

ASK PEOPLE IF THEY WANT STREET RAILWAY

Continued From Page 1.

At the next discussion a single majority can carry it, a third reading, which required the two-thirds majority, was as follows:

For—Controllers Ward and Spence, Ald. O'Neill, Anderson, McCausland, Phelan, May, Sweeney, McBrien, Weston, McBride, Hilton—12.

Against—The Mayor, Controllers Phelan and Spence, Ald. O'Neill, Anderson, Maguire, Baird, McMurrich, Dunn, McCarthy and Graham—10.

Matters which will be submitted to the voters on January 1, as decided last night are as follows: The tube system, to run from the corner of Bay and Front streets, northward to St. Clair Avenue and the improvement cost of \$388,870; street lighting, whether or not street lighting shall be supplied in excess of the standard system, where the property owners pay the extra cost on the local improvement system; the Bloor-street viaduct, to cost \$1,412,000, route No. 2, i.e., the continuation of Bloor-street, from the corner of Bay to Front-street, or the direct route; the hydro-electric by-law calling for the expenditure of \$2,500,000, enlarging the system to the Danforth-avenue car line, to cost \$138,488.

The proposal to send to the polls the question as to whether or not the terms of office of the mayor, controllers and aldermen be extended to two years, did not pass on the third reading, owing to the two-thirds requirement. It will probably be dealt with again at the next meeting.

The Year of Bylaws.

Ald. Graham declared that when the voters went to the polls on Jan. 1, they would be asked to decide the number of bylaws that they would never know what struck them. The year 1912 would go down in history as the year of bylaws, he said.

In the discussion of the tube system, Ald. McBride declared, as an argument against them, that the traffic from the city to the suburbs, the Yonge-st. would overtax the capacity of the two track subway.

Controller Hocken said that the traffic from the suburbs would pay their operating cost.

The council sat from 3 p.m. until 12 a.m., only taking an hour off for dinner.

Without discussion it was decided to send the bylaw calling for the expenditure of \$1,783,333 on the Bloor-st. viaduct to the people.

The motion of Ald. Phelan with regard to the expropriation of the Toronto Railway Co. was as follows: "That the following question be submitted to the qualified electors at the next municipal elections: 'Are you in favor of legislation being asked to permit the city to expropriate the Toronto Railway at a price to be fixed by arbitration?'"

The vote that carried the motion and brought it up in the form of a bylaw was as follows: For—Controllers Ward and Spence, Ald. O'Neill, Anderson, Church, Ald. Hilton, McBride, Weston, McBrien, Yeomans, May, Phelan, Anderson, Chisholm, McCausland and Hays—10. Against—Ald. Graham, Sweeney, Dunn, McMurrich and Baird—5.

J. B. O'Brien, president of the Guild of Civic Art, Controller Spence, Ald. O'Neill, Anderson, Church, Ald. Hilton, McBride, Weston, McBrien, Yeomans, May, Phelan, Anderson, Chisholm, McCausland and Hays—10. Against—Ald. Graham, Sweeney, Dunn, McMurrich and Baird—5.

The direct viaduct may be the best 20 years hence, but we are not building for posterity. We sympathize with the people who are living in the east and now.

He asked that the matter be held up until the civic committee was enabled to go more thoroughly into the matter and report in full.

A deputation of business men and others from Parliament-street, composed of C. H. Beavis, Charles Meach, R. Wallace, J. C. Macdonald, J. Craig, F. Burrows, J. Johnston, J. Courts, Fred Manthie, W. C. Campbell, A. E. Playter and others, appeared and championed the proposal of the city engineer, declaring themselves wholly in favor of the direct viaduct.

"We are perfectly satisfied with the scheme which a bylaw called for by the city engineer," said Mr. Beavis. "We feel that that is the best scheme and we know what is best for us. If the city engineer had not drafted something to suit us you would have heard from us before. It is only because of the Civic Guild of Art that we are here now. The city engineer has worked with our mind on the matter. We believe that the direct viaduct will open up the district back of it and it will remove the congestion from Yonge-street."

Mr. Playter said he was sorry to hear Mr. O'Brien say that they were not building for posterity. He was of the opinion that that was the best way to build with an eye to the future. "I think we should build in a big way," he said.

Spence Counsels Delay.

Controller Spence said there were three objects in the tube system, all of which were commendable. They were serving the outlying districts, an exceedingly desirable proposal; relieving the great congestion of traffic in the centre of the city, and providing more rapid transit in the centre of the city. But he thought the matter should be dealt with and discussed at greater length than it had been before it was sent to the polls.

Controller Spence said he was afraid that all of the bylaws would be killed because of the great expenditure called for. He feared especially for the hydro-electric system, declaring it might be left uncompleted.

He declared that the right kind of tubes to build were diagonal ones. The points to which the system should run were the northeast end of the city and the northwest end of the city. Tubes should start at either the northeast end or the northwest end of the city, run down in a diagonal direction to the centre of the city and then run up to the opposite corner of the city. He also advocated diagonal streets, one from the northeast section of the city to the centre and the other from the northwest section.

Ald. McCarthy, answering Controller Spence's expression that the bylaws might go down to defeat, declared that he believed the hydro-electric bylaw would carry, notwithstanding the other bylaws.

"First, because the electorate have confidence in the system and the city is good; second, because it is absolutely necessary that it be completed," he said.

Ald. McCarthy, referring to the Toronto Street Railway and the expense of purchasing it now, said he had heard on good financial authority that the Toronto Street Railway was worth \$42,000,000 to expropriate the T. S. R. by arbitration.

"Controller Spence has brought forth every absurd argument that his mind can conceive and he has a fine mind—against the tube system," said Controller Hocken.

Hocken said that he had heard that the Toronto Street Railway was worth \$42,000,000 to expropriate the T. S. R. by arbitration. He said that he had heard that the Toronto Street Railway was worth \$42,000,000 to expropriate the T. S. R. by arbitration.

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NEW YORK, Dec. 4.—(Can. Press).—

Ben. J. Duven, youngest son of the late Sir Jos. Duven, and junior member

here of the great international art firm which has its head office in London

with branches in Paris and New York, to-day withdrew a plea of not

guilty to undervaluing imports to this country, and an entering a plea of

guilty was fined \$15,000 by Judge Holt, in the U. S. circuit court this afternoon.

Henry J. Duven, brother of Sir Joseph, was arrested on board the steamship as he arrived in this country, over a year ago, and later pleaded

guilty, while Joseph J. Duven pleaded not guilty. The latter, however, came from London and after pleading

guilty, paid fines of \$10,000 each for undervaluation.

The customers of the firm included John D. Rockefeller, J. P. Morgan, Benjamin Altman, George J. Gould, Charles F. Taft, P. A. B. Widener and other millionaires.

Probe Turns To Cash Registers

U. S. Government Claims There is Conspiracy to Restrict Trade Thru Shifting Competition.

CINCINNATI, Dec. 4.—(Can. Press).—

Suit was filed here to-day against the National Cash Register Company of Dayton, Ohio, charging that the company is in a conspiracy to restrict

trade and seeking that it be enjoined from further carrying on such illegal practices as are set forth in the petition.

The government does not seek to destroy the National Cash Register Company as a corporation, nor to interfere with the legal and legitimate business of the company, but asks that it be prohibited from selling cash registers and other registering devices in a manner that would prevent competition.

It is further charged that the defendants have waged vicious, wrongful and unlawful wars of extermination against other competitors and have driven them out of business, securing thereby about 95 per cent. of the cash register business.

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Full particulars regarding special winter yachting cruises to Bermuda, Cuba, West Indies, Panama, Venezuela, Porto Rico can be obtained at Canadian Pacific ticket offices. 16 East King-st. Thirty-one day cruises from New York, including all expenses from \$150 up. Tickets issued by Royal Mail Steam Packet, Ward, Mail, Clyde, United Fruit Co. and Bermuda Atlantic lines.

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CURRY, O'CONNOR, WALLACE & Macdonald, 23 Queen-street East.

FRANK W. MACLEAN, Barrister, Solicitor, Notary Public, 34 Victoria-street. Private notes to loan. Phone M. 7280.

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Tenders will be received, addressed to the undersigned, up to 12 o'clock noon on Friday, the 10th day of December, A. D. 1911, for the purchase of the whole or any part of the following properties:

1. Houses Nos. 47 and 48 LaPlante Avenue, Toronto, more particularly described as Lots Numbers 148 and 149 on the plan of the City of Toronto, registered in the Registry Office for the Registry Division of East Toronto, having a frontage of forty feet by a uniform depth of seventy feet. On this property are said to be erected two cottages and the land under each cottage is approximately twenty feet, but this measurement is subject to surveyor's description in the event of a purchase.

2. Houses Nos. 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418