

STREET CAR CONSOLIDATION NECESSARY AS FIRST MOVE

City Should Immediately Settle on Standard Gauge, Prepare Existing Civic Lines and Make All Arrangements to Effect Consolidation the Day the Company is Taken Over.

Following our previous articles on Toronto street car problems: And we wish to start at the most important and the most immediate concern that is the quick consolidation into one system of:

1. The Toronto Railway lines.
2. The municipal-owned lines.
3. The radials taken over on the Kingston road, Lake Shore road, the city portions of the Metropolitan.
4. And the radials in and about or near ward seven (West Toronto) that can be bought, and must be bought, from the Canadian National Railways, that is to say, the standard gauge lines on Dundas street, Keele street, Davenport road, Weston road, with various extensions into lesser streets.

The first thing to do is to consolidate these lines into one system and have the consolidation under way the day after the Toronto lines are taken over by the city.

To do it right the civic transportation commission ought to start now and get ready. Let the question of widening the streets, of tubes, of paying therefor, be left to others, and perhaps part of it held back for a time.

What ought to be done first? Settle the question of gauge. Are we to adopt the standard gauge, like every other street car and radial track in America? We have no time to argue that and do not wish to argue it unless we must. The radials that we are getting, and are to get, are standard gauge. Let us keep them so, and proceed gradually to change the municipal and Toronto tracks and the experts in charge may advise. We can serve the public for a while, we must serve the public for a while, by using both gauges, and transferring passengers from standard gauge cars to broad ones wherever this is necessary at the start.

But there is preliminary work to do and a lot of this preliminary work can and should be done now, before we take over the Toronto lines.

And the first requisite is a thru north and south line from the Union Station to the north city limits on the hill above Hog's Hollow, over seven miles in length. We propose to call this for a start, the uptown line, or the Bay street line. Its route will be Bay, Teraulay, Teraulay extended from College to Bloor by St. Vincent and North street, and from Bloor thru a new street to Davenport road, then by Avenue road to Avenue road. Then by St. Clair east across Yonge and on to Mount Pleasant road and on to Mount Pleasant and Glen Echo road, then west over Yonge by Glen Echo road. Here the Metropolitan Railway proper will begin.

Most of this line has not yet been built, but all has been authorized by the city and the ratepayers. The right-of-way for the new streets has all been bought save one block and that is now being arbitrated. Therefore, let the contracts right away, first to open and grade the new streets, and next to put down double tracks, standard gauge, from Yonge north to Yonge and St. Clair, and from Avenue road to Davenport down to College street. Split this into two or four contracts, the transportation

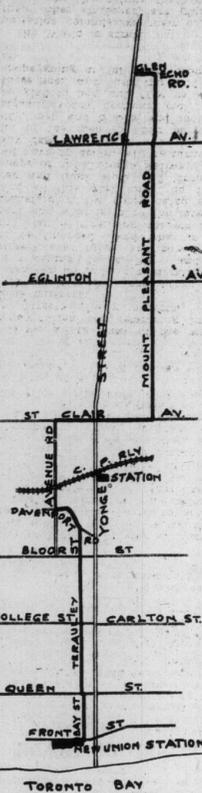
MEN YOU HEAR OF Seen as Their Friends Know Them

NO. 91



MR. FRANK GOFORTH, president and general manager of Ladies' Wear Company, Limited, 559 College street. He was born in London, Ont., and has been in business fifteen years. He is a member of the Ontario Royal Canadian Yacht, Scarborough Golf and Canadian Lawn Bowling Clubs and is the 1921 president of the Ontario Motor League. His favorite sports are golfing, bowling and motoring.

PROPOSED CAR LINE



The World's proposal for a north and south line from the new Union Station to the city limits on Yonge street.

commissary supplying the rails, ties, cement, etc., all to be ordered right now.

The Toronto Railway, The World is assured, will give up the Bay, Teraulay and Avenue road tracks any day after the city before its franchise expires for this work to be done in time.

There is no trouble about the municipal tracks on St. Clair avenue. They are spiked to ties bedded in with broken stone, and the gauge of the whole six miles could be changed by big gangs of men moving in the outside rails the necessary three inches in two days.

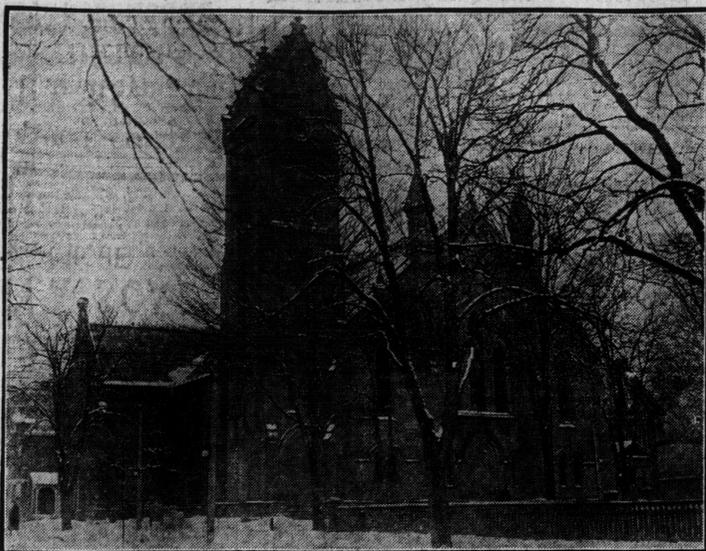
Now then, here's your uptown line all ready for the construction gangs to get to work any day. Having this done, what do you have on the day of consolidation? A new fast line, practically paralleling Yonge street, but not on it, from the north city limits to Union Station of standard gauge.

Next you have a standard gauge line from the terminal of the municipal line at Davenport station right east to Avenue road and across Yonge, by which people can get up and down town close to the city's great backbone, Yonge street, and from Davenport station in the west down to Union Station, including all the radials in West Toronto and thereabout. Also the Metropolitan cars from away up Yonge street down to the Union Station, and giving a consolidated city ticket with a transfer into any of the other city cars as they happen to be running on the first day.

If the Toronto Railway will turn over to the city one other of its present lines, it can be rebuilt to standard gauge in a very short time, before the actual transfer of the other lines. If it were Queen, it would let in the radial cars to the centre of the city from lake shore to Kingston, ward seven, on the same conditions as the Metropolitan already outlined. And all the time this is going on, we ought to be having built, say, fifty standard gauge cars, and contracts and all arrangements made for converting the gauge of the old cars as we want them.

Leave all the rest of the work of consolidating the remaining lines to the street railway experts. That's their business. In the meantime the other great tasks can be under consideration, that of widening Yonge, Bloor and other streets, even tubes, and how it is all to be financed. And what is to be the plan of financing the whole system, and what is to be the fares with transfers on the consolidated system. And all this work might be done in car and track work and from the shops of the Toronto Railway, which we have no doubt, will be turned over any day on request. They've got a lot of the men in their service today men and bosses, and tools, construction cars, derricks, etc. They'll be glad to help out. Let us keep all these men and their car and repair shops going at full blast from now on.

CHURCH DESTINED TO DISAPPEAR



The carrying out of the Teraulay street extension undertaking means the wiping out of Grosvenor Street Presbyterian Church, which stands in the way. It is not likely that a new church will be built, and the 500 members of the congregation will go to swell the attendance at other churches.

proposals as above set out are complete; but the meat is all there, and the whole thing is subject to the suggestions of others. And it's real meat we want for the people on the day of a consolidated public owned system. Also for business men. And the consolidated system on these preliminary plans will give a hundred per cent. better service the day after taking over the Toronto Railway lines than we have today!

SAYS REDMEN'S BONES SHOULD BE RE-INTERRED

F. O. Loft, an employe of the province, who is proud of his Indian blood, suggested to The World last night that arrangements should be made for proper re-interment of the bones of the redmen uncovered Thursday in High Park. He considers that the civic authorities might properly take action to honor a race whose history is an essential part of the history of Canada, and that the many Indian associations in connection with Toronto should take place with appropriate ceremony within the city's bounds.

GAYETY

NEXT WEEK—Ladies' Mat. Daily.

JACK SINGER SHOW

WITH HARRY LANDER

COMMANDER-IN-CHIEF OF THE ARMY OF FUN

The Final and Last Word in Monkey Business TARZAN THE HUMAN APE

A SINGER BEAUTY CHORUS

LOEW'S

NEXT WEEK—Yonge St. Theatre Winter Garden

WILLIAM S. HART

"The Cradle of Courage" 6 VAUDEVILLE ACTS

LOEW'S UPTOWN OWEN MOORE WANDA HAWLEY

"Chicken in Case" "Her Beloved Villain" VAUDEVILLE

NEXT FRIDAY TOSCANINI

AND THE GREAT LA SCALA

100 ORCHESTRA MEN

Seat Sale Monday at Massey Hall. Prices—Floor, \$3.00, \$2.50, \$2.00, and a few at \$1.50; Balcony, \$3.00, \$2.50 and \$2.00; Top Gallery, \$2.00, \$1.50 and \$1.00. No Rush Seats. Stayaway Piano.

THREE CONCERTS

Toronto Oratorio Society.

Detroit Symphony Orchestra

MANSIEY HALL, FEB. 4th and 5th SEATS—\$2.50, \$2.00, \$1.50, \$1.00. Plan opens to Subscribers, Jan. 31st. Plan opens to Public, Feb. 2nd.

ALEXANDRA TWICE THE BURGOMASTER OF TO-DAY STILEMONDE

NEXT WEEK COM. MON EVE.

Pop. Mat. Wed. 50c to \$1.50 Eve's, 50c to \$2.50 Sat. Mat., 50c to \$2

Third Return Engagement by Popular Request THE MESSRS. SHUBERT PRESENT

MAYTIME

The Greatest Musical Play Ever Staged

Quaint — Beautiful — Memorable THE MUSICAL PLAY OF EVERLASTING JOYS WITH THE OLD FAVORITES

EILEEN VAN BIENE--WORTHE FAULKNER OTIS SHERIDAN

The Original Dear, Delightful, Dancing Girls in Fashions Frocks of Four Generations.

WEEK JAN. 31st. SEATS THURS.

F. RAY COMSTOCK AND MORRIS GEST OFFER: THE SMARTEST, BRIGHTEST COMEDY OF THE YEAR

"ADAM AND EVA"

WITH William Boyd and Molly McIntyre

1 Sold Year in New York — 4 Months Chicago.

WEEK BEGINNING MON. EVE., FEB. 7th

Engagement Positively Limited to One Week

GREATEST SUCCESS AND MOST ARTISTIC TRIUMPH EVER KNOWN IN HISTORY OF THE MODERN STAGE

F. Ray Comstock and Morris Gest Announce the

Sensation of Paris, New York and Chicago

APHRODITE

(From the Theatre Renaissance, Paris.)

Direct from One Entire Season at the Century Theatre, N.Y.

A Romance of Ancient Egypt in the Days When Civilization Was in its Infancy; When Gods of Earth and Idols of Clay Ruled the Tempetuous Passions of Men.

Positively the Biggest and Most Colossal Attraction Ever Sent on Tour in the History of the World.

Costumes by Percy Anderson, of London.

Additional Costumes by Leon Bakst, of Paris.

Scenery by Joe and Philip Barker, of London.

SPECIAL MAIL ORDER ANNOUNCEMENT

Mail Orders for this extraordinary attraction will now be received for the entire engagement, prior to opening of the public seat sale on TUESDAY, FEB. 1st. Send proper remittance payable to Royal Alexandra Theatre. Enclose self-addressed, stamped envelope for return tickets.

PRICES—Nights: Orchestra, \$3.50; Balcony, \$3.00, \$2.50 and \$2.00; Gallery, \$1.50. Wednesdays Matinee—Orchestra, \$2.50; Balcony, \$2.50, \$2.00 and \$1.50; Gallery, \$1.00. Saturdays Matinee—Orchestra, \$3.00; Balcony, \$2.50, \$2.00 and \$1.50; Gallery, \$1.00.

COMPANY OF 300 PEOPLE — EIGHT BIG SCENES

NEED BETTER LIGHT FOR HOCKEY RINKS

Verdict of Accidental Death Returned at Edgar Hawthorne Inquest.

That better lighting systems should be insisted upon for hockey rinks was the rider attached to the verdict of accidental death brought in by Coroner G. W. Clendenan's jury at the inquest held last night on the body of Edgar Hawthorne, who died at his home on January 13, following being struck by a puck during a game between the Royal Bank and the Victorias at Victoria Rink on the night of January 12. The players were exonerated from all blame. Hawthorne was keeping goal for the Victoria team and when W. Armstrong shot the puck from the side he put up his hand, but misjudged its direction, the puck striking him on the left temple, caused a hemorrhage

as was revealed in the post mortem evidence. There was a slight fracture of the skull and an artery was ruptured, causing a blood clot to form on the brain. R. M. Fawcett, the referee, stopped the game as soon as he saw that Hawthorne was hit, but ordered the game to proceed. There was only one set of pads, the changing of which would necessitate some delay and Hawthorne said he was not hurt and played until the end of the game. There was no rough playing. The lights, said Fawcett, were on the side of the rink and he thought the placing of a light in the centre and one behind each goal would help, as the goalkeeper would not have to face the glare. All the witnesses testified that the lights were poor and that the puck could not be seen when it rose above the boards. Hawthorne also had complained that he could not see very well. Armstrong said that he shot the puck and he thought Hawthorne had been hit on the hand when the impact was heard. Then he had put his hand up to his face. His chances of recovery, said Dr. C. H. Gilmour, who made the post mortem, would have been much better had he left the game following the accident.

PRINCESS NIGHT BOAT TODAY

Next Week—Mats. Wed. & Sat.

GEO. M. COHAN'S

Production of the Absolute Dramatic

The Acquittal

With Rita Weiman

William Harrigan—Crystal Herne

George Parsons

and entire Original New York Cast

Evenings, Orchestra \$2.50, \$2.00, \$1.50. Balcony, \$1.50, \$1.00, 50c. Wed. Mat., \$1.50, \$1.00, 75c, 50c. Sat. Mat., \$2.00, \$1.50, \$1.00, 50c.

WEEK JANUARY 31—Direct from the Henry Miller Theatre, N.Y.

An Adventure of the Theatre

Original Cast Includes

Fred Kerr, Mrs. Thomas Whiffles, William Keighley, Leslie Howard, George Fauncefort, Lawrence Edinger.

Patricia Collinge

In a New Comedy by A. E. Thomas

Just Suppose

Direction of A. L. Erlanger

GRAND OPERA HOUSE

Mats. Wed. & Sat.

SEATS NOW FOR THE SECOND AND LAST WEEK

BABES IN THE WOOD

THE REAL OLD COUNTRY "PANTO"

WEEK JAN. 31—SEATS MONDAY

THE GEISHA

MUSICAL COMEDY CLASSIC

PANTAGES

VAUDEVILLE

Orin Davenport TROUPE

America's Foremost Equestrian Act.

Rigdon Dancers

in "Ballet des Artistes"

FOLEY and O'NEIL An Original Comedy Act.

JEAN BARRIOS COOPER & MELFORD CLAIRE & ATWOOD

LONDON'S

"The Mutiny of the Elsinore" WITH A SPECIALLY SELECTED ALL-STAR CAST.

Regent

STARTING MONDAY

You've often thrown your arms around Mother's neck and said "God Bless You."

But What About Dad? Doesn't he come in for a little affection? You'll think so when you see

HELIOTROPE

The wonderful successor "Humoresque"

It illustrates Father love as no other photoplay has ever done, and is from the story by

RICHARD WASHBURN CHILD

TODAY—WALLACE REID in "THE CHARM SCHOOL"

VERY LAUGHABLE BUSTER KEATON COMEDY

SHEAS

VICTORIA ST. "THE LITTLE COTTAGE" MABEL BERRA BROWN & O'DONNELL

Earl Gates & Co.; Handers and Mills; The Hiale; Unusual Duo; Brent Hays; Sheas' News Bureau.

HIS HEADSOME

TERAULEY ST. "WHILE NEW YORK SLEEPS"

Shown at 1.30, 4.15, 7.45 p.m. Kravone; Shapiro and Jordan; Mine Twinnest & Co.; Joe Bohm; Loube & Mitchell; Van Brothers; Hippodrome News Bureau.

STAR

NEXT WEEK CHARLES ROBINSON and his "PARISIAN FLIRTS" with MAY BERNHARDT A CHORUS OF BEAUTIES

Sixth Street So. \$24.00 Easy ROBINSON

PROBS: Mod a

Fight

W

DOMINATION

IN WEST P

POLITICAL

Mackenzie King Calls for Ger to the C

HOLD TWO

Peterboro, Ont., The thorns are a political pot in W that it threatens to before polling day next month. The occur tomorrow, but is likely to be attended by the past week.

John Mackenzie King, M.P., has next week Hon. S. of agriculture, and also expected. The also returned for an Hon. Mr. King, Ottawa, on the night, was in the riding, and has rented the for the 28th inst.

Hon. T. A. Crear, a large list of the county judge, with sixteen thousand voters list. Some names of people moved away. T. don't be between government candidates.

the candidates party. Both are Mr. Denne has been in the country put in a busy day (day) staying the reins of his leader a

Hear King a Messrs. King and yesterday afternoon after briefly address the G.W.V.A. hall addressed two other one in the veterans in the grand opera

tors skillfully evasion, declaring that the present by-el a candidate, how favor the remov

of Both the (Continued on Pa

MAN AND BURGLAR

Claim They Br —One May of Safe

Percy Grist, 35, yesterday boy, was Toronto police charge of shopbreak

ing Jan. 16, in the home of H. West, Dundas street

in their work of bur However, by Heider of a cellar window, their overcoats. In

of the coats was fo of the gang who st

of several days bef to the dump. The

ered condition of the similar to that use

several safes in W

GINN F

Will Never, Ho Leader

Cork, Jan. 23— are as far as ever of accepting the

it is probable they will be the clerics provided to accept people," said Pro

registrar of the one of the the Irish movement "I do not doubt

er would be ret majority than in the added. "In fact never were more today."

Pro O'Rahilly cal that there ever in the party, as