

TRANSPORTATION IN THE EAST END

JUST AS THE ST. CLAIR AVENUE car line caused values to increase in the west end, so will THE DANFORTH AVENUE CAR LINE CAUSE VALUES TO INCREASE IN THE EAST END.

RAPID TRANSIT and the EASTERN GROWTH of the city, ALONG THIS LINE, Real Estate has increased tremendously in value.

LARGE PROFITS have been made, and hundreds who were compelled to pay rent are now the PROUD POSSESSORS of their OWN HOME.

YOU HAVE SEEN IT
YOU KNOW IT
YOU BELIEVE IT
THEN WHY NOT BUY

GLEN GRANT

NO INTEREST 1\$ NO TAXES
Down on 25 Feet

DANFORTH AVENUE CAR LINE

within such a radius as to ensure rapid and permanent increase in values. You pay four dollars when you sign your agreement, and the balance you can pay with a five-dollar bill monthly.

YOU'LL REGRET IT IF YOU DON'T BUY

Every lot is large enough for a home and a garden.
Remember, a ONE-DOLLAR BILL secures your lot.
Write, or phone us for an appointment to be shown the property. Seeing is believing. Fill in the coupon and mail it to us today.
Our Office will be open Today, Friday and Saturday, From 9 A.M. to 9 P.M.

Robins Limited, Toronto:
Please send us further particulars of Glen Grant.

Name

Address

ROBINS LIMITED
The Robins Building
Victoria and Richmond Sts.
Tel. Adelaide 3200

MAY NOT DIVERT YONGE ST. LINE

Privy Council Throws Out Company's Appeal—Victory for Toronto.

Toronto is understood to have won a signal victory over the Metropolitan Railway Company before the privy council. This was the interpretation placed by City Solicitor Johnston upon two cablegrams received from London yesterday.

The cable from I. S. Fairly, of the city law staff, said: "Respondents not called. Fall Corona Saturday."

Mr. Fairly went to England with the city's brief in answer to the appeal of the Toronto and York Railway concerning the right to deviate the railway.

The other cable was by the Canadian Associated Press, which said: "Arguments were concluded before the privy council today in the case of the Toronto and York Radial Railway versus Toronto Corporation, concerning the right to deviate the railway. Answering some arguments by the appellants' counsel the lord chancellor remarked, 'I have the strongest suspicion that the corporation is very much interested in not having streets cut up, therefore you must show that the railway has power to do so.' Judgment was reserved, the councilors not calling upon the respondent corporation to reply to the appellants' arguments."

Company Had No Case.
City Solicitor Johnston said: "There

GERMAN VISITORS TO INSPECT PEN

Frontenac Hotel License at Kingston Transferred to A. A. Welch.

KINGSTON, Oct. 28.—(Special.)—McGill University authorities are anxious about Robert Kent, a student, who suddenly disappeared after attending the R.M.C.-McGill game here last Saturday, and has not been seen since.

H. A. Stewart, K.C., Brockville, acting for the department of justice in the prison investigation, is in Kingston, and with C. R. Webster, local agent, spent today looking over the books and records at the prison by way of following up evidence, for the commission.

Members of the German prison commission will visit Kingston Penitentiary in the course of a few days. The commission is composed of Privy Councillor Ptaschka of the department of justice, Privy Councillor Schlosser of the department of the interior, Herr Heilmann, superintendent of the reform state prison, at Wert, and Herr Rempla, superintendent of the reform state prison at Wabern. The commission has been sent out to learn some improvements to benefit German prisons and reformatories.

Louis Berlyett, aged eighty, formerly of Garden Island, was gored to death by a bull at Cornwall, N.Y. For many years he was foreman of the Calvin Company's shipyards.

At a meeting of the board of license commissioners tonight, the license of the Frontenac Hotel Company was transferred to A. A. Welch of the Ganouneuse Inn, formerly proprietor of the Salubral Hotel, Montreal.

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MACKAY REPORT BY END OF WEEK

Will Show Whether or Not City Can Run Complete Service Profitably.

O'NEILL IS CAUTIOUS

Published Statement Yesterday Demanding Strict Adherence to Moyes' Report

Because he is going to New Ontario and will be absent during the debate in the city council upon submitting to the voters the bylaw relating to the purchase of the streetcar, power and light properties, Controller O'Neill has published a statement of his views upon the issue.

Stripped of verbiage, Controller O'Neill's statement accords with the opinion expressed by John W. Moyes—that the purchase of two million dollars for the intangible assets would prevent the city giving any better street railway service than at present for the next eight years, otherwise the system would not carry the twelve million.

Mr. Moyes contends that only by holding operation of the system to the congested area within the boundaries of 1911, and the Toronto Railway Co. been able to create an intangible asset of twelve million. He holds that the city could not better the situation and pay off the costs of the intangible assets.

Edwin J. Arnold, the senior expert valuator, declares positively that the purchase of the electric railroads is a sound business proposition.

