

TORONTO COULD PAY OFF DEBT IN THIRTY YEARS

Under Controller McCarthy's Plan, Corporation Bondage Would Be Exchanged for a Debt Free System, With Two Cent Fares—Superiority of Trolleys Over Tubes.

There is no getting away from the fact that discussion of the projected purchase by the city of the properties upon which Sir William Mackenzie has fixed a price of thirty million will have to come down from cloudland and get upon a reliable business basis. The real question at issue is not the amount of "ransom" to Sir William Mackenzie, but this: Is the clean-up of the franchise on the streets of the city worth to the city the amount at which the "intangible assets" of the Toronto Railway Company have been valued?

The experts found the intangible value of the Toronto Railway Company to be \$10,713,553. One of the experts, Blon J. Arnold, has officially declared that the city would have a sound business proposition in paying \$10,713,553 for the intangible value of the street railway system now operated by the Toronto Railway Co. The other expert, John W. Moyes, has unofficially declared that the city would have a better business proposition in supplementing the civic car lines with a tube system, and getting along with that form of relief from congestion until the expiry in eight years of the franchise of the Toronto Railway Co., when the city would get the surface street railway system at the value of the physical assets.

—Total Values—
Intangible \$10,713,553.00
Physical assets 10,112,280.66
\$21,825,833.66

Radials Not Included.
As the price asked for the clean up of the electric railway franchise in the city's limits is \$22,000,000, and the physical assets amount to \$10,112,280.66, it follows that \$11,887,719.34 is the price in full for cleaning up the electric railway franchise.

The ends of the radials, and the radial franchise yet tracks laid, are now capitalized at nearly \$30,000,000. That capitalization gives an idea of the intangible value to the owners. The experts refused to find any intangible value for radials that were not paying going concerns, and the value of the radials is \$193,649 intangible value in all of the radials and radial franchises.

Eight Years From Now.
One of the experts, however, stated unofficially that to buy out the projected Forest Hill radial would cost the city a quarter of a million. It is a conservative estimate, therefore, that in eight years from now, when the Toronto Railway Company's franchise expires, the city could not clean up the electric railway franchise in the city's limits for any less than at the present figure, \$22,000,000. It goes without saying that civic control of the radial tracks is equally as essential to the best interests of the city as is municipal ownership and control of the street railway system, for up to the radial the city must depend for developing trade within the metropolitan area.

Sound Business.
When Blon J. Arnold declared officially that an investment by the city of \$11,887,719.34 in the intangible value of the electric railroads within the city's limits is a sound business proposition, he undoubtedly had in mind that the value to the city in eight years of the clean up now of the electric railroads franchises is well worth the \$22,000,000. He sees it as a profitable business proposition. If Controller McCarthy figures that by issuing thirty millions of the properties offered by Sir William Mackenzie, the city would in thirty years have an electric railroad system with physical assets valued at \$30,000,000, free of debt, and giving a 2-cent fare; also that a radial system throughout the metropolitan area would be developed in a few years from now, because the radials would have entrance to the city centre.

So, the intangible value of the electric railroads is really a most tangible asset for the city.

CONFERENCE HAD A GOOD EFFECT

Hamilton's Board of Control is Getting Down to Business.

SERIOUS CHARGE LAID

Charles Wilkes Said to Have Been Drunk While on Duty.

HAMILTON, Oct. 24.—(Special.)—The officials about the city hall today were of the opinion that the aldermanic caucus held Wednesday evening, to consider the advisability of doing away with the controllers, had done some good.

When the board of control met this morning, Controller Morris advocated that he and his colleagues meet every morning at 9 o'clock, with the exception of Saturday. He charged that several important matters had been postponed, simply because the controllers had no time to deal with them. The controller thought it would also be nice to do something every afternoon in the way of inspecting the various city works.

The other members took umbrage at these suggestions and the matter was laid over for the business of a special meeting on Monday morning.

No More Advice.
Magistrate Jelfs stated to the press today that in future he would not hand out any advice to persons seeking legal opinion, or words to that effect.

"When they come in now, I tell them to see a lawyer," he said, "and they all seem very much surprised." Referring to the verdict brought in by the jury in the Fritz case, he said he was only assisting the poor woman because he thought she needed help.

Serious Charge.
That he was drunk on duty, and that as the result of his condition, two trains, one a passenger and the other a freight, crashed into each other, was the serious charge preferred against Charles Wilkes, 209 North Locke street, in police court this morning. Wilkes was employed on the G. T. R. as a switch tender, and Saturday night two trains were sent on the one track. They came together with a crash, and an investigation by railway officials claim Wilkes was under the influence of liquor. The case was laid over until Monday morning.

Centennial Finances.
The city auditors figure on presenting Mayor Allan and the controllers with an entirely new statement concerning the Centennial expenditures if they can secure from those in charge certain information. If the information cannot be obtained there will be no statement.

Night Sessions.
From the present indications there are sure to be night sessions all next week at the assizes. The few cases heard to date have taken far more time than it was expected. There are still sixteen jury cases to come up, in addition to the

Convincing Evidence

VISIT HOLLAND GARDENS

Situated on Dufferin St. in the path of the proposed Forest Hill car line.

TODAY

and see for yourself that we are offering you the best value for your money.

5.00 DOWN 5.00 MONTHLY

Phone or call at our office and make an appointment to visit the property, or take a Bathurst or Dupont car to Bathurst and Dupont Streets, where our representative will meet you and show you over the property.

TODAY

ROBINS LIMITED
The Robins Building
Victoria and Richmond Streets
Tel. Adelaide 3200

Ward 7 Ratepayers' Association

Next meeting in Annette Street School, Wednesday, Oct. 29th. Mayor Hocken, speaker. Subject, Transportation, Every ratepayer invited.

WALLIS T. FISHER, Secretary.

completion of the Bannister-Thompson case.

Bannister Action.
Today's session of the high court, sitting here under Justice Middleton, was devoted entirely to the action of William Bannister, claiming \$5000 damages for alienation of his wife's affections. Elder J. Thompson, connected with the Church of Latter Day Saints, is the defendant. The same case will be gone on with tomorrow morning.

PORT WELLER NEWS.
Special to the World.
Reports from the new official town of Port Weller, which is the new harbor being built by the Dominion Government at the new Lake Ontario entrance to the new Welland ship canal, indicate that the work of construction on the canal has already commenced. Thousands of men will be employed and Port Weller should rapidly become an important centre.

Only One "BROMO QUININE"
That is LAXATIVE BROMO QUININE. Look for the signature of E. W. GROVE. Cures a Cold in One Day. Cures Grip in Two Days. 25c.

PRINCESS MATINEE TODAY

Klaw & Erlanger "Oh! Oh! Delphine" Present

NEXT WEEK—MATINEES WED. AND SAT.
The First American Tour of The Stratford-upon-Avon Players including Mr. F. R. Benson

Mon.—Much Ado About Nothing
Tues.—King Henry the Second
Wed. Mat.—Romeo and Juliet
Wed. Eve.—The Merchant of Venice

Thurs.—King Henry the Fourth
Fri.—The Taming of the Shrew
Sat. Mat.—As You Like It
Sat. Eve.—Hamlet

PRICES: EV'G AND SAT. MAT. \$2.00, \$1.50, \$1.00, 75c, 50c, 25c. POPULAR MAT. WED. BEST SEATS \$1.50.

WEEK NOVEMBER 3

H. B. WARNER In the Sensational Success From the N.Y. Lyceum Theatre

"AS BIG A HIT AS JIMMY VALENTINE" (Consensus of Newspaper Opinion)

COMING NOVEMBER 10 "THE SHOW OF ALL SHOWS"

London's and New York's Tremendous Triumphant Spectacle

JOSEPH HIS BRETHREN

Bigger Than "Bon Hur"; Greater Than the "Garden of Allah"

Original Century Theatre Production With James O'Neill, Pauline Frederick, Brandon Tynan and 250 More

ALEXANDRA TODAY 2.15 and 8.15

THE PASSING SHOW OF 1912

THURS. MAT. BEST SEATS \$1.00

Nights and Sat. Mat. 50c, 75c, \$1, \$1.50

The Great \$100,000 Drury Lane Dramatic Spectacle

THE PURPLE ROAD Week of Nov. 3 50c to \$1.50

THE NEXT CROWDED HOUSE

FIRST CONCERT IN EIGHTH SEASON TORONTO SYMPHONY ORCHESTRA

FRITZ KREISLER The Great Austrian Violinist.

PROGRAMME: Overture, "Benvenuto Cellini"; Brahms' Concerto for Violin and Orchestra; Debussy' Minuet and Ballet from "Petite Suite"; Weber' Overture "Oberon".

Prices—75c, \$1.00, \$1.50, \$2.00, 250 rush seats at 50c. Seat Sale Monday, October 27th.

SPECIAL ATTRACTIONS Closing Day of the FASHION & HOME SHOW

2.30 p.m. to 10.30 p.m. Evening: A Folk Lore Fete, by Mrs. Scott-Raff.

NEW YORK FASHION SHOW PARADE—LIVING MODELS. ARENA, MUTUAL ST. Admission 25 cents.

Amusements SHEA'S THEATRE

LeRoy Tams and Bosco

Presenting "Daddy by Proxy" WALTER VAN BRUNT Favorite Record Singer.

CONNOLLY and WELCH

MASSEY HALL TUESDAY, NOV. 11

MELBA KUBELIK

EDMUND BURKE

Religious Services.

FIRST VISIT OF General W.

Bramwell Booth

Canada and 31st

Annual Congress

MASSEY HALL

Sunday, Nov. 2nd

Church of the Holy Trinity

St. Alban's Cathedral

Ontario College of Art

C. A. Reid, R.C.A., Principal

Department of Education Bldg.

The Margaret Eaton School of Literature and Expression

HAMILTON HOTELS

HOTEL ROYAL

NOTICE—WALDORF

RIVERDALE RINK

E. PULLAN

WE DO TINNING

WILL NOT MADE

Mexican Gov Assurance ment

MEXICO CITY Press.—The Mexican day gave Nelson American charge ces in regard to t of the two brot bladero who were tery and brough capital on a cha against the admir Charge O'Shaun matter up on Washington. Mr. O'Shaunhe he has received a horns will come t former minister of yera Estanol, fo had disappeared s in the penitentiary station. Huerta De in a statement concerning yester the diplomatic cor is said to have c ledge of the provis in some of the M friends purpose to the presidency. T following official e "The governmen the provisiona supporting him ov time to do so befo held, but while th cent appreciates t friends he declare he cannot accept them he should such an election fact as it would constitution."

ROBBED HIS Charged with t two men rooming stin's lodging ho and Pearl street, no address, was Wallace and Newt

You W by

Serges and sug enough ec cloth trad always.

Well, Serge Suit stock Sale Tailoring—clusion w of our ear reduce \$20,000.

It's a h —we may in finishing you—but and you \$10 on ea you buy.

SUITS—A size for and Wit Worsteds, Bannockb Backs an and dot labeled \$1 to \$10 tines left.

WINTER O Tweeds, Beavers, through without the \$15 lot, now

RAINCOAT I've a be Raincoat very fine maker w

"Come as you see a

The

W. G. HAY.

The All-Weather Tread

Another Goodyear Invention
A Smooth Tread on Dry Roads—An Invincible Grip on Wet

Now comes the solution of the All-Weather tread. The tread for all wheels and all seasons. As smooth as a plain tread on dry roads. Equally economical. Yet grasping wet roads with a most tenacious grip.

It outsells smooth treads now with users on the largest-selling tires in the world.



Deep, Sharp-cut Flat-top Blocks

Safety suggests, to every motor car driver, the universal use of anti-skids. But smooth treads were better and more economical for 90 per cent. of one's driving. So many added chains on wet roads.

Now Goodyear has an anti-skid which presents a smooth tread to dry roads. The projections are broad and flat. They are regular, so they cause no vibration.

The blocks widen out so they meet at the base. Thus the strains are distributed over the fabric the same as with smooth-tread tires.

It was separate projections—centering the strain at one point in the fabric—which ruined so many anti-skids.

This All-Weather tread is an extra tread, giving double thickness. It is made of very tough rubber—toughened by a secret process—immensely wear-resisting.

The blocks are so deep—the rubber so tough—that the grips last for thousands of miles.

The block edges are sharp, and they stay sharp. Sharp edges alone can afford a firm grip. The edges are set at 45 degrees to face the skidding direction. Cars skid, we find, at 45 degrees.

Compare it point by point with others—its thickness, its toughness, its sharpness, its grip. Its regular projections, avoiding vibrations. Its distributions of strains, its smoothness, its angles.

We don't need to argue that this tread excels any other anti-skid created.

The result is a universal tread. A smooth tread ready for any emergency. A durable tread. A cool tread, because of the swish of air.

Our sale is enormous. Men who know them will use nothing else.

Note the deep blocks, the sharp edges, the flat tops. Note the broad bases which distribute the strains. Note the perfect alignment to avoid vibration and give the smooth-tread effect.

This All-Weather tread is one of the many exclusive Goodyear features. Here are three others—costly, vital features which no other maker offers.

These are the reasons why No-Rim-Cut tires dominate in Tiredom. After years of sales, no other tire compares with them in test and popularity.

Things Found Only in No-Rim-Cut Tires

We control by secrecy the only feasible way to end rim-cutting. No-Rim-Cut tires can't rim-cut—that we guarantee. Hundreds of thousands have proved this. With old-type tires—climber tires—31.8 per cent. are discarded for rim-cutting only. Almost one in three. That is proved by statistics gathered by certified public accountants.

No-Rim-Cut tires are final-cured on air bags, under actual road conditions. This is done to save wrinkles in the fabric—wrinkles which shirk the strain. They cause countless blow-outs.

This "On-Air-Cure" adds to our tire cost \$300 daily—just to save blow-outs for you. All other tires are vulcanized on iron cores alone.

No-Rim-Cut tires employ a patent method to prevent tread separation. This cost Goodyear \$50,000. Hundreds of large rubber rivets run down through the breaker fabric, making the tread an integral part of the tire. This adds 60 per cent. to the tread hold, as proved by careful tests.

Thus we combat the three greatest tire ruins, in costly ways which no one else employs. Thus we save motorists millions of dollars.

Yet No-Rim-Cut tires now cost no more than other standard tires. They used to cost one-fifth extra.

Our multiplied output and moderate equipment have brought the cost down and down. And the savings all went to our users.

Go see these tires—see why they rule. One glance will show you a dozen advantages, and our dealers are everywhere.



THE GOODYEAR TIRE & RUBBER CO. OF CANADA, Limited—Factory, Bowmanville; Head Office, Toronto

LONDON ADDRESS: Central House, Kingsway, London, W.C. This Company has no connection whatever with any other rubber concern which uses the Goodyear name. Branches at Victoria, Vancouver, Edmonton, Calgary, Regina, Winnipeg, London, Hamilton, Toronto, Ottawa, Montreal, St. John, N.B.—Agencies everywhere. Makers of Motorcycle Tires, Auto Tires—All Kinds of Rubber, Belling, Hose and Mechanical Goods.

TORONTO BRANCH, 85 QUEEN STREET EAST