

### FIVE MILLION FOR NEW STREET CARS

Railway Company Presents Estimate of Cost of New Equipment.

**MAY OPERATE SUNDAYS**  
Legislative Committee Allows Small Cities to Run Cars on Sabbath.

It was stated at the Ontario Railway Board yesterday that two hundred new street cars would cost the Toronto Railway Co. and aggregate of \$5,522,200, with additional expenditures of one million dollars for new car barns and a million and a half for extra power facilities.

Five tenders for the 200 passenger street car bodies were submitted to the board by D. L. McCarthy, K.C. These tenders ranged from \$9,275 per car to \$13,893.

In detail the tenders were as follows (for 200 semi-steel passenger car bodies only):

First tender, \$12,591 each, shipments to begin on the 15th April next and two cars per week thereafter, the tender subject to acceptance within ten days.

Second tender, \$9,275 each, shipment to commence in from 7 to 8 months and 10 cars weekly thereafter, tender void if not accepted by 15th of April.

Third tender, \$13,893 each, f.o.b. Toronto, delivery to commence nine months after receipt of order, and 20 cars monthly thereafter, subject to acceptance by 30th April.

Fourth tender, \$12,635 each, f.o.b. Toronto, delivery to commence 150 to 175 days after receipt of order, and two cars weekly thereafter, subject to acceptance in ten days.

Fifth tender, \$13,200 each, f.o.b. factory, delivery to start during last quarter of this year and two cars weekly thereafter.

**Prices Not Inclusive**  
These prices do not include exchange, freight, inspection or other incidental expenses, and Mr. Hubbard, assistant manager of the T. S. R., stated that an average of over \$500 must be added to these costs for cars laid down in Toronto.

For electrical supplies, motors, control and air brakes, not included in former figures, two tenders were received, the first at \$8,325 per car, the other at \$8,694, in each case shipments to commence in a few months. Only one tender for trucks, including axles and wheels, was submitted, the price being \$17,000 per car. To all these figures must be added exchange and freight rates. The names of the various tenders were withheld.

**New Barns Needed.**  
Their acquisition would involve the construction of new car houses at an estimated expenditure of one million dollars. The location of these car barns, suggested Mr. McCarthy, should be agreed upon by the city and the company to provide the maximum of efficiency when the Toronto Railway and Civic Railway are unified. Mr. Hubbard gave his opinion that such a location would be outside the zone now operated in by the Toronto Railway Company.

Neither has the Toronto Railway Company sufficient power to operate 200 extra cars. And more stations would have to be erected, at an estimated cost of \$1,500,000. Mr. Hubbard stated that an addition of 200 cars is about an increase of 20 per cent. on the present number of cars.

**Chairman McIntyre:** Can you get additional power? Is it available?

Mr. Hubbard: My figures are based on the assumption that we can get power. The figures are for equipment necessary to handle it.

**Questioned by Mr. Geary,** Mr. Hubbard stated that the company had not tried to buy any cars this year. Additional cars supplied since 1917 came from their own shops.

**Works Commission:** Harris said that eight weeks ago he had wanted tenders for thirteen new cars for the city and got three replies. The first, informal, quoted \$30,437 for a completed car, delivery Sept. 1, second, \$24,142, delivery 150 to 210 days after receipt of order; the third, \$27,420, delivery in 189 working days.

**May Run Sunday Cars.**  
Operation of Sunday street cars in cities with a population of more than 20,000 will be permitted by an amendment to the railway act passed by the railway committee of the legislature yesterday. Sunday cars are at present permitted only in cities of more than 50,000. The committee approved a bill to incorporate the Northern Light Railway Company, which runs from Elk Lake to Gowanda, a distance of 28 miles. A two years' extension of time, in which to complete the Mount McKay and Kabeika Falls Railway was granted.

**Division Court Changes.**  
The legislative legal committee decided yesterday morning to report the acts to amend the division court and to amend the act with amendments to the effect that in all cases involving over \$100, the judge shall have the power to fix fees at an amount not to exceed \$25, at his discretion. Previously the maximum amount was \$10.

The act to amend the wives' maintenance act was also reported. This increases the amount to be paid to a deserted wife from a maximum of \$10 to \$20. Mr. Brackett's bill to amend the wages act was allowed to stand over.

**Sergeant-Major McNamara's** act to make a child maintain his parents was considered very radical. It was laid over till the next meeting to allow the member to support his bill.

**Bill Was Held Up.**  
The bill of Charles Swyze, Niagara Falls, which removed the exemption from taxation on all real and personal property of the federal government, provincial government, municipal corporation or commission, was withdrawn for a time, but may be introduced again with amendments which will satisfy the government.

**WAR TROPHIES FOR DOMINIONS.**  
London, April 16.—It is officially stated that nearly a hundred thousand war trophies have been distributed among the dominions to museums, societies and public bodies. Canada has received 175 guns and machine guns.

