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SPADINA ROAD HILL
Choice building lot, 100 x 180, with
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H. H. WILLIAMS & CO.
88 King Street East.

The Toronto World

STANDARD BANK
King and Jordan Streets
We have a few offices still for rent
in this high-class building; will parti-
cularly suit tenants.
H. H. WILLIAMS & CO.
88 King Street East.

PROBS: Unsettled, with local rain or sleet,
briefly towards night.

EIGHTEEN PAGES—SATURDAY MORNING DECEMBER 16 1911—EIGHTEEN PAGES

VOL. XXXI—No. 11,436

NOW IS THE TIME TO BUILD THE CIVIC TUBE SYSTEM

Controller Hocken Gives Un-
answerable Reason for the
Proposed Subway—A Re-
venue Producing Utility to
Serve a Growing District—
Spence's Pessimistic Cau-
tion a Contrast to Hocken's
Optimism.

"If we are up to five years of the
time when there will be a necessity
for this work, then I say, let us go
on with it now, for every five years
adds millions to the cost," declared
Controller Hocken at the meeting
called in Convocation Hall last night
to discuss the proposed tube bylaw.
He made out a clear case for a re-
venue producing investment, which
would relieve congestion, give need-
ed service to the rapidly growing
southern section of the city and by
furnishing competition compel the To-
ronto Railway Co. to give a better
service in other parts of the city.
The experience of cities where tubes
had been built was that not a cent
had to be taken from the pocket of
the taxpayer. Toronto would have in
four years, in the district to be served,
twice the number of fares that New
York had when she built her first el-
evated line.

Controller Spence drew a mournful
picture of the extravagant gain the
city was going and declared that ten
years hence, when the street railway
franchise would revert to the city,
would be time enough to build the
tube.

He wanted diagonal tubes, anyway,
when they came, which seemed to him
a long way off. The proposed tube, he
declared, would build up North To-
ronto for the land speculators who
were exploiting it.

Present System Inadequate.
Controller Hocken in presenting the
case for the tubes, said there was no
question of opinion as to the inadequacy
of the present system of transpor-
tation, and he was greeted by ap-
plause from all over the hall.

In the next five years, he declared,
there would be included in the city
10,000,000 acres of territory in which
the Toronto Railway Co. was under
no obligation to give a service. It was
a primary obligation of the municipal-
ity to provide this service. By the
time the subway would be built, half
the city would be in this territory, on
which the city could operate surface
cars, which would be tributary to the
subway system.

"You can't make an arrangement
with the Toronto Railway Co.," said
Mr. Hocken, "in that territory that
will not include two fares."
"But why should we have a loss
when we can make a profit?" he added.
No interference was intended with
the rights of the Toronto Railway
and their receipts would not be re-
duced.

Subways would prevent slums and
even in the interests of a sanitary
city should be built. North Toronto
was kept back to-day by the two-fare
system. In West Toronto a man who
lived at Keele-street now spent an
hour and a half going to and from his
business. A subway would give him
three-quarters of an hour more with
his family.

"Even if the street railway were
owned by the city," said Controller
Hocken, "the city should still build
the subway. The time is coming when
it will be physically impossible to han-
dle all the traffic on the surface."
The resultant competition would
compel the Toronto Railway to give
a better service in the districts which
the subway would not or could not
touch.

Now's the Time.
"They say, 'let us wait five years,'"
said Mr. Hocken. "Well if we're up
to five years of the time that there
will be a necessity for this work, then
I say, let us go on with it now, for
every five years adds millions to the
cost."

In four years, he said, the number
of fares a year would, at a conserva-
tive estimate of the rate of increase, be
\$4,634,266, almost twice what New
York had when it installed its first
elevated railway.

"I don't believe," he continued, "that
it will be possible, physically, to
handle that traffic on the surface." The
traffic from the outlying districts
could only be what could be handled
in the congested centre of the city.

City Engineer Rust had taken a
count of the passengers getting off the
ends of the car lines. There were
21,220 a day and 41,064 would pay the
total sinking fund and operating
charges on the subway. This did not
take into account the 10,000 along the
line of the subway from Cottingham-
street to Bloor-street. These would
more than offset the men from Earls-
court working in the Massey Harris

Continued on Page 7, Column 4.

TO NAME 4 IN DYNAMITE PLOT

That Number of Indictments
Will Probably Be Brought
Against Cal-
ifornians.

LOS ANGELES, Dec. 15.—(Can.
Press.)—A little package of indictments
numbering perhaps four probably will
be returned here next Tuesday or Wed-
nesday against men living in California
and suspected of complicity in nation-
wide dynamite plots. This will end
the western section of the investigation
and will transfer the scene of all ac-
tivities to Indianapolis, where another
grand jury is in session.

A canvas and leather case, ten inches
square and as tall as a small ice cream
freezer, was shown the jury to-day.
This case and others like it are said to
have been used in carrying about the
country dynamite needed for various
"jobs."

It was such a case that Orrie Mc-
Manigal carried when, according to
his own statement, he came west to
blow up the Llewellyn Iron Works.
McManigal was so accustomed to its
presence that he gave it to a porter,
giving him also a dollar to take care
of it.

Presumably in connection with the
appearance of the dynamite case, came
B. J. Crosby, now of Los Angeles, and
formerly of Boston, Mass. Crosby was
once connected with the firm that made
the case.

Stenographer and Chauffeur.
Miss Tillie McCarthy, of San Francis-
co, a stenographer for an exhibition
league, of which Olaf Tvetmoie is pres-
ident, appeared before the grand jury,
remaining about fifteen minutes. She
was preceded by Thos. Mills of San
Francisco, a chauffeur, whose appear-
ance recalled the story that after Jas.
B. McNamara had dynamited the Los
Angeles Times Building, he hurried
north to San Francisco, and with his
companions, "went automobile riding,"
apparently having plenty of money.

Mrs. Maude B. King, assistant house-
keeper.

Continued on Page 4, Column 5.

THE TUBES DEBATE LAST NIGHT

Mr. Hocken made out a case for
tubes; that his limited scheme would
pay; that it was a beginning to be
followed by extensions; that it would
accommodate a lot of people; that it
would let in the radicals; that it would
give speed and relieve some of the con-
gestion; that it would give single fares
to those who now paid two; that it
would help to uplift the people; most
of all, that it was on the line of public
utility, and that such kind of
competition had been effective in the
case of electric energy for power and
light.

Mr. Spence showed that the street
railway company was arrogant and in-
finitely abused citizens—and then
proposed to do nothing; in five years
hence he'd start and build diagonal
tubes and streets instead of the Hocken
scheme. His diagonal streets would
cost millions. In the meantime he'd
couple up the city lines with the com-
pany lines, and keep the people in the
slavery of the company that he so
roundly denounced.

His game was to head off doing any-
thing, and that's what a little clique
in the hall clapped for.

And so the gentlemen who discussed
the Bloor-street viaduct: he had an
alternate scheme.

If Hocken had been there with diago-
nal tubes, Mr. Fleming would have been
there with a north and south tube, and
if the council had sent forward the
Gulld's viaduct scheme there'd have
been someone on hand with the straight
line tube as an alternative.

The thing for the people to do is to
support Hocken's tube and surface
lines and public competition and the
city engineer's viaduct. It's an old
trick this, of saying if you had another
kind of a scheme it would be supported.

Spence is for ten years more of sub-
jection to the Toronto Railway and for
the people to do nothing but submit
to it.

NOT LAMB'S HOTEL

By an error The World stated in
Friday morning's issue that a man had
been injured by falling in the bar of
Lamb's Hotel, at Adelaide and Yonge-
streets, Thursday night. The accident
really happened in Clark's Hotel, at
Adelaide and Simcoe-streets.

COMPOSITE FOTOGRAF



Of Forman, Grasset, Rust, Thompson
and Coody of the city hall.

HIS CHRISTMAS'S STOCKING



LITTLE NEW ONTARIO: I kinda wish sometimes she didn't knit such long
stockings—and 'd put more into 'em.

QUEEN LINE UP RONCESVALLES ALL DUNDAS CARS TO KEELE

Ontario Railway Board Orders Drastic Improvements to
West End Service—Transfers to and From All
Lines—Interim Order Till January.

Queen-st. cars must run up Ronces-
valles-ave to the end. Dundas cars
must only terminate at Keele-st.
Transfers must be obtainable from one
line to another, even on direct routes,
until the first week in January, when
all these matters will be brought up
again with several others.

So ordered the Ontario Railway and
Municipal Board yesterday afternoon
in court room No. 3 in the city hall,
and this despite the strenuous efforts
of H. S. Oaten, K.C., who appeared for
the Street Railway Company, and who
claimed that it would be an outrage
against British justice to issue such or-
ders without giving the defendants an
opportunity of producing evidence on
the subject.

It was indeed no small and insignifi-
cant victory for the citizens over the
so-called obstinate and unreasonable

Continued on Page 11, Column 4.

That Subpoena Amused Sir Tom

He Was Summoned to Toronto, But
It Looked to Him Like
Comic Opera Move.

MONTREAL, Dec. 15.—(Can. Press.)—
Sir Thomas Shaughnessy was asked
to-day if it was true that he had been
called as a witness in a case appear-
ing in the Toronto courts, but was
excused from appearing, owing to the
fact that he had to be in Montreal to
take part in the reception to H. R. H.
the Duke of Connaught.

"Yes, it is quite true," said Sir Thom-
as, laughingly. "I did receive a
subpoena to attend a hearing at To-
ronto as a witness. But as no conduct
money accompanied the subpoena I
did not feel that I could afford to pay
railway fare from Montreal to Toron-
to and back to see if I knew anything
concerning the matter at issue."

Considerable prominence was given
to the affair in the Toronto press, but
the calling of the Canadian Pacific
president is considered to have been
merely a bid for publicity, and as the
subpoena was quite irregular, Sir
Thomas took no notice of the matter.

SANTA CLAUS AT OTTAWA.

OTTAWA, Dec. 15.—(Special.)—The
government has decided upon a Christ-
mas innovation in regard to the outside
civil service and temporary employes
at Ottawa. Under the ordinary pro-
cedure, these officials would not get
their December pay until the end of the
month, as in years past. This year
they are to be paid on Dec. 22 in the
interests of Santa Claus. The neces-
sary order in council has been passed.

FIRE SWEEPS PERRIN FACTORY

Big Biscuit and Confectionery
Establishment at London
Damaged to Extent
of \$100,000.

LONDON, Dec. 15.—(Special.)—The
greater portion of the D. S. Perrin
Company's biscuit and confectionery
plants was destroyed by fire, which
broke out about 11.30 to-night. The
loss is estimated about \$100,000 and is
fully covered by insurance, there be-
ing about \$240,000 carried on the build-
ings. The risks are well divided
among a number of companies, prin-
cipally English companies.

The fire started from an oven in the
rear portion of the factory on Carling-
street, and flames spread furiously so
that by the time the firemen arrived, it
had gained great headway. That por-
tion of the building on Dundas-st. was
partially saved from destruction. The
company have four buildings in one
block, and one other across a street.
It was the east building of the block,
that was gutted and the central build-
ing was partially destroyed. The
building was five storeys high and
about eight years old.

Altogether 600 hands were employed
and some of these will be out of work
for some weeks.

Most of the Christmas stock was out
of the building, but there was consider-
able regular stock on hand.

The firm is one of the oldest estab-
lished in the western part of the
province, having been started fifty
years ago.

HATS FOR CHRISTMAS.

Men's hats in all the very latest
designs by English makers such as
Christy and Henry Heath, and in Aus-
trian velour. Soft felt Alpines and
stiff felt Derby hats—just arrived
from the old country for Dineen's
Christmas trade. Men's fur-lined-coats,
gauntlets, collars and all fur coats—
something unusually good. Dineen's
open until 10 o'clock Saturday night.

Always a Favorite.
As a delineator of 'old lady' parts,
Mrs. Robson is in a class by herself.
As "Grammum" in "A Night Out" and
"Aunt Mary" in "The Rejuvenation of
Aunt Mary," the two plays which will
be at the Princess next week, she is
simply immense.

Order in Effect Monday

It is likely that the Toronto
Street Railway Company will
agree to abide by the Ontario
Railway Board's decision. Man-
ager Fleming is out of town,
but The World understands
that the company intends to
abide by the board's ruling, as
soon as official notification is
served on them. Supt. Mc-
Cullough told The World he
had nothing to say on the mat-
ter.

Mr. Fleming is the spokes-
man.
The order of the board will,
in all probability, be drawn up
to-day by Corporation Counsel
H. L. Drayton and presented
to the company without delay.

WIRELESS CHAIN FOR UPPER LAKES

Government Will Establish
Elaborate System From Port
Arthur to Kingston, With
Montreal Communication—
Ice Obstacle Makes Port
Churchill of Doubtful Value
as Hudson Bay Port.

OTTAWA, Dec. 15.—(Special.)—The
first report of the department of the
naval service was issued to-day. It
deals with the carrying out of the naval
program of the late government, the
work of the fisheries, protective ser-
vice and of the hydrographic survey,
and the wireless and radio telegraphic
services.

Arrangements are in progress, it
says, for the establishment of a chain
of wireless stations on the lakes from
Port Arthur to Kingston, including
Port Arthur, Sault Ste. Marie, Mid-
land, Tobernmoy, Sarnia, Port Stanley,
Port Colborne, Toronto and Kingston,
with the station at Kingston of suf-
ficient range to communicate with
Montreal. Three new radio-telegraphic
coast stations were established during
the year.

Cost of Service.

Out of an appropriation of \$3,000,000
for the naval service, there was an ex-
penditure of \$1,790,000. On the fisher-
ies protection service there was ex-
pended \$272,500, out of an appropria-
tion of \$301,500. Upon the hydrographic
surveys, out of an appropriation of
\$200,000, there was expended \$163,113.
The total appropriation of \$150,000 for
wireless stations was spent. The grand
total appropriation for all these ser-
vices and contingencies was \$3,969,566,
out of which there was expended \$3,-
492,512, leaving a balance of \$1,476,754.

Naval Recruits.

Dealing with the recruiting for the
naval service, the report shows a total
sum of 223, including 198 for the Niobe,
and 25 for the Rainbow. Nova Scotia
contributed 97 men for the Niobe, On-
tario 45, and Quebec 23. Of the Rain-
bow recruits, all but three were found
in British Columbia. Alberta contrib-
uted one recruit for the service, and
Manitoba and Saskatchewan none.

The hydrographic survey report in-
cludes considerable information in re-
gard to the coast of the Gulf of St. Lawrence.

Continued on Page 7, Column 5.

NORTH TORONTO PROBLEMS.

According to The Telegram of last night
local capitalists have in hand a project
for a street railway, with North To-
ronto-Town, connecting with the city
lines at St. Clair avenue. It will run
over the new roads parallel of Yonge and
across the upper end of the town.

This means a second franchise for the
city to grapple with later on! And could
we blame North Toronto if she made such
a deal?

It shows that capitalists have confidence
in North Toronto, the city hall has not.

Why not let the city council withdraw
its reference to the electors and annex
North Toronto, and make the street car
line an absolutely publicly-owned one?

Where is Mayor Geary that he isn't
leading Toronto to bigger and better
things? Why should North Toronto be
forced to undertake a costly water service
and another troublesome street car fran-
chise simply because our West Yorkers are
opposed to public ownership?

TORONTO AT THE DEAD LINE.

The postoffice and the customs house
of Toronto have more business than
the buildings will accommodate. Scores
of new clerks are being taken on.

Toronto's stores are being crowded
to the doors, and the hotels are turn-
ing away people.

The wholesalers are overworked.
More big factories are coming.
You can't get into the street cars.
The dray traffic blocks the thoro-
fares.

The Globe sent out so many extra
papers in September that its postal bill
has been increased by a cruel govern-
ment \$25,000.

And yet The Globe preaches that To-
ronto is at the end of her tether, and
that the present city limits mark the
dead line.

Don't be a "Wee Yorker!"

LINE UP, REGINALD.

Mayor Geary, if he wants another term
of office, must let the people know
whether he has lost faith in Toronto, like
The Globe and other croakers at the city hall.
Does he believe in public ownership as set
up by the hydro-electric proposition, as
set out in the municipal railway schemes,
as set out in the tubes, as set out in the
Bloor street viaduct, which will be part of
the tubes?

We believe he is in favor of these pro-
gressive measures, and give him that
credit, but he must speak out now, and
speak out often before nomination day.