

The Toronto World

FOUNDED 1880.

A morning newspaper published every day in the year by The World Newspaper Company of Toronto, Limited; H. J. Maclean, Managing Director.

WORLD BUILDING, TORONTO.
NO. 40 WEST RICHMOND STREET.

Telephone Calls:
Main 5308—Private Exchange connecting all departments.

will pay for The Daily World for one year, delivered in the City of Toronto, or by mail to any address in Canada, Great Britain or the United States.

will pay for The Sunday World for one year, by mail to any address in Canada or Great Britain. Delivered in Toronto or for sale by all newsdealers and newboys at five cents per copy.

Postage extra to United States and all other foreign countries.

Subscribers are requested to advise us promptly of any irregularity or delay in delivery of The World.

SATURDAY MORNING, AUG. 9, 1913

TUBES NOT SO OBJECTIONABLE.

In a lucid interval, The Telegram evidently sat down to discuss in last night's editorial on "Car Service at Cost the Goal of Toronto's Policy," the pros and cons of its own attitude towards the proposed purchase of the street railway.

It argues that the advent of cheap power thru the hydro system was the first essential step toward a city-owned car service. It was not enough to sit with folded hands waiting for the expiry of the franchise in 1921. Power had to be secured.

So far so good. But at this point The Telegram's fatal weakness supervenes. It tells us that the difference between hydro-electric prices for power eight years hence and MacKenzie prices is \$500,000. One might as easily say \$1,000,000. Competition for the city contract between the three electric companies might bring prices just as low as The Telegram can figure them now on actual experience, or lower. It may turn out as some assert, that the street railway power is cheaper than the hydro is. This is what we need a valuator's report to tell us.

As an after-thought The Telegram also takes a whack at the transportation committee, which is described as "absurd and obstructive." This is due to Ald. Wickett's connection with it, probably, and to the fact that on the recommendation of the committee, Mayor Hocken and Controller McCarthy approached Sir William MacKenzie relative to the purchase of the railway. To establish its contention on this point, The Telegram must prove that Sir William had the transportation committee appointed, and dictated its report. The Telegram, we are aware, is quite capable of replying editorially: "Well, maybe he did." It is on account of that weakness The Telegram is losing any influence it used to possess. The people want facts. And The Telegram could not do it unwilling to do so, at least it should wait till the valuator's report places the facts at its disposal.

It is interesting to see that The Telegram has adopted The World's idea of tubes for rapid transit from the suburbs. It says: "Toronto should not hesitate to build car lines into every district that really needs car lines, and, if necessary, tubes to enable the city cars and the radial cars to travel from the circumference of the old city to the centre of the new city." We believe The Telegram means from the circumference of the new city to the centre of the old city, but it will persist in going out in the sun without a hat and gets things mixed up a bit.

However, The Telegram has thus adopted one recommendation of the "absurd and obstructive" transportation committee, and of that "ignorant journal," The World, and so we are coming along nicely. The other recommendation was that the city should try and unify all the city car services. Mayor Hocken and his valuator, the Hydro Commission and the city council, are now all intent on that point, and the Telegram discounts, thus, the force of habit, aggravated by habit exposure to an unusually hot summer, we shouldn't be surprised if events showed that there was a good deal of wisdom in the transportation committee after all. And if the attempt at unification fails, we can always fall back, as The Telegram says, on the other recommendation, and build tubes.

THE CASE OF GOVERNOR SULZER

It looks from here as if the Tammany pack had Governor Sulzer of New York between the river and the wall. In the life and death struggle, popular sympathy has so far been with the governor. Tammany's efforts to discredit him by a trumped up breach of promise suit and by charging him with irregular conduct as a young lawyer some years ago, did not hurt him with the public, but the testimony before the legislative committee places Mr. Sulzer today in a position of startling peril.

Baldly stated the charge is that Mr. Sulzer, as the Democratic candidate for governor in 1912, received contributions for his campaign aggregating \$26,000, of which amount a considerable portion passed thru his personal bank account for the purchase of railway shares, for his personal use, of which he is still the owner. There is involved not only the breach of faith, in using for his personal aggrandizement, money given him for

the purpose of his campaign as the standard bearer of his party, but also criminal liability for having made a false return under oath respecting contributions received by him as a candidate.