## THE HOME BANK OF CANADA

**EAST TORONTO BRANCH**  
Danforth Avenue and Main Street.  
The new branch office of the Home Bank of Canada in East Toronto, corner Danforth Avenue and Main Street, will be opened Monday next, April 19th.  
Safely Deposit Boxes for rent and every facility of banking extended in all its departments.

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### NEWS OF LABOR

#### WILL ELIMINATE NIGHTWORK BOGEY

**Amendments to Factories' Act Proposed by George Halcrow.**

Legislation which is to be introduced by George C. Halcrow, M.L.A., in the course of a few days, to amend the factory act, to prohibit master bakers from working their employees either before or after the hours of 8 in the morning or 8 in the evening, is hailed as a matter for congratulation by the originators of the idea. The idea is plain. It spells practically the elimination of night work in the bakeries in the province if carried. Tom Watt and John Drummond, organizers for the National Union of Journeymen Bakers, have worked on this matter for many months, and yesterday expressed the opinion that the aims of the members of the union to eliminate night work in bakeries were fast approaching consummation, the Independent Labor party now working heartily in conjunction with the project.

**Speaks for Itself.**  
The bill, which is being introduced on Monday, is an amendment which speaks for itself. This, at least, was the opinion expressed yesterday by many journeymen bakers at S.O.E. Hall. Tom Watt is sending out a circular of appeal to all the master bakers for their co-operation. He stated that if the public became aware of the conditions surrounding night work at the bakeries, there would be no hesitation in the public clamor which would go out of substitution of day for night work.

The act, as at present administered, reads as follows: "No person shall require any employee to work on Sunday, nor over 12 hours in any 24 hours."

The proposed amendment reads: "No person shall require any employee in any bakery to work on Sunday, nor over 12 hours in any 24 hours, nor before the hour of 8 a.m. on any day, nor after the hour of 8 p.m."

Both the act and the proposed amendment provide that no employee shall be made to work more than 60 hours a week.

**RAILWAY MASS MEETING**  
Toronto Suburban Railway members of Division 113, Street Railway-men's Union, are holding a mass meeting in West Toronto on Saturday midnight to discuss a new wage schedule for the ensuing year.

**PLIMSOLL LINE TO BE USED**  
Officials of the National Association of Masters, Mates and Pilots have received word from Ottawa that the government has decided to follow their recommendations touching upon the Plimsoll Line (Plimsoll Line) for all boats of more than 500 tons engaged in freight and passenger trade on the Great Lakes.

**BOOKBINDERS MEET SUNDAY**  
Bookbinders are meeting in special session at the Labor Temple on Sunday afternoon to discuss ways and means of presenting their demands to the employers in the printing trades. They are demanding a large increase owing to the increasing high cost of living.

**ORGANIZED AND HAPPY**  
Henry Cummings, business manager for the Stationary Engineers in the international movement, stated that the Ladies' Auxiliary would hold a dance and supper at the assembly hall, Labor Temple, on Friday, April 30. He stated that his own local had taken in 30 new members at the last meeting held at the Labor Temple.

**CARTERS MAY STRIKE**  
Montreal, April 16.—Two hundred and fifty carters employed by the city will strike on Monday if their demand for an increase in wages, bringing them to the level of employees of private companies is not complied with.

**STATIONARY ENGINEERS ANXIOUS**  
A specially notified meeting of Local 152, Stationary Engineers, is to be held at the Labor Temple next Tuesday night to discuss many matters of importance to members.

#### SONS TO SUPPORT THEIR PARENTS

**This is the Gist of a Bill to Be Presented by Sergt-Major McNamara, M.P.**

Sergeant-Major MacNamara, M.P., is on Monday next presenting a bill looking to the maintenance of deserted parents. This is a measure long desired by Labor, and is therefore of special interest to the Labor interests of the province. The bill will provide for the maintenance of parents by their offspring, and in the event of separation on grounds of cruelty or neglect by the offspring, the parents are to be cared for by government institutions at the expense of the offspring, no sum to exceed twenty dollars a month. The legislative committee of the Toronto Trades Council now has this bill under consideration and will report upon it in the course of the next few weeks. The committee has at present reached no definite conclusion as to the merits of this particular piece of legislation, although decidedly favorable to any legislation looking to the support of parents and the aged.

**SID. STYLES, ASSISTANT MANAGER.**  
Sidney Styles, well known member of Local 151, International Brotherhood of Painters and Decorators, also financial secretary, has been appointed assistant business manager for the union, John Hopkins, the business manager, extending his field of organization work. More than twenty new members were initiated at last Tuesday's meeting held at the Labor Temple.

**INFLUENTIAL APPOINTMENT.**  
James Forrester, grand president of the International Brotherhood of Freight Clerks and Stationmen, has been appointed to the Washington Railway Wage Board. This was said to indicate the value placed upon the character and services of the grand president, and the appointment was locally commended as showing the influence of the organization in the Labor situation in the United States.

**LAST RITES TODAY.**  
The funeral of the late William Barnett, well known Labor man and Orangeman, who died from accidental poisoning on Thursday morning, is to be held this afternoon at 4 o'clock at Norway cemetery. The Orange order, notably L.O.L. 1084, and also Local 151, International Brotherhood of Painters and Decorators, will be well represented.

#### CADET MOVEMENT ON FIRMER BASIS

**Council Planned, Including Principals of High and Public Schools.**  
That a good deal of interest is taken in the plans for a certain amount of reorganization in the cadet movement in Toronto was given evidence at a meeting of instructors and members of the board of education, held at the administration building yesterday. Trustee J. S. Brown presiding. Resolutions were passed, as follows: "That a cadet committee of three be appointed by the board, to which it would report direct, be appointed"; "that a cadet council for military control, to be composed of the chairman of the cadet committee, the military head of the high schools, and the military head of the public schools be appointed, to have control over all matters of discipline"; that the senior officer on a parade take command; "that the military head of high schools should be nominated to the board by the committee of high school principals, after consulting with the instructors"; that pending further consideration of an extra allowance for public school instructors, a grant of \$250 per company of two platoons of 40 each be made to the high school instructors for the current year. Other business and resolutions dealt with were in the nature of instructions and rules by which the instructors should be governed.

### MARGARINE STILL HOLDS ITS OWN

No Decrease or Increase in Consumption—Future of Industry Uncertain.

Oleomargarine, unlike certain famed brands of whiskey, is still going strong. At least this is the case in Canada, where it is estimated that more than a million pounds are consumed monthly. The World gathered this information yesterday, when local packers were discussing the resolution presented by Hon. F. S. Tolmie, minister of agriculture, to the house of commons, that an extension of time be made until March, 1921, for the manufacture, importation and sale, of this household commodity.

Harris Abattoir and the Swift Canadian Company are the only manufacturers of oleo in Canada, and approximately three-quarters of the amount consumed in this country comes from their packing plants. Other concerns, like the Wm. Davies Company, import from the States.

"How will this proposed extension of time affect local packers?" an official of the packing trusts was asked. "Have the packers made any plans?"

Future Too Uncertain.  
"Well, you see, Canadian firms have been rather chary up to date of entering into its manufacture, as its future was so uncertain. It is only since the latter part of 1917 that its manufacture was permitted here at all, and we did not know how soon the ban was going to descend on it again. Packers rather steered clear of the business, rather wishing to invest money in a thing which was liable to be barred at any time. Before this extension was proposed, the manufacture of the stuff was to be stopped by government order this coming August."

"What's the matter with it, anyway?" was the next query fired at him.

"Nothing at all that I can see. It is made by a government set standard and is absolutely pure, without any harmful ingredients. Canada was the

last country in the world to permit its sale, and is apparently going to be the first to stop it."

"Is the sale of it increasing much?" asked the reporter, who has to battle bravely with the H. C. of L.

"The sales are running about normally at present, but during the war the consumption increased nearly three million pounds a year. Since that time there has been no falling off in the sales."

**JEWISH MASS MEETING.**  
In connection with the Canadian Jewish war relief campaign, a great

Jewish mass meeting will be held next Sunday evening in Massey Hall, when Mr. Sholem Asch, foremost Jewish man of letters in the world, and most widely read Yiddish writer in America, will lecture. A banquet will also be held in the Masonic Temple on Saturday evening.

**NO CRIMINAL CASES**  
Bramford, Ont., April 16.—(Special)—Mr. Justice Middleton will have an easy session of the supreme court here, commencing on Monday next. There are but three minor civil cases and no criminal cases.

**Wool Growers to Get Back Million Dollars in Excess Profits**  
Washington, April 16.—Excess profits of more than \$1,000,000 obtained by wool dealers in transactions during the war time period when the national supply was all under government regulation, will be collected and returned to the growers by the bureau of markets of the department of agriculture. The decision, announced tonight by the department, followed a hearing on questions relating to the valuation and handling of the 1918 clip.

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# Ford

## Plain Facts about Milk Routes

A team of horses costs about \$400, double harness \$100, a wagon \$75, making a total of \$575. A Ford Truck costs \$750 at Ford, Ont.

Government experiments have proved that the cost of feeding a horse is 8.7 cents per working hour, or 17.4 cents per team per hour. One team, if collecting milk, could not cover more than 30 miles a day. The cost for twelve hours would be \$2.09, or about seven cents a mile. The cost for gas and oil for a Ford Truck is only 4½ cents a mile. The Ford Truck soon pays for itself in reduced cost of operation.

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