

NEW YORK ENDURES FOUR FARE SYSTEM

Therefore, Home Smith Infers Toronto Should Not Cavil at Two.

COUSINS IS NOT SURE

Tells City Council He Has Not Estimated Revenue From Harbor Line.

What was announced to be a conference between the board of control and harbor commission yesterday morning, on the "substitute proposition," turned out to be a meeting of the city council, presided over by Controller Church, and at which Home Smith and Engineer Cousins gave their explanations of the harbor commission's "substitute proposition" for a solution of Toronto's transportation problem.

Lionel Clarke, president of the harbor commission, was not present. Home Smith represented the commission, as vice-president. He stated that Mr. Clarke was unavoidably absent.

In opening the meeting Controller Church waved a copy of The World newspaper, but Mr. Clarke put his foot down upon the trade and the Home Smith busy addressing the meeting.

"The proposition of the harbor commission to the board of control is nothing more or less than our contribution towards a solution of Toronto's transportation problem," Home Smith declared.

"The harbor commission does not intend to build and operate a transportation system for the whole city, but will gladly co-operate with the city."

Engineer Cousins then explained the "substitute proposition" from an engineering standpoint. He admitted that he had not estimated if the traffic on the proposed system would pay for itself.

"Your system does not serve the district in which 75 per cent. of the people in ward one reside," Ald. Walton pointed out.

"The system would serve the people with cheap vegetables," Ald. McBride optimistically declared.

How Long Considered? "How long has this proposition, as it is presented today, been before the harbor commission?" Ald. Dunn asked Home Smith.

Ald. McBride tried to prevent Ald. Dunn pressing a reply, but had to "subside." Then Ald. Burgess called on Home Smith to restore order.

"You are dealing in a very unfair and unjust manner with the city by trying to force the council to jump at it," Ald. Dunn said to Home Smith.

Ald. McBride again cut up a fight for Home Smith.

"The details were not completed until the night before the proposition was submitted to the board of control," R. S. Gourlay stated.

"Did the full harbor board pass on the proposition?" Ald. May asked, and no reply was given.

Worse in New York. "This is a provincial hydro-radial proposition," Home Smith said, "that system must have carried lots of fares, there are quadruple fares in New York City."

"How long before a car line could be built on the waterfront?" Ald. Wickert asked.

"Three years," Home Smith replied. "Our solicitor, A. C. McMaster, says the harbor commission has the legal right to build the line."

"This proposition is advanced as a solution of Toronto's transportation problem, and it is not a solution," Ald. Wickert said. "It would suggest that the harbor commission amend the wording of the proposition."

"It will solve the high cost of living," Ald. McBride declared.

Stewart Lyon suggested that the city get legislation on billing it to demand joint haul arrangements with other railroads, and by that means compel the Toronto Hydro-Electric Co. to accept transfers from the civic car lines upon a reasonable basis.

TEMPLE OF MUSIC ON C. N. E. PROGRAM

Will Be Built a Few Years Hence - New Crowd Handling Scheme.

Property-owners will vote on Jan. 1 on a bylaw to provide \$600,000 for permanent improvements and erection of buildings on the Exhibition Grounds. The bylaw was put thru at a special meeting of the city council yesterday.

Ald. Meridith made a strong appeal for a better system of leading the crowds that leave the Canadian National Exhibition on all rush hours. He suggested that a station be built, into which people would enter thru turnstiles, paying fares at the turnstiles.

Ald. Risk asked when a temple of music is to be erected. Joseph Oliver replied that the temple would be built in a few years. He added that when the eastern entrance is secured there will be a street railway station with turnstiles.

Ald. Anderson brought out the information that the projected arena is to be available winter and summer for indoor sports and concerts. It will seat 10,000 people.

Other bylaws passed and to be voted on by the electors will provide \$89,383 to buy out the radial line on the Lake Shore road, also \$200,000 for engaging in the wholesale deal in trade, and will extend the municipal franchise to married women.

A MODERN BLUEBEARD. Pontiac, Mich., Dec. 2.—(Can. Press.)—David R. Devine, telegraph operator, pleading guilty to the charge of bigamy, was sentenced to Jackson Prison to serve a term of from two years to five years. Investigation indicated that Devine was married to seven women.

WANT STATUS AS RAILWAY

Ald. McBride put thru a motion at yesterday's council to get legislation to give the city the status of a railroad company, so that it can interchange traffic with other railroads. This would permit exchange of transfers between the civic car lines and the Toronto Railway Company's lines.

HON. ADAM BECK SOON WILL SAIL

Way is Clear as Railway Vote Cannot Be Taken in January.

SPECIAL ADVERTISING

No Time Now to Publish Details Before Election on Jan. 1.

It is probable that Hon. Adam Beck will sail on Dec. 13 for England via New York. His intention to spend the Christmas season in the old country in company with Mrs. Beck and their daughter has been conditional with the progress of the Toronto street railway purchase.

Now that it is practically certain that any public appeal on this question will not be made on Jan. 1 the way seems clear for the minister to depart.

Hon. Mr. Beck has stated that the matter of the purchase would receive the attention of the commission before the holiday season if procedure demanded it. In the event of it going to the people he would be in Toronto to deliver their attitude in detail.

The minister is today spending some time in attention to power matters in eastern Ontario.

One thing pointing to the delay of the measure at the polls is the fact that the special advertising required in this connection should of necessity begin at once. In view of the present situation this move is evidently not being entertained.

The minister is today spending some time in attention to power matters in eastern Ontario.

CHOSEN PLAN MUST PAY ITS OWN WAY

Purchase Proposals Will Entirely Fulfill Necessary Provisions, McCarthy Thinks.

REDUCTION IN FARES Might Be Possible After Eight Years, if Mayor's Plan is Favored.

"We seem to have abundant evidence," said Controller McCarthy, "that the Toronto Railway System purchased at \$22,000,000 would pay for itself, make all necessary extensions and give a one-fare service to the entire city. In addition there is a very good prospect of reduced fares after 1921."

"Those in the best position to know how the purchase of the Toronto Electric Light Company purchased at \$8,000,000 could be profitably coordinated with the Hydro-Electric System and that it would pay the purchase price, renew the plant and accumulate a surplus of \$11,000,000 in three years."

"It now remains to complete the official purchase agreement and submit it as required by the legislation to the Provincial Hydro Commission and the Lieutenant Governor in council for their approval or disapproval. The purchase proposal cannot go ahead until approved by the Ontario Power Commission."

Provide for These. "I am quite ready to consider any proposal of this nature, but it must be limited, but must ensure to the citizens the following provisions:

(1) That the undertaking will entirely bear its own burden and not become a charge upon the taxpayers of Toronto or upon the lands possessed by the city.

(2) That the plan finally adopted must provide a unified system with a one fare service at present rates over the entire city.

(3) That any plan adopted under the guarantee of the city at equal rates and not differentiate in favor of one locality as against another.

(4) That the plan finally adopted must have within it the necessary earning power to give a comfortable and adequate service throughout the city.

"Only on the basis of the above four provisions would Toronto's transportation problem be positively solved. I believe that the purchase proposals will entirely fulfill these four provisions. It looks as though the harbor board proposal, not only fails to give these provisions, but would prevent their being given in the future."

SIR GEORGE PAISH COMING

The recent financial stringency renders the coming visit of Sir George Paish, the Canadian Club, one of the events of the season. He is to address the club next Thursday at one of the meetings of the Financial Outlook in Canada. This is a subject of vital interest at the present juncture, and as one of the leading economists of the day, Sir George may be expected to throw considerable light on it.

Will probably be able to give some ideas about it when in his opinion the economic clouds will clear.

To Cure a Cold in One Day. Take a dose of BROWN'S QUININE Tablets. Druggists refund money if the cure is not in one box.

PLEBISCITE HAD NINE SUPPORTERS

Ald. Rowland's Amendment to Controller Church's Motion Was Voted Down.

ELECTRIC CONTRACT

Must Ruin for Twenty-Eight Years Unless Railway is Bought Now.

The opposition to the street railway purchase and to the Hocken administration showed full force in the city council yesterday afternoon and was routed.

Every effort to becloud the issue of Toronto's transportation needs by getting a plebiscite on Jan. 1 had only nine supporters. Fourteen stood solidly against a plebiscite. The nine who voted for a plebiscite are: Controller Church and Foster and Ald. Spence, Maybue, Burgess, Rowland, Meredith, Hubbard and McBrien.

Notwithstanding the attempt to stamper the council with the harbor commission's "substitute proposition," the bombshell persisted in being only a "subshell." The "substitute proposition" was not seriously considered in the council meeting. It was scarcely mentioned.

Ald. Robbins, to bring out more emphatically the facts bearing upon the contract for electric current made by the Toronto Railway Company with the Electrical Development Company, put this question to Mayor Hocken: "Is the street railway purchase a not made, must the Toronto Railway Company renew its contract with the Electrical Development Company for electric current in 1919 for another three years, and at what price?"

"Yes," Mayor Hocken answered, "and at the same price as the hydro-electric system charges."

For Twenty-Eight Years. "If the street railway purchase is made, the contract with the Electrical Development Company would cease in 1919, but if the street railway is not bought over in 1921, a twenty-eight-year contract with the Electrical Development Company would have to be made. That would mean that the Electrical Development Company would continue to supply the street railway with electric current for twenty-eight years, and at what price?"

Mayor Hocken had to keep a cool head in disentangling the motions and amendments showered on him by the Ald. Spence, who worked under the command of the Telegram in a question in some way to the property-owners on Jan. 1.

After Controller Church had made a speech supporting Controller Church, Mayor Hocken advised the council that the question submitted to the voters on Jan. 1 must necessarily be a plebiscite.

Spence Liked It. "Controller Church's motion was the most sensible I've heard today," Ald. Spence assured an astonished council. "Controller Church is right. The Ald. Spence Church if he proposed to submit a money bylaw under the general act."

"Then that question submitted to the voters on Jan. 1 would be a plebiscite, not a money bylaw, and it would be a money bylaw under the general act."

"The agreement of purchase is not completed yet, and a synopsis is not submitted," Ald. McBride insisted. "Until this council and the voters understand the issue in full, nothing should be submitted to the voters."

Ald. Maybue favored a plebiscite. So did Ald. Burgess.

A plebiscite is submitted, all rates, Ald. Spence said, and not give an idea of the opinion of the property-owners, who alone have the right to vote on a money bylaw. Ald. Dunn stated, "No question should be submitted until we know exactly the terms of purchase."

"I have expressed regret at the unfair and unjust action of the harbor commission."

Ald. McBrien moved in amendment that a plebiscite on the purchase of the railway and electric light properties be submitted to the property-owners on Jan. 1. He afterwards withdrew it.

An Amendment. Ald. Rowland, in support of Controller Church, moved in amendment that a plebiscite be taken from the property-owners on Jan. 1, and if the voters favor buying the street railway and electric light properties, then that legislation be asked to validate the vote. This took the place of Controller Church's motion.

Ald. Spence moved another amendment that a plebiscite of property-owners be taken on Jan. 1, but withdrew it.

There was now but Ald. Rowland's motion before the council, as Controller Church withdrew his.

"I move in amendment," said Controller McCarthy, "that no question be submitted to the voters until the harbor commission has been investigated by the city solicitor and commissioner of works, and reported upon by those officials."

Then a vote was taken on Ald. Rowland's motion to take a plebiscite, and it was lost on this division: Ayes—Church, Foster, Spence, Maybue, Burgess, Rowland, Meredith, Hubbard, McBrien—5. Nays—Foster, Spence, Maybue, Burgess, Rowland, Meredith, Hubbard, Dunn, McBrien, Rawlinson, O'Neill, McCarthy, Hocken, Wainless—15.

NO RAISE EXPECTED. Manager Arthur Hewitt of the Consumers' Gas Co. stated after the meeting of the directors of that company yesterday, that there had been no proposal to raise the price of gas, and he trusts that there will be no raise for some time to come.

SAYS DEVIL STRIP IS TOO NARROW

R. S. Gourlay Tells Empire Club City Could Not Relieve Congestion.

T. S. R. DOING ITS BEST

Toronto's Peculiar Build Blamed for Intolerable Transportation Trouble.

In his address to the members of the Empire Club at its luncheon yesterday noon, R. S. Gourlay stated that the plans of the traction system along the waterfront, as outlined by him at previous meetings, provided for an eighty-foot right-of-way for a radial entrance.

Referring to the development of the harbor, he said, "I would like to say on behalf of the Harbor Commission, that they have not been content to let their work rest with arranging for the co-operation and co-ordination of water-borne steam and radial facilities, but are striving also to put on this property in the heart of the city the most modern and up-to-date market, with all warehouse, cold storage, and military supplies, and the chase and sale of all kinds of produce. They have studied the question of markets as well as transportation. On the Pacific side, they have had a long experience, and no hindrance occurs in our efforts to complete them, will give Toronto the opportunity of getting all the traffic growing in Ontario, direct to the dealer or consumer at a minimum cost."

He stated that steam railways have suffered for many years, and water was not a method of transportation, saying that radial lines had to be brought into action, giving as an example the failure of the inadequate rail service to feed them.

"There are five important matters to be considered in connection with the city's transportation system. The first is the question of adequate transportation facilities. The city has a long and a short street lines, but they have been faced with the proposition of giving the use of these streets to the citizens without carrying them free or subjecting them to the payment of two fares. This solution, after all, is only a just shift, and has led to the present determination to get rid of it, if possible, the intolerable transportation facilities, from which we have suffered for many years."

"It is true that if the city purchases the street railway, they can spend \$10,000,000 more in addition, and by constructing the lines in these outlying districts, give these people transportation in time."

"One of the intolerable conditions which we all desire to see remedied, is the congestion in the heart of the city. This congestion, which is the result of the city's growth, is a serious matter, and it is now occupied, and that there is very little room for the railway company to make any extensions, and in this respect it thinks that the city should be given the opportunity to carry the people down town, and by constructing the lines as good a service in this respect as is possible, under Toronto's characteristic conditions. If this plan is carried out, and extra lines are built and extra cars provided to carry the people down town, these congested districts will become more livable."

"The most intolerable condition we have is that we have no radial service in the heart of the city, and this not only in the case of Toronto, but also those living through the province."

New Devil Strip. "The fifth matter needing solution," said Mr. Gourlay in conclusion, "is that the Street Railway Company must supply increased service in the city. The narrow devil strip will not allow the running of modern cars, and modern cars, when provided, will make another large expenditure in order to get it."

A mass meeting under the auspices of the North Riverdale Ratepayers' Association will be held tonight in Ward Six—Orange Hall, Broadview and Danforth, and Broadview streets, when speakers from both sides of the question will be heard.

NOMINATION DAY IS DECEMBER 23

Candidates Will Be Chosen for Municipal Elections on That Day.

Nominations for mayor and controllers will be held at the city hall at 10 o'clock on Tuesday, Dec. 23, and for aldermen and school trustees at 7:30 p.m. of the same day at the following places, with the following returning officers:

Ward One—Royal Canadian Bicycle Club, Broadview avenue, near Queen; W. F. Summerhayes.

Ward Two—Room 10 in Winchester street school; George Brown.

Ward Three—Victoria Hall, corner of Queen and Bert streets; William Lee.

Ward Four—Broadway Hall, 450 Spadina avenue; David W. Clark.

Ward Five—Orange Hall, northwest corner of College street; Euclid Avenue; Nathaniel J. Stevenson.

Ward Six—Ryan's Hall, 1284 Bloor street west; Sammie Clark.

Ward Seven—Public Library building, Annetta street; William J. Connor.

FOR FIREMEN'S FUND.

Fire Chief Thompson has received a cheque for \$10 from Miss Marie Weiser, in recognition of the good service rendered at a fire on 51 River street, on Oct. 15. The money will be applied to the Firemen's Benefit Fund.

Important Notice

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GREAT GUNS AT PANAMA

The Armament for the Forts at the Canal Entrances Now Approaching Completion.

By Willis J. Abbot, Author of "Panama and the Canal in Picture and Prose." Copyright, 1913, Syndicate Publishing Co., New York. All rights reserved.

Some time during the present month the war department will begin shipping to Panama the great guns for the fortifications at each entrance to the canal. One 14-inch and several 6-inch guns are already finished, together with their cradles and carriages, which have been manufactured at the canal company's shops at Gatun. The armament of the forts at Colon and Panama City will be, according to the war department, more powerful than that of any defensive work in the world, not excepting the famous Gibraltar.

On the Pacific side, the lock at Miraflores is within seven miles of the deep sea. As the effective range of battleship fire is 14 miles, this lock would be very much within the danger zone in the event of war. The forts, however, are sited upon the high ground, and are well out of range of battleship fire.

Despite the fact that the canal is designed to make the United States navy more effective, by providing for its swift passage from ocean to ocean in time of war, it will make demands upon the navy as well. Strong as the forts will be, the defence of the canal entrances will not be complete without a movable floating force as well in military strategy there is no novelty in the paradox that the more you strengthen the navy by auxiliary works the more ships you need. We found that to be the case when, after long assurances that we needed Hawaii and Guam as navy bases to strengthen our forces in the Pacific, we suddenly learned that we must have a bigger navy to defend the bases. The Panama Canal is merely a new case in point. It will double the efficiency of the existing navy by making it serviceable in either ocean. The need arises, but it demands a largely increased navy for its own protection.

WATER TROUBLE NOT YET ENDED

City of Ottawa Must Submit Another Bylaw on Election Day.

The water troubles of the City of Ottawa are not yet ended. A new bylaw must now be voted upon regarding the tremendous campaign waged a year ago over the same matter. The new action follows an order of the Provincial House of Commons, McCullough to proceed at once with a new system.

The water supply of the city was considered solvent some time ago after the reports of Sir Alex. Birkhead and other British experts. The cost was estimated at five millions, but after the bylaw was approved, eight millions was held to be a close figure and litigation ensued.

The Provincial Government in the interest of the populace, demands that something be done at once and a new bylaw will be prepared forthwith.

DEATH'S HEAVY TOLL FROM HUNTING WOODS

One Hundred and Thirty-Five Lives Were Sacrificed in Twenty-One States.

CHICAGO, Dec. 1.—(Can. Press.)—The hunting season just ended cost 135 lives in 21 states, according to a tabulation by a morning paper. In addition 140 persons were injured, several probably fatally. Wisconsin was the chief sufferer for the season with a total of 29 dead and 27 injured. Michigan came next with 25 dead and 19 injured. New York was third with 19 dead and one injured.

The careless handling of weapons was the chief cause of death. Thirty-seven persons lost their lives in their own hands; 24 others shot themselves, but escaped with lesser injuries. The careless travelling companion was held responsible for 24 deaths and 19 injuries.

The man who shoots every time he sees a movement in the bush was held responsible for 17 deaths and 10 injuries. Six hunters were drowned while searching for game.

The New York Minstrel Concert at Massey Hall, Tonight.

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TWO ASSIGNMENTS.

P. H. Delmage, 936 west Queen street, made an assignment to Richard Tew. Percy H. Delmage, hardware merchant, at 1602 east Gerrard street, made an assignment to Richard Tew.

Unclaimed Baggage Sale, Dec. 11. The Grand Trunk will sell a large number of trunks, valises, suit cases, etc., by auction to the highest bidder, without reserve, at Henderson's, 128 King street, east, Dec. 11. Make up note of the date.

DESERTER GIVES HIMSELF UP. GUELPH, Dec. 1.—(Special.)—Chas. A. Beckitt, a deserter from Walsley Barracks, in London, walked into the local police station and gave himself up. He deserted from the barracks on Nov. 8, and went to Toronto. He made his way back here, but ran out of funds and decided to surrender. An escort came down today and took him back to London.

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NEXT WEEK—SEATS TOMORROW. The Greatest Musical Show in the World.

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and a remarkable cast of stars, including Melville Hill, Juliette Dinka, Ada Lewis, Ray Samuels, Annis Wheaton, Doyle and Dixon, Donald Macdonald, Al Perinelli, Ethel East, and entire Winter Garden Company of 12.

Prices: Nights, 50c to \$2. Sat. Mat. 50c to \$1.50. 2 Special Mats. Tues. and Thurs. \$1.00

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"The Tyranny of Tears," "The Will." By C. Haddon Chambers. by J.M. Barrie.

Cast includes: Laura Hope Crews, Mary Boland, Elliott Dexter, Herbert Drew, Sidney Herbert and others of note.

NOW SELLING For Thursday, Dec. 4 Massey Hall JOSEF HOFMANN Symphony

Prices 75c, 1.00, 1.50, 2.00.

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Next—Ben Weich and His Burlesquers

STAR BURLESQUE SMOKE IF YOU LIKE DAILY MATINEES THE DANDY GIRLS

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The most beautifully formed woman on earth. Next Week—Rector Girls. 123

SHEA'S THEATRE

Mattie Daily, 25c; Evening, 50c. 50c, 75c. Week of Dec. 7-13. Harry Tighe and His Collogina, McMain, Diamond & Clemence, La O'Connell, George Kelly, Delmore and Howard's Novelty, Sensational Performance, Stephens, the Kinograph, Jimmy Morgan, Bill Bailey and Betty Morgan. Next Week—Edgie Fox and Family. ed

GRAND THE MATS Wed 25c & 50c OPERA LITTLE HOUSE REBEL With Mary

NEXT WEEK—THE MARY PATRONS: The Lieut.-Governor of Ontario, the President of the University, Sir Edmund Walker, C.M.O., The Players' Club of the University of Toronto, presents AN ENEMY OF THE PEOPLE, by Henrik Ibsen, in Burwash Hall, Victoria College, on Friday, December 12th, at 8 p.m. Reserved seats, \$1, from R. H. Williams, Victoria College.

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NOTICE-- WALDORF REMAINS OPEN

The directors controlling the Waldorf Hotel, Hamilton, Ont., have decided not to attempt the demolishing of the Waldorf until next spring, and travelers, class accommodation under the proprietorship of R. B. Gardner. ed-7