The charge differs radically from the insinuations involved in certain scandals nearer home, of which it is reminiscent. The British Liberal whip who invested the party funds in Marconi wireless, made the investment for the benefit of the party, and indeed reimbursed the party when his investment proved to be a bad one. He seems, however, to have been about as unlucky as the governor in getting on the wrong side of the market. In Canada some years ago, many thousands of dollars, presumably a campaign contribution from a big corporation, was traced to the bank account of a prominent party leader still in public life. But we do not understand that any misappropriation was suggested.

Publicity is a corrective of many abuses. We have statutes requiring candidates to account for their expenditures, but much good might be accomplished by laws requiring all party contributions from big corporations to be made public, and indeed requiring the party organizations to file a sworn and itemized statement of receipts and expenditures. The charge against Governor Sulzer, however, is one of personal turpitude rather than official misconduct.

CHEAP IMPERIAL CABLE SERVICE.

In the July number of The Monthly Circular, issued by the Empire Press Union, there is reprinted from The "Times of Ceylon" the report of an interview had with Sir John Henniker Heaton, to whom was mainly due the introduction of the universal penny postal rate within the dominions. Yet another of the methods by which he

hopes to solidify imperial interest is the improvement and cheapening of the cable service, a project which has already received the endorsement of the various governments concerned, but as yet has resulted in little of practical benefit. Some concessions have been obtained, but the offer of lower rates on deferred service and for week-end cables is only a palliative intended to divert attention from the only effectual remedy.

Sir John again points out what has long been recognized as the fundamental obstacle to a real and cheap cable service that the companies controlling the traffic prefer to earn large dividends on a dear and limited service rather than on a cheap service which aims at making itself of as wide benefit as possible. "The whole of the cables of the world," he is reported to have said, "are in the hands of two great cable rings, the Eastern Telegraph Company and the Western Union with all their associations. Their cables are capable of carrying twenty times the work they do at the present time; in other words, the lines are at present practically idle and are for the use of millionaires instead of for the use of the millions."

Sir John points out that the cables from Britain to this continent are capable of carrying, under ordinary working conditions, 340 million words a year, yet today they only carry 24 millions. Moreover, a recent invention has increased the capacity to 1,200 million, or by more than three times. The cables are being kept idle by the cable rings, and Sir John is alone in thinking that the only method of breaking down the monopoly is by the



"Of course there is a difference" — between O'Keefe's EXTRA MILD ALE

and any other. That's the reason why it sells four to one of any other kind, and also one reason why the O'Keefe Brewery is being doubled in size this year.

Order a case from your Dealer today.

THE O'KEEFE BREWERY CO. LIMITED, TORONTO.

If your dealer will not supply you, phone us Main 758 or Main 4455 and we will see you are supplied at once.

governments interested acquiring the cables at a fair price. That is the only alternative to the tyranny of this monopoly which has loaded on the public the burden of abandoned cables, watered stock and all the other abuses of high finance in the field of public service.

THE WILLOWVALE PROTEST.

In the protest against diverting the Willowvale Park from its designated purpose the residents of the district have their own evidence of the lack of co-operation in the management of city affairs under the present system. We have protested against the system for long enough, but there are still a lot of people to be convinced. Harmony of policy and absence of friction among the several departments is what is needed.

When the parks department lays out its plans and the engineering department comes along and upsets them, either there has been a failure of the parks to consult with the engineers' department or else the engineers' department is stepping outside its jurisdiction.

There ought to be some better way of selecting sites for firehalls, car barns and other city institutions than the present one of stirring up a revolt every time anything of the sort is proposed. And when park property is bought and designated for that purpose, establishing values by its existence, there should be no possibility of the city coming along and planting a car barn or other utility structure on the play ground.

Speaking of car barns, why are they

SIX ATTEMPTS TO DESTROY BUILDINGS

Young Woman Charged With Repeated Efforts to Burn Down Farmers' Barns.

BROCKVILLE, Aug. 8.—(Special).—Annie Curran, the young woman charged with setting fire to the outbuildings of Jeremiah Flood at McIntosh Mills, was given a preliminary hearing today after which she was committed for trial. The evidence of six witnesses, including Mr. Flood, was taken. The latter swore that six attempts were made last month to destroy his property, but in each case the blaze was detected, and that later the girl confessed to him that she had committed the deed. He also swore he had noticed on the first day she became an employee of his household three months ago she showed signs of mental derangement.

