

THE TORONTO WORLD

DEBT HAS DOUBLED

PAST FIVE YEARS

Increasing Out of Proportion

to Population and

Assessment

PREPARE FOR 'THE DAY

Commissioner Bradshaw Urg

es Economy With View to Acquiring the T.S.R.

In a comprehensive and masteriy report upon the funded debt and sink-ing fund of the City of Toronto, is

sued by Finance Commissioner Brad-shaw and handed to the mayor yes-terday, the commissioner states that the gross debt is \$97,780.920 and the net debt \$39,389,025. The difference

between the two figures is accounted for by revenue-producing civic ser-

EVERY Davis "GRAND MASTER" cigar is guaranteed to be in prime condition as to blending, curing and maturing.

Try a "GRAND MASTER"-sold at 4-for-25c.

2 shapes: "Blunts" and "Perfectos".

P.S. Have you Smoked a "Noblemen" Cigar lately !

FOR THE EMPIRE

Lieut. Douglas H. Wells, who lived ployed as an engineer with the O'Keefe

at When war was declared in the first contingent. He hand to the 15th Battalion, was in ac-con and aughter, live at 472 Dundas in the vars in canada. Pte. Wood in the nead. mand total site, bas in the trenches and mother was gassed at St. Julien, but returned to the 15th Battalion, was in ac-toon in the Vimy Ridge battle, and got thru without a scratch. He met his live at 114 Vaughan road. He was ad-mitted to the hospital April 18, and death a few days after. He was ad-mitted to the hospital April 18, and diad of his wounds. He was 30 years in Canada. Pte. Wood Dia to the nead. mand total site, bas in the was born in Scotland and came to Canada Driver Harry Cottrell, previously re-ported as wounded and dangerously fill, son and daughter, live at 472 Dundas street. Corp. Herbert Robertson went away last June. He was a composi-worked at the G.T.R. freight sheds

away last June. He was a composi-tor, was born in Toronto, and was 21 years of age. Signaler H. M. McCready was killed in action May 13. Official notification has been received by his parents, Mr. and Mrs. J. McCready, 806 Yonge treat the composition of the second se

street. Pte, McCready was 19 years fought at the Somme last summer of age. He was born in Saltash, Corn- and was wounded in the hip and head street. Pte. McCready was 19 years of age. He was born in Saltash, Corn-raid was wounded in the hip and head in decame to Canada six years ago. He went overseas about two years ago. Before enhisting he was employed by the Standard Bank. He was a member of the Church of the Redeer-t. Gunner McElhinney, killed in action, was 29 years of age, and the sole sup-port of his mother in Toronto, living at 63 Secton street. Born in Ireland, is mother with him. For four years in some served, in the was sen-lin, 132 Ontario street, and brought in 132 Ontario street, and brought in 132 Ontario street, and brought in some switch him. For four years revicus to his enlistment he was em-Pte. Arthur M. Henderson, who was

vice sand enterprises. The new addition to the debt of th a Peel battalion last August and has been in France since December. Pte. Bourne was 25 years old and was employed with the Harris Abat-The new addition to the debt of the city in 1916 was \$11,584,369,40, an in-crease of 13.45 per cent. The existing debenture debt, less exempted debts, is \$6,580,134 under the maximum per-mitted by the provincial statute. Mr. Bradshaw very frankly places the blame for the present financial condition of the city on the ambitious policy of the council and citie offi vas employed with the Harris Anat-toir Company. Pte. James Bain of 348 Wallace avenue, is reported killed. Ho left with the Pals Battalton last August. He was married in Edinburgh short-

Lieut. Douglas H. Wells, who lived with Rev. Frank Rae at Uniouville, Ont. before he joined the army, was killed in action May 3. Lieut. Wells enlisted as a private in one of the fras contingent battalions, was wound ed at St. Julien, and when he returned to duty nearly a year later received his commission with the imperia to duty nearly a year later received his commission with the imperia to duty nearly a year later received his commission with the imperia to future Harved Stratton Matthews. Lieut Harved Stratton Matthews, missing since June last, is now de-clared to have failen in action. He was 22 years of age. He graduated from the Royal Military College in june, 1914, as head of his class and winner of the governor-general's med-et. When war was declared he voil to the the first contingent. He clanada with the first contingent. He tember, 1915. He was born in Ches-hire, Eng., 23 years ago and cama to Canada six years ago. Pte. Clark was formerly employed with the C. P.R. at Lambton. Lance-Corp. J. F. Stewart, who was reported over a week ago wound-ed in the head. hand and side, has died of his wounds. He was 30 years t of age and his wife and two children

ly financed at their commencement and were carried on by temporary borrowings. Permanent Securities.

This course thru its process of ac-cumulation not only tended to emarrass the city in dealing with finan ported as wounded and dangerously ill, has died of wounds. Driver Cottrell cial problems, but prevented the tax-payer, at the time, from obtaining a

was a former Picton boy, and previous to enlisting was employed by the Robt. Simpson Co., and resided at 17 Geoftrue conception of the added burden which new debts and added debts in-Hereafter, before a work volved. frey street. He was 21 years of age. would be commenced it was proposed He went overseas with an artillery to arrange for the financing by the

issue of permanent securities. Owing to the present extraordinary



If you knew what we know about typewriters, no machine but the

MAY 31 1917

UNDERWOOD

would receive your consideration.

In all probability you have not interested yourself in typewriter mechanisms. You prefer to judge by results, and it is a good way, too.

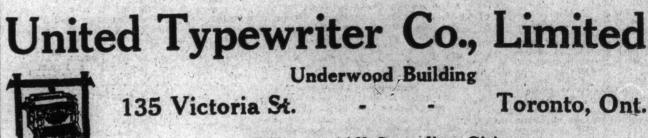
The Manager of a large manufacturing plant in a Western Ontario city said the other day :

> "I wouldn't buy any typewriter but an Underwood. I don't know much about the different makes. There may be others as good; but with the Underwood I know that I will get the best service. There are so many Underwoods in this town that I know there must be a dependable organization behind the machine."

In every competitive deal we are up against the lower price of other machines. The customer will find that he can buy any other make of typewriter for less than the Underwood price. Of course he can. But it is seldom that a man is looking for the cheapest typewriter-otherwise he would buy a Simplex at a couple of dollars.

The Underwood costs more because it is worth more-worth more in material, in workmanship, in design, in durability, in speed, in excellence of work, and because of the service we are ready to back it with.

That is the decision of many customers for buying Underwoods, as the higher price is an assurance of service, certainty and satisfaction.



Offices in All Canadian Cities.



A Motor that wins

TEP into a Chalmers, Swing it into the road. J Feel the life, the agility of it. Put the motor to the hardest test you know. It is a costly motor. Finely balanced. Built for unusual performance. It gives keen pleasure to the most critical driver.

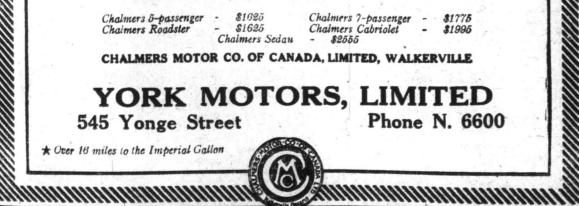
This motor has won some amazing records for the Chalmers."

In a 24-hour traffic test in Chicago the Chalmers, running on high gear, rolled up a total mileage of 586.8. Beating all previous traffic tests by 228 miles. 14 miles to the gallon of gasoline.* This is officially confirmed by the American Automobile Association.

A Chalmers special won the Giant's Despair Hill Climb at Wilkes-Bane, defeating four 12-cylinder cars, several racing cars and some of the costliest cars in America. The 6,000 foot course with a rise of 691 feet was covered in 1 minute 41 seconds.

Made the Chicago to New York run in 31 hours-1047 miles' The best previous record was 35 hours 43 minutes, made by a high-priced 12 cylinder car.

This sturdy, powerful, economical car has every comfort, every motor luxury. It has an appearance and finish you will admire. Above all, it is a sound car at a sensible price. Come in and drive it.



Debenture Debt. Debenture Debt. Discussing the debenture issue of \$12,385,914 in 1916 Mr. Bradshaw states that 24 per cent. was made up of the ratepayers' share of local improve-ments and the city's share, 16 per cent of the total. Building of new

viz. Waterworks cent of the total. Building of new schools and enlargements accounted schools and enlargements accounted for 12.73 per cent., patriotic purposes, 12.11 per cent., street railway pave-ments, 10.71 per cent. and the civic hydro system was responsible for 10.07 per cent. The total assessed value of rateable property is placed at \$588.348.777 ; revenue from taxation for 10.17 \$14.797 \$72.

This leaves the debenture debt, less exempted debts, at \$44,987,768. The for 1917, \$14,707,578; revenue other than taxation, \$4.822,175, and the pop-ulation at 460,526. According to the assessed value of rateable property, Mr. Bradshaw stated that the limit of

had been raised as to whether the legislature should have permitted all the foregoing debts to be classed as "exempted debts," the general view being that only those debts should be exempted which were revenue produc-ing. If this rule were adopted the city" would have to exclude the city's share the city's debenture indebtedness was \$51,567,902. The following statement compares

Miss Isabeila Duggan, 132 Markham street, live here. Pte. Clarence Abbey, 20 years of age, was not of immediate concern, but it and a native of Toronto who was ad or the digragated when seek-

Pte. Clarence Abbey, 20 years of age, and a native of Toronto, who was ad-mitted to hospital April 30, being wounded, is now reported to be dan-gerously ill. His father, J. H. Abbey, lives at 54 Olive avenue. Before en-listing he was learning designing. Pte. Wm. Courtney, 181 Rhodes avenue, was admitted to Wimereux Hospital May 25, and is now danger-ously ill. He is 40 years of age, a ously ill. He is 40 years of age, a unique growth and its present imporhad been in Canada 11 years. Prior manufacturing were in no small deto going overseas he was employed as gree due to these services. driver for the Lake Simcoe Ice Com-Essential Services.

Lieut. C. H. D. Watson, of Port Hope, was wounded May 12, but is remain-ing on duty, according to certain the cash is remain-but the cash is remain-the cash is remain-but the cash is remain-the cash is remaining on duty, according to official word (sidewalks, pavements, received by his parents, Mr. and Mrs.

T. G. Watson. Battery Sergt.-Major Gordon M. Philpott, who is today reported wound-ed, is a son of Rev. P. W. Philpott, pastor of the Gospel Tabernacle, Ham-Sanitation

ilton, Ont., and a former member of The Toronto Star staff. No details of Total "In 1921," says the commissioner "the Toronto street railway franchise his injuries have been received. He expires. The expectation is that the graduated from McMaster University two years ago. Sergt.-Major Philpott is 23 years of age. Of his eight sons, Rev. Mr. Philpott has three on active city will take over the enterprise. This course will involve a heavy addition to our debt at that time, and it should be our aim between now and then so service.

to regulate our debt burden that the acquisition of this valuable asset will GREAT LAKES STEAMSHIP SERVICE. be accomplished without straining or impairing our credit. During the next The Canadian Pacific Railway will, commencing Saturday, June 2nd, op-erate Great Lakes Steamship Express five years slightly more than \$14,-000,000 of our debt will fall due

and will be retired. If, in addition to trains between Toronto and Port Mc-Nicoll on the following schedule, with reducing our debt by this amount, we were to refrain in the meantime from first-class coach and parlor car run-ning through without local stops. NORTHBOUND. incurring fresh debts, we would, when the time arrived, be in an excellent condition to cope with the situation.

NORTHBOUND. Leave Toronto 2.00 p.m., arrive Port McNicoll 5.15 p.m., each Wednesday and Saturday, connecting with the palatial C. P. R. Great Lakes steam-ships leaving Port McNicoll on above days at 5.45 p.m. for Sault Ste. Marie, Port Arthur and Fort William. SOUTHBOUND. Leave Port McNicoll Mondays and Fridays, 5.30 a.m., arriving Toronto Fortify for "The Day." "While we know because of under takings to which we are committed that this ideal course cannot be pur-sued, it should be our constant aim to minimize the amount of our new securities issued in every possible way and thus fortify ourselves for the day.

Fridays, 8.80 a.m., arriving Toronto The commissioner makes the following conclusions: Great Lakes service via Owen 1. Toronto's debt during the past Sound is now in operation. Steam-ship "Manitoba" leaving Owen Sound five years has more than doubled; in-

11.45 a.m.

creasing entirely out of proportion to at midnight each Thursday for Sault Ste. Marie, Port Arthur and Fort Wilthe growth of population and assessment.

Full particulars from any C. P. R. Agent or W. B. Howard, District Fas-senger, Agent, Toronto. senger Agent, Toronto,

the present indebtedness with that permitted by the statute: Debenture indebtedness per-mitted by statute\$51.567,902 Entire gross debenture debt 97,780,921 From which deduct debenture debts, crease ...\$14,495,946.74 Local improvements ... 21,801,458.51 Civic hydro electric ... 7,898,000.00 Toronto Street Railway 4,465,010.26

pavements Patriotic purposes re war Civic Street Railway ... 2,000,000.00 2,082,787.00 Exempted Debts.

blem in 1921. 8. That the city's credit ranks high. commissioner stated that the question had been raised as to whether the HAMILTON CONFERENCE MAKES FIRST DRAFT

Many Changes Announced in Diswould have to exclude the city's share of local improvement debt, \$7.714,844, trict by Methodist Stationing

Brantford, May 30 .- The draft report of the stationing committee of the Hismilton conference was completed at two this afternoon. There are many changes in the report, and the entire time of the committee, up to the last minute, was taken up in the stationing. The first draft report is as fol-Hamilton district-Hamilton Centenary Church, Wm. Sparling, M. A., B. D.; Zion Tabernacle, Henry Irving;

Charlton avenue, F. M. Wooton; Simcoe street, T. L. Kerruish; Ryerson, R. J.

way

G. Bull, B. A., B. D.

5.927,605.10

Brantford district-Brant avenue, J. J. W. Hunt.

Committee at Brantford.

that the tax rate must be expected. 4. That no new capital undertaking should be launched until assessment and population have substantially in-B. Fitzpatrick; Colborne street, C. F. Logan; Copetown, H. L. Smith; Linden, Geo. C. Smith; Cainsville, G. W. Down, B A., B. D.; Grand River and Six Na-

tions, to be supplied. Guelph district—Norfolk street, E. A. Pearson, B. A.; Dublin street, H. B. Christie, B. A.; Fergus, H. J. Harmwell; Orbon, Roscoe H. Smith; Erin, J. B. 5. That revenue producing under-takings should be made at least selfsupporting. 6. Complete provision is being made by the city for the repayment of every funded debt as it matures. Snider

Woodstock district-Central, W. F. Goetz; College avezue, I. M. Haith, B. A.; Ingersoll, E. Sheppard; Oxford Centre, Henry Monsinger; Princeton, Ben Byer, B. A., B. D.; Hickson, A. H. funded debt as it matures. 7. That in four years the city takes over the Toronto Street Railway fran-chise, the most valuable of its kind in the Dominion, and that preparation should be made to handle this pro-Plyley: Bright, J. T. Heslop. Galt district-Ainslie street, R. S. E.

Large B. A., B. D.; Sheffield J. C. Mc-Clelland.

Simcoe district-Jarvis, M. M. Mor row; Old Windham, T. H. Ibbott, B. A.; Townsend, G. R. Stephenson,

Milton district-Burlington, Geo. W Barker; Plains and Appleby, H. J. Mooner, Ph. B.; Palermo, to be sant; Trafalgar C. R. Albright, B. A.; Horn-by, W. E. J. James, B. A., B. D.; Low-ville Thos Snowdon; Freelton, H. B.

Welland district-Fonthill, D. Wren Wellandport, J. M. Smith; Canboro, H. S. Fiddes; South Cayuga, T. Fothergill Nonwich district-Keivin and Brook-ton, to be sent; Oakland, R. H. Rod-gers; Otterville, to be sent; Courtland,

Amos E. Cragg. Palmerston district-Palmerston, A W. Shepperson; Drayton, G. J. Foote; Glenalien, T. R. Clark; Moorefield, Geo. E. Casmore, B. A.; Stirton, H. G. Banty. Mount Forest district-Mount Forest, G. T. Watts; Holstein, W. M. Love-

6 YAY

2.60%

street, T. L. Kerruish; Ryelson, R. J. Treleaven, D. D.; Bartonville, J. W. Scholdield; Smithville, F. R. Hender-shott; Kerr, R. C. Gardiner, St. Catharines district—Beamsville, A. C. Eddy, B. A.; Jodan Station, W. G. Buill, B. A., B. D. T. H. Stapleton; Dobbington, to be sent; Hegworth, W. A. Imack; Lion's Head, Martin Martines district Station, Station





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