Mayor Hocken, to make certain that the opinion of the senior valuator is more reliable than that of the junior valuator, has submitted full data to John Mackay, a dependable accountant in good standing in Toronto, with instructions to report on the earnings capacity of a street railway service for all parts of the city for the next eight years.

Mr. Mackay's report will show if a complete street railway service for the city would produce revenues which would cover the additional charges thru buying the intangible assets at twelve million.

Within Two Days.

Mr. Mackay's report is to be handed Mayor Hocken before the end of this week. General Manager Cousins of the city hydroelectric system is also to report this week upon the value to the city of a unified electric power and light system, at the cost of the eight million for the Toronto Electric Light Co.

Without a doubt the data most essential to a fair and just understanding of the value to the city of a clean-up of the franchise is yet to come, and will be presented in two days.

Controller O'Neill has waived consideration of this complete data on the ground that it is not yet ready to be placed thru the press of the city that he will support Mr. Moyes' contention. Presumably he intends not to be influenced one way or the other by the reports of Mr. Mackay and Mr. Cousins, and the data in the complete report.

The Statement.

Controller O'Neill's statement follows: "I have been asked as to my position on the railway situation before council, and his reply was as follows: 'In the addition of the information gathered from the report, my position is unchanged, and is this: When this matter comes in its present form, it was in favor of doing anything in reason to get the citizens relief from the unfortunate conditions of transportation we are now seeking relief from. It was a matter of moving with care and caution; therefore I gave my support in the board of council, and I am in favor of making a fair and just arrangement with the railway, but circumstances prevented me doing so, and I now regret that owing to absence from the city I will not be able to be present when the matter comes up for discussion; but I would say that I am prepared to give the purchase every consideration, but if it must be done, the purchase should be done in the report of Arnold and Moyes. There must be no hold-outs, and the city must be free to pay the money, and nothing can be permitted to exist that will in any way impede the city in having absolute control of the railway. Here let me say that the agreement must provide means against any future annexations of surrounding territory creating conditions we are now seeking relief from. It is simply intolerable that this city should go on and encourage the building up of outside areas of population and permit them to grant franchises under conditions that permit a hold-up of Toronto citizens' expense. We should have the right to acquire all rights and assets of any public utility situated in any area that may be annexed to Toronto in the future on the payment of the cost price, less depreciation, and give, say, two years' profits as a bonus for surrender of all franchise rights in the district to be annexed. Our arrangements for the future must be guided by our experience of the past, and no discovered errors of the past must be allowed to exist from the day we pay our money if the citizens should decide to purchase the railway, and light company. On the other hand, if the citizens decide not to purchase, I do not think the city is helpless. I am confident we will find a way to get relief in operations of our own, and, further, we have great confidence that Sir James Whitney has both the power and the will to so order things that the city will be able to shake off the unbearable conditions now existing without being hindered.

"So far as what is called intangible asset is concerned, I am quite agreed as to its correctness, but as I read the report, it can only be produced by operating the railway in exactly the manner it is now operated by the present management. I am going to benefit or satisfy the citizens? I am sure it will not; we need more track, more cars, more men, more power,

AMUSEMENTS ALEXANDRA

SEATS NOW FOR THE 2ND WEEK

THE GREAT DRURY LANE MELODRAMATIC SPECTACLE \$100.00

THE GREATEST MELODRAMA EVER WRITTEN

NIGHTS AND SAT. MAT. 50c, 75c, \$1.00, \$1.50
THUR. MAT. BEST SEATS \$1.00

NO INCREASE IN PRICES

COME TO Danforth Ave. TONIGHT GRAND CARNIVAL

FRITZ KREISLER

250 RUSH 50c

MASSEY TUESDAY, NOV. 11

MELBA - KUBELIK

EDMUND BURKE

GRAND OPERA HOUSE

THEATRE SHEA'S

GAY WHITE WAY

PREMIERS CLASH ON HIGHWAYS

HAMILTON HOTELS HOTEL ROYAL

CONSCIENTIOUS JURYMEN PROLONG DILLON INQUEST

Accidental Death Was Verdict in Gas Poisoning Case.

After each member had asked innumerable questions, Coroner Dr. Snelgrove's jury last night went into session to decide by what means Mrs. Rosine Dillon came to her death at 302 Emmerson avenue early Tuesday morning.

For more than an hour Coroner Snelgrove sat wearily at his table, hoping at any moment that the jury would bring in their verdict. So did every other person group weary. Not so with the jury; they could be heard wrangling over the details of the case.

The case started at 8 o'clock. Shortly before 10:30 it was given to the jury, and they debated over it until 11:15, and then returned a verdict of accidental death.

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PRINCESS All This Week

Stratford-upon-Avon Players

Mr. F. R. Benson

FRITZ KREISLER

250 RUSH 50c

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YORK

PLAN HIGH BRIDGE

Engineer Barber Completed for Ship Co

TO BRING

Along Eglinton side—Sho

Tram

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