Our jobbing department can attend to your every requirement in respect to plumbing, heating, wiring, bell work and lighting—fixtures, repairs. Service the best and charges reasonable. Keiths Limited, 111 King St. West. ed-7

not built at the end of the lines where land is cheap and the men can find it convenient and economical to live and the cars can stop last thing at night and start first thing in the morning?

Lind's mission to Mexico is not to be taken as a fully equipped expedition. Lind has only one arm. On the other hand it is the missing member that generally gets away with the stuff.

The Philosopher of Folly

AN EVENING CHAT.

As the shades of night descended to the house next mine I wended for a gossip with my neighbor at the closing of the day; I walked but three or four steps and I climbed up on his doorstep, where we chatted in the twilight as the moments sped away; there we slammed the poor old weather and we asked each other whether the outrageous cost of living could to higher records rise, and we talked on immigration and the Balkan situation and the stringency of money and the conquest of the skies; we conversed on tariff matters, and we figured out the butters who would have the highest standing when the pennant race was won, and we laughed at women's fashions, with their trend to slits and slashes, and we grumbled at our taxes and the way the town was run; we speled on art and letters, and we handed out opinions on the 1913 crops; and with much good-natured chaffing at the spent sundry moments laughing at the haberdasher's shops. But to politics we drifted, and our voices soon were lifted in a wild concatenation of the choicest Billingsgate; then we pranced round that verandah like two wild men from Uganda, as he slammed me in the wialbone and I rocked his foolish pate. I can stand all kinds of banter, but it rouses me instantly there is not a thing I wot of which so quickly gets my goat as to have some crazy neighbor spend his time—vain, fruitless labor!—in an effort to persuade me that I don't know how to vote.

Before Lennox, J. Rex v. Gilmore.—S. S. Mills for defendant, moved for order quashing conviction of defendant for selling liquor without a license. J. R. Cartwright, K.C., for the crown. Judgment: The defendant was fined \$500 anything for him. I am inclined to believe that the technical objection taken that "service" includes service upon the clerk of the peace and that the appellant's proceedings were too late is a valid objection, but I prefer to dispose of the case upon the merits, and upon the merits there is no ground here upon which I can give relief. The motion is dismissed with costs.

Seaside Excursion via The Intercolonial. The annual I. C. R. excursions to the seaside show that very cheap fares are given to the watering places along the lower St. Lawrence and the Maritime Provinces, which should interest those who have in mind a suitable holiday trip. The going dates are August 15 to 19, and the excursion tickets are good for return until September 4. From Montreal the I. C. R. run two thru expresses eastward daily at 7:45 p.m. and return westward daily except Saturday for points further east. The Ocean Limited leaves daily at 7:45 p.m. for Halifax. The sleeping and dining car service on these two thru expresses is the equal in every way of that of the best trains on the continent. Particulars of these excursions will be furnished at the city ticket office of the Intercolonial Railway, 51 King St. East.

AUTO VICTIM LAID TO REST.

Ellen James, a well-known singer in grand opera, was buried yesterday morning from the home of her father, A. James, 153 Richmond Street, West. Miss James was struck by a motor car and received a fractured skull from which she died without regaining consciousness.

The funeral service took place at St. Patrick's Church, and afterwards the casket, which was loaded with flowers, was interred in St. Michael's Cemetery.

BEDFORDSHIRE ASSOCIATION.

An old Bedfordshire association will be formed at the Sons of England Hall on Tuesday evening. All old Bedfordshire men will receive a hearty welcome. William Goldsmith, 131 Beckett Street, is secretary pro tem of the organizing committee.

OLD LADY WAS FOUND DEAD IN HER HOME.

BELLEVEILLE, Aug. 8.—(Special).—Mrs. A. Hamilton an elderly lady who lived alone in the village of Stirling, was found dead in her house yesterday. After an investigation an inquest was not considered necessary, as the old lady had evidently suddenly passed away.

MASPERO CIGARETTES ARE UNIVERSALLY RECOGNIZED AS BEING THE MOST PERFECT EGYPTIAN CIGARETTES ON THE MARKET. THEY ARE SMOKED ALL OVER THE WORLD.

The Perfect Egyptian Cigarette

Maspero Freres

Cairo, Egypt

No. 22, plain 10 for 15c

No. 31, cork tipped 10 for 15c

No. 37, plain 10 for 25c

No. 41, plain 10 for 50c

Maspero Cigarettes are universally recognized as being the most perfect Egyptian Cigarettes on the market. They are smoked all over the world.

THE TORONTO WORLD

FOUNDED 1880.

A morning newspaper published every day in the year by The World Newspaper Company of Toronto, Limited; H. J. Maclean, Managing Director.

WORLD BUILDING, TORONTO.

NO. 40 WEST RICHMOND STREET.

Telephone Calls:

Main 5308—Private Exchange connecting all departments.

will pay for The Daily World for one year, delivered in the City of Toronto, or by mail to any address in Canada, Great Britain or the United States.

will pay for The Sunday World for one year, by mail to any address in Canada or Great Britain. Delivered in Toronto or for sale by all newsdealers and newboys at five cents per copy.

Postage extra to United States and all other foreign countries.

Subscribers are requested to advise us promptly of any irregularity or delay in delivery of The World.

SATURDAY MORNING, AUG. 9, 1913

TUBES NOT SO OBJECTIONABLE.

In a lucid interval, The Telegram evidently sat down to discuss in last night's editorial on "Car Service at Cost the Goal of Toronto's Policy," the pros and cons of its own attitude towards the proposed purchase of the street railway.

It argues that the advent of cheap power thru the hydro system was the first essential step toward a city-owned car service. It was not enough to sit with folded hands waiting for the expiry of the franchise in 1921. Power had to be secured.

So far so good. But at this point The Telegram's fatal weakness supervenes. It tells us that the difference between hydro-electric prices for power eight years hence and MacKenzie prices is \$500,000. One might as easily say \$1,000,000. Competition for the city contract between the three electric companies might bring prices just as low as The Telegram can figure them now on actual experience, or lower. It may turn out as some assert, that the street railway power is cheaper than the hydro is. This is what we need a valuator's report to tell us.

As an after-thought The Telegram also takes a whack at the transportation committee, which is described as "absurd and obstructive." This is due to Ald. Wickett's connection with it, probably, and to the fact that on the recommendation of the committee, Mayor Hocken and Controller McCarthy approached Sir William MacKenzie relative to the purchase of the railway. To establish its contention on this point, The Telegram must prove that Sir William had the transportation committee appointed, and dictated its report. The Telegram, we are aware, is quite capable of replying editorially: "Well, maybe he did." It is on account of that weakness The Telegram is losing any influence it used to possess. The people want facts. And The Telegram could not do it unwilling to do so, at least it should wait till the valuator's report places the facts at its disposal.

It is interesting to see that The Telegram has adopted The World's idea of tubes for rapid transit from the suburbs. It says: "Toronto should not hesitate to build car lines into every district that really needs car lines, and, if necessary, tubes to enable the city cars and the radial cars to travel from the circumference of the old city to the centre of the new city." We believe The Telegram means from the circumference of the new city to the centre of the old city, but it will persist in going out in the sun without a hat and gets things mixed up a bit.

However, The Telegram has thus adopted one recommendation of the "absurd and obstructive" transportation committee, and of that "ignorant journal," The World, and so we are coming along nicely. The other recommendation was that the city should try and unify all the city car services. Mayor Hocken and his valuator, the Hydro Commission and the city council, are now all intent on that point, and the Telegram discounts, thus, the force of habit, aggravated by habit exposure to an unusually hot summer, we shouldn't be surprised if events showed that there was a good deal of wisdom in the transportation committee after all. And if the attempt at unification fails, we can always fall back, as The Telegram says, on the other recommendation, and build tubes.

THE CASE OF GOVERNOR SULZER

It looks from here as if the Tammany pack had Governor Sulzer of New York between the river and the wall. In the life and death struggle, popular sympathy has so far been with the governor. Tammany's efforts to discredit him by a trumped up breach of promise suit and by charging him with irregular conduct as a young lawyer some years ago, did not hurt him with the public, but the testimony before the legislative committee places Mr. Sulzer today in a position of startling peril.

Baldly stated the charge is that Mr. Sulzer, as the Democratic candidate for governor in 1912, received contributions for his campaign aggregating \$26,000, of which amount a considerable portion passed thru his personal bank account for the purchase of railway shares, for his personal use, of which he is still the owner. There is involved not only the breach of faith, in using for his personal aggrandizement, money given him for

the purpose of his campaign as the standard bearer of his party, but also criminal liability for having made a false return under oath respecting contributions received by him as a candidate.

The charge differs radically from the insinuations involved in certain scandals nearer home, of which it is reminiscent. The British Liberal whip who invested the party funds in Marconi wireless, made the investment for the benefit of the party, and indeed reimbursed the party when his investment proved to be a bad one. He seems, however, to have been about as unlucky as the governor in getting on the wrong side of the market. In Canada some years ago, many thousands of dollars, presumably a campaign contribution from a big corporation, was traced to the bank account of a prominent party leader still in public life. But we do not understand that any misappropriation was suggested.

Publicity is a corrective of many abuses. We have statutes requiring candidates to account for their expenditures, but much good might be accomplished by laws requiring all party contributions from big corporations to be made public, and indeed requiring the party organizations to file a sworn and itemized statement of receipts and expenditures. The charge against Governor Sulzer, however, is one of personal turpitude rather than official misconduct.

There ought to be some better way of selecting sites for firehalls, car barns and other city institutions than the present one of stirring up a revolt every time anything of the sort is proposed. And when park property is bought and designated for that purpose, establishing values by its existence, there should be no possibility of the city coming along and planting a car barn or other utility structure on the play ground.

Speaking of car barns, why are they

Eddy's "Safeguard" Safety Matches

- in special convertible box.
- good matches always ready at the bottom.
- burnt sticks are dropped in the top.
- noiseless; heads do not glow.
- and absolutely non-poisonous.

For safety's sake—Eddy's "Safeguard" Matches—ONLY—should be in every home.

HERE'S THE COUPON—CLIP IT NOW

THE WORLD'S POPULAR PENNANTS

This one Coupon is good for one Pennant, when presented with 22 cents at The World, 40 West Richmond Street, Toronto, or at the Hamilton Office, 15 East Main Street.

COAL AND WOOD

W. McGILL & CO.

Head Office and Yard
Bathurst and Richmond Sts.
Phone Adol. 650-651

Branch Yard:
228 Wallace Ave.
Phone June. 1237.

Branch Yard:
1143 Yonge.
Phone North 2122-2123

At Osgoode Hall

August 8, 1913.

Master's Chambers.

Before George S. Holmstedt, K.C., Registrar.

Dymont v. Haffey.—R. G. Agnew, for plaintiff, moved for judgment under C. R. 608. Cullen (R. C. Levesque) for defendant. Held that sufficient ground shown for allowing defendant to defend and he order made except that costs be in the cause.

Northern Crown Bank v. Arnett.—D. R. M. Lennox, for defendant, obtained on consent order dismissing action without costs.

Imperial Bank v. Chalk.—W. J. McWhinney, K.C., for plaintiff, moved for judgment under C. R. 608. K. Lennox for defendant. Enlarged one week for defendant. Imperial Motor Co.—F. L. Smiley, for plaintiff, obtained order on consent dismissing action without costs.

Imperial Trusts v. Goldthorpe (two actions).—Mr. Steel, for plaintiffs in each action, obtained final order of foreclosure.

Smith v. Canadian Northern Railway Co.—W. K. Murphy, for plaintiff, obtained order amending writ by changing name of defendant to Canadian Northern Ontario Railway Co.

Judges' Chambers.

Before Lennox, J.

Rex v. Gilmore.—S. S. Mills for defendant, moved for order quashing conviction of defendant for selling liquor without a license. J. R. Cartwright, K.C., for the crown. Judgment: The defendant was fined \$500 anything for him. I am inclined to believe that the technical objection taken that "service" includes service upon the clerk of the peace and that the appellant's proceedings were too late is a valid objection, but I prefer to dispose of the case upon the merits, and upon the merits there is no ground here upon which I can give relief. The motion is dismissed with costs.

Seaside Excursion via The Intercolonial. The annual I. C. R. excursions to the seaside show that very cheap fares are given to the watering places along the lower St. Lawrence and the Maritime Provinces, which should interest those who have in mind a suitable holiday trip. The going dates are August 15 to 19, and the excursion tickets are good for return until September 4. From Montreal the I. C. R. run two thru expresses eastward daily at 7:45 p.m. and return westward daily except Saturday for points further east. The Ocean Limited leaves daily at 7:45 p.m. for Halifax. The sleeping and dining car service on these two thru expresses is the equal in every way of that of the best trains on the continent. Particulars of these excursions will be furnished at the city ticket office of the Intercolonial Railway, 51 King St. East.

AUTO VICTIM LAID TO REST.

Ellen James, a well-known singer in grand opera, was buried yesterday morning from the home of her father, A. James, 153 Richmond Street, West. Miss James was struck by a motor car and received a fractured skull from which she died without regaining consciousness.

The funeral service took place at St. Patrick's Church, and afterwards the casket, which was loaded with flowers, was interred in St. Michael's Cemetery.

BEDFORDSHIRE ASSOCIATION.

An old Bedfordshire association will be formed at the Sons of England Hall on Tuesday evening. All old Bedfordshire men will receive a hearty welcome. William Goldsmith, 131 Beckett Street, is secretary pro tem of the organizing committee.

OLD LADY WAS FOUND DEAD IN HER HOME.

BELLEVEILLE, Aug. 8.—(Special).—Mrs. A. Hamilton an elderly lady who lived alone in the village of Stirling, was found dead in her house yesterday. After an investigation an inquest was not considered necessary, as the old lady had evidently suddenly passed away.

MASPERO CIGARETTES ARE UNIVERSALLY RECOGNIZED AS BEING THE MOST PERFECT EGYPTIAN CIGARETTES ON THE MARKET. THEY ARE SMOKED ALL OVER THE WORLD.

The Perfect Egyptian Cigarette

Maspero Freres

Cairo, Egypt

No. 22, plain 10 for 15c

No. 31, cork tipped 10 for 15c

No. 37, plain 10 for 25c

No. 41, plain 10 for 50c

Maspero Cigarettes are universally recognized as being the most perfect Egyptian Cigarettes on the market. They are smoked all over the world.

THE TORONTO WORLD

FOUNDED 1880.

A morning newspaper published every day in the year by The World Newspaper Company of Toronto, Limited; H. J. Maclean, Managing Director.

WORLD BUILDING, TORONTO.

NO. 40 WEST RICHMOND STREET.

Telephone Calls:

Main 5308—Private Exchange connecting all departments.

will pay for The Daily World for one year, delivered in the City of Toronto, or by mail to any address in Canada, Great Britain or the United States.

will pay for The Sunday World for one year, by mail to any address in Canada or Great Britain. Delivered in Toronto or for sale by all newsdealers and newboys at five cents per copy.

Postage extra to United States and all other foreign countries.

Subscribers are requested to advise us promptly of any irregularity or delay in delivery of The World.

SATURDAY MORNING, AUG. 9, 1913

TUBES NOT SO OBJECTIONABLE.

In a lucid interval, The Telegram evidently sat down to discuss in last night's editorial on "Car Service at Cost the Goal of Toronto's Policy," the pros and cons of its own attitude towards the proposed purchase of the street railway.

It argues that the advent of cheap power thru the hydro system was the first essential step toward a city-owned car service. It was not enough to sit with folded hands waiting for the expiry of the franchise in 1921. Power had to be secured.

So far so good. But at this point The Telegram's fatal weakness supervenes. It tells us that the difference between hydro-electric prices for power eight years hence and MacKenzie prices is \$500,000. One might as easily say \$1,000,000. Competition for the city contract between the three electric companies might bring prices just as low as The Telegram can figure them now on actual experience, or lower. It may turn out as some assert, that the street railway power is cheaper than the hydro is. This is what we need a valuator's report to tell us.

As an after-thought The Telegram also takes a whack at the transportation committee, which is described as "absurd and obstructive." This is due to Ald. Wickett's connection with it, probably, and to the fact that on the recommendation of the committee, Mayor Hocken and Controller McCarthy approached Sir William MacKenzie relative to the purchase of the railway. To establish its contention on this point, The Telegram must prove that Sir William had the transportation committee appointed, and dictated its report. The Telegram, we are aware, is quite capable of replying editorially: "Well, maybe he did." It is on account of that weakness The Telegram is losing any influence it used to possess. The people want facts. And The Telegram could not do it unwilling to do so, at least it should wait till the valuator's report places the facts at its disposal.

It is interesting to see that The Telegram has adopted The World's idea of tubes for rapid transit from the suburbs. It says: "Toronto should not hesitate to build car lines into every district that really needs car lines, and, if necessary, tubes to enable the city cars and the radial cars to travel from the circumference of the old city to the centre of the new city