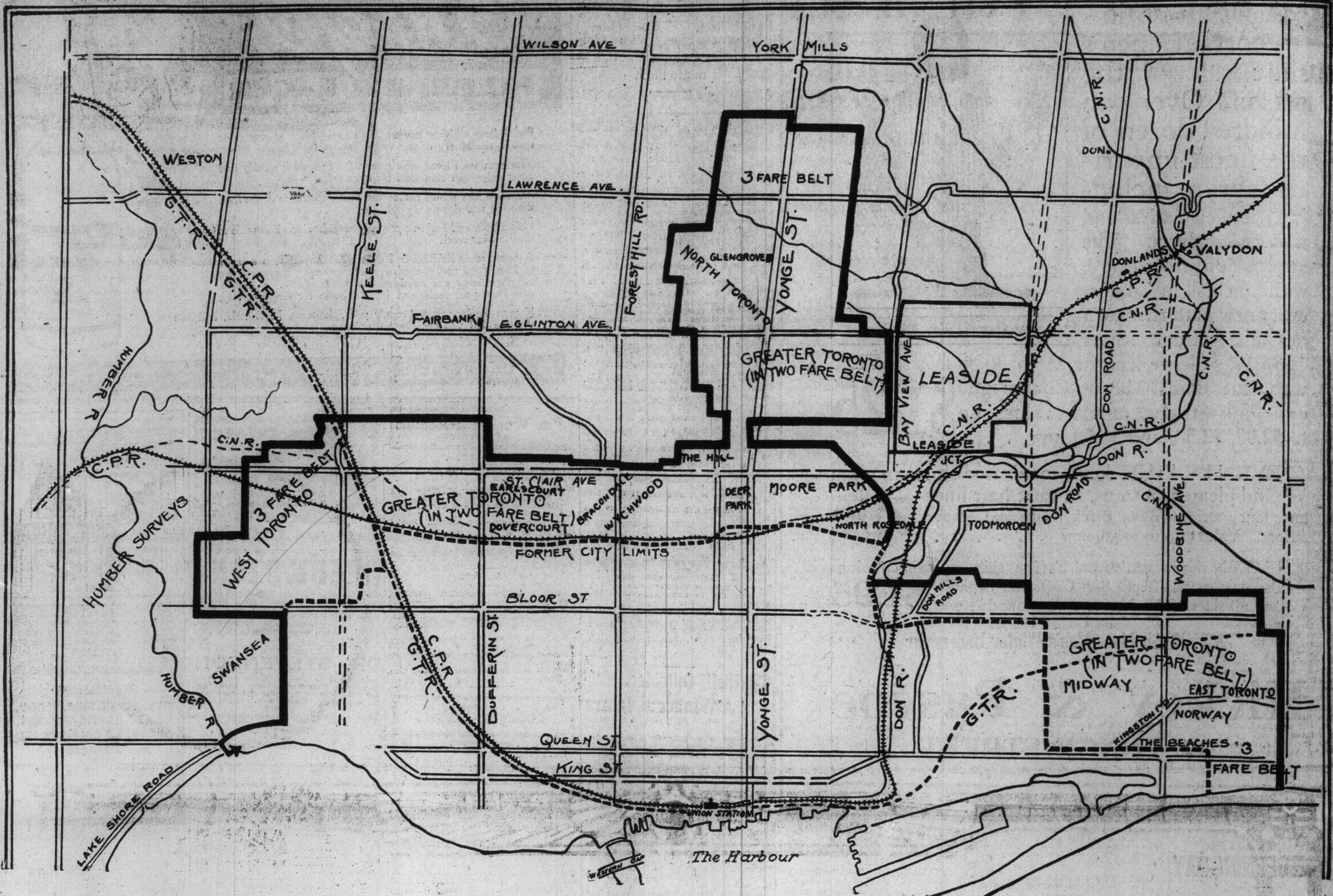


# All Greater Toronto Wants a Single Street Car Fare---Not Two Fares



## In the Two Fare Belt---Annexation

The World has drawn the above map to outline two main questions now before the citizens of Toronto and its suburbs, namely: Street railway purchase and annexation. These two things very much in fold one with the other. The map also throws some light on the riding of South York, which comes up with redistribution at Ottawa.

The dotted line shows the bounds of Toronto as they were over ten years ago, before the redistribution bill of 1903. The heavy black line shows the city bounds of today. The pieces taken in about double the area of the then city. All the parts taken in were in the Township of York and in the riding of South York. The population of South York was at that time 25,000, and included the whole township, as well as West Toronto, North Toronto, East Toronto, Midway, North Rosedale, Deer Park, etc. Now the population of the above annexes is over 70,000, and of all South York, close on 100,000. This is some growth. Greater Toronto, thus outlined, has grown from 17,000 to 70,000 in twelve years! As to area and progress, South York is the senior constituency in the present Toronto.

But the great feature of the map is that it shows that in this newer

section of the city—we call it Greater Toronto in the map—above and beyond the dotted line, lie all the two-fare street car belts, and even some three-fare belts! All north of the C. P. tracks have to pay two fares, and some three! The extreme section of West Toronto, North Toronto, East Toronto, have to pay three fares for street cars to get to the city hall!

Next: This Greater Toronto is the richest and most progressive part of Toronto. It includes the high-class residential sections of North Rosedale, Deer Park, The Hill, Davenport Ridge, North Toronto, St. Clair west, Danforth avenue and the great industrial and manufacturing section of West Toronto. It belts the whole of Old Toronto, and from a parliamentary point of view is the most progressive constituency in Canada. What South York thinks today, all Canada thinks five years hence.

What has South York to do with street car purchase and annexation? Just this: All these people in Greater Toronto want a single street car fare and the only organized voice they have had up to the present has been thru The World, and their member, W. F. Maclean.

The latter has seen all this growth, has been intimately associated with the people, has been at their meetings, has written up their views, has preached Greater Toronto all the time, and done all these things regardless of the pinpricks and brickbats of others. South York has, up to the present, been their only bond of union. Greater Toronto is substantially South

York. It may not be two months from now. But they'll still have the bond of Greater Toronto, and single fares! These people are almost solid for single fares.

Now as to annexation: The World believes a still greater Toronto is ready to be annexed—that will add over 100,000 people in three years. But there is a section of the community who believe that municipal growth is a curse! Look at that Greater Toronto set out in the map and say if you can that these annexations have proved a curse to Toronto. Is West Toronto, that great hive of manufacturing, a curse? And there are factories of still greater magnitude willing to come here if they can get sites for their factories, and at the same time, homes for their work people with municipal conveniences, and single fares on street cars!

It was this Greater Toronto coming into the city that made down-town property go from \$2000 to \$10,000 a foot in the centre and correspondingly advance outwardly; and another annexation belt will carry these increased and increasing values right up to Bloor street, making Yonge and Bloor the real estate centre.

What do the members of the board of trade, the businessmen of Toronto, the factory owners, think of this map and what it tells as to Toronto's growth, and what effect single street car fares for eight miles in every direction from the city hall would mean to us all?

## FEDERAL TROOPS DRIVEN FROM RAILROAD BRIDGE

Tepic City Garrison Made Vain Effort to Cut Rebel Communications.

CULIACAN, Mexico, Feb. 2, via Nogales, Feb. 3.—(Can. Press).—Acting in concert with the garrisons of Guaymas and Mazatlan, with the object of destroying the Constitutional lines of communication and surrounding

Gen. Carranza, federal troops from Tepic City today attempted to destroy a large railroad bridge near Yago, south of here. They were repulsed, however, according to reports.

The sortie of the Tepic garrison followed similar attempts to cut off Carranza made by the garrisons at Guaymas and Mazatlan.

On the body of a federal colonel killed last week near Guaymas, an order from Huerta was found instructing him to cut the rebel railway communications. The Mazatlan and Tepic garrisons probably received similar orders.

## COMPENSATION ACT IS BENEFIT TO WORKMAN

Montreal Man, Sufferer From Lead Poisoning, Gets an Annuity.

MONTREAL, Feb. 3.—(Can. Press).—The first claim for damages from lead poisoning to be brought in the local courts under the Workmen's Compensation Act, was disposed of this morning by Justice Beaudin, who

handed out a judgment in the case of John Armstrong v. The Canada Paint Company.

The plaintiff claimed \$130 for wages lost since he was incapacitated from working for the defendant company, and an annuity for life of \$50, representing 20 per cent. of his earning power, which he claims he has been deprived of. The Canada Paint Co. consented to judgment for the full amount.

ALDERMAN'S SEAT ATTACKED. WELLAND, Feb. 3.—(Special).—The election of George Scott to the office of alderman of Welland has been protested. The necessary motion having been made before Judge Livingstone. Insufficient property qualifications are alleged. The case will have a hearing before Judge Livingstone next Tuesday.

## ALLANBURG HAS SMALLPOX.

WELLAND, Feb. 3.—(Special).—Smallpox has broken out in the Village of Allanburg. John Smith, who resides with his family in a tenement

house, is suffering from the disease. The house has been quarantined and the occupants vaccinated.

## NEW YORK'S UNEMPLOYED.

Over Three Hundred Thousand Men Out of Work. NEW YORK, Feb. 3.—(Can. Press).—Statistics gathered by the employment bureau of the Society for Improving the Condition of the Poor, showing that 331,000 men in New York City were out of work, furnished an interesting study to social economists. As a result of a can-

vase of manufacturers, contractors and merchants, the bureau reported that conditions were abnormal, and the worst since the winter of 1907-1908. "Most of the employers felt, however," says the report, "that business relief was in sight, and that a very few months would see the return of normal business conditions."

## CIVIC ICE PLANT FOR GALT.

GALT, Feb. 3.—(Special).—The town council is considering engaging in the manufacture of ice, and in all probability a plant will be installed to run in conjunction with the waterworks.

## That Son-in-Law of Pa's

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By G. H. Wellington

OH DEAR—CEDRIC INSISTS THAT WE FOLLOW THE ENGLISH CUSTOM AND LEAVE OUR BOOTS OUTSIDE OUR DOORS AT NIGHT TO BE POLISHED—AND WE HAVE NO ONE TO POLISH THEM—



WELL, THERE NOW, SALLY, DON'T YOU CRY—JUST LEAVE IT TO YOUR PA—

I SHINED MY OWN SHOES FOR TWENTY YEARS—I GUESS I OUGHT T' KNOW HOW—THOSE SHOES O' SALLY'S WON'T CAUSE MUCH TROUBLE—



—AND THAT FIXES MA UP—AND NOW I S'POSE I GOTTA SHINE TH' SON-IN-LAW'S—I TOLD SALLY I'D GO THROUGH WITH THIS JOB!



OOF!—WELL—TH' DAWG-GONED CENTIPEDE!



YOU JUST WILL IMPOSE ON GOOD NATURE, WON'T YOU? YOU GOSH-BLINKED SIMP!



G. H. Wellington