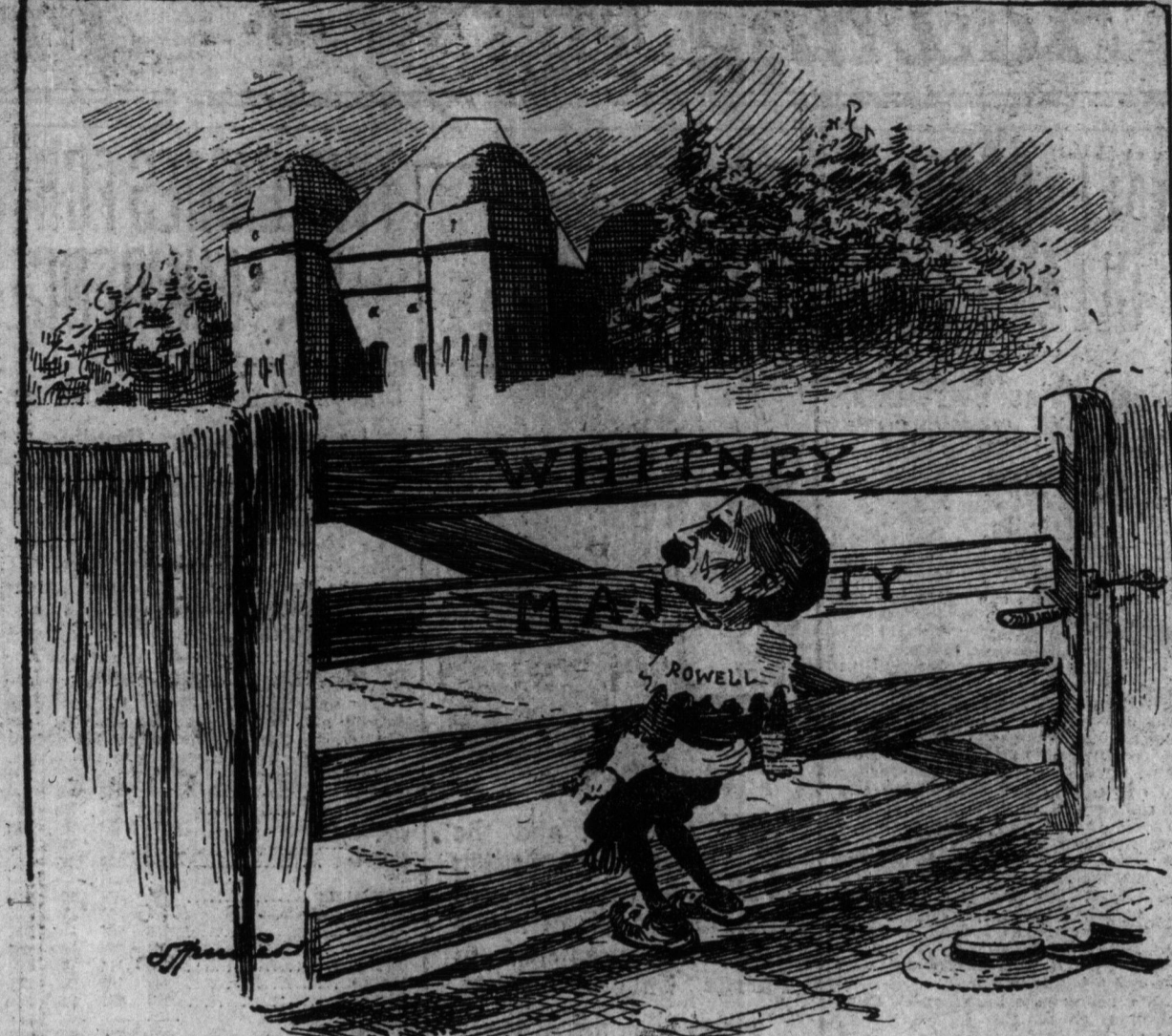
#### Sell Land to Government.

Council concurred in the board of control's recommendation that the city sell 210 feet of the south side of Front street to the government and give them a year's option on the southeast corner of Bay street.

#### Spoiled Wheels Prohibited.

There is now a by-law on the books that prevents the operation on the city streets of any steam or motor driven vehicle that has spiked wheels or grinding protruberances. Motor cars with spiked wheels are exempted.

# WILLING BUT WEAK



# THREATS, INSULTS HURLED IN COUNCIL

### Ald. McBride Offers to Put His Fist Down Throat of Controller Church, and Also to Talk All Evening—Better-Behaved Members Favor Resignation.

Considerable resentment is felt by the majority of members of the Toronto Council over the personalities resorted to by fellow-members, and some of them have gone so far as to state that they will not attend any more council meetings, unless some way can be found to prevent them from going to the people next January for reelection.

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# SUNDAY SLIDING IS SIDETRACKED

Ald. McBride moved, seconded by Ald. Rawlinson, that the following bylaw be submitted to the people on Jan. 1, next: Are you in favor of slides maintained in the public parks being opened for use on Sundays?

A motion to suspend the rule governing procedure, to which the introduction of this bylaw was contrary, was lost by 14 to 8, but the motion is still on the order paper.

# HUMBER SCHEME AGAIN DELAYED

### Question Was Up for Discussion, But Was Allowed to Stand Till Next Meeting.

By placing the Humber Valley reconsideration and the recommendation to give Commissioner Harris a free hand to purchase civic car equipment in one report, the board of control was almost successful in bringing about a majority in favor of the former, which had been previously rejected by a vote of 14 to 8.

After it had been decided in favor of the commissioner's request, the two items on the one report were submitted to the council for adoption, and a deadlock ensued, which was only broken by the motion of Ald. Robbins, striking out the Humber question, being passed. This question, therefore, stands upon the order paper and will come up again next session.

In moving the adoption of the recommendation, Controller Church said that the boulevard system had been supported by the Hon. Messrs. Monk and Pugsley, ex-cabinet ministers at Ottawa. He also stated that the scheme was only a part of a general system of a boulevard fronting on the lake from the Humber to the eastern bay.

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# TERAULAY WILL BE 66 FT. WIDE

### Council, by 10 to 9, Turns Down Board's Recommendation of 86-Foot Extension.

The 86-foot Teraulay street extension from College street to Davenport road barely missed going thru. By a vote of 10 to 9 the council voted down the board of control's recommendation that the wider street proposition be reconsidered.

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# TWO THOUSAND PUPILS IN ONTARIO SCHOOLS MUST BE CARED FOR

### Strong Demand for Provincial Institution to Look After Mentally Defective Children and Prevent Reproduction of the Class That Fills Prisons and Asylums—Question Was Raised at the Industrial School Board Meeting.

The need of a government institution to look after the mentally defective pupils in our schools becomes more imperative as information as to the number so afflicted is revealed in reports of investigations being carried on. Yesterday afternoon, at the regular monthly meeting of the Industrial School Board, the question was introduced in the report of Miss Lucy W. Brooking, superintendent of the Alexandria Industrial School for Girls in East Toronto. The statement was made that Dr. Helen MacMurphy, who has just concluded a medical investigation of the school, found 24 of the 102 pupils to be totally incompetent mentally, and hopelessly incurable. Her expert opinion was that they could never be safely allowed freedom again, but might, under proper supervision, have useful and happy lives engaged in some industrial form of work.

Superintendent Ferrer of the Mimico Industrial School for Boys, said he also had a proportion of mentally defective who were not responsible for what they had done. Inspector Chapman and G. Tower Ferguson, chairman of the board, both declared that the time had come when a separate institution for mentally irresponsible children must be provided by the government. They are not criminals from any fault of their own, and deserve to be given work that will make their careers useful to the state and at the same time bring a degree of happiness into their lives